

Williams
ENVIRONMENTAL
IMPACT REPORT (EIR)

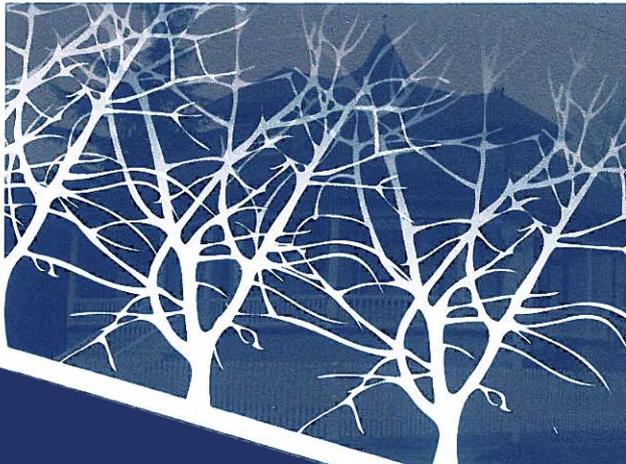
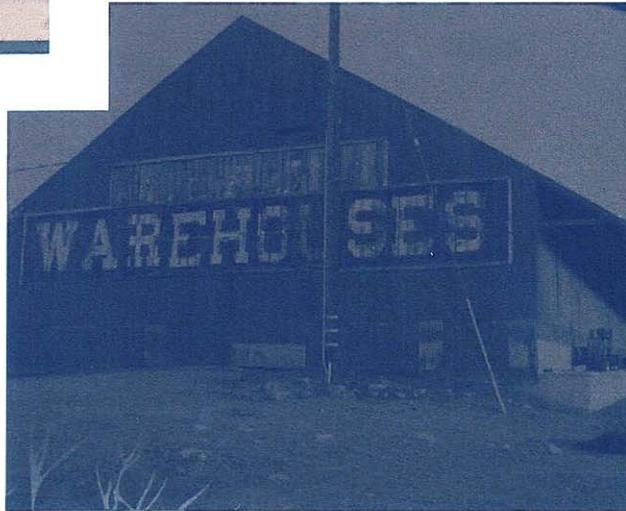
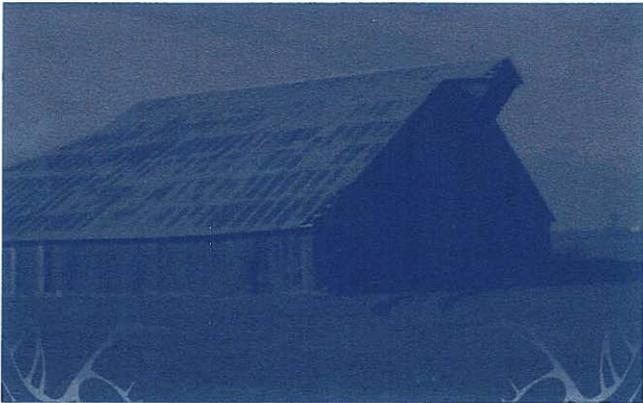
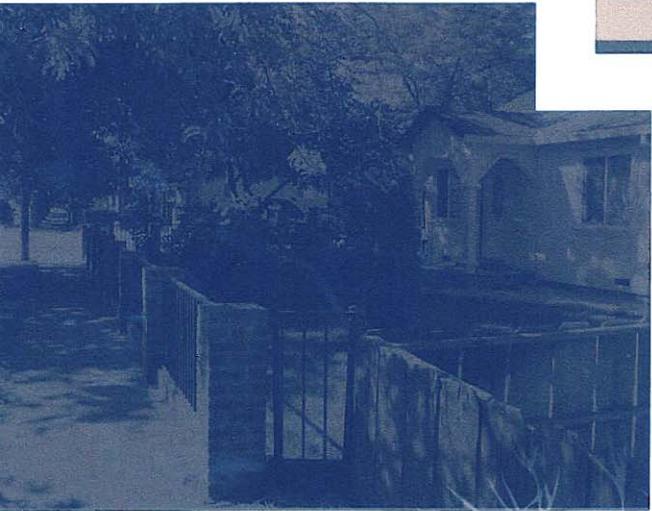
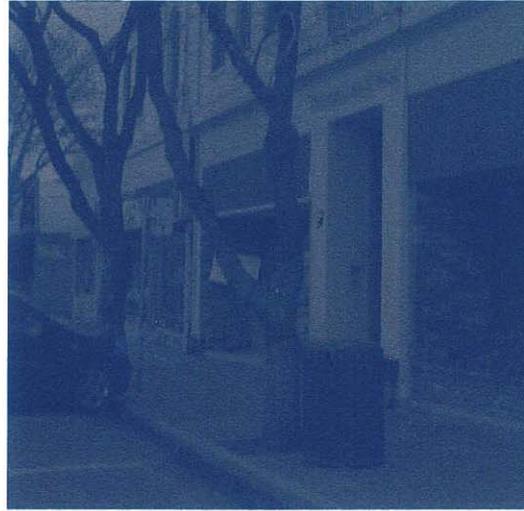


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SECTION ONE

INTRODUCTION

1.1 Purpose

The Draft Program Environmental Impact Report for the City of Williams Updated General Plan (SCH #2010072071) project was prepared to disclose, analyze, and provide mitigation measures for all potentially significant environmental effects associated with adoption and implementation of the proposed City of Williams Updated General Plan. Preparation of an environmental impact report is a requirement of the California Environmental Quality Act (CEQA) for all discretionary projects in California that have a potential to result in significant environmental impacts.

Following the preparation of the Draft Program Environmental Impact Report (Draft EIR), a public review period was held from November 29, 2011 to January 13, 2012. CEQA requires that a Final Environmental Impact Report (Final EIR) be prepared, certified and considered by public decision makers prior to taking action on a project. The Final EIR provides the Lead Agency (i.e., City of Williams) an opportunity to respond to comments received on the Draft EIR during the public review period and to incorporate any additions or revisions to the Draft EIR necessary to clarify or supplement information contained in the Draft document. This Final EIR includes the responses to comments received during the public review period and any other errata or changes necessitated by comments on the Draft EIR. The Draft EIR and this document constitute the Final EIR for the City of Williams Updated General Plan project and include all of the information required by Section 15132 of the CEQA Guidelines.

1.2 Scope and Format

Section One of this document introduces and outlines the purpose, scope, and format of the Final EIR. Section Two explains the public review process and lists all agencies and individuals who commented on the Draft EIR. Section Three consists of the actual letters of comment, reproduced in their entirety, and the responses to each written comment received on the Draft EIR. These responses are intended to supplement or clarify information contained in the Draft EIR, as appropriate, based on the comments and additional research or updated information.

Additions to the Draft EIR are shown in underline and deletions shown in ~~strikeout~~ format. Each response follows the associated letter or document. Each letter and document has been numbered (e.g., Letter 1, Letter 2). Within each letter or document, individual comments are assigned an alphanumeric identification. For example, the first comment of Letter 1 is Comment 1A, and the second is Comment 1B. Section Four contains the corrections that have been made to the Draft EIR based on comments received on the Draft EIR and updated information that has become available. Section Five contains a Mitigation Monitoring & Reporting Program (MMRP).

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SECTION TWO

OVERVIEW OF COMMENTS RECEIVED

2.1 Public Review and Comment Procedures

CEQA requires public disclosure in an EIR of all project environmental effects and encourages public participation throughout the EIR process. As stated in Section 15200 of the CEQA Guidelines, the purposes of public review of environmental documents are:

- 1) sharing expertise
- 2) disclosing agency analyses
- 3) checking for accuracy
- 4) detecting omissions
- 5) discovering public concerns
- 6) soliciting counter proposals

Section 15201 of the CEQA Guidelines states that “Public participation is an essential part of the CEQA process.” A public review period of no less than 30 days nor longer than 60 days is required for a Draft EIR under Section 15105(a) of the CEQA Guidelines. If a State agency is a lead or responsible agency for the project, the public review period shall be at least 45 days. As required under CEQA, the Draft EIR was published and circulated for review and comment by responsible and trustee agencies and interested members of the public. The public review period ran from November 29, 2011 to January 13, 2012. All written comments received on the Draft EIR are addressed herein.

2.2 Agencies and Individuals Who Commented on the Draft EIR

Letter 1: George T. Kammerer, Hefner, Stark & Marois, LLP

Letter 2: AE Marsh

Letter 3: John Benoit, Executive Officer, Colusa Local Agency Formation Commission

Letter 4: Richard Helman, Office of Transportation Planning – North, Department of Transportation, District 3 (Caltrans)

Letter 5: Genevieve Sparks, Environmental Scientist, California Regional Water Quality Control Board

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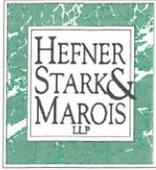
SECTION THREE

RESPONSES TO COMMENTS

This section contains the letters of comment that were received on the Draft EIR. Following each comment letter is a response intended to either supplement, clarify, or amend information provided in the Draft EIR, or refer the commenter to the appropriate place in the Draft EIR where the requested information can be found. Those comments that are not directly related to environmental issues are briefly described and noted for the record.

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Comment Letter #1



LAW OFFICES
ESTABLISHED 1896

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GEORGE T. KAMMERER
EMAIL: GKAMMERER@HSMILAW.COM

January 12, 2012

Monica Stegall, Assistant City Planner
City of Williams
P.O. Box 310
Williams, CA 95987

Fax: 530.473.2445
Email: maguayo@cityofwilliams.org

Re: Comments Upon Draft Programmatic Environmental Impact Report Regarding Implementation of the Draft General Plan Update (City of Williams 2012)

Dear Ms. Stegall:

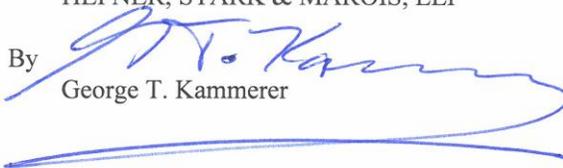
We submit these comments on behalf of various property owners whom we represent within the planning area for the Draft General Plan Update (GPU). We write to indicate our support for the Selected Plan (Preferred Alternative) as depicted in Figure 5.1 Alternative 1 on page 5-5 of the Draft Programmatic Environmental Impact Report (DEIR), also depicted on Map 3.5 Future Land Use and Growth Plan, and in Figure 4.1 Future Land Use Character on page 4-3, with the proviso that the Suburban Residential density assumptions therein allow for residential development at densities up to and exceeding 3.00 dwelling units per acre on the 144.76+/- acres designated Suburban Residential within the GPU. Thank you for the opportunity to provide these important comments.

1-A

Very truly yours,

HEFNER, STARK & MAROIS, LLP

By


George T. Kammerer

GTK/tan
cc: Clients

Letter 1 George Kammerer, Hefner, Stark & Marois, LLP

Comment 1A: *We submit these comments on behalf of various property owners whom we represent within the planning area for the Draft General Plan Update (GPU). We write to indicate our support for the Selected Plan (Preferred Alternative) as depicted in Figure 5.1 Alternative 1 on page 5-5 of the Draft Programmatic Environmental Impact Report (DEIR), also depicted on Map 3.5 Future Land Use and Growth Plan, and in Figure 4.1 Future Land Use Character on page 4-3, with the proviso that the Suburban Residential density assumptions therein allow for residential development at densities up to and exceeding 3.00 dwelling units per acre on the 144.76+/- acres designated Suburban Residential within the GPU. Thank you for the opportunity to provide these important comments.*

Response 1A: As stated on page 3.27 of the Draft Updated General Plan, the distinguishing factors of the Suburban Residential character is increased open space, both on larger individual home sites or cumulatively throughout a development, together with preserved open space within and between buildings and developments. The Suburban Residential District affords three development types. The Planned development type requires a mix of housing types and allow for a density of 3.25 as shown in Table 3.2, Land Use Districts. The comment is noted.

Comment Letter #2

6343 Myers Road
c/o PO Box 624
Williams, CA 95987

January 13, 2012

Monica Stegall, Assistant City Planner
City of Williams
PO Box 310
Williams, CA 95987
Email: maguayo@cityofwilliams.org

Dear Monica,

This letter is in regards to the Williams Draft Environmental Impact Report provided for public review.

First, thank you for talking with me over the last couple of weeks, including the reassurance that any responses to my letter will not cost the City of Williams any additional monies related to preparation or finalization of the Environmental Impact Statement by the consultants contracted to do the work.

School sites chosen: The preferred project show several school sites. Why are the schools so far from the town? Does the city expect suburban growth in those areas? When I overlay Map 3.5 and Figure 5.1, it seems that children will be required to ride the bus, be driven, or ride bicycles some distance to school. Was there any thought to placing the schools closer within the borders of Map 3.5. Also, was any consideration given to placing a school closer to the Community College where perhaps shared facilities could be utilized, including courses available to advanced pre-college students or utilizing college students in elementary or secondary schools?

2-A

Minimum Building Height: The minimum building height could be a financial hurdle for a business considering the downtown location. Thus, the business owner might be more apt to locate elsewhere (open ground, generally easier to build on) rather than be forced to develop a downtown building with two floors. I did not see any waiver conditions such as a front façade to fit the downtown area with the appearance of "urban fabric" but without the additional second story height requirement.

2-B

Table 2.1. There is no definition of "redevelopment of blighted structures or properties and infill development of vacant parcels or underutilized tracts." (item 3.33) This item is also applicable to statement made on page 4-7. Page 4-7 also includes the statement of "priority." How is priority ranked and determined (financial, number of individuals impacted, ability to provide growth in number of structures, amenities, area of hardscape surfaces)? I believe and after attending a City meeting last summer listening to comments, a greater priority is the water, sewage and drainage serving existing parcels with business or housing rather than the vacant or underdeveloped parcels.

2-C

Item 3.14. The policies and implementation framework is not provided in this draft and thus, no comment can be made. Policies require public comment as well.

2-D

Item 5.2. "The City of Williams ... will not extend truck facilities through significant expanses of vacant land. Exceptions will be made for industries that will make significant contributions to the sustainability of the community." What does this specific mean? A lack of definitions makes this statement ambiguous and subjective. If the plan does not desire a commercial truck stop, serving the junction of Interstate 5 and Highway 20, why not specifically prohibit or set a threshold value for the surface area. For a developer, this statement is ambiguous and not clear what might be allowed or how the developer must show its "significant contributions to the sustainability of the community" prior to proceeding or planning a project.

2-E

Page 3-18. "New development or redevelopment on 'in-fill'" This statement requires further definition since some empty parcels are borders and are currently mixed used. Thus the 'in-fill' in those areas could be subject to ambiguity and subjectivity related to "existing uses and the prevailing land use pattern."

2-F

The report relating to data shown in Map 3.5 is difficult to compare to the data shown in Figures 5.1 through 5.5. There is an inset available on Map 3.5 which is not been provided on Figures 5.1 through 5.5. If part of the plan is to maintain the "urban fabric" of the downtown area, then adequate comparisons between the plans need to be evaluated on a street-by-street basis. Figures 5.1 through 5.5 do not provide sufficient information for this. Moreover, as I addressed during our conversation on January 12, 2012, Map 3.5 contains an error. With the limited resolution of Figures 5.1 through 5.5, one cannot determine the accuracy or plans of the information displayed.

2-G

This morning I visited the City Hall Council Chambers to view high resolution maps; however, the City Hall Council Chambers does not have high resolution maps for viewing per Sue Vannucci (City Hall Council Chambers location). Sue recommended that I go to the City of Williams Planning Department (open from 9 am to 5 pm) to view the necessary maps (determine if the same error earlier referenced is on Figure 5.1 and to better review the future land use via the colored legend). When I went to the Planning Department I was told that "Chuck" (Mr. Bergson) was in a meeting; you were gone until Tuesday, January 17, 2012, and no one else could assist me to provide access to view the maps (per Anna Hi, Finance Department). Thus, I was unable to view the necessary detail of Figure 5.1 (preferred project) to complete my review and comment on the DEIS.

2-H

Thank you.

Sincerely,

AE Marsh
antemarsh@gmail.com
614.282.1154

Letter 2 AE Marsh

Comment 2A: *School sites chosen: The preferred project show several school sites. Why are the schools so far from the town? Does the city expect suburban growth in those areas? When I overlay Map 3.5 and Figure 5.1, it seems that children will be required to ride the bus, be driven, or ride bicycles some distance to school. Was there any thought to placing the schools closer within the borders of Map 3.5. Also, was any consideration given to placing a school closer to the Community College where perhaps shared facilities could be utilized, including courses available to advanced pre-college students or utilizing college students in elementary or secondary schools?*

Response 2A: The Williams Unified School District (WUSD) was consulted, in accordance with Section 65352.2, during the drafting of the Updated General Plan and the school sites that are shown on Map 3.5 were sites that were identified by the WUSD in the Demographic Study and Facilities Plan as proposed school sites. The WUSD is a separate entity from the City of Williams and local agencies, such as the City of Williams, were specifically preempted from the planning and financing of new school facilities by the State Legislature. In addition, school districts are preempted from planning and finance of new public schools in accordance with Government Code Section 53091, which does not require a school district to comply with city or county zoning ordinances when such ordinances make provisions for the location of public schools, and the city has adopted a general plan. Furthermore, Government Code Section 53094 allows the school district to render a city zoning ordinance inapplicable to proposed classroom facilities. The Updated General Plan does contain the following Policy and Actions to support education in Williams including the Community College:

- 5.11 The City of Williams remains open to all opportunities to coordinate efforts to continuously improve public education.
- 5.13 The City supports the Woodland Community College and will facilitate its anticipated expansion.
- 5.p Support WUSD efforts to expand permanent buildings on site to decrease the need for temporary buildings.
- 5.q Maintain the City / WUSD relationship to continue sharing school and City facilities and services.

Also, timing of the new school facilities would be determined by the WUSD and be based on the rate and amount of growth experienced in the Williams area. As discussed on page 5.10 of the Draft Updated General Plan, the existing school campus has enough facility expansion capacity at the existing school complex that the current population projections should not necessitate further expansion until after 2030 at which time the proposed school sites would be located in the future growth areas. Transportation and pedestrian routes to the schools are addressed in the Circulation Element Goals 4 and 5 which state that the City will (Goal 4) Promote alternative travel modes, including transit, pedestrian, bicycle, and rail systems along with (Goal 5) Coordinate local transportation planning and administration with the activities of other governmental agencies and concerns of local citizens and businesses. The comment is noted.

Comment 2B: *Minimum Building Height: The minimum building height could be a financial hurdle for a business considering the downtown location. Thus, the business owner might be more apt to locate elsewhere (open ground, generally easier to build on) rather than be forced to develop a downtown*

building with two floors. I did not see any waiver conditions such as a front façade to fit the downtown area with the appearance of “urban fabric” but without the additional second story height requirement.

Response 2B: The Downtown area is a distinct area of Williams and it is important to maintain its identity. As stated in the Draft Updated General Plan, this area is the heart of the City; a focal point for civic functions and institutions, local and niche businesses, and culture and entertainment. As the community grows it will be important to preserve the character and economic vitality of downtown. The Updated General Plan contains the following policies and action statements that address the economic challenges of developing in an urban environment:

- 3.15 Redevelopment priority will be given to the rehabilitation and reuse of empty buildings before new buildings are constructed, provided its warrant and feasibility.
- 3.16 All reasonable and feasible avenues will be explored to save and reuse culturally valued buildings.
- 3.19 The uses and height and area standards will be adapted to preserve the downtown environment.
- 3.m Prepare a downtown master plan to guide the strategies and improvement projects necessary to support the formation of a redevelopment district. The master plan ~~should~~ shall entail the type and character of future land use, specific use and building types, street and sidewalk improvements, streetscape enhancements, and infrastructure requirements, together with strategies for creating partnerships, assembling and marketing land deals and recruiting developer interest. Lastly the plan ~~should~~ shall evaluate market conditions and likely absorption rates and subsequently, identify funding sources and a general financing plan.
- 3.q Initiate a downtown façade improvement program when it becomes financially feasible for the City to fund such a program.
- 3.s Consider creating a façade improvement grant program and offering business development loans for code compliance. Consider a revolving loan fund to help with business start-ups and expansions.

In addition, this comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

Comment 2C: *Table 2.1 There is no definition of “redevelopment of blighted structures or properties and infill development of vacant parcels or underutilized tracts.” (item 3.33) This item is also applicable to statement made on page 4-7. Page 4-7 also includes the statement of “priority.” How is priority ranked and determined (financial, number of individuals impacted, ability to provide growth in number of structures, amenities, area of hardscape surfaces)? I believe and after attending a City meeting last summer listening to comments, a greater priority is the water, sewage and drainage serving existing parcels with business or housing rather than the vacant or underdeveloped parcels.*

Response 2C: Land use is an important planning tool for the City to manage the type, pattern, and scale of future development, as well as the location and timing of annexation and sphere of influence adjustments. The plan is to be used to guide decisions relating to zone change requests and annexations and sphere of influence adjustments. The General Plan is used in conjunction with the other master

plans, ordinances and resolutions of the City to manage the activities of the City. While the laws and regulations regarding redevelopment are currently being redefined on a statewide level, the basic understanding of redevelopment as the reuse and “redevelopment” of areas that were previously developed or located in urban areas where development has occurred remains applicable.

Priorities for City actions are determined by the City Council in a number of ways including those mentioned by the commenter. The City Council sets the priorities for City actions through its budgeting, strategic planning and consideration of project approvals. Further and on-going deliberations by the City Council are needed for the implementation of the proposed Updated General Plan. Typically redevelopment occurs within areas where there are existing housing and businesses and in areas where the infrastructure is aged and in need of repair or expansion to address capacity issues.

In addition, this comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

Comment 2D: *Item 3.14 The policies and implementation framework is not provided in this draft and thus, no comment can be made. Policies require public comment as well.*

Response 2D: The commenter refers to the Policy 3.14 which states “A downtown master plan will provide the policies and implementation framework to guide the redevelopment and future development of Downtown.” The development and drafting of a downtown master plan would be done in compliance with all required public hearing and public notification regulations. The comment is noted.

Comment 2E: *Item 5.2 “The City of Williams...will not extend truck facilities through significant expanses of vacant land. Exceptions will be made for industries that will make significant contributions to the sustainability of the community.” What does this specific mean? A lack of definitions makes this statement ambiguous and subjective. If the plan does not desire a commercial truck stop, serving the junction of Interstate 5 and Highway 20, why not specifically prohibit or set a threshold value for the surface area. For a developer, this statement is ambiguous and not clear what might be allowed or how the developer must show its “significant contributions to the sustainability of the community” prior to proceeding or planning a project.*

Response 2E: The commenter refers to the Policy 5.2, which states “The City of Williams will provide utility service in logical order and therefore will not extend **trunk** {emphasis added} facilities through significant expanses of vacant land. Exceptions will be made for industries what will make a significant contribution to the sustainability of the community.” It appears the commenter misread the policy as trunk facilities are the large backbone facilities of infrastructure such as water, wastewater and storm drainage facilities. This Policy statement is not referring to any proposed or future commercial truck stop developments at the junction of Interstate 5 and Highway 20. This policy statement is related to the smart growth concepts that infrastructure facilities should be extended in a timely manner as growth occurs and not extended prematurely into undeveloped areas or in a “leap-frog” scenario where outer lying parcels develop before the growth builds out to them. This comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

Comment 2F: *Page 3-18. “New development or redevelopment on ‘in-fill’...” This statement requires further definition since some empty parcels are borders and are currently mixed used. Thus the ‘in-fill’ in*

those areas could be subject to ambiguity and subjectivity related to “existing uses and the prevailing land use pattern.”

Response 2F: The commenter is directed to the following policy statement also located on page 3-18 of the DEIR which further states that, “Land uses with unusual characteristics or a higher likelihood of raising compatibility issues should be subject to more focused review and approval through a special approval process. Reasonable conditions or permit provisions should be applied to mitigate potential adverse impacts and land-use incompatibilities on nearby properties and occupancies.” It is the design of individual uses, districts, and neighborhoods that influence the “look and feel” (character) of development. Therefore, the character of an area is more distinctly defined by the intensity of development, the arrangement of buildings and parking areas, the preservation and use of open space, and other site and building design features. It is the combination of land use and design that determine the compatibility and quality of development. The General Plan policy statements would be further implemented and defined through the Zoning Ordinance. This comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

Comment 2G: *The report relating to data shown in Map 3.5 is difficult to compare to the data shown in Figures 5.1 through 5.5. There is an inset available on Map 3.5 which is not been provided on Figures 5.1 through 5.5. If part of the plan is to maintain the “urban fabric” of the downtown area, then adequate comparisons between the plans need to be evaluated on a street-by-street basis. Figures 5.1 through 5.5 do not provide sufficient information for this. Moreover, as I addressed during our conversation on January 12, 2012, Map 3.5 contains an error. With the limited resolution of Figures 5.1 through 5.5, one cannot determine the accuracy or plans of the information displayed.*

Response 2G: On January 12, 2012, Ms. Marsh brought to the Planning Department’s attention that parcel 005-094-002 depicted on Map 3.5 contained an error with a parcel line that was not in existence. The map represented two parcels when in fact there is only one. This error has been addressed and corrected on all maps in the General Plan and Environmental Impact Report that contain parcel level details. No land use designation changes were made and the erroneous parcel line was removed.

Comment 2H: *This morning I visited the City Hall Council Chambers to view high resolution maps; however, the City Hall Council Chambers does not have high resolution maps for viewing per Sue Vannucci (City Hall Council Chambers location). Sue recommended that I go to the City of Williams Planning Department (open from 9am to 5pm) to view the necessary maps (determine if the same error earlier referenced is on Figure 5.1 and to better review the future land use via the colored legend). When I went to the Planning Department I was told that “Chuck” (Mr. Bergson) was in a meeting; you were gone until Tuesday, January 17, 2012, and no one else could assist me to provide access to view the maps (per Anna Hi, Finance Department). Thus, I was unable to view the necessary detail of Figure 5.1 (preferred project) to complete my review and comment on the DEIS.*

Response 2H: On January 12, 2012, Ms. Marsh visited the Planning Department and brought to staff’s attention that parcel 005-094-002 depicted on Map 3.5 contained an error. The map represented two parcels when in fact there is only one. This error has been addressed and corrected on all maps in the General Plan and Environmental Impact Report that contain parcels. On January 13, 2012, Ms. Marsh visited City Hall and requested to view a high resolution General Plan Land Use Map. Unfortunately, this request was made on the last day of the review period, had it been forth coming earlier staff would have had adequate time to request high resolution maps to complete Ms. Marsh’s review. This map and all maps are available for viewing in standard resolution on the City’s website www.cityofwilliams.org.

Comment Letter #3

Colusa Local Agency Formation Commission
John Benoit, Executive Officer
P.O Box 2694 Granite Bay, California 95746
(530) 458-0593 LAFCO@countyofcolusa.org

VIA EMAIL ONLY

January 13, 2012

City of Williams
P.O. Box 310
Williams, CA 95987

Attn: Monica Aguayo, Assistant City Planner

SUBJECT: DEIR Response for the City of Williams General Plan EIR

Dear Monica,

Thank you for sending LAFCo a copy of the Draft EIR the City is undertaking. While LAFCo is sending comments within the time period specified in the Notice of Availability to afford the public additional opportunity, we suggest the City extend the review period for a period of two more weeks. The City's notice period occurred at the same time as the notice period for the County of Colusa and took place during the holiday season.

3-A

As provided with the County review, it would have been more helpful to also have a review copy of the current version of the general plan document for review along with the DEIR.

The DEIR mentions LAFCo will use this document for its required update of the City's Sphere of Influence Plan. In addition, the City should use this document for its upcoming zoning ordinance update and various other implementation measures included in the General Plan. The document says LAFCo will use the document as a responsible agency for its SOI update (pg 1-4). We would prefer the language LAFCo intends to affirm the EIR as approved by the City in its upcoming Sphere of Influence Update and may use the EIR as a responsible agency for various actions including minor annexations to the City.

3-B

Prior to finalization of our MSR, LAFCo will need to include new available information contained in the Final Environmental Impact Report and the City's adopted General Plan. As feasible, LAFCo intends to use the City's EIR for its environmental document for the upcoming Sphere of Influence rather than preparing a new environmental document for that purpose. LAFCo intends to affirm the environmental findings adopted by the City. Please provide language in the "Purposes and Intent" section of the EIR that LAFCo will be using this EIR for the upcoming City of Williams Sphere of Influence update.

In Section 4.12, there is no discussion of LAFCo's definition of Prime Agricultural lands contained in Government Code Section 56064. A discussion and analysis regarding this Section needs to be included in the Final EIR.

I note on Page 3-16, there are 2600 acres in the city of which 1600 of those lands are vacant. On P 4-143 of the DEIR it states 1500 acres of land in the current city limits are in Ag and Farming. Acreage figures on Page 3-16 are inconsistent with those in Figure 3-3.

I understand there are Williamson Act lands within the City or the City's proposed Planning Area. LAFCo will be required to make specific findings to allow Williamson Act lands in the SOI. Should any of these lands be within the City's Planning Area and City Limits the map showing contracted lands needs to be included and analyzed in the DEIR. While a soil survey analysis determining the lands that are prime based on the USDA or DOC map is included in the General Plan, as stated; is there a CEQA analysis of information in contained in these maps?

I remain concerned LAFCo will not be able to make the findings included in LAFCo's NOP response letter of August 6, 2010 especially due to the presence of Williamson Act lands and the City has such an inventory of vacant lands within its jurisdiction already. The location of Williamson Act lands needs to be verified with the County of Colusa as well as the State Department of Conservation.

There appears there is no agricultural land conversion ratio in the Draft EIR to be used as a mitigation measure nor is there a mitigation measure for the use of buffers, while the latter is mentioned. Mitigation measures could help mitigate the impacts of conversion of Ag. Lands. Several years ago staff from both Cities (Colusa and Williams), the County and LAFCo met with the Middle Mountain Conservancy to address the problem of agricultural land conversions. Based on these discussions, I recommend the city should contemplate the following as mitigation measures to be included in the Draft EIR.

