CITY OF WILLIAMS

GENERAL PLAN

Land Use Element
Conservation Element
Safety Element
Circulation Eelement
Noise Element
Open Space Element
Community Services Element

ADOPTED SEPTEMBER 7, 1988

City Council

Gerald English, Mayor
David Reaveis
Barton Frey
Donald Burnette
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Planning Commission

Cathy Fouch
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CHAPTER 1 INTRODUCTION

The Williams General Plan provides the basis for decisions regarding growth and the development of land, both within the city's boundaries and within the city's sphere of influence. The plan provides policies for both the use of public and private land. The plan seeks to improve the economic development of the community while also preserving the quality of life in the Williams area. Both growth and sensitivity to the environment are encouraged. The plan reflects the city's present values and vision of the future.

Much of the plan is involved with determining the type and intensity of land uses for various areas in and around the City of Williams. The land use planning is complimented by sections of the plan which deal with the intention and investment in public services which will be required to serve future growth.

The General Plan has been drafted to meet the requirement of the State of California "General Plan Guidelines" as revised June 1987. The public has been asked to participate through the use of citizen's survey, workshops, and ultimately public hearings on the plan in order to provide comments and to argue for changes and revisions to the draft plan. However, the plan is not intended as a guide for specific standards which will be applied to individual parcels. The plan provides general guidelines and policies for various areas in and around the City. The City of Williams zoning ordinance should be consulted concerning specific development standards for individual parcels.

This General Plan is projected for a horizon year of 2008. However, changing population trends, economic situations and other factors may require that elements of the plan be revised as goals are redefined, and as policies require changes. The City Council should consider reviewing the plan every five years to insure that it remains up to date and responsive to changing conditions. Strategic long-range planning may be the single most important action a community can take to remain economically healthy and to preserve qualities of the community that make it unique and a desirable place to live.

Citizen Survey

As part of the General Plan process, a citizen survey was mailed out to all water users on the municipal water system. About 1/3 of the number surveyed responded. Some of the major trends in the survey response are described below:

- About 45% of those responding thought the past growth was much too slow or too slow. About 50% thought it was 'about right.'

- About 65% of respondents thought the City should have a moderate to fast growth rate in the future.

- Significant majorities were in favor of additional development of multi-family housing, mobile home parks, low income housing and senior income housing.

- 75% of the respondents felt the downtown retail area *does not* provide adequate shopping and services.

- 95% feel Williams should try to attract new businesses and jobs.

- 90% feel Williams should encourage industrial development.

- 70% feel Williams should encourage the preservation of open space for agricultural use.

To a large extent the General Plan's goals and policies have been built around the results of the Citizen's Survey. A tally of the responses of the citizens to the questions on the survey is found in Appendix A.

Background

Williams does not currently have a General Plan which contains the seven required elements: Land Use, Housing, Circulation, Noise, Open Space, Conservation, and Safety.

In 1984, as part of the Tri-County Council, efforts in Land Use, Conservation and Open Space elements for Williams were adopted. In 1987, Williams adopted its first Housing

Element. However, in response to major annexation proposals, the I-5 plan and community desires to promote growth and economic development, a complete General Plan Update was authorized by the City Council. The General Plan Update will serve as a policy guide to future development efforts and as an aid to the City in preparing to serve areas of industrial, commercial and residential growth with public services.

Relationship to other planning ordinances

The General Plan maps should not be confused with the zoning ordinance maps. A zoning map is a parcel-specific regulatory document which indicates the specific development standards of that parcel in the present and near future. The zoning map has immediate force and effect. The function of the General Plan is to provide long-range planning goals which are then reflected in the zoning ordinance.

The Zoning Ordinance should reflect the basic goals and policies of the General Plan. However, it need not be a mirror image of the plan. Some existing uses of areas may stand in the zoning ordinance until the ultimate land use pattern becomes a reality. The zoning ordinance should then be revised to reflect the change and conform to the General Plan.

Relationship to subdivision regulations

The City must not approve a proposed subdivision map unless the subdivision, including its design and proposed improvements, is consistent with the General Plan.

Organization of this General Plan

The plan will be organized in chapter fashion, with each chapter consisting of an element of the General Plan, beginning with Land Use, and continuing as follows: Community Services, Circulation Conservation, Open Space, Noise and Safety. The last chapter will deal with adoption and amendment policies. The Housing Element will be organized as a separately bound element, since it was recently updated in 1987 and requires minor revision.

CHAPTER II LAND USE ELEMENT

History and Geographic Location

Williams was established in 1876, when landowner W.H.Williams drew up plans for a town at the proposed Northern Railway depot some 10 miles north of Arbuckle. By the time the tracks reached Williams in the early summer of 1877, the new town was well on its way to becoming a major agricultural processing and distribution center. In his History of Colusa County (1891), Justus Roders notes that the first buildings in Williams were "rude and hastily constructed." However, Rogers goes on to note that by the 1890's, the town sported handsome dwellings and substantial brick buildings.

The decline of river traffic on the Sacramento and the redrawing of the County's northern boundary made Williams the county's transportation hub and geographic center. The town's early success was built on the railroad and the grain products grown in the surrounding farm areas. Rice and tomatoes became the predominant farm crops during the 1900's. With the decline of rail traffic, the town has remained a transportation hub by virtue of its location at the crossroads of I-5 and Highway 20.

The City of Williams is located approximately 58 miles north of Sacramento, in the north central part of the Sacramento Valley. The population of Williams was calculated to be 1655 in 1980, by the Department of Commerce, Bureau of Census. It was calculated to be 1779 in 1987 by the Department of Finance, State of California. The increase in population between 1980 and 1987 is 7.4%; this is an average increase of 1% per year.

Land Use and Growth Alternatives

The proposed annexation and development of proposed industrial sites will have a significant effect on the population growth in the City of Williams. The Plank Industrial Park projects an indirect and direct employment impact of approximately 41,000 persons. Fifty percent of this population is projected to reside in the Colusa/Williams area or 20,500 persons. Thirty percent of this total could reside in the Williams area, based on population percentages of the two communities at present. This indicates a potential population impact of 6150 persons in the Williams area over the next twenty years. When divided by the

average number of persons per household, this total would require 2277 new residential units to be constructed during the next twenty years. To accomplish this, population growth would require that the city grows in excess of 15% per year for the next twenty years. This kind of accelerated growth alternative is clearly beyond the ability of any City to plan and provide services for in an orderly manner. A more realistic goal would be a 5% growth rate per year which would cause population to reach 3913 by the year 2008, an increase of 2134 persons. This growth rate would require an additional 776 units based on an average person per household factor of 2.75. A slow growth alternative would be to limit population growth to less than 2.5% per year by designating fewer areas for residential development and reducing the amount of land zoned for industrial and commercial purposes, thereby retaining it in its current agricultural state indefinitely. This would be an increase in population of 889 over twenty years or a total projected population of 2668 in 2008.

Selected Growth Alternative

The alternative for growth of population and land use that most clearly meets the Citizens Survey results, which show a strong preference for moderate or sightly faster rates of growth than in past years, is the second alternative above. By designating most of the newly annexed land for industrial and commercial uses, with enough residential land to meet a projected 5% per year population and household increase, slow growth would approach 5% per year.

Data and Analysis

The primary purpose of the Land Use Element is to provide a plan for the general location, distribution and intensity of various land uses in the City of Williams. The importance of this Plan is that land is a valuable community resource and its value can be maximized by careful development and implementation of the Land Use Element.

Land Uses fall into four broad catagories: residential areas, commercial areas, industrial areas, and open space-recreational areas. The Land Use Element emphasizes the overall distribution of the various land uses in terms of location, area, density and satisfactory relationship between different land uses as well.

The City of Williams, being an established community with a long history, also has an established pattern of land use. Much of the land within its current boundaries has already been developed by various kinds of use.

Current land use patterns reflect the town's historic orientation along the railroad and its more recent orientation toward Interstate 5. Williams' industrial area extends north and south along the railroad and the major commercial district extends perpendicular along E Street to the west. Residential uses lie both north and south of the retail commercial district and there are large commercial districts along Old Highway 99 that to some extent serve tourism, i.e. motels, restaurants and service stations.

Proposed Land Use

This Land Use Element will focus on land not yet developed for the use indicated on the land use map. It is this vacant land that will provide areas for future growth. The annexation project already in process will increase the size of the City by a factor of 6 and most of this land, currently used for agriculture, is proposed for industrial, commercial and residential development in the future. The following chart shows the total amount of undeveloped land by acreage and in the case of residential designation, also shows the number of units allowed.

Chart 2 Undeveloped Land

Land Designation	Acres	Unit
M-H	290	------
M-L	840	------
C-2	300	------
H-C	63	------
RMF	30	300
RMD	30	240
RLD	11	44
R-P	18	270
Total	1292	842

Land directly adjacent to the freeway and on the east side of the freeway south of E Street is proposed for light industrial, highway commercial, heavy commercial, and heavy industrial uses, with heavy industrial uses being farthest away from the established residential areas in the City. The land to be annexed west of town is designated for multi-family, medium density residential, heavy commercial and highway commercial uses. Land east of the freeway and north of E Street is in an Urban Reserve designation.

Land Use Designations

Rural Residential (RR)

Rural Residential is a land designation for single family residential development, with allowable densities of one housing unit per acre. Quasi-agricultural uses are also allowed including the raising of livestock and pasturing of horses. Commercial agricultural, however, are not allowed without a use permit. Public and quasi-public uses are allowed.

Residential Low Density (RLD)

Residential low density is a land designation for single family residential development exclusively, with a density not to exceed 4 units per acre and a minimum lot size of 10,000 square feet. Public and quasi-public uses may also be allowed.

Residential Medium Density (RMD)

Residential Medium Density means land designated for single family residential development with a density not to exceed 8 dwelling units per acre. Duplexes are allowed. Minimum lot size is 6000 square feet. Public and quasi-public uses are allowed.

