



**Initial Study/Proposed Mitigated Negative Declaration
for the**

**Williams Electric Vehicle
and Low Carbon Fuels Travel Center**

December 2024

City of Williams, Planning and Zoning Department

P.O. Box 310 Williams, CA 95987

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title: Williams Electric Vehicle and Low Carbon Fuels Travel Center (GPA 2022-01, ZOA 2022-02)

Lead agency name and contact:

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Prepared by:

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Project sponsor's name: Brian Vail, EVC Partners LLC

Address: No situs address. Bounded by Virginia Street on the west, North Street on the south, residential parcels and 7th Street/Old Highway 99/Interstate 5 (I-5) Business Loop on the east, and agricultural property and State Route (SR) 20 on the north

Project Location: Parcel 1: APNs 016-070-036, 005-013-003, 005-201-037; Parcel 2: 005-011-003; Parcel 3: 005-013-006

General Plan Designations: Parks and Recreation (P-R) – 22.54 acres, Urban Residential High Density (R-U HD) – 13.95 acres

Zoning Districts: Agriculture (AR) – 22.54 acres, Urban Residential High Density (R-U HD) – 13.95 acres

Existing Land Uses and Setting

The Project site consists of approximately 21 acres of development area and General Plan and Zoning amendments, and an additional area of approximately 16 acres that would be affected by the project's proposed General Plan and Zoning map amendments but is not currently proposed for development. The site is located in the northwestern area of the City of Williams, in Colusa County, CA (see Figure 1, Project Vicinity Map), immediately south of SR 20, approximately 1,500 feet west of I-5, immediately east of Virginia Street, and 100 to 500 feet north of North Street. Residential uses are located along North Street to the south and immediately east of the Project site along 7th Street, as shown in Figure 2, Project Location Map.

The site has historically been used for agricultural purposes but currently lies fallow. According to the Phase 1 Environmental Site Assessment prepared for the Project site, the southeastern portion of the subject property was previously developed with a residence and associated outbuilding and livestock pens between approximately 1937 and 1973. It is likely that the former residence utilized a septic system and/or water wells prior to being demolished. Records of a septic tank or groundwater wells were not found. Based on the residential and agricultural use, these potential features are not considered a Recognized Environmental Condition (REC).

Adjoining uses include an irrigation ditch, vacant land, State Route 20, and a State-owned storage lot to the north; vacant residences, a mobile home park, the Williams Police Department; single-family residences, North Street, and a stormwater ditch to the south; and a stormwater ditch, Virginia Street, and a fueling station and market to the west.

Project Description

The Project consists of an electric vehicle charging (EVC) and low carbon fuels center (LCFC) (collectively, “EVC/LCFC Project” or “Project”), as well as a new primary and secondary access road 20.63 acres, broken down as follows:

Use	Description	Acres
Commercial Center	Passenger vehicle area with commercial center/convenience store	3.21
Truck/Travel Trailer Area	Truck parking, truck maintenance and scales building, truck wash, pole sign	14.71
Primary access road	New road dedicated to City in fee title	2.53
Secondary access road	From new project road to 7 th Street	0.18
Total		20.63 acres

An additional 2.32 acres is also proposed to be redesignated and rezoned to Commercial, but is not proposed for development at this time.

As shown in Figure 3 (Site Plan), the Project consists of two main areas within the overall site:

- A 3.21-acre commercial and passenger vehicle area with a 15,000 square-foot (sf) commercial center/convenience store that includes the construction of a concrete tilt-up building providing convenience items, food, restrooms, and other amenities commonly found in travel centers.
- A 14.71-acre truck/travel trailer area with a 5,000-sf truck maintenance and scales building and a 2-lane truck wash of approximately 6,000 sf. A 75-foot tall, internally illuminated pole sign is also proposed on the south side of SR 20 within the truck area.

Additional areas for access include the new primary access road on 2.53 acres and a 0.18-acre secondary access road from the new City-maintained road to 7th Street.

The Project includes the following elements:

- EV charging for trucks – Initially, six DC fast chargers and four to eight slower DC fast chargers. As EV charging demand grows, more chargers would be added based on market demand and power availability. Per AB 970 (enacted 2021), approval for installation of EV chargers is ministerial.

- EV charging for light duty vehicles – Initially, 16 fast chargers. As EV charging demand grows, more chargers would be added based on market demand and power availability. Per AB 970 (enacted 2021), approval for installation of EV chargers is ministerial.
- Four dispensers/8 fueling positions for gasoline for ICE light duty vehicles with canopy, one 20,000-gallon underground storage tank (UST), and one 15,000-gallon UST
- Renewable diesel lanes/to fuel 12 trucks with canopy, two 20,000-gallon USTs, and one 10,000-gallon diesel exhaust fluid (DEF) UST
- Renewable compressed natural gas (R-CNG) fueling lanes/dispensers to fuel 4 trucks with canopy, three compressors, one dryer and control skid, one storage tube bundle), with gas interconnection
- Hydrogen gas (H2) fueling lanes/dispensers to fuel 4 trucks with canopy, three compressor modules, two chiller modules, one high pressure storage tube bundle, one medium pressure storage tube bundle, one control room, and staging for 3 trailers
- Two truck scales
- Truck wash
- Truck service center with two bays
- Solar arrays on canopies above parking spaces
- Battery energy storage systems

The Project site would be accessed via a new road dedicated to the City in fee title. This new road would connect Virginia Street on the west side of the property to a cul-de-sac near 7th Street, with emergency access through a parcel with 7th Street access and frontage.

In addition to electric vehicle charging, the travel center would also offer low carbon alternative fuels such as renewable diesel, renewable compressed natural gas, and hydrogen. These fuels are included in and financially supported by the California Air Resources Board's Low Carbon Fuel Standard (LCFS) program. As the transportation sector transitions from internal combustion engines (ICE) to zero emission vehicles, the site would also contain traditional gas fueling pumps for legacy ICE light duty vehicles.

The proposed EVC/LCFC Project would entail comprehensive surface and subsurface disturbance and is likely to include the following:

- Footings excavations for signage piers, retail facilities, truck and automobile fueling bays, solar panel piers, and associated shade structures;
- Vault excavations for fuel storage tanks and stormwater storage;
- Underground utility excavations for air, water, stormwater drainage, and sewer drain conveyances;

- Miscellaneous cut-and-fill for installation of auto and truck parking and access and landscaping for remaining bare earth areas.

It is assumed that up to 90 percent of the development portion of the site would be covered in concrete and asphalt-concrete (AC) paving. Two detention basins totaling 1.75 acres would also be constructed to contain stormwater runoff to City standards.

The Project is currently located within the Parks and Recreation (P-R) General Plan land use designation and Agricultural-Reserve (A-R) zoning district, both of which are inconsistent with the proposed uses. The Project applicant is therefore requesting the following:

General Plan Amendment

General Plan Amendment GPA 2022-01 involves an amendment of 22.54 acres of land from Parks and Recreation (P-R) to 20.24 acres of Commercial (C) on the north half of the site. The existing 13.95 acres of Urban Residential High Density Land Use Designation on the south half of the site would be decreased to 13.72 acres (see Figure 5). This IS/MND includes an evaluation of the whole of the General Plan Amendment, including on the adjoining 2.32-acre piece west of the Project site that is to be designated as Commercial pursuant to the proposed GPA but that is not currently proposed for development. This General Plan Amendment also includes amending the Circulation Element consistent with the changes shown in Attachment J. The amendments include amending maps in the Circulation Element to add signalization to the intersection of Virginia Street and Highway 20, and to add a portion of Virginia Street as a Truck Route.

Zoning Map Amendment

As shown in Figure 6, Zoning Amendment ZOA 2022-02 involves rezoning 22.54 acres of Agriculture (A-R) to Commercial (C) with a Highway (H) overlay (C-H) (including the 2.32 acres of future development referenced above), as well as a rezone to adjust the 13.95 acres of Urban Residential High Density (R-U HD) to 13.72 acres of Urban Residential High Density. The existing Urban Residential High-Density property would be re-oriented on the property site.

Existing Zoning	Acres	Proposed Zoning	Acres
AG Zoning	22.54	C-H Zoning	
		Commercial center	3.21
		Truck area	14.71
		Future commercial development	2.32
<i>Subtotal</i>	<i>22.54</i>	<i>Subtotal</i>	<i>20.24</i>
RU-HD Zoning	13.95	RU-HD	13.72
<i>Subtotal</i>	<i>13.95</i>	<i>Subtotal</i>	<i>13.72</i>
Additional Areas		New Access Road	2.53
Total	36.49		36.49

Note: Existing acreages are sourced from the ALTA survey prepared for the property, and proposed acreages are from the site plan prepared by the project engineer.

Zoning Text Amendments

The Project includes amendments to three portions of the City of Williams Zoning Code:

1. Section 10.40.040 Designated truck routes. A Zoning Text Amendment is proposed to add that portion of Virginia Street from Highway 20 to the project access road to the City's Designated Truck Routes in Section 10.40.040 of the Municipal Code (see more details below).
2. Section 17.01.030.8.7 Highway zoning. This Zoning Text Amendment is proposed to include the Project parcels in the Highway Overlay Zone, which is currently restricted to parcels with frontage on I-5. The Text Amendment would allow greater larger signs and greater design and use flexibility along both I-5 and Highway 20 (see Figure 6 which shows location of where amendment effects).
3. Section 17.01.040.4 Commercial limited and conditional use standards. Truck Stops/Travel Centers/Fueling Stations are considered "Limited" uses within the Commercial zoning district. Limited uses are subject to certain performance standards, including direct access from Old Hwy 20 or I-5. The Project does not have direct access to Old Hwy 20 or I-5. The Project therefore proposes to amend the text of the Zoning Code to omit this restriction and allow truck stops/travel centers/fueling stations that are within the Highway Overlay Zone (refer to Figure 7 which shows area of the Highway Overlay Zone).

Zoning Code Text Changes are shown below. Four (4) asterisks (****) designate other text that is not being revised and is therefore not shown in the changes:

10.40.040 - Designated routes.

The streets and parts of streets described below are declared to be truck traffic routes:

Virginia Street from Highway 20 to "new road"

17.01.040.4 Commercial limited and conditional use standards.

- A. Table 17.01.040.4, Commercial Limited and Conditional Use Standards, sets out limitations and requirements for commercial limited and conditional uses:

Table 17.01.040.4 Commercial Limited and Conditional Use Standards							
Use Category	District	Land Area /Separation	Time Limitations /Compliance Deadlines/Age of Structure	Floor Area	Building Height	Required Access	Other Use Limitations

Fueling Station/Light Automobile Service/Car Wash	C-S <u>C-S Within Highway Overlay District</u>	Min. separation of 200 ft. to another fueling station/automobile service, or car wash	-	-	-	Limited to I-5 or Old Highway 20	Light Automobile Repair and Car Washes are prohibited in C-S both as a primary and an accessory use; Open storage of materials and equipment, including rental trailers, shall be permitted only within an area surrounded and screened by a solid wall or fence not less than six feet in height; No visible oil drainage pit or appliance for any

							such purpose other than filling caps shall be located within twelve feet of any street lot line or within twenty-five feet of any R district, except where such pit or appliance is within a building

Truck Stop/Truck Wash	<u>€ Within Highway Overlay District</u>	-	-	-	-	Limited to I-5 or Old Highway 20	-

17.01.030.8.7 Highway zoning.

A. In addition to the general purposes of this article and the purposes of the base district, the specific purpose of the Highway (H) overlay district is to allow for the establishment of businesses located along Highway I-5 and Highway 20 to ~~allow have greater design and use flexibility greater flexibility for design of signs~~ in combination with other zoning districts as referenced in Section [17.11.080](#) of this chapter and Commercial code regulations in Section [17.01.040.4](#) of this chapter.

Tentative Parcel Map

The Project may include a tentative parcel map as there are currently two legal parcels comprising the bulk of the project site, and the project proposes four parcels as follows: two commercial parcels of approximately 17.92 acres (for the currently proposed development) and 2.32 acres (for future proposed commercial development), and two high density residential parcels to split the 13.72 acres of Urban Residential High Density zoning into parcels under 10 acres in size. The tentative parcel map, if required, is not expected to have any new or increased impacts beyond those that have been analyzed in this IS/MND.

Design Review

The Project includes Design Review in accordance with Table 17.05.240.2, Administrative Permits, of the City's Zoning Code which indicates that projects that exceed 2,000 square feet in size require discretionary design review by the Planning Commission. The commercial center/convenience store would consist of a modern design with cement fiber siding, a flat roof, and varied façade elements such as windows and siding materials and colors to break up the massing of the structure. The truck repair building has a gabled roofline and cement board siding and an articulated office pop-out. The truck wash has a shed style (lean-to style) roof and includes the same materials and colors as the truck repair building. Elevations for all three buildings are shown in Figure 4.

Proposed signage includes one internally illuminated pole sign up to 75 feet in height south of SR 20 and west of I-5, and additional freestanding monument signs at the Project entrance. A variety of exterior lighting would be used on the building and around the site, including wall-mounted lighting on the structures and parking lot light poles. Landscape, lighting, and signage

plans were not provided for this Initial Study, so a worst-case scenario of maximum lighting and signage and minimum landscaping is assumed for the purposes of the analysis.

Discretionary CEQA Review

This IS/MND includes an evaluation of the whole of the General Plan Amendment, including on the adjoining 2.32 acres west of the Project site which would be re-designated from P-R to C, as well as the Zoning Map Amendment which would rezone the whole of the site, including such 2.32 acres, from A-R to C-H. The 2.32-acre area would be developed later under a separate site-specific project proposal and as such would be subject to further review pursuant to CEQA at that time, if warranted.

In accordance with Section 15357 of the California Environmental Act (CEQA) Guidelines, projects that are discretionary are subject to environmental review. Discretionary means a project which requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, regulations, or other fixed standards. The key question is whether the public agency can use its subjective judgment to decide whether and how to carry out or approve a project. The Project is subject to Design Review in accordance with Table 17.05.240.2, Administrative Permits, of the City's Zoning Code which defers to the City Design Review Manual (Chapter 2, Design Review Process); interprets projects that exceed 2,000 square feet in size as significant; requires discretionary design review by the Planning Commission. In this case, since the Project involves discretionary review by the Planning Commission it is also subject to environmental review in accordance with CEQA.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):

- Colusa County Air Pollution Control District's Authority to Construct and Permit to operate.
- Sign approval from the California Department of Transportation.
- Streambed Alteration Permit from the California Department of Fish and Wildlife for the new irrigation channel driveway crossing, if needed.
- Construction Stormwater Pollution Prevention (SWPPP) from the Central Valley Regional Water Quality Control Board

NATIVE AMERICAN CONSULTATION

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1?

☒ Yes ☐ No

If yes, ensure that consultation and heritage resource confidentiality follow PRC sections 21080.3.1 and 21080.3.2 and California Government Code 65352.4.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section

21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project. Please see the checklist beginning on page 24 for additional information.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture and Forestry | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation (choose one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Katheryn Ramsaur

Print Name

Katie Ramsaur

Signature

12/16/2024

Date

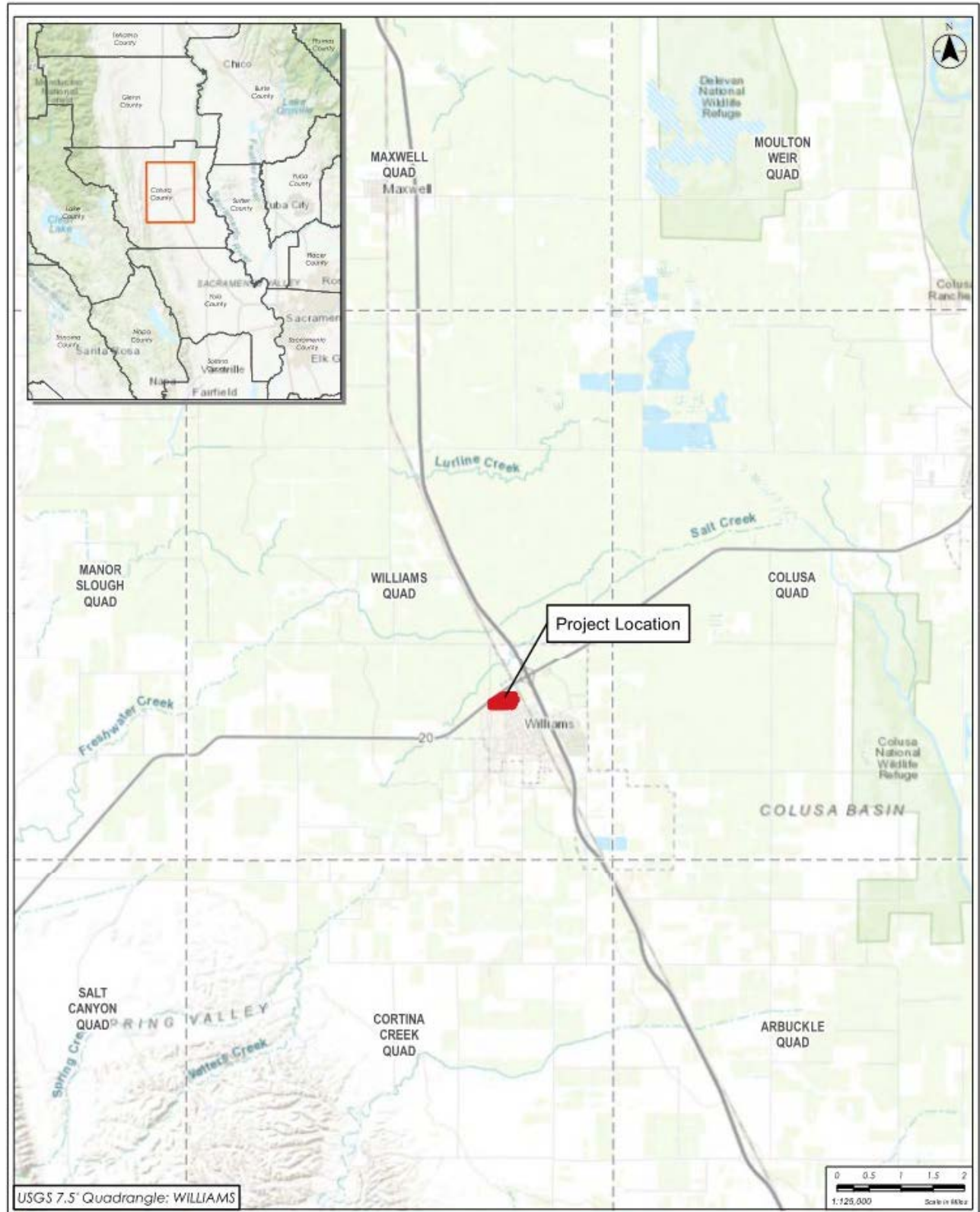
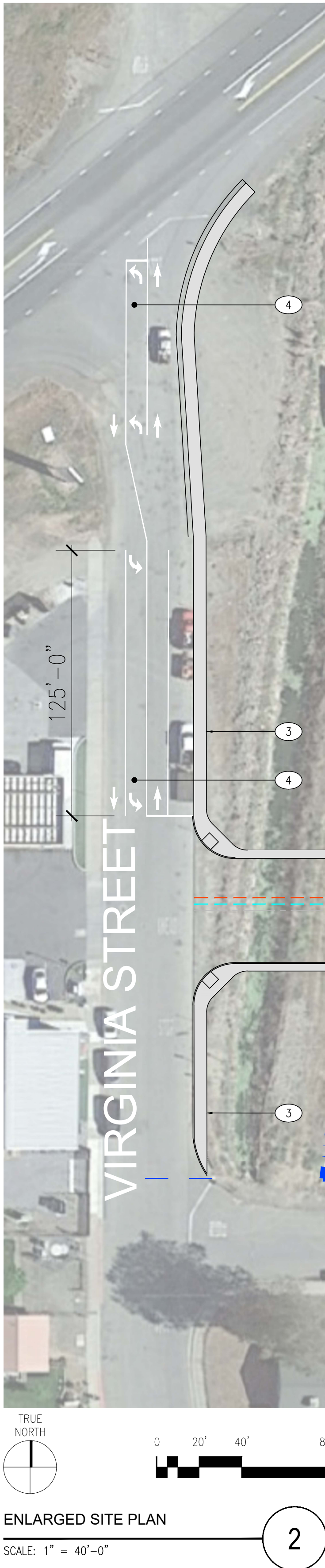
Figure 1 – Project Vicinity Map

Figure 2 – Project Location, Aerial Photo

Figure 3 - Site Plan

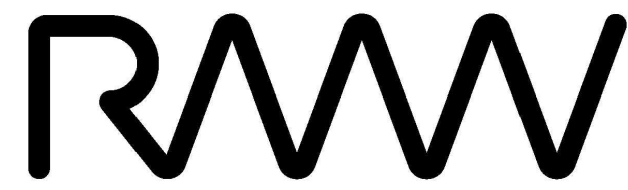
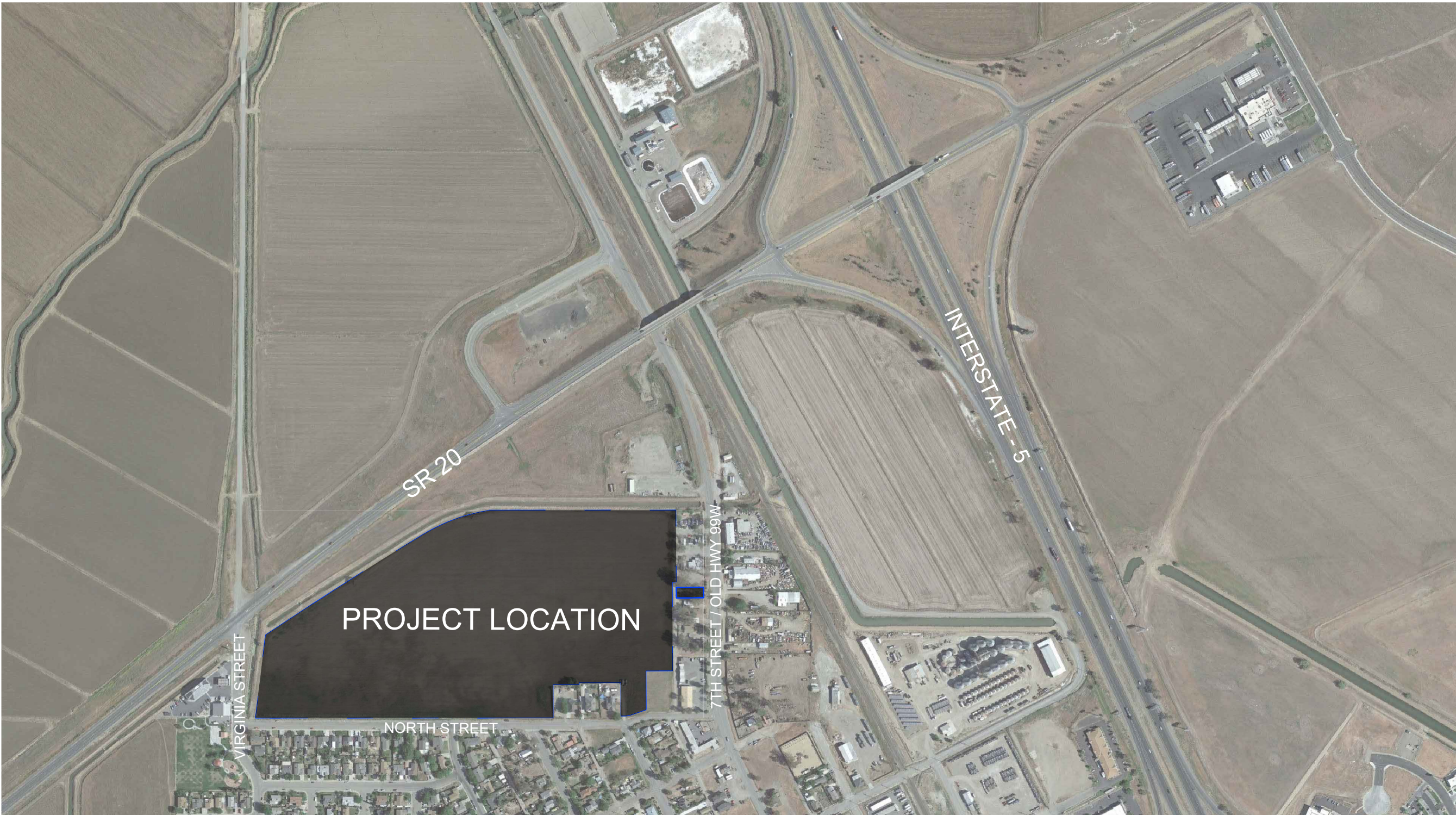


SITE LEGEND:

	BUILDING AREA		EXISTING PROPERTY LINE		WATER LINE
	STORM WATER RETENTION AREA		NEW PARCEL LINE		SEWER LINE

KEYNOTES:

- 1 EXISTING PROPERTY LINES.
- 2 PROPOSED PROPERTY LINES.
- 3 NEW SIDEWALK ALONG VIRGINIA STREET.
- 4 NEW LEFT TURN LANE.
- 5 NEW EMERGENCY ACCESS ROAD.
- 6 AREA OF NEW PROJECT SIGNAGE
- 7 SINGLE LANE TRUCK SCALE



RMW
Architecture
Interiors

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California 95811

Office
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rmw.com

OWNER / DEVELOPER:



EVC PARTNERS LLC
2410 FAIR OAKS BLVD., SUITE 110
SACRAMENTO, CA 95825

PRELIMINARY DESIGN DRAWINGS FOR:

**PRELIMINARY
SITE PLAN
NEC NORTH ST
& VIRGINIA ST**

WILLIAMS, CALIFORNIA 95987

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	ISSUED FOR PRELIMINARY REVIEW	07-11-2024
B	ISSUED FOR REVIEW	08-27-2024
C	ISSUED FOR REVIEW	09-10-2024
D	ISSUED FOR REVIEW	10-14-2024