- a. *Require a 300 to 500 foot buffer (on lands within the development project) from the boundary of an adjacent agricultural use. When the buffer is not feasible, require an easement as suggested in (c) below.*
- b. *Require a combination of a lesser buffer, tall masonry fencing and tree planting along the boundary to mitigate impacts of noise, dust, trespass, and pesticide/herbicide overspray. Such a proposal must be supported by the Farm Bureau, County Agricultural Commissioner or other recognized authority as adequate to mitigate impacts.*
- c. *Require agricultural land mitigation agreements through the purchase of agricultural easements with a 1 to 2-acre conversion ratio on lands having equal agricultural value and risk of conversion as the lands proposed to be converted from agricultural to urban uses. "*

I also suggest a policy be included in the General Plan "Work with the Local Agency Formation Commission (LAFCo) on issues of mutual concern including the conversion of agricultural land."

I appreciate the City using the words “will” and “shall” in the vast majority of its mitigations in the Draft EIR. However, a few mitigation measures in the Draft EIR remain (and I assume based on policies) expressed in the terms of “shall consider” “shall include” or “will” or “shall”; the Planning Commission and the Council need to be aware of the potentially non-mandatory effect of this language and the unintended consequences that could result from ambiguity resulting from the use of such phrases rather than clearer, more direct expressions of the City’s environmental mitigation (policies). As many of these policies are also used as mitigation measures in the Draft EIR, the consequence could be the mitigation measures may not be adequate mitigation and therefore environmental effects may not be mitigatable.

3-E

The Spelling of Glenn-Colusa Canal on P 4-143 should be corrected.

3-F

In addition to the land use diagram, LAFCo requests a hard copy of the General Plan Policy Document prior to its approval by the City Council. These comments on the Draft EIR do not include specific comments relating to policies the City may be considering.

3-G

Please be aware LAFCo policy requires a meeting between the City and County regarding the boundaries, development standards and zoning requirements within the proposed City Sphere of Influence. If the City and County agree, then LAFCo shall give great weight to any such agreement.

Thank you for providing LAFCo with the opportunity to comment on the Draft EIR for the City’s General Plan.

Sincerely,



John Benoit
Executive Officer, Local Agency Formation Commission

3.1. General Policies

- a. *LAFCO must adopt a sphere of influence for each city and each district in its jurisdiction, and must review and, if necessary, update each sphere of influence at least every five years. All LAFCO actions must be consistent with a sphere plan. A Sphere of Influence is defined in Section 56425 of the Government Code as "a plan for the probable physical boundary and service area of a local agency or municipality as determined by the commission."*

The establishment of Sphere of Influence Plans is perhaps the most important planning function given to LAFCOs by the state legislature. Spheres of Influence are described by the Cortese Knox Hertzberg Act as an important tool for "planning and shaping the logical and orderly development and coordination of local governmental agencies so as to advantageously provide for the present and future needs of the county and its communities." Spheres serve a similar function in LAFCO determinations as general plans do for cities and counties. Consistency with the adopted sphere plan is mandatory, and changes to the plan require careful review.

While LAFCO encourages the participation and cooperation of the subject agency, the sphere of influence plan is a LAFCO responsibility, and the Commission is the sole authority as to the sufficiency of the documentation and the plan's consistency with law and LAFCO policy. Staff of LAFCO will work closely with agencies in developing sphere of influence plans. In determining the sphere of influence of each agency, LAFCO must consider and prepare a written statement of its determinations with respect to the following four factors as stated in Government Code Section 56425 (e):

- 1. The present and planned land use in the area, including agricultural and open-space lands.*
- 2. The present and probable need for public facilities and services in the area.*
- 3. The present capacity of public facilities and adequacy of public services provided by the agency.*
- 4. Any social or economic communities of interest in the area that the Commission determines is relevant to the agency.*

- b) *In order to prepare and update spheres of influence, LAFCO is required to conduct a review of the municipal services provided in the county, region, subregion, or other appropriate designated area. The policies, standards and procedures of Colusa LAFCO applying to Municipal Service Reviews are set forth in Section 3.3 below.*
- i) *Consistency Requirement. Every sphere of influence plan must be consistent with LAFCO's Policies and Procedures, the state legislature's policy direction to LAFCO, the sphere plans of all other agencies in the area, the Commission's statement of written determinations with respect to its review of municipal services in the applicable area, and with the long range planning goals for the area.*
 - ii) *Sphere Boundaries. In establishing the boundaries of a sphere of influence plan for an agency, LAFCO will consider the factors listed in Section 56425 (e) of the Government Code as noted above.*
- c) *With respect to Factor 3.1(b) above, LAFCO will not include lands that are unlikely to require the services provided by the agency, for example, lands not designated for development by the applicable General Plan, territory where development is constrained by topographical factors, or areas where the projected and historical growth rates do not indicate a need for service within the timeframe of the sphere plan.*
- d) *With respect to Factor 3.1(c) above, LAFCO will not include areas in an agency's sphere of influence, which cannot feasibly be served by the agency within a time frame consistent with the sphere plan.*
- e) *Time Factor. Sphere of Influence amendments will ordinarily take longer to process than applications for a change of organization or reorganization and will generally require more detailed information.*
- f) *Updated Plans Encouraged. Agencies are encouraged to keep the supporting documentation for their Sphere of Influence plans up to date so that individual applications for changes of organization or reorganization are not burdened with time delays.*
- g) *Areas of Concern. LAFCO may, at its discretion, designate a geographic area beyond the Sphere of Influence as an area of Concern to any local agency.*
- i) *An Area of Concern is a geographic area beyond the Sphere of Influence in which land use decisions or other governmental actions of one local agency (the "Acting Agency") impact directly or indirectly upon another local agency ("the Concerned Agency"). For example, approval of a housing project developed to urban densities on septic tanks outside the city limits of a city and its sphere of influence may result in the city being forced subsequently to extend sewer services to the area to deal with septic failures and improve city roads that provide access to the development. The city in such situation would be the Concerned Agency with appropriate reason to request special consideration from the Acting Agency in considering projects adjacent to the City.*

**3-H
cont.**

ii) LAFCO will notify any Concerned Agency when LAFCO receives notice of a proposal of another agency in the Area of Concern to the Concerned Agency, and will give great weight to its comments.

iii) If requested, LAFCO will seek to obtain a Joint Powers Agreement or other commitment between the agencies so that the Acting Agency provides advance notice to the Concerned Agency of any actions, or projects being considered within the area of concern, and commits to considering any comments made by the Concerned Agency.

h) Zero and Minus Spheres. The Commission may adopt a “zero” sphere of influence (encompassing no territory) for an agency when the Commission has determined that the public service functions of the agency are either non-existent, no longer needed, or should be reallocated to some other agency of government. Adoption of a “zero” sphere indicates the agency should ultimately be dissolved. The Commission may initiate dissolution of an agency when it deems such action appropriate. The Commission may adopt a “minus” sphere (excluding territory currently within that agency’s boundaries) when it has determined that territory within the agency’s boundaries is not in need of the agency’s services, or when the agency has no feasible plans to provide efficient and adequate service to the territory in question.

3.2. CONTENTS OF THE SPHERE OF INFLUENCE PLAN

a) General Requirements. The Sphere of Influence Plans for all governmental agencies within LAFCO’s jurisdiction shall contain the following:

i) A sphere map and phased plan for annexation of the depicted territory defining the probable boundary of the agency’s service area 20 years hence (the long-term horizon) and identifying a near-term development horizon defining the agency’s logical boundary for lands likely to be annexed prior to the next sphere review or update (typically within five years). The phased annexation plan may include specific conditions for particular areas that must be satisfied before annexations may occur.

ii) Documentation to support the Commission’s determinations regarding the factors stated in §56425(e). Generally this information will be provided in the applicable Municipal Service Review(s), supplemented and updated as necessary to assure the information and analysis satisfy LAFCO policy requirements and are complete, current, and accurate.

b) Specific Requirements for City Sphere Plans

i) City/County Agreement. When required by Government Code §56425(b), a city and the county shall meet and confer regarding the boundaries of the city’s sphere prior to the Commission’s final determination. If a city and the county have reached agreement

regarding the boundaries, development standards, and zoning requirements within a proposed city sphere, the Commission shall give great weight to the agreement in the Commission's final determination of the city's sphere.

ii) Parcel Inventory and Absorption Study. The Commission must be able to make a positive determination that the city's sphere is consistent with its historical and expected growth rates, and that the territory within the sphere is likely to be annexed within the 20-year timeframe. The Commission's determination will be based on information provided by the city, including 1) a vacant land inventory, 2) an analysis of the vacant lands to determine their suitability for development, and 3) a market study to determine the absorption rate of the usable vacant lands. If the city is unable to supply such information, LAFCO will make a sphere determination after considering the city's historical growth rates for each land use designation, pertinent city land use and zoning regulations, and the physical characteristics of the property intended to be included in the sphere.

iii) Spheres for New Cities. The Commission will adopt a Sphere of Influence Plan for a newly incorporated city within a year of the date of incorporation.

3.3 Municipal Service Reviews

In order to establish an appropriate sphere for an agency, LAFCO must have adequate information on present and future service needs in the area and the capabilities of the agency to meet those needs. To this purpose, the Cortese-Knox-Hertzberg Act requires LAFCO to conduct service reviews prior to establishing or updating spheres of influence. A service review is a comprehensive review of provision of specified services within a designated geographic area. Its purpose is to evaluate the provision of services on a regional basis and to recommend actions, when necessary, to promote the efficient provision of those services. The service reviews are intended to help LAFCO, the public and other agencies better understand the public service structure and evaluate options for the provision of efficient and effective public services. LAFCO uses the information and analysis provided by the Municipal Service Review (MSR) to ascertain whether an agency can provide adequate and efficient services to the areas in the agency's sphere within the applicable time frame.

LAFCO will prepare or update the appropriate Municipal Service Reviews prior to or in conjunction with the adoption or update of an agency's sphere of influence plan. In general, LAFCO will conduct such reviews on a service-by-service basis for designated geographic areas. The Commission will periodically develop and implement a multi-year coordinated schedule for preparing MSRs and updating spheres of influence, in accordance with the legislature's direction to review each agency's sphere of influence every five years and update as necessary and provided for in LAFCO's budget.

a) General Standards. LAFCO shall prepare Municipal Service Reviews in conformance with the provisions of Government Code §56430. A Municipal

Service Review must provide information specific to each agency to support the Commission's written determinations with respect to the following:

Growth and population projections for the affected area.

Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies.

Financial ability of agencies to provide service.

Status of, and opportunities for, shared facilities.

Accountability for community service needs, including governmental structure and operational efficiencies.

Any other matter related to effective or efficient service delivery.

b) *Municipal Service Reviews Must Support Spheres of Influence.* In addition to the requirements discussed above, Municipal Service Reviews shall contain information on which the Commission can base its determination of the appropriate sphere of influence for an agency, including:

- i) *Identification of existing land uses and a reasonable projection of land uses, which would occur if services were provided consistent with each agency's sphere of influence plan. This analysis should include maps and explanatory text detailing the following:*
- ii) *Present designated and actual land uses in the area, improved and unimproved properties, and agricultural and open space lands, as defined by Government Code Sections 56064 and 56059.*
- iii) *Proposed future land uses in the area.*
- iv) *Discussion of present and probable future needs for public facilities and services in the sphere area. The discussion should include consideration of the need for all types of major facilities, not just those provided by the agency.*
- v) *A determination of the present and future capacity of facilities and adequacy of services the agency provides or has plans to provide. The review must include specific information and analysis of how the agency will meet anticipated growth in demand within its current boundaries and within the area included in its sphere. This information will guide the Commission's designation of appropriate sphere horizons in the Sphere of Influence Plan. The required information should include the following:*
 - 1) *Maps and explanatory text that indicate the location and capacity of existing and proposed facilities, including a plan for timing and location of new or expanded facilities.*
 - 2) *An estimate of projected revenue and expense over the sphere horizons, specifically identifying the cost of planned new facilities or services and projected source(s) of revenue to fund those new facilities or services.*
 - 3) *Actual and projected costs of services to consumers in current dollars. A statement of actual and projected allocations of the*

**3-H
cont.**

cost of services between existing and new residents shall be included.

4) Identification of any relevant social or economic communities of interest in the area. For example, an area, which is completely within one subdivision governed by a single homeowner's association should be noted, in order to avoid unnecessary division of the territory between service agencies.

c) Uses of the Municipal Service Review. Upon approval of the Municipal Service Review, it will be utilized by LAFCO both in establishing the agency's sphere of influence and in the consideration of all proposals affecting that agency.

**3-H
cont.**

Letter 3 John Benoit, Executive Officer, Colusa Local Agency Formation Commission

Comment 3A: *Thank you for sending LAFCo a copy of the Draft EIR the City is undertaking. While LAFCo is sending comments within the time period specified in the Notice of Availability to afford the public additional opportunity, we suggest the City extend the review period for a period of two more weeks. The City's notice period occurred at the same time as the notice period for the County of Colusa and took place during the holiday season.*

As provided with the County review, it would have been more helpful to also have a review copy of the current version of the general plan document for review along with the DEIR.

Response 3A: The comment is noted. The Draft EIR was available for public review and comment in accordance with the California Environmental Quality Act (CEQA) Section 15087. The draft of the Update General Plan has been available throughout the planning process on the City of Williams website at <http://cityofwilliams.org/planning/general-plan.htm>.

Comment 3B: *The DEIR mentions LAFCo will use this document for its required update of the City's Sphere of Influence Plan. In addition, the City should use this document for its upcoming zoning ordinance update and various other implementation measures included in the General Plan. The document says LAFCo will use the document as a responsible agency for its SOI update (pg 1-4). We would prefer the language LAFCo intends to affirm the EIR as approved by the City in its upcoming Sphere of Influence Update and may use the EIR as a responsible agency for various actions including minor annexations to the City.*

Prior to finalization of our MSR, LAFCo will need to include new available information contained in the Final Environmental Impact Report and the City's adopted General Plan. As feasible, LAFCo intends to use the City's EIR for its environmental document for the upcoming Sphere of Influence rather than preparing a new environmental document for that purpose. LAFCo intends to affirm the environmental findings adopted by the City. Please provide language in the "Purposes and Intent" section of the EIR that LAFCo will be using this EIR for the upcoming City of Williams Sphere of Influence update.

Response 3B: Page 1-4 of the DEIR is amended as follows:

Colusa County LAFCo [intends to affirm this Program EIR as approved by the City in its upcoming Sphere of Influence Update and may use the EIR as a responsible agency for various actions including minor annexations to the City](#) ~~would be considered a responsible agency for this Updated General Plan and Program EIR.~~

Comment 3C: *In Section 4.12, there is no discussion of LAFCo's definition of Prime Agricultural lands contained in Government Code Section 56064. A discussion and analysis regarding this Section needs to be included in the Final EIR.*

I note on Page 3-16, there are 2600 acres in the city of which 1600 of those lands are vacant. On P4-143 of the DEIR it states 1500 acres of land in the current city limits are in Ag and Farming. Acreage figures on Page3-16 are inconsistent with those in Figure 3-3.

I understand there are Williamson Act lands within the City or the City's proposed Planning Area. LAFCo will be required to make specific findings to allow Williamson Act lands in the SOI. Should any of these lands be within the City's Planning Area and City Limits the map showing contracted lands needs to be included and analyzed in the DEIR. While a soil survey analysis determining the lands that are prime based on the USDA or DOC map is included in the General Plan, as stated; is there a CEQA analysis of information in contained in these maps?

I remain concerned LAFCo will not be able to make the findings included in LAFCo's NOP response letter of August 6,2010 especially due to the presence of Williamson Act lands and the City has such an inventory of vacant lands within its jurisdiction already. The location of Williamson Act lands needs to be verified with the County of Colusa as well as the State Department of Conservation.

There appears there is no agricultural land conversion ratio in the Draft EIR to be used as a mitigation measure nor is there a mitigation measure for the use of buffers, while the latter is mentioned. Mitigation measures could help mitigate the impacts of conversion of Ag. Lands. Several years ago staff from both Cities (Colusa and Williams), the County and LAFCo met with the Middle Mountain Conservancy to address the problem of agricultural land conversions. Based on these discussions, I recommend the city should contemplate the following as mitigation measures to be included in the Draft EIR.

- a. Require a 300 to 500 foot buffer (on lands within the development project) from the boundary of an adjacent agricultural use. When the buffer is not feasible, require an easement as suggested in (c) below.*
- b. Require a combination of a lesser buffer, tall masonry fencing and tree planting along the boundary to mitigate impacts of noise, dust, trespass, and pesticide/herbicide overspray. Such a proposal must be supported by the Farm Bureau, County Agricultural Commissioner or other recognized authority as adequate to mitigate impacts.*
- c. Require agricultural land mitigation agreements through the purchase of agricultural easements with a 1 to 2-acre conversion ratio on lands having equal agricultural value and risk of conversion as the lands proposed to be converted from agricultural to urban uses.*

Response 3C: The following changes are made to Section 4.12.1 of the EIR:

Agriculture is the leading industry in the City of Williams and Colusa County, with rice, fruit, nuts, and vegetables as the major crops grown and processed in the City County. Approximately 1,500 acres of land within the City limits and particularly the surrounding area within the Planning Area is occupied by farming and agricultural operations. According to the Colusa County Agricultural Commissioner 2010 Report, 370,470 acres were harvested for Field Crops such as beans, corn, hay, rice, safflower and wheat; 12,045 were vegetable crops (tomatoes); 52,350 acres were harvested for Fruit and Nuts primarily almonds; and 27,570 acres were harvested for Seed Crops such as melons, onions, carrots, squash and pumpkins. Colusa County also produced 20,400 head of cattle and 2,000 head of sheep. This agriculture production totaled approximately \$640,802,000 in revenue making 2010 the second highest year of agriculture production in the County on record. Colusa County growers export over thirty varieties of vegetable and flower seeds including rice, wild rice, plums, prunes and beans to over seventy countries.

The eastern half of Colusa County is largely composed of Prime Farmland, Unique farmland, and Farmland of Statewide Importance. Land areas having these U.S. Department of Agriculture designations literally surround the City of Williams' urbanized core, as illustrated in Map 7.2, Important Farmlands, which is presented in Chapter 7 of the General Plan Update ~~report~~. As the country has developed, high-quality farmland has been gradually lost to industrial and urban uses.

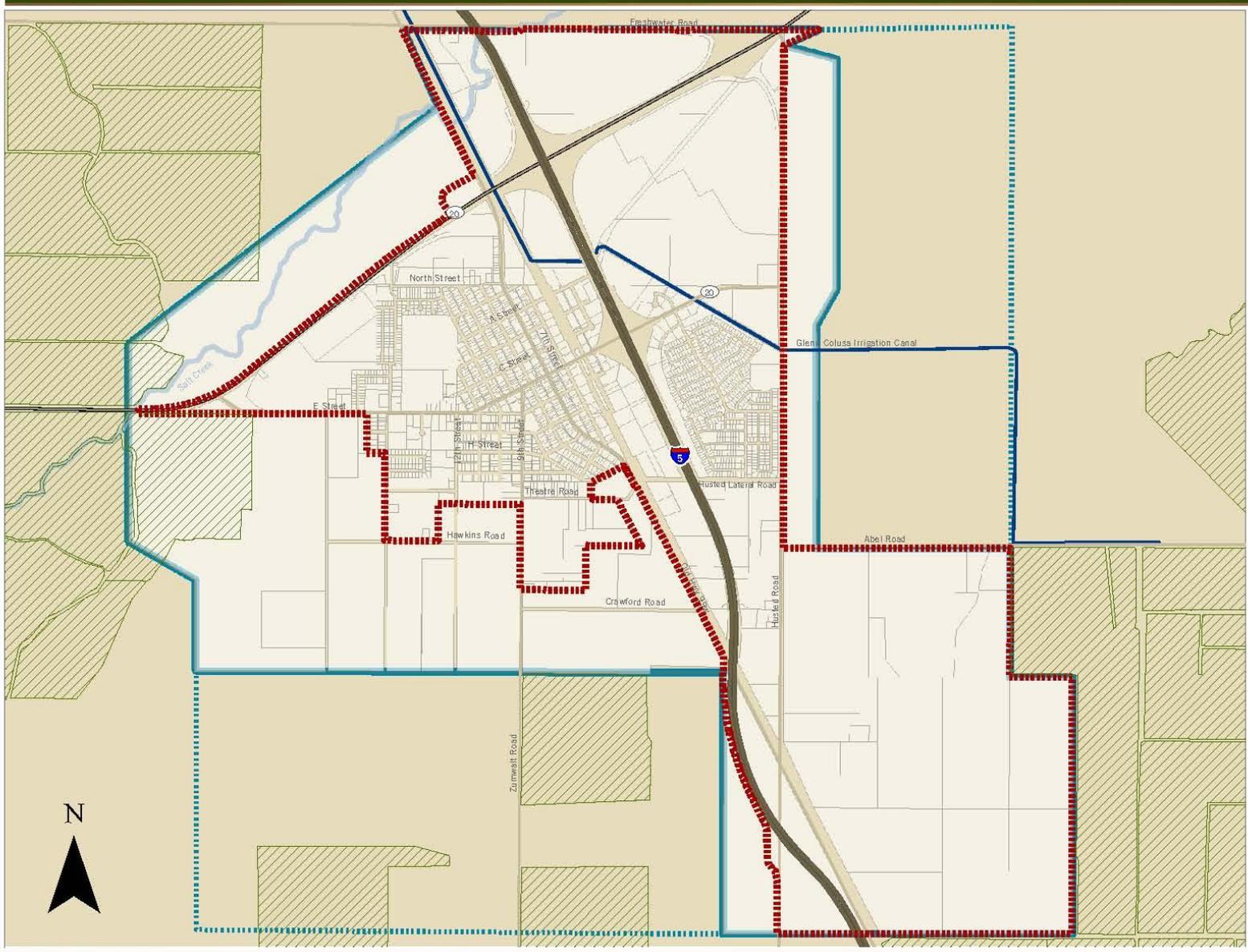
The California Department of Conservation 2008 Conversion Table indicates that Colusa County has 555,719 acres of important farmland. This important farmland is comprised of 197,498 acres of Prime Farmland, 2,012 acres of Farmland of Statewide Importance, 121,185 acres of Unique Farmland and 235,024 acres of Farmland of Local Importance. Approximately 41.04% of Colusa County is currently under Williamson Act contracts. The purpose of the Williamson Act is to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. According to California Department of Conservation (CDC), Colusa County has 260,212 acres enrolled in Williamson Act contracts and 59,776 acres enrolled in Farmland Security Zone. Of the 260,212 acres in Williamson Act contracts, 65,857 acres are designated as prime farmland and 194,355 acres are non-prime farmland. The CDC recorded 2,709 acres involved in Notices of Nonrenewal in 2009. There are approximately 186.2 acres in the current Sphere of Influence of the City of Williams that are under Williamson Act contracts. There are three properties in the Williams Planning Area for a proposed Sphere of Influence that are currently in Williamson Act contracts as shown on Map 3.5 in the proposed Updated General Plan. These three areas equal approximately 354.7 acres of Williamson Act contracted land. While within the current planning horizon of 2030 it is unlikely that the projected growth would require the conversion of the properties currently under Williamson Act contracts to convert to urban uses, the ultimate build-out of the Updated General Plan would likely result in the conversion of the farmland to urban uses.

Page 3-16 of the Draft EIR is amended as follows:

There are a total of approximately ~~2600~~ 3,187 acres in the City limits of which approximately ~~990~~ 1,246 acres are developed and ~~1600~~ 1,941 acres are vacant. There are several tentative subdivision plan maps that have been approved to the south, west of I5. With the significant downturn in the housing market, these maps may expire. Regardless of whether they expire or become active developments, it is clear that this area is in the City's growth path.

The location and quantity of the properties that are currently under Williamson Act contract were verified with the County of Colusa and the Department of Conservation. The properties are indicated on Map 7.1.

Figure 7.1
Williamson Act



- Legend**
-  City Limits
 -  SOI Existing
 -  SOI Proposed
 -  Williamson Act
 -  Glenn-Colusa Irrigation Canal
 -  Salt Creek



01.26.12



The following changes are made to Section 4.12.3, IMPACT 4.12.2 of the EIR:

While several Williamson Act contracted properties are located within the Williams Planning Area, none have been designated for development in the Future Land Use and Growth Plan presented in [Updated General Plan Chapter 3, Land Use and Character](#). [However, the area designated for expansion with a future Sphere of Influence amendment contains approximately 2,265.8 acres of agricultural lands that are designated on the Colusa County Important Farmland 2010 Map as a combination of Prime Farmland, Farmland of Statewide Importance, Unique Farmland and Farmland of Local Importance. There are three properties in the Williams Planning Area for a proposed Sphere of Influence that are currently in Williamson Act contracts as shown on Map 3.5 in the proposed Updated General Plan. These three areas equal approximately 354 acres of Williamson Act contracted land.](#)

[In addition to the proposed Updated General Plan policy statements, the following mitigation measures would mitigate the impacts to agricultural lands:](#)

[Mitigation Measure 12.1: A 300 to 500 foot buffer \(on lands within the development project\) from the boundary of an adjacent agricultural use is required. When the buffer is not feasible, an easement as suggested in Mitigation Measure 12.3 below is required.](#)

[Mitigation Measure 12.2: A combination of a lesser buffer, tall masonry fencing and tree planting along the boundary of a development project from the adjacent agricultural use to mitigate impacts of noise, dust, trespass, and pesticide/herbicide overspray is required. Such a proposal must be supported by the Farm Bureau, County Agricultural Commissioner or other recognized authority as adequate to mitigate impacts.](#)

[Mitigation Measure 12.3: Agricultural land mitigation agreements through the purchase of agricultural easements with a 1 to 2-acre conversion ratio on lands having equal agricultural value and risk of conversion as the lands proposed to be converted from agricultural to urban uses is required for projects that would convert agricultural lands to non-agricultural uses.](#)

Comment 3D: *I also suggest a policy be included in the General Plan “Work with the Local Agency Formation Commission (LAFCo) on issues of mutual concern including the conversion of agricultural land.”*

Response 3D: Policy 7.4b has been added to the Open Space and Conservation Element of the General Plan.

[7.4b Work with the Local Agency Formation Commission \(LAFCo\) on issues of mutual concern including the conversion of agricultural land.](#)

Comment 3E: *I appreciate the City using the words “will” and “shall” in the vast majority of its mitigations in the Draft EIR. However, a few mitigation measures in the Draft EIR remain (and I*

assume based on policies) expressed in the terms of “shall consider” “shall include” or “will” or “shall”; the Planning Commission and the Council need to be aware of the potentially non-mandatory effect of this language and the unintended consequences that could result from ambiguity resulting from the use of such phrases rather than clearer, more direct expressions of the City’s environmental mitigation (policies). As many of these policies are also used as mitigation measures in the Draft EIR, the consequence could be the mitigation measures may not be adequate mitigation and therefore environmental effects may not be mitigatable.

Response 3E: The following changes have been made to the General Plan Policy Statements and the changes are hereby incorporated throughout the EIR:

- 3.i. Amend the zoning ordinance to include a new Downtown district. This district is necessary by reason of the unique, urban character and its intended use and building types. The standards ~~should~~ shall include:
 - Zero front and side yard setbacks to preserve the existing block frontage and to re-establish it in other areas of the district.
 - A minimum rather than maximum building height to create two (or more) story buildings. This encloses the street and reinforces the urban fabric. Given market conditions, two-story buildings should accommodate upper floor office and residential uses.
 - Uses that are suitable within a downtown environment and include those with building typologies that contribute to an urban context and pedestrian orientation.
 - Provisions for on-street and common (public and/or private) parking, including allowance for first floor (under building) parking, particularly for retirement housing.
 - Building design standards to embrace a pedestrian streetscape environment, with distinction between floors and fenestration of doors and windows.

- 3.k. Amend Chapter 17.11, Signs, to create a new section for “Signs in the Downtown District.” The permitted signs in this district ~~should~~ shall include projecting signs and provisions for awning, overhang, and window signage. The allowances and limitations regarding sign area ~~should~~ shall be modified according to the urban context.

- 3.m. Prepare a downtown master plan to guide the strategies and improvement projects necessary to support the formation of a redevelopment district. The master plan ~~should~~ shall entail the type and character of future land use, specific use and building types, street and sidewalk improvements, streetscape enhancements, and infrastructure requirements, together with strategies for creating partnerships, assembling and marketing land deals, and recruiting developer interest. Lastly, the plan ~~should~~ shall evaluate market conditions and likely absorption rates and subsequently, identify funding sources and a general financing plan.

- 3.v. Amend the zoning ordinance to include a Business Park district. This district ~~should~~ shall cover all or at least the frontage of I-5 and E Street (east of I-5)

for the City's new business park development. The standards of this district ~~should~~ shall include improved site and building standards, an increased landscape surface ratio, better landscaping and screening requirements, and new signage standards to result in a campus-like business setting. This is important to enhance the I-5 frontage and also to compliment the campus of Woodland Community College.

- 3.x. Develop a gateway and landscape plan along I-5 beginning with entry monuments along the northbound and southbound frontage at the E Street interchange, and phased to extend north and south to the City limits. The City ~~should~~ shall coordinate with CalTrans to secure use of the right-of-way for these improvements, with an agreement as to maintenance and liability. In lieu of right-of-way enhancement, the City ~~should~~ shall acquire landscape easements from the adjacent property owners and through the course of new development.
- 3.z. Prepare a corridor revitalization plan for 7th Street, extending from Old Highway 20 to the south City limits (excluding the segment with the downtown district). The plan ~~should~~ shall document the physical elements that contribute to its appearance (including use types and activities, outdoor storage and display, pavement and other surface types, fencing and screening, landscaping, building scales and setbacks, signage, etc.), together with a strategy and regulatory approach. The plan ~~should~~ shall establish a basis for drafting new site development standards for which compliance would be required either at the time of an occupancy change , a building permit, or in given time increments.
- 3.bb. Amend the zoning ordinance to consolidate the C-2 and C-H districts into a new Auto-Urban Commercial district and develop design standards and guidelines for new development in these areas. This district ~~should~~ shall include the following:
 - Site design standards requiring parking to the side and rear of buildings (rather than in front). On sites where this is infeasible by way of its size or orientation the standards should include a broader streetscape bufferyard with increased landscaping and parking lot landscaping.
 - A built-to-line (in place of a minimum setback).
 - Increased side and rear setbacks and bufferyard standards to separate and screen adjacent properties.
 - Building design standards relating to building scale and articulation, façade and roofline standards, and building orientation.
 - A minimum landscape surface ratio.
- 3.cc. Establish landscaping standards to compliment and replace those outlined in Section 17.13.110, Off-Street parking – Landscaping. The new standards ~~should~~ shall include provisions for the following:
 - Street trees adjacent to all street right-of-way, based on a ratio of trees per linear feet of frontage (typically one shade tree per 25 or 30 feet of frontage).