Residential Multi-Family (R-MF)

Residential High Density means land designated for multi-family residential development with a density limitation of 15 units per acre. Allowed uses include: tri-plexes, townhouses, condominiums, mobile home parks, senior living centers, nursing homes and apartments. Single family residences are excluded from this designation. Public and quasi-public uses are allowed.

Residential-Professional (R-P)

Residential Professional means multi-family residential with mixed professional office uses. Allowable density is 20 units per acre. Professional office buildings shall be allowed

but restricted to a density of 50% net coverage of acreage by buildings. Both residential and professional uses shall provide detailed landscaping and architectural plans as part of the approval process. All uses in this designation are subject to obtaining a use permit. Public and quasi-public uses are allowed.

Commercial Retail (CR)

Commercial retail means land designated for general retail and services purposes including shopping centers. Commercial retail uses shall have a maximum building coverage of 60% of gross acreage. Vehicle repair, garages, vehicle sales dealerships, nurseries, contractor yards, and outside sales establishments of all kinds are excluded from this designation. Professional office uses are allowed. Residential uses are allowed with a use permit.

Commercial Heavy (CH)

The Commercial Heavy designation means land designated for commercial uses which generally require both indoor and outdoor facilities including: contractor yards, building supply, lumber yards, auto and boat sales, garages, auto repair, etc. Residential uses are allowed with a use permit. Professional office uses are allowed. Maximum building coverage is 60% of gross acreage.

Highway Commercial (HC)

Commercial Highway means land designated for uses specifically for the traveling public including: hotels, motels, RV parks, convenience markets of less than 5000 sq. ft., restaurants, fruit and vegetable stands, commercial recreation facilities, car wash facilities, and service stations. Maximum building coverage is 50% of gross acreage. Residential uses are excluded. Other commercial uses require a use permit.

Light Manufacturing (M-L)

Light Manufacturing means land designated for light manufacturing and heavy commercial uses of non-nuisance types and large administrative facilities. Residential and retail uses are excluded. Maximum building coverage is 45% of net acreage. All manufacturing and fabricating areas shall be enclosed in buildings. All storage areas shall be screened from view by berms or fences. Retail uses allowed by use permit.

Heavy Manufacturing (M-H)

Heavy Manufacturing means land designated for all general industrial uses. Maximum building coverage is 45% of net acreage. Residential uses are excluded. Retail commercial uses are allowed with a use permit.

Open Space (O-S)

Open Space means land designated for preservation in a natural state and/or to provide open space buffer areas in which users are restricted to recreational, conservation, or light agricultural uses.

Agricultural Exclusive (A-E)

Agricultural Exclusive means land designated for uses as agricultural due to soil type and fertility of the land.

Urban Reserve (UR)

Urban Reserve means land designated for future use as commercial, residential, or industrial, but which is presently zoned agricultural. The City may approve a change in land designation for these areas after receiving and approving a Specific Plan for their development. The Specific Plan shall show in detail how the area is to be developed and provide for water, sewer, drainage, road, and other public improvements.

Public Use (PU)

Public Use means land designated for public purposes or public utilities.

See Land Use map, page 10 to find how designations have been localed.

LAND USE GOAL AND POLICIES
RESIDENTIAL LAND USE

Primary Goal

The City of Williams will maintain a diversity of housing opportunities and land uses that will allow for moderate to fast population growth, and provide sufficient housing to meet demand from all income groups.

Policies

The City of Williams will institute the following policies in support of the above goal:

**Maintenance of a balance between residential building intensity and the capacity of circulation and other service-system facilities.

**Require new residential development to bear the full financial burden for new public service capital improvements through impact fees and mitigation fees.

**To encourage the revitalization and rehabilitation of deteriorating residential areas by using the most appropriate programs and tools available.

**To promote the design of future residential developments which emphasize character, quality, livability, and the provision of all necessary services and facilities.

**To promote full utilization of land already committed to residential development before extending utilities and public services to areas without urban infrastructure.

**To prohibit non-residential uses in low density residential areas, except utilities, churches and schools.

**To annex areas south of the City of Williams to provide additional areas for residential uses, particularly large lot type development.

COMMERCIAL LAND USE GOAL AND POLICIES

Primary Goal

The City of Williams will, where appropriate, retain and renew the existing commercially developed land with emphasis upon preservation of the downtown area and will provide for sufficient new commercial area to meet the needs of the City.

Policies

To accomplish this goal, the City will institute the following policies:

**To retain and renew existing commercial land uses and to designate sufficient new commercial areas to meet future City needs.

**To develop and maintain downtown Williams as a focal point for personal shopping and services in the community.

**To require landscaping around off-street parking and to mitigate the adverse visual impact of large areas of paving.

**To encourage new retail shopping outlets in downtown Williams.

**To encourage highway service type development in Williams.

INDUSTRIAL LAND USE GOAL AND POLICIES

Primary Goal

The City of Williams will encourage industrial growth by providing sufficient land designated for heavy commercial , light industrial and heavy industrial uses.

Policies

To accomplish this goal, the City will institute the following policies:

**To encourage the development of new industrial uses by streamlining the processing of permits for development.

**To require that surrounding uses be buffered from the industrial land area to prevent noise, odor, and visual intrusion into those areas.

**To encourage the development of new industrial uses by investigating and seeking funding for public services through available public financing methods, including Rural Renaissance funds, Community Development Block Grant funds, Mello-Roos Community Facility Act funding, and assessment district funding. The City does not, however, commit to finance new infrastructure with City general funds.

**To prepare written guidelines for industrial development which cover site design, lighting, signage, landscaping, and other visual concerns.

**To develop a community marketing and industrial promotion commission. EDC.7

AGRICULTURAL LAND USE GOAL AND POLICY

Primary Goal

The City of Williams will protect agricultural land uses from encroachment by residential land uses which are not compatible with agriculture.

Policies

To accomplish this goal, the City will institute the following policy:

**To use zoning designations to protect agriculturally valuable land from encroachment by urban type development.

IMPLEMENTATION

The implementation process will be carried out by developing and using the following legislative and administrative tools:

Subdivision Ordinance

The Subdivision Ordinance regulates the division of land and establishes basic improvement requirements. The Subdivision Ordinance is an important element of the implementation process because of the permanence of parcelization of land.

Zoning Ordinance

The Zoning Ordinance establishes specific land use regulations in terms of how land and buildings may be used and what community standards must be met in order to fully use the property. The Zoning Ordinance is accompanied by the Zoning Map which graphically illustrates where specific uses may occur. The Zoning Ordinance must be consistent with the General Plan.

where are they?

Master Water, Sewer and Drainage Plans

There is a necessity for the City to determine preliminary design, cost and funding criteria for these services in order to be fully prepared to allow commercial and industrial development to occur in the newly annexed portions of the City. These Master Plans should be updated every five years and will become a valuable part of the City's planning process.

Industrial Design Ordinance

As discussed in the policies section under industrial land use, the City shall create an ordinance regulating the visual impact of industrial uses by providing standards of development for site design, lighting signage, landscaping, parking and roads. The intent of this ordinance shall be to create inviting park-like industrial areas that are in keeping with the most advanced methods of industrial area design and architecture.

CHAPTER III

COMMUNITY SERVICES ELEMENT

Introduction

Although the Community Services Element is not required by state law, the issues that are addressed in this element are crucial to any community and deserve an in-depth analysis and definite determination of goals, policies and implementation plans. The state of public infrastructure, a term often used instead of community services, is critical to future development or lack of development. The policies in this section will have crucial importance to both the Land Use and Circulation Elements and the ability of the City to reach desired commercial and industrial development goals.

Community services addressed in this element are: water, waste water treatment, flood control and drainage, solid waste, fire protection, recreation, health care and schools.

Service Profiles

Water - The City of Williams owns and operates a water well and water distribution system. Service is provided primarily to areas within the corporate limits. The majority of the existing distribution system was constructed in 1927 and consists of cast iron water mains, with later construction utilizing asbestos cement mains. The severe alkaline soil in the area has rapidly deteriorated the cast iron or steel water lines. Many of these are 4" lines which should be replaced by larger lines. The City has been replacing these lines in recent years with plastic 6" lines, as funds permit. The City currently maintains three wells and one 100,000 gallon elevated storage tank. The pumping capacities of the wells are:

Well 3	550 gpm
Well 5	1200 gpm
Well 6	1000 gpm

The average water usage is 13.5 million gallons per month. Peak usage in the summer is .814 million gallons per day and 20.7 million gallons per month. Based on using Well 5

exclusively, the City could pump 1.7 million gallons of water a day or .9 million gallons more than the current day usage.

There are two wells on the Plank Industrial Park on the recently annexed east side that can each produce 2000 gallons a minute. The source is equivalent to 5.7 million gallons per day. After initial development, this system should be integrated into the existing municipal system.

Future Needs - Based on the amount of vacant land within the future boundaries of the City of Williams and assuming 100% buildout levels, a general estimate of total future water needs can be made. Estimate water usage is based on the following factors:

Industrial Use - 150 gallons per day per 1000 sq. ft. of building space.

Heavy Commercial - 100 gallons per day per 1000 sq. ft. of building space.

Retail and Highway Commercial - 4200 gallons per day per acre.

Residential (Low and Medium Density) - 607 gallons per day per unit.

Residential (High Density) - 319 gallons per day per unit.

The following chart shows the estimated water needs by land use designation:

CHART 3 WATER USE IMPACTS		
Land Use	**Undeveloped Acreage**	**Usage MGD**
M-H	290	.852
M-L	840	2.460
C-H	300	.784
H-C	63	.263
R-MF	30	.095
RLD	11	.027
RMD	30	.145
R-P	18	.860
Total	1292	5.280 MGD*

* Based on full development of all currently undeveloped acreage at full allowable densities.