GENERAL CONTRACTOR:

drawn by : TLG plot date : 10-14-2024

checked by : JDL

stamp

scale : AS NOTED

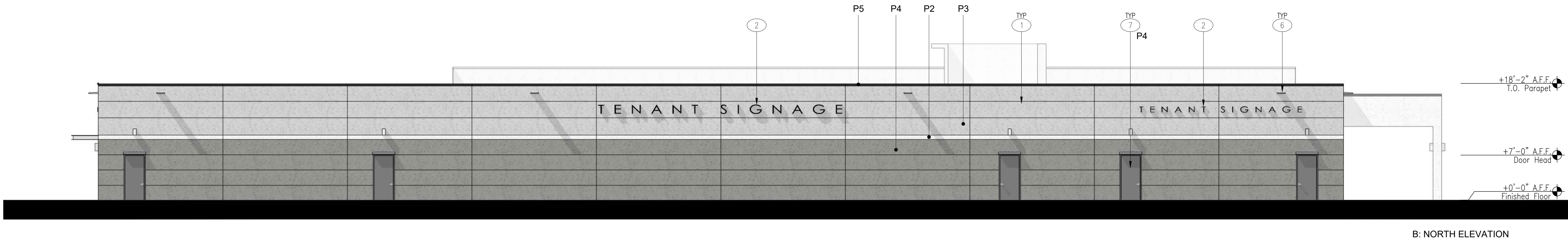
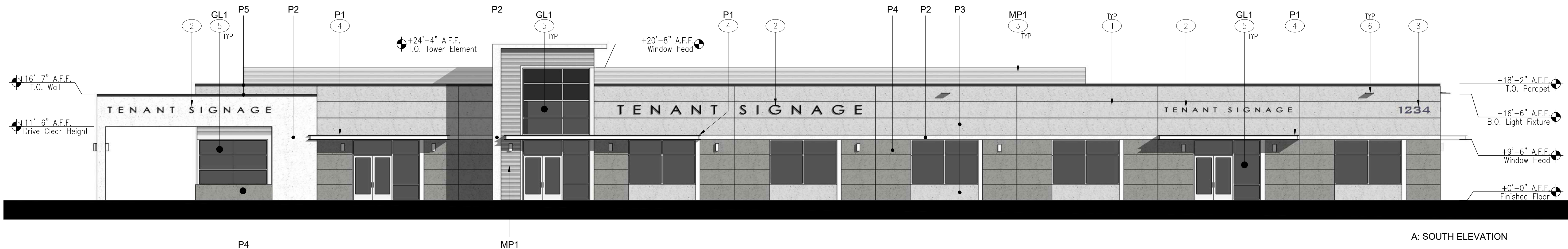
project number : 2024 - 00400.00

**PRELIMINARY
SITE PLAN**

sheet no. :

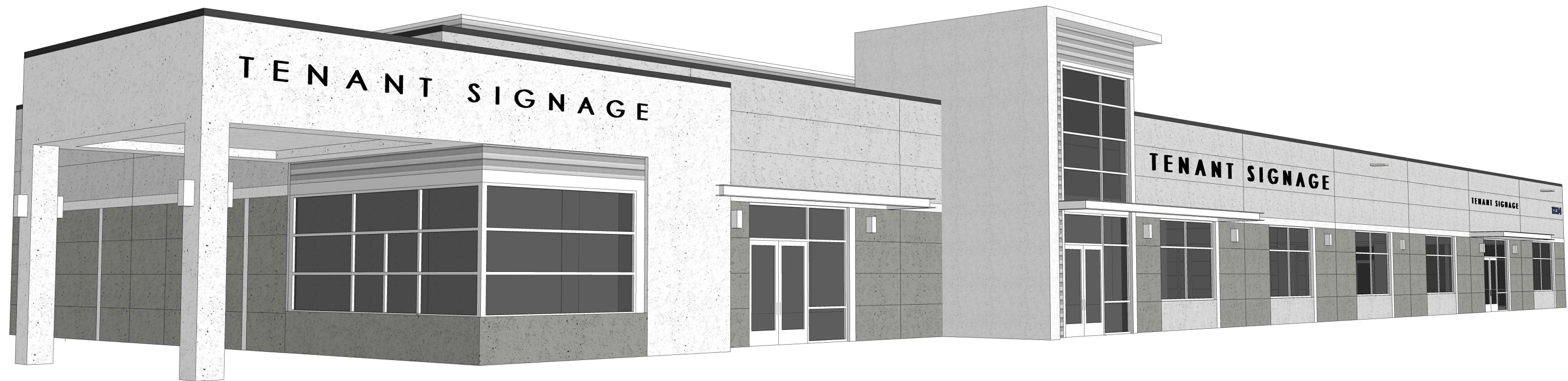
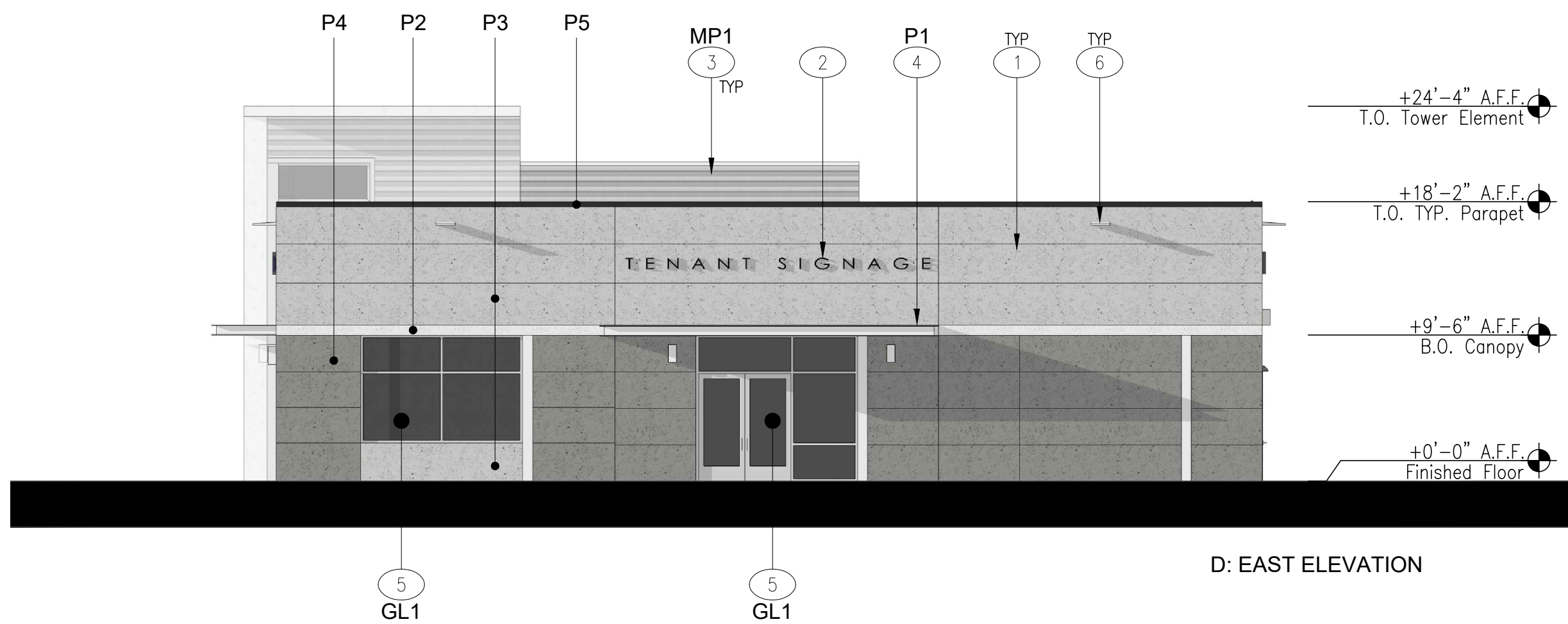
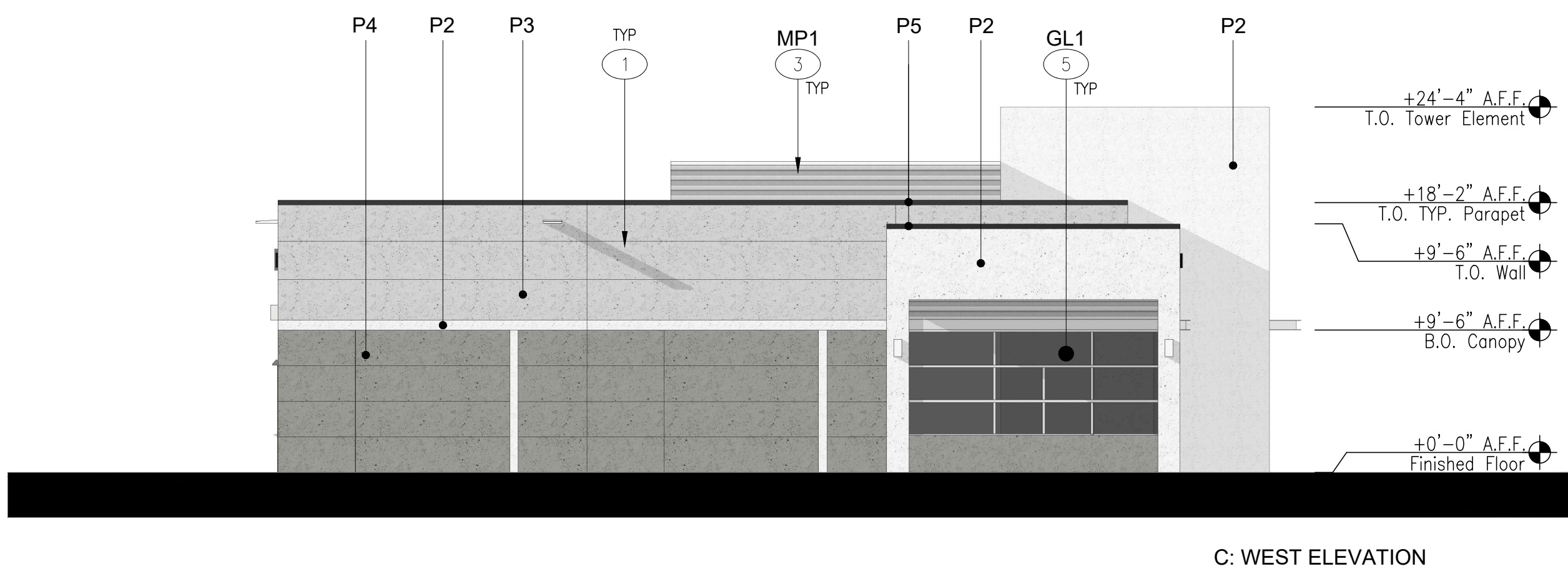
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Figure 4 - Elevations



- KEYNOTES:**
- 1 TYPICAL SITE CAST, CONCRETE TILT-UP PANELS WITH 3/4" REVEALS AND A MULTI COLOR TEXTURED COATING SYSTEM OR LOAD BEARING WOOD STUD FRAMING WITH AN EXTERIOR CEMENT PLASTER SYSTEM.
 - 2 TENANT SIGNAGE (FOR REFERENCE ONLY) UNDER SEPARATE PERMIT.
 - 3 MECHANICAL SCREEN AS NEEDED.
 - 4 PAINTED CANOPY WITH C CHANNEL ACCENT ELEMENT, PAINT AS SPECIFIED. TYPICAL AT STOREFRONT OPENINGS.
 - 5 TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" x 4" (NOMINAL) THERMALLY BROKEN, CLEAR ANODIZED ALUMINUM FRAMES. OUTER GLAZING PANE TO BE TINTED WITH LOW-E COATING ON INTERIOR SURFACE. INNER PANE: CLEAR FLOAT. STOREFRONT DOORS WHERE SHOWN.
 - 6 EXTERIOR WALL PACK LIGHTING. SEE PHOTOMETRIC DRAWINGS.
 - 7 3' X 7' STEEL MAN DOOR WITH EMERGENCY LIGHT FIXTURE CENTERED OVER DOOR. SEE PHOTOMETRIC PLAN FOR FIXTURE TYPE. PAINT AS SPECIFIED.
 - 8 ADDRESS SIGNAGE UNDER SEPARATE PERMIT AND SHALL MEET BUILDING, FIRE AND SHERIFF DEPT REQUIREMENTS.

- FINISH LEGEND:**
- | | |
|---|--|
| P1: PAINT 1
SHERWIN WILLIAMS
SW 7757 HIGH REFLECTIVE
WHITE | P2: PAINT 2
SHERWIN WILLIAMS
SW 7063 NEBULOUS WHITE |
| P3: PAINT 3
SHERWIN WILLIAMS
SW 7065 ARGOS | P4: PAINT 4
SHERWIN WILLIAMS
SW 7068 GRIZZLE GRAY |
| P5: PAINT 5
SHERWIN WILLIAMS
SW 6990 CAVIAR | GL1: VITRO ARCHITECTURAL
GLASS "SOLARGRAY"
GRAY TINTED GLASS
IN THERMALLY BROKEN
CLEAR ANODIZED
ALUMINUM FRAMES |
| MP1: METAL WALL PANEL
HORIZONTAL ORIENTATION
STYLE/PROFILE: AEP SPAN
HR 36R
COLOR: ZINCALUME PLUS | |



EXTERIOR ELEVATIONS
SCALE: 1" = 20'-0"

1

RMW

RMW
Architecture
Interiors

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Sacramento
California 95811

Office
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rmw.com

OWNER / DEVELOPER:

EVC
PARTNERS
LLC

EVC PARTNERS LLC
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GENERAL CONTRACTOR:

drawn by : TLG plot date : 12-02-2024

checked by : JDIL

stamp

scale : AS NOTED

project number : 2024 - 00400.00

EXTERIOR
ELEVATIONS -
COMMERCIAL BLDG

sheet no. :

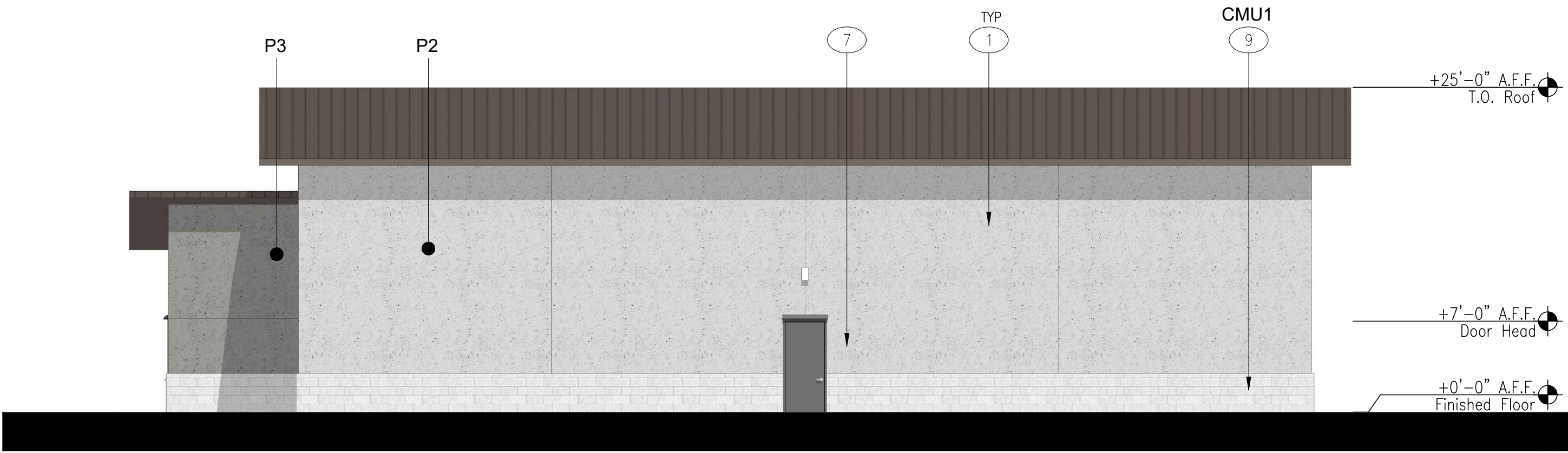
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KEYNOTES:

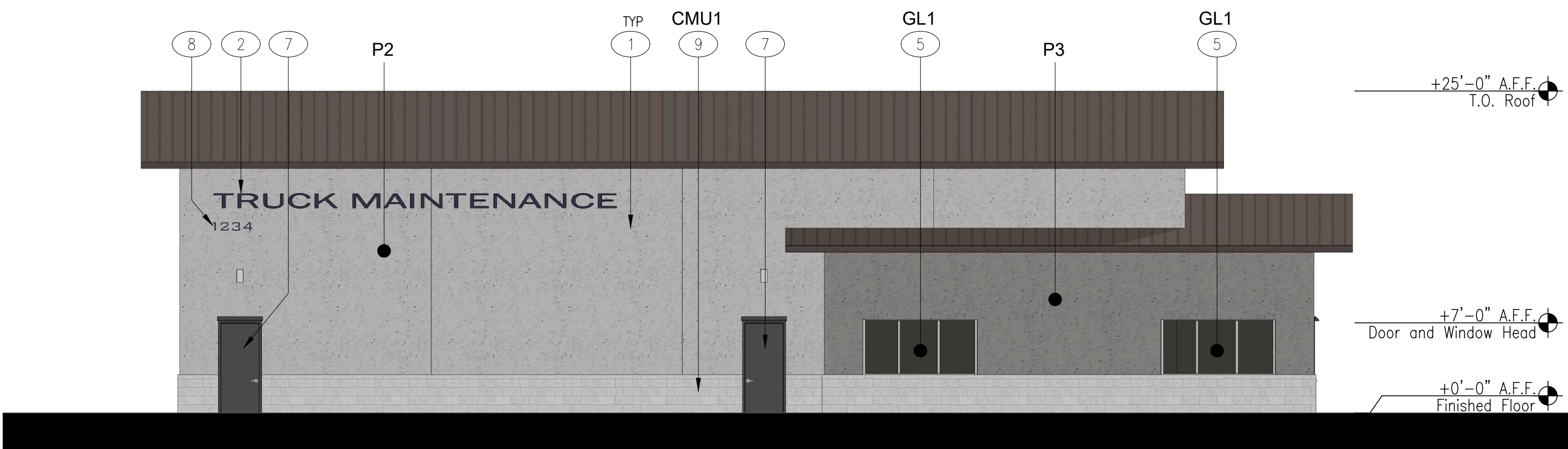
- 1 LOAD BEARING WOOD STUD FRAMING WITH AN EXTERIOR CEMENT PLASTER SYSTEM. PAINT AS SPECIFIED.
- 2 TENANT SIGNAGE (FOR REFERENCE ONLY) UNDER SEPARATE PERMIT.
- 3 8' X 9' ROLL UP PARTS DOOR.
- 4 14' X 16' ROLL UP DOORS.
- 5 TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" x 4" (NOMINAL) THERMALLY BROKEN, CLEAR ANODIZED ALUMINUM FRAMES. OUTER GLAZING PANE TO BE TINTED WITH LOW-E COATING ON INTERIOR SURFACE. INNER PANE CLEAR FLOAT.
- 6 EXTERIOR WALL PACK LIGHTING. SEE PHOTOMETRIC DRAWINGS.
- 7 3' X 7' STEEL MAN DOOR WITH EMERGENCY LIGHT FIXTURE CENTERED OVER DOOR. SEE PHOTOMETRIC PLAN FOR FIXTURE TYPE. PAINT DOOR TO MATCH ADJACENT WALL COLOR.
- 8 ADDRESS SIGNAGE UNDER SEPARATE PERMIT AND SHALL MEET BUILDING, FIRE AND SHERIFF DEPT REQUIREMENTS.
- 9 36" CMU BASE. SEE FINISH SCHEDULE.

FINISH LEGEND:

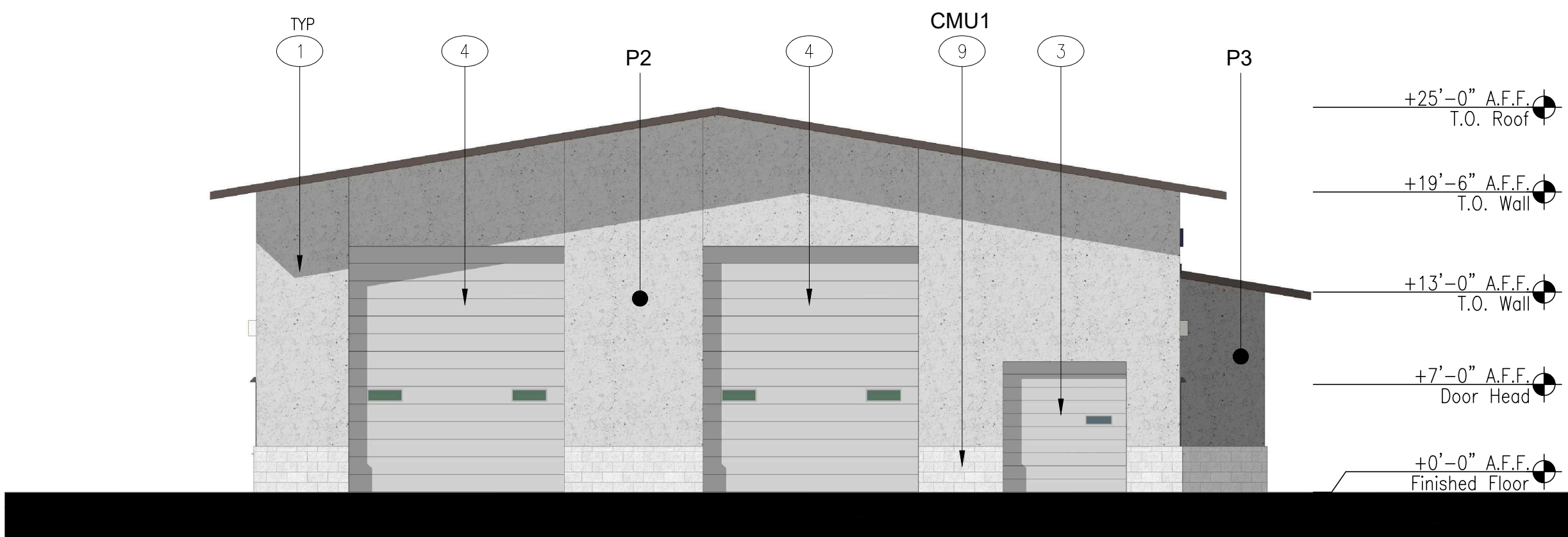
- P1: PAINT 1
SHERWIN WILLIAMS
SW 7757 HIGH REFLECTIVE
WHITE
- P2: PAINT 2
SHERWIN WILLIAMS
SW 7065 ARGOS
- P3: PAINT 3
SHERWIN WILLIAMS
SW 7068 GRIZZLE GRAY
- GL1: VITRO ARCHITECTURAL
GLASS "SOLARGRAY"
GRAY TINTED GLASS
IN THERMALLY BROKEN
CLEAR ANODIZED
ALUMINUM FRAMES
- CMU1: BASALITE
SMOOTH FACE
PRECISION 128



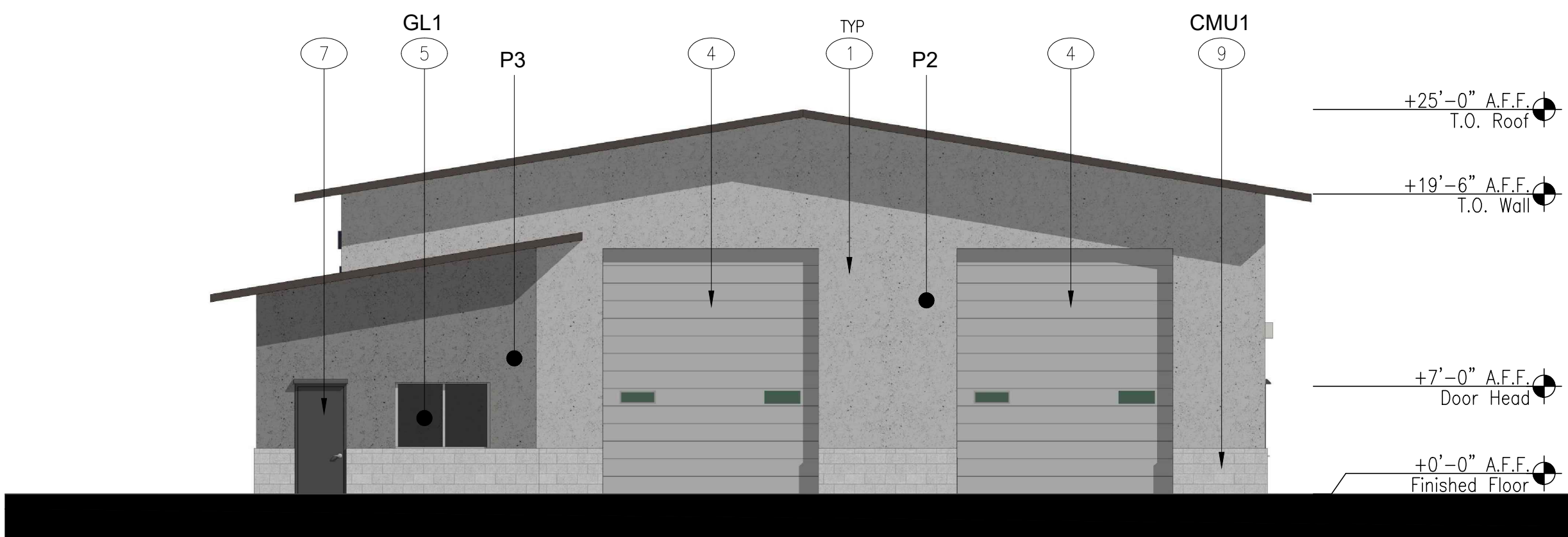
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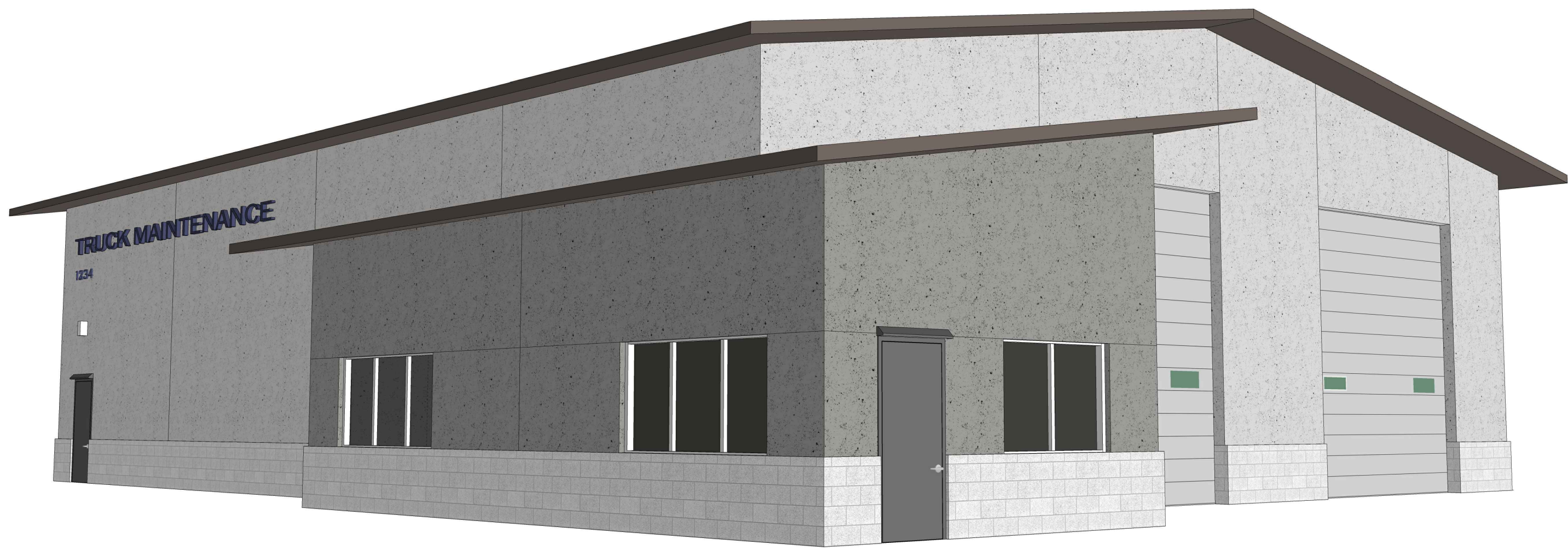
B: SOUTH ELEVATION