- On-lot landscaping requiring trees (deciduous and evergreen) and shrubs within the side and rear setbacks and other required on-site green spaces.
 - Screening in the form of shrubs and/or earthen berms adjacent to all parking and vehicular use areas.
 - Landscaping within parking lots that is based on a ratio of islands per parking spaces, instead of five percent of the interior of a parking lot as now required. This will allow a better distribution of landscaping to provide a landscape aesthetic while also reducing the heat island effect of the paving area.
- 3.ii. Adopt scale standards to better manage the character of development. For instance, scale is a controlling factor in the Suburban Commercial district to ensure compatibility with adjacent or nearby neighborhoods. This is particularly important given similar use types between this and the more intensive Auto-Urban Commercial district. The scale standards ~~should~~ shall include a floor area ratio as well as a maximum square footage and height.
- 3.41. The City's land use pattern ~~should~~ shall focus new development and significant redevelopment where adequate public services and utility capacity are already in place or projected for improvement, including streets, water, wastewater, and drainage infrastructure.
- 3.43. Future development and redevelopment ~~should~~ shall be planned and implemented with appreciation for the physical environment and natural features of the community and with recognition of potential physical constraints to ensure appropriate siting of various types of development.
- 3.46. The agricultural use and rural character of the City's perimeter ~~should~~ shall be maintained through the strict enforcement of zoning, as applicable, and influence exerted by the City within its sphere of influence.
- 3.53. Development patterns ~~should~~ shall provide for transitions and buffering between various land use intensities. Where land uses of incompatible intensities abut, there ~~should~~ shall be adequate bufferyards to separate them.
- 3.56. Potential adverse impacts on adjacent land use types ~~should~~ shall be considered in the City's development review process (including factors such as noise, odor, pollution, excessive light, traffic, etc.).
- 3.57. New development or redevelopment on "in-fill" parcels in developed areas ~~should~~ shall maintain compatibility with existing uses and the prevailing land use pattern in the area.
- 3.58. Land uses with unusual characteristics or a higher likelihood of raising compatibility issues ~~should~~ shall be subject to more focused review and approval through a special approval process. Reasonable conditions or

permit provisions ~~should~~ shall be applied to mitigate potential adverse impacts on nearby properties and uses.

- 3.64. Residential development ~~should~~ shall be oriented away from I-5 and other primary streets without adequate transitioning standards and situated within the roadway network and relative to other land uses so as to minimize high volumes of through traffic.
- 3.65. Residential areas ~~should~~ shall not be situated next to intense nonresidential uses without provisions for increased separation and bufferyards. Less intense nonresidential development may be appropriate next to residential development with performance standards to mitigate adverse impacts.
- 3.66. Medium to high-density housing should be developed at a density and scale that is compatible with the surrounding neighborhood and available utilities and roadway capacity. Larger multi-family developments ~~should~~ shall be located on sites with adequate space for off-street parking, accessory structures, and recreational activity, and toward the edge of single-family residential areas where higher traffic generation and taller building heights can be better accommodated.
- 3.67. Smaller-scale commercial development ~~should~~ shall be accommodated at selected locations within or at the edge of residential neighborhoods to address retail and personal service needs of nearby residents in a convenient and accessible manner, subject to restrictions and performance standards to ensure a compatible character.
- 3.68. Schools, parks, golf courses, and community facilities ~~should~~ shall be located close to or within residential neighborhoods for accessibility and to provide a focal point for effective and cohesive neighborhood design.
- 3.69. Uses that commonly have moderate- to large-scale assemblies of people such as churches, funeral homes, membership organizations, and other institutions, ~~should~~ shall be appropriately located on adequate size parcels with sufficient space to accommodate the off-street parking and accessory needs. Such uses ~~should~~ shall be located so as to minimize any adverse or undue significant burden on adjacent or adjoining land uses, as well as that portion of the street network.
- 3.70. Smaller-scale suburban commercial retail and service uses ~~should~~ shall be located at intersections of collector or arterial streets and at the edge of logical neighborhood areas – or within neighborhoods where suitable sites exist and conditions are appropriate to balance compatibility with convenience.
- 3.74. Appropriate locations for low- and high-density residential development ~~should~~ shall be provided based on accessibility, site suitability, utility availability, and environmental factors.

- 3.75. Portions of the community ~~should~~ shall be reserved for uniform development of a specific housing type (e.g., detached single-family dwellings, duplexes, townhomes, patio homes, apartments, and manufactured homes), while blending of residential uses ~~should~~ shall be allowed in other areas to suit the differing tastes of housing consumers, but with reasonable development standards to ensure compatibility.
- 3.76. The City ~~should~~ shall continue its ongoing efforts to encourage collaborative review of development projects within the City's Sphere of Influence and insuring City facilitated review of project proposals within the City's Sphere of Influence.
- 4.f. Begin identifying Best Management Practices (BMPs), particularly construction site storm water runoff control and post-construction stormwater management, to reduce the discharge of pollutants to the storm water system. These ~~should~~ shall be integrated as standards into the City's subdivision regulations.
- 4.t. Coordinate with the Colusa County Office of Emergency Services in their 2010 update of the Local Hazard Mitigation Plan. Specifically, the City ~~should~~ shall seek to elaborate on this plan to ensure its interests in hazard preparedness, as well as consistency with this general plan. This will require a new resolution to replace Resolution 04-38.
- 4.z. The City ~~should~~ shall review and amend its ordinances and remove any regulatory barriers, as necessary, to integrate defensible space provisions. While not within a State Responsibility Area (SRA), provisions relating to vegetation management, clearing, and fuel reduction are good fire protection practices.
- 6.1. All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element ~~should~~ shall be prepared as described in Action 6a.
- 6.a. The City of Williams ~~should~~ shall adopt an ordinance requirement for an acoustical analysis to be prepared with subdivision processes and site plan applications. This analysis ~~should~~ shall include the following provisions:
1. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
 2. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
 3. Estimate projected future (20 year) noise levels, and compare those levels to the adopted policies of this general plan and adopted ordinance standards.

4. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this general plan and ordinance standards.
5. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented. The City of Williams ~~should~~ shall adopt a local amendment to the Building Code to address interior noise standards.
- 6.b. Any extreme noise producer not specifically exempt ~~should~~ shall be discouraged or prohibited by City Codes and policies.
- 6.3. For City projects that involve capacity enhancing roadways, or the construction of new roadways, located in noise sensitive areas, such as near residential development, an acoustical analysis ~~should~~ shall be prepared. If the project would result in a significant noise level increase as defined below, or if the project would cause noise levels to exceed the noise standards of Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources, noise mitigation measures ~~should~~ shall be considered to reduce traffic noise levels to a state of compliance with Table 6.2. A significant increase is defined as follows:

<i>Pre-Project Noise Environment (Ldn)</i>	<i>Significant Increase</i>
Less than 60 dB	5+ dB
60 - 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

There are various factors which may affect the feasibility or reasonableness of the mitigation which ~~should~~ shall be considered including the following:

1. The severity of the impact;
 2. The cost and effectiveness of the mitigation;
 3. The number of properties which would benefit from the mitigation; and
 4. Aesthetic, safety, and engineering considerations.
- 6.4. If noise-reducing pavement is to be utilized in conjunction with a roadway improvement project, the acoustical benefits of such pavement ~~should~~ shall be included in the noise analysis prepared for the project.
 - 6.5. The City of Williams ~~should~~ shall work with the State to mitigate noise levels to within acceptable levels as described in this chapter when the State expands or extends roadways that impacts existing residential development.
 - 6.c. The City of Williams ~~should~~ shall adopt regulations to require implementation of noise mitigation to newly constructed roadways in new residential subdivision developments.
 - 6.6. For capacity enhancing rail, or the construction of new rail, an acoustical analysis ~~should~~ shall be prepared. If the project would result in a significant noise level increase as defined below, or if the project would cause noise levels to exceed the noise standards of Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources, noise mitigation measures

~~should~~ shall be considered to reduce traffic noise levels to a state of compliance with Table 6.2. A significant increase is defined as follows:

<i>Pre-Project Noise Environment (Ldn)</i>	<i>Significant Increase</i>
Less than 60 dB	5+ dB
60 - 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

There are various factors which may affect the feasibility or reasonableness of the mitigation which ~~should~~ shall be considered including the following:

1. The severity of the impact;
2. The cost and effectiveness of the mitigation;
3. The number of properties which would benefit from the mitigation; and
4. Aesthetic, safety, and engineering considerations.

- 6.e. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new industrial sites ~~should~~ shall require the use of setbacks and site design, and thereby keep the use of noise barriers at a minimum.
- 6.h. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new commercial sites ~~should~~ shall require the use of setbacks and site design, and thereby keep the use of noise barriers at a minimum.
- 6.11. When siting a new public park, the City ~~should~~ shall consider separating the park from a noise-sensitive area if intense activities are to occur in the park.
- 6.i. Any noise regulations adopted by the City ~~should~~ shall specifically exempt public parks and park activities.
- 6.k. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new residential subdivisions, additional setbacks ~~should~~ shall be considered in addition to the sound barrier wall to further protect future residents.
- 6.13. Noise associated with construction activities ~~should~~ shall adhere strictly to the City Code restrictions regarding prohibited operating hours.
- 6.n The following sources of noise ~~should~~ shall be exempt from the provisions of this Noise Element. Any noise regulations that are adopted should specifically exempt the following:
 - a. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and generators which are activated during power outages. The routine testing of such warning devices and equipment ~~should~~ shall also be exempt provided such testing occurs during daytime hours and does not occur for periods of more than one hour per week.

- 7.4 Prime farmland ~~should~~ shall be prioritized for agricultural (rather than industrial or residential) uses to ensure the most efficient use of land.
- 7.5 The financial support and development of future parks will follow the long-range, Parks and Recreation Master Plan (and subsequent updates) to accommodate a diversity recreational activities and support the interests of all age ranges, including youth, singles, families, and retirees.⁸ The annual budget under the City of Williams Parks Improvement Project ~~should~~ shall complement the Plan.
- 7.8 Parks and open space ~~should~~ shall be evenly distributed, with regard to location, size, and amenities, to reflect population density and nearby land uses.
- 7.11 Parkland dedication and development fee requirements ~~should~~ shall be used to increase quantity and quality, sustaining a high level of service across the entire system.
- 7.m Establish and implement a regular and formalized park and facility maintenance program. The program must, first, identify and log all necessary maintenance items, including repair of broken equipment, identification of unsafe conditions and remedies for correction, and items needing more significant capital expenditures. Cost estimates ~~should~~ shall be compiled and integrated into a multi-year improvement program.
- 7.s Prepare a comprehensive trail and greenways master plan that identifies the locations of bike lanes, trails, greenways, and pedestrian linkages throughout the City. Attention ~~should~~ shall be given to identify sidewalk improvements in and around Downtown and the well established areas of town where roadways may require “retrofitting” to accommodate such improvements. Generally, the plan ~~should~~ shall:
- Inventory and map all existing trail segments and sidewalks throughout the City.
 - Identify missing and incomplete segments needed to improve continuity, particularly those adjacent to schools, parks, public buildings, and other pedestrian generators and attractors, such as Downtown.
 - Inventory possible accessibility barriers for disabled persons.
 - Identify natural areas and other infrastructure corridors within the community that could serve as linear linkages and/or greenbelts. These areas should be acquired and developed for recreational use and as trails and connections.
 - Propose trail extensions that would connect the City’s trail network with County, State, and Federal trail systems.
 - Recommend appropriate cross sections for different facilities including sidewalks, multi-purpose paths, and bike lanes.
- 7.18 Animal corridors along waterways, tree groves, and grasslands ~~should~~ shall be developed to ensure safe animal travel.

- 7.19 Subdivision regulations and design guidelines ~~should~~ shall be used as a tool to promote sustainable land planning and development practices.
- 7.aq Consider provisions in the subdivision regulations may require riparian buffers around all naturally occurring water bodies and wetlands. The standards ~~should~~ shall restrict septic systems within the buffer area and include requirements for planting indigenous plants and trees to enhance the buffer's absorption and filtering potential.
- 7.as Support green roofs on new developments as a method of stormwater mitigation, as well as reduction of the urban "heat island" effect. For new construction, the use of green roofs ~~should~~ shall result in a reduction in the extent of stormwater facilities that need to be constructed to meet standards.

Comment 3F: *The Spelling of Glenn-Colusa Canal on P 4-143 should be corrected.*

Response 3F: Page 4-143 is corrected as shown below:

The 1950 construction of the Glenn Colusa Canal propagated this trend, bringing more surface water to the region.

Comment 3G: *In addition to the land use diagram, LAFCO requests a hard copy of the General Plan Policy Document prior to its approval by the City Council. These comments on the Draft EIR do not include specific comments relating to policies the City may be considering.*

Please be aware LAFCo policy requires a meeting between the City and County regarding the boundaries, development standards and zoning requirements within the proposed City Sphere of Influence. If the City and County agree, then LAFCO shall give great weight to any such agreement.

Response 3G: This comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

Comment 3H: *Attached copy of the Colusa LAFCO Policies related to Spheres of Influence and Municipal Service Reviews*

Response 3H: The commenter provided the standard policies as a reference for future actions. This comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

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Comment Letter #4

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901-0911
PHONE (530) 634-7616
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TTY 711



*Flex your power!
Be energy efficient!*

January 12, 2012

032011COL0035
City of Williams DEIR/General Plan Update
SCH# 2010072071

Ms. Monica Stegall
City Planner
P. O. Box 310
Williams, CA 95987

Dear Ms. Stegall:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) and the General Plan Update (GPU) for the City of Williams. Our comments include both primary concerns regarding the treatment of the State Highway System (SHS) in the DEIR, and clarification items or corrections. We note that our Notice of Preparation (NOP) comment letter to the City dated 8/19/10 (attached), requested analysis of the SHS in the GPU consistent with these comments.

4-A

The DEIR does not adequately consider SHS existing and future conditions, including probable impacts from the GPU and future SHS improvements, to accommodate the assumed growth and trip distribution. Specifically, the mainline segments of Interstate 5 (I-5) and State Route 20 (SR 20) should be included in the Traffic Analysis. For example:

4-B

- Page 11 of the Technical Memorandum, SHS impacts are not mentioned in the build out scenario section. The Memorandum also states that the City plans for a large percentage of trips to be internal, however the analysis for this assumption is not included. Please provide documentation for this assumption.
- Page 8.10 – Table 8.4 Existing Conditions Roadways Level of Service: I-5 should be analyzed and included in Table 8.4. Please revise appropriately.
- Page 8.12 – Table 8.6 Buildout Year-2030 Conditions Intersections Level of Service: Please provide the LOS information for Intersection 18 – Husted Road/I-5 NB Ramps.
- Appendix A, Page 14 – Table 4B General Plan Buildout Conditions, Roadway Level of Service: This mainline segment of I-5 in the City of Williams should be included in the analysis.

4-C

4-D

4-E

4-F

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We note the following comments about Travel Demand Model Development discussed in Section 4.4 of the Citywide Circulation Study.

- Section 4.4.1 Trip Generation: The value of 25 percent internalization for commercial and industrial trips seems extremely high considering the 54 Traffic Analysis Zones (TAZ) in the study area, even when considering residential uses. The internalization calculated for the entire City of Williams is listed as only slightly higher at 36 percent. Splitting Williams into 9 Aggregate TAZs and assuming an equal distribution of development for each TAZ, the EPA Mixed-use Trip Generation method generates trip reductions of 8 percent Daily, AM, and PM Peak hour trips. If another method was used, it should be noted; otherwise, please provide the practice method used for internalization calculation. 4-G

- Section 4.4.2 Trip Distribution and Pathing: This section discusses the pattern for trip distribution and shows an accumulated total percentage of 64 percent of trips from future development are expected to use SHS facilities. Please provide analysis of these impacts. Without altering the trip internalization figure included in the study, this would result in approximately 44,600 Daily, 2,800 AM Peak Period, and 4,500 PM Peak Period trips on SHS Facilities. On I-5 northbound in the PM peak period alone, approximately 1,027 vehicle trips would be added to the facility for the proposed general plan build out, or slightly more than half the hourly capacity of a freeway lane. Given these significant impacts, an analysis of the mainline level of service should be provided and mitigation measures identified for significant impacts. Significant impact thresholds for SHS facilities are as follows: 4-H
 - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
 - Vehicle queues at intersections that exceed existing lane storage.
 - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
 - Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS "E" for freeway and LOS "D" for highway and intersections. If LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.

In view of the deficiencies noted in the traffic studies, DEIR, and GPU, we request the following be provided for Caltrans review prior to formal submittal of the Final EIR:

- The Traffic Analysis be revised to include an analysis of the I-5 and SR 20 mainlines in the City of Williams with mitigation measures identified to address significant traffic impacts. 4-I
- Policies pertaining to development of a Nexus Study should be altered to address mainline portions, interchange ramps, and intersections for SR 20 and I-5 in the City of Williams.

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CLARIFICATION COMMENTS

Additionally, we provide the following comments to support accuracy and clarification in the documents.

General Plan & DEIR

- Throughout the General Plan document reference is made to Old Highway 20. Please clarify which route this is referencing and revise as appropriate. **4-J**
- The limits of Marguerite Drive are described throughout the document as being from E Street to SR 20. This is not accurate. Marguerite Drive ends at Ella Street and does not connect to SR 20. Please revise accordingly to indicate Marguerite Drive from Ella Street to SR 20 is a future planned roadway extension. **4-K**

General Plan

- Page 8.7 – Table 8.2 Level of Service (LOS) Criteria for Roadways discusses LOS for Buildout Intersection LOS: Please provide information on Buildout Roadway LOS and Mitigated Buildout Roadway LOS. **4-L**
- Page 8.13 – Table 8.7 Mitigated General Plan Buildout Conditions, Intersection Level of Service: Please clarify the LOS for Intersection 4, reported as “BA.” **4-M**
- Page 8.21 Actions 8.c-6: In order to provide better clarity, we suggest rewording the paragraph to read as follows: “The City and Redevelopment Agency will explore opportunities to construct new freeway crossings and improve safety of the existing east-west crossing at E Street. Such improvements may be required as a condition of new development, as appropriate.” **4-N**
- Page 8.21, Action 8.d-1: Funding for SHS facilities should be included within the proposed City development impact fee program. **4-O**
- Page 8.27 thru 8.30 – Future Street Improvement Projects: While Caltrans supports the improvements proposed for SR 20 and I-5 ramps identified as Projects 1, 4, 5, 6, 7, 18, and 20, the City should identify a funding mechanism to pay for the improvements. **4-P**

DEIR

- While Caltrans supports the intersection improvements proposed to SR 20 and I-5 to minimize impacts from new development in Williams to the SHS, the City should identify a funding mechanism to pay for the improvements. **4-Q**

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- Page 2-12 and 2-13 – Circulation - Impacts 4.4.1 and 4.4.2: Both impacts identify the increase in traffic and that future development will exceed, either individually or cumulatively, a level of service standard for the designated roads and highways. However, the significance of the impacts columns before and after mitigation is not provided. Please revise accordingly. **4-R**
 - First paragraph (See Tables 8.5 and 8.6 in Chapter 8 of the updated plan): These referenced tables provide intersection LOS. Please provide roadway LOS and proposed mitigation information. **4-S**
- Appendix A - Technical Memorandum, (General Plan Update - Appendix B)
- Page 1 – Introduction - Last sentence: “For clarification, these future roadway connection concepts have been removed from all transportation facility graphics.” These roadways are still depicted in the GPU Maps 8.1, 8.3, and 8.4. Please revise accordingly. **4-T**
 - Page 13 - Figure 3 - General Plan Buildout Peak Hour Intersection Volumes: The volumes provided are not balanced. There are 639 eastbound trips from the I-5 northbound ramps/SR 20 intersection, but only 519 eastbound trips are shown at the SR 20/Marguerite Drive intersection. Please revise or clarify. **4-U**
 - Page 14 – Table 4B General Plan Buildout Conditions, Roadway Level of Service: Graphics 3 and 4 show existing roadways in black and mitigation improvements in red. The I-5/SR 20 intersection is not depicting existing conditions in black. We suggest showing the proposed roundabout in red. **4-V**
- Appendix D - Notice of Preparation and Response Letters
- The following comments included in the Department of Transportation letter dated August 6, 2011 (copy attached) were not adequately addressed:
- Request for policies in the City’s draft GPU that will protect right-of-way for new and expanded SHS transportation facilities and provide access management to the SHS. **4-W**
 - Request policy statement in the GPU stating the circulation network operation and improvements to the SHS are a shared responsibility between the City of Williams and Caltrans. **4-X**
 - Request to review the scope of the Traffic Impact Study (TIS) before the Study began. **4-Y**
 - Request for the GPU, DEIR and Technical Memorandum to analyze the impacts of trips from future City development on Caltrans’ SHS mainline segments of I-5 and SR 20 within the City boundaries. **4-Z**

“Caltrans improves mobility across California”

Ms. Monica Stegall
January 12, 2011
Page 5 of 5

- Requests that the City consider developing a Nexus Study and Traffic Impact Mitigation Fees plan that would set up a fee program to help fund improvements to the SHS, due to local development.

4-AA

Please provide our office with a copy of the revised Traffic Analysis and Final Environmental Impact Report when available. Please consult with us prior to preparing the revisions. We will be happy to meet with you and your traffic consultant to identify the scope of the revised analysis. If you have any questions concerning these comments, please contact the Colusa County IGR Coordinator, Nora Hogan at (530) 634-7799 or nora_hogan@dot.ca.gov.

4-AB

Sincerely,



RICHARD HELMAN
Office of Transportation Planning – North

Attachment

Cc: Scott Morgan, State Clearing House

"Caltrans improves mobility across California"

Letter 4 Richard Helman, Office of Transportation Planning-North, CALTRANS

Comment 4A: *Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) and the General Plan Updated (GPU) for the City of Williams. Our comments include both primary concerns regarding the treatment of the State Highway System (SHS) in the DEIR, and clarification items or corrections. We note that our Notice of Preparation (NOP) comment letter to the City dated 8/19/10 (attached), requested analysis of the SHS in the GPU consistent with these comments.*

Response 4A: Comment noted. As stated in the April 18, 2012, letter from Susan Wilson, Acting Chief, Office of Transportation Planning-North, with the revisions here incorporated, Caltrans has no further comments on the EIR or Updated General Plan.

Comment 4B: *The DEIR does not adequately consider SHS existing and future conditions, including probable impacts from the GPU and future SHS improvements, to accommodate the assumed growth and trip distribution. Specifically, the mainline segments of Interstate 5 (I-5) and State Route 20 (SR 20) should be included in the Traffic Analysis.*

Response 4B: The commenter is referred to Response 4C, 4D, 4E, and 4F.

Comment 4C: *Page 11 of the Technical Memorandum, SHS impacts are not mentioned in the build out scenarios section. The Memorandum also states that the City plans for a large percentage of trips to be internal, however the analysis for this assumption is not included. Please provide documentation for this assumption.*

Response 4C: The commenter is referred to Table 4A of the Omni Means technical memorandum included as Appendix A of the DEIR, which includes impact analysis of study intersection on SR 20 and at the ramp terminal intersections at SR 20, E. Street, and Husted Road.

In response to this comment, additional analysis is provided above of Interstate 5 (I-5) freeway operations in the attached March 21, 2012, Technical Memorandum from David Robinson, Fehr & Peers, the City's Traffic Engineer (Appendix B of the FEIR). The selection of I-5 analysis facilities, methodologies, forecasts, and input parameters were coordinated with Caltrans District 3 travel forecasting and operations staff.

As presented in the March 21, 2012 Technical Memorandum, all of the I-5 facilities would operate acceptably with build out of the City of Williams General Plan.

Documentation and clarification of the methodologies and assumptions for project trip internalization have been provided in a revised technical memorandum prepared by Omni Means, Engineers and Planners dated March 1, 2012 (Appendix B of the FEIR). The discussion in the revised technical memorandum, which is presented below, clarifies these methods and assumptions. However, the travel demand forecasts documented in the DEIR do not change. The revisions were reviewed and approved by Caltrans District 3 travel forecasting prior conducting the I-5 operations analysis.

The internal trips within the City of Williams was internally distributed by empirical trip matching between residential, retail, institutional (schools), office/service and industrial uses. The remaining trips were then assigned to external routes out of the City. Trip internalization and distribution percentages of peak hour trips by TAZ were processed based on the methodologies and assumptions summarized below.

- 75 percent of residential trip ends generated were distributed to internal attractions, including to industrial/office/service (work), institutional (schools) and retail (shop) uses within the City.
- 25 percent of residential trip ends generated were distributed to all exit/entry gateways to/from the City.
- Upon matching residential trip ends internally with the non-residential trip ends (example: home to work) and internally matching non-residential trip ends with other non-residential trip ends (example: work to shop), 36 percent of non-residential trip ends were assumed to remain internal to the City.
- 64 percent of all non-residential would therefore be distributed to external gateways, including Interstate 5, State Route 20 and Old Highway 99W.
- Overall, 29 percent of total trip end generation (Existing + 2030 Buildout) would remain internal to the City of Williams and 71 percent of total trip ends would have external (regional) destinations via Interstate 5, State Route 20 and/or Old Highway 99W. *(Note: Due to internal trip matching such that two internal trip ends equal one trip, the overall trip distribution summary can be expressed as 41 percent internal trips and 59 percent external trips.)*
- Traffic volume increases at study intersections from updating the City travel demand model were added to 2010 existing volumes to obtain 2030 General Plan Buildout conditions.

Comment 4D: *Page 8.10 – Table 8.4 Existing Conditions Roadways Level of Service: I-5 should be analyzed and included in Table 8.4. Please revise appropriately.*

Response 4D: The commenter is referred to Table 5 of the Fehr & Peers Technical Memorandum, which summarizes the capacity analysis of I-5. As presented, all of the I-5 mainline study segment would operate acceptably (LOS D or better) with build out of the Updated City of Williams General Plan.

Comment 4E: *Page 8.12 – Table 8.6 Buildout Year 2030 Conditions Intersections Level of Service: Please provide the LOS information for Intersection 18 – Husted Road/I-5 NB Ramps.*

Response 4E: Commenter is referring to Table 8.7 instead of 8.6 of the Circulation Element. Table 8.7 has been revised to include LOS information for Intersection 18. The commenter is also referred to Table 4A in a revised technical memorandum prepared by Omni Means, Engineers and Planners dated March 1, 2012 (Appendix B of the FEIR). The Husted Road/I-5 NB Ramps intersection would operate at LOS C (V/C 0.77) in the AM peak hour and LOS C (V/C 0.73) in the PM peak hour.

Table 8.6 Buildout Year-2030 Conditions Intersections Level of Service (REVISED)

#	Intersection	Control Type ¹	Acceptable LOS	A.M. Peak Hour				P.M. Peak Hour			
				V/C ²	LOS	Warrant Met? ³	Significant Impact?	V/C ²	LOS	Warrant Met? ³	Significant Impact?
1	SR20/E Street	TWSC	D	0.21	A	No	No	0.68	B	No	No
2	SR 20/Old Highway 99W	TWSC	D	1.52	F	Yes	Yes	OVR	F	Yes	Yes
3	SR 20/I-5 SB Ramps	TWSC	D	OVR4	F	Yes	Yes	OVR	F	Yes	Yes
4	SR 20/I-5 NB Ramps	TWSC	D	OVR6	F	Yes	Yes	OVR	F	Yes	Yes
5	SR 20/Husted Rd./Freshwater Rd.	TWSC	D	OVR	F	Yes	Yes	OVR	F	Yes	Yes
6	E Street/9 th Street North	TWSC	D	0.23	A	No	No	0.38	A	No	No
7	E Street/9 th Street South	TWSC	D	0.35	A	No	No	0.36	A	No	No
8	E Street/7 th Street	AWSC	D	1.43	F	Yes	Yes	1.87	F	Yes	Yes
9	E Street/5 th Street	AWSC	D	1.39	F	Yes	Yes	1.71	F	Yes	Yes
10	E Street/ I-5 SB Ramps	TWSC	D	OVR	F	Yes	Yes	OVR	F	Yes	Yes
11	E Street/ I-5 NB Ra	TWSC	D	OVR	F	Yes	Yes	OVR	F	Yes	Yes
12	E Street/Vann Street	TWSC	D	OVR	F	Yes	Yes	OVR	F	Yes	Yes
13	E Street/Husted Road	TWSC	D	OVR	F	Yes	Yes	OVR	F	Yes	Yes
14	Rusted Road/Husted Rd Lateral	TWSC	D	1.95	F	Yes	Yes	OVR	F	Yes	Yes
15	Husted Road/Abel Road	TWSC	D	0.90	D	No	No	OVR0	F	Yes	Yes
16	Husted Road/Crawford Road	TWSC	D	0.60	A	No	No	OVR	F	Yes	Yes
17	Husted Road/Old Highway 99W	TWSC	D	OVR7	F	Yes	Yes	OVR	F	Yes	Yes
18	Husted Road/I-5 NB Ramps	TWSC	D	0.05	C	No	No	0.73	C	No	No
19	Husted Road/I-5 SB Ramps	TWSC	D	0.34	A	No	No	OVR	F	Yes	Yes
20	E Street/Marguerite Drive	TWSC	D	1.94	F	Yes	Yes	1.14	F	Yes	Yes
21	SR 20/Marguerite Drive (new)	TWSC	D	0.43	A	No	No	1.74	F	Yes	Yes

¹ TWSC Two Way Stop Control; AWSC = All Way Stop Control
² V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection
³ Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

Comment 4F: Page Appendix A – Table 4B General Plan Buildout Conditions, Roadway Level of Service: This mainline segment of I-5 in the City of Williams should be included in the analysis.