The total water available to the City if the Plank Industrial Park wells are added to the system is in excess of 7 million gallons per day. This amount is sufficient to serve the full buildout of all vacant land uses. However, construction of water lines will have a significant impact on City financial resources. This expense can be significantly reduced by requiring that developers fund the cost of constructing the water delivery system, either directly or through funding mechanisms such as assessment districts or Mello-Roos community facility districts. A Master Water Plan should be drafted by a qualified civil engineer, showing the proposed design and costs of necessary water line and water capacity improvements for the next twenty years. Consideration should be given to extending water lines down the major collector roads south of the City as these areas become annexed into the City.

See map, page 18 which shows future proposed water lines.

Policies

**All wells drilled to serve new development shall meet California Department of Public Health water quality standards.

**New transmission lines constructed to serve new development in currently undeveloped areas shall be financed by the developer or by grant and assessment district financing methods.

**New industries which consume significant amounts of water should be encouraged to recycle the water and ensure its percolation back into the ground water strata. Water recycling shall be done in a manner that protects the groundwater from contamination.

**Existing wells within the newly annexed areas should be merged into the municipal water system. Single family residential wells *may be exempted from this policy*.

**The City will act in cooperation with the County of Colusa and other interested county organizations to: finance studies that improve the understanding of the groundwater basin and to support State policies which insure that the County and the communities within the County have first right to water originating locally.

Waste Water Disposal

The sewage collection system and treatment facilities are owned and operated by the City and provide service within the corporate limits. The sewage collection system consists primarily of vitrified clay sewer pipe.

The sewage treatment plant is located north of town between I-5 and the Southern Pacific railroad tracks. The facility consists of one aerated lagoon and three oxidation ponds situated on approximately 30 acres of land. The sewage is treated and effluent is discharged into Salt Creek. The City has experienced both periodic odor complaints and failure to meet discharge requirements. The City is currently negotiating an agreement with a private vendor to operate the plant. The treatment capacity at the plant is estimated to .8 MGD. The current average flow is .3 MGD.

The development of land on the east side of the Interstate freeway will create a need for additional waste water treatment facilities. The developer of the Plank Industrial Park, which makes up a large percentage of this land, has suggested in the EIR done for the project that 54 acres could be set aside for such a facility. The following chart is an estimate of increased waste water flows that may occur when full buildout of undeveloped land within the City is complete.

The following factories were used to compute increased waste water treatment capacity needs:

Residential	100 gpd/capita
Commercial	1600 gpd/acre
Industrial	2500 gpd/acre

The following calculations should total estimated waste water treatment needs:

- 1130 acres of undeveloped industrial land = 2.8 million gallons per day.
- 363 acres of undeveloped commercial land = .580 million gallons per day.
- projected increase of 2134 residents by the year 2008 = .213 million gallons per day.

Total projected needs by the year 2008 are 3.59 million gallons per day. The current plant with modifications* could provide .5 million gallons per day in additional capacity. There would still be a need to establish a plant that could treat in excess of 3 million gallons of waste water per day. This figure could by reduced if industrial uses were to recycle and purify waste water and replace it back into the groundwater. However, a plant would still be necessary on the east side of Interstate 5 and sewer main lines would need to be constructed. See map page 21, which shows the proposed location and size of future water and sewer mains both in the City and Sphere of Influence area.

Policies

**The City, in cooperation with private landowners of undeveloped land, will act to secure a suitable wastewater treatment plant site on the east side of Interstate 5.

**Costs of such a plant shall be financed by developer contributions, assessment districts or grants.

**Major industrial developments will not be granted Use Permits until such a Wastewater Treatment Facility Plan has been adopted by the city, which shall include the methods of financing.

**Sewer main construction on the east side of the Interstate shall be at the expense of the developers and land owners needing this service. The City shall adopt a preliminary location and sizing of future sewer mains.

**Septic systems shall be permitted within the rural residential designated land. However, it shall be the policy of the City to connect developed properties into the City sewer system whenever a sewer line is within 300 feet of an unsewered developed property.

Drainage and Flood Control

At the present time, all stormwater runoff within the City is handled by surface drainage as no major outfall piping systems are in existence.

The majority of the town area, consisting of the central core north of 'H' Street and east of 10th Street, drains to the northeast along 'B' Street, under I-5 and then along Highway 20. An area of approximately four blocks north of B and east of 9th Streets currently drains north along Old Highway 99.

The portion of the City west of 10th Street drains to the north and west along North Street and eventually into Salt Creek north of Highway 20. The southern portion of the town south of H and west of 9th Streets flows to the south east along Husted Lateral Road and is piped under I-5.

Drainage from the area known as the Plank Industrial Park flows generally north-east into a Glenn-Colusa Irrigation District channel at the northeast corner of Section 19.

Flooding occurs currently in the north section of the city and along the western side of I-5 north of the Husted Lateral. A good portion of the City's north side is currently in the 100 year flood plain as shown on the flood plain map on page 44. The reason for this flooding is due to the condition and height of the levee on Salt Creek just outside the town to the west.

Because of this current flooding problem, development on the west side of the City, in areas recently annexed to the City, can cause increased flooding in residential and commercial districts on the City's north side and along I-5. Development north of the City would already occur in the flood zone and would have serious flooding impacts that should be addressed before development is permitted. Areas east of I-5 and directly south of Highway 20 may have flooding and drainage problems. Some of the severity of the potential flooding in the north side of the City can be mitigated by constructing and improving levees to the west of the City along Salt Creek and Highway 20.

Policies

**The City shall by ordinance create a drainage mitigation district that will collect fees to reduce the flooding potential by the construction of improvements in the north part of the current city boundaries and in the newly annexed areas to the west and north of the City.

**Developments within the 100 year flood plain shall be required to address drainage problems and provide solutions that do not contribute to additional flooding hazards in other parts of the City.

**The City shall apply to the State and Federal governments for financial aid to construct or improve drainage and levee facilities.

Solid Waste

The City of Williams collects solid waste through a publicly financed collection system. The waste is trucked to the Evans Landfill south of the City. Residential and commercial solid waste make up 80% of the solid waste received at the county land fill facilities (1975). Industrial waste constituted only 10% of solid waste. However, both residential growth and industrial growth as projected in this plan could seriously affect the Evans site and reduce its useful life below the current projected use of 22 years, or until 2010.

Policies

**The City shall begin to research methods of recycling solid waste which will increase the life of the landfill facility and which may increase revenue to the City of Williams.

**The City shall explore methods which could assist the County in increasing the life of the Evans facility, including the inventory of additional landfill sites.

Law Enforcement

Police protection is provided to the community by the Williams Police Department. The department is staffed by 5 officers including a Chief of Police. The department maintains 2 police vehicles. The current ratio of officers to population is 1 to 350. The total budget for police services is 203,038 FY 87-88, which equates to 109 dollars per capita. Because of its location on major highway crossroads, Williams has a disproportionate share of crime activity. However, the Department maintains a high arrest ratio.

The need for increased police service will inevitably grow as Williams develops. However, if industrial development occurs and provides a large number of new jobs, this type of development and the availability of new jobs will create fewer impacts on law enforcement than other types of development . Williams currently has an average of 2.2 officers per 1000 residents. Williams should maintain this average. By 2008, it will need a force of at least 9 and probably 10 officers if the City grows according to the General Plan projections.

Policies

**The City will maintain a ratio of officers to population that exceeds or averages 2.2 officers to 1000 residents.

**New subdivisions and multi-family residential areas should be reviewed by the police chief to elicit comments on police service requirements and emergency access.

**The City will review new commercial and industrial developments in regard to security measures and designs that discourage criminal activity.

**The City shall encourage newly developing industrial areas to provide their own security protection personnel.

Fire Protection

Fire protection in the City of Williams is provided by the Williams Fire Department, which also provides fire protection outside the City of Williams as the 'Williams Rural Fire Protection District'. However, the two entities are seperate agencies funded by different sources. The City Department has a total of 45 volunteers: two assistant chiefs and three captains. The Fire Chief is a full-time paid professional. The service area is the City limits. Response time to an emergency is one to three minutes. The funding level of City Fire Protection is 37,175 in FY 87-88. This is an average of 20 dollars per capita.

City fire fighting equipment consists of:

- 1 1000 gallon/1000 gpm pumper with high pressure booster pump
- 1 500 gallon/1000 gpm with low pressure booster pump

The Williams Fire Department has an ISO rating of 6.

Future development in Williams will place a definite added burden on the fire fighting capacity of the present department. The increased distance to potentially urbanized areas

and industrial type fires will require that the Fire Department upgrade its operation by adding additional paid staff, new equipment, and by ~~locating a substation on the east side of the freeway.~~

Policies

** ~~The City of Williams will act to create a special assessment district consisting of the area east of the I-5 interstate to provide additional funding for fire protection services to this area. The assessment process may be designed so that initiation of actual assessments will occur after the area is built out to a certain percentage.~~

** The Fire Chief will be contacted for comments on subdivision, multi-family residential, commercial, and industrial development proposals to review access, hydrant spacing and fire protection issues.

** All buildings constructed in the industrial designated areas shall be constructed in accordance with the State Uniform Fire Code.

** Development that may constitute a public hazard shall be located away from existing and planned residential areas.

** Industries that use toxic or hazardous materials shall be required to prepare prevention and spill clean-up plans which will be filed with the City Public Works Director, Fire Chief and Police Chief.

Education

Williams is served by the Williams Unified District for the education of students in grades K-12. The District operates three schools: Williams Elementary, Williams Middle School and Williams High School. The current enrollment and classroom capacities are listed below.

Chart 4	School District Enrollment, Spring 1988		
Schools	**Classrooms**	**Enrollment**	**Capacity**
Williams Elementary(K-3)	8	218	240
Williams Middle School(4-8)	8	235	240
Williams High School(9-12)	12	126	300
Total	28	579	780

Recently, enacted developer fees are in place, allowing the school districts to charge developer's fees to offset the cost of constructing additional classroom space, due to new development in the community. The fees are 1.50 a square foot for residential and .25 a square foot for commercial construction.

The projection in this General Plan for the possibility of a population increase of 2134 persons would cause a school age population increase of 693 students, using the current 32.5% factor of school age children to population. This increase will clearly cause the need for enlarging the current facilities and probably the construction of additional facilities, possibly new elementary and middle schools.