C: WEST ELEVATION



D: EAST ELEVATION



EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

1

RMW

RMW
Architecture
Interiors

1718 Third Street
Suite 101
Sacramento
California 95811

Office
916 449-1400

rmw.com

OWNER / DEVELOPER:

EVC
PARTNERS
LLC

EVC PARTNERS LLC
2410 FAIR OAKS BLVD., SUITE 110
SACRAMENTO, CA 95825

PRELIMINARY DESIGN DRAWINGS FOR:

PRELIMINARY
SITE PLAN
NEC NORTH ST
& VIRGINIA ST

WILLIAMS, CALIFORNIA 95987

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	ISSUED FOR PRELIMINARY REVIEW	07-11-2024
B	ISSUED FOR REVIEW	08-27-2024
C	ISSUED FOR REVIEW	09-10-2024

GENERAL CONTRACTOR:

drawn by : TLG plot date : 09-10-2024

checked by : JDJL

stamp

scale : AS NOTED

project number : 2024 - 00400.00

EXTERIOR
ELEVATIONS -
MAINTENANCE BLDG

sheet no. :

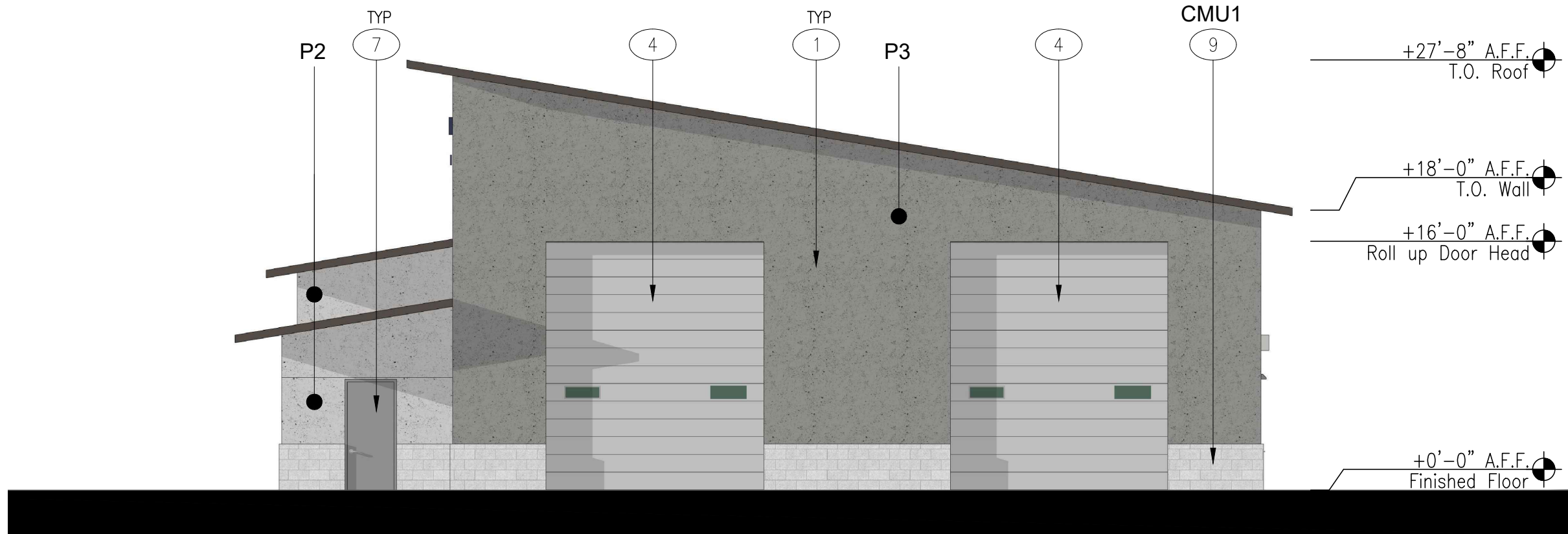
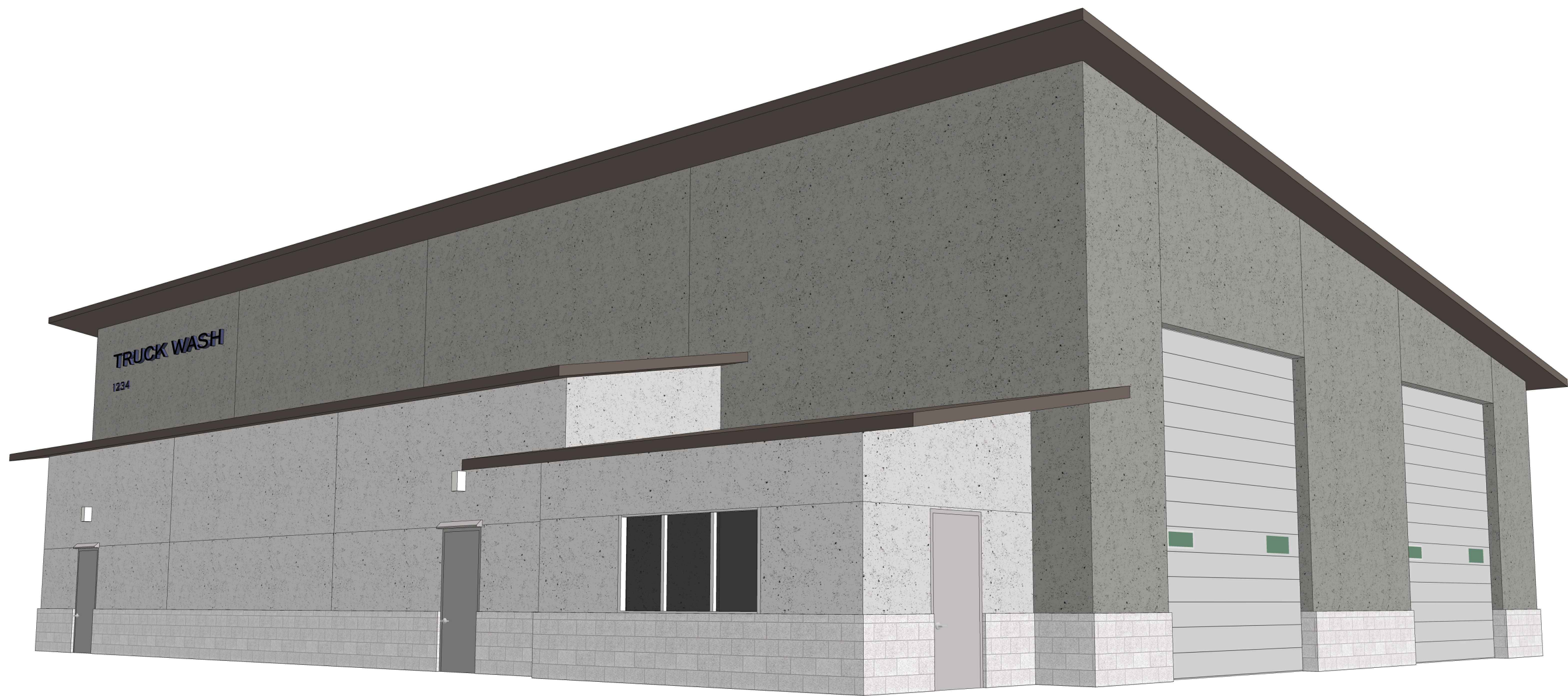
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KEYNOTES:

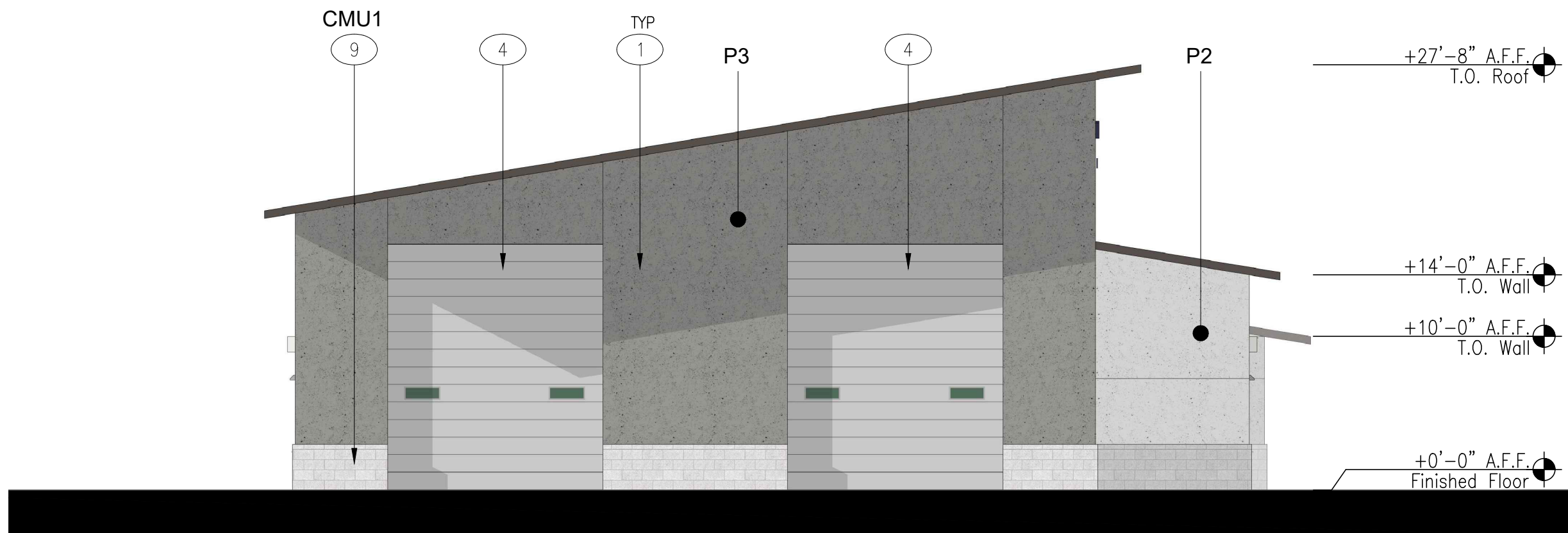
- 1 LOAD BEARING WOOD STUD FRAMING WITH AN EXTERIOR CEMENT PLASTER SYSTEM. PAINT AS SPECIFIED.
- 2 TENANT SIGNAGE (FOR REFERENCE ONLY) UNDER SEPARATE PERMIT.
- 3 8' X 9' ROLL UP PARTS DOOR.
- 4 14' X 16' ROLL UP DOORS.
- 5 TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" X 4" (NOMINAL) THERMALLY BROKEN, CLEAR ANODIZED ALUMINUM FRAMES. OUTER GLAZING PANE TO BE TINTED WITH LOW-E COATING ON INTERIOR SURFACE. INNER PANE CLEAR FLOAT.
- 6 EXTERIOR WALL PACK LIGHTING. SEE PHOTOMETRIC DRAWINGS.
- 7 3' X 7' STEEL MAN DOOR WITH EMERGENCY LIGHT FIXTURE CENTERED OVER DOOR. SEE PHOTOMETRIC PLAN FOR FIXTURE TYPE. PAINT DOOR TO MATCH ADJACENT WALL COLOR.
- 8 ADDRESS SIGNAGE UNDER SEPARATE PERMIT AND SHALL MEET BUILDING, FIRE AND SHERIFF DEPT REQUIREMENTS.
- 9 36" CMU BASE. SEE FINISH SCHEDULE.

FINISH LEGEND:

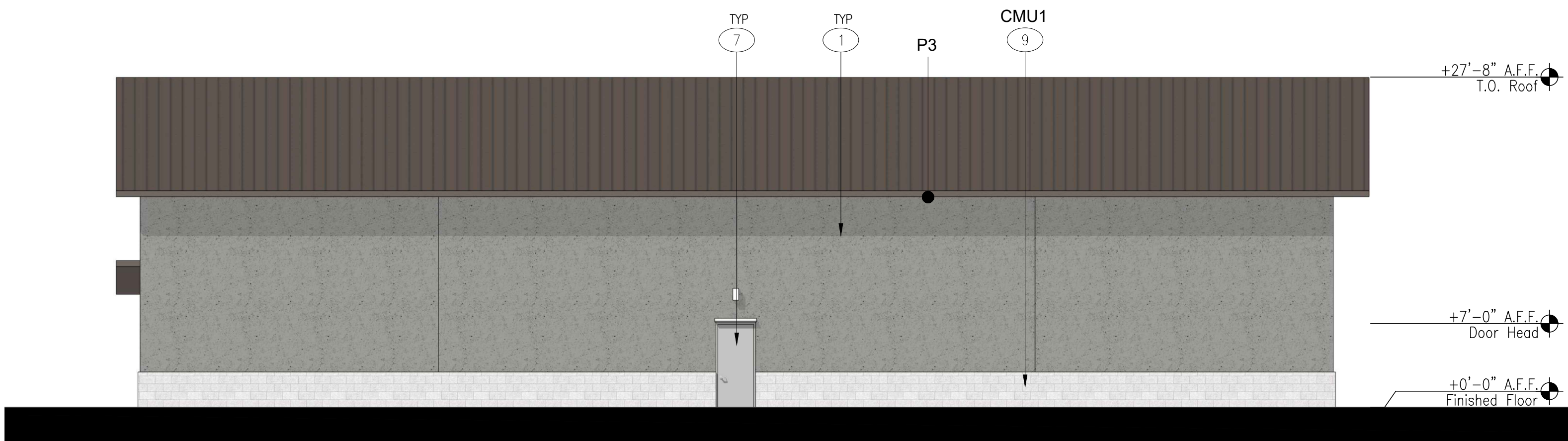
- P1: PAINT 1
SHERWIN WILLIAMS
SW 7757 HIGH REFLECTIVE
WHITE
- P2: PAINT 2
SHERWIN WILLIAMS
SW 7065 ARGOS
- P3: PAINT 3
SHERWIN WILLIAMS
SW 7068 GRIZZLE GRAY
- GL1: VITRO ARCHITECTURAL
GLASS "SOLARGRAY"
GRAY TINTED GLASS
IN THERMALLY BROKEN
CLEAR ANODIZED
ALUMINUM FRAMES
- CMU1: BASALITE
SMOOTH FACE
PRECISION 128



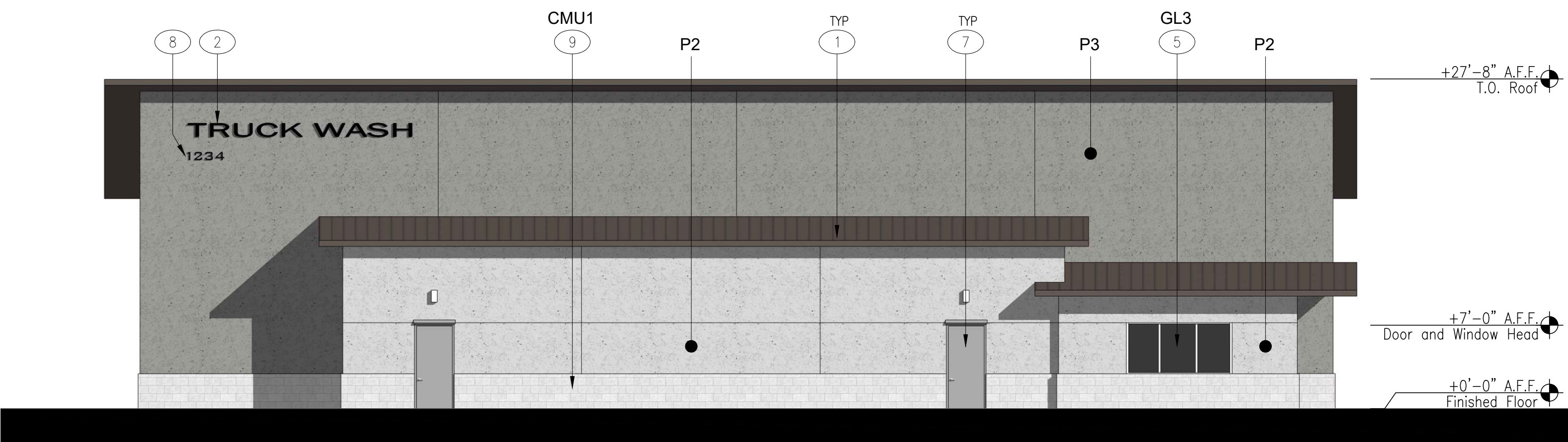
A: EAST ELEVATION



B: WEST ELEVATION



C: NORTH ELEVATION



D: SOUTH ELEVATION



EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

1

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GENERAL CONTRACTOR:

drawn by : TLG plot date : 09-10-2024

checked by : JDJL

stamp

scale : AS NOTED

project number : 2024 - 00400.00

EXTERIOR
ELEVATIONS -
TRUCK WASH

sheet no. :

A03.3

Figure 5 – General Plan Amendment (GPA 22-0001)

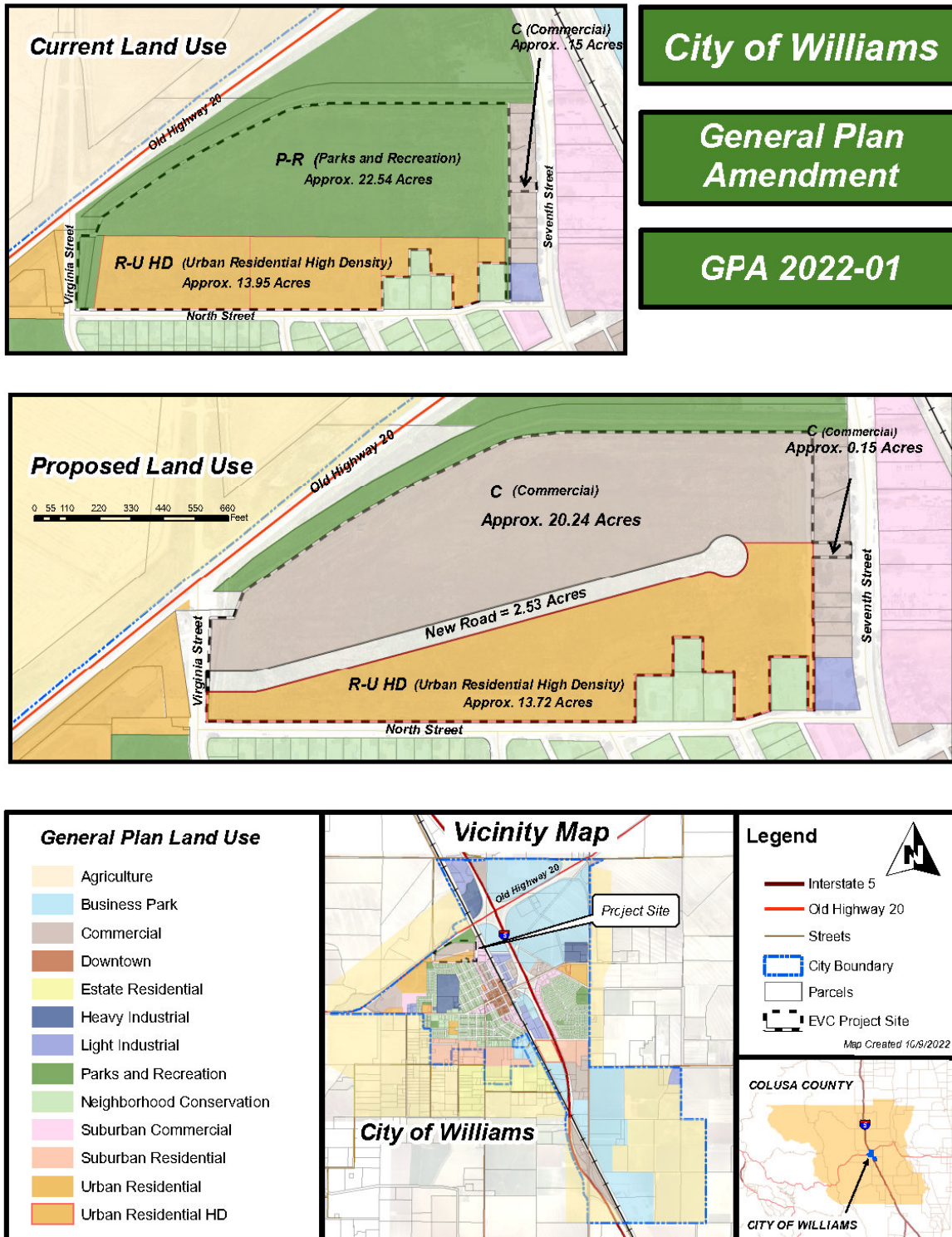


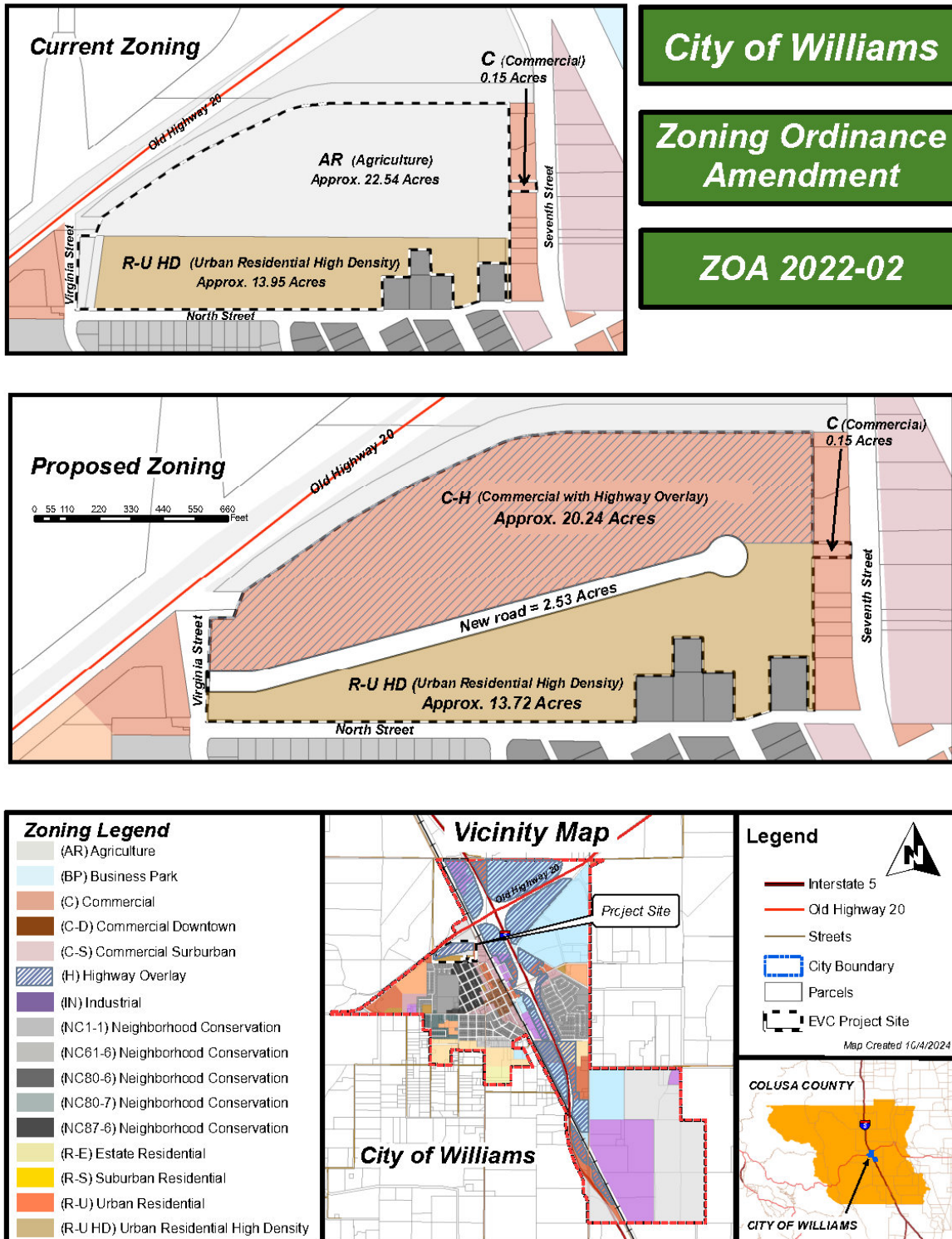
Figure 6 – Zoning Ordinance Map Amendment (ZOA 22-0002)

Figure 7 – Zoning Ordinance Map Amendment in Context of City

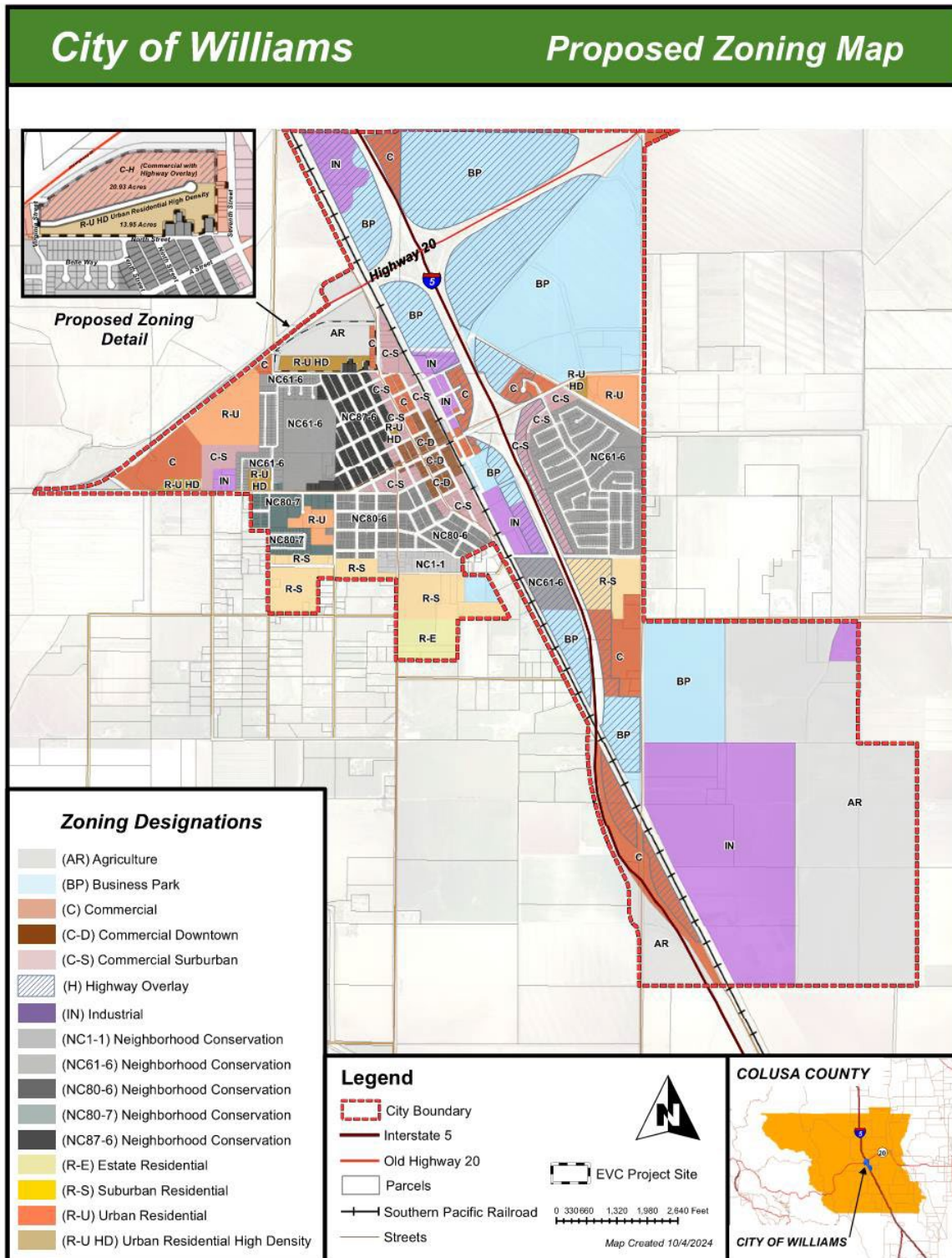


Figure 8 – Site Photos

Photo 1 – Ditch running south to north at southwest corner of site



Photo 2 – Looking northeast at southwest corner of site



Photo 3 – Looking east at southwest corner of site with east-west ditch and residential neighborhood on North Street on right side of photo



Photo 4 – Park south of Project site



Photo 5 – Shell station and Orv's Farm Market across Virginia Street from the Project, northwest corner of Project site



Photo 6 – Northwest corner of Project site looking northeast at SR 20/Virginia Street intersection



CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the Project. In many cases, background studies performed in connection with the projects indicate no project impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the City cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the City staff has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The analysis must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross- referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration pursuant to State CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by

mitigation measures based on the earlier analysis.