Response 4F: Refer to Response 4D above. Also, Action 8.1-3 of the Circulation Element does engage Caltrans in the coordination of highway related improvements as follows:

Action 8.1-3. The City shall coordinate with Caltrans District 3 and the Federal Highway Administration (FHWA) on improvement plans to State/Federal facilities within the City's Sphere of Influence and surrounding area.

Comment 4G: Section 4.4.1 Trip Generation: The values of 25 percent internalization for commercial and industrial trips seem extremely high considering 54 Traffic Analysis Zones (TAZ) in the study area, even when considering residential uses. The internalization calculated for the entire City of Williams is listed as only slightly higher at 36 percent. Splitting Williams into 9 Aggregate TAZs and assuming an equal distribution of development for each TAZ, the EPA Mixed-use Trip Generation method generates trip reductions of 8 percent Daily, AM, and PM Peak hour trips. If another method was used, it should be noted; otherwise, please provide the practice method used for internalization calculation.

Response 4G: Refer to Response 4C above.

Comment 4H: *Section 4.4.2 Trip Distribution and Pathing: This section discusses the pattern for trip distribution and shows an accumulated percentage of 64 percent of trips from future development are expected to use SHS facilities. Please provide analysis of these impacts. Without altering trip internalization figure included in the study, this would result in approximately 44,600 daily, 2,800 AM Peak Period, and 4,500 PM Peak Period trips on SHS Facilities. On I-5 northbound in the PM peak period alone, approximately 1,027 vehicle trips would be added to the facility for the proposed general plan buildout, or slightly more than half the hourly capacity of a freeway lane. Given these significant impacts, analysis of the mainline level of service should be provided and mitigation measures identified for significant impacts.*

- *Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.*
- *Vehicle queues at intersections that exceed existing lane storage.*
- *Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.*
- *Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS "E" for freeway and LOS "D" for highway and intersections. If LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.*

Response 4H: Refer to Response 4C. The referenced section (Section 4.4.2 Trip Distribution and Pathing) represents analysis from 2007 that was superseded by the technical memorandum included in Appendix A of the DEIR and revised by Omni Means, which included documentation and clarification of the methodologies and assumptions for project trip internalization and trip distribution. The revised technical memorandum prepared by Omni Means, Engineers and Planners dated March 1, 2012 is Appendix B of the FEIR.

Comment 4I: *The Traffic Analysis be revised to include an analysis of the I-5 and SR 20 mainlines in the City of Williams with mitigation measures identified to address significant traffic impacts.*

Response 4I: The commenter is referred to Tables 4A and 5B of the Omni Means technical memorandum included as Appendix A of the DEIR, which includes impact analysis of SR 20. Table 4B includes the analysis of SR 20 from E. Street to Husted Road and Table 5A includes existing and planned intersections for the same segment. Impacts and mitigation measures are identified on pages 16 through 20 of the Omni Means technical memorandum. A revised technical memorandum was prepared by Omni Means, Engineers and Planners dated March 1, 2012 and is Appendix B of the FEIR. The analysis of I-5 facilities is presented at the beginning of this memorandum that concludes that all of the I-5 facilities would operate acceptably with build out of the City of Williams General Plan.

Comment 4J: *Policies pertaining to development of a Nexus Study should be altered to address mainline portions, interchange ramps, and on intersection for SR 20 and I-5 in the City of Williams.*

Response 4J: The following new actions are proposed to support the implementation of General Plan Policy 8.d.

Policy 8.d – Maintain roadways and circulation improvements to ensure safe, energy efficient and convenient daily travel for pedestrians, bicyclists, transit users, and drivers as Williams grows.

8.d.1 Establish a City transportation impact fee program that addresses impacts to City transportation facilities. Following adoption of the 2010 General Plan, the City will revise its development impact fees based on a Nexus Study. [The City will collaborate with Caltrans in considering incorporation of State Highway Facilities into these programs.](#)

[8.d.12 Collect fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts \(including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts\).](#)

[8.d.13 Work with Caltrans and Colusa County to fund necessary improvements to Interstate 5 and SR 20 that would maintain acceptable level of service.](#)

[8.d.14 Require new development to enter into an agreement with the City that establishes circulation improvements to be constructed and/or fair share cost to be the responsibility of the project applicant.](#)

Comment 4K: *Throughout the General Plan document reference is made to Old Highway 20. Please clarify which route this is referencing and revise as appropriate.*

Response 4K: Old Highway 99 is described in detail as to location throughout Williams and in relation to 7th Street on Page 8.4 of the Circulation Element.

Old Highway 99 ([7th Street](#)), the only designated Major Collector in Williams is a two-lane north south arterial that traverses parallel to I-5, and connects to it via the Husted Road interchange ramps.

Comment 4L: *The limits of Marguerite Drive are described throughout the document as being from E Street to SR20. This is not accurate. Marguerite Drive ends at Ella Street and does not connect to SR20. Please revise accordingly to indicate Marguerite Drive from Ella Street to SR 20 is a future planned roadway extension.*

Response 4L: Marguerite Drive to SR 20 has been clarified as a proposed new roadway throughout the Circulation Element as a new improvement.

Table 8.1 ~~8.2~~ Functional Classification System for Williams Roadways

Roadway	From	To
Ella Street	Marguerite Drive (new)	Husted Road

Comment 4M: *Page 8.7 – Table 8.2 Level of Service (LOS) Criteria for Roadways discusses LOS for Buildout Intersection LOS: Please provide information on Buildout Roadway LOS and Mitigated Buildout Roadway LOS*

Response 4M: The commenter is referred to Tables 5A and 5B of the Omni Means technical memorandum included as Appendix A of the DEIR, which includes impact analysis of SR 20 with proposed mitigation for intersections and roadways, respectively. A revised technical memorandum was prepared by Omni Means, Engineers and Planners dated March 1, 2012 and is Appendix B of the FEIR. Revisions address comments pertaining to clarification of some analysis methods and assumptions and conclude adequate LOS will be maintained with implementation of identified mitigation.

**TABLE 5A (REVISED)
MITIGATED GENERAL PLAN BUILDOUT CONDITIONS: INTERSECTION LEVEL OF SERVICE**

#	Intersection	Control Type ¹	Acceptable LOS	AM Peak Hour			PM Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.21	A	-	0.68	B	-
2	SR 20/Old Highway 99W	Signal	D	0.60	A	-	0.74	C	-
3	SR 20/I-5 SB Ramps	RDBT	D	22.2	C	-	16.4	C	-
4	SR 20/I-5 NB Ramps	RDBT	D	12.4	B	-	16.1	C	-
5	SR 20/Husted Rd./Freshwater Rd.	Signal	D	0.71	C	-	0.79	C	-
6	E Street/9th Street North	TWSC	D	0.23	A	-	0.38	A	-
7	E Street/9th Street South	TWSC	D	0.35	A	-	0.36	A	-
8	E Street/7th Street	Signal	D	0.78	C	-	0.68	B	-
9	E Street/5th Street	Signal	D	0.53	A	-	0.51	A	-
10	E Street/I-5 SB Ramps	Signal	D	0.77	C	-	0.80	C	-
11	E Street/I-5 NB Ramps	Signal	D	0.69	B	-	0.70	B	-
12	E Street/Vann Street	Signal	D	0.68	B	-	0.76	C	-
13	E Street/Husted Road	Signal	D	0.56	A	-	0.69	B	-
14	Husted Road/Husted Rd Lateral	Signal	D	0.57	A	-	0.67	B	-
15	Husted Road/Abel Road	Signal	D	0.50	A	-	0.58	A	-
16	Husted Road/Crawford Road	Signal	D	0.52	A	-	0.50	A	-
17	Husted Road/Old Highway 99W	Signal	D	0.49	A	-	0.80	C	-
18	Husted Road/I-5 NB Ramps	TWSC	D	0.77	C	-	0.74	C	-
19	Husted Road/I-5 SB Ramps	Signal	D	0.40	A	-	0.76	C	-
20	E Street/Marguerite Drive	Signal	D	0.46	A	-	0.48	A	-
21	SR 20/Marguerite Drive	Signal	D	0.39	A	-	0.53	A	-

Notes:

1. TWSC = Two Way Stop Control; AWSC = All Way Stop Control
2. V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection; OVR = V/C exceeds 2.0
3. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

Table 5B (REVISED)
Mitigated general plan buildout Conditions: Roadway Level of Service

#	Roadway Segment	Capacity Configuration	Target LOS	Average Daily Traffic (ADT)	LOS
1	Freshwater Road from Freshwater Lateral to Husted Road	Two-Lane Collector	D	940	A
2	Husted Road from Freshwater Road to E Street	Four-Lane Undivided Arterial	D	15,550	A
3	Husted Road from E Street to Abel Road	Four-Lane Undivided Arterial	D	17,780	A
4	Husted Road from Abel Road to I-5 SB Ramps	Four-Lane Undivided Arterial	D	15,220	A
5	E Street from Husted Road to I-5 SB Ramps	Four-Lane Divided Arterial	D	17,470	A
6	E Street from I-5 SB Ramps to 5th Street	Four-Lane Divided Arterial	D	18,080	A
7	E Street from 5th Street to 9th Street South	Four-Lane Divided Arterial	D	14,400	A
8	E Street from 9th Street South to SR 20	Two-Lane Collector	D	7,820	C
9	SR 20 from E Street to I-5 NB Ramps	Four-Lane Expressway	D	15,310	A
10	SR 20 from I-5 NB Ramps to Husted Street	Four-Lane Expressway	D	13,850	A
11	Old Highway 99W from SR 20 to E Street	Two-Lane Collector	D	7,440	B
12	Old Highway 99W from E Street to Thearter Road	Two-Lane Collector	D	6,070	B
13	Old Highway 99W from Theatre Road to Husted Road	Two-Lane Undivided Arterial	D	12,440	D
14	9th Street from Theatre Road to E Street	Two-Lane Collector	D	1,640	A
15	12th Street from Hankins to E Street	Two-Lane Collector	D	710	A

Notes:

1. Bolded entries denote roadways operating at unacceptable LOS
2. Average Daily Traffic Volumes have been estimated from peak hour counts using a 10% peak hour volume factor

Comment 4N: Page 8.13 – Table 8.7 Mitigated General Plan Buildout Conditions, Intersection Level of Service: Please clarify the LOS for Intersection 4, reported as “BA”

Response 4N: Table 8.7 was corrected as shown on the following page.

Table 8.7 Mitigated General Plan Buildout Conditions: Intersection Level of Service (REVISED)

#	Intersection	Control Type ¹	Acceptable LOS	A.M. Peak Hour			P.M. Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.21	A	-	0.68	B	-
2	SR 20/Old Highway 99W	Signal	D	0.60	A	-	0.74	C	-
3	SR 20/I-5 SB Ramps	Signal*	D	22.22	C	-	16.4	C	-
4	SR 20/I-5 NB Ramps	Signal*	D	12.4	BA	-	16.1	C	-
5	SR 20/Husted Rd./Freshwater Rd.	Signal	D	0.71	C	-	0.79	C	-
6	E Street/9th Street North	TWSC	D	0.23	A	-	0.838	A	-
7	E Street/9th Street South	Signal	D	0.35	A	-	0.36	A	-
8	E Street/7th Street	Signal	D	0.78	C	-	0.68	B	-
9	E Street/5th Street	Signal	D	0.535	A	-	0.51	A	-
10	E Street/I-5 SB Ramps	Signal	D	0.77	C	-	0.80	C	-
11	E Street/I-5 NB Ramps	Signal	D	0.69	B	-	0.70	B	-
12	E Street/Vann Street	Signal	D	0.68	B	-	0.76	C	-
13	E Street/Husted Road	Signal	D	0.52	A	-	0.69	B	-
14	Husted Road/Husted Rd Lateral	Signal	D	0.57	A	-	0.673	B	-
15	Husted Road/Abel Road	Signal	D	0.50	A	-	0.58	A	-
16	Husted Road/Crawford Road	Signal	D	0.52	A	-	0.50	A	-
17	Husted Road/Old Highway 99W	Signal	D	0.49	A	-	0.80	C	-
18	Husted Road/I-5 NB Ramps	TWSC	D	0.77	C	-	0.74	C	-
19	Husted Road/I-5 SB Ramps	Signal	D	0.40	A	-	0.76	C	-
20	E Street/Marguerite Drive	Signal	D	0.46	A	-	0.48	A	-
21	SR 20/Marguerite Drive (new)	Signal	D	0.34	A	-	0.53	A	-

¹ TWSC Two Way Stop Control; AWSC = All Way Stop Control
² V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection
³ Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS
* Optional Roundabout instead of Signal

Comment 40: Page 8.21 Action 8.c-6: In order to provide better clarity, we suggest rewording the paragraph to read as follows: “The City and Redevelopment Agency will explore opportunities to construct new freeway crossing and improve safety of existing east-west crossing at E Street. Such improvements may be required as a condition of new development, as appropriate.

Response 40: Action 8.c-6 has been revised per clarification as follows:

8.c-6 The City and Redevelopment Agency will explore opportunities to construct new, ~~or improve safety of the east west~~ freeway crossings and improve safety of the existing east-west crossing at on E Street, or. Such improvements may be required such improvements as a condition of new development, as appropriate.

Comment 4P: Page 8.21, Action d-1: Funding for SHS facilities should be included within the proposed City development impact fee program.

Response 4P: Action 8.d-1 has been revised to include Caltrans collaboration in funding circulation improvements to address this comment as follows:

8.d-1. Establish a City transportation impact fee program that addresses impacts to City transportation facilities. Following adoption of the 2010 General Plan, the City will revise its development impact fees based on a Nexus Study. [The City will collaborate with Caltrans in considering incorporation of State Highway Facilities into these programs.](#)

Comment 4Q: *Page 8.27 thru 8.30 - Future Street Improvement Projects: While Caltrans supports the improvements proposed for SR 20 and I-5 ramps identified as Projects 1, 4, 5, 6, 7, 18, and 20, the City should identify a funding mechanism to pay for the improvements*

Response 4Q: Refer to Response 4J and 4P, which provide revised General Plan Policy actions that address funding of future transportation improvements.

Comment 4R: *While Caltrans supports the intersection improvements proposed to SR 20 and I-5 to minimize impacts from new development in Williams to the SHS, the City should identify a funding mechanism to pay for the improvements.*

Response 4R: Refer to Response 4J and 4P, which provide revised General Plan Policy actions that address funding of future transportation improvements. Although the City is expected to pay its fair share towards improvements to these facilities, some from new development in Williams, other funding sources will be necessary from regional and state-wide growth and travel patterns. As noted in Response 4P, revisions to Action 8.d-1 in the Revised Draft Circulation Element should adequately address this concern.

Comment 4S: *Page 2-12 and 2-13 – Circulation – Impacts 4.4.1 and 4.4.2: Both impacts identify the increase in traffic and that future development will exceed, either individually or cumulatively, a level of service standard for the designated roads and highways. However, the significance of the impacts columns before and after mitigation is not provided. Please revise accordingly.*

Response 4S: Significance of the impacts have been added to Pages 2-12 and 2-13.

Circulation				
4.4.1: Future development would cause an increase in traffic which is considered substantial in relation to the existing traffic load and capacity of the street system.	8.c-1	The City shall maintain and update a functional classification of the street system (Figure 8.1) that reflects land use and traffic patterns.	PS	LS
	8.c-2	The City shall establish a data collection program for the street system to include a physical inventory, traffic volumes and accident reports.	PS	LS
4.4.2: Future development would exceed, either individually or cumulatively, a level of service standard for designated roads or highways.	8.c-3	The City shall strive to control traffic levels in residential neighborhoods a “livable communities standard”, to not exceed a threshold of 3,500 ADT on any given residential street segment. As the City grows and this threshold is approached, alternative traffic calming strategies may be considered and implemented as		

	<p>resources permit. Such calming devices may include planted medians, landscaped planter strips, landscaped traffic circles</p> <p>8.c-6 The City and Redevelopment Agency will explore opportunities to construct new, or improve safety of the existing east-west freeway crossings on E Street, or may require such improvements as a condition of new development, as appropriate.</p> <p>8.d-5 Through the Capital Improvement Program, the City shall develop a priority system for physical improvements based on demonstrated needs according to the collected data on physical conditions, traffic volumes and safety reports. CIP improvements shall be made consistent with the City's Circulation Master Plan.</p> <p>8.b-2 New development shall incorporate highly connected street and pedestrian/bicycle networks, with many connections between new and older neighborhoods and between neighborhood and commercial and downtown areas.</p> <p>8.d-1 Establish a City transportation impact fee program that addresses impacts to City transportation facilities. Following adoption of the 2010 General Plan, the City will revise its development impact fees based on a Nexus Study.</p> <p>8.d-9 Limit driveway intersections and curb cuts along arterial and collector roadways in order to provide improved mobility and public safety.</p>		
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Comment 4T: *First paragraph (See Tables 8.5 and 8.6 in Chapter 8 of the updated plan): These referenced tables provide intersection LOS. Please provide roadway LOS and proposed mitigation information.*

Response 4T: Refer to Table 5-B in Response 4M. Also refer to Response 4J which includes a revised policy and new actions in the revised Circulation Element to address mitigation. Also reference Table 5-B of the Omni Means, Engineers and Planners dated March 1, 2012 (Appendix B of the FEIR) which identifies LOS with mitigation. Mitigation measures have been incorporated into the Circulation Element to adequately address reduced traffic impacts from future growth. The EIR simply refers to these future improvements as mitigation.

Comment 4U: *Page 1- Introduction – Last sentence: “For clarification, these future roadway connection concepts have been removed from all transportation facility graphics.” These roadways are still depicted in the GPU Maps 8.1, 8.3, and 8.4. Please revise accordingly.*

Response 4U: The revised technical memorandum prepared by Omni Means, was revised to March 1, 2012 (Appendix B of the FEIR). The Introduction, Note, was revised for clarification as follows:

Note: The 2007 Draft Citywide Circulation Study was not adopted by the City. This draft study includes a number of graphics depicting future roadway connections within the County south of the City such as Hankins Road, Davis Road, and Walnut Drive along with a new east/west facility (not labeled) connecting Hankins Road (north/south portion) to Zumwalt Road. These future roadway connections were developed in 2007 as concepts and have since been removed from consideration in the current Circulation Plan.

Comment 4V: Page 13 – Figure 3 –General Plan Buildout Peak Hour Intersection Volumes: The volumes provided are not balanced. There are 639 eastbound trips from I-5 northbound ramps/SR 20 intersection, but only 519 eastbound trips are shown at the SR 20/Marguerite Drive intersection. Please revise or clarify

Response 4V: Figure 3 has been revised so that all intersections balance in the revised technical memorandum prepared by Omni Means, was revised to March 1, 2012

Comment 4W: Page 13 – Table 4B General Plan Buildout Conditions, Roadway Level of Service: Graphics 3 and 4 show existing roadways in black and mitigation improvements in red. The I-5/SR 20 intersection is not depicting existing conditions in black. We suggest showing the proposed roundabout in red.

Response 4W: Table 4B was changed to Table 5B in the revised and Graphics of the Technical Memorandum has been revised per suggested comments in the revised technical memorandum prepared by Omni Means, was revised to March 1, 2012 (Appendix B of the FEIR).

**TABLE 5B
MITIGATED GENERAL PLAN BUILDOUT CONDITIONS: ROADWAY LEVEL OF SERVICE**

#	Roadway Segment	Capacity Configuration	Target LOS	Average Daily Traffic (ADT)	LOS
1	Freshwater Road from Freshwater Lateral to Husted Road	Two-Lane Collector	D	940	A
2	Husted Road from Freshwater Road to E Street	Four-Lane Undivided Arterial	D	15,550	A
3	Husted Road from E Street to Abel Road	Four-Lane Undivided Arterial	D	17,780	A
4	Husted Road from Abel Road to I-5 SB Ramps	Four-Lane Undivided Arterial	D	15,220	A
5	E Street from Husted Road to I-5 SB Ramps	Four-Lane Divided Arterial	D	17,470	A
6	E Street from I-5 SB Ramps to 5th Street	Four-Lane Divided Arterial	D	18,080	A
7	E Street from 5th Street to 9th Street South	Four-Lane Divided Arterial	D	14,400	A
8	E Street from 9th Street South to SR 20	Two-Lane Collector	D	7,820	C
9	SR 20 from E Street to I-5 NB Ramps	Four-Lane Expressway	D	15,310	A
10	SR 20 from I-5 NB Ramps to Husted Street	Four-Lane Expressway	D	13,850	A
11	Old Highway 99W from SR 20 to E Street	Two-Lane Collector	D	7,440	B
12	Old Highway 99W from E Street to Thearter Road	Two-Lane Collector	D	6,070	B
13	Old Highway 99W from Theatre Road to Husted Road	Two-Lane Undivided Arterial	D	12,440	D
14	9th Street from Theatre Road to E Street	Two-Lane Collector	D	1,640	A
15	12th Street from Hankins to E Street	Two-Lane Collector	D	710	A

Notes:

1. Bolded entries denote roadways operating at unacceptable LOS

2. Average Daily Traffic Volumes have been estimated from peak hour counts using a 10% peak hour volume factor

Comment 4X: *Request for policies in the City's draft GPU that will protect right-of-way for new and expanded SHS transportation facilities and provide access management to the SHS.*

Response 4X: Refer to Response 4J and Response 4P.

Comment 4Y: *Request policy statement in the GPU stating the circulation network operation and improvements to the SHS are a shared responsibility between the City of Williams and Caltrans.*

Response 4Y: Refer to Response 4J.

Comment 4Z: *Request to review the scope of the Traffic Impact Study (TIS) before the Study began.*

Response 4Z: Comment noted.

Comment 4AA: *Request for the GPU, DEIR and Technical Memorandum to analyze the impacts of trips from future City development on Caltrans' SHS mainline segments of I-5 and SR 20 within the City boundaries.*

Response 4AA: All three requested documents were sent to Caltrans staff in March 2012. As noted in the April 18, 2012, letter from Susan Wilson, Acting Chief, Office of Transportation Planning-North, with the revisions here incorporated, Caltrans has no further comments on the EIR or Updated General Plan.

Comment 4AB: *Requests that the City consider developing a Nexus Study and Traffic Impact Mitigation Fees plan that would set up a fee program to help fund improvements to the SHS, due to local development.*

Response 4AB: Refer to Response 4J and Response 4P.

Comment 4AC: *Please provide our office with a copy of the revised Traffic Analysis and Final Environmental Impact Report when available. Please consult with us prior to preparing the revisions. We will be happy to meet with you and your traffic consultant to identify the scope of the revised analysis. If you have any questions concerning these comments, please contact the Colusa County IGR Coordinator, Nora Hogan at (530)634-7799 or nor_hogan@dot.ca.gov.*

Response 4AC: The comment is noted. Please refer to Response 4AA.

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Comment Letter #5



Matthew Rodriguez
Secretary for
Environmental Protection

**California Regional Water Quality Control Board
Central Valley Region
Katherine Hart, Chair**

11020 Sun Center Drive, #200, Rancho Cordova, California 95670-6114
(916) 464-3291 • FAX (916) 464-4645
<http://www.waterboards.ca.gov/centralvalley>



Edmund G. Brown Jr.
Governor

7 December 2011

Monica Stegall, Assistant City Planner
City of Williams
P.O. Box 310
Williams, CA 95987

CERTIFIED MAIL
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**COMMENTS TO DRAFT ENVIRONMENTAL IMPACT REPORT, CITY OF WILLIAMS
GENERAL PLAN UPDATE PROJECT, SCH NO. 2010072071, COLUSA COUNTY**

Pursuant to the State Clearinghouse's 29 November 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Environmental Impact Report* for the City of Williams General Plan Update Project, located in Colusa County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

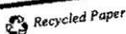
Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

5-A

California Environmental Protection Agency



Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed for the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

5-A
cont.

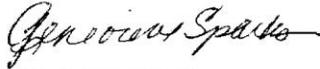
Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

5-A
cont.

Letter 5 Genevieve Sparks, Environmental Scientist, Central Valley Regional Water Quality Control Board

Comment 5A: *The commenter has provided a list of Permit requirements and regulations for future development projects and is informational with regard to website addresses and contact information.*

Response 5A: The comment is noted. This comment is not a comment on the adequacy of the Draft EIR, and therefore no further response is necessary.

SECTION FOUR

ADDITIONAL CORRECTIONS AND REVISIONS TO THE DEIR

This section includes revisions that were made to the Draft Environmental Impact Report (DEIR) after its original publication and public review in addition to the changes to the DEIR that were made in response to the public comments / letters received during the public comment period. Following this page is sections of the DEIR that were revised, in the order in which they appeared in the DEIR. Revisions are shown with ~~strikethrough~~ text for deletions and underlined text for additions.

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4.1.6 Impacts and Mitigation

Physical Division of the Community

IMPACT 4.1.1: Future development would physically divide an established community.	
Level of Significance Before Policies/Mitigation:	No Impact
Mitigation Measures:	None required
Level of Significance After Policies/Mitigation:	No Impact

Impact Analysis and Mitigation

The proposed Future Land Use Plan Element and other provisions of the General Plan Update include no provisions that would further isolate any established sector of development or otherwise physically divide the community. Many of the recommended goals and actions are intended to promote infill development, which would result in greater unification of the community. Examples of policy statements to implement this include the following:

- 3.32. The City will grow contiguously to manage the efficiency of public services and municipal infrastructure provision, to maintain a compact and well defined community form, and to oblige its fiscal responsibility.
- 3.33. Priority in the form of infrastructure and other capital improvements will be given to the redevelopment of blighted structures or properties and infill development of vacant parcels or underutilized tracts.
- 3.34. Development will occur first within the existing corporate limits where the infrastructure and services are readily available.
- 3.35. Annexation will occur in strict adherence with the Future Land Use and Growth Plan. Requests for annexation in areas not shown in this plan will warrant further study, a showing of cause to support the request, and require a general plan amendment.
- 3.36. The Sphere of Influence will be expanded soon after General Plan Update adoption for the expansion of the corporate limits to exert influence and protect the City's long-term planning interests.

Therefore, the proposed plan would not physically divide an established community. It is found that there is no impact.

Conflicts with Other Plans and Policies

IMPACT 4.1.2: *Future development would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.*

Level of Significance Before Policies/Mitigation:	Less Than Significant
Mitigation Measures:	None Required
Level of Significance After Policies/Mitigation:	Less Than Significant

Impact Analysis

Implementing the proposed General Plan could potentially conflict with land use planning documents in the unincorporated areas of the Williams Sphere of Influence (SOI). The Colusa County General Plan shows County land use designations for properties in the sphere of the City of Williams. Since the Williams' Planning Area includes areas within the jurisdiction of the County, some areas have conflict with regard to the land use designation. The Williams General Plan Update will be taken under consideration during the current County planning update process, and the City is seeking coordination for adjustments to be made to the County's updated plan to be consistent with the new Williams General Plan. The City staff would continue to coordinate planning efforts for the properties within the City's Sphere of Influence with the Colusa County staff.

The City of Williams is also located within the Sacramento-San Joaquin Valley and is part of the area covered in the FloodSAFE Vision of the State of California Department of Water Resources. The area around Williams is in the Tier 2 area which allows for local jurisdictions to make land use decisions that integrate flood risk management considerations to contribute to a more sustainable California through reducing the economic, environmental, and social effects that can result from flooding. This issue is discussed in more detail in Section 4.8, Hydrology and Water Quality.

[With the City staff working to coordinate the City's goals and policies with other jurisdictions, the opportunity for conflict is reduced and the impact would be less than significant.](#)

4.2.1 Introduction

Population trends ~~and~~ [are](#) addressed in Chapter 2, Background Analysis, of the Updated General Plan. This section discusses impacts to population resulting from the General Plan Update. The General Plan goals and recommended actions related to population growth in the community are identified in this section. Impacts related to induced growth are also discussed.

4.2.6 Impacts and Mitigation

Inducement of Growth

IMPACT 4.2.1: The General Plan Update may induce growth in the Williams area.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	Policies and Recommended Actions in the proposed General Plan Update
Level of Significance After Policies/Mitigation:	Less than Significant

Impact Analysis and Mitigation

Over many decades, the population of Williams has steadily increased but at consistently low levels. Growth in the area has been largely constrained in the past due to its isolated, rural location.

However, the continuing expansion of the Sacramento–Arden Arcade–Yuba City, CA-NV Combined Statistical Area is likely to accelerate future growth northward along I-5. Also, during the General Plan update process, Williams City leaders expressed the desire to take aggressive actions to stimulate economic growth that would attract new residents.

Full build-out of the General Plan is expected to occur well beyond Year 2030. Complete development of the planning area (city limits, SOI, Proposed SOI) would accommodate over 13,000 persons and 4,000 housing units. However, in order for build-out to occur, additional facilities and services would be necessary as this level of development exceeds the current availability and capacity streets and utilities, as well as other capital investments. While this forty- or fifty-year build-out is significant compared to current conditions, the policies in the plan would mitigate the negative effects of growth. ~~reduce or eliminate the potential for negative impacts associated with directly induced growth.~~

With the implementation of the following policies and recommendations presented in the Updated General Plan Chapter 3, Land Use and Community Character (repeated from Section 4.1), the impact of growth will be less than significant:

- 3.32 The City will grow contiguously to manage the efficiency of public services and municipal infrastructure provision, to maintain a compact and well defined community form, and to oblige its fiscal responsibility.
- 3.33 Priority in the form of infrastructure and other capital improvements will be given to the redevelopment of blighted structures or properties and infill development of vacant parcels or underutilized tracts.
- 3.34 Development will occur first within the existing corporate limits where the infrastructure and services are readily available.
- 3.35 Annexation will occur in strict adherence with the Future Land Use and Growth Plan. Requests for annexation in areas not shown in this plan will warrant further study, a showing of cause to support the request, and require a general plan amendment.
- 3.36 The sphere of influence will be expanded soon after adoption of the General Plan Update for the expansion of the corporate limits to exert influence and protect the City’s long-term planning interests.