Policies

**All proposed residential or industrial developments that may have an impact on school enrollment shall be referred to the school district for review and comment.

**Future schools sites shall be planned to be central to developing residential areas and easily accessed by car, bicycle and foot traffic.

Health Care and Emergency Services

Colusa County Hospital is the only general and acute hospital in the County. Patients requiring more comprehensive care generally go to Enloe Hospital in Chico, to Woodland, to UC-Berkeley or to the Sacramento Medical Center.

The Hospital has 56 beds with 48 beds available at any given time. The average occupancy rate is 27%. There are currently no plans for expansion, as there is no perceived need to increase the volume of in-patient care.

Williams has the only licensed nursing home in the county, called Valley West, located on E Street. It recently received approval to increase the number of beds it has to a total of 99.

Williams also has an ambulance service run by Golden State Ambulance. The ambulance service is located at 1053 I Street. The County has recently created a district to fund this service, which also operates out of Colusa.

Policies

**The City encourages the development of nursing care facilities within its jurisdiction.

**The City encourages the development of a medical center in the City of Williams.

**The City will support the tax funding of the ambulance service by the Special District.

CHAPTER IV CIRCULATION ELEMENT

Background

The City of Williams does not experience the heavy traffic congestion conditions found in many of the larger urban areas in California. At present, the normal traffic flows are light and most of the tourism is transient traffic from I-5 and Highway 20. Heavier traffic is limited to a few blocks on the east side of the City near the on and off ramps and where the majority of the highway service businesses are located. This area is served by E, 5th and 6th Streets.

Although Williams does not now experience significant traffic congestion, there is a growing maintenance problem which will become more critical with increased growth and traffic demands. Many of Williams' streets have pavement and sub-surface problems. Even streets in the commercial and industrial areas are in a state of disrepair that has left them close to complete deterioration. This problem is being addressed by the Public Works Department which attempts to repair streets as money permits. The real solution, however, is to obtain additional funding for road maintenance.

Components of the Circulation System

The City of Williams streets and highways form by far the largest component of the transportation system, both for movement of goods and residents. Air freight and rail freight carry only a small percentage of local goods. The road system in Williams allows a flexibility of travel between all locations in the City and within the county and state.

The roadway system consists of roads constructed for varying capacities and types of use. These include: Principle arterials, minor arterials, collectors and local streets.

Arterials are designed to carry traffic between major destinations (i.e. between cities and states). I-5 and SR 20 are principal arterials in the Williams area. Since these two roads intersect within the "new" boundaries of Williams, this increases Williams' opportunity to benefit from being the county's transportation "hub." Old Highway 99, or 7th Street and

Husted Road act as minor arterials since they are alternative links between Highway 20 and I-5. 7th Street brings traffic through developed retail and office professional areas. In the future, Husted Rd. may serve as a traffic corridor for industrial transport. Collector streets are those roadways that are the primary means for local residents to move in between residences, stores, schools and the work place. In Williams, the collector streets are E Street (east/west) and 9th, 12th and the Freshwater Lateral/Grange Rd. route (north/south), which is currently unconnected at the center north of E and south of North Street. North Street is a minor (east/west) collector.

South of the City, but within the Sphere of Influence, both Davis Road (north/south) and Hankins Road (east/west) would be important collector roads.

Current Levels of Use

The following chart shows recent traffic volumes on major roads within the Williams area.

Chart 4 Current Traffic Volumes[1]

Street	Count Location	Volume (vehicles per day)
~~E Street~~	W/12th	~~1623~~
~~E Street~~	E/5th	~~4500~~
12th Street	N/G St.	____
12th Street	N/Hankins	181
~~9th Street~~	N/G St.	~~2000*~~
Husted Road	Just S/I-5	536
Husted Road	Just S/Able	545
~~Husted Road~~	~~N/E St.~~	~~8093~~
I-5 N	N of SR 20	16,700
I-5 S	S of SR 20	17,800
I-5	NB off ramp/Central Williams exit	1270
I-5	SB off ramp/Central Williams exit	1320
Hwy 20	W of I-5	3300
Hwy 20	E of I-5	2500

*Based on projections from hourly counts

[1]Estimate 1988

Future Traffic Volumes

Three factors will have significant effect on future traffic volumes and circulation through the City. First, the development of the Plank Industrial Park will cause increased traffic generation. The roads most effected by this proposed development are: I-5, SR20, Husted

Road and the portion of E Street east of the freeway. I-5 and SR20 will not experience serious problems due to peak hour traffic generation (Plank EIR), however both Husted Road and E Street (east of I-5) will require improvement. E Street will also be effected by development of highway commercial at the I-5 interchange and along the street to Husted Road.

The second major factor effecting circulation is residential development along 12th Street and to the south of the City in the area currently in the City's Sphere of Influence. Future residential development will occur in these areas, increasing traffic on both 9th and 12th Streets. Current traffic volumes could double on both of these roads if industrial and residential development occurs based on the maximum projection of this plan.

The third factor is residential development in the western area of the City. This area between SR20 and E Street is already proposed for a subdivision and some multi-family units. Future development will require that a road segment be built connecting SR20 and E Street to provide proper circulation.

Transit and Bike Transportation

About ninety-five percent of the travel needs of Williams are served by automobile and truck. Some transportation disadvantaged residents do need other transport sources. The Mini-Transit Program (MTP) serves residents in the Colusa, Williams, Arbuckle and Maxwell areas. The system provides modified dial-a-ride service along four scheduled routes, with frequency of service varying from daily to bi-weekly. Ridership has grown steadily since the system was started in late 1979.

Currently, there are no marked bike trails in the City. In the future, Williams may want to consider developing bike paths along north-south corridors (9th-12th Streets) into potentially developing residential areas. Also, bike trails may be appropriate on east/west collectors to the industrial area and along Husted Road. State grant funding may be available for this program.

Railroad

Southern Pacific Railroad provides freight service to Williams. Two trains a day operate on the line, one during the day and one around midnight.

Future Improvements

Future improvements will be necessary due to development of the industrial and commercial acreage east of I-5, the development of residential acreage west of the school district campus, and the potential development of residential area along 12th Street and south of the City. Currently, there are no significant circulation or traffic congestion problems. The City's main problem appears to be road maintenance.

Recommended improvements are:

1. Widening Husted Road and E Street (east of I-5) to four lanes when development on the east side reaches 50% of potential full buildout.

2. Placing traffic signals at 12th/E, 9th/E, 5th/E, Husted/SR20, Husted/E, Husted/Abler, Husted/Hwy 99, Husted and north-bound on/off I-5 ramps, as traffic warrants are met. Note: the above list is meant to reflect warrants in the next 20 years. It is possible that none of the intersection will require signals or that some will and others will not. Signals should be added in accordance with California Department of Transportation *Traffic Manual, Traffic Signal Warrants.*

Grange

3. Constructing a road segment that connects Freshwater lateral to George Road, creating a third north/south collector route through the City.

4. Construction of collector roads in both the industrial and commercial areas east of I-5, as needed due to development.

5. Construction of collector roads south of the City in the Sphere of Influence which will improve both north/south and east/west circulation.

See map on page 35 for a visual representation of these improvements.

Level of Service

Every roadway has a maximum capacity, that is, a maximum number of vehicles that can be moved on the roadway at any given time. As traffic volumes approach capacity, congestion results and traffic no longer moves in an uninterrupted flow. The degree of congestion is referred to as the "Level of Service" (LOS) and is usually denoted by a letter from "A" to "F". The type of operating conditions occurring under each LOS is shown in Chart 5.

Chart 5
LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION
"A"	Uncongested operations, all queues clear in a signal cycle.	Little or no delay
"B"	Uncongested operations, all queues clear in a single cycle.	Short traffic delays
"C"	Light congestion, occassional backups on critical approaches.	Average traffic delays
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.	Long Traffic delays
"E"	Severe congestion with some long-standing queues at critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	Very long trafffic delays, extreme congestion.
"F"	Total breakdown, stop and go operation.	Intersection blocked by external causes.

Currently, all streets in Williams are operating at a LOS of A or B. Future improvements mentioned above will allow this LOS to be preserved.

Road Standards

The City of Williams shall adopt the following road standards to service projected demands from automobile, bicycle and pedestrian traffic:

Chart 6 Road Standards

Designation	Right of Way	Pavement Width	Shoulder	Design Volume
Local	60'	28'	curb/gutter	<500 ADT
Collector	60'	40'	curb/gutter	250-6000 ADT
Arterial	80'	54'	curb/gutter	6000-18,000ADT
Industrial	60'	40'	curb/gutter	----------

Other Improvements / Bicycle Trails

In the future, the City of Williams may find that a need exists for bike trails. As the industrial area develops and or areas south of the City develop, it may become desirable and energy efficient to link both the downtown and industrial areas together by bicycle trails. The City shall investigate state funding for this project.

Policies

**To maintain existing streets in a SAFE condition and require that new streets constructed to serve new development meet City standards.

**To support the existing transportation system with coordinated land use decisions.

**Site design of commercial and residential development shall limit the number of access roads leading onto a major collector or arterial whenever possible.

**To minimize the use of Williams residential streets for transporting hazardous or toxic materials.

**To promote the development of tree-scaping along collector and arterial roads were appropriate.

**To install new traffic signals and other traffic control devices only in conformance with accepted traffic engineering standards as found the California Department of Transportation, *Traffic Manual.*

CHAPTER V NOISE ELEMENT

DATA AND ANALYSIS

How Noise is Measured

The ambient noise of the Community is all environment noise, which is usually a composite of sound from many sources near and far. The noise of individual events, such as a passing car or train, an aircraft flying overhead or a lawn mower in the neighborhood, are superimposed in this composite of sound.