- c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. City staff and consultants are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
7. **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.
9. **Initial Study Sources:** The following documents are referenced information sources and are incorporated by reference into this document and are available for review upon request of the Planning Department if they have not already been incorporated by reference into this report:
 - City of Williams General Plan
 - City of Williams General Plan Environmental Impact Report
 - City of Williams Zoning Code
 - City of Williams Police Department
 - City of Williams Public Works Director
 - City of Williams City Engineer
 - City of Williams Administrator
 - City of Williams Fire Chief
10. **Technical Studies and Public Comments:** This initial study incorporates several technical studies to support findings and conclusions of this report. Also comments from public agencies and tribal governments and responses to comments are included as follows:
 - Attachment A: Analysis of Impacts to Air Quality, and from Greenhouse Gas Emission for the Williams Electric Vehicle and Low Carbon Fuels Travel Center, Ray Kapahi, Environmental Permitting Specialists, October 32, 2024
 - Attachment B: Biological Resources Assessment, Greg Matuzak, July 2024
 - Attachment C: Cultural Resource Investigation, Gregory G. White, May 30, 2023

- Attachment D: Environmental Noise & Vibration Assessment, Dario Gotchet, Bollard Acoustical Consultants, November 4, 2024
- Attachment E: Draft-Final Report: Transportation Impact Study, W-Trans, September 12, 2024
- Attachment F:
 - F-1: Hydrology and Water Quality Study, Laugenour & Meikle, November 9, 2023
 - F-2: Email from Neil Busch, P.E., L.S., Laugenour & Meikle, October 10, 2024
 - F-3: Hydrology and Water Quality Study – Revisions to Section “b”, November 4, 2024
- Attachment G: Phase 1 Environmental Site Assessment, Blackstone Consulting, LLC, August 11, 2022
- Attachment H: Public Comments Received on Initial Distribution and Responses to Comments
- Attachment I: Comments Received from Native American Consultation Outreach
- Attachment J: Draft Amendments to the General Plan Circulation Element
- Attachment K: General Plan Land Use Consistency Assessment

11. **Public Comments:** Project plans were circulated for public agency comments prior to preparation of this initial study. Comments received prior to the date this report was prepared were from the California Department of Transportation. These comments are found in Attachment H of this report. Responses to these comments have been incorporated into the pertinent sections of this report.

Project Evaluation

Under CEQA, impacts are determined to be:

- **No Impact:** The project will result in no direct or indirect impact on the environment.
- **Less Than Significant Impact:** The project will result in a direct or indirect impact on the environment, but the impact is not substantially adverse.
- **Less Than Significant with Mitigation Incorporated:** The project will result in a potentially significant adverse impact on the environment, but mitigation measures are identified to reduce the impact to a less than significant level.
- **Potentially Significant Impact:** The project may result in a direct or indirect impact on the environment and the impact may be substantially adverse, but information is not known at the time to determine whether the impact would not be substantially adverse. If the impact is confirmed to be substantially adverse, it is determined to be a **Significant Impact**.

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant with Mitigation Incorporated
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant with Mitigation Incorporated

Environmental Setting

Aesthetics generally refers to visual resources and the quality of what can be seen, or overall visual perception of the environment, and may include such characteristics as building height and mass, development density and design, building condition (i.e., blight), ambient lighting and illumination, landscaping, and open space. Lighting issues address the effects of nighttime illumination and daytime glare on adjacent land uses. Views refer to visual access and obstruction of prominent visual features, including both specific visual landmarks and panoramic vistas. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). Scenic views and vistas are generally available to a greater number of persons than are private views. Private views, in contrast, are those which are only available from vantage points located on private property. Unless specifically protected by an ordinance or other regulation, private views are not considered under CEQA to be significant.

The Project is located in the City of Williams adjacent to SR 20 to the north and is not on a scenic highway. The Project site is situated on flat land with the coastal range and the Sierra Nevada range visible to the west and east, respectively, unless obstructed by building development or landscaping.

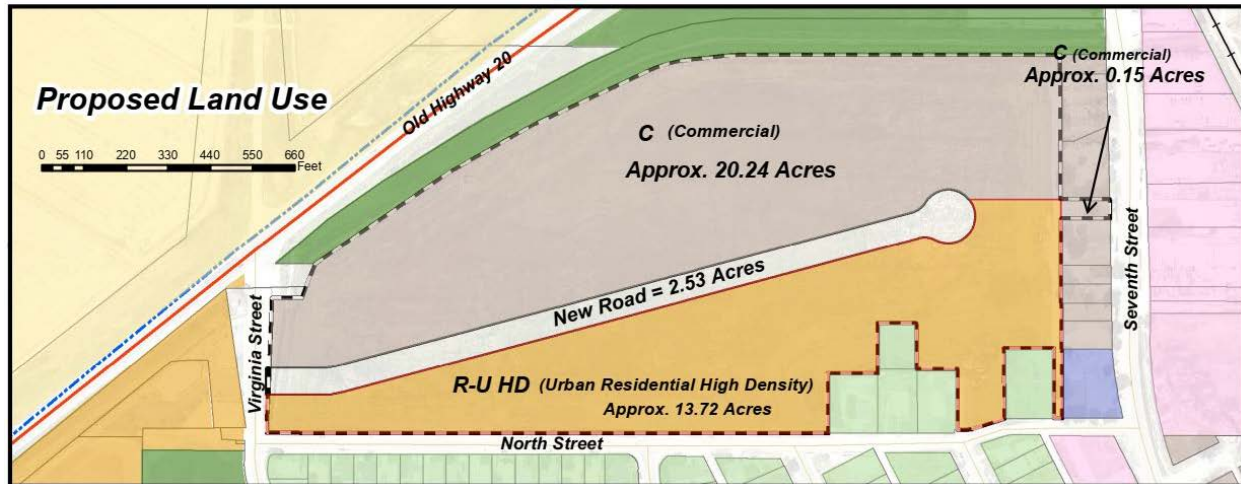
Evaluation of Potential Aesthetic Impacts

a) *Less Than Significant.* Visual resources consist of two categories: scenic views and scenic resources. Scenic resources are specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. A scenic vista refers to the view of an area that is visually or aesthetically pleasing. The General Plan EIR identifies the downtown area and established neighborhoods north, south, and west of downtown as unique visual features (City of Williams 2012). The Project area is not located in proximity to these unique visual features. However, the Project site is in a fallow agricultural condition consisting of grasses, forbs, and drainages, which could be considered scenic with respect to their natural characteristics. The City of Williams General Plan EIR indicates under Impact 4.3.1 that “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.”

Construction of the Project would alter the existing visual character of the site from agricultural property to pavement massing with some commercial structures, consistent with typical fueling station developments, and a large unvegetated detention basin. Although the scale of this type of development would be new to the immediate area and the site is within a highly public viewshed of travelers on SR 20, the City has designated the 100- to 200-foot strip of land between the property and SR 20 as Parks and Recreation (P-R) as shown below, which will serve as a visual buffer.

Figure 10 - Proposed General Plan Amendment



The proposed type of development would also not be new as an existing fueling (Shell) station is located to the west of the site, a Love's travel stop is located to the east of the I-5 interchange, and the Williams wastewater treatment plant is located to the northeast. Section 17.02.120 of the City Zoning Code does not require street frontage landscaping along SR 20. Nonetheless, the Project will be subject to design review in accordance with the City's Zoning Code to ensure that the development will be harmonious with surrounding existing uses, and parking lot landscaping will be required within the site. As shown in the elevations in Figure 4, the Project would incorporate a mix of parking lot landscaping and building design features that would ensure compatibility with surrounding residential uses and reduce the impact from the public viewshed of SR 20.

With the proposed rezone, future multi-family residential development would occur adjacent to the existing residential uses to the south and southeast, providing a buffer between existing single-family residential and the proposed commercial development. Until such time as this planned development occurs, however, there will remain a large buffer between the Project site and existing single-family residential uses in the NC87-6 Neighborhood Conservation zoning district south of North Street. These residential uses are not anticipated to experience an adverse impact to their viewshed due to the fact that the undeveloped RU-HD property will serve as a bufferyard of sorts between the proposed commercial and the existing residential.

Design guidelines and the City's Zoning Code Section 17.02.120 require a 5-foot landscaped bufferyard between Commercial and Residential-Urban High Density zoning, which would be implemented with design review of the Project to ensure a buffer between the Project and future residential uses. Multi-family residential development to the south is not yet proposed.

With the proposed Zoning Text Amendment, the Project would also include a large, internally illuminated freestanding sign up to 75 feet tall in the northeast area of the site. This sign is expected to be similar to the Love's sign located at the southeast quadrant of the I-5/SR 20 interchange. An elevation of the Love's sign is shown in Figure 11. Street views of this sign are shown in Figure 12.

Figure 11 – Elevation of Love's Freestanding Sign

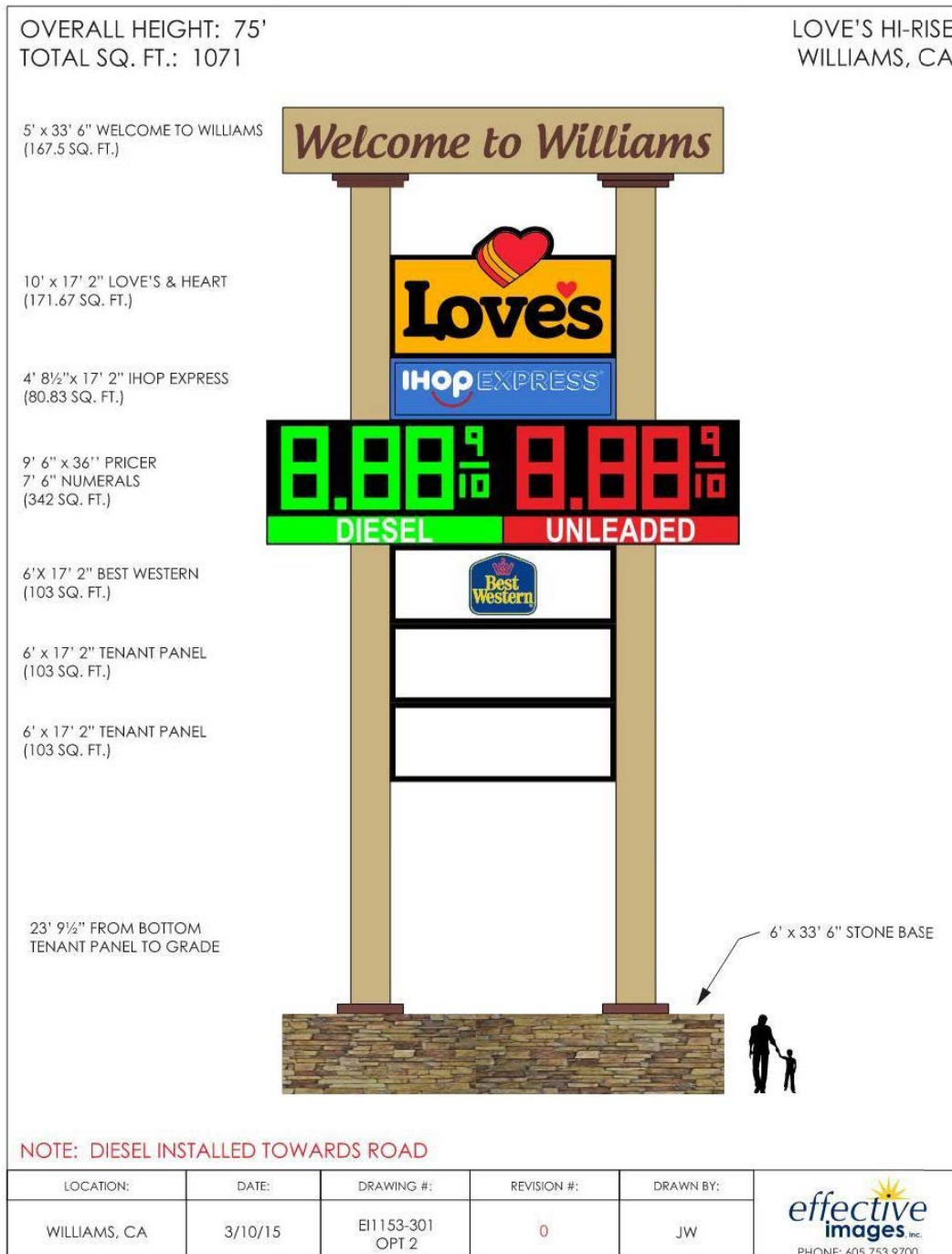
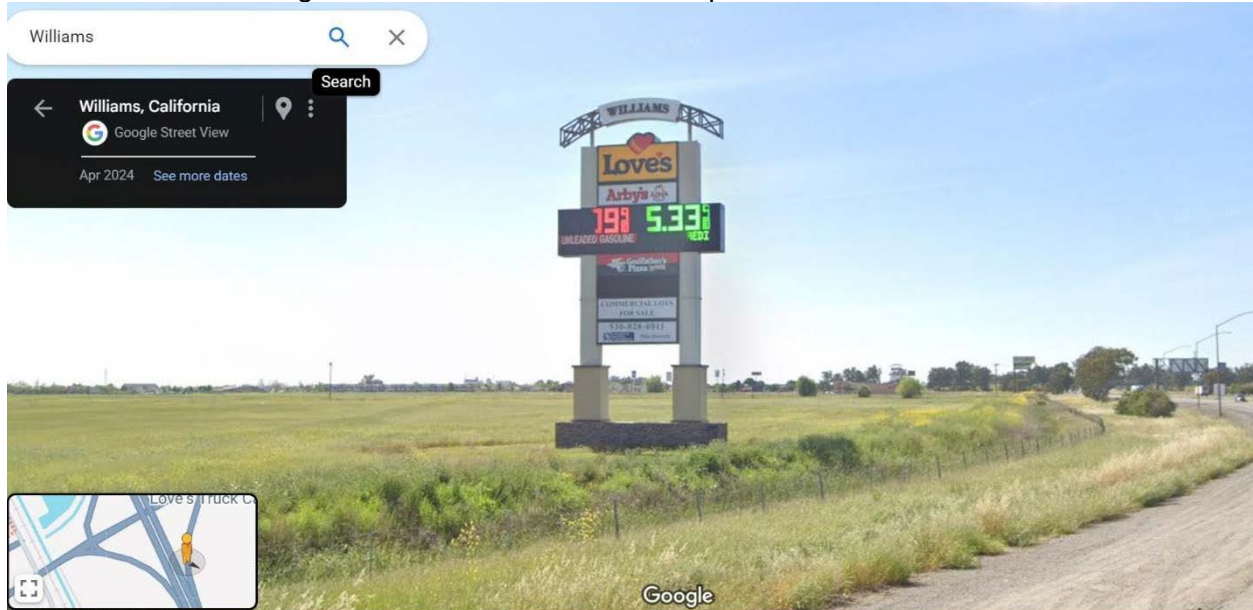


Figure 12 – Street Views of Love’s Pole Sign

View of Love’s Pole Sign from Northbound I-5 Off-ramp

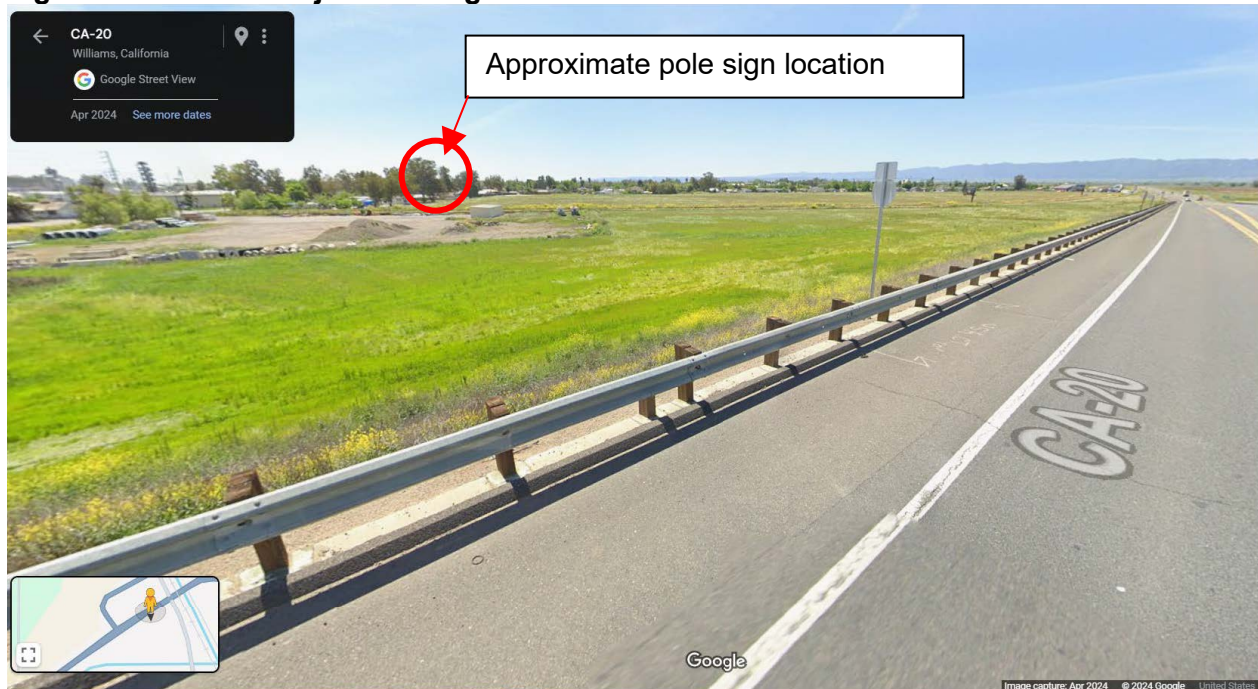


View of Love’s Pole Sign from Highway 20



As shown in Figure 12, the view from SR 20 in this location is largely rural and agricultural, similar to the existing view of the Project site as shown in Figure 13 below. However, once the Project is constructed, the view will be more urbanized, with the 75-foot pole sign blending into the visual context.

Figure 13: View of Project Site Sign Location



Given that the pole sign would be consistent with the City's zoning codes, and with implementation of the City's Design Review Manual and process, visual impacts of the proposed development would therefore be *less than significant*.

In addition, expanding the Highway Overlay District to include the project site would result in a less than significant impact as the City's design review process would reduce any visual impacts.

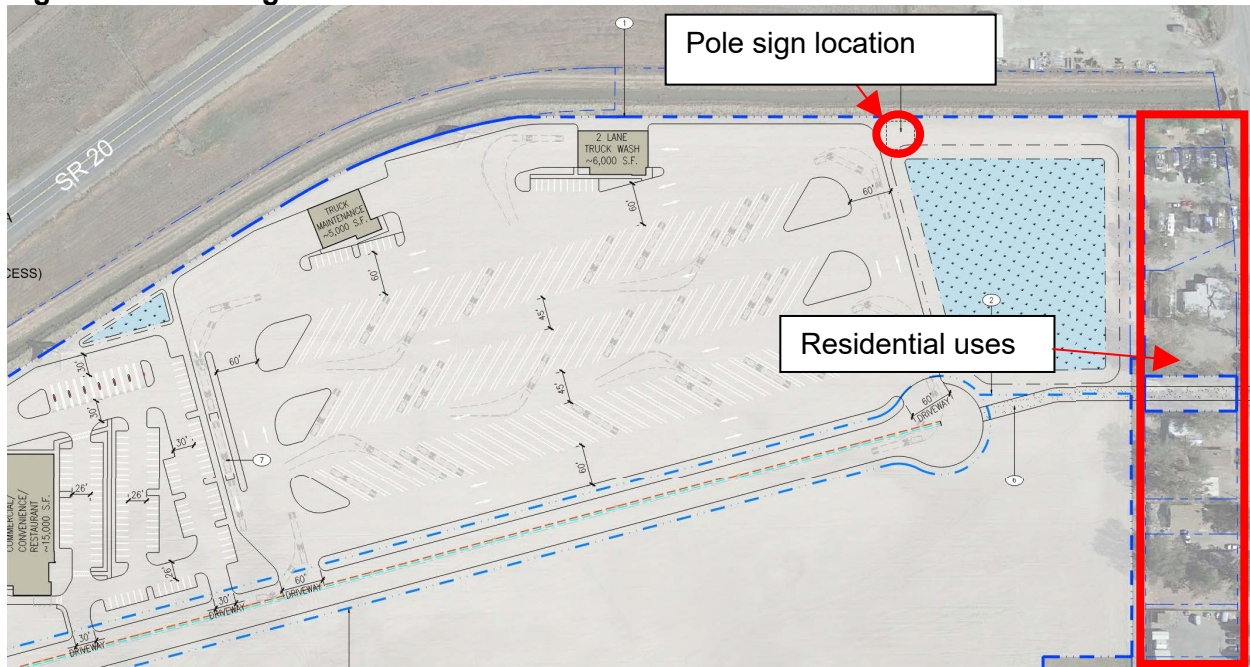
b) Less Than Significant Impact. The Project is not located on a highway or route that is designated or eligible for designation as a scenic highway (Caltrans 2017). There are no improvements proposed that could result in the damage or degradation of existing features on or near the Project site. Subsequent development of the resultant parcel is anticipated to be harmonious with the character of the surrounding area, and this impact is therefore *less than significant*. In addition, expanding the Highway Overlay District to include the project site would result in a less than significant impact as the City's design review process would reduce any visual impacts.

c) Less Than Significant with Mitigation Incorporated. The large unvegetated detention basin proposed at the east end of the Project site could result in adverse impacts to the visual quality of this area from existing residential uses. The City's Zoning Code does not protect these existing residential uses as the uses are zoned Commercial and not Residential. The placement of a large bare earthen detention basin next to existing housing could result in adverse impacts to the visual character of an undeveloped area. However, landscaping the existing buffer between the detention basin and the housing to the east would mitigate this impact to a level that is *less than significant with mitigation incorporated*, as shown in Mitigation Measure VIS-1

below In addition, expanding the Highway Overlay District to include the project site would result in a less than significant impact as the City's design review process would reduce any visual impacts.

d) Less Than Significant with Mitigation Incorporated. The Project would include the installation of various illuminated and non-illuminated directional and informational signage and exterior lighting on the site, including an internally illuminated pole sign up to 75 feet in height. The Zoning Code allows pole signs up to 60 feet plus a 25 percent height bonus (75 feet total) on properties within the Highway Overlay Zone if the sign incorporates the City logo or a reference to the City and as approved by the Planning Commission. As shown in the enlargement of the site plan below, a pole sign is proposed in the northeast area of the site:

Figure 13 - Pole Sign Location



This location is approximately 325 feet from the nearest sensitive receptors to light and glare, which are residential uses located to the east. Per the City's Design Review Manual sign guidelines for commercial projects, Section 7.1.j, "Illumination [of signs] shall be indirect lighting with the light source shielded from view, or if internal to the sign, only the letters of the business name may be illuminated. Sign backgrounds shall be opaque." Due to the fact that this standard is not codified, this standard should be incorporated as a mitigation measure in the CEQA approval. With implementation of Mitigation Measure VIS-1, impacts from internal illumination of the proposed pole sign on nearby residences are anticipated to be less than significant.

Per the City's Design Review Manual's lighting guideline for commercial projects, Section 6.2.j, "commercial projects abutting residential uses shall not place light fixtures higher than ten feet (10') in parking areas unless the fixture is setback from the property line a distance equal to twice the height of the proposed fixture (maximum 20 feet high)." This standard should be applied for the Project's parking lot lighting given the residential zoning to the south and the existing residential east and south of the Project. Although the amount of lighting would increase in the area, the City's Design Review Manual provides standards for lighting that include downward facing lighting that cannot exceed 1.0 foot-candle at any off-site residential properties and other sensitive uses. A photometric lighting plan of site illumination including all site and

building mounted exterior lighting indicating the level of illumination proposed throughout the entire site is required to be provided to City staff before Project approval and will be completed at Design Review. With incorporation of Mitigation Measure VIS-2 and VIS-3, the Project will have impacts that are *less than significant with mitigation incorporated*. In addition, expanding the Highway Overlay District to include the project site would result in a less than significant impact as the City's design review process would reduce any visual impacts.

Mitigation Measures

VIS-1. Prior to issuance of grading and/or building permits and prior to commencing construction, the applicant shall submit landscaping and irrigation plans to the City that include landscaping of the existing buffer between the detention basin and existing housing to the east consistent with Type C landscaping in Table 17.02.120.7A of the City Zoning Code. Landscaping shall be installed in accordance with approved plans and inspected by the Planning Department in the field prior to issuance of occupancy permits.

VIS-2. Prior to issuance of building or related sign permits, all sign illumination shall be shown as indirect lighting with the light source shielded from view, or if internal to the sign, only the letters of the business name may be illuminated. Sign backgrounds shall be opaque. This measure shall be incorporated into the Project during Design Review per the City's Design Review Manual sign guidelines for commercial projects, Section 7.1.j and shall be inspected by the Planning Department in the field prior to issuance of occupancy permits.