Dispersal of Housing

IMPACT 4.2.2: The General Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	
Level of Significance Before Policies/Mitigation:	No Impact
Mitigation Measures:	No additional analysis is needed and no mitigation is required
Level of Significance After Policies/Mitigation:	No Impact

Impact Analysis

New housing will be constructed concurrently with population growth. Also, no projects are proposed that would result in the major acquisition of residential properties and removal of dwelling units. For these reasons, housing or people would not be displaced as a direct result of implementing the General Plan Update. [There would be no impact.](#)

4.3.4 Impacts and Mitigation

Scenic Vistas

IMPACT 4.3.1: The Plan will have a substantial adverse effect on a scenic vista.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	Policies and Recommended Actions in the proposed General Plan Update
Level of Significance After Policies/Mitigation:	Less than Significant

Impact Analysis and Mitigation

The City of Williams is presently an urban and suburban area surrounded by agricultural land uses. Implementation of the General Plan would result in increased urban and suburban growth, which could alter the visual setting or character of the SOI. This would occur primarily at the City's southern and eastern edges, which would not affect the westward views to the mountains. This additional development is unlikely to be perceived as a negative aesthetic impact in comparison to its current state.

To travelers on I-5, Williams' small community urban center surrounded by rural land and farmland creates a visual contrast that complements the neighboring scenic fabric. This provides an interesting contrast that can be seen as enhancing the scenic value of the region. While development consistent with the General Plan could alter the area's rural setting as it converts from agricultural use or vacant to development, the plan promotes the preservation, protection, and promotion of the existing aesthetic features and applies land development standards that meet these goals to new development.

With the City of Williams proposed General Plan Update the rural, agricultural areas to the south of the current city limits would ultimately convert from agricultural uses to a rural residential type of land use. The Future Land Use and Growth Plan shows most of this area as remaining Agriculture with a transition from Agriculture to Estate Residential to Suburban Residential. The gradual transition of intensity of land use would provide for a scenic fabric that is sensitive to the exiting scenic views. The purpose of the Estate Residential land use designation is to provide for a transition while allowing for larger lots and small acreages, together with intermixed expanses of open space in the form of pastures and orchards. The result of this pattern is visual openness.

Implementation of the General Plan Update will result in beneficial impacts to the scenic experience as travelers pass through the City on I-5 and Route 20. The following policies and actions, when implemented, will result in tangible benefits and would reduce the impact to less than significant:

Policies

- 3.11. Preserve the historic significance of downtown through development and employment of preservation guidelines for alterations to existing buildings. Utilize the guidelines also to ensure the architectural appropriateness of newly constructed buildings.

Damage to Other Scenic Resources

IMPACT 4.3.2: The plan will substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	Policies and Recommended Actions in the proposed General Plan Update
Level of Significance After Policies/Mitigation:	Less than Significant

Impact Analysis and Mitigation

There are no scenic highways resources, rock outcroppings or other terrain features that could be adversely impacted by growth and development in the City within or along a state scenic highway since neither State Route 20 nor Interstate 5 are listed as scenic highways. Although there are historic buildings with the city limits, none of these buildings are within or along a scenic highway. Therefore, the impact to scenic resources within a state highway would be less than significant.

In addition, tThe General Plan update includes provisions that, when implemented will protect and improve the conditions of historic sites and other buildings within the city limits, reducing any impacts to historic buildings to less than significant. This is evidenced by the following policies and actions proposed in Chapter 3, Land Use and Character:

Policies:

- 3.11. Preserve the cultural significance of downtown through development and employment of design guidelines for alterations to existing buildings. Utilize the guidelines also to ensure the architectural appropriateness of newly constructed buildings.

IMPACT 4.3.3: The Plan will substantially degrade the existing visual character or quality of the site and its surroundings.	
Level of Significance Before Policies/Mitigation:	Less than Potentially Significant
Mitigation Measures:	Policies and Recommended Actions in the proposed General Plan Update
Level of Significance After Policies/Mitigation:	Less than Significant

Conflict with Applicable Air Quality Plans

IMPACT 4.5.1: Implementation of the proposed City of Williams General Plan Update could conflict with or obstruct implementation of the applicable air quality plan.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	General Plan Policies and Recommended Actions
Level of Significance After Policies/Mitigation:	Less Than Significant

Impact Analysis and Mitigation Measures

The assessment of air quality plan consistency in this section is based on an analysis of impacts resulting from the projected build-out of the proposed General Plan Update. In accordance with the CCAA, an air quality attainment plan is required to be prepared for areas designated as nonattainment or maintenance areas with regards to the NAAQS or CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date. Typically, a General Plan is deemed inconsistent with air quality plans if it would result in population, VMT, or emissions that exceed the estimates included in the applicable air quality plan, since such exceedances would hinder achievement of federal and state air quality standards.

The Northern Sacramento Valley Planning Area (NSVPA) 2006 Air Quality Attainment Plan (NSVPA Plan) is the most recent air quality planning document for the City of Williams area and the Colusa County Air District. The NSVPA Plan includes forecasted ROG and NOx emissions for the entire NSVPA region through the year 2020. These emission estimates are not apportioned by county or municipality. In addition, the NSVPA Plan does not include VMT or population projections. Given the data shortcomings and the regional scope of the current plan, population and growth estimates were utilized to correlate the City of Williams’ growth projections.

These projections are considered a reasonable proxy for the NSVPA Plan because the pollutant emissions regulated by the NSVPA Plan are generated primarily by people living and driving in the region. In addition, these predictions reflect land use policies and long-range transportation improvements and conform to applicable SIPs.

Therefore, county-specific pollutant emissions, VMT, and population forecasts for 2030 were used to evaluate whether the City of Williams General Plan Update would exceed countywide

growth estimates. The City of Williams and the Colusa County General Plan have shown growth for the Williams area in the existing documents for over ten years that has not yet come to fruition.

[The City of Williams’ emissions analysis and forecasts are summarized in Table 4.5.2a below. The summary of emissions forecasts is derived from the EMFAC model \(Appendix B\).](#)

Table 4.5.2a Estimated Annual Mobile Source Emissions (Lbs. Per Day)					
<i>Analysis Year</i>	<i>ROG Emissions</i>	<i>CO Emissions</i>	<i>NOx Emissions</i>	<i>PM 10 Emissions</i>	<i>CO2/GHG</i>
Existing Conditions	22.4	199.8	319.7	8.36	150,972
2030 (General Plan Update)	38.4	360	261	9.9	378,965
% Change under GP Update	15.9	160.2	-58.6	1.6	227,992

As discussed previously in this document, while Williams is anticipating growth into the future, the growth is a continuation of planned growth from decades before that has been, to a point, unrealized to this time. [The CCAPCD has established the thresholds shown on page 4-55, and the estimated emissions shown in Table 4.5.2a would be below the established CCAPCD threshold. With the policies and actions noted below, the impact would be reduced to less than significant.](#)

Mitigation/Policies and Recommended Actions in the Proposed General Plan Update:

Policies

- 3.52 Potential adverse impacts on adjacent land use types should be considered in the City’s development review process (including factors such as noise, odor, pollution, excessive light, traffic, etc.)

Violation with Air Quality Standards

IMPACT 4.5.2: Implementation of the proposed City of Williams General Plan Update could violate an air quality standard or contribute substantially to an existing or projected air quality violation.	
IMPACT 4.5.3: Implementation could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	General Plan Policies and Recommended Actions
Level of Significance After Policies/Mitigation:	Significant

Impact Analysis and Mitigation Measures

As discussed above, implementation of the City of Williams General Plan Update would result in increases in traffic, manufacturing activities, construction and additional energy demands which would result in increase in emissions of criteria pollutants. This EIR is a program level EIR and information about specific projects is not known at this time. Increases in emissions as a result of implementation of the General Plan Update could result in violations of air quality standards. As shown in Table 4.5.3, the primary operational emissions associated with proposed project are CO, PM₁₀, PM_{2.5}, and ozone precursors (ROG and NOx) emitted as vehicle exhaust. For this analysis, emissions of these pollutants for the existing conditions and for the buildout of the General Plan were evaluated using the traffic data provided by the project traffic engineers. Appendix B contains the technical modeling discussion and data. Vehicle emission rates are

Table 4.5.3: Existing Conditions: Daily Emissions

Speed (MPH)	ROG		CO		NOx		PM10		CO2/GHG	
	g/mile	lbs/day	g/mile	lbs/day	g/mile	lbs/day	g/mile	lbs/day	g/mile	lbs/day
25	0.125	25.5	1.041	212.2	1.722	351.1	0.042	8.6	812.093	165,558
30	0.11	22.4	0.98	199.8	1.568	319.7	0.041	8.4	740.549	150,972
40	0.09	18.3	0.932	190.0	1.357	276.6	0.044	9.0	659.291	134,407
55	0.088	17.9	1.094	223.0	1.286	262.2	0.062	12.6	657.674	134,077

Table 4.5.4: Future Conditions (General Plan Buildout): Daily Emissions

Speed (MPH)	ROG		CO		NOx		PM10		CO2/GHG	
	g/mile	lbs/day	g/mile	lbs/day	g/mile	lbs/day	g/mile	lbs/day	g/mile	lbs/day
25	0.092	43.6	0.815	386.1	0.604	286.1	0.022	10.4	872	413,072
30	0.081	38.4	0.76	360.0	0.551	261.0	0.021	9.9	800	378,965
40	0.066	31.3	0.704	333.5	0.477	226.0	0.021	9.9	716	339,173
55	0.061	28.9	0.766	362.9	0.447	211.7	0.0252	11.8	707	334,910

anticipated to lessen in future years due to continuing improvements in engine technology and the phasing out of older, higher-emitting vehicles. These decrease in emission rates are sufficient to offset the increases between the existing and project buildout conditions, resulting in a decrease in NOx. Colusa County is listed as a nonattainment / transitional for the state O3 levels. However, a couple of the precursors and majority contributors to ozone is the ROG and NOx compounds both of which are expected to be reduced in the future due to improved innovations and implementation of the policies and goals of the Updated General Plan.

[Stationary sources emissions come from large, fixed sources of air pollution such as power plants, refineries, and factories. Basic elements of the Federal Clean Air Act \(CAA\) include stationary source emissions standards and permits. Local or regional air pollution control authorities, such as the Colusa County APCD, have primary responsibility for permitting all stationary sources. Colusa County APCD's permitting responsibilities fall into the two categories of authority to construct and operating permits.](#)

The authority to construct category requires anyone proposing to construct, modify, or operate a facility or equipment that may emit pollutants from a stationary source into the atmosphere to meet certain APCD regulations. The operating permit covers any facility that emits air pollution.

The Colusa County APCD is responsible for estimating the emissions for the permitted stationary sources within its jurisdiction and providing that information to the California Air Resources Board. According to the California Air Resources Board, Colusa County is project to have a 17% increase in ROG, a 25% increase in PM₁₀ and a 9% reduction in NO_x by 2020. The Colusa County APCD has not estimated stationary source emissions for the General Plan horizon of 2030. The downward trend in NO_x is attributed to new regulations in the past few years that limit emissions from boilers, steam generators, and process heaters that utilize fuel and a have a relatively higher total heat input.

The existing zoning of the City of Williams has approximately 2,231.6 acres of non-residential property. The proposed General Plan Update has 1,390 acres of non-residential property which is a reduction from the current zoned land uses of 841 acres. It is not possible to predict the particular use of every site, or whether the use will include a stationary source of emissions; however, stationary sources are allowed in non-residential areas on a site by site basis. Future development would be required to comply with the Updated General Plan, the City of Williams Municipal Code and other applicable regulations including the Colusa County APCD rules and measures.

The Colusa County Air Pollution Control District monitors air pollution within the County and enforces the APCD rules and regulations which require mitigation of significant impacts to the maximum extent feasible. Any new stationary source would be subject to the requirements of the Colusa County APCD. With regard to stationary sources, there are no mitigation measures that can eliminate significant emissions while still allowing the City's economy to grow through new development. While the net change in land use would be a reduction in anticipated stationary sources from the existing land use plan, there would still be a significant impact.

Implementation of the proposed General Plan Update in combination with other reasonably foreseeable projects as planned for in the Colusa County APCD, such as the Colusa County General Plan Update, may increase the intensity of land use. However, according to the Colusa County General Plan Update the density of development is anticipated to remain constant. The future development of Colusa County and the cities within it could further reduce air quality. However, the degree of probability is unknown as such cumulative impacts, if any, would be difficult to measure. In the recent past, hundreds of acres have been converted to urban uses. Road construction, site grading, infrastructure installation, and construction of residential, commercial and public facilities as well as the traffic generated by these activities could result in increased impact to air quality in the region. Although individual projects can be mitigated, the cumulative impacts of development are significant.

With the inclusion of the mitigation measures listed below would reduce this impact, however, it may not reduce the impact to a less-than-significant level. This impact is considered to be significant.

Mitigation/Policies and Recommended Actions in the Proposed General Plan Update:

Policies

3.52 Potential adverse impacts on adjacent land use types should be considered in the City’s development review process (including factors such as noise, odor, pollution, excessive light, traffic, etc.)

Sensitive Receptors

IMPACT 4.5.4: Implementation of the proposed City of Williams General Plan Update would expose sensitive receptors to substantial pollutant concentrations.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	General Plan Policies and Recommended Actions
Level of Significance After Policies/Mitigation:	<u>Less Than</u> Significant

Policies

3.52 Potential adverse impacts on adjacent land use types ~~should~~ shall be considered in the City’s development review process (including factors such as noise, odor, pollution, excessive light, traffic, etc.). City staff shall refer development projects to the Colusa County Air Pollution Control District for review and identify mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Greenhouse Gas Emissions and Climate Change

IMPACT 4.5.6: Implementation of the proposed City of Williams General Plan Update would generate greenhouse gas emissions, either directly or indirectly.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	General Plan Policies and Recommended Actions
Level of Significance After Policies/Mitigation:	Potentially Significant

Climate change is the result of cumulative global emissions. There is no single project, when taken in isolation, that can “cause” global warming because a single project’s emissions are insufficient to change the radiative balance of the atmosphere. Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change is a significant cumulative impact of human development and activity. The global increase in GHG emissions that has occurred and will occur in the future are the results of the actions and choices of individuals, businesses, local governments, states, and nations.

Per appendix G of the CEQA Guidelines, climate change-related impacts are considered significant if implementation of the proposed project under construction would do any of the following:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

AB 32 and S-3-05 target the reduction of statewide emissions. It should be made clear that AB32 and S-3-05 do not specify that the emissions reductions should be achieved through uniform reduction by geographic location or by emission source characteristics. The City of Williams has determined that the establishment of a numerical threshold of significance is not appropriate for the General Plan GHG analysis. Consistent with the guidance provided in CEQW Guidelines Section 15064.4, the City of Williams has prepared the EIR in a manner which includes a qualitative analysis and discussion of the General Plan's consistency with AB32 and the associated guidance document prepared by the California Air Pollution Control Officers Association (CAPCOA), *Model Policies for Greenhouse Gases in General Plans*.

For the purposes of this EIR, the proposed General Plan Update would result in a significant impact to climate change and GHGs if:

The General Plan is not consistent with the goals established by AB32 and the policy guidance provided in the CAPCOA *Model Policies for Greenhouse Gases in General Plans*.

Implementation of the Updated General Plan would not directly result in the creation of GHG emissions. However, subsequent development allowed under the General Plan would result in new projects that would increase GHG emission in the City of Williams.

In order to reduce GHG, there will have to be widespread reductions of GHG emissions from many sources in various sectors across the California economy. Some of those reductions will need to come from vehicle emissions and mileage, changes in the source of energy and electricity, increases in energy efficiency across all segments of society, as well as other measures. In the upcoming years, the State is expected to adopt comprehensive regulations to reduce the GHG emissions from vehicles, industry, buildings and other sources.

The City's actions can help to reduce GHG from the existing amounts. However, existing development is not under the discretionary land use authority of the City and, therefore, most of the City's opportunity to reduce GHGs will come from requiring new development to have a lower carbon intensity than the existing conditions.

A certain amount of environmental change is inevitable in Williams due to the current GHG emissions worldwide and regionally. Some of these changes may affect agriculture, flooding, extreme weather fluctuations, and wildfire potential. Population growth and associated development within the Williams area will result in additional GHG emissions primarily from on-road vehicles, electricity and natural gas consumption by homes and businesses, and increased emissions associated with landfilling of solid waste. Impacts will also be realized with the conversion of agricultural lands into urban land uses.

As discussed previously, vehicle emissions are a key indicator and contributor to the GHGs. The development of the Updated General Plan would provide a better mixture of commercial and industrial land uses which allows for a more balanced jobs-housing ratio. Along with the policies to encourage alternative modes of transportation and mass transportation to and through the Williams area would reduce the amount vehicle emissions. Combined with the recent legislative and legal action on national and statewide fuel economy standards, significant increase in fuel economy which in turn would reduce the GHGs are currently being introduced by the car manufactures.

Energy and the source of that energy is a large contributor to GHG. GHG emissions due to the consumption of electricity in California are controlled by a variety of factors. The carbon intensity of electricity is related to the ratio of power produced within California to that produced from out of state sources. Currently, power produced within California has a lower carbon intensity than the national average. Factors influencing the ability of in-state providers to meet demands include water resources for hydropower and temperature in the peak season in the summer. The State of California has implemented building code provisions that will improve the energy conservation of new buildings that would be part of the implementation of the Updated General Plan.

[CAPCOA has identified a number of key opportunities that may assist in a reduction in GHG emissions associated with land use planning decisions and general plan implementation. These key policy recommendations are partially summarized below, and are followed by a list of policies and actions contained in the Updated General Plan that support or implement these recommendations. It is important to note that the CAPCOA recommendations are not mandatory, and were developed to be general enough to apply to different local agencies throughout California, therefore, not all of the recommendations would necessarily apply to, or be appropriate for the City of Williams.](#)

- [Foster land use intensity near, along with connectivity to, retail and employment centers and services to reduce vehicle miles traveled and increase the efficiency of delivery of services through adoption and implementation of smart growth principles and policies;](#)
- [Improve the local jobs/ housing balance to reduce vehicle miles traveled;](#)
- [Zone for appropriate mixed use development to encourage walking and bicycling for short trips, rather than vehicles;](#)
- [Link residential and commercial development to transit facilities;](#)
- [Reduce parking requirements to facilitate higher density development that fosters access by walking, biking and public transit;](#)
- [Identify potential sites for renewable energy facilities and transmission lines;](#)
- [Promote recycling to reduce waste and energy consumption;](#)
- [Conserve natural lands for carbon sequestration;](#)
- [Conserve water to promote energy efficiency;](#)
- [Promote recycling and waste recovery;](#)
- [Identify and prioritize infrastructure improvements needed to support increased use of alternatives to private vehicle travel, including transit, bicycle, and pedestrian modes;](#)

- [Coordinate with adjacent municipalities, transit providers, and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation;](#)
- [Establish high priorities for transit funding relative to street and road construction and maintenance;](#)
- [Promote linkages between development locations and transportation facilities;](#)
- [Identify appropriate locations for intermodal transportation stations;](#)
- [Identify opportunities, in cooperation with transit providers, to provide financing for transit operations and maintenance;](#)
- [Identify existing and potential future urban growth boundaries to limit sprawling development patterns and foster a more compact urban form;](#)
- [Promote trail systems to facilitate bicycle and pedestrian trips in lieu of vehicle travel;](#)
- [Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units'](#)
- [Establish energy-efficiency standards for public facilities;](#)
- [Incorporate urban design principles that promote higher residential densities in attractive forms with easily accessible parks and recreation opportunities nearby;](#)
- [Use urban design standards to facilitate clustered, higher-density, mixed use communities with greater potential for transit ridership, alternatives to vehicle travel, and shorter trips;](#)
- [Establish policies and design principles to incorporate inviting public spaces in high density, mixed use communities;](#)
- [Promote water-efficient and energy-efficient housing and commercial areas;](#)
- [Adoption of policies and programs that facilitate local farmers markets and farmer co-ops that allow residents to purchase local farm goods and reduce emissions from transportation of agricultural products; and](#)
- [Support for agricultural industries that reduce the need to move agricultural products long distances for processing or packaging.](#)

[The COPCOA recommendations listed above are grounded in the principles of developing compact communities with a mix of land uses, providing for a range of alternative transportation opportunities, conserving areas of open space, agricultural lands, water and energy consumption.](#)

Development allowed by the Updated General Plan could subject property and persons to risk from climate change related issues. However, the Updated General Plan does contain policies that would reduce the risks of GHGs and climate change through energy conservation and the reduction in the NOx and CO generated from vehicles in the area.

[The Updated General Plan Land Use and Character Element has numerous policies that promote infill development and open space preservation. In addition, the Land Use Map was developed to create a community with recognized boundaries and a quality of character that embraces its rural heritage and surrounding agriculture while providing for a variety of housing types. This](#)

element also relies upon a mix of open space and an added focus on the relative relationship among the land uses used for buildings, landscaping and vehicles.

The Open Space and Conservation Element includes policies and actions that promotes agricultural uses and the surrounding agriculture. In addition, it promotes the farmer's market and other incentives which will reduce the need to ship products long distances and provide for a more sustainable choice for the residents and business owners of Williams. This element also promotes the development and use of trails and greenways as an interconnected, multimodal transportation alternative. The preservation and conservation of agricultural lands and open spaces would allow for carbon sequestration. Furthermore, the inclusion of action items such as 7.as which support green roofs that would assist with stormwater absorption as well reducing the "heat island" effect have the ability to reduce the overall demand for energy and new or expanded infrastructure.

The City of Williams has developed a General Plan that would result in preservation of open space, wetlands, natural preserves and promotes agriculture. These areas provide positive beneficial impacts related to climate change by increasing areas of natural carbon sequestration. The compact urban form of the land use plan also reduces potential vehicle miles traveled and the consumption of energy and other natural resources needed.

While the proposed General Plan Update is consistent with the policy guidance provided by CAPCOA and it does assist the state in meeting the GHG reduction goals, the impact to climate change with the implementation of the General Plan Update would still be significant. ~~With the inclusion of the mitigation measures listed below would reduce this impact, however,~~ as it may not reduce the impact to a less-than-significant level. This impact is considered to be significant.

Mitigation/Policies and Recommended Actions in the Proposed General Plan Update:

- 3.7 The City will continue to facilitate developments that offer a variety of living options and environments provided they contribute positively to the intended community character.
- 3.52 Potential adverse impacts on adjacent land use types ~~should~~ shall be considered in the City's development review process (including factors such as noise, odor, pollution, excessive light, traffic, etc.)
- 3.58 Walkability and good connectivity will be promoted through continuity of the street and pedestrian system, together with a compact community form.
- 8.d-7 The City shall integrate local bikeway planning with regional plans.
- 8.d-11 Provide dedicated pedestrian and bike lanes on the E Street overpass of I-5, as recommended in Chapter 5, Open Space and Conservation.
- 8.i Encourage the continued development and expansion of local and regional public transit systems.
 - 8.i-1 The City shall review and comment on proposed changes to the Colusa County Transit Authority (CCTA) bus system.
 - 8.i-2 The City will consult with the California Public Utilities Commission, Amtrak, Union Pacific Railroad Company, and any other relevant agencies to encourage and accommodate any

future opportunities for establishing passenger rail service in Colusa County and create a central multi-modal transit station in Williams.

- 8.i-3 The City ~~should~~ shall actively engage in the restoration of passenger rail service along the California Northern Pacific Railroad tracks within Williams.
- 8.k Publicize major transportation issues and solicit public input.
- 8.l Coordinate transportation planning with regional and local plans.
- 8.l-4 The City will coordinate with Caltrans, the Colusa County Air Pollution Control District and the Colusa County Regional Transportation Commission to minimize air quality and transportation impacts associated with planned and existing transportation facilities.
- 8.o Provide parking in a way that balances the needs of motorists, pedestrians, bicyclists, transit users and community aesthetics.

4.6.8 Proposed General Plan Noise Policies and Actions

~~6.i. Any noise regulations adopted by the City should specifically exempt public parks and park activities.~~

Establishment of New Noise-Sensitive Areas

Mitigation Measures

~~No mitigation beyond the Draft General Plan policies and actions is required.~~

Mitigation / Policies and Recommended Actions in the Proposed General Plan Update:

The specific performance criteria for acoustical studies or analysis noted in the Policies and Actions below are delineated in Table 4. 6.8 and Table 4.6.9.

6.a. The City of Williams ~~should~~ shall develop requirements for an acoustical analysis to be prepared with subdivision processes and site plan applications. This analysis should include the following provisions:

1. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
2. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
3. Estimate projected future (20 year) noise levels, and compare those levels to the adopted policies of this general plan and adopted ordinance standards.
4. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this general plan and ordinance standards.
5. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.

6.g. Adopt noise mitigation measures that will apply to new noise-sensitive uses if placed in proximity to noise producing facilities.

- 6.h. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new commercial sites ~~should~~ shall require the use of setbacks and site design, and thereby keep the use of noise barriers at a minimum.
- 6.j. Adopt an ordinance amendment to require sound wall regulations when new subdivisions are proposed adjacent to existing or proposed highways or major roads.
- 6.k. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new residential subdivisions, additional setbacks ~~should~~ shall be considered in addition to the sound barrier wall to further protect future residents.
- 6.l. Adopt noise mitigation measures that will apply to new noise-sensitive uses if placed in proximity to existing industrial facilities, commercial facilities.
- 6.m. Noise analyses prepared for multi-family residential projects, town homes, mixed-use projects, condominiums, or other residential projects where floor/ceiling assemblies or party-walls are common to different owners/occupants, ~~should~~ shall address satisfaction with the State of California Noise Insulation standards.

Establishment of New Noise-Producing Land Uses

Mitigation Measures

~~No mitigation beyond the Draft General Plan policies and actions is required.~~

Mitigation / Policies and Recommended Actions in the Proposed General Plan Update:

The specific performance criteria for acoustical studies or analysis noted in the Policies and Actions below are delineated in Table 4.6.8 and Table 4.6.9.

- 6.6. For capacity enhancing rail, or the construction of new rail, a acoustical analysis ~~should~~ shall be prepared. If the project would result in a significant noise level increase as defined below, or if the project would cause noise levels to exceed the noise standards of Table 4.6.7, Noise Guidelines for New Uses Affected by Transportation Noise Sources, noise mitigation measures ~~should~~ shall be considered to reduce rail noise levels to a state of compliance with the Table 4.6.7. A significant increase is defined as follows:

<u>Pre-Project Noise Environment (Ldn)</u>	<u>Significant Increase</u>
<u>Less than 60 dB</u>	<u>5+ dB</u>
<u>60 - 65 dB</u>	<u>3+ dB</u>
<u>Greater than 65 dB</u>	<u>1.5+ dB</u>

There are various factors which may affect the feasibility or reasonableness of the mitigation which ~~should~~ shall be considered including the following:

1. The severity of the impact;
 2. The cost and effectiveness of the mitigation;
 3. The number of properties which would benefit from the mitigation;
- and
4. Aesthetic, safety, and engineering considerations.

6.8. In the event that an airport locates in or near Williams, new residential development proposed in airport noise environments between 55 and 60 dB CNEL ~~should~~ shall be subject to the following conditions:

1. Provide minimum noise insulation to 45 dB CNEL within new residential dwellings, including detached single family dwellings, with windows and exterior doors closed in any habitable room.
2. Provide disclosure statements to prospective buyers that the parcel is located in an area which may be exposed to frequent aircraft noise events (arrivals, departures, overflights, engine runups, etc.).
3. An Aviation Easement prepared by the Williams Counsel's Office granted to the City of Williams, recorded with the ~~Williams-~~ County Recorder, and filed with the City Planning Department should be obtained from each residential parcel. The Aviation Easement should acknowledge the property location near a source of aircraft noise and ~~should~~ shall grant the right of flight and unobstructed passage of all aircraft into and out of the subject Airport.

6.9. Prevent the introduction of new industrial uses in noise-sensitive areas.

6.d. Adopt noise performance standards for new industrial uses.

6.f. Adopt noise performance standards for new noise-producing uses.

Mitigation Measure #6.1 -- Adopt Citywide Noise Reduction Program.

The City shall adopt a citywide noise reduction program to reduce traffic and other noise levels at existing noise-sensitive land uses within the City for which the specific performance criteria for acoustical studies, programs or analysis are delineated in Table 4.6.8 and Table 4.6.9. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible:

- Noise barrier retrofits
- Truck usage restrictions
- Reduction of speed limits
- Use of quieter paving materials
- Building façade sound insulation
- Traffic calming
- Additional enforcement of speed limits and exhaust noise laws
- Signal timing

Soil Erosion and Loss of Topsoil

4.f. Begin identifying Best Management Practices (BMPs), particularly construction site storm water runoff control and post-construction stormwater management,

to reduce the discharge of pollutants to the storm water system. These ~~should~~ shall be integrated as standards into the City's subdivision regulations.

Adverse Physical Impacts

Impact Analysis

~~Proposals of the Implementation of the~~ General Plan Update ~~include no provisions that~~ would not result in the overcrowding of public facilities or place adverse stress on public services. Many of the recommended policies and actions are intended to expand these services to accommodate a growing population. As with other possible development that might occur through General Plan implementation, a project level environmental analysis would be conducted as required by CEQA. With the implementation of the Updated General Plan policies and goals the impact would be less than significant. Examples of policy and action statements to implement this include the following:

Policies

- 5.6 The City will provide facilities and services at a minimum of its current manpower ratio per 1000 persons.
-

Archaeological/Paleontological Resources

Mitigation Measures/Recommended Actions in the Proposed General Plan Update:

- M.1 In the event that undiscovered cultural resources are found during construction activities on the project site, for example, during road or utilities excavations, the responsible field manager shall order discontinuation of all activities within a minimum of ten (10) meters of the discovery and promptly contact a qualified archaeologist to evaluate the find.
- M.2 Project construction personnel shall receive pre-construction orientation regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discoveries of cultural resources. A note to this effect shall be included on all project related plans including, but not limited to grading plans, improvement plans and final map.
- M.3 In the event that human skeletal remains, however fragmentary they may be, or disturbed from their original context, the Colusa County Coroner and the Native American Heritage Commission in Sacramento are to be notified immediately as per Section 7050.5[c] of the California Health and Safety Code. All work within a minimum of ten (10) meters shall be discontinued until the representatives of these agencies have been consulted and a work plan has been identified.
-

Overuse of Existing Neighborhood and Regional Parks

IMPACT 4.134.1: Increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	Policies and Recommended Policies in the proposed General Plan Update
Level of Significance After Policies/Mitigation:	Less than Significant

Impact Analysis and Mitigation

The City’s current parkland dedication requirements of one acre per 1,000 residents will allow the City to remain within the overall standards for neighborhood parkland. Also, as the City continues to grow in significance relative to the County and the region, it is beginning to consider expanding its community-wide park acreage in order to meet NRPA standards for community-wide parks.