The human ear can hear frequencies from 20 to 20,000 Hz, although it does not hear them all equally well. In measuring sound frequency, the most widely used decibel scale is the A-weighted sound pressure level which is measured in A-weighted decibels or dbA. The A-weighted scale covers a frequency range of 400-12,000 Hz. Like the ear, it is more sensitive to the higher, rather than the lower frequencies. The measuring unit "decibel db" is used to express the relative loudness of sound. Each time the intensity of sound is doubled, there is an increase of 3 decibels, and each time the intensity is multiplied by 10, there is an increase of 10 decibels. Most people judge each increase of 10 db to be twice as loud.

CNEL and Ldn are descriptions of daytime noise levels. They are a weighted average of daytime and night time sound levels, with the night time noise being weighed more heavily. Ldn or CNEL differ slightly but for the purposes of this Noise Element will be regarded as being the same. Figure 5 shows the correlation between measured Ldn values and various types of community noise.

One of the greatest problems in noise analysis is that of relating noise exposure to health and welfare, and determining adequate maximum noise levels for the protection of well-being.

The EPA has identified noise levels considered requisite to protect health and welfare with an adequate margin of safety. For the protection of hearing loss, 96% of the public would be protected if noise levels are less than or equal to an Leg (24) of 70 dB.

Existing Conditions

In Williams, the major source of noise is traffic noise from Interstate 5. The following chart illustrates the current noise level contours for areas adjacent to I-5.

Chart 6 Current Noise Contours I-5				
	50 Ft.	100 Ft.	200 Ft.	400 Ft.
I-5	70.5 dBA	66 dBA	61.5 dBA	57 dBA

All other roads in the WIlliams area have traffic volumes of 2000 upd or less with the exception of three blocks of E Street between I-5 and 7th. This area is the current highway services center with an estimated traffic volume of 4800 upd. Noise levels will not exceed 55 dBA outside a distance of 45 feet from the nearest lane centerline.

Railway noise contour have estimated noise contours of 65 Ldn 285 feet from the tracks and 70 Ldn 155 feet from the tracks. Traffic is so slight, however, with two trains a day, that this is no longer a significant noise source.

Noise Attenuation

Attention to noise involves treatment of the source, transmission path or receiver to deflect of absorb transmitted noise.

Principal noise sources in Williams are transportation corridors. Future industrial development may introduce stationary sources. Stationary sources can be regulated for noise emission by requiring specialized equipment or regulating hours of operation. The best method is to separate these source from residential districts by enough space to make noise emission non-significant.

For transportation sources, the best treatment is to provide attenuation by altering the transmission path. This can be accomplished by the use of noise barriers or the introduction of absorptive material which reduces the total noise transmitted.

Increasing the distance between source and receiver will reduce noise levels due to dissipation of the sound energy."Dropoff" rates over hard surfaces are approximately 3.0 dB per doubling of distance (DD) and up to 4.5 dB/DD over soft surfaces, such as grass of landscaping (Ron and Wasten, 1980). Increasing the density and height of vegetation can increase the dropoff rate significantly if the vegetation belt is sufficiently dense and wide. Dropoff rates of 5 decibels for each 30 meters (100 ft.).

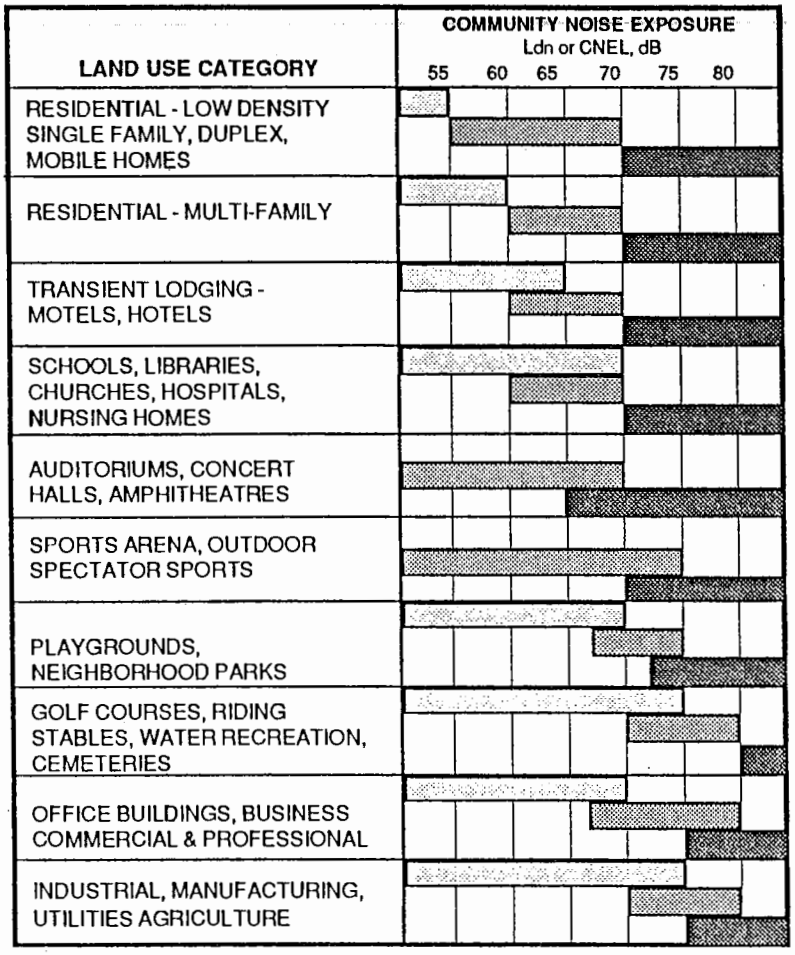
Barriers are the most common treatment of the transmission path and may involve topography (i.e. hills), walls , berms and building siting. Walls can attenuate noise emission up to 20 dB and berms up to 23 dB. The construction method, percentage of window area, and type of materials used in building construction can all be factors in noise attenuation. The noise emissions can be attenuated between 17 to 50 dB depending on how the above factors are employed.

Future Development and Noise Standards

In the past, the City of Williams has not used noise standards as a part of the development process. In the future, increasing levels of noise and state law will require the City to use noise standards when approving new development. The following noise standards will be employed.

Future land use decisions will be made which act to lessen the impact of noise by separating residential districts from highway and industrial noise.

Chart 7 WILLIAMS NOISE STANDARDS



INTERPRETATION

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Policies

The City of Williams will follow the following policies when reviewing development proposals which may result in significant levels of noise:

**To require multi-family development built in areas of 60 dBA or higher to use noise reducing construction practices and/or noise attenuation methods.

**To require that building construction activities take place between 7:00 a.m. and 7:00 p.m.

**Future land uses along I-5 within the City or in the Sphere of Influence shall be limited to Highway Commercial, Commercial and Industrial.

**Transient occupancy uses shall be allowed along I-5 in areas up to 70 dB L(dn), provided areas of residential use are 150 ft. from the centerline of the nearest lane and the development makes a sincere attempt at noise attenuation. (Transient occupancy includes RV parks, motels, hotels, not Bed and Breakfast establishments.)

**Stationary noise sources, and industrial and commercial uses which may produce more noise than allowed in Noise Standards Chart 6 shall be subject to a Conditional Use Permit and shall be required to demonstrate conformance with noise standards prior to issuance of required permits.

**To enforce the Noise Standards found in Chart 7 when making land use decisions.

CHAPTER VI CONSERVATION ELEMENT

Introduction

The General Plan shall include a conservation element for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. This is a requirement of the State and it also makes good sense for communities to understand and protect their resources.

Issues Present in the Williams Planning Area

Flooding - Flooding from Salt Creek and the condition and maintenance of levees along Salt Creek in the vicinity of Williams is an important conservation issue to the community. The map on page 43, Figure 5 shows the current extent of flooding within the current City boundaries, as mapped by the Corp of Engineers. Although the maintenance and protection of the levees is a concern of a number of agencies, the City of Williams is particularly concerned with the portions of the levee north-west of the City. This section could be raised in height to eliminate substantial areas of the Williams community that are in the 100 year flood plain. This construction could allow large acreages within the City to be used for multi-family, highway commercial, and heavy commercial uses without the restriction currently required because of the flood plain status. In the absence of levee improvements, the City shall restrict the construction of improvements within the 100 year flood plain.

Geology and Soils - The City of Williams is built on an alluvial plain formed by the Sacramento River. The area is essentially flat and non-forested. Most of the soils are alluvial silt loams, clays, and sands formed from sedimentary igneous and metamorphic rocks deposited by the Sacramento River and various side channels. Some of these deposits form prime agricultural soils. The conservation map, page 44, shows areas in Williams designated by a soil capability system as described below:

Class I	Soils in Class I have few or no limitations or hazards. They may be safely used for cultivated crops, pasture, range, woodland or wildlife.
Class II	Soils in Class II have few limitations or hazards. Simple conservation practices are needed when cultivated. They are suited for cultivated crops, pasture, range, woodland and wildlife.
Class III	Soils in Class III have more limitations and hazards that those in Class II. They require more difficult or complex conservation practices when cultivated. They are suited to cultivated crops, pasture, range, woodland and wildlife.
Class IV	Soils in Class IV have greater limitations and hazards than Class III. Still more difficult when cultivated, they are suited to cultivated crops, pasture, range, woodland and wildlife.

The majority of the Williams area, including the Sphere of Influence, is in classification categories II, III and IV. While recognizing the need for agriculture and the preservation of valuable agricultural lands, the City of Williams needs to use land within its boundaries and, in the future, within the Sphere of Influence for urban development. Development should provide "green" areas of landscaped open space to break up the pattern of buildings, parking lots and streets, and to retain some of the open space qualities of the area's current agricultural orientation. Areas classified Class I should remain agricultural. Areas classified Class II or less should be developed only after a finding of community need for such development is made.

Vegetation - Although Williams is not in a forested area, the community would like to preserve the nature trees that currently exist in the community and encourage the planting of

trees. In general, the beautification of the community through the use of trees, and other forms of landscaping is strongly encouraged as a by-product of future development.