VIS-3. Prior to issuance of grading and/or building permits and prior to commencing construction, photometric plans shall be incorporated showing parking lot light standards no higher than ten feet (10') unless the fixture is setback from the property line a distance equal to twice the height of the proposed fixture (maximum 20 feet high). The photometric plan shall light specifications for downward facing, fully shielded lighting that does not exceed 1.0 foot-candle beyond the commercial property lines. This measure shall be incorporated into the Project during Design Review per the City's Design Review Manual sign guidelines for commercial projects, Section 6.2.j and shall be inspected by the Planning Department in the field prior to issuance of occupancy permits.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Department of Conservation Important Farmland Finder in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Less Than Significant Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Less Than Significant Impact

Environmental Setting

The Project is not on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The California Department of Conservation, Division of Land Resource Protection's 2020 map of Colusa County Important Farmland Data Availability shows the Project is located on Farmland of Local Importance (available at <https://maps.conservation.ca.gov/DLRP/CIFF/>). Farmland of Local Importance is land of importance to the local agricultural economy as determined by the County Board of Supervisors and a local advisory committee. Farmland of Local Importance is either currently producing, or has the capability of production, but does not meet the criteria of Prime, Statewide or Unique Farmland. Authority to adopt or to recommend changes to the category of Farmland of Local Importance rests with the Board of Supervisors in each county. In Colusa County lands designated as Farmlands of Local Importance are "all farmable lands that do not meet the definitions of Prime, Statewide, or Unique, but are currently irrigated pasture or nonirrigated crops; or nonirrigated land with soils qualifying for Prime Farmland or Farmland of Statewide Importance; or lands that would have Prime or Statewide designation and have been improved for irrigation but are now idle; or lands with a General Plan Land Use designation for agricultural purposes; and lands that are legislated to be used only for agricultural (farmland) purposes." (CDOC, https://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2018.pdf, "Farmland of Local Importance," 2018).

California Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project site does not support 10% or greater native tree cover and is therefore not considered "forest land".

California Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA as either trees of any species maintained for eventual harvest for forest production purposes ("Timber"); privately owned land, or land acquired for State Forest purposes, used for growing and harvesting timber ("Timberland"); or "Timberland Production Zone" which means an area zoned and used for growing and harvesting timber. The Project site does not contain tree species maintained for harvest and is not considered "Timber" or "Timberland".

Evaluation of Potential Agriculture and Forest Resource Impacts

a) *Less Than Significant Impact.* The Project site is classified as “Farmland of Local Importance” and is designated in the General Plan for Parks and Recreation and Zoned Agricultural on the northern 22.54 acres and Urban Residential High Density (R-U HD) on the southern 13.95 acres. Lands to the north and west are classified as “Unique Farmland,” while property to the south and east is classified as “Urban and Built-up Land.” Because the Project site is already designated for a non-agricultural use and does not contain an existing agricultural use, the Project does not conflict with the General Plan. Furthermore, consistent with Agricultural Element Policy AG 1-2, the Project site does not have existing agricultural uses on two or more sides, will not interfere with existing agricultural operations, and is within 500 feet of existing urban infrastructure. Therefore, although the Project will convert lands currently classified as “Farmland of Local Importance,” the Project will have a *less than significant* impact related to conversion of farmland.

b) *No Impact.* City of Williams General Plan Figure 7.1 shows that no Williamson Act lands are in the Project area (City of Williams 2012). The Project occurs on lands within the City of Williams municipal boundary. *No impact* will occur and no mitigation is needed.

c, d) *No Impact.* No forest land, timberland, or timberland zoned Timberland Production occur in the Project area. *No impact* will occur and no mitigation is needed.

e) *Less than Significant Impact.* The Project is not anticipated to involve other changes in the existing environment that could result in conversion of farmland or forest land. A *less than significant impact* will occur.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant with Mitigation Incorporated
b) 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?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

Environmental Setting

The Project site is located within the Colusa County Air Pollution Control District (CCAPCD). Currently, the attainment status for various air quality standards for Colusa County is as follows:

Table 1 Attainment Status for Air Quality Standards		
Criteria Air Pollutant	California	Federal
Ozone (8-hour)	Attainment	Unclassified/Attainment
Carbon Monoxide (1-hour and 8-hour)	Unclassified	Unclassified/Attainment
Nitrogen Dioxide (1-hour and annual)	Attainment	Unclassified/Attainment
Sulfur dioxide (1, 3, 24-hour and annual)	Attainment	Unclassified
PM-10 (24-hour and annual)	Non-Attainment (24-hour) Attainment (annual)	Unclassified
PM-2.5 (24-hour and annual)	Attainment	Unclassified/Attainment
Lead (30 day and quarterly)	Attainment	Unclassified/Attainment

Ref: CARB (2021). Information available at: <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>

This section is based on the *Analysis of Impacts to Air Quality, and Greenhouse Gas Emissions* by Environmental Permitting Specialists, October 31, 2024 in Attachment A to this IS/MND.

Evaluation of Potential Air Quality Impacts

a) *Less than Significant with Mitigation Incorporated.* With the exception of the state's 24-hour PM-10 standard, Colusa County is in attainment or is unclassified for all air quality standards. Neither the CCAPCD nor the California Air Resources Board (CARB) has established air quality plans for Colusa County. The principal sources of PM-10 emissions in the County are from agriculture and fugitive dust (wind-blown dust and paved and unpaved roads). These sources account for 88 percent of all the PM-10 emissions in Colusa County. These sources are exempt from CCAPCD rules and regulations. However, although there are no air quality attainment plans for the County for PM-10, CCAPCD has visible emissions, particulate matter, and dust standards in Rules 201, 202, and 204 of the CCAPCD Rules and Regulations. The inclusion of dust control and clean engine requirements during project construction is also considered a best construction practice, particularly for non-attainment areas. Mitigation Measure AQ-1 would reduce this impact to *less than significant with mitigation incorporated*.

b) *Less than Significant.* With the exception of the state's 24-hour PM-10 standard, Colusa County is in attainment or is unclassified for all the air quality standards. Project level PM-10 emissions were calculated by Version 2020.4.0 of the California Emissions Estimator Model (CalEEMod) and compared with thresholds of significance established by CCAPCD. A summary of these emissions are presented in Table 2. As shown in this Table, project-level PM-10 emissions are well below levels considered significant.

Table 2 Summary of Project PM-10 Emissions (tons/year)	
Short-Term Construction Related Emissions	0.02
Long-Term Operational (Occupancy) Emissions	5.73
Threshold of Significance	25
Impacts Significant?	No

Therefore, this impact is *less than significant*.

c) Less than Significant. Project emissions were calculated for the various criteria air pollutants and compared with thresholds of significance established by CCAPCD. These emissions are summarized below.

Table 3 Summary of Annual Project Level Emissions				
Project Phase	ROG (tons/year)	NOx (tons/year)	PM-10 (tons/year)	PM-2.5 (tons/year)
Short-Term Construction	0.04	0.10	0.02	0.01
Long-Term Operational/Occupancy	2.13	3.51	5.73	1.50
Threshold of Significance	25	25	25	25
Impact Significant?	No	No	No	No

The annual project-level emission rates are a small fraction of the thresholds considered significant. Therefore, emissions from the construction and operational phases would not expose receptors to substantial pollutant concentration, and this impact is *less than significant*.

d) Less than Significant. During the construction phase, trace quantities of diesel exhaust would be released from the construction equipment such as graders and backhoes. Such emissions would be intermittent, and their impacts would be limited mostly to on-site areas.

Diesel particulate matter (DPM) is also regulated as a carcinogen and therefore, there is a potential for health impacts to nearby homes and businesses. Annual PM-10 emissions from construction equipment exhaust can be used as a surrogate for DPM. Annual average PM-10 from equipment exhaust is estimated to equal less than 0.005 tons/year (less than 10 pounds/year) during the construction phase.

Chronic health impacts, such as cancer, typically occur from exposure over 30 or more years. Annual DPM emissions noted above would be limited to a maximum 6 months primarily during the site preparation and grading phases. As a result, the brief duration of emissions and the relatively small quantity of DPM that would be released, exposure to DMP during the construction phase would not have significant health risks to the public.

The Project will not have any stationary sources of odors and/or long-term toxic air pollutants. Therefore, during the occupancy phase, the Project would not be a source of odors or toxic air pollutants and this impact is considered *less than significant*.

Mitigation Measures

AIR-1. Prior to issuance of grading and building permits, the following notes shall be placed on all construction plans:

- ***Construction activities shall be conducted with adequate dust suppression methods, including watering during grading and construction activities to limit the generation of fugitive dust or other methods approved by the Colusa County Air Pollution Control District.***
- ***All areas disturbed by grading shall be either surfaced in manner to minimize dust, landscaped or hydro seeded. All BMPs shall be routinely inspected and maintained for the life of the Project.***
- ***Driveways, access roads and parking areas shall be surfaced in a manner so as to minimize dust. The applicant shall obtain all necessary encroachment permits for any work within the right-of-way. All improvement shall adhere to all applicable federal, State, and local agency requirements.***
- ***During construction activities, the applicant shall remove daily accumulation of mud and dirt from any roads adjacent to the site.***
- ***Construction activities that involve pavement, masonry, sand, gravel, grading, and other activities that could produce airborne particulate shall be conducted with adequate dust controls to minimize airborne emissions. A dust mitigation plan may be required by the City and/or the Colusa County Air Pollution Control District should the developer fail to maintain adequate dust controls.***
- ***Mobile diesel equipment used for construction and/or maintenance must be in compliance with State registration requirements. All equipment units must meet Federal, State and local requirements. All equipment units must meet RICE NESHAP/ NSPS requirements including proper maintenance to minimize airborne emissions and proper record-keeping of all activities, all units must meet the State Air Toxic Control Measures for CI engines and must meet local regulations.***

IV. BIOLOGICAL RESOURCES

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant with Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant with Mitigation Incorporated
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact

Question	CEQA Determination
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant with Mitigation Incorporated
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Environmental Setting

This section is based on the *Biological Resources Assessment* prepared by Greg Matuzak Environmental Consulting, LLC in July 2024 (Attachment B). During field surveys conducted in September and November of 2022, plants and animals observed on the site were listed, habitat types were identified, and the potential for the site to support special-status species known from the region was assessed. The site was also evaluated for areas that may qualify as Waters of the U.S.

Now predominantly agricultural, the biological communities of the Sacramento Valley once supported vast areas of grassland, marshes, riparian habitat, and woodlands. The predominant natural plant communities in the Colusa Basin where the Project site is located are needlegrass grasslands. Fremont cottonwood series occurs along streams. Emergent aquatic communities are common. Historically, the Sacramento River (before it was controlled by dams, artificial levees, and diversions) overflowed onto portions of the Colusa Basin when it flooded. Today, the river is contained by levees and streams draining eastward from the northern California Coastal Ranges, which are diverted southward in overflow channels that run parallel to the Sacramento River. Most of the streams are generally dry during the summer. There are no lakes, but winter ponding occurs.

Vegetation communities within the Project area include the following:

Disturbed: Much of the areas along the edges of the Project area contain a mix of fill material, asphalt, and gravel that have created a mix of non-native ruderal grassland vegetation and areas of barren ground.

Non-Native Annual Grassland: Non-native annual grassland are open vegetation types that are dominated by annual plant species, often nonnative. This vegetation type is common throughout the Project area where there has been historic agricultural disturbance within the entirety of the Project area for many years. The annual exposed grasslands within the Project area are surrounded by disturbed habitats that have undergone extensive grading. This extensive vegetative series is composed of many non-native and native annual species. The most common valley grasses are now annuals, whereas their native counterparts were often perennial grasses. In annual grasslands of Colusa County, *Avena barbata* and *A. fatua* are common oats. Bromes include ripgut brome (*Bromus diandrus*) and red brome (*Bromus rubens*) as well as soft chess (*Bromus hordeaceus*) and foxtail chess (*Bromus madritensis*). Common filarees include *Erodium botrys* and *E. cicutarium*. *Lasthenia californica* is the common goldfield and *Lupinus bicolor* the common lupine. *Lolium multiflorum* is the common ryegrass.

Many wildlife species forage and hunt in annual grasslands of Colusa County; however, grasslands are most productive (in terms of wildlife) when they are associated with woodlands, wetlands and/or riparian habitat, which tend to provide better cover and nesting habitat than exposed grassland. Colusa County's grassland communities support bird species such as the

red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), American crow (*Corvus brachyrhynchos*), and yellow-billed magpie jay (*Pica nuttalli*). Common mammals include mule deer (*Odocoileus hemionus*), striped skunk (*Mephitis mephitis*), California ground squirrel (*Otospermophilus beecheyi*), and Botta's pocket gopher (*Thomomys bottae*). However, many of these species are not likely found within the Project area given its relative isolation; it is a small area surrounded by development and disturbance and several roads, including Virginia Street, North Street, 7th Street, SR 20, and the commercial and residential development to the west, south, and east of the Project area.

Irrigation Canal and Drainage Ditches: The National Wetland Inventory (NWI) and National Hydrography Database (NHD) identify drainages/canals along the western and northern boundaries of the Project area as "riverine". The drainage ditch that runs along the southern section of the Project area along North Street is not mapped within the NWI/NHD data. No other wetland or stream resources are mapped within the NWI/NHD data covering the Project area. Potential wetlands are characterized by hydrophilic plants and generally artificial hydrology given the use of an irrigation canal to send water to parcels specifically for agricultural use. The irrigation canal within the Project site is located along the northern edge of the Project site. However, the irrigation canal contains little to no vegetation and does not contain any plants that would typically associate with wetlands. Along Virginia Street and North Street, both contain drainage ditches that drain the Project site as well as the streets and adjacent areas to it. Both drainage ditches along the western and southern edges of the Project site contain a small, narrow band of vegetation that typically associates with wetlands and includes willows (*Salix sp.*), bulrush (*Schoenoplectus sp.*), and cattails (*Typha sp.*). However, given the drainage ditches do not have a direct connection to a navigable waterway, these potential wetlands would not be regulated under the CWA given the updated 2023 Waters of the U.S.(WOTUS) Rule.

Evaluation of Potential Biological Resources

a) *Less than Significant with Mitigation Incorporated*

Special-Status Plants

Given that biological surveys were not conducted during the blooming period for each of the special-status plant species with the potential to occur within the Project area, the surveys focused on the identification of suitable habitat for those special-status plant species and to determine whether the Project area contained suitable habitat for their potential presence within the Project area.

No special-status plants were documented within the Project area during the site visit and survey conducted as part of the development of the biological report. Additionally, given the vegetation communities documented within the Project site, special-status plants are expected to have a low potential to occur within the Project area. Therefore, no additional special-status plant surveys are required prior to the implementation of future ground disturbing activities within the Project area. The Project would have not have any substantial adverse impact on special-status plant species and therefore, no mitigation is required.

Special-Status Wildlife

Special-status wildlife surveys were conducted in September and November 2022 and those surveys focused on direct observations of wildlife within the Project area and the identification of suitable habitat for such special-status species within the Project area. No special-status wildlife species were documented within the Project area during the site visits and surveys conducted as part of the development of this Biological Report. Additionally, the Project area does not provide suitable habitat for any of the special-status wildlife species that have the potential to

occur regionally and within three miles of the Project area. Given there is a lack of seasonal wetland and vernal pool habitat within the Project area, vernal pool listed species and California tiger salamander would not occur within the Project area. Additionally, the lack of aquatic habitat within the Project area would preclude the presence of California red-legged frog and special-status fish species.

The irrigation canal and drainage ditches along the northern, western, and southern edges of the Project site would normally provide at least marginal suitable habitat for the giant garter snake given the presence of cattails within the western and southern sections of the Project area. However, during both site visits (September and November 2022) there was no water present in any of the drainage ditches running along the western or southern end of the Project site, nor was there water present within the irrigation canal along the northern border of the Project site. Much of the vegetation, including wetland vegetation, identified within the irrigation canals running along the western and southern boundaries of the Project area was dead or dying given the lack of the required perennial water source for such wetland plants, and the irrigation canal along the northern boundary of the Project area does not contain wetland vegetation and was devoid of any standing or moving water during the September and November 2022 surveys. Therefore, the giant garter snake would not use any of the irrigation canals for movements, migration, or dispersal, nor would the species use them for foraging or reproduction given the lack of required aquatic habitat. Furthermore, the Project area does not contain suitable upland giant garter snake habitat given a lack of required perennial aquatic habitat along with adjacent upland small mammal burrows within 218 feet of giant garter snake aquatic habitat. The upland areas adjacent to the irrigation canals are heavily disturbed and the open fields adjacent to them within the Project area are compacted to the point where no burrows or openings within the surface layer of the fields was identified. The existence of the irrigation canals along the edges of the Project area is most likely a relic of the historical agricultural practices within the greater Project area and region. Given the lack of both suitable aquatic habitat and upland habitat within and adjacent to the Project area, this species would not be impacted by the Project.

The tricolored blackbird has been previously identified within three miles of the Project area, in 1936 (two locations mapped this year), 1981, and most recently in 1992 approximately 30 years ago. Since 1992, the species has not been identified within 3 miles of the Project area and follow-up surveys were each negative for identifying the species in 1992 and 2014. The species requires open water and vibrant cattails and bulrush vegetation for nesting. Because the irrigation canal along SR 20 and drainage ditches along Virginia Street and North Street are very dry and do not contain any standing water or vibrant vegetation for nesting, these semi-aquatic features would not provide suitable habitat for this species. Therefore, this species would not be directly or indirectly impacted by the proposed Project.

The Project area contains some larger sized trees adjacent to the proposed areas of disturbance, and many of those trees contain suitable habitat for nesting raptors and other protected bird species. In addition, the Project area also includes grasslands that provide suitable nesting habitat for other protected bird species, including Swainson's hawk. There are several large eucalyptus trees along the eastern edge of the Project area that contain suitable habitat for nesting raptors and other protected bird species, and removal of such trees should be done outside the breeding season to avoid potential impacts to such nesting raptor and other protected bird species. Additionally, some protected bird species may also nest within the non-native annual grasslands within the Project area. Given the possibility of raptors and migratory nesting birds on the site, the Project would result in impacts that are *less than significant with mitigation incorporated* with implementation of Mitigation Measure BIO-1 below.

b) Less than Significant with Mitigation Incorporated. Substantial alteration to the drainage ditch as part of any proposed crossing of the drainage ditch along Virginia Street would likely fall under California Department of Fish and Wildlife (CDFW) regulation. Impacts to riparian habitats are considered *less than significant with mitigation* which will consist of a CDFW Streambed Alteration Agreement permit. Therefore, a bridge crossing of the drainage ditch is recommended as this would avoid impacts to the bed and bank of the drainage ditch. If a concrete box culvert crossing is selected for the access road into the Project site off of Virginia Street, a Lake or Streambed Alteration Agreement permit with CDFW would most likely be required. With implementation of Mitigation Measure BIO-2, the impact would be *less than significant with mitigation incorporated*.

c) Less than Significant Impact. Potential wetlands associated with the drainage ditches along Virginia Street and North Street are characterized by hydrophilic plants and generally artificial hydrology given water is only present during and after precipitation events as runoff from adjacent areas enters into the western and southern drainages seasonally or during municipal runoff into the North Street ditch through existing pipes. Additionally, water is sent down the irrigation canal along the northern border of the Project site only when deliveries of water to agricultural projects are required. There is a small, narrow band of potential wetlands within the two drainage ditches and none within the irrigation canal. The western and southern drainage ditches are dominated by willows, bulrush, and cattails. The irrigation canal that runs along the northern section of the Project area (south side of SR 20) does not contain any wetland vegetation and therefore, would not be identified as a wetland. These drainage ditches and associated wetland plants would not likely be jurisdictional "Waters of the U.S.," and wetlands that would be regulated under the Clean Water Act given they do not contain perennial year-round aquatic habitat and they do not connect directly with a navigable waterway, requirements under the updated 2023 Waters of the U.S. rule by the US Supreme Court. Given that the Project site does not contain any perennial wetlands or aquatic features that would be regulated under the CWA, impacts to wetlands are considered *less than significant*.

d) Less than Significant with Mitigation Incorporated. According to the Biological Assessment prepared by Greg Matuzak Environmental Consulting LLC in July 2024, the Project would not interfere substantially with the movement of any native resident or migratory fish species, but could impact migratory bird species. With implementation of Mitigation Measure BIO-1, the impact would be *less than significant with mitigation*.

e) Less than Significant Impact. The City of Williams General Plan Open Space and Conservation Element contains policies protecting rare, threatened, or endangered species, as well as wildlife corridors along waterways (see Attachment K). With implementation of Mitigation Measures BIO-1 and BIO-2, this impact is *less than significant*.

f) No Impact. The Project is not located in an area covered under an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact will occur and no mitigation is needed.

Mitigation Measures

BIO-1. If construction activities take place from September 2 through February 14 (outside the typical bird breeding/nesting season for the area), no further mitigation is required. If construction activities take place during the typical bird breeding/nesting season for the area (February 15 through September 1), then no more than seven (7) days prior to initiation of construction, pre-construction nesting bird surveys at the Project site shall be conducted by a qualified biologist and would be based on habitat

type, habitat quality, and type of disturbance proposed within or adjacent to nesting habitat, but would be a minimum of 500 feet from any area of disturbance. If work stops for more than seven (7) days during any part of the construction process, an additional pre-construction survey shall be required meeting these parameters within seven (7) days of the onset of additional work. If any nesting raptors or protected birds are identified during such pre-construction surveys, trees or shrubs or grasslands with active nests should not be removed or disturbed and a no-disturbance buffer should be established around the nesting site to avoid disturbance or destruction of the nest site until after the breeding season or after a qualified wildlife biologist determines that the young have fledged. The extent of these buffers would be determined by a qualified wildlife biologist and would depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. This mitigation measure shall be placed as a note on all construction plans.

BIO-2. If a concrete box culvert crossing is proposed to be constructed over the drainage ditch on Virginia Street, or if any disturbance of the drainage ditch is proposed as part of the Project, a Lake or Streambed Alteration Agreement Application shall be submitted to CDFW for their determination as to whether a permit would be required for the crossing. The Project applicant shall provide evidence of compliance with this measure to the Planning Department prior to the issuance of any grading or improvement permits for the site. This mitigation measure shall be placed as a note on all construction plans.

V, CULTURAL RESOURCES

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	Less Than Significant with Mitigation Incorporated
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less Than Significant with Mitigation Incorporated
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant with Mitigation Incorporated

Environmental Setting

This section evaluates the Project's potential impacts on archaeological, historical, and paleontological resources. Resources of concern include, but are not limited to, prehistoric and historic artifacts, burials, sites of religious or cultural significance to Native American groups, and historic structures. This section provides a detailed discussion of impacts potentially attributable to the Project, and criteria used to determine impact significance to cultural resources. A report dated May 30, 2023, *Cultural Resource Investigation of the Proposed Williams Vehicle Charging/Low Carbon Emission Fuel Travel Center (EVC/LCFC)*, City of Williams, Colusa County was prepared by Sub-Terra Resource Investigations, Gregory White, Principal Investigator for this Project site (Attachment C). Also refer to Section XVIII, Tribal Resources, Mitigation Measure TRI-1.

Evaluation of Potential Cultural Resource Impacts

a) Less than Significant with Mitigation Incorporated. Intensive archaeological

reconnaissance took place on March 27 and May 2, 2023, at which time dense forage grasses covered the property, thus reducing visibility and hindering archaeological survey. A third and final field investigation led by the author assisted by one staff archaeologist took place on May 27, 2023, after the grass had been mowed, raked into windrows, and baled for straw hay. On this third date, ground surface visibility was very high and intensive coverage was effective. Twenty-one historic-era isolated finds consisting of dispersed individual items of glass, metal, and stone, were observed and recorded, but no prehistoric or historic-era archaeological sites were documented. These finds consisted of agricultural equipment fragments, domestic refuse fragments such as earthenware fragments, and fill such as railroad slag and concrete chunks. The historic-era isolates do not constitute historical resources and do not meet the criteria for a “unique archaeological resource.” However, there is the possibility of unanticipated discoveries of historic-era artifacts during construction-related ground-disturbing activities. Implementation and adherence to Mitigation Measure CUL-1 will reduce potential impacts to *less than significant with mitigation incorporated*.

b) *Less than Significant with Mitigation Incorporated.* No artifacts or deposits attributable to prehistoric Native American activity were observed in the Project area. However, there is the possibility of unanticipated discoveries of prehistoric artifacts during construction-related ground-disturbing activities. Implementation and adherence to CUL-2 and TRI-1 will reduce potential impacts to *less than significant with mitigation incorporated*.

c) *Less than Significant with Mitigation Incorporated.* As indicated in the Cultural Resource Investigation prepared for the Project, no human remains were identified within the Project area (Sub-Terra Heritage Resource Investigations, 2024). There is the possibility of accidental discoveries of human remains during construction-related ground-disturbing activities. The procedures identified in State Health and Safety Code Section 7050.5 will reduce potential impact. State Health and Safety Code Section 7050.5 requires that if human remains are found no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Implementation and adherence to CUL-3 and TRI-1 will reduce potential impacts to *less than significant with mitigation incorporated*.

Mitigation Measures

CUL-1. During construction activities, if any subsurface archaeological resources are uncovered, all work shall be halted within 100 feet of the find and the Project Applicant shall retain a qualified cultural resources consultant approved by the City of Williams and/or by the Yocha Dehe Wintun Nation Tribe (if resources are found to be prehistoric) to identify and further investigate the physical extent and nature of any identified features or artifact-bearing deposits and determine their significance.

CUL-2. If cultural materials are identified as potentially significant by the cultural resources consultant per CUL-1, an investigation shall proceed as a formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists – e.g., there is an intact feature with a large and varied artifact assemblage – it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a

data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Once completed, documentation associated with these studies shall be submitted to the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project.

CUL-3. If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Colusa County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Colusa County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the “most likely descendant” (MLD). The landowner shall engage in consultations with the most likely descendant (MLD), and the MLD will make recommendations concerning the treatment of the remains within 48 hours of being provided access to the site as provided in Public Resources Code 5097.98.

VI. ENERGY

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Environmental Setting

Buildings in California are required to comply with California’s Energy Efficiency Standards for Residential and Nonresidential Buildings established by CEC regarding energy conservation standards and found in Title 24, Part 6 of the California Code of Regulations. Energy efficient buildings require less electricity.

Evaluation of Potential Energy Impacts

a) *Less Than Significant.* The Project proposes the development of an electric vehicle charging and low carbon fuels center on 17.92 acres, including a 3.21-acre commercial and passenger vehicle area with a 15,000 square-foot commercial/convenience center and a 14.71-acre truck/travel trailer area. By offering electric vehicle charging and low carbon alternative fuels such as renewable diesel, renewable compressed natural gas, and hydrogen, which are supported by the California Air Resources Board’s Low Carbon Fuel Standard (LCFS) program, the Project would support a reduction of energy use and high efficiency standards.