According to the information gathered from stakeholders during initial meetings of the General Plan Advisory Committee (GPAC), the need for additional recreational facilities was recognized. For example, tennis is one sport where there was an interest in enhancing but that the existing tennis courts in Williams are currently underutilized. This led to the recognition that further, detailed analysis of specific park and recreational needs would be appropriate, in light of the significant growth that is anticipated by 2030. The City would benefit from the preparation and adoption of a specialized Parks and Recreation Master Plan.

The potentially adverse impacts of future growth and development in Williams would be mitigated through General Plan implementation in accordance with the following policies:

~~7.5 — The financial support and development of future parks will follow the long range, Parks and Recreation Master Plan (and subsequent updates) to accommodate a diversity recreational activities and support the interests of all age ranges, including youth, singles, families, and retirees. The annual budget under the City of Williams Parks Improvement Project should complement the Plan.~~

7.6 The City will continue to expand its parks and recreational facilities and services in proportion to population growth and state and national standards.

Expansion of or Improvements to Wastewater Treatment

IMPACT 4.15.2: Future development could result in the requirement for and construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	
IMPACT 4.15.3: Future development could require additional capacity to serve the project’s projected demand in addition to existing commitments.	
Level of Significance Before Policies/Mitigation:	Potentially Significant
Mitigation Measures:	General Plan Goals and Recommended Actions
Level of Significance After Policies/Mitigation:	Less Than Significant

Impact Analysis and Mitigation

At present, ~~these issues are not applicable to Williams, as~~ the City is currently engaged in efforts to upgrade its existing [wastewater](#) facility. Once appropriate improvements are completed, continued growth and development will require the gradual expansion of utility system capacities ([pipelines](#)) and other infrastructure. Major [stand-alone](#) improvements, such as future expansions to the wastewater treatment plant, will be subject to further environmental impact analysis to minimize or mitigate specific impacts related to their respective projects. [Expansions in the infrastructure \(pipelines\) as part of subdivision projects would be analyzed as part of the project level review as required by CEQA.](#)

The following policy and action statements presented in the General Plan Update are intended to reduce future utility service demands or, when required, ensure that appropriate system expansions are provided [thereby, reducing the impact to less than significant.](#)

Policies

5.1 The City of Williams will provide utilities concurrently with development.

Additional Energy Infrastructure

The policies and actions described above would reduce local energy demand and would promote opportunities for increase production in ways that reduce the depletion of non-renewable resources. Federal, state, and local regulations and policies would also be implemented that would ensure the sufficient energy supplies are available to serve the City of Williams. However, energy demand would increase as a consequence of future growth associated with the Updated General Plan.

[Implementation of items such as reduced parking, shade tree, water conservation, improved transit, enforcement of building efficiency standards, and efficient wastewater treatment all have a beneficial impact by reducing the demand for new energy. The conservation of water and the efficient use of other items reduce the need for additional energy to provide the drilling, treatment, transportation or generation of these items. While an increase in energy demand cannot be completely eliminated through conservation methods, the reduction of demand will reduce the amount of new power plants or other energy generating facilities and transmission. The following mitigation measures would encourage additional energy conservation:](#)

[Mitigation Measures:](#)

[M. 16.1 Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.](#)

[M. 16.2 Install efficient lighting, \(including LEDs\) for traffic, street and other outdoor lighting.](#)

[M. 16.3 Install solar panels on unused roof and ground space and over carports and parking areas.](#)

[M. 16.4 Incorporate water-reducing features into building and landscape design.](#)

[M. 16.5 Design buildings to be water-efficient. Install water-efficient fixtures and appliances.](#)

[M. 16.6 Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.](#)

Despite mitigating policies and actions, construction and operation of new or expanded energy production and delivery facilities may result in significant environmental effects.

5.1 Introduction

The California Environmental Quality Act (CEQA) requires that an EIR analyze a range of reasonable alternatives to a project that could feasibly attain most of the basic objectives of the proposed project, while avoiding or substantially reducing any significant impacts. The same requirements apply to a Program EIR, even though the anticipated impacts tend to be more conjectural. This Chapter ~~hypothesizes two conceivable plan~~ [analyzes four](#) alternatives and evaluates their comparative merits (CEQA Guidelines Section 15126.6).

CEQA requires considerations of alternatives that avoid or substantially reduce significant impacts, even if these alternatives would impede to some degree the attainment of project objectives or would be more costly (CEQA Guidelines Section 15126.6(b)). An EIR need not consider every possible alternative to a project, as an infinite number of them could be prepared. Rather, an EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation (CEQA Guidelines Section 15126.6(a)). As required by CEQA, this chapter also includes an analysis of the No Project Alternative (Alternative 4).

5.3 Description of Alternatives

The following alternatives are evaluated as part of this EIR:

- ~~Alternative 1 (Preferred)~~[Proposed Updated General Plan](#): Shown on Figure 5.1, this ~~alternative synopsis is included to assist the reader with comparison of the alternatives~~ [and](#) represents the selected plan, as described in Chapter 3, Project Description. It assumes population growth to 9,822 by 2030, reflecting an increase of 4,535 persons (186 percent) over the 2009 level. Under this alternative the City would grow contiguously, largely in a continued rectangular grid form, to better manage the efficiency of public services and provision of municipal streets and utility services, maintaining a compact and well defined community form. Priority in the form of infrastructure and other capital improvements would be given to the redevelopment of deteriorated structures or properties and infill development of vacant parcels or

underutilized tracts, with development occurring within the existing corporate limits where infrastructure are readily available. This is illustrated in Figure 5-1.

- Alternative ~~2~~ 1 (Extension Eastward): This alternative (Figure 5.2) was originally proposed and was used in projecting future traffic volumes and road system improvements needed to service an implied Williams population level of over 13,000. . It also approximates the alternative that has been proposed by Colusa County in its General Plan Update for the Williams SOI (Planning Area). The most prominent difference between this alternative and the preferred alternative (Alternative 1) is a 620 gross-acre rectangular area of proposed suburban residential growth east of Husted Road. Development would occur in a curvilinear pattern similar to the Valley Ranch Subdivision, with appropriately situated open areas dedicated for stormwater detention and neighborhood parks. ~~This alternative was deemed unacceptable by the General Plan Advisory committee (GPAC) on account of the additional significant but unavoidable negative environmental impacts, along with the added costs required to enhance the City's circulation system to accommodate the higher population levels.~~
- Alternative ~~3~~ 2(Cluster):
- Alternative ~~4~~ 3(Mixed Use Concentration):
- Alternative ~~5~~ 4(No Project): This alternative assumes that the updated General Plan (Alternative 1) would not be adopted and implemented. Instead, the City would continue to rely on its existing 1989 General Plan, which was adopted on September 7, 1988. This plan, shown on Figure 5.5 was based on a 2008 horizon year with a projected population level of 3,913 and has a future land use plan that is identical to the zoning map that was in effect at that time. Since Williams’ current population has been estimated to be 5,287, the existing General Plan did not account for this additional growth—which is the reason for updating it. ~~If, for some reason, the City was unable to adopt a new General Plan, it would rely informally on the deliberations and conclusions of the 2010 Plan update process and make its future regulatory and investment decisions on the basis of the unofficial document. In essence, Alternative 5 would become functionally equivalent to Alternative 1. For the purposes of this Program EIR becomes unworthy of further consideration, but in consideration of CEQA requirements is included in the comparison table (Table 5.2) and in the descriptive paragraphs that follow.~~

Table 5.1 Future Development Acreages for Alternatives Considered (Acres)				
Category	Alternative			
	1 Preferred Proposed General Plan Update	2 High Growth	3 Clustering	4 <u>3</u> Mixed-Use

5.4 Comparative Analysis

Table 5.1 Comparison of Alternatives to Selected Plan					
Impact Category	Plan Alternatives				
		<u>1</u> (Selected Proposed General Plan)	<u>2</u> (Expansion Eastward)	<u>3</u> (Cluster)	<u>4</u> (Mixed-Use Concentration)

5.3 Environmentally Superior Alternative

CEQA requires the identification of an Environmentally Superior Alternative among the alternatives to the project. The Environmentally Superior Alternative must be an alternative to the project that reduces some of the environmental impacts of the project. Identification of the Environmentally Superior Alternative is an informational procedure; the alternative identified in the process may not be that which best meets the goals or needs of the City. If a No Project Alternative (in this case, Alternative 5 4) is determined to reduce the most impacts, CEQA requires that the EIR identify an Environmentally Superior Alternative from among the other alternatives considered.

The identification of the Environmentally Superior Alternative can potentially result from a comparison of the impacts associated with each alternative, as presented in Table 5-1. In this case, Alternative 2 can also be dismissed as being environmentally inferior. The others are generally comparable and can be considered Environmentally Superior. However, of all the alternatives, Alternative 3, Mixed-Use Concentration, would be the Environmentally Superior alternative due to the decrease in the developed area to support the same level of population growth and the greater efficiency in water distribution and wastewater lines due to greater reliance on urban forms of development. Alternative 1, which is superior, was selected because its overall development form and housing mix were considered by the Williams General Plan Advisory Committee (GPAC) as best meeting the marketplace for housing products.

6.1 Introduction

Where a lead agency is examining a project with an incremental effect that is not “cumulatively considerable,” a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. This EIR utilizes the “summary” ~~list~~ approach described above in the cumulative analysis.

6.2 Cumulative Setting

The General Plan, as described in Chapter 3, Project Description assumes population growth to 9,822 by 2030, reflecting an increase of 4,535 persons (186 percent) over the 2009 level. Under this plan, the City would grow contiguously, largely following the grid pattern that was established when Williams was initially platted and settled. The following table represents the

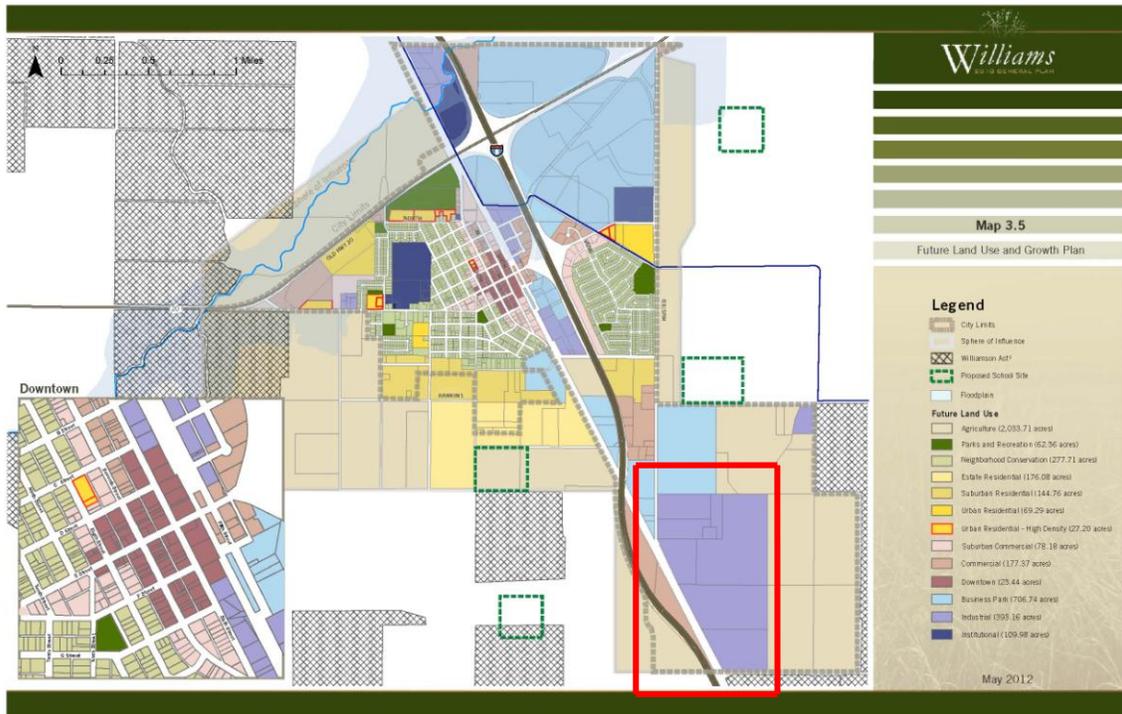
[acreages of development that would be present when the plan is fully built out. This General Plan is posted on the City of Williams' website.](#)

Table 6.1 General Plan Acreages	
Category	Acreage
Agriculture	2,033
Business Park	706
Commercial	177
Downtown Commercial	23
Estate Residential	176
Industrial	393
Institutional	109
Neighborhood Conservation	277
Parks and Recreation	62
Suburban Commercial	78
Suburban Residential	145
Urban Residential	69
Urban Residential - High Density	27
Total	4,280

[Colusa County, with a 2009 estimated population of 21,297 is projected to increase to 28,083 by 2030, an increase by 32 percent. Details regarding these County projections and other growth factors were included in the County's recently completed General Plan update project and are available on the Colusa County website.](#)

For the purposes of this EIR, the cumulative setting is based on a two-fold approach. For some impact issue areas (i.e., air quality, traffic, and water supply), the cumulative setting is defined by specific regional boundaries (air basin, regional roadway network, etc.) or projected regional or area-wide conditions, contributing to cumulative impacts. For the remaining impact issue areas, the cumulative setting is based on development anticipated within the vicinity of the City.

Figure 4.1: Future Land Use Character (Map 3.5)



As shown on Figure 4.1: Future Land Use Character (Map 3.5), the property indicated in the red box was changed from a combination of Business Park and Agriculture to Industrial to address the property owner, Morning Star Packing Company's concerns. This proposed land use change would decrease trip generation rates from 14,847 trips per day to 11,857 per day at build out and would result in a net reduction of approximately twenty (20) percent. The property does not have a Williamson Act contract on it, however it is considered Prime Agricultural land by the California Department of Conservation. The analysis and mitigation measures (Mitigation Measures 12.1, 12.2, and 12.3) proposed for Agriculture would apply to all land currently in agriculture use including this property.

Appendix A Omni-Means Transportation Memorandum

Appendix B Fehr & Peers Technical Memorandum



TECHNICAL MEMORANDUM

To: City of Williams
Attn: Gary Price, Chuck Bergson, P.E.
From: OMNI-MEANS
Re: 2010 Circulation Update Study

Date: March 1, 2012
Project: City of Williams
On-Call Services
Job No.: 25-1731-02
File No.: C1163MEM009.DOC

CC: Paula Danulek, Mac Birch

INTRODUCTION

This technical memorandum is intended as a supplementary document to the Draft Citywide Circulation Study (Omni-Means 2007) to quantify the existing and future transportation conditions and facility needs within the City of Williams. Future traffic forecasts were prepared based upon proposed City General Plan buildout development assumptions as provided by Development Impact INC (June 1, 2011) following input from City officials, City staff and the General Plan Action Committee (GPAC). Omni-Means has updated the City travel demand model prepared for the 2007 Citywide Circulation Study based upon this data. Peak hour intersection turning movement volume projections were obtained from the updated model for updates to the intersection capacity models.

{Note: The 2007 Draft Citywide Circulation Study was not adopted by the City. This draft study includes a number of graphics depicting future roadway connections within the County south of the City such as Hankins Road, Davis Road, and Walnut Drive along with a new east/west facility (not labeled) connecting Hankins Road (north/south portion) to Zumwalt Road. These future roadway connections were developed in 2007 as concepts and have since been removed from consideration in the current Circulation Plan.

EXISTING TRANSPORTATION SYSTEM

The City of Williams is located in Colusa County, located between Sacramento and Redding and along I-5 between the Husted Road and State Route 20 (SR 20) interchanges. The following roadways provide primary circulation through and within the City.

Interstate 5 (I-5) is a four-lane freeway that extends throughout California from Mexico to the Oregon border, providing regional access to the City of Williams from Redding, Sacramento, and the San Francisco Bay Area.. Within the City's sphere of influence, I-5 has interchanges at Husted Road, E Street and SR 20.

State Route 20 (SR 20) is a state highway facility that traverses in the east-west direction through central and northern California connecting Interstate Highway 5 with Interstate Highway 80. Regionally, SR 20 serves as an inter-regional auto and truck travel route that connects the Central Valley with the Cities of Williams, Marysville and Grass Valley, and Nevada City. Within the City's sphere of influence, SR 20 is predominantly a two-lane arterial.

E Street (SR Business 20) is a two-lane roadway that extends east and west from I-5, connecting with SR 20 and Old Highway 99 to the west and Husted Rd. to the east. The posted speed limit on E Street varies from 25 mph to 35 mph. E Street forms all way stop controlled intersections with 7th Street and 5th Street. The facility has half street improvements as it crosses I-5, without any bicycle lanes.

Husted Road is a two-lane roadway that runs north-south and connects I-5, Old Highway 99, E Street, and SR 20. The facility does not have designated bike-lanes and sidewalks.

Old Highway 99 West is a two-lane north south arterial that traverses parallel to I-5, and connects to it via the Husted Road interchange ramps. Old Highway 99 West traverses through a mixed use commercial and residential areas. This roadway is designated as 7th Street between B Street and Theatre Road.

9th Street is a two lane north-south collector which provides connectivity between central Williams and areas south of the City. The roadway is designated as Zumwalt Road south of Theater Road. 9th Street is stop controlled at the intersection with E Street.

12th Street is a two lane north-south residential collector that begins in the south as a cul-de-sac, and then extends north to E Street. The roadway is designated as Engram Road, south of Hankins Road.

Freshwater Road is a two-lane collector facility that traverses in the east-west direction along the northern City Limits of Williams. Freshwater Road is stop controlled at the intersection with SR 20.

Davis Road is a two lane north-south collector that extends from E Street to the north and extends south of Hankins Road changing the orientation to east-west direction before terminating on Zumwalt Road. This roadway serves as a primary access for the residences along the street.

Hankins Road is a two lane east-west collector extends from Zumwalt Road to the east and changes its orientation to north-south beyond the city limit.

Crawford Road is a two lane east-west street and is split into two segments by I-5. This street extends up to 9th Street/Zumwalt Road to west and Husted Road to east. There are no plans to connect the eastern and western segments with a crossing of I-5 freeway. This street is stop controlled at the intersections with 9th Street and Husted Road.

Abel Road is a two lane east-west street which begins at Husted Road and extends beyond the City limits to east. This street is stop controlled at the intersection with Husted Road.

Specific intersections and roadway segments within the planning area have been selected for evaluation as a part of the Citywide Traffic Circulation Study and include the following:

1. SR 20/E. Street
2. SR 20/Old Highway 99 West
3. SR 20/I-5 SB Ramps
4. SR 20/I-5 NB Ramps
5. SR 20/Husted Road/Freshwater Road
6. E Street/9th Street North
7. E Street/9th Street South
8. E Street/7th Street
9. E Street/5th Street
10. E Street/I-5 SB Ramps
11. E Street/I-5 NB Ramps

12. E Street/Vann Street
13. E Street/Husted Road
14. Husted Road/Husted Lateral Road
15. Husted Road/Abel Road
16. Husted Road/Crawford Road
17. Husted Road./Old Highway 99 West
18. Husted Road/I-5NB Ramps
19. Husted Road/I-5SB Ramps
20. E Street/Marguerite Drive (Cumulative Scenario)
21. SR 20/Marguerite Drive (Cumulative Scenario) (New roadway and intersection)

LEVEL OF SERVICE METHODOLOGIES

The Citywide Traffic Circulation Study quantifies current and projected future traffic operations through the determination of “level of service” (LOS). Level of service is a qualitative measure of traffic operating conditions, whereby, a letter grade “A” through “F” is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Volume-to-Capacity (V/C) ratio will be the determining factor in assigning intersection level of service values. This analysis will be completed using methods documented in the Transportation Research Board (TRB) Publication *Highway Capacity Manual, Fourth Edition, 2000* (HCM-2000) and implemented in *Synchro Version 7* (Trafficware). For two-way-stop-controlled (TWSC) intersections, the “worst-case” movement V/C and LOS will be reported. For signalized intersections and all-way-stop-controlled (AWSC) intersections, the overall intersection V/C and LOS will be reported. The V/C-based LOS criteria for intersections are outlined in Table 1A. Table 1B presents the HCM based average daily traffic (ADT) based roadway level-of-service thresholds.

The current City of Williams General Plan does not identify a policy for acceptable LOS for transportation facilities.

The Caltrans published *Guide for the Preparation of Traffic Impact Studies* (dated December 2002) states the following:

“Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.”

Based on the direction from City of Williams staff, for the analysis of transportation facilities within this memo, LOS D has been taken as the threshold for acceptable/tolerable operations *“herein referred to as Acceptable LOS. It is noted that the City will strive to meet a higher than LOS D and does for the most part through implementation of the various policies and programs identified in this study.”*

TABLE 1A
LEVEL OF SERVICE (LOS) CRITERIA FOR INTERSECTIONS

Level of Service	Type of Flow	Delay	Maneuverability	Volume-to-Capacity Ratio (V/C)
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	< 0.6
B	Stable Flow	Good progression and / or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	≥ 0.6 and < 0.7
C	Stable Flow	Higher delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	≥ 0.7 and < 0.8
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	≥ 0.8 and < 0.9
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	≥ 0.9 and < 1.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 1.0

**TABLE 1B
LEVEL OF SERVICE (LOS) CRITERIA FOR ROADWAY FACILITIES**

Roadway Type	Average Daily Traffic (ADT) – Total of Both Directions				
	A	B	C	D	E
Six-Lane Freeway	60,000	80,000	100,000	120,000	140,000
Eight-Lane Divided Arterial	44,000	50,000	58,000	65,000	72,000
Four-Lane Freeway	35,000	50,000	65,000	80,000	95,000
Six-Lane Expressway	36,000	42,000	48,000	54,000	60,000
Six-Lane Divided Arterial	32,000	38,000	43,000	49,000	54,000
Four-Lane Expressway	24,000	28,000	32,000	36,000	40,000
Four-Lane Divided arterial	22,000	25,000	29,000	32,500	36,000
Four-Lane Undivided arterial	18,000	21,000	24,000	27,000	30,000
Two-Lane Divided Arterial	11,000	12,500	14,500	16,000	18,000
Two-Lane Undivided Arterial	9,000	10,500	12,000	13,500	15,000
Four-Lane Collector	12,000	15,000	18,000	21,000	24,000
Two-Lane Collector	6,000	7,500	9,000	10,500	12,000
Two-Lane Residential/ Collector with Frontages	1,600	3,200	4,800	6,400	8,000
Two-Lane Residential/Local	600	1,200	2,000	3,000	4,500

Notes: 1. Based on *Highway Capacity Manual, Fourth Edition*, Transportation Research Board, 2000.

2. All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interch

EXISTING LEVEL OF SERVICE CONDITIONS

Existing AM and PM peak hour intersection volumes were obtained from the May 2007 Circulation Study. These volumes were revised to reflect 2010/2011 conditions based on a conservative annual growth obtained from Caltrans Average Daily Traffic along the SR 20 and I-5 corridors. Caltrans data indicated that the annual growth rate will be approximately 2.15%. This growth rate was applied to all study intersection and roadway volumes.

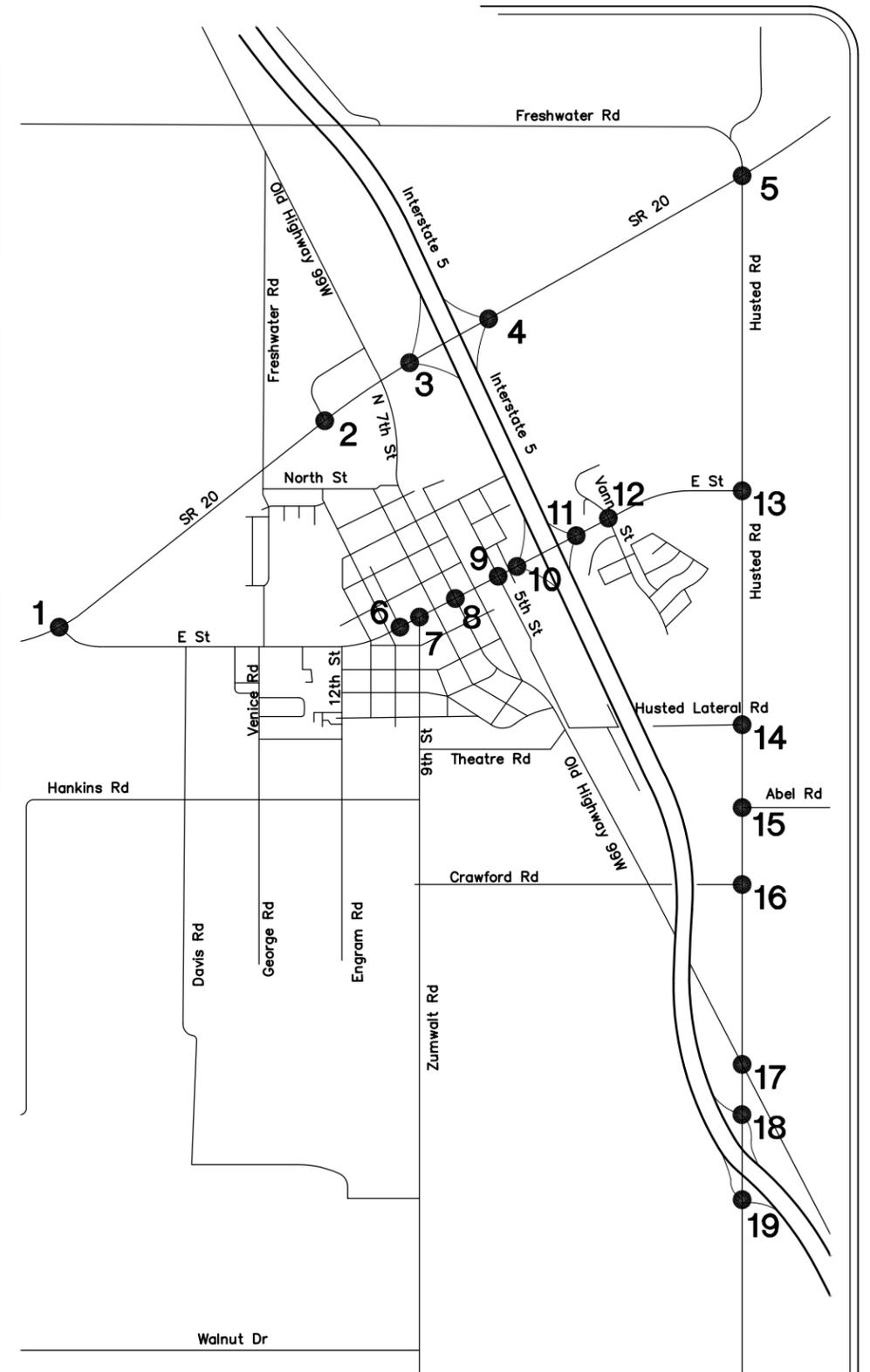
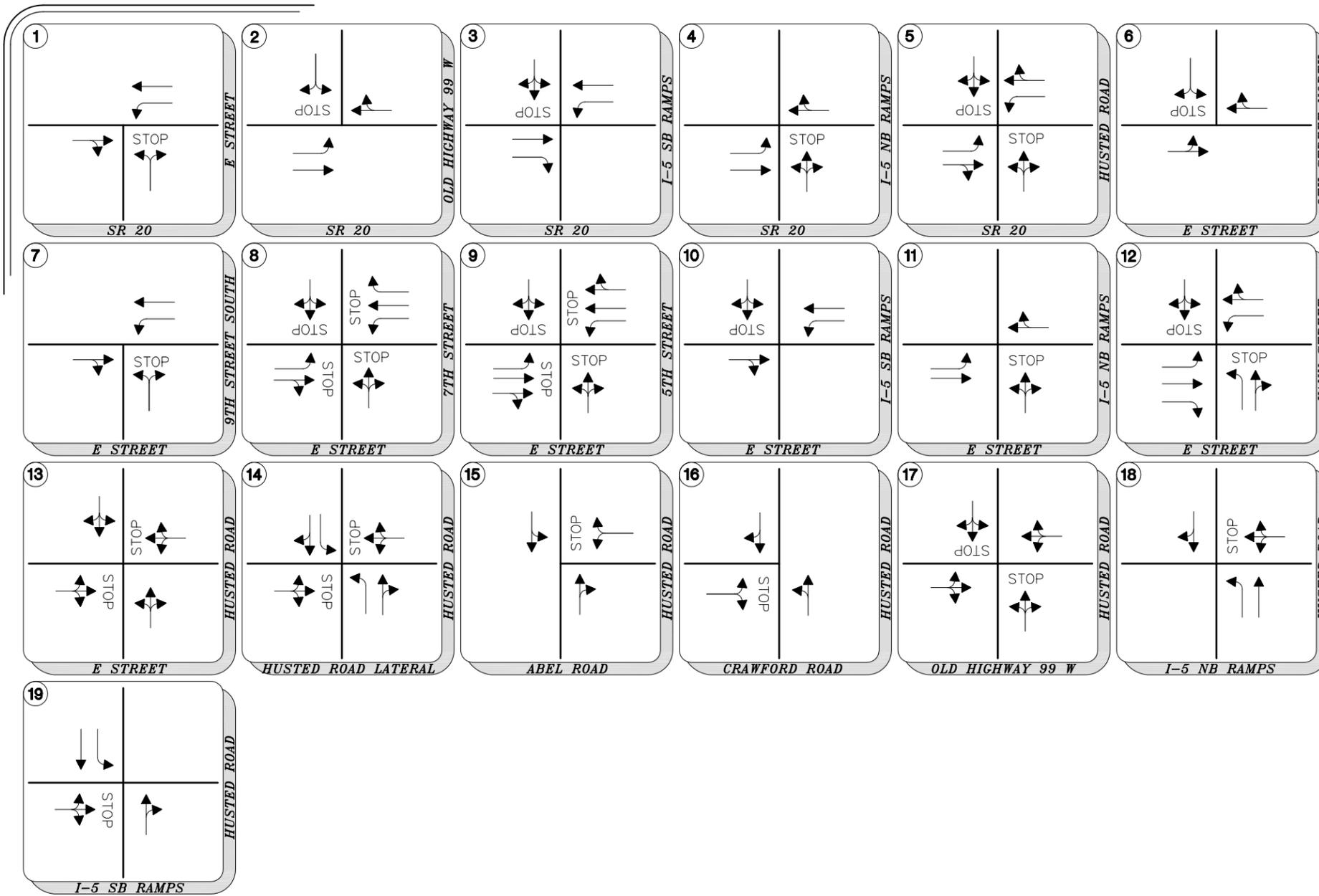
Existing lane geometrics and updated 2010 AM and PM traffic volumes and are illustrated in Figure 1 and Figure 2 respectively. Table 2A shown below provides a summary of existing intersection LOS.