Wetlands - Wetlands are areas that are defined by the Clean Water Act of 1978 to have the following properties: aquatic type vegetation, moisture in substratum of soil with 18" of surface, and hydrology present. There are two areas within Williams that meet this criteria. They are at the north boundary of the City (after annexation) and on either side of I-5. Wetlands are protected by the Federal government through the 404 permit program. This program requires that a potential developer obtain a 404 permit from the U.S. Army Corp of Engineers prior to placing fill material on a wetlands area. This permit process may substantially reduce these sites use for urban type development, however agricultural and grazing uses as well as other uses not requiring fill are allowed. The conservation map on page 44 shows where these areas are located.

Groundwater - Groundwater is contained in underground formations called aquifers. The City of Williams is thought to be above a large aquifer, the Sacramento Basin, an extensive groundwater body. Although current municipal water us should not threaten this source, extensive use of wells in the newly annexed area for industrial uses could have negative impacts.

A more detailed study of water use and the extent of the county's aquifer capacity is needed prior to allowing large scale use of well water for industrial use. The City of Williams might join with Colusa County, City of Colusa and other interested and affected communities to have such a study prepared.

Air Quality - Air quality in Clusa County is monitored by the California Air Resources Board. There are monitoring sites in the City of Colusa (2) and Arbuckle (1). At the site closest to Williams at the Colusa Fairgrounds, ozone and particulate pollutants are monitored. At that station, ozone violations of state standards occurred a total of 13 hours during 9 days during 1986. Particulate violation occurred on 8 days that year. Both violation time and amount are slight. The air quality around Williams would generally be classified as good.

Policies

**To create a cooperative agreement with Colusa County, City of Colusa and other communities to fund an aquifer and future water needs study.

**The City shall require commercial, industrial, and multi-family developments to present landscaping plans as part of the development process.

**The City shall require that future development of any kind make every effort to avoid cutting down mature trees (6" in diameter or greater) and to provide landscaped open space.

**The City shall actively seek ways of reducing the 100 year flood plain designation from areas within the City, including collecting developer fees or creating a special district of the flood prone areas as methods of funding levee construction in the future.

**The City shall act to preserve Class I soil areas for agricultural use, however, it reserves the right to allow development within its boundaries and in the future within the Sphere of Influence on all other soil type classifications.

**Land annexed to the City zoned for commercial, industrial or residential uses by the County shall not be rezoned for agriculture.

** Development in wetlands areas shall be conditioned on the developer receiving a 404 permit.

CHAPTER VI OPEN SPACE ELEMENT

Introduction

The Open Space element is a plan for the comprehensive and long range preservation of "open space land." Open space land is defined as any parcel or area of land or water that is essentially unimproved and devoted to open space use.

Issues Present in the Williams Planning Area

Within the "developed" area of Williams, open space is found in two City parks, elementary and high school areas and around the museum. These areas make up approximately 50 acres of the current City area. The parks are used for children's play areas, softball, tennis, and general outdoor activities. The school campus area is used for a variety of outdoor recreational activities and a public pool is located in this area, but is not currently open for use. The area around the museum is available for open space activities as well.

Most of the 2000+ acres to be annexed into the City is currently considered open space by definition, although it is used for agricultural rather than recreational purposes. An area of approximately 40 acres is wetlands and has strong wildlife habitat characteristics. This large area of land creates a tremendous "open space" quality within the Williams areas, similar to other agricultural communities in the valley.

In addition to land within the City of Williams and its Sphere of Influence, there are a number of large animal refuge areas in the vacinity, which provide additional open space areas.

Future Development

As the annexed area develops, the open space quality will be reduced as agricultural land becomes converted to industrial, commercial or residential uses. It is necessary for Williams to have an "action program" which will assist the community in retaining some of

the open space characteristics of the undeveloped land and to enhance the use of open space areas already in the "developed" community.

Some actions have already been taken. The softball areas are scheduled for improvement and lighting. The tennis courts are scheduled for resurfacing, and the swimming pool now closed is being repaired for use in the future.

The policies below are geared to provide a continued open space quality in Williams as future development occurs.

Policies

The City commits the following actions as part of a continuing program of open space improvement:

**To cóntinue to apply for funding to improve current facilities and to cooperate with the school and museum in application for available funding.

**To promote inclusion of open space areas that could be used for recreation or relaxation as part of the development of undeveloped areas.

**To promote the use of trees, shrubbery and gardens in new development.

**To promote design of commercial, industrial and multi-family development that provides lawns in front of buildings along the street side and places parking behind the building.

**To promote the development of parks, golf course, and other recreational areas east of I-5 and/or south of the City within the Sphere of Influence.

**To revise the zoning ordinance and to create an industrial design ordinance to achieve the open space policy goals.

CHAPTER VIII SAFETY ELEMENT

Introduction

The Safety Element identifies and provides policies for issues dealing with community safety including seismic safety.

Issues Present in the Williams Planning Area

Seismic Disturbance - Colusa County and the City of Williams in particular are in an area classified as low expected earthquake intensity with only minor to moderate damage expected and Richter scale earthquake intensities of II to III maximum. Compliance with the Uniform Building Code and other normal engineering standards when constructing new buildings should be sufficient to prevent serious problems.

Flooding - As discussed earlier, flooding does occur in much of north Williams, however, flooding appears from Corp of Engineers projection to be mostly shallow and not particularly life threatening. The City should make every effort to construct higher levees and reduce flooding potential in developed areas.

Subsidence - Subsidence is a gradual, local settling or sinking of the earth surface with little or no horizontal motion. The City of Williams is located in moderate to high areas of subsidence with all of the newly annexed areas east of I-5 in "high subsidence category." Large structures should be required to have special foundation engineering. This would apply particularly to multi-story buildings and heavy industrial uses.

Fire Hazard - Williams in general is in an area of low fire hazard. It is not generally subject to wild fires and brush fire due to the extensive cultivation and flood irrigation of land around the community's periphery. New industrial and transient occupancy uses will require adequate fire flow and specific plans for fire prevention and safety.

Toxic or Hazardous Materials - Although hazardous materials are not prevalent in the community at this time, new industries could introduce them. Also, the proximity to I-5 and the railroad track presents opportunities for spills of transported material. The County

of Colusa is soon to adapt a Hazardous Materials Management Plan. The City of Williams should review that plan and adopt those elements of it that can be applied to Williams.

Policies

**The City shall try to reduce the threat of flooding by exploring various methods of raising money to reconstruct part of the levee on Salt Creek.

**Buildings in commercial and industrial areas shall use soil geologists or engineers to provide information on soil stability and foundation mitigation.

**The City shall review the Colusa County Hazardous Material Plan and adopt those parts of the plan relevant to Williams (or the entire plan.)

**The City shall determine, in consultation with the Fire Chief, appropriate fire flow and fire prevention standards for industrial uses and adopt those standards as part of the development approval process.

CHAPTER IX ADMINISTRATION AND IMPLEMENTATION

Periodic Review and Revision

This Plan has been drafted based on the twenty year planning period. However, changing social and economic conditions may require that various elements or all elements be updated before the year 2008. A general rule of thumb would be to review the Plan every five years to see if it was relevant to the current conditions and to make general revisions if they were found to be necessary.

State planning law (Government Code Section 65358 [b]) restricts the City to a total of four specific amendments to any element during any year.

Implementation

The list below contains the major programs that the City is stating it will actively pursue to implement the policies and goals of this plan. Some of the more minor programs of implementation are not listed here, but are nonetheless policies of this Plan and should be implemented as required during the future twenty years.

1. Revision of the Zoning Ordinance to be consistent with the adopted General Plan.

2. Revision of the Subdivision Ordinance to be consistent with the adopted General Plan.

3. Water and sewer master plans for the large undeveloped areas that have been annexed into the City.

4. Industrial Site Design Ordinance to provide development standards for light industrial and heavy industrial development.

5. Creation of a citizen's committee to promote commercial and industrial development.

? 6. Creation of a drainage mitigation district which covers the area of 100 year flood plain and provides funds for levee improvements.

7. Annexation of land south of the City for residential use.

NO? 8. Creation of special assessment districts to fund water, sewer, fire protection and road construction costs on the east side of I-5.