Construction would result in temporary consumption of energy resources for the movement of

equipment and materials. The construction and operation of the Project would be required by State law to comply with the California Green Building Standards Code (commonly known as “CALGreen”). Compliance with local, state, and federal regulations, which limit engine idling times and require recycling construction debris, would reduce short-term energy demand during the Project’s construction to the extent feasible and Project construction would not result in a wasteful or inefficient use of energy. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or use of equipment that would not conform to current emissions standards and related fuel efficiencies. Furthermore, individual project elements are required to be consistent with City policies and emissions reductions strategies and would not consume energy resources in a wasteful or inefficient manner. The Project would therefore have a less than significant impact related to inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

b) No Impact. The proposed commercial fueling station Project would not conflict with or obstruct an energy plan. The Project would adhere to all Federal, State, and local agency requirements. Therefore, the Project would have no impact on energy plans.

VII. GEOLOGY AND SOILS

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant with Mitigation Incorporated
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant with Mitigation Incorporated
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant with Mitigation Incorporated

Environmental Setting

The City of Williams lies in the Central Valley where the geological setting is described as quaternary (active 200,000 years ago) sedimentary deposits of igneous and metamorphic rocks. These deposits are within a historic alluvial floodplain of the Sacramento River and various

other channels. The quaternary alluvial deposits of the Central Valley occupy the eastern one-half of Colusa County.

It is unclear as of this writing how much soil movement would occur with the Project, including cut and fill, although the project applicant has indicated that all cut and fill will be balanced onsite. No information was submitted with this Project application regarding the geologic characteristics of the Project site.

Regional Geology: The Project site is located in the Great Valley geomorphic province. The Great Valley is a geomorphic province in an alluvial plain about 50 miles wide and 450 miles long in the central part of California. It is composed of the Sacramento Valley in the north and the San Joaquin Valley in the south. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic Period (about 160 million years ago) (CGS 2002). Recent alluvial deposits generally consist of poorly sorted silts, fine sands, and clays with less extensive lenses of median to coarse grained sands and gravel.

The Project site is underlain by quaternary basin deposits (alluvium) as shown on the 2010 Geologic Map of California (CDOC 2017). The geologic legend for the map indicates that the basin deposits are primarily from the Holocene Epoch (i.e., less than approximately 10,000 years old). The Colusa County Groundwater Management Plan provides a simplified geologic cross-section of Colusa County (Colusa County 2008). The geologic cross-section extends from the Coast Range in the west to the Sutter Buttes in the east. Based on the geologic cross-section and the simplified surface geology and faults map in the Colusa County Groundwater Management Plan, the Project area is underlain by recent alluvial deposits that are less than 10,000 years old and range in depth from 0 to 200 feet. The geologic cross-section indicates that the Project (located adjacent to Interstate 5) is within an area where the recent alluvial deposits are at the deeper end of the range. The Tehama formation is located beneath the recent alluvial deposits and extends to a depth of approximately 1,000 ft.

Seismicity: Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides and avalanches, and structural hazards.

The City of Williams is not included in the Alquist-Priolo Earthquake Fault Zone mapping program (CDOC 2017b). No active faults are known to exist in the City of Williams or Colusa County (City of Williams 2012a). The nearest potentially active known faults (showing evidence of surface displacement during Quaternary time, the last 1.6 million years) are in the Sutter Buttes, located approximately 13 miles east of the Project area; the Bartlett Springs fault, which is located in the Coast Ranges of Northern California, about 25 miles northwest of Williams, and the recently mapped northern section of the Hunting Creek fault, which is located approximately 20 miles west of Williams.

While there are no active faults near the City of Williams or in Colusa County, the northern Sacramento Valley can expect regular low-intensity shocks from time to time. However, according to the State Division of Mines and Geology, the possibility of a major earthquake cannot be ruled out. Other seismic and geologic considerations include landslides, subsidence, expansive soils, erosion, and volcanic eruptions, which have varying degrees of risk for Williams.

The faults that are in the Valley are quaternary or pre-quaternary (active two million years ago). The nearest known fault is at the Sutter Buttes for which the maximum credible earthquake

could measure a magnitude of 5.7 on the Richter scale. Ground shaking from this level of earthquake would be felt and observed. The damage would be moderate to major, with general damage to foundations, partial to complete collapse of unreinforced masonry structures, partial damage to reinforced masonry structures, and underground pipes broken. Therefore, the City of Williams accounts for and has plans to address the risks posed by seismic activity.

The USGS database indicates that there is a 72.94% chance of a major earthquake within 30 miles of Williams, CA, within the next 50 years. The largest earthquake within 30 miles of Williams occurred in 1975 and had a magnitude of 5.2 on the Richter scale.

Soils: The City is built on an alluvial floodplain formed from sedimentary igneous and metamorphic rocks deposited by the Sacramento River and various channels (City of Williams 2012a). The soil is primarily characterized by finely textured, clay soils with slow water infiltration and transmission rates. Rice production is common in these poor drainage conditions and is a major agricultural crop for the area. In the past, the Project site was used for rice cultivation.

The soils in the City have runoff potential with a high clay content, high swelling potential, a permanent high-water table, clay pan or clay layer at or near the surface, and shallow soils over nearly impervious material.

Soils in the Project area consist of Willows silty clay. The Willows series is a very deep, poorly drained soil that formed from fine-textured alluvium derived from mixed rock sources. Willows silty clay is identified as having soil strength and shrink-swell limitations that can adversely affect local road construction (NRCS 2006). At varying depths, ponding, wetness, slope, and shrink-swell potential is possible for small commercial buildings (NRCS 2006).

Evaluation of Potential Geology & Soils Impacts

a-i) Less Than Significant. Based on the 2010 Fault Activity Map of California prepared by the Department of Mines and Geology, the nearest faults are the Willows Fault Zone, Bartlett Springs Fault, and San Andreas Fault located 12 miles east, 25 miles west, and 60 miles west, respectively. The Willows Fault Zone is a pre-Quaternary fault (i.e., no visible signs of movement within 2 million years). The Bartlett Springs Fault shows geomorphic evidence of historic creep as well as fault rupture undifferentiated during the Quaternary time. The San Andreas Fault ruptured historically in 1838, 1906, and 1989.

According to the 2008 Ground Motion Interpolator from the California Division of Mines and Geology, there is a 10 percent probability that the site will experience a horizontal ground acceleration of 0.272g in the next 50 years. This is a relatively low level of ground shaking for California. In the absence of any on-site active faults, a *less than significant* impact related to fault rupture would occur on the Project site and no mitigation is required.

a-ii) Less than Significant. The Project site is not located in a seismically active area and would not be subject to ground shaking resulting from seismic activity on regional faults. Although there are faults located within 40 miles of the Project area, ground shaking from earthquakes associated with these faults is not expected to occur during the lifetime of the Project. This impact is therefore considered *less than significant*.

a-iii) Less than Significant. The Project site is not located in an area that has a high and or very high risk of liquefaction. Furthermore, Chapter 4 of the City's General Plan, Public Services, Safety Element indicates that the Project site is not located in an area susceptible to

landslides and slope instability. No steep topographical features are located on site. The Project does not include any activity known to cause damage by subsidence (e.g., fracking of oil, gas, or groundwater extraction). Settlement generally occurs within areas of loose, granular soils with relatively low density. The Project site is underlain by relatively dense alluvial material and sedimentary bedrock, so the potential for seismic settlement is considered low. Because the Project site does not exhibit characteristics of a high potential for subsidence or settlement, impacts are considered *less than significant*, and no mitigation is required.

a-iv) No Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, soil slips, and rock falls occur as soil or rock moves down slope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. Because the site is relatively flat and is not close to a susceptible hillside, the risk of landslide, mud flow, or other mass wasting affecting the site is considered low. Additionally, Chapter 4 of the City's General Plan, Public Services, Safety Element indicates that the Project site is not located in an area susceptible to landslides and slope instability. No steep topographical features are located on site. In addition, the Project will not manufacture any slopes that would create risks associated with landslides. *No impacts* associated with the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides are anticipated and no mitigation is required.

b) Less than Significant. Prior to the issuance of grading and/or building permits, the Project proponent would be required to prepare and submit detailed grading plans for the Project site. These plans must be prepared in conformance with applicable standards of the City's Grading Ordinance. Development of the site would involve the disturbance of more than one acre; therefore, the Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. Development projects in the City require preparation of a Storm Water Pollution Prevention Plan (SWPPP) to address short-term erosion and discharge impacts associated with the proposed onsite grading.

Development projects are required to prepare and submit to the City a project-specific Water Quality Management Plan (WQMP) to identify long-term operational measures to treat and/or limit the entry of contaminants into the storm drain system. The WQMP is required to be incorporated by reference or attached to the Project's SWPPP as the Post-Construction Management Plan.

The Project will adhere to the City's Grading Ordinance, obtain an NPDES Permit, and prepare a SWPPP and a WQMP. Therefore, construction and operational impacts associated with soil erosion hazards are *less than significant*.

c) Less than Significant with Mitigation. Groundwater and soils characteristics of the site could result in on-site soil instability. Implementation of GEO-1 will reduce potential impact to *less than significant with mitigation incorporated*.

d) Less than Significant with Mitigation. Soils in the Project area could be expansive and have the potential to create a substantial risk to property. Implementation of mitigation measure GEO-1 will reduce potential impacts to *less than significant with mitigation incorporated*.

e) No Impact. The Project would tie into the City's waste water disposal infrastructure. *No impacts* would occur related to alternative sewage disposal, and no mitigation is required.

f) Less than Significant with Mitigation. Disturbance of unique paleontological resources or geologic features is not anticipated. Mitigation measures are in place to assure that in the event

any artifacts are found. Potential impacts have been reduced to *less than significant with the incorporation of Mitigation Measure CUL-2*.

Mitigation Measure

GEO-1. Prior to issuance of grading and/or building permits, a preliminary soils report for the site with all imported soil and details on the soil's ability to accommodate the proposed development shall be submitted for review and approval by the City Engineer. Any recommended measures to avoid geologic impacts shall be incorporated into the Project.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Environmental Setting

The Project is located within the City of Williams in Colusa County, within the Sacramento Valley Air Basin (Air Basin). The Coast, Cascade, and Sierra Nevada Ranges bound the Air Basin on the west, north, and east. The Air Basin consists of all or portions of Shasta, Tehama, Glenn, Colusa, Yolo, East Solano, Sacramento, Placer, Sutter, Yuba, and Butte Counties. Air quality within the Colusa County portion of the Sacramento Valley Air Basin is regulated by the Colusa County Air Pollution Control District (CCAPCD).

Evaluation of Potential Greenhouse Gas Emissions

a) Less than Significant. The annual emissions of GHG emissions is summarized in Table 4 below for the construction and operational phases. The annual GHG for the construction and operational phases is estimated to be 24.9 metric tons/year and 8,525 metric tons/yr respectively. Detailed calculations are provided in the attached report.

Table 4 Summary of Annual GHG Emissions for CY2022 (in Metric tons/year)	
Phase	Total CO₂(e)
Construction	24.9
Operational	8,525

The results of the current analysis for criteria air pollutants are compared with mass emission thresholds established by CCAPCD. The significance of Project impacts for the construction and operational phases was previously summarized in Table 3.

The City of Williams has not formally established any thresholds of significance for GHG emissions. Instead, the City has relied on thresholds used to identify significant sources of GHG emissions in the State's Cap and Trade program [Title 17, Section 95812(c)(1)]. This threshold is set at 25,000 metric tons per year. California Air Resources Board (CARB) acknowledged that

the 25,000 MT/year threshold is used for the mandatory reporting for the Cap and Trade program and not established as a CEQA threshold for GHG emissions. However, the California Air Pollution Control Officers Association (CAPCOA) identified 25,000 MT/yr as a threshold in their January 2008 report "CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Air Quality Act." The issue of threshold of significance has also been reviewed by the Environmental Protection Agency (EPA). The EPA analyzed several thresholds for reporting and rejected lower thresholds of 1,000 and 10,000 metric tons/yr finding that these thresholds would greatly increase the number of covered entities without capturing a significant portion of GHG emissions (EPA 2009). The 25,000 MT/yr threshold would capture 94 percent of GHG emissions from stationary sources in California (CAPCOA 2008, Page 44). Given the volume of research and resources that have been expended to develop the CARB reporting and the Cap and Trade regulations and the Federal (EPA) GHG reporting rule, the City of Williams has determined that the 25,000 MT/yr threshold is an appropriate threshold of significance to the Project. Using this threshold, this impact would be *less than significant*.

b) Less than Significant. Colusa County APCD has not developed or adopted any plan, policy or regulation aimed at controlling GHG emissions. As a result, the applicable plan (by default) is the state's AB-32 which regulated the state's GHG emissions. AB-32 has established a ceiling ("cap") of emissions from the state and has set a goal of reducing GHG emissions to below 80% of the 1990 levels by 2050. The state's program relies on setting standards for cars and trucks, clean fuels program, energy efficiency from stationary sources. The current Project is subject to and would comply with all these requirements mandated by the state, resulting in a *less than significant* impact.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant with Mitigation Incorporated
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant with Mitigation Incorporated
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Less Than Significant Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

Environmental Setting

The Project site is currently zoned Agricultural and was historically used for agricultural purposes. It currently lies fallow. According to the Phase 1 Environmental Site Assessment prepared for the Project site by Blackstone Consulting, LLC (August 11, 2022), the southeastern portion of the subject property was previously developed with a residence and associated outbuildings and livestock pens between approximately 1937 and 1973. It is likely that the former residence utilized a septic system and/or potable water wells prior to being demolished. Records of a septic tank or groundwater wells were not found. Based on the residential and agricultural use, these potential features are not considered a Recognized Environmental Condition (REC). Adjoining uses include an irrigation ditch, vacant land, State Route 20, and a State-owned storage lot to the north; vacant residences, a mobile home park, the Williams Police Department, to the east; single-family residences, North Street, and a stormwater ditch to the south; and a stormwater ditch, Virginia Street, and a fueling station and market to the west.

Evaluation of Potential Hazards & Hazardous Materials Impacts

a, b) *Less Than Significant with Mitigation Incorporated.* The previous agricultural use has likely included the use of agricultural related chemicals, including fertilizers, pesticides and herbicides. These chemicals can accumulate in shallow soils throughout agricultural areas, particularly in drainage areas. These impacts are typically limited to shallow, near surface soil, and are generally considered a de minimis condition. However, to minimize construction worker exposures to potential agricultural chemicals in the soils during Project construction, and to appropriately manage soil in accordance with local, state and federal regulations, the general contractor will need to develop a project-specific subject property management plan that will detail soil characterization, healthy-and-safety requirements, and appropriate disposal practice. Mitigation Measure HAZ-1 will result in an impact that is *less than significant with mitigation incorporated*.

The use of hazardous substances during normal construction activities is expected to be limited in nature and would be subject to standard handling and storage requirements. Accordingly, impacts related to the release of hazardous substances are considered less than significant.

c) *No Impact.* Williams Elementary School is 0.8 miles from the Project site, Williams Upper Elementary School is 0.7 miles from the Project site, and Williams Junior/Senior High School is 0.6 miles away. *No impact* will occur to these facilities given their distances, and no mitigation is needed. Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards.

d) *No Impact.* The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment (California Department of Toxic Substances Control, available at: <https://www.envirostor.dtsc.ca.gov/public/>). Therefore, there is *no impact*.

e) *Less than Significant.* Williams is not located within the boundaries of an airport land use plan or within two miles of a public airport. The Williams Soaring Center is a small private glider airport located immediately east of Husted Road north of its intersection with E Street approximately 1.5 miles from the Project site. Because there is no airport within two miles of the Project site, there would be a *less than significant* impact related to a safety hazard or excessive noise for people residing or working in the Project area.

f) Less Than Significant. There is no adopted emergency evacuation plan for the area, and the Project would not interfere with any emergency response plan. The Project is providing emergency access to 7th Street in addition to the primary mainline road accessing the site. This impact is therefore *less than significant*.

g) Less Than Significant. Williams is surrounded by cultivated farmland, used primarily for growing rice, and is not within a wildland fire hazard area. The nearest State Responsibility Areas for wildland fire are located approximately 6 miles east. The threat of wildland fires is considered to be minimal, and this impact is therefore *less than significant*.

Mitigation Measure

HAZ-1. Prior to issuance of grading and/or building permits, to minimize worker exposures to potential soil impacts and appropriately manage soil in accordance with local, state and federal regulations, the general contractor shall develop a project-specific property management plan that will detail soil characterization, health and safety requirements, and appropriate toxic soil disposal strategies in keeping with all applicable regulations. This mitigation measure shall be included as a note on grading plans and a copy of the plan shall be provided to the Environmental Health Department prior to issuance of grading permits.

X. HYDROLOGY AND WATER QUALITY

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant with Mitigation Incorporated
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	Less Than Significant Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less Than Significant with Mitigation Incorporated
(i) result in substantial erosion or siltation on- or off-site;	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant with Mitigation Incorporated
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less Than Significant with Mitigation Incorporated
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant with Mitigation Incorporated

Environmental Setting

The City of Williams extends from both sides of Interstate 5 in Colusa County. The City generally slopes from southwest to northeast with a very flat to relatively flat gradient that averages in the range of about 0.05 to 0.5 percent. Land elevations range from about 110 feet above mean sea level (msl) to about 60 feet above msl. The City is in the 1,850 square mile Sacramento-Stone Corral (18020104) watershed within the Colusa Subbasin, under the Colusa

Groundwater Authority's purview. The City's Storm Drain Master Plan divides the City into seven local watersheds and 115 sub-basins ranging in size from 5.5 acres to 293 acres (City of Williams 2007). The Project is located between 92 and 94 feet above mean sea level.

This section is based on the *Hydrology and Water Quality Study* prepared by Laugenour and Meikle and dated November 4, 2024.

Evaluation of Potential Hydrology & Water Quality Impacts

a, c-i, and c-iii) Less than Significant with Mitigation. The Project would be designed to be consistent with the applicable portions of the City of Williams Municipal Code Chapter 13.05 Storm Water and Urban Runoff Pollution Control, including 13.05.060 Best management practices and 13.05.070, Construction storm water measures.

The Project will disturb greater than one acre, and activities associated with operation of the Project could result in degradation of storm water runoff quality due to the amount of impervious surface at the site and the nature of the fueling and truck service activities proposed. The Project will be required to obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ). The NPDES permit deals with both the construction phase and operational phase of development Projects. For the construction phase of a Project, the NPDES permit identifies the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP defines temporary measures to be implemented to prevent pollutants in stormwater runoff from being discharged from the Project area during construction of the Project.

For the operational phase, the NPDES permit requires that the Project meet post-construction standards. The standards require that the Project implement and maintain runoff treatment measures to reduce pollutants discharged from the Project area during the life of the Project. With the integration of appropriate on-site operational controls, including obtaining a SWPPP, the detention of storm water runoff to prevent any net increase in off-site storm water flows, pre-release filtering of stormwater, and standard best management practices (BMPs), runoff water quality impacts would be less than significant with mitigation.

With Mitigation Measures HYDRO-1 through HYDRO-6, impacts regarding storm water runoff would be less than significant.

b and e) Less Than Significant. The City system has two potable water storage reservoirs totaling 1.1 million gallons, together with three active and two standby groundwater wells. The wells draw ground water from depths ranging from 120 feet to as deep as 500 feet. The source of groundwater is recharge from the hills to the west and local irrigation of crops with surface water. Because of the distances between Williams and other communities in Colusa County, future increases in water supply pumping will not impede the availability of water supplies for other systems.

The 2023 City Water Master Plan states that the City system has an effective source capacity of 1.4 million gallons per day (mgd), but the capacity will increase to 2.7 mgd when new "Well 11" comes online in April 2025. The City Water Master Plan indicates that the current maximum day demand (MDD) is 1.5 mgd. With Well 11 online, there will be an excess source capacity of 1.2 mgd. In the Master Plan, the project site is planned as a future development of a Commercial land use. The estimated demand (MDD) for the project area (14.7 acres) with a Commercial land use is 15,000 gallons per day (gpd), or 0.015 mgd, based on similar projects in the city.

This MDD for the project is much smaller than the excess source capacity (0.015 mgd < 1.2 mgd).

The city is located within the Sacramento Valley Colusa Groundwater Subbasin (Subbasin), which is designated as a high-priority basin, subject to SGMA (Sustainable Groundwater Management Act). The Colusa Groundwater Authority (CGA) is the Groundwater Sustainability Agency responsible for implementing SGMA in the Colusa County portion of the Subbasin. The City is currently a member of the CGA and participated in developing the Colusa Subbasin Groundwater Sustainability Plan (GSP), which was finalized December 2021. GSP annual reports are completed to evaluate current Subbasin conditions and assess the need for implementing projects and management actions. It is expected that future water conservation requirements and source water restrictions will eventually be implemented as a result of SGMA implications. While the City is supportive of these future improvements, there is not currently a demand in the City for such projects. If/when demand calls for it in the future, improvements and associated costs will be determined at that time. It is expected that grant funding will likely be required, at least in part, to fund such projects.

The Project would therefore have a *less than significant* impact on groundwater demand and supply.

c-ii, c-iv and d) Less than Significant with Mitigation. The Project would increase imperviousness from 0 percent up to 90 percent maximum, which would increase rainfall runoff from the site. Impervious surfaces allow stormwater to move more quickly through the Project site, increasing the rate of runoff. However, the Project would be required to include a detention area to contain stormwater on site as part of the NPDES permit under HYDRO-4, which will require that calculations for stormwater runoff demonstrate no net increase in off-site stormwater runoff.

The current FEMA maps designate the Project area as Zone AH, which signifies an area that is subject to a 1% annual chance of shallow flooding, with typical flood depths of 1 to 3 feet. Figures 14 and 15 below show the most recent flood data for the site per a 2015 Letter of Map Revision (LOMR) Determination Document (issue date February 17, 2015, case no. 14-09-4496P, panels 516 and 517 of 875). According to the LOMR, with embankments along SR 20, flood depths are in the range of approximately 79 to 83 feet NGVD.

The base flood results from overflow from Salt Creek that flows across a broad floodplain in which the Project lies. Based on the flood zone regulations in the City's Zoning Code Section 15.30, the City would require that any proposed structure comply with the City's floodplain regulations. Other portions of the Project property would remain below the floodplain so that the floodplain flow capacity would be preserved. The structure would be elevated out of the floodplain by placement of fill (soil), with certification issued by the FEMA.

Laugenour & Meikle obtained the FEMA floodplain model and modified it to reflect the preliminary grading plan for the Project. The modeling results for the modified model were compared to the original model. The maximum increase in base flood elevations to areas adjacent to the Project was 0.2 feet. This increase is considered less than significant under the City's Zoning Code Section 15.30.140.A.4. Prior to lot development, a LOMR (Letter of Map Revision) from FEMA will be needed to show the increase in base flood elevations on the FIRM maps, and the Project would need to comply with Section 15.30 in its entirety.

City of Williams 060024

ZONE AH (EL 77)

LIMIT OF DETAILED STUDY

PROJECT LOCATION

ZONE AH (EL 77)

ZONE A

REVISED AREA

City of Williams 060024

14

SPRING CREEK

FRESHWATER LATERAL ROAD

NORTH ST

10TH STREET

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[illegible]

The Project site is not located near a coastal area or enclosed body of water of sufficient size to pose a risk of inundation by tsunami or seiche waves. The Project site is located on and surrounded by relatively flat ground and is not subject to mudflows.

Therefore, the Project would have a *less than significant* impact on causing flooding on- or offsite.

Mitigation Measures

HYDRO-1. The Project design shall incorporate appropriate BMPs consistent with City, County and State storm water drainage regulations to prevent or reduce discharge of all construction or post-construction pollutants and hazardous materials offsite or all surface water, including but not limited to the following. These shall be shown as a note on all improvement and grading plans:

- ***Disruption of soils and native vegetation shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; upon completion of final grading and/or prior to the rainy season or any major storm event, bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch or other BMPs pursuant to the approved Storm Water Pollution Prevention Plan (SWPPP).***
- ***If straw is used for erosion control, only certified weed-free straw shall be used to minimize the risk of introducing noxious weeds such as yellow star thistle.***
- ***The contractor shall exercise every reasonable precaution to prevent contamination of the Project area with spilled fuels, oils, bitumen, calcium chloride, and other harmful materials. Contamination of the Project area soils from construction byproducts and pollutants such as oil, cement, and wash water shall be minimized. Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.***
- ***To minimize erosion into onsite drainage channels, development runoff shall not be discharged directly into steep slopes. Runoff shall instead be directed through energy dissipaters constructed at discharge points to reduce flow velocity and prevent erosion.***

HYDRO-2. Prior to approval of project grading and/or building plans, sand/oil filters shall be shown on the improvement plans for the parking areas and shall be constructed to specification.

HYDRO-3. Prior to issuance of grading and/or building plans, the applicant shall record and provide a copy for City verification of a recorded storm water drainage covenant for the maintenance and operation of onsite drainage facilities.

HYDRO-4. This Project is subject to compliance with the National Pollutant Discharge Elimination System (NPDES) requirements, as covered in the State of California General Permit for Storm Water Discharges Associated with Construction Activity. A Notice of Intent must be filed with the State Water Resources Control Board (SWRCB) prior to the

onset of construction. A Storm Water Pollution Prevention Plan (SWPPP) Monitoring Program and Inspection Plan must be prepared and submitted to the City Engineer for approval prior to issuance of grading permits for this Project. The developer will be solely responsible for implementation of the SWPPP, Monitoring Program and Inspection Plan during construction.

HYDRO-5. Prior to issuance of improvement permits, an engineered plan for a permanent solution for drainage shall be submitted to and approved by the Department of Public Works. The drainage plans shall specify how stormwater runoff will be attenuated on site by detention facilities and/or conveyed to the nearest natural or publicly maintained drainage channel or facility and shall provide developed-condition peak flow discharge not greater than the pre-development condition for all storm events, and no increase in stormwater volume over the design storm duration to said channel or facility. Detention facilities must either discharge to receiving channel with no backwater from the channel, or attenuate full stormwater volume onsite. Backwater condition is present when detention facility, with gravity flow, has an outlet elevation at or below the approved 100-year water surface elevation of the receiving channel. If used, stormwater pumps shall have redundant pump systems, back-up power, and discharge control mechanism(s) to prevent discharge during high flow events in the receiving channel. Prior to final improvement inspection, the design dimensions and volume of detention facilities shall be confirmed using topographic land survey by the engineer of record.

XI. LAND USE AND PLANNING

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant Impact

Environmental Setting

The Project site has two zoning and General Plan designations, with the northern 22.54 acres zoned Agriculture (AR) and with a Parks and Recreation (P-R) land use designation, and the southern 13.95 acres zoned and designated Urban Residential High Density (R-U HD). The property has historically been used for agricultural purposes and currently lies fallow. The southeastern portion of the subject property was previously developed with a residence and associated out building and livestock pens between approximately 1937 and 1973. It is likely that the former residence utilized a septic system and/or potable water wells prior to being demolished. Adjoining uses include an irrigation channel, vacant land, State Route 20, and a State-owned storage lot to the north; vacant residences, a mobile home park, and the Williams Police Department, to the east; single-family residences, North Street, and a stormwater ditch to the south, and a stormwater ditch, Virginia Street, and a fueling station and market to the west.