**TABLE 2A
2010 EXISTING CONDITIONS: INTERSECTION LEVEL OF SERVICE**

#	Intersection	Control Type ¹	Acceptable LOS	AM Peak Hour			PM Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.08	A	No	0.16	A	No
2	SR 20/Old Highway 99W	TWSC	D	0.13	A	No	0.19	A	No
3	SR 20/I-5 SB Ramps	TWSC	D	0.11	A	No	0.21	A	No
4	SR 20/I-5 NB Ramps	TWSC	D	0.14	A	No	0.33	A	No
5	SR 20/Husted Rd./Freshwater Rd.	TWSC	D	0.21	A	No	0.28	A	No
6	E Street/9th Street North	TWSC	D	0.15	A	No	0.18	A	No
7	E Street/9th Street South	TWSC	D	0.20	A	No	0.17	A	No
8	E Street/7th Street	AWSC	D	0.53	A	No	0.49	A	No
9	E Street/5th Street	AWSC	D	0.55	A	No	0.69	B	No
10	E Street/I-5 SB Ramps	TWSC	D	0.26	A	No	0.34	A	No
11	E Street/I-5 NB Ramps	TWSC	D	0.49	A	No	0.33	A	No
12	E Street/Vann Street	TWSC	D	0.35	A	No	0.34	A	No
13	E Street/Husted Road	TWSC	D	0.23	A	No	0.16	A	No
14	Husted Road/Husted Road Lateral	TWSC	D	0.06	A	No	0.10	A	No
15	Husted Road/Abel Road	TWSC	D	0.06	A	No	0.05	A	No
16	Husted Road/Crawford Road	TWSC	D	0.06	A	No	0.01	A	No
17	Husted Road/Old Highway 99W	TWSC	D	0.10	A	No	0.16	A	No
18	Husted Road/I-5 NB Ramps	TWSC	D	0.05	A	No	0.05	A	No
19	Husted Road/I-5 SB Ramps	TWSC	D	0.02	A	No	0.07	A	No

Notes:

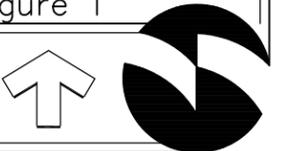
1. TWSC = Two Way Stop Control; AWSC = All Way Stop Control
2. V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection
3. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

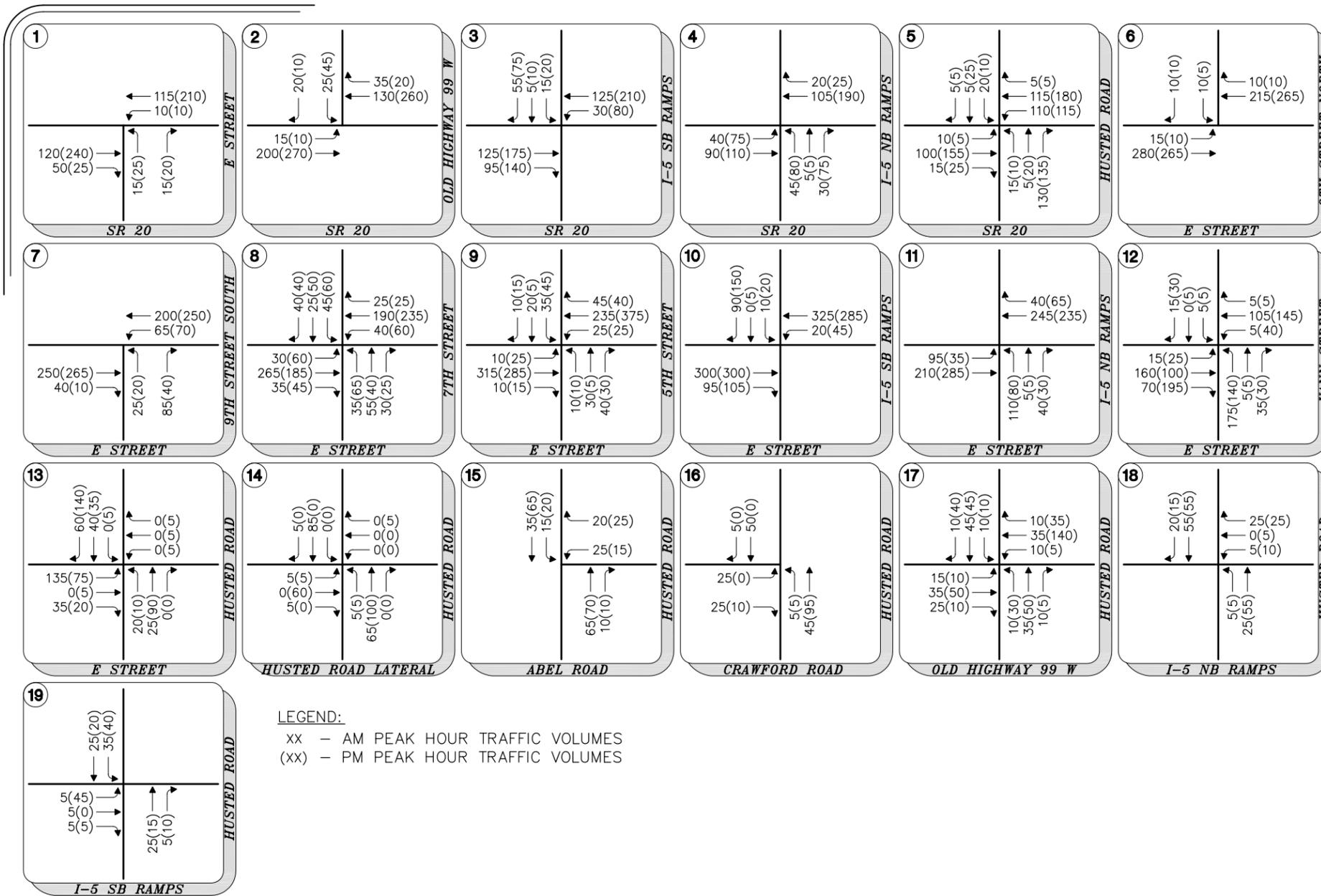


City of Williams On-Call Services

Figure 1

Existing Lane Geometrics and Control





LEGEND:
 xx - AM PEAK HOUR TRAFFIC VOLUMES
 (xx) - PM PEAK HOUR TRAFFIC VOLUMES

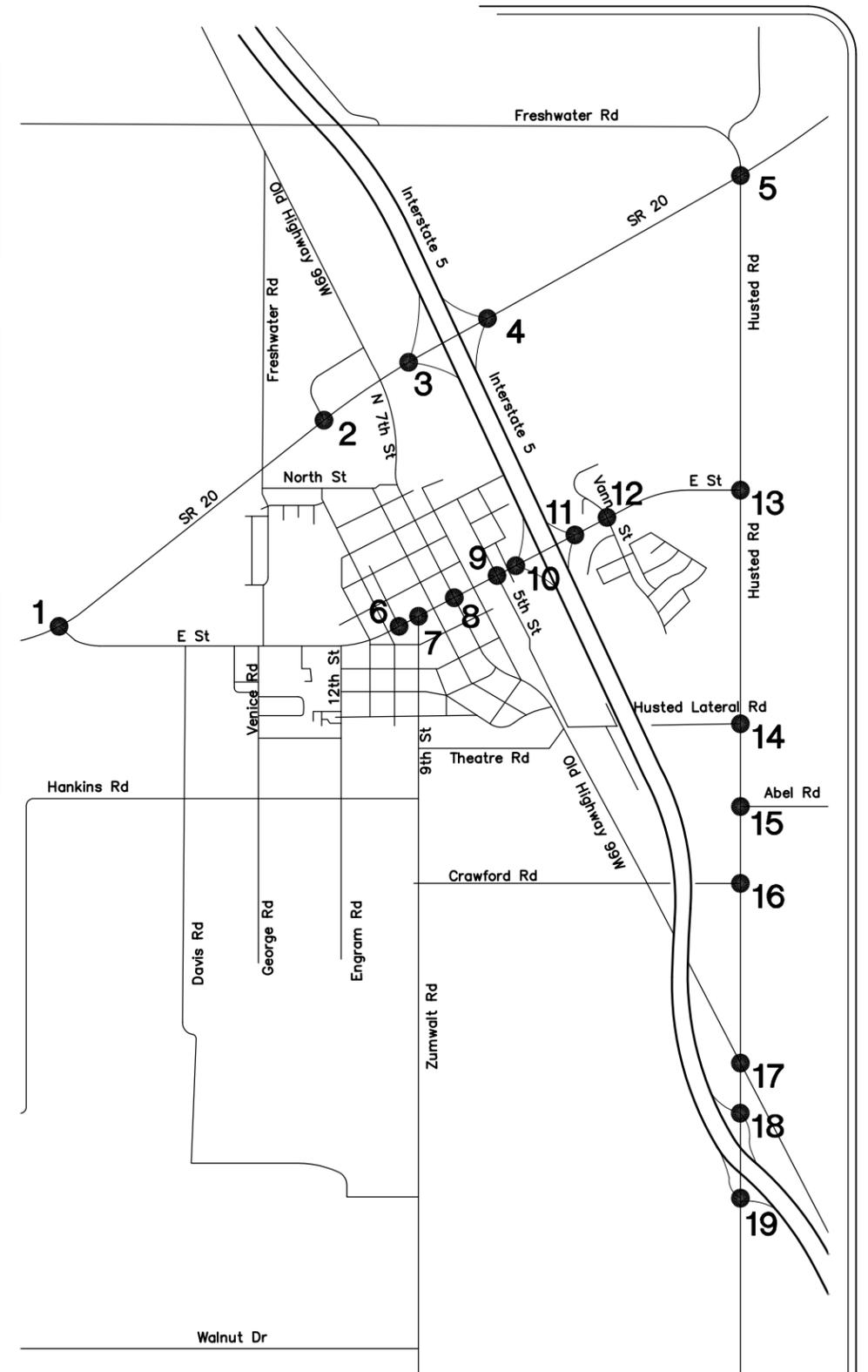


Figure 2

City of Williams On-Call Services

Existing Peak Hour Intersection Volumes

As shown in Table 2A, all study intersections are projected to operate at or below acceptable level of service conditions.

Existing roadway operations were quantified using the HCM LOS thresholds (Table 1B). Roadway operations are presented in Table 2B.

**TABLE 2B
2010 EXISTING CONDITIONS: ROADWAY LEVEL OF SERVICE**

#	Roadway Segment	Capacity Configuration	Acceptable LOS	Average Daily Traffic (ADT)	Estimated LOS
1	Freshwater Road from Freshwater Lateral to Husted Road	Two-Lane Collector	D	700	A
2	Husted Road from Freshwater Road to E Street	Two-Lane Collector	D	3,450	C
3	Husted Road from E Street to Abel Road	Two-Lane Collector	D	1,850	C
4	Husted Road from Abel Road to I-5 SB Ramps	Two-Lane Collector	D	1,400	C
5	E Street from Husted Road to I-5 SB Ramps	Two-Lane Divided Arterial	D	4,700	C
6	E Street from I-5 SB Ramps to 5th Street	Four-Lane Divided Arterial	D	8,450	B
7	E Street from 5th Street to 9th Street South (Downtown)	Four-Lane Divided Arterial	D	7,050	A
8	E Street from 9th Street South to SR 20	Two-Lane Collector	D	3,200	A
9	SR 20 from E Street to I-5 NB Ramps	Two-Lane Undivided Arterial	D	5,300	A
10	SR 20 from I-5 NB Ramps to Husted Street	Two-Lane Undivided Arterial	D	4,000	A
11	Old Highway 99W from SR 20 to E Street	Two-Lane Collector	D	2,750	A
12	Old Highway 99W from E Street to Thearter Road	Two-Lane Collector	D	2,850	A
13	Old Highway 99W from Theatre Road to Husted Road	Two-Lane Collector	D	2,800	A
14	9th Street from Theatre Road to E Street	Two-Lane Collector	D	1,400	A
15	12th Street from Hankins to E Street	Two-Lane Collector	D	680	A

Notes:

1. Bolded entries denote roadways operating at unacceptable LOS
2. Average Daily Traffic Volumes have been estimated from peak hour counts using a 10% peak hour volume factor

As presented in Table 2B, all roadway segments were found to be operating at acceptable LOS during the PM peak hour.

GENERAL PLAN UPDATE - BUILDOUT LAND USES

Buildout uses that correspond to the City of Williams proposed General Plan Update Land Use Plan were as provided by Development Impact INC (June 1, 2011). Using these development forecasts, Omni-Means has updated AM, PM, and daily trip generation estimates based upon this new data. The land use units and trip generation results are discussed in detail within the following sections of this memorandum.

EXISTING 2010 LAND USES AND TRIP GENERATION VALUES

The existing 2010 land use quantities were as provided by Development Impact INC. Table 3A presents the trip generation associated with the 2010 land use quantities.

**TABLE 3A
EXISTING LAND USE: QUANTITIES AND TRIP GENERATION**

Land Use Type	Units	Quantity	Daily Trip Ends	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Industrial	Acres	246	9,535	1,810	1,312	498	2,020	808	1,212
Office / Service	Acres	14	1,400	245	216	29	230	37	193
Residential	Dwelling Units	1,385	11,667	979	245	734	1,119	705	414
Retail	Acres	42	15,755	665	399	266	1,410	705	705
Total		1,686	38,357	3,699	2,172	1,527	4,779	2,255	2,524

Notes:

1. Daily, AM, and PM Trips determined from ITE Trip Generation (Eighth Edition)

As presented in Table 3A, the existing land uses within the City of Williams are estimated to generate 38,357 net daily trips, of which 3,699 would occur during the AM peak hour, and 4,779 would occur during the PM peak hour. These trips were calculated using the trip rate information contained within the *ITE Trip Generation Manual (8th Edition)*.

YEAR 2030 TRIP GENERATION: METHODOLOGIES AND ASSUMPTIONS

The land use growth quantities from the proposed General Plan Land Use Plan were provided in gross acres and were divided and identified in traffic analysis zones (TAZs). These gross acreages have been processed into trip generation forecasts based on methodologies and trip rates found in the *ITE Trip Generation Manual (8th Edition)*. Assumptions and conversion factors used to forecast City land use growth by TAZ are summarized below.

- For the purposes of trip generation calculations, a floor-to-area ratio of 20% was assumed for retail and office/service type uses and 40% for industrial uses.
- Trip generation for industrial land uses were based on ITE 110 General Light Industrial, 140 Manufacturing, 151 Mini-Warehouse, and 152 High-Cube Warehouse acre rates.
- Trip generation for retail land uses were converted from acres to square feet with a 43,560 conversion ratio and calculated using the appropriate ITE Category.
- Trip generation for office and service land uses were converted from acres to square feet with a 43,560 conversion ratio and calculated using the appropriate ITE Category.
- Trip generation for residential land uses were converted from acres to dwelling units based on Table 3.2 LU Acreages & Population provided by the City. The final trip generation per dwelling unit type was calculated using the appropriate ITE Category.

Table 3B presents the trip generation associated with this additional development.

**TABLE 3B
GP BUILDOUT GROWTH: LAND USE QUANTITIES AND TRIP GENERATION**

Land Use Type	Units	Quantity	Daily Trip Ends	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Industrial	Acres	378	12,130	805	584	221	685	274	411
Office / Service	Acres	319	30,685	4,410	3,881	529	4,250	680	3,570
Residential	Dwelling Units	1,255	12,025	944	236	708	1,268	799	469
Retail	Acres	94	35,080	1,340	804	536	3,030	1,515	1,515
Total		2,045	89,920	7,499	5,504	1,995	9,233	3,268	5,965

Notes:

1. Daily, AM, and PM Trips determined from ITE Trip Generation (Eighth Edition)

As presented in Table 3B, the additional development per the June 1, 2011 Land Use Map is expected to generate 89,920 net daily trips, of which 7,499 would occur during the AM peak hour, and 9,233 would occur during the PM peak hour.

YEAR 2030 TRIP DISTRIBUTION: METHODOLOGIES AND ASSUMPTIONS

New trips generated from the General Plan Buildout model were circulated internally within the City of Williams and externally to the region via Interstate 5, State Route 20 and Old Highway 99W. The basis for the internal/external trip distribution was predicated on the City's regional location at the crossroads of Interstate 5 and State Route 20 and its proximity to other adjacent urban communities. Essentially, the base assumption for internalization of Citywide trips was that, except for highway oriented commercial and industrial/warehousing land uses, the City has been and needs to continue to be a self contained community with essential support services and employment opportunity.

The internal trips within the City of Williams was internally distributed by empirical trip matching between residential, retail, institutional (schools), office/service and industrial uses. The remaining trips were then assigned to external routes out of the City. Trip internalization and distribution percentages of peak hour trips by TAZ were processed based on the methodologies and assumptions summarized below.

- 75 percent of residential trip ends generated were distributed to internal attractions, including to industrial/office/service (work), institutional (schools) and retail (shop) uses within the City.
- 25 percent of residential trip ends generated were distributed to all exit/entry gateways to/from the City.
- Upon matching residential trip ends internally with the non-residential trip ends (example: home to work) and internally matching non-residential trip ends with other non-residential trip ends (example: work to shop), 36 percent of non-residential trip ends were assumed to remain internal to the City.
- 64 percent of all non-residential would therefore be distributed to external gateways, including Interstate 5, State Route 20 and Old Highway 99W.
- Overall, 29 percent of total trip end generation (Existing + 2030 Buildout) would remain internal to the City of Williams and 71 percent of total trip ends would have external (regional) destinations via Interstate 5, State Route 20 and/or Old Highway 99W. *(Note: Due to internal trip matching such that two internal trip ends equal one trip, the overall trip distribution summary can be expressed as 41 percent internal trips and 59 percent external trips.*
- Traffic volume increases at study intersections from updating the City travel demand model were added to 2010 Existing volumes to obtain 2030 General Plan Buildout conditions.

Table 3C presents the trip generation for the buildout (Year 2030) scenario (Existing + growth quantities from the proposed General Plan Land Use Plan).

**TABLE 3C
CITY OF WILLIAMS YEAR 2030 LAND USE SUMMARY (EXISTING + GROWTH QUANTITIES)**

Land Use Type	Units	Quantity	Daily Trip Ends	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Industrial	Acres	623	21,665	2,615	1,896	719	2,705	1,082	1,623
Office / Service	Acres	333	32,085	4,655	4,096	559	4,480	717	3,763
Residential	Dwelling Units	2,640	23,692	1,923	481	1,442	2,387	1,504	883
Commercial	Acres	136	50,835	2,005	1,203	802	4,440	2,220	2,220
Total		3,731	128,277	11,198	7,676	3,522	14,012	5,522	8,489

Notes:

1. Daily, AM, and PM Trips determined from ITE Trip Generation (Eighth Edition)

From Table 3C, the Year 2030 buildout scenario is expected to generate 128,277 net daily trip ends, of which 11,198 trips would occur during the AM peak hour, and 14,012 trips would occur during the PM peak hour. It is understood that the City wants to take advantage of its regionally significant location at the crossroads of Interstate 5 and Highway 20 and have planned large areas for both commercial and industrial/warehousing uses. Thus, within the City west of I-5, internal travel is well matched between residential and non-residential uses. The planned areas of the City east of I-5 with its large parcels planned for commercial and industrial/warehousing uses has a greater orientation for regional travel to support regional needs.

GENERAL PLAN BUILDOUT LEVEL OF SERVICE CONDITIONS WITHOUT IMPROVEMENTS

Omni-Means has updated the City travel demand model based upon the proposed General Plan Land Use Plan. Peak hour intersection turning movement volume projections were obtained from the updated model. Figure 3 illustrates General Plan buildout peak hour traffic volumes while Table 4A summarizes intersection LOS associated with Year 2030 volumes with existing lane geometrics and control. Table 4B presents the roadway intersection LOS results.

**TABLE 4A
GENERAL PLAN BUILDOUT CONDITIONS: INTERSECTION LEVEL OF SERVICE**

#	Intersection	Control Type ¹	Acceptable LOS	AM Peak Hour			PM Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.21	A	No	0.68	B	No
2	SR 20/Old Highway 99W	TWSC	D	1.52	F	Yes	OVR	F	Yes
3	SR 20/I-5 SB Ramps	TWSC	D	OVR	F	Yes	OVR	F	Yes
4	SR 20/I-5 NB Ramps	TWSC	D	OVR	F	Yes	OVR	F	Yes
5	SR 20/Husted Rd./Freshwater Rd.	TWSC	D	OVR	F	Yes	OVR	F	Yes
6	E Street/9th Street North	TWSC	D	0.23	A	No	0.38	A	No
7	E Street/9th Street South	TWSC	D	0.35	A	No	0.36	A	No
8	E Street/7th Street	AWSC	D	1.43	F	Yes	1.87	F	Yes
9	E Street/5th Street	AWSC	D	1.39	F	Yes	1.71	F	Yes
10	E Street/I-5 SB Ramps	TWSC	D	OVR	F	Yes	OVR	F	Yes
11	E Street/I-5 NB Ramps	TWSC	D	OVR	F	Yes	OVR	F	Yes
12	E Street/Vann Street	TWSC	D	OVR	F	Yes	OVR	F	Yes
13	E Street/Husted Road	TWSC	D	OVR	F	Yes	OVR	F	Yes
14	Husted Road/Husted Rd Lateral	TWSC	D	1.95	F	Yes	OVR	F	Yes
15	Husted Road/Abel Road	TWSC	D	0.90	D	No	OVR	F	Yes
16	Husted Road/Crawford Road	TWSC	D	0.60	A	No	OVR	F	Yes
17	Husted Road/Old Highway 99W	TWSC	D	OVR	F	Yes	OVR	F	Yes
18	Husted Road/I-5 NB Ramps	TWSC	D	0.77	C	No	0.73	C	No
19	Husted Road/I-5 SB Ramps	TWSC	D	0.34	A	No	OVR	F	Yes
20	E Street/Marguerite Drive	TWSC	D	1.94	F	Yes	1.14	F	Yes

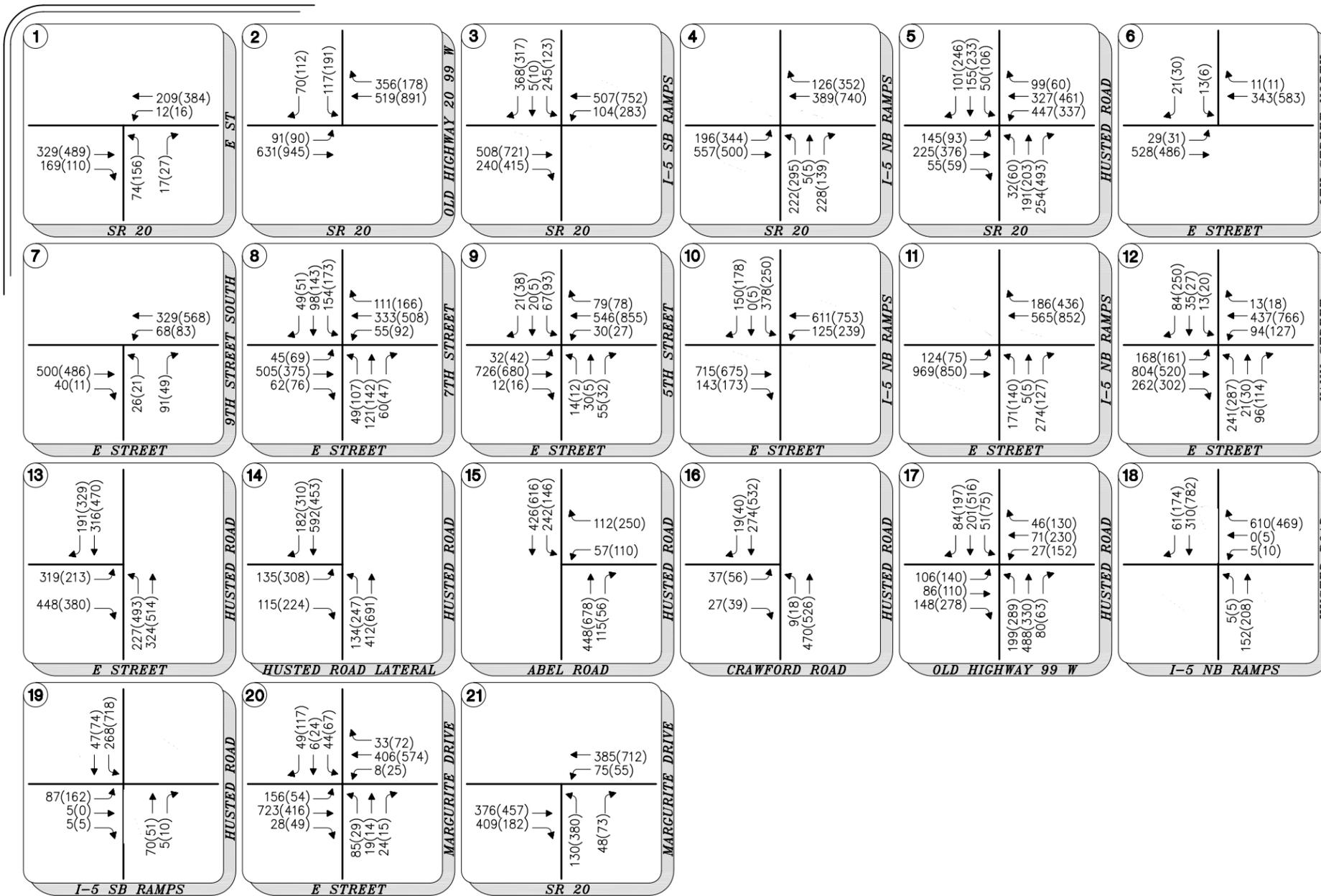
Notes:

1. TWSC = Two Way Stop Control; AWSC = All Way Stop Control

2. V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection; OVR = V/C exceeds 2.0

3. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

As presented in Table 4A, sixteen (16) of the twenty (20) analyzed intersections were identified as deficient under *Buildout Conditions*. Mitigation measures that address these LOS deficiencies are discussed in a subsequent section of this report.



LEGEND:
 xx - AM PEAK HOUR TRAFFIC VOLUMES
 (xx) - PM PEAK HOUR TRAFFIC VOLUMES

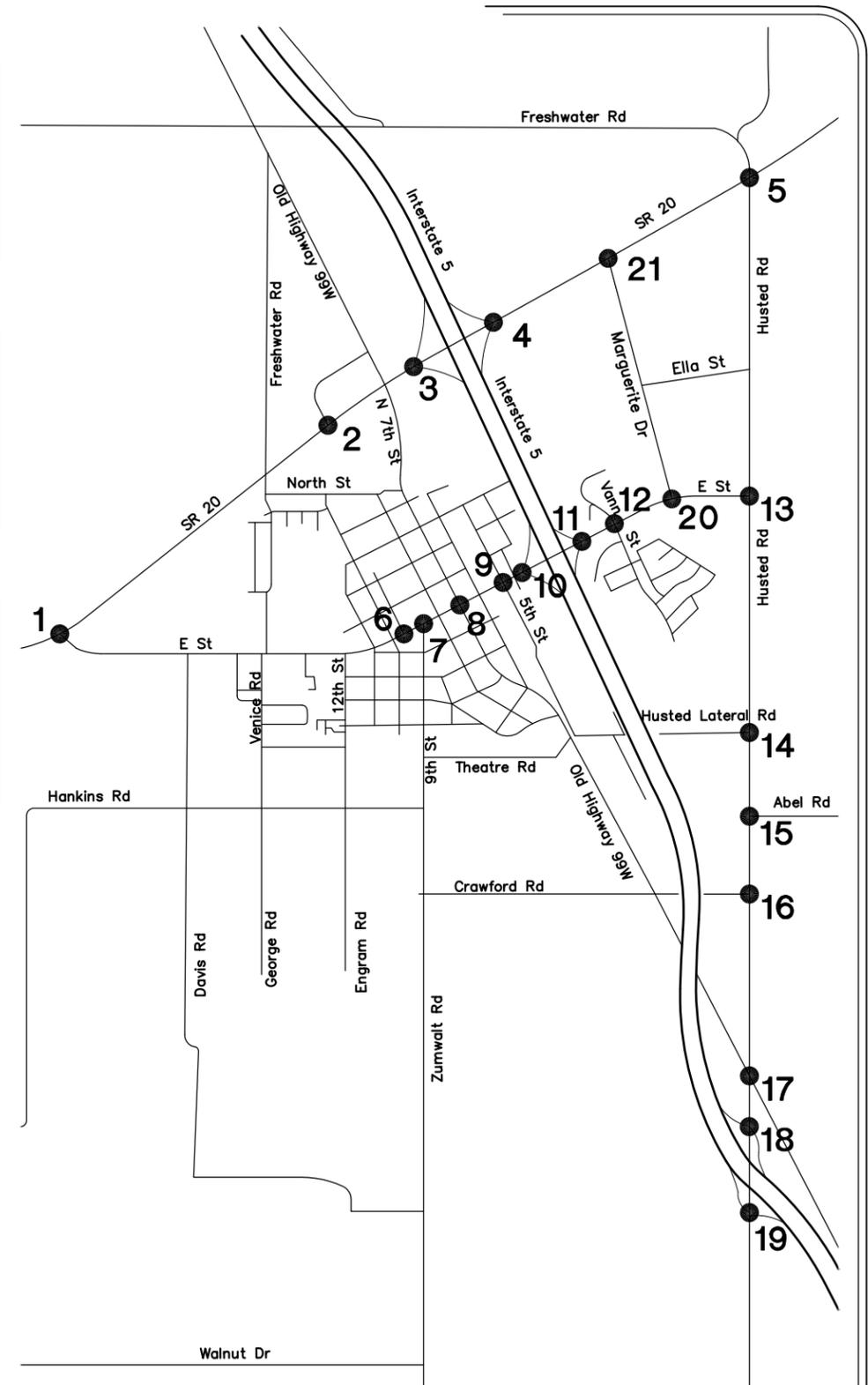
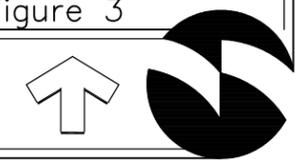


Figure 3



**TABLE 4B
GENERAL PLAN BUILDOUT CONDITIONS: ROADWAY LEVEL OF SERVICE**

#	Roadway Segment	Capacity Configuration	Target LOS	Average Daily Traffic (ADT)	LOS
1	Freshwater Road from Freshwater Lateral to Husted Road	Two-Lane Collector	D	940	A
2	Husted Road from Freshwater Road to E Street	Two-Lane Collector	D	15,550	F
3	Husted Road from E Street to Abel Road	Two-Lane Collector	D	17,780	F
4	Husted Road from Abel Road to I-5 SB Ramps	Two-Lane Collector	D	15,220	F
5	E Street from Husted Road to I-5 SB Ramps	Two-Lane Divided Arterial	D	17,470	E
6	E Street from I-5 SB Ramps to 5th Street	Four-Lane Divided Arterial	D	18,080	A
7	E Street from 5th Street to 9th Street South	Four-Lane Divided Arterial	D	14,400	A
8	E Street from 9th Street South to SR 20	Two-Lane Collector	D	7,820	C
9	SR 20 from E Street to I-5 NB Ramps	Two-Lane Undivided Arterial	D	15,310	F
10	SR 20 from I-5 NB Ramps to Husted Street	Two-Lane Undivided Arterial	D	13,850	E
11	Old Highway 99W from SR 20 to E Street	Two-Lane Collector	D	7,440	B
12	Old Highway 99W from E Street to Thearter Road	Two-Lane Collector	D	6,070	B
13	Old Highway 99W from Theatre Road to Husted Road	Two-Lane Collector	D	12,440	F
14	9th Street from Theatre Road to E Street	Two-Lane Collector	D	1,640	A
15	12th Street from Hankins to E Street	Two-Lane Collector	D	710	A

Notes:

1. *Bolded entries denote roadways operating at unacceptable LOS*
2. *Average Daily Traffic Volumes have been estimated from peak hour counts using a 10% peak hour volume factor*

As presented in Table 4B, seven (7) of the fifteen (15) analyzed roadway segments were identified as deficient under *Buildout Conditions*.