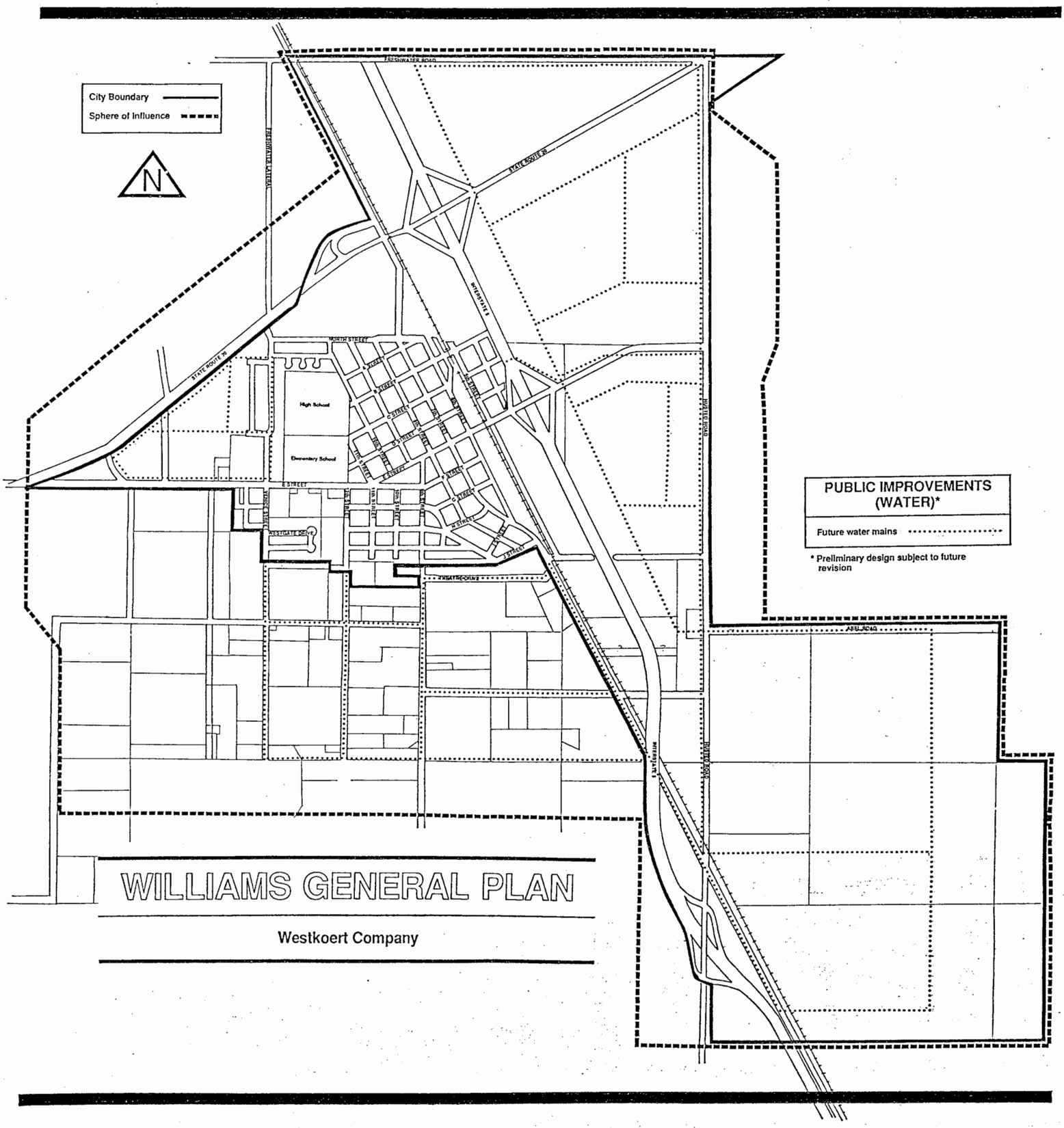
References

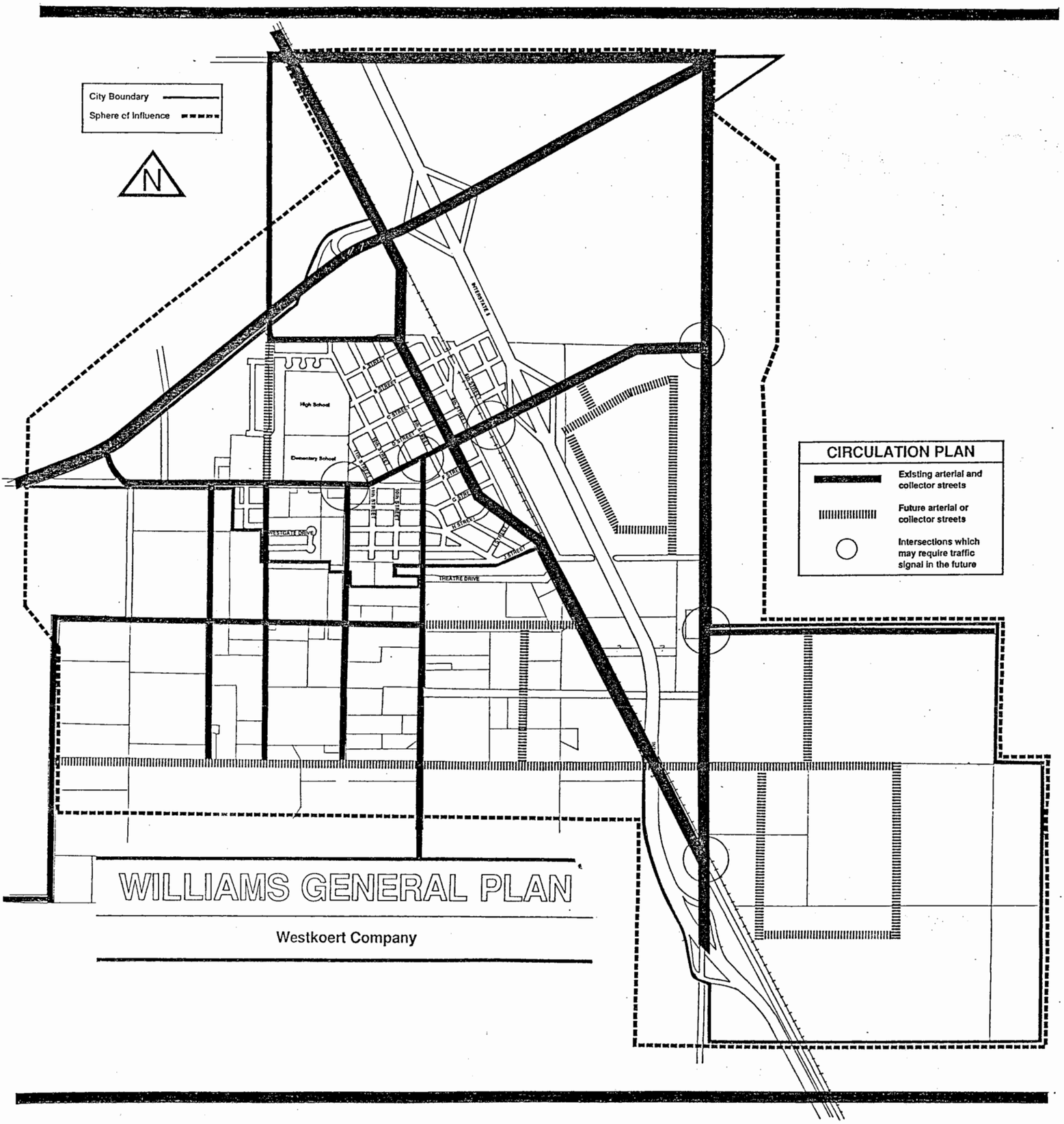
Persons and Agencies Contacted -

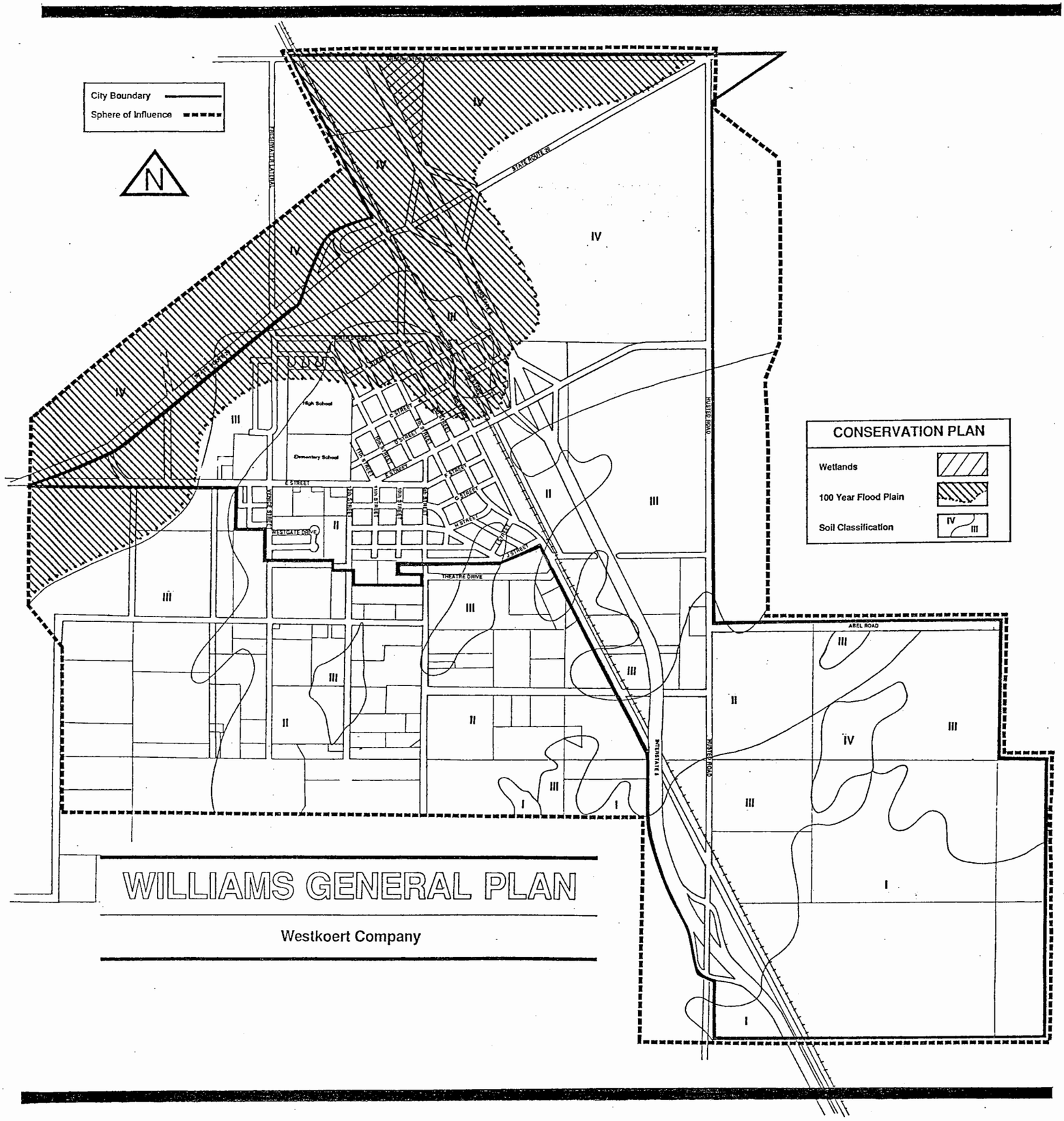
Tom Cross, City Administrator
Kay Roper, City Clerk
Ron Whiteaker, Chief of Police
James Bowen, Fire Chief
Harry Krug, Air Pollution Control Officer
Williams Unified School District
Soil Conservation Service, Department of Agriculture
Federal Emergency Management Agency (FEMA)
Colusa County, Public Works Department