Evaluation of Land Use and Planning Impacts

a) No Impact. The Project would therefore would not divide an existing community. The Project is consistent with other commercial uses to the west of the site, which include Shell gas station and Orv's Family Market. The Project would be accommodated by existing roadways and would not require construction of new roadways that would preclude access to the

surrounding area. The Project would not physically divide an established community, and *no impact* would occur.

b) *Less than Significant Impact.* The Project site is currently located within a Parks and Recreation General Plan land use designation and A-R zoning district, which are inconsistent with the proposed uses. These designations do not allow for the proposed uses. Because the EVC/LCFC Project is a limited permitted use within the “Commercial” General Plan designation and zoning district, the Project proposes a General Plan Amendment to change the land use designation of 22.54 acres of land from Parks and Recreation (P-R) to 20.24 acres of Commercial (C) on the north half of the site, while the existing 13.95 acres of Urban Residential High Density Land Use Designation on the south half of the site would be decreased to 13.72 acres. The Project also includes a Zoning Map Amendment to rezone 22.54 acres of Agriculture (A-R) to 20.24 acres of Commercial (C) and a rezone to adjust the 13.95 acres of Urban Residential High Density (R-U HD) to 13.72 acres. Please refer to Attachment K, which consists of a complete assessment of the project’s consistency with the General Plan.

Regional Housing Needs Allocation/Housing Element: The existing Urban Residential High-Density property would be re-oriented on the Project site and decreased in size from 13.95 to 13.72 acres of R-U HD zoned vacant land. However, the Housing Element evaluated the site as having 12.8 acres and has allocated housing in accordance with that acreage. Therefore, in accordance with Government Code Section 65863 there would be a no net loss of Regional Housing Needs Allocation as the planned acreage is increasing with the project. The General Plan Consistency Assessment references recommended findings for compliance with this law to approve the project.

Circulation Element: Truck stops, travel centers, and fueling stations are considered “Limited” uses within the Commercial zoning district. Limited uses are subject to certain performance standards, including providing direct access from Old Hwy 20 or I-5. Although the Project is in very close proximity to SR 20, the Project does not have direct access to Old Hwy 20 or I-5. An additional amendment is therefore proposed to the text of the Zoning Code to omit this restriction. The Project meets the original intent of the current zoning text, with proximity and easy access to a major arterial.

The Project would rely on the General Plan policies and actions, especially those adopted to assist in the protection of the environment. The Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. With the proposed General Plan Amendment and Zoning Text and Map Amendments, the Project would have *less than significant* impacts to land use planning. In addition, expanding the Highway Overlay District to include the project site would result in a less than significant impact related to policy inconsistency as the City’s design review process would reduce any land use impacts.

XII. MINERAL RESOURCES

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

Environmental Setting

The State Mining and Geology Board (SMGB) prioritizes areas classified as containing significant mineral resources and areas to be designated as containing mineral deposits of regional or statewide significance. Mineral Resource Zone (MRZ) categories are used to identify areas of identified, undetermined, and unknown mineral resource significance. No MRZ designations have been applied to the City of Williams or Colusa County.

Evaluation of Potential Mineral Resource Impacts

a, b) No Impact. No MRZ designations have been applied to the City of Williams or Colusa County, and the Project would therefore result in *no impacts* to mineral resources.

XIII. NOISE

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant with Mitigation Incorporated
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Environmental Setting

This section is based on the *Environmental Noise and Vibration Assessment* prepared by Dario Gotchet of Bollard Acoustical Consultants, dated November 4, 2024. This section evaluates short-term and long-term potential noise impacts of the Project on sensitive uses adjacent to the Project site and addresses noise mitigation measures from the General Plan Noise Element. Applicable policies of the General Plan Noise Element include the following:

- 6.2** The City should have the flexibility in its ordinance and policies to consider the application of 5 dB less restrictive exterior noise standards than those prescribed in Table 6.2 and Table 6.4 in cases where it is impractical or infeasible to reduce exterior noise levels within infill projects to a state of compliance with their standards. In such cases, the rationale for such consideration should be clearly presented and disclosure statements and noise easements should be included as conditions of project approval.
- 6.13** Noise associated with construction activities shall adhere strictly to the City Code restrictions regarding prohibited operating hours.

Tables 6.2 and 6.4 from the General Plan Noise Element are shown below.

Noise Guidelines for New Uses Affected by Transportation Noise Sources

New Land Use	Sensitive Outdoor Area, CNEL/DNL (dB)	Sensitive Interior Area, CNEL/DNL (dB)	Notes
Residential	60	45	5
Residences in Ag. Zones	65	45	6
Transient Lodging	65	45	3,5
Hospitals & Nursing Homes	60	45	3,4,5
Theaters & Auditoriums	--	35	3
Churches, Meeting Halls, Schools, Libraries	60	40	3
Office Buildings	65	45	3
Commercial Buildings	65	50	3
Playgrounds, Parks, etc.	70	--	--
Industry	65	50	3
¹ Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed position. ² Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply. ³ Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients. ⁴ If this use is affected by railroad or aircraft noise, a maximum (L _{max}) noise level standard of 70 dB shall be applied to all sleeping rooms with windows closed to reduce the potential for sleep disturbance during nighttime noise events. ⁵ Due to the noise-generating nature of agricultural activities, it is understood that residences constructed on agriculturally-designated land may be exposed to elevated noise levels. As a result, a 65 dB CNEL/DNL exterior noise level standard is applied to noise-sensitive outdoor areas of these uses.			

Source: Williams General Plan, Table 6.2

Non-Transportation Noise Guidelines¹

Receiving Land Use	Outdoor Area, Leq / L _{max} (dB) ²		Interior Day & Night, Leq / L _{max} (dB)	Notes
	Daytime	Nighttime		
All Residential	55 / 75	50 / 70	35 / 55	--
Transient Lodging	55 / 75	--	35 / 55	4
Hospitals & Nursing Homes	55 / 75	--	35 / 55	5,6
Theaters & Auditoriums	--	--	30 / 50	6
Churches, Meeting Halls, Schools, Libraries	55 / 75	--	35 / 60	6
Office Buildings	60 / 75	--	45 / 65	6
Commercial Buildings	55 / 75	--	45 / 65	6
Playgrounds, Parks, etc.	65 / 75	--	--	6
Industry	60 / 80	--	50 / 70	6
¹ The standards in this table shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. ² If the existing ambient noise level exceeds these standards, then the noise level standards shall be increased in 5 dB increments to encompass the ambient. ³ Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed position. ⁴ Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours. ⁵ Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients. ⁶ The outdoor activity areas of these uses (if any) are not typically utilized during nighttime hours.				

Source: Williams General Plan, Table 6.4

The provisions of the Williams Code of Ordinances which would be most applicable to this Project are as follows:

9.14.020 Noise prohibited. It is unlawful for any person to make, continue or cause to be made or continued any loud, unnecessary, disturbing or unusual sound which either endangers or injures the safety or health of humans or animals, or annoys or disturbs the comfort, peace or quiet of a reasonable person of normal sensitivities, within the city. The following acts, among others, are declared to be loud, unnecessary, disturbing and unusual noises in violation of this section, but such enumeration shall not be deemed to be exclusive:

E. The erection, excavation, demolition, alteration or repair of any building or structure, or the operation of any construction equipment, within a residential neighborhood or within five hundred feet of a residential neighborhood between the hours of ten p.m. and seven a.m., in such a manner that it disturbs the comfort, peace or quiet of any other person.

F. The repair, rebuilding or testing of any automobile, motorcycle or other vehicle in any residential neighborhood or within five hundred feet of any residential neighborhood between the hours of ten p.m. and seven a.m., in such a manner that it disturbs the comfort, peace or quiet of any other person.

The need to mitigate noise impacts under State of California requirements is triggered by one of the following:

- New development proposed adjacent to a roadway that will be negatively impacted by the existing or future traffic noise.
- A new roadway proposed to cross through or along an existing development, where future traffic noise will negatively impact the development.
- Expansion of an existing roadway where projected traffic noise will negatively impact adjoining land uses.
- Establishment of a new land use that will negatively impact on existing use; or
- Establishment of a new land use that will be negatively impacted by the proximity of an existing noise producing use.

Evaluation of Potential Noise Impacts

a) Less than Significant with Mitigation.

Construction Noise

Construction noise associated with the Project would be temporary and would vary depending on the nature of the activities being performed. During Project construction, heavy equipment would be used for grading excavation, paving, and structure construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the Project area would also vary depending upon the proximity of equipment activities to that point.

Typical maximum noise levels range up to 85 dBA Lmax at 50 feet during the noisiest construction phases. Table 39 from the *Environmental Noise and Vibration Assessment* prepared for the Project includes the range of maximum (Lmax) noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. It should be noted that not all of these construction activities would be required for the Project.

Table 39 data also include predicted maximum equipment noise levels at the nearest existing residential uses, which assume a standard spherical spreading loss of 6 dB per doubling of distance.

Table 39
Reference and Projected Noise Levels for Typical Construction Equipment

Equipment Description	Reference Maximum Noise Level at 50 Feet (dB)	Projected Maximum Noise Levels at Nearest Residential Uses (dB)		
		Residence-E (200 ft)	Residence-SE (370 ft)	Residence-S (275 ft)
Air compressor	80	68	63	65
Backhoe	80	68	63	65
Ballast equalizer	82	70	65	67
Ballast tamper	83	71	66	68
Compactor	82	70	65	67
Concrete mixer	85	73	68	70
Concrete pump	82	70	65	67
Concrete vibrator	76	64	59	61
Crane, mobile	83	71	66	68
Dozer	85	73	68	70
Excavator	85	73	68	70
Generator	82	70	65	67
Grader	85	73	68	70
Impact wrench	85	73	68	70
Loader	80	68	63	65
Paver	85	73	68	70
Pneumatic tool	85	73	68	70
Pump	77	65	60	62
Saw	76	64	59	61
Scarifier	83	71	66	68
Scraper	85	73	68	70
Shovel	82	70	65	67
Spike driver	77	65	60	62
Tie cutter	84	72	67	69
Tie handler	80	68	63	65
Tie inserter	85	73	68	70
Truck	84	72	67	69
	Low	64	59	61
	High	73	68	70
	Average	68	63	66

Source: 2018 FTA Noise and Vibration Impact Assessment Manual, Table 7-1 & BAC.

Williams General Plan Policy 6.13 states that noise associated with construction activities shall adhere strictly to the City Code restrictions regarding prohibited operating hours. Williams Code of Ordinances Section 9.14.020 states that construction activities within a residential neighborhood, or within 500 feet of a residential neighborhood shall be prohibited during the hours of 10:00 p.m. to 7:00 a.m. It is reasonably assumed that all on-site Project construction activities would occur pursuant to General Plan Policy 6.13 and Code of Ordinances Section 9.14.020.

The threshold of perception of the human ear is approximately 3 to 5 dB. A 5 dB change is considered to be clearly noticeable. For this analysis, a noticeable increase in ambient noise levels is assumed to occur where noise levels increase by 5 dB or more over existing ambient noise levels at the nearest noise-sensitive receptors (i.e., existing residences). The results of the noise analysis performed in the *Environmental Noise and Vibration Assessment* indicate

that increases in ambient maximum noise levels from Project construction activities would be 0.7 dB Lmax (at Residential – South), 2.2 dB Lmax (Residential – SE), and 3.2 dB Lmax (at Residential – East). The calculated ambient maximum noise level increases are below the applied increase significance criterion of 5 dB. Based on the analysis provided above, this impact does not exceed the thresholds. Nonetheless, construction noise has the potential for annoyance at nearby existing noise-sensitive receptors (i.e., residences), causing an impact that is *less than significant with mitigation* with the implementation of Mitigation Measure NOI-1.

Operational Noise

Trailer-mounted Transport Refrigeration Units (TRUs, also commonly referred to as “reefers”) control the environment of temperature-sensitive freight transported in semi-trailers. TRU-equipped trailers can store many products, including food, plants, medicines, chemicals, artwork, and more. According to the California Air Resources Board (Draft Technology Assessment: Non-Truck Transport Refrigeration Units (TRU) Workshop – May, 2022), approximately 42,000 trailer-mounted TRU’s operate in California on a given day. Based on California Energy Commission data, trailer-mounted TRUs may account for approximately 16 percent of trucks on California highways. Accordingly, it was assumed for purposes of this analysis that approximately 16 percent of trucks utilizing the Project facilities would be equipped with operating TRUs. It is not known at this time what percentage of TRUs operating at the Project site would be eTRUs, but given the greater energy efficiency of eTRUs, it is probable that their use will become increasingly widespread.

According to the Project site plan, the Project proposes approximately 90 heavy truck and trailer parking spaces. Assuming approximately 16 percent of the trucks utilizing the Project site would have trailer-mounted TRUs, approximately 14 TRUs could theoretically be operating at the Project site concurrently. Ambient plus Project TRU noise level increases were calculated at the nearest residential uses. The results of those calculations are provided in Table 17 of the *Environmental Noise and Vibration Assessment*.

Table 17
Calculated Project TRU Increases in Ambient Noise Levels – Average L_{eq}

Sensitive Use ¹	Measured Ambient Daytime Noise Level, Leq (dB) ¹		Combined TRU Noise Level, Leq (dB) ²	Ambient Plus Project Noise Level, Leq (dB)		Associated Noise Level Increase, Leq (dB) ³	
	Daytime	Nighttime		Daytime	Nighttime	Daytime	Nighttime
Residential – E	53	50	53	55.9	54.5	2.7	4.5
Residential – SE	53	46	52	55.5	52.8	2.3	6.5
Residential – S	55	53	55	58.1	56.9	2.8	4.2

¹ Average measured daytime and nighttime ambient noise levels assigned to residential use presented in Table 1 of this report.
² Combined average predicted TRU noise levels presented in Table 16.
³ Calculated increase in ambient daytime and nighttime noise levels at each residential use.

Source: BAC 2024

As shown in Table 17, the calculated increase in ambient nighttime noise levels of 6.5 dB at the closest existing residential use to the southeast of the Project would exceed the applied increase significance criterion of 5 dB. Because noise exposure from Project TRUs is predicted to exceed the applicable Williams General Plan nighttime exterior noise level standard at the nearest existing residential uses, and because noise exposure from those operations is calculated to significantly increase ambient nighttime noise levels at the closest residential use to the southeast, this impact is identified as being potentially significant. With implementation of

Mitigation Measure NOI-2, the calculated mitigated increases in ambient nighttime noise levels at those closest residential uses to the southeast would be 49.3 Leq (dB), just under the City's 50 dB threshold for nighttime residential uses.

Ambient plus cumulative Project noise level increases were calculated at the nearest residential uses. The results of those calculations are provided in Tables 33 and 34 of the *Environmental Noise and Vibration Assessment*. As shown in Table 34, calculated cumulative increases in ambient nighttime hourly average (Leq) noise levels would exceed the applied increase significance criterion of 5 dB at a portion of the closest existing residential use.

Table 33
Calculated Cumulative Project Increases in Ambient Noise Levels – Daytime Hours

Sensitive Use ¹	Measured Ambient Noise Level (dB) ¹		Combined/Highest Noise Level (dB) ²		Ambient Plus Project Noise Level (dB)		Associated Noise Level Increase (dB) ³	
	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Residential – E	53	68	56	63	57.9	69.1	4.7	1.3
Residential – SE	53	65	55	60	57.4	66.0	4.1	1.3
Residential – S	55	73	56	55	58.5	73.1	3.3	0.1

¹ Average measured daytime ambient noise levels assigned to residential use presented in Table 1 of this report.
² Combined average and highest predicted project noise levels presented in Tables 29 and 30.
³ Calculated increase in ambient daytime noise levels at each residential use.

Source: BAC 2024

Table 34
Calculated Cumulative Project Increases in Ambient Noise Levels – Nighttime Hours

Sensitive Use ¹	Measured Ambient Noise Level (dB) ¹		Combined/Highest Noise Level (dB) ²		Ambient Plus Project Noise Level (dB)		Associated Noise Level Increase (dB) ³	
	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Residential – E	50	62	56	63	57.1	65.7	7.1	3.7
Residential – SE	46	59	55	60	55.8	62.6	9.5	3.6
Residential – S	53	70	56	55	57.5	69.6	4.8	0.1

¹ Average measured nighttime ambient noise levels assigned to residential use presented in Table 1 of this report.
² Combined average and highest predicted project noise levels presented in Tables 31 and 32.
³ Calculated increase in ambient nighttime noise levels at each residential use.

Source: BAC 2024

Cumulative (combined) hourly average (Leq) Project noise level exposure is calculated exceed the Williams General Plan daytime and nighttime hourly average (Leq) noise level standards at the closest residential uses, and cumulative noise exposure is calculated to significantly increase ambient nighttime hourly average (Leq) noise levels at a portion of those uses. With implementation of NOI-2 through NOI-5, this impact is considered *less than significant with mitigation*.

b) Less Than Significant Impact. During Project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest off-site existing structures to where heavy equipment operations could occur within the Project area have been identified as residences. Table 40 data from the *Environmental Noise and Vibration Assessment* identifies projected heavy equipment vibration levels at the nearest existing residences.

Table 40
Reference and Projected Vibration Source Amplitudes for Construction Equipment

Equipment	Reference Maximum Vibration Level at 25', VdB (rms)	Projected Maximum Vibration Level at Structure, VdB (rms) ¹		
		Residence-E (215 ft)	Residence-SE (385 ft)	Residence-S (290 ft)
Vibratory Roller	94	61	58	59
Hoe Ram	87	59	57	58
Large bulldozer	87	59	57	58
Caisson drilling	87	59	57	58
Loaded trucks	86	58	56	57
Jackhammer	79	<55	<55	<55
Small bulldozer	58	<55	<55	<55

¹ RMS velocity in decibels (VdB) re 1 micro-inch/second.

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual and BAC calculations

As shown in Table 40, vibration levels generated from on-site construction activities are below the FTA threshold for damage to engineered structures (98 VdB) at a reference distance of 25 feet from those activities. In addition, the construction-related vibration levels shown in Table 40 are predicted to be below the strictest impact level criterion of 72 VdB for residences and buildings where people normally sleep. Finally, the projected construction-related vibration levels shown in Table 40 are predicted to be below the human threshold of perception (65 VdB) at the nearest residences. Based on the analysis provided above, on-site construction within the Project area is not expected to result in excessive groundborne vibration levels at nearby existing off-site structures.

Results from the ambient vibration level monitoring within the Project area (Table 3) indicate that average measured vibration levels were well below the 65 VdB threshold of perception. Therefore, it is expected that implementation of the Project would not result in the exposure of persons within the Project area to excessive groundborne vibration levels. Finally, the Project proposes the construction of travel center. While traffic/trucks traveling on roadways are a source of vibration, these sources rarely generate vibration amplitudes high enough to cause structural or cosmetic damage. Further, vibration levels generated by Project on-site traffic/truck passbys will be at low speed and are expected to dissipate rapidly with distance. Based on the information above, Project on-site operations are not expected to generate appreciable vibration. Because vibration levels due to both Project construction and operations related to proposed uses within the Project area are expected to be satisfactory relative to the applicable FTA vibration impact criteria, this impact is identified as being *less than significant*.

c) No Impact. The Project site is located approximately 1.25 miles west of the Williams Soaring Center (private airstrip). According to the Williams General Plan, the facility is primarily used for the operation of gliders and their tow planes. The General Plan further states that, although Williams Soaring Center aircraft overflights of the city occur, those flights are by small, single-engine planes, and are infrequent. Finally, the General Plan states that the ambient noise level environment within the City of Williams is not significantly influenced by aircraft noise.

The Williams General Plan establishes an exterior noise level standard of 65 dB DNL for commercial uses affected by transportation noise sources (i.e., traffic and aircraft). According to the results from the ambient noise level survey conducted by BAC (Table 1 of this report), measured day-night average noise levels (DNLs) within the Project area ranged from 52 dB to 62 dB. It is believed that the ambient noise level environment within the Project area is primarily affected by traffic, and not aircraft operations. Nonetheless, the measured day-night average

noise levels (DNLs) within the Project area are below the General Plan exterior noise level standard of 65 dB DNL applicable to commercial uses affected by transportation noise sources. As a result, no further consideration of noise abatement measures would be warranted for aircraft operations noise at the Project site, and *no impact* would occur.

Mitigation Measures

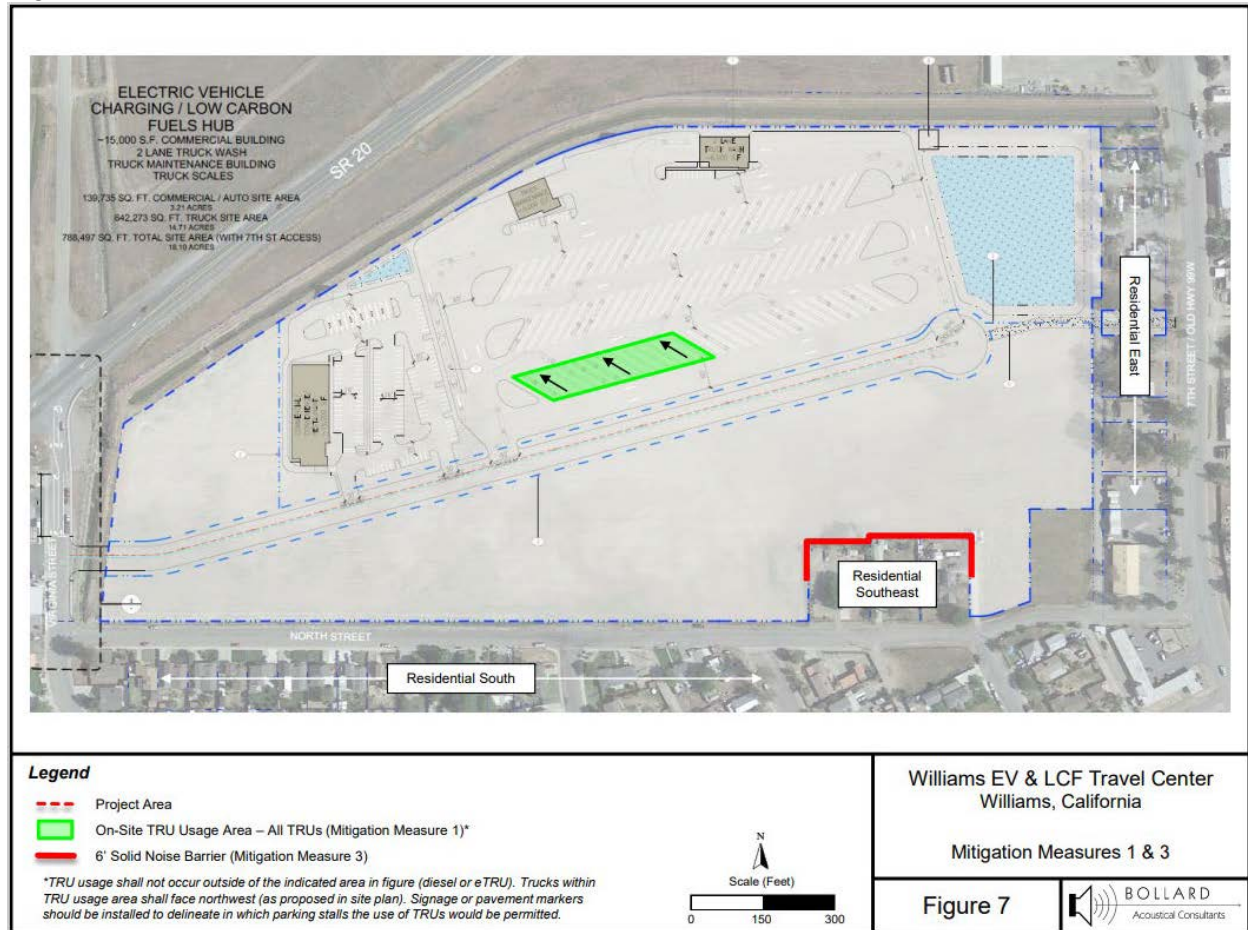
NOI-1. Prior to any issuance of grading and/or building permits the following noise mitigation measures/notes shall be placed on construction plans:

- ***The Project shall utilize temporary construction noise control measures including the use of temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects, unless otherwise allowed under the City's noise regulations.***
- ***All noise-producing Project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.***
- ***All mobile or fixed noise-producing equipment used on the Project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of Project activity.***
- ***Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.***
- ***Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.***
- ***Project area and site access road speed limits shall be established and enforced during the construction period.***

NOI-2. Prior to building permit issuance, a trailer-mounted Transportation Refrigerator Unit (TRU) location plan shall be submitted for review and approval by the City. The plan shall demonstrate that all TRUs will be limited to the truck parking stalls indicated consistent with Figure 7 of the Environmental Noise and Vibration Assessment. Signage or pavement markers shall be installed to delineate in which parking stalls the use of diesel TRUs and Electric TRUs (eTRU)s would be permitted.

NOI-3. Prior to the issuance of building permits, the applicant shall submit plans to construct a noise barrier at least six feet in height along the property lines of the closest residences to the southeast of the project, consistent with Figure 7 of the Environmental Noise and Vibration Assessment. The solid noise barrier shall take the form of a masonry or CMU wall or other materials approved by a qualified acoustical engineer for the project. Alternate means of reducing noise may also be considered, but must be reviewed by a qualified acoustical engineer and found to be in compliance with City noise standards and the Federal Interagency Committee on Noise (FICON) 5 dB increase threshold. Prior to operation or occupancy of the truck stop project, whichever comes first, the noise barrier/wall or other approved means of mitigation shall be constructed or implemented in accordance with the approved plans.

Figure 7 from the Environmental Noise and Vibration Assessment:



NOI-4. Truck wash operations shall be restricted to daytime hours only (7:00 a.m. to 10:00 p.m.).

NOI-5. Truck maintenance/repair building operations shall be restricted to daytime hours only (7:00 a.m. to 10:00 p.m.).

XIV. POPULATION AND HOUSING

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

Environmental Setting

The Project site consists of 36.67 acres of fallow agricultural land with no structures and several drainage ditches running along the perimeter of the property.

Evaluation of Potential Population and Housing Impacts

a) *Less Than Significant Impact.* The Project involves the construction of an alternative and standard fueling facility and charging station with convenience store commercial uses and truck maintenance and repair services. The Project would not remove or construct any residential housing. The Project is also consistent with the Housing Element and would increase the amount of planned housing area as discussed in Attachment K. The project would not substantially impact housing demand for the area. The Project is therefore not growth inducing, and this impact is *less than significant*.

b) *No Impact.* The Project does not remove or construct any housing or include activities that could lead to the displacement of existing housing. *No impact* would occur.

XV. PUBLIC SERVICES

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Question	CEQA Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	Less Than Significant Impact

Environmental Setting

The Public Safety and Circulation Elements of the City of Williams General Plan defines the policies related to public services. The City of Williams cooperates with the Williams Rural Fire Protection District to provide joint fire protection services through the Williams Fire Protection Authority (WFPA). Police protection services within the City of Williams are handled by the City's Police Department.

The Williams Unified School District (WUSD) Facilities Needs Study and Master Plan was developed in 2007. The existing 52-acre school complex in Williams houses all of the City's public schools.

The City Parks and Recreation Department oversees a system of five parks, a municipal pool, and the Sacramento Valley Museum. City facilities accommodate a wide range of activities, including softball, soccer, volleyball, and basketball.