GENERAL PLAN BUILDOUT TRANSPORTATION IMPROVEMENT NEEDS

INTERSECTION BUILDOUT DEFICIENCY MITIGATIONS

Intersection deficiencies identified in Table 4A can be mitigated by installing the improvements identified in red in Figure 4. Roadway circulation system outside of the City of Williams were not studied within this memorandum. The proposed roadway circulation system identified within Figure 4 would accommodate the proposed General Plan buildout uses identified within Table 3B. Where new traffic signals are proposed, alternative roundabout improvements that would provide acceptable operations should be considered. Ensuing level of service operations following these improvements are provided in Table 5A.

**TABLE 5A
MITIGATED GENERAL PLAN BUILDOUT CONDITIONS: INTERSECTION LEVEL OF SERVICE**

#	Intersection	Control Type ¹	Acceptable LOS	AM Peak Hour			PM Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.21	A	-	0.68	B	-
2	SR 20/Old Highway 99W	Signal	D	0.60	A	-	0.74	C	-
3	SR 20/I-5 SB Ramps	RDBT	D	22.2	C	-	16.4	C	-
4	SR 20/I-5 NB Ramps	RDBT	D	12.4	B	-	16.1	C	-
5	SR 20/Husted Rd./Freshwater Rd.	Signal	D	0.71	C	-	0.79	C	-
6	E Street/9th Street North	TWSC	D	0.23	A	-	0.38	A	-
7	E Street/9th Street South	TWSC	D	0.35	A	-	0.36	A	-
8	E Street/7th Street	Signal	D	0.78	C	-	0.68	B	-
9	E Street/5th Street	Signal	D	0.53	A	-	0.51	A	-
10	E Street/I-5 SB Ramps	Signal	D	0.77	C	-	0.80	C	-
11	E Street/I-5 NB Ramps	Signal	D	0.69	B	-	0.70	B	-
12	E Street/Vann Street	Signal	D	0.68	B	-	0.76	C	-
13	E Street/Husted Road	Signal	D	0.56	A	-	0.69	B	-
14	Husted Road/Husted Rd Lateral	Signal	D	0.57	A	-	0.67	B	-
15	Husted Road/Abel Road	Signal	D	0.50	A	-	0.58	A	-
16	Husted Road/Crawford Road	Signal	D	0.52	A	-	0.50	A	-
17	Husted Road/Old Highway 99W	Signal	D	0.49	A	-	0.80	C	-
18	Husted Road/I-5 NB Ramps	TWSC	D	0.77	C	-	0.74	C	-
19	Husted Road/I-5 SB Ramps	Signal	D	0.40	A	-	0.76	C	-
20	E Street/Marguerite Drive	Signal	D	0.46	A	-	0.48	A	-
21	SR 20/Marguerite Drive	Signal	D	0.39	A	-	0.53	A	-

Notes:

1. TWSC = Two Way Stop Control; AWSC = All Way Stop Control
2. V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection; OVR = V/C exceeds 2.0
3. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

SR 20 / Old Highway 99W

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Eastbound Approach: Two through lanes and one left turn lane
- Westbound Approach: One through lane and one shared through-right lane

SR 20 / I-5 SB Ramps

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Construct a multilane roundabout or
- Traffic Signal

SR 20 / I-5 NB Ramps

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Construct a multilane roundabout or
- Traffic Signal

SR 20 / Husted Road

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one right turn lane
- Southbound Approach: One left, one through, and one right turn lane
- Eastbound Approach: One left, one through, and one right turn lane
- Westbound Approach: One left, one through, and one right turn lane

E Street / 7th Street

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left turn lane and one shared through-right lane
- Southbound Approach: One left turn lane and one shared through-right lane

E Street / 5th Street

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection

E Street / I-5 SB Ramps

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Eastbound Approach: One through lane and one shared through-right lane
- Westbound Approach: Two through lanes and one left turn lane

E Street / I-5 NB Ramps

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Eastbound Approach: Two through lanes and one left turn lane

- Westbound Approach: One through lane and one shared through-right lane

E Street / Vann Street

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Southbound Approach: One right turn lane and one shared through-left lane
- Eastbound Approach: One left turn lane, two through lanes, and one right turn lane
- Westbound Approach: One left turn lane, one through lane, and one shared through-right lane

E Street Husted Road

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left turn lane, two through lanes, and one right turn lane
- Southbound Approach: One left turn lane, one through lane, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane

Husted Road / Husted Road Lateral

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one shared through-right lane
- Southbound Approach: One left, one through, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane
- Westbound Approach: One left turn lane and one shared through-right lane

Husted Road / Abel Road

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: Two through lanes and one left turn lane
- Southbound Approach: One through lane and one shared through-right lane

Husted Road / Crawford Road

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one shared through-right lane
- Southbound Approach: One left, one through, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane
- Westbound Approach: One left turn lane and one shared through-right lane

Husted Road / Old Highway 99W

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one shared through-right lane
- Southbound Approach: One left, one through, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane
- Westbound Approach: One left turn lane and one shared through-right lane

Husted road / I-5 SB Ramps

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection

E Street / Marguerite Drive

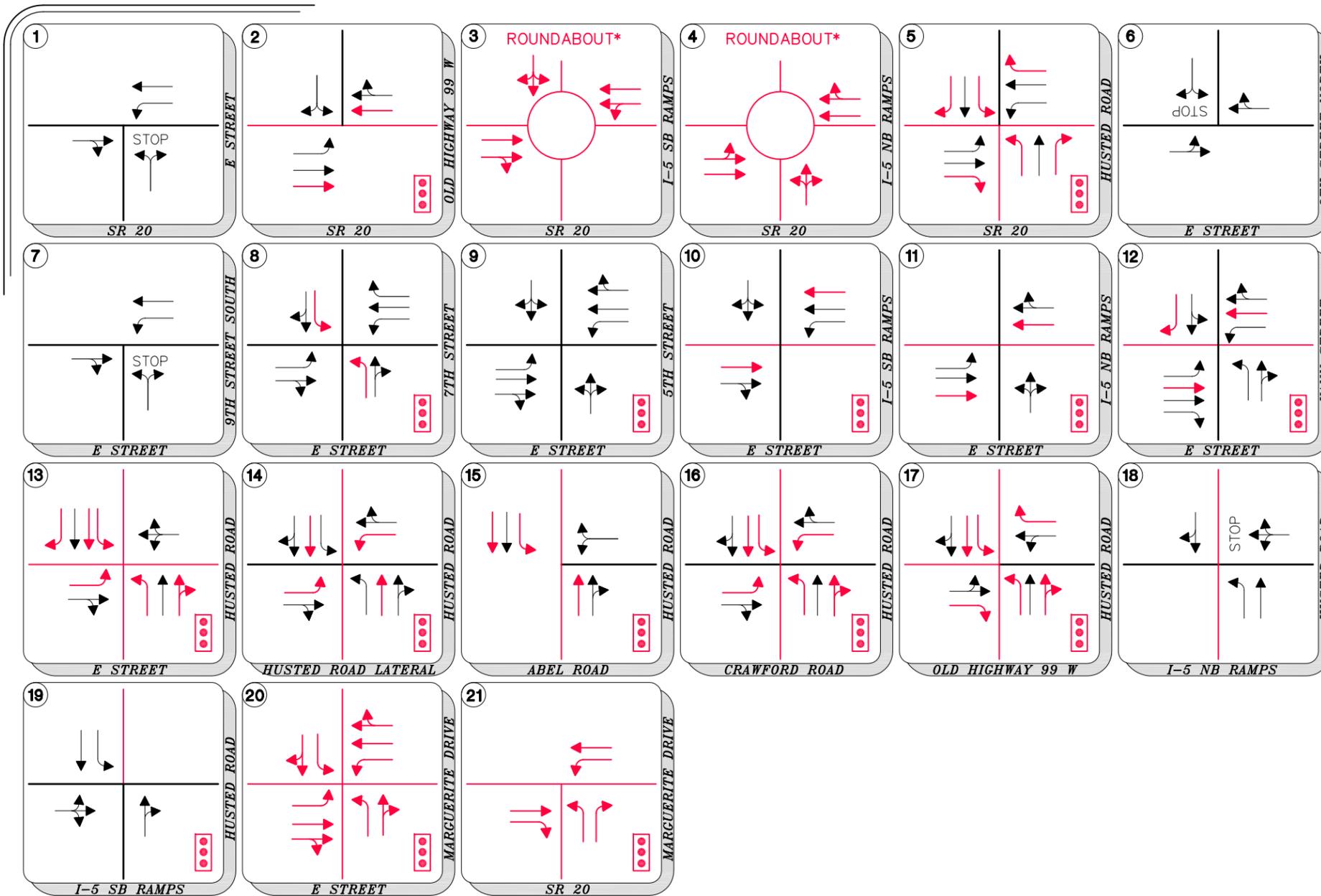
This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left and one shared through-right lane
- Southbound Approach: One left and one shared through-right lane
- Eastbound Approach: One left turn lane, one through lane, and one shared through-right lane
- Westbound Approach: One left turn lane, one through lane, and one shared through-right lane

SR 20 / Marguerite Drive

This future intersection is an anticipated improvement under General Plan Build-Out conditions. The following intersection geometrics are recommended:

- Signalize the intersection
- Northbound Approach: One left and one right turn lane
- Eastbound Approach: One through lane and one right turn lane
- Westbound Approach: One through lane and one left turn lane



LEGEND:

- EXISTING LANE GEOMETRIC
- GENERAL PLAN BUILDOUT MITIGATION

NOTE* - ROUNDABOUTS AT SR 20 & I-5 ARE OPTIONAL MITIGATIONS IN PLACE OF A SIGNAL

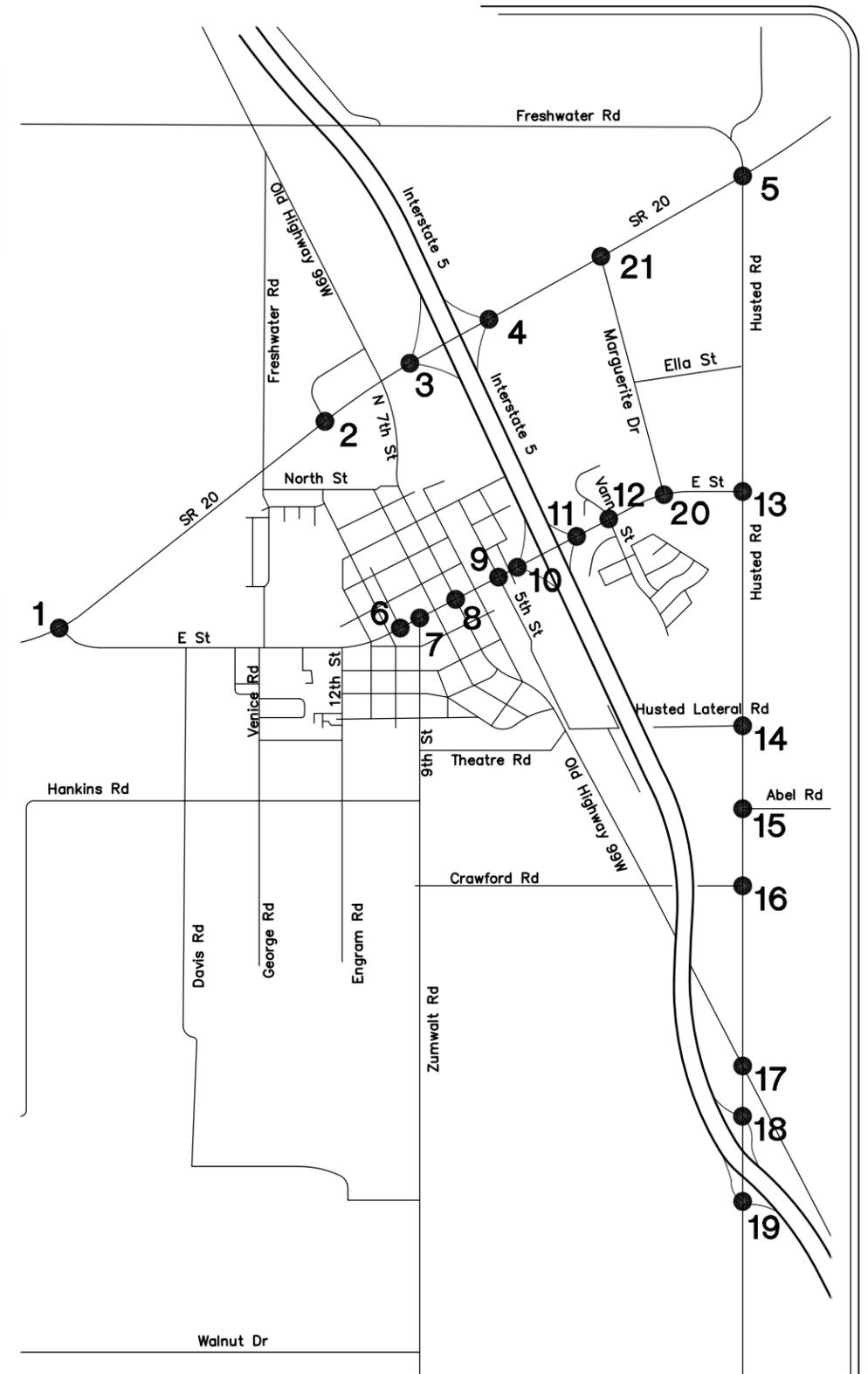
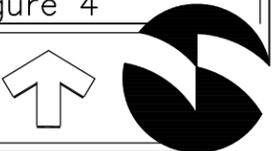


Figure 4



ROADWAY BUILDOUT DEFICIENCY MITIGATIONS

Roadway deficiencies identified in Table 4B can be mitigated with the following improvements.

E Street between Husted Road and I-5 NB Ramps

From a peak hour segment capacity standpoint, between Husted Road to I-5 NB Ramps, the roadway requires widening from a two lane to a four lane arterial.

SR 20 from E Street to Husted Road

From a peak hour segment capacity standpoint, between Husted Road to E Street, the roadway requires widening from a two lane major highway to a four lane expressway.

Husted Road from Freshwater Road to I-5 SB Ramps

From a peak hour segment capacity standpoint, between Freshwater Road to I-5 SB Ramps, the roadway requires widening from a two lane collector to a four lane arterial.

Old Highway 99W from Theater Road to Husted Road

From a peak hour segment capacity standpoint, between Theater Road and Husted Road, the roadway requires widening from a two lane collector to a two lane arterial.

The ensuing level of service operations following these roadway improvements are provided in Table 5B.

**TABLE 5B
MITIGATED GENERAL PLAN BUILDOUT CONDITIONS: ROADWAY LEVEL OF SERVICE**

#	Roadway Segment	Capacity Configuration	Target LOS	Average Daily Traffic (ADT)	LOS
1	Freshwater Road from Freshwater Lateral to Husted Road	Two-Lane Collector	D	940	A
2	Husted Road from Freshwater Road to E Street	Four-Lane Undivided Arterial	D	15,550	A
3	Husted Road from E Street to Abel Road	Four-Lane Undivided Arterial	D	17,780	A
4	Husted Road from Abel Road to I-5 SB Ramps	Four-Lane Undivided Arterial	D	15,220	A
5	E Street from Husted Road to I-5 SB Ramps	Four-Lane Divided Arterial	D	17,470	A
6	E Street from I-5 SB Ramps to 5th Street	Four-Lane Divided Arterial	D	18,080	A
7	E Street from 5th Street to 9th Street South	Four-Lane Divided Arterial	D	14,400	A
8	E Street from 9th Street South to SR 20	Two-Lane Collector	D	7,820	C
9	SR 20 from E Street to I-5 NB Ramps	Four-Lane Expressway	D	15,310	A
10	SR 20 from I-5 NB Ramps to Husted Street	Four-Lane Expressway	D	13,850	A
11	Old Highway 99W from SR 20 to E Street	Two-Lane Collector	D	7,440	B
12	Old Highway 99W from E Street to Theater Road	Two-Lane Collector	D	6,070	B
13	Old Highway 99W from Theater Road to Husted Road	Two-Lane Undivided Arterial	D	12,440	D
14	9th Street from Theater Road to E Street	Two-Lane Collector	D	1,640	A
15	12th Street from Hankins to E Street	Two-Lane Collector	D	710	A

Notes:

1. Bolded entries denote roadways operating at unacceptable LOS

2. Average Daily Traffic Volumes have been estimated from peak hour counts using a 10% peak hour volume factor

CIRCULATION MAP AND ROADWAY CLASSIFICATION SYSTEM

The proposed circulation map, as presented in Figure 5, reflects the circulation improvements required to achieve a mitigated circulation plan.

Additionally, the City of Williams Transportation and Circulation Element does not have cross-sections or construction standards for the roadway facilities. It is recommended that the following roadway classification and cross-sections be adopted by City of Williams. Figure 6 provides a schematic of the roadway functional classifications.

Freeway – Characterized by high speeds and limited controlled access, freeways primarily serve regional and long distance travel. I-5 is the only freeway through the City of Williams.

Expressway – A highway with restricted driveway access, but with a mix of grade-separated interchanges and at-grade intersections. SR 20 is the only expressway in Williams.

Major Arterial – These streets are generally higher speed, higher capacity transportation corridors that link the community with highways and freeways.

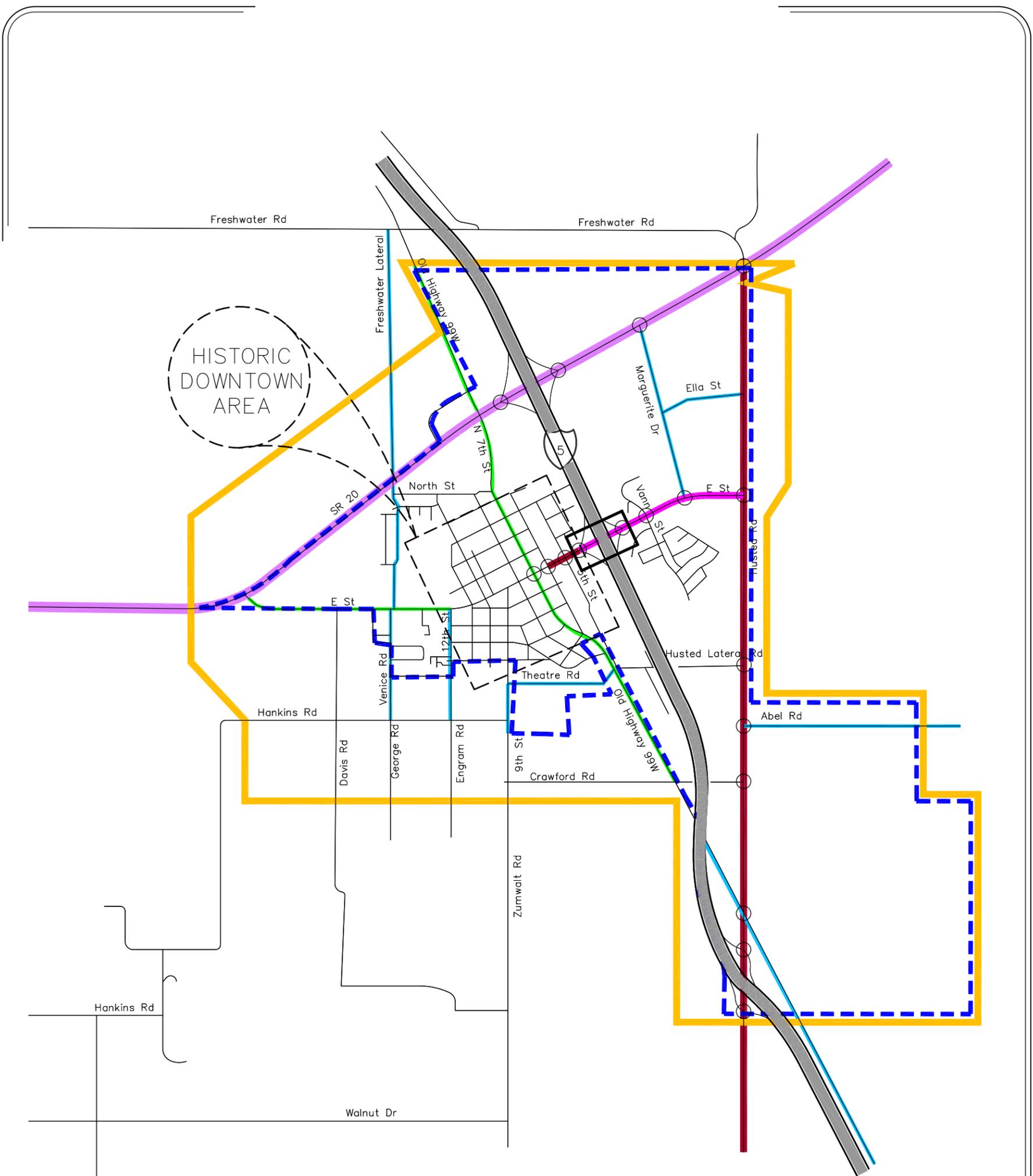
Minor Arterial – Medium speed and medium capacity, these roads are principally for travel between larger land uses within the community.

Major Collector – Facilities that may be upgraded to an arterial in the future and usually limit on-street parking to maintain smooth flow.

Collector Street – Relatively low speed and low capacity, collector streets are generally two lanes connecting neighborhoods with other neighborhoods as well as with the arterial system.

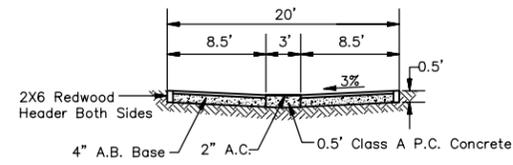
Local Street – Local Streets are low speed, low capacity street that provide direct access to adjacent land uses and are typically meant only for local, as opposed to through traffic.

This classification system is consistent with national standards, and provides a good framework for the planning of a citywide, or area wide transportation systems. The Freeways and Expressways fall under the jurisdiction of Caltrans and hence their construction standards are dictated by the policies and standards of Caltrans.

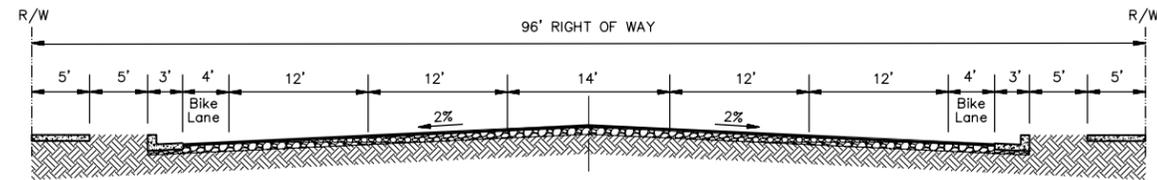


- LEGEND**
- FREEWAY
 - EXPRESSWAY
 - MAJOR ARTERIAL
 - MINOR ARTERIAL
 - PROPOSED FUTURE
 - MAJOR COLLECTOR
 - COLLECTOR
 - LOCAL (RESIDENTIAL)
 - CITY LIMIT
 - SPHERE OF INFLUENCE
 - MAJOR INTERCHANGE MODIFICATION
 - INTERSECTION IMPROVEMENT

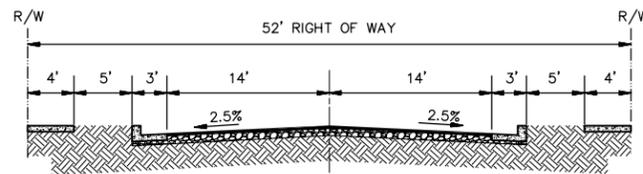




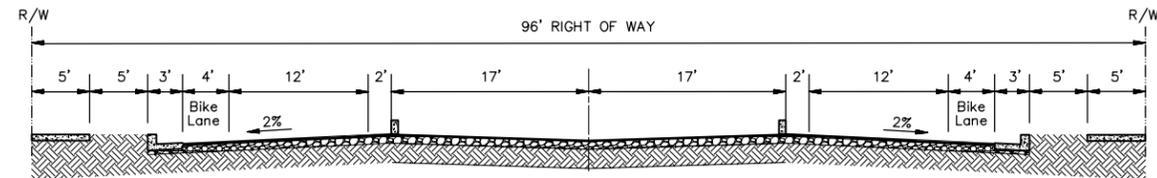
Alley Detail



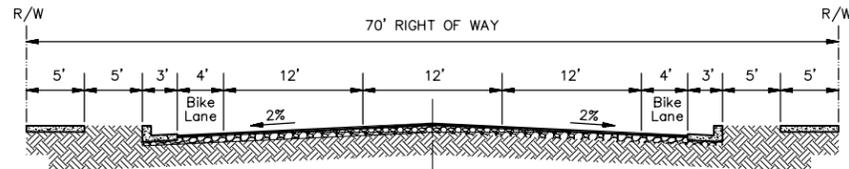
Minor Arterial (Full Width)



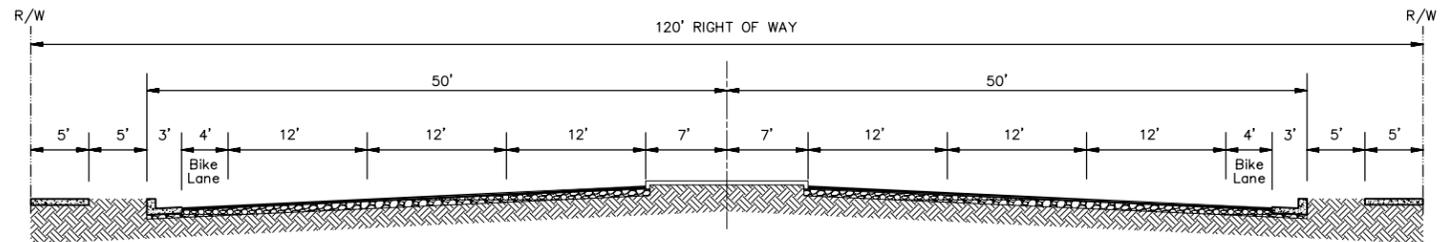
Local Street (Residential)



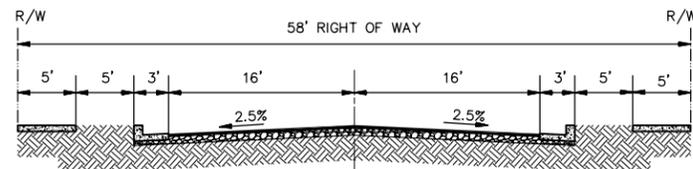
Minor Arterial (Partial Width)



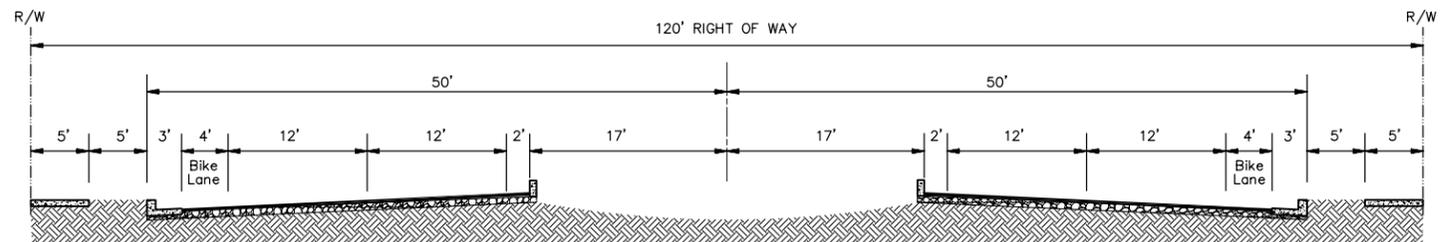
**Major Collector
(Industrial Street)**



Major Arterial (Full Width)



Minor Collector



Major Arterial (Partial Width)