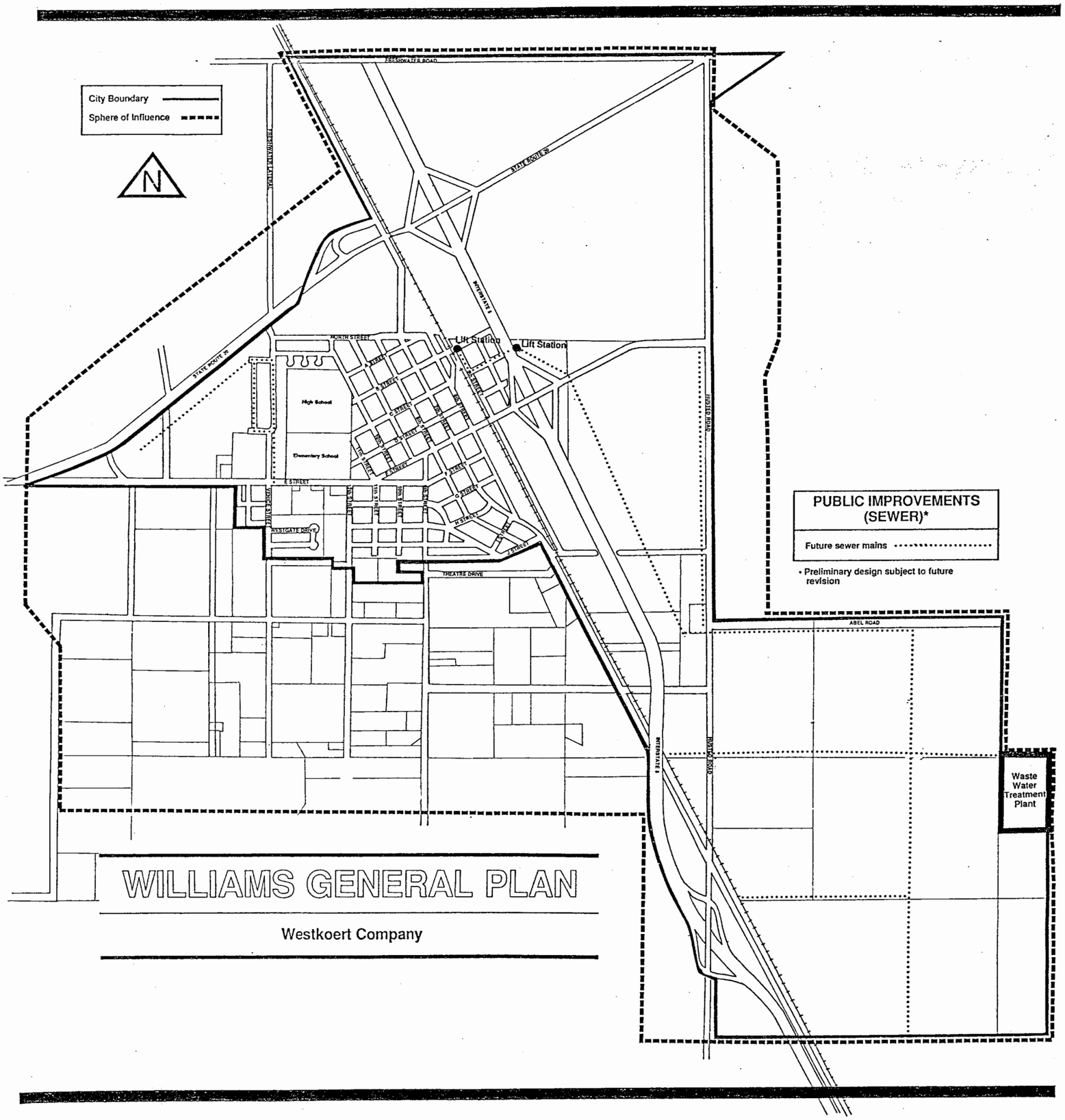
Publications -

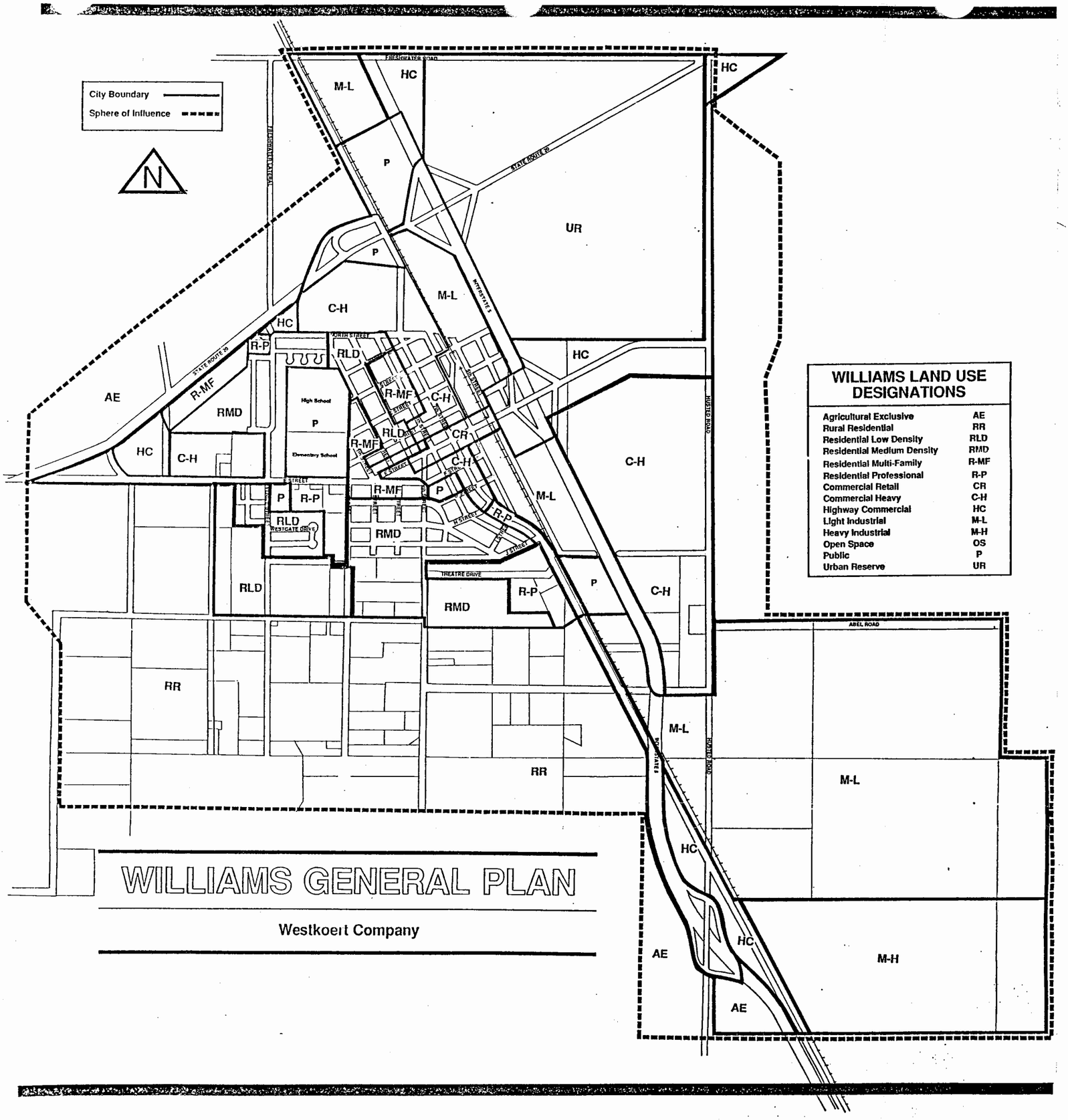
City of Colusa, Draft General Plan
Plank Industrial Park EIR
Interstate 5 Corridor EIR
City of Williams Sphere of Influence Study
'The Feasibility of Constructing a New Waste Water Facilities for the Growth Expected from the I-5 Annexation"
City of Williams, Zoning Ordinance
Housing Element, City of Williams General Plan
Federal Highway Administration, 'Highway Noise Model Manual'
'Traffic Impact Analysis', American Planning Association


City Boundary
Sphere of Influence
N
FRESHWATER ROAD
STATE ROUTE 20
FRESHWATER LATERAL
INTERSTATE 5
NORTH STREET
STATE ROUTE 20
High School
Elementary School
E STREET
WESTGATE DRIVE
ABEL ROAD
PUBLIC IMPROVEMENTS (WATER)*
Future water mains
* Preliminary design subject to future revision
WILLIAMS GENERAL PLAN
Westkoert Company


City Boundary
Sphere of Influence
N
CIRCULATION PLAN
Existing arterial and collector streets
Future arterial or collector streets
Intersections which may require traffic signal in the future
High School
Elementary School
WESTGATE DRIVE
THEATRE DRIVE
INTERSTATE 5
WILLIAMS GENERAL PLAN
Westkoert Company


City Boundary
Sphere of Influence
N
CONSERVATION PLAN
Wetlands
100 Year Flood Plain
Soil Classification
IV
III
II
I
High School
Elementary School
E STREET
WESTGATE DRIVE
THEATRE DRIVE
STATE ROUTE 20
HUSTED ROAD
ABEL ROAD
INTERSTATE 5
WILLIAMS GENERAL PLAN
Westkoert Company


City Boundary
Sphere of Influence
N
FRESHWATER ROAD
STATE ROUTE 20
INTERSTATE 5
MONTH STREET
Lift Station
Lift Station
High School
Elementary School
E STREET
WESTGATE DRIVE
THEATRE DRIVE
HUSTED ROAD
ABEL ROAD
PUBLIC IMPROVEMENTS (SEWER)*
Future sewer mains
* Preliminary design subject to future revision
Waste Water Treatment Plant
WILLIAMS GENERAL PLAN
Westkoert Company



WILLIAMS GENERAL PLAN

Westkoert Company