The Project is also subject to payment of development impact fees that mitigate impacts to City services, such as police, fire and traffic control.

Evaluation of Potential Public Services Impacts

a) *Less Than Significant Impact.* The Project could result in the need for additional fire protection services but would not require the construction of new or physically altered fire protection facilities, the construction of which could result in an environmental impact. The Project would contribute to the City's development impact fee program at the time of building permit issuance pursuant to City policy to ensure adequate fire protection equipment and staffing levels. Contribution to development impact fees would reduce any impact to fire services to a *less than significant* level.

b) *Less Than Significant Impact.* Development of the Project may incrementally increase the demand for police protection services but would not require the construction of new or physically altered law enforcement protection facilities, the construction of which could result in an environmental impact. The Project would contribute to the City's development impact fee program at the time of building permit issuance pursuant to City policy to ensure adequate police equipment and staffing levels. Contribution to development impact fees would reduce any impact to police services to a *less than significant* level.

c) *No Impact.* The Project is not expected to result in any additional demand for school facilities as it is a commercial facility. Therefore, the Project would have *no impact* to school facilities.

d) *No Impact.* As a commercial project, the Project is not anticipated to have any direct impacts on the service needs of local parks, and there would be *no impact*.

e) *Less than Significant Impact.* The Project is subject to payment of development impact fees to offset the impact on other facilities, such as City Administrative facilities, which would mitigate impacts to City services to a *less than significant* level.

XVI. RECREATION

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

Environmental Setting

The City Parks and Recreation Department oversees a system of five parks, a municipal pool, and the Sacramento Valley Museum. City facilities accommodate a wide range of activities, including softball, soccer, volleyball, and basketball. The Project is located across Virginia Street from Northview Park.

Evaluation of Potential Recreation Impacts

a, b) No Impact. The Project does not include recreational amenities or parkland. Because the Project does not include the construction of any housing, and because any new employment opportunities created would likely be filled by current residents of the community, there would be no significant increase in population associated with the Project. In the absence of a significant increase in population, the Project would not cause an increase in the use of existing need for new neighborhood or regional parks or other recreational facilities in the area. Therefore, *no impact* to recreational facilities would occur with implementation of the Project.

XVII. TRANSPORTATION

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant with Mitigation Incorporated
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant with Mitigation Incorporated
d) Result in inadequate emergency access?	No Impact

Environmental Setting

The Project would be located on an empty parcel east of Virginia Street, north of North Street, south of SR 20, and west of 7th Street. As part of the Project, a new road on the east side of Virginia Street between SR 20 and North Street would be constructed to provide access to the Project site. It would terminate in a cul-de-sac near the eastern end of the property. An emergency-vehicle-access-only connection would be constructed between the cul-de-sac termination and 7th Street. Several improvements are proposed on Virginia Street as part of the Project, including the provision of sidewalks along the Project frontage and construction of a southbound left-turn lane at the Project intersection and a northbound left-turn lane at SR 20/Virginia Street.

When the General Plan Circulation Element was developed and adopted in 2012, the industry standard for assessing environmental impacts from projects under the California Environmental Quality Act (CEQA) was based on Level of Service (LOS). As noted in Subsection b, CEQA has since been amended to omit the use of LOS to determine environmental impacts, and instead is based on Vehicle Miles Traveled (VMT). Nonetheless, the City needs to consider LOS in determining General Plan consistency for this project. In relation to the Land Use/Planning Section of this Initial Study, a complete General Plan Consistency Assessment was conducted (see Attachment K).

W-Trans evaluated potential impacts to transportation and traffic in the *Transportation Impact Study* (TIS) for the Project dated September 12, 2024 (see Attachment E, Traffic Impact Analysis). For pedestrian trips, the study area consisted of all streets within a half-mile of the Project site that would lie along primary routes of pedestrian travel, or those leading to nearby generators or attractors. For bicycle trips it consisted of all streets within one mile of the Project site that would lie along primary routes of bicycle travel. For the safety and operational analyses, the study area was selected with input from City and Caltrans staff and consists of the following four intersections:

1. **SR 20/Virginia Street.** SR 20/Virginia Street is a four-legged intersection with stop controls on the northbound and southbound Virginia Street approaches, which are flared so that motorists turning right can move around those waiting to continue straight or turn left.
2. **SR 20/I-5 South Ramps.** SR 20/I-5 South Ramps is a four-legged intersection with the north leg being the I-5 southbound off-ramp and the south leg being the on-ramp. The southbound stop-controlled approach is flared and provides adequate space for vehicles turning right to queue up adjacent to those waiting to continue straight or turn left. The eastbound approach has a channelized right-turn lane for those merging onto I-5 southbound. The City's General Plan indicates that this intersection is planned to be signalized in the future, or converted to a roundabout, to accommodate anticipated growth.
3. **SR 20/I-5 North Ramps.** SR 20/I-5 North Ramps is stop-controlled on the northbound I-5 off-ramp approach, which is flared and provides space for vehicles turning right onto SR 20 to go around vehicles turning left or continuing straight. The north leg is an on-ramp to I-5 North. This intersection is planned to be signalized in the future, or converted to a roundabout, per the City's General Plan.
4. **North Street/Virginia Street.** North Street/Virginia Street is a tee intersection with the westbound North Street and the northbound Virginia Street approaches stop-controlled.

Additionally, SR 20 runs primarily east-west in the study area and consists of two approximately 12-foot-wide vehicle travel lanes with centerline and edge line striping, and eight-foot shoulders. The roadway is classified as an expressway in the City's General Plan and has a posted speed limit of 55 miles per hour (mph). Based on traffic count data collected in December 2023, the section of SR 20 east of Virginia Street has an average daily traffic (ADT) volume of about 5,900 vehicles

The roadway setting is shown below in Figure 16.

Figure 16: Project Roadway Setting

Collision rates for study intersections are shown in the below Table 1 from the TIS.

Table 1 – Collision Rates for the Study Intersections

Study Intersection	Number of Collisions (2019-2023)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. SR 20/Virginia St	4	0.41	0.20
2. SR 20/I-5 South Ramps	4	0.33	0.20
3. SR 20/I-5 North Ramps	11	1.10	0.20
4. North St/Virginia St	0	0.00	0.13

Note: c/mve = collisions per million vehicles entering; **Bold** text = rate is higher than statewide average

Out of the four collisions that occurred at SR 20/Virginia Street, one was a broadside collision caused by an automobile right-of-way violation, one was a hit object collision caused by improper turning, and the types for the remaining two are unknown but were caused by driving under the influence and improper turning.

Two out of four collisions that were reported at SR 20/I-5 South Ramps were rear-end collisions that involved unsafe speeds or unsafe starting or backing speeds. The remaining two collisions were broadside and hit object collisions that were due to an automobile right of way violation and improper turning, respectively.

Out of the 11 collisions that were reported at SR 20/I-5 North Ramps, seven were rear-end collisions, three were broadside collisions, and one was a sideswipe. Six out of the seven rear-end collisions occurred on the northbound stop-controlled off-ramp approach and the primary collision factor for all seven crashes were unsafe speeds or unsafe starting or backing speeds. All three of the broadside collisions resulted in injuries and one resulted in a fatality. The fatal collision occurred on December 22, 2023, and involved a northbound motorist attempting to turn left from the off-ramp approach and an eastbound motorist continuing straight. The crash resulted in a fatality for the northbound motorist, who was found to be at fault.

Evaluation of Potential Transportation Impacts

a) *Less than Significant Impact with Mitigation.* The project site plan identifies provision of sidewalks along the new access road and on the Project frontage on Virginia Street. Being a travel center, nearly all trips to and from the site would be made by automobile, though there is limited potential for residents of the neighborhood to the south to walk to the site to patronize the retail uses. With the provision of sidewalks on-site and on Virginia Street, the Project would be adequately connected to the surrounding pedestrian network. The site plan identifies provision of sidewalks along the new on-site roadway and on the Virginia Street frontage so the Project site would be adequately connected to the surrounding pedestrian network.

The Project does not include any components that would prohibit the City's ability to implement future planned bicycle improvements on Virginia Street and 7th Street. The site plan does not identify bicycle parking on-site, and the City of Williams Municipal Code does not specify bicycle parking requirements. While not required by City Code, it is recommended that the Project provide bicycle parking on-site in accordance with the requirements set forth by the California Green Building Standards Code (CalGreen). This code recommends that new construction provide bike parking at a rate of at least five percent of the number of vehicular parking spaces provided. With the proposed supply of 80 vehicular parking spaces, it is recommended that a minimum of four bicycle parking spaces be provided.

Considering the setting and type of project for which nearly all trips would be diverted from I-5 and SR 20 for the purpose of fueling vehicles, transit trips are not expected. The lack of transit facilities serving the Project site is considered acceptable for the rural setting and type of project proposed.

With implementation of Mitigation Measures TRANS-1, the Project would not be in conflict with the California Green Building Code and this impact would be *less than significant with mitigation*.

b) *Less than Significant Impact.* SB 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of SB 743 became effective statewide on July 1, 2020. Under SB 743, impacts will be determined by changes to vehicle miles traveled (VMT). VMT measures the number and length of daily vehicle trips. VMT is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes VMT by encouraging shorter vehicle trip lengths, more walking and biking, or increased carpooling and transit.

Due to SB 743, determining the potential for exceeding a city's LOS thresholds transportation impacts is no longer valid in CEQA analysis, and VMT thresholds are used instead. However, the City of Williams has not yet established VMT thresholds. In order to assist in this type of circumstance, in December 2018, the California Governor's Office of Planning and Research

(OPR) released its final Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). Generally, the OPR recommends that a reduction of 15 percent or more in existing VMT should be the target.

The OPR Technical Advisory indicates that retail projects should generally be analyzed by examining total VMT, with an increase in total regional VMT being considered a significant impact. In the Technical Advisory, OPR also indicates that local-serving retail may generally be presumed by lead agencies to have a less-than-significant VMT impact. OPR based this presumption on substantial evidence and research demonstrating that adding local-serving retail uses typically improves destination accessibility to customers. The theory behind this criterion is that while a larger retail project may generate interregional trips that increase a region's total VMT, small retail establishments do not necessarily add new trips to a region, but change where existing customers shop within the region, and often shorten trip lengths. OPR cites a size of 50,000 square feet or greater as being a potential indicator of regional-serving retail (versus local-serving) that would typically require a quantitative VMT analysis. The Project includes a retail building floor area of approximately 15,000 square feet, which is well below the local-serving retail screening threshold of 50,000 square feet; therefore, it is reasonable to conclude that the Project would have a less-than-significant transportation impact on VMT.

As part of this assessment, consideration was given to the project type and its potential to draw traffic that is regional, versus local, in nature. Gas stations and their associated retail stores are inherently convenience-based uses; customers of these uses typically choose to stop because they are located along their planned route of travel and are generally unwilling to travel substantially out of their way to visit such outlets, particularly when closer options are available. The Project would be expected to attract most of its customers from drivers already passing by on I-5 and SR 20; these customers would result in essentially no new vehicle miles traveled as this would be an interim stop on a trip that was already being made and with a very short diversion from the highway and freeway. The Project would therefore screen out from further VMT analysis with a *less than significant impact* as a primarily local-serving retail and convenience-based use.

c) *Less than Significant Impact with Mitigation.* The potential for the Project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the Project intersection as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding Project-generated trips. The TIS included a sight distance analysis at the new Project road and Virginia Street, and found that sight lines along Virginia Street are adequate to accommodate all turning movements into and out of the new street that would be created by the Project. However, given that the location of landscaping and signage has not yet been identified, it is recommended that to preserve sight lines, any new signage, monuments, or other structures that are to be placed near the proposed new street connection or driveways should be positioned outside of the vision triangles of a driver waiting on the Project street and driveway approaches.

The need for a left-turn lane on Virginia Street at the Project street was evaluated in the TIS. As proposed, the Project would be expected to result in a passenger car equivalent of 418 left turns into the Project site during the a.m. peak hour and 400 left turns during the p.m. peak hour. Under Future plus Project volumes and accounting for a design speed of 25 mph, a left-turn lane would be warranted on Virginia Street. Therefore, it is recommended that a left-turn lane be constructed on Virginia Street as part of the Project's frontage improvements, as shown on the site plan.

Queuing was evaluated at the study intersections using the 95th percentile queue lengths to determine if any queues would exceed available storage capacity of turn lanes or spill into the mainline of I-5. Additionally, queueing in the southbound left-turn lane to be constructed on Virginia Street at the Project street was analyzed to determine if the 125-foot length proposed would be adequate. All queues would remain within existing storage space under Existing plus Project volumes indicating a less than significant near-term impact, though several queues would exceed available storage under Future plus Project volumes with the improvements identified in the City's General Plan, specifically at SR20/Virginia Street, SR 20/I-5 South Ramps, and SR20/I-5 North Ramps:

- SR 20/Virginia Street – A traffic signal would be needed to provide acceptable Levels of Service under Future plus Project volumes. With signalization, queues in the westbound left-turn lane would exceed existing storage capacity during both peak hours, though the project's impact would be considered less-than-significant because it is anticipated that the geometry of the intersection would be modified as part of the traffic signal installation.
- SR 20/I-5 South Ramps – With signalization, queues in the westbound left-turn lane would exceed existing storage capacity under Future plus Project volumes during the p.m. peak hour, though again the project's impact would be considered less-than-significant because the geometry of the intersection would be modified with the planned improvements identified in the City's General Plan, including installation of a traffic signal or roundabout and widening of SR 20 to two travel lanes in each direction.
- SR 20/I-5 North Ramps – With signalization, queues in the eastbound left turn lane would exceed existing storage capacity under Future plus Project volumes during both peak hours, though again the project's impact would be considered less-than-significant because the geometry of the intersection would be modified with the planned improvements identified in the City's General Plan, including installation of a traffic signal or roundabout and widening of SR 20 to two travel lanes in each direction.

The Project would have a less than significant impact as all queues would remain within existing storage capacity under Existing plus Project volumes and the future improvements identified in the City's General Plan would include associated geometric modifications that would be expected to extend turn lane storage as needed at each intersection. The proposed left-turn lane length of 125 feet on Virginia at the Project street would be adequate for the maximum anticipated queue under Future plus Project volumes. Queue lengths related to capacity analysis, including those indicated above, are not evaluated further in this IS/MND due to prohibitions against such analysis under current CEQA Guidelines. Capacity analysis is evaluated by the City as part of its General Plan consistency analysis.

With the placement of any new signage, monuments, or other structures outside of the vision triangles of a driver waiting on the Project street and driveway approaches as shown in Mitigation Measure TRANS-2, and with the construction of a left-turn lane on Virginia Street as shown in TRANS-3, this impact would be *less than significant with mitigation*.

d) Less than Significant Impact. While the site plan is still preliminary, it is anticipated that all aspects of the site, including driveway widths and turning radii, would be designed in accordance with applicable standards and for use by semi-trucks which are larger than emergency response vehicles; therefore, access would also be expected to function acceptably for emergency response vehicles. A secondary access route is proposed to be constructed through the 7th Street from the Project site, and emergency access and circulation are

anticipated to function acceptably with incorporation of applicable design standards into the site layout and traffic from the proposed development. This impact would therefore be less than significant.

Mitigation Measures

TRANS-1. Prior to issuance of grading and/or building permits, a bicycle parking plan shall be submitted for review and approval by the City. The bicycle parking plan shall show installation of at least four bicycle parking spaces for the truck stop/commercial facility. Bicycle parking shall be installed in accordance with the approved plan prior to operation or occupancy of the project.

TRANS-2. Prior to the issuance of grading and/or building permits, a signage plan shall be submitted for review and approval by the City. The plan shall comply with the recommendation of the Project Traffic Study including positioning of any new signage, monuments, or other structures near the proposed new street connection or driveways outside of the vision triangles of a driver waiting on the Project street and driveway approaches.

TRANS-3. Prior to the issuance of grading and/or building a circulation plan shall be submitted for review and approval by the City (City Engineer/Public Works Department) that shows construction of a southbound left-turn lane on Virginia Street with 125 feet of storage at the proposed new street connection, and a northbound left-turn lane at the SR20/Virginia Street intersection. The left-turn lanes shall be constructed consistent with the approved plans prior to occupancy or operation of the project, whichever comes first.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less Than Significant with Mitigation Incorporated
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant with Mitigation Incorporated

Environmental Setting

Chapter 532, Statutes of 2014 (i.e., AB 52), requires Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the

discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC §5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or (4) is determined to be a historical resource by a project’s Lead Agency (PRC §21084.1 and State CEQA Guidelines §15064.5[a]). A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria as defined in PRC §5024.1(C).

A cultural resource investigation of this Project site was conducted by Gregory G. White, PhD, RPA, on May 30, 2023 (see Attachment C, *Cultural Resource Investigation*). To evaluate the potential for Native American ethnographic cultural resources in the Project area, key primary sources of information on indigenous Patwin cultural geography and land use were consulted, and three pedestrian surveys were conducted. This search revealed that no artifacts or deposits attributable to prehistoric Native American activity were observed in the Project area.

The draft *Cultural Resource Investigation* was submitted to Yocha Dehe Wintun Nation Cultural Resource Project Managers, Ms. Socorro Reyes-Gutierrez and Mr. Eric Hernandez for review and comment.

According to the *Cultural Resource Investigation*, the Project area is situated in the traditional territory of the Coru division of the River Patwin, whose principal settlement — also named Coru (namesake for the City of Colusa) — was located on the Sacramento River. In 1821, Arguello observed more than 1,000 inhabitants at Coru along with several additional densely populated settlements along the Sacramento River to the north and south of Coru, marking the region as the most densely populated section of Native California. The Project area is located near the Coru border with the Chuhel-mem division of the Hill Patwin, whose principal settlements were in the Sites area and on Cortina Creek in the foothills west of the City. All sources agree that the broad, arid plains of the Sacramento Valley between the Sacramento River and foothills were generally unoccupied and were used primarily for remote hunting and fishing expeditions dispatched from Coru and other Sacramento River settlements. The people of Coru also fought battles over hunting and fishing rights on the plains around the City.

Evaluation of Potential Tribal Cultural Resources

a, b) Less than Significant with Mitigation Incorporated. The site is undeveloped and does not have any visible historic or prehistoric resources on it. In accordance with AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. The Yocha Dehe Wintun Nation Tribe (YDWNT) previously has requested consultation for projects proposed in the City subject to AB 52. The City contacted the YDWNT via a letter, including the cultural resources report prepared by Dr. White, and indicated that no archaeological resources were identified. YDWNT responded with a letter indicating that the site is not known to the Tribe as containing significant Tribal resources, but that if any resources are uncovered during construction, appropriate mitigation would be needed.

Chapter 532, Statutes of 2014 (i.e., AB 52), requires Lead Agencies to evaluate a project’s potential to impact “tribal cultural resources.” Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native

American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

Based on the cultural resource investigation of this Project site, no Tribal resources were found on the site. However, according to the consultation process with the YDWNT, the Project site is within the aboriginal territories of the Yocha Dehe Wintun Nation, and they therefore recommend cultural sensitivity training for construction personnel. To avoid potential impacts to undiscovered Tribal resources, Mitigation Measures TRI-1 and CUL-1 through CUL-3 are provided. With the implementation of these measures, the Project’s impacts to Tribal resources would be *less than significant with mitigation incorporated*.

Mitigation Measures

TRI-1. Prior to project construction, the Yocha Dehe Wintun Nation Tribe will be contacted by the Project contractor to arrange a cultural/tribal resources sensitivity training to assure all parties involved in grading and excavation activities for the Project have an understanding of potential resource discovery and a process to undertake for this discovery. The City shall also be notified of this training so City staff can attend and/or monitor the training.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Environmental Setting

The Project will connect to existing gas, electric, and sanitary sewer.

Evaluation of Potential Utilities and Services

a, c) No Impact. The Project is anticipated to have no impact relative to extension of utilities to serve the Project. The site will be served by public water from the City for potable, commercial, and fire suppression purposes. Additionally, the City will provide sewer service. Both sewer and

water lines will be connected at Virginia Street. The proposed parcel relies on electricity and natural gas from PG&E. Therefore, the Project is anticipated to have a less than significant impact related to utility and service extensions.

b) *Less than Significant Impact.* The City system includes a 100,000-gallon elevated water storage tank, together with three active and two standby groundwater wells. The wells draw groundwater from depths ranging from 120 feet to as deep as 500 feet. The source of groundwater is recharge from the hills to the west and local irrigation of crops with surface water. Per the City General Plan EIR, the existing supply for Williams' water distribution system has been determined to be adequate for current needs and can be expanded to meet additional requirements without harming the aquifer. Additionally, per the Hydrology and Water Quality Study prepared for the Project (Laugenour & Meikle, November 4, 2024), considering the large distance between the location of the Project relative to the primary location of groundwater recharge, the Project would not be expected to substantially impact the groundwater basin. Project impact are less than significant and no mitigation is needed.

d) *No Impact.* Refuse collection and disposal in the City is provided by Recology, a private company that serves many communities throughout northern California. Services include weekly garbage pickup, biweekly recycling waste pickup, and biweekly yard waste pickup. Refuse is hauled to a transfer station in Maxwell and then to Recology's Ostrem Road Landfill, approximately 10 miles southeast of Yuba City. The Ostrem Road Landfill has been recognized as one of the most modern landfills in California, and it was the first facility to be built to meet current federal requirements for landfill liner systems to protect subsurface aquifers and other resources. Ostrem Road Landfill is permitted to accept 3,000 tons of municipal solid waste per day. The site has an expected closure date of 2084 with a total design capacity of over 41 million cubic yards. Recology has reported that the Ostrem Road Landfill will have sufficient capacity for the next 55+ years. *No impact* to solid waste services is expected to occur.

e) *No Impact.* The Project would be required to coordinate with the waste hauler to develop collection of recyclable materials from the Project site on a common schedule as set forth in applicable local, regional, and state programs. Materials that would be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally, the Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, state, and federal solid waste disposal standards.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact

Question	CEQA Determination
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Environmental Setting

The City of Williams is not located within or near state responsibility areas or lands classified as moderate to very high fire hazard severity zones.

Evaluation of Potential Wildfire Impacts

a) No Impact. There is no adopted emergency evacuation plan for the area, and the Project would not interfere with any emergency response plan. The Project is providing emergency access to 7th Street in addition to the primary mainline road accessing the site, resulting in *no impact* related to emergency response.

b) No Impact. Project site does not have any significant topographic challenges and has excellent access to highways and local roads. The Project would not impact or exacerbate wildfire conditions, resulting in *no impact* related to exacerbation of wildfire conditions.

c) No Impact. The Project is located in an urbanized area served by existing water and roadway infrastructure and does not require the installation or maintenance of wildland protection features such as fire roads, fuel breaks, or emergency water sources. In the absence of any need for such features, *no impact* (temporary or ongoing) would result from the development of the proposed uses.

d) No Impact. Similar to adjacent properties, the Project site is flat. No hillside areas or natural areas prone to wildfire fire are located in the immediate Project vicinity. As the Project would not expose persons or structures to post-fire slope instability or post-fire drainage, *no impact* would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant with Mitigation Incorporated

Evaluation of Impacts

a, c) Less than Significant with Mitigation. The Project's impacts to biological resources and cultural resources were analyzed in this Initial Study, and all direct, indirect, and cumulative impacts were determined to have no impact, a less than significant impact, or reduced to a less than significant impact with implementation of mitigation. No endangered or threatened species were identified on the Project site. Development of the Project would not cause fish or wildlife populations to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. The Project would not affect any threatened or endangered species or associated habitat. Potential impacts to migratory and nesting birds would be mitigated to *less than significant* levels with implementation of **Mitigation Measure BIO-1**, and potential impacts to the drainage ditch along Virginia Street would be mitigated to *less than significant* levels with implementation of **Mitigation Measure BIO-2**.

Development of the Project would not affect known historic, archaeological, or paleontological resources. There are no known unique ethnic or cultural values associated with the Project site, nor are known religious or sacred uses associated with the Project site. **Mitigation Measure CUL-1** would be implemented to confirm the presence or absence of subsurface cultural or tribal resources and/or human remains on the Project site, and **CUL-2**, **CUL-3**, and **TRI-1** have been identified to address potential impacts if subsurface cultural, tribal, or paleontological resources would be encountered during construction operations. Additionally, the Project applicant is required to comply with California Code of Regulations (CCR) Section 15064.5(e), California Health and Safety Code Section 7050.5, and Public Resources Code (PRC) Section 5097.98 as a matter of policy in the event human remains are encountered at any time. Adherence to these mitigation measures, as well as regulations governing human remains, would reduce potential impacts to cultural and paleontological resources to *less than significant with mitigation*.

b) Less Than Significant Impact. A project's cumulative impacts are considered significant when the incremental effects of the project are "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. Reasonably foreseeable projects that could have similar impacts to the Project include other anticipated projects within the Project vicinity that could be constructed or operated within the same timeframe as the Project.

The 2.32-acre parcel west of the Project area is included in the General Plan Amendment to redesignate the site from Parks and Recreation (P-R) to Commercial (C), as well as the Zoning Map Amendment to rezone the site from Agriculture (A-R) to Commercial with the Highway overlay (C-H). Depending on the approved use types and ultimate locations of noise-generating sources within the 2.32-acre commercial area, the future development of that area could result in cumulative (combined) noise levels in excess of applicable City of Williams noise level criteria and ambient increase significance criteria at existing nearby residential uses. However, any future project in that area may be required to undergo environmental analysis but in any case would be required to comply with the City's General Plan Noise Element standards prior to development. At the time of a site-specific development proposal for the 2.32-acre site, City staff would determine whether the future Project would require a noise study based on the proposed use(s). Using current standard City practices, if it is determined that a noise impact study is needed, a qualified noise consultant would prepare the study and address operational noise associated with the proposed uses and cumulative (combined) noise level exposure from both the proposed uses of the 2.32-acre parcel and analyzed EVC Project operations contained in this assessment, at nearby existing noise-sensitive uses (residential uses). Per current best practices, the analysis would include

associated mitigation measures (as appropriate) to reduce cumulative impacts (from combined 2.32-acre parcel uses and EVC Project operations) to a state of compliance with applicable Williams General Plan daytime and nighttime noise level criteria and ambient increase significance criteria at nearby existing noise-sensitive uses. Specific mitigation measures could include modified site design that integrates setbacks and/or intervening shielding, noise barriers (e.g., berms or sound walls), and/or operations restrictions. With implementation of City General Plan Noise Element standards and CEQA compliance if warranted prior to any future development on the 2.32-acre parcel, this impact would be less than significant.

Likewise, the cumulative impacts to public services and utilities and the addition of impervious surfaces within the 100-year floodplain could result in potentially significant impacts. However, any site-specific project proposed in the future would be evaluated in the context of existing and proposed impacts and would be mitigated if warranted under CEQA and pursuant to City General Plan policy.

All of the Project's impacts, including operational impacts, can be reduced to a less-than-significant level with implementation of the mitigation measures identified in this Initial Study and compliance with existing federal, state, and local regulations. Therefore, the Project would have *less than significant* cumulatively considerable environmental effects.