

**City of Colfax  
General Plan 2020**

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Adopted September 22, 1998

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**CHAPTER 1**  
**INTRODUCTION**

## INTRODUCTION

### 1.1 City of Colfax Background

#### 1.1.1 Regional Setting

The City of Colfax is located in Placer County, California which is on the western slope of the Sierra Nevada foothills bounded by the Bear River to the northwest and the North Fork of the American River on the southeast. The City of Colfax lies at the extreme northeastern edge of the Sacramento metropolitan area some 50 miles from the City of Sacramento. Today Colfax is still a small railroad community. The general elevation of Colfax is 2400 feet (See Figure 1-1).

The City is bisected by the Union Pacific Railroad and Interstate 80, both major transportation routes from California to the Rocky Mountains, Mid-west and Eastern portions of the United States.

The City is located on a steep-sided ridge and offers few relatively level locations for urban development. Future development is closely tied to its location on the rail line and interstate highway. These transportation routes encourage commuting into the Sacramento Metropolitan area. Colfax is located just outside the heavy-snow line, which led to its selection as a major rail switching point and maintenance station.

Colfax in the heart of the mother lode, just a short distance from the gold mining areas along the American River, Bear River and Auburn Ravine.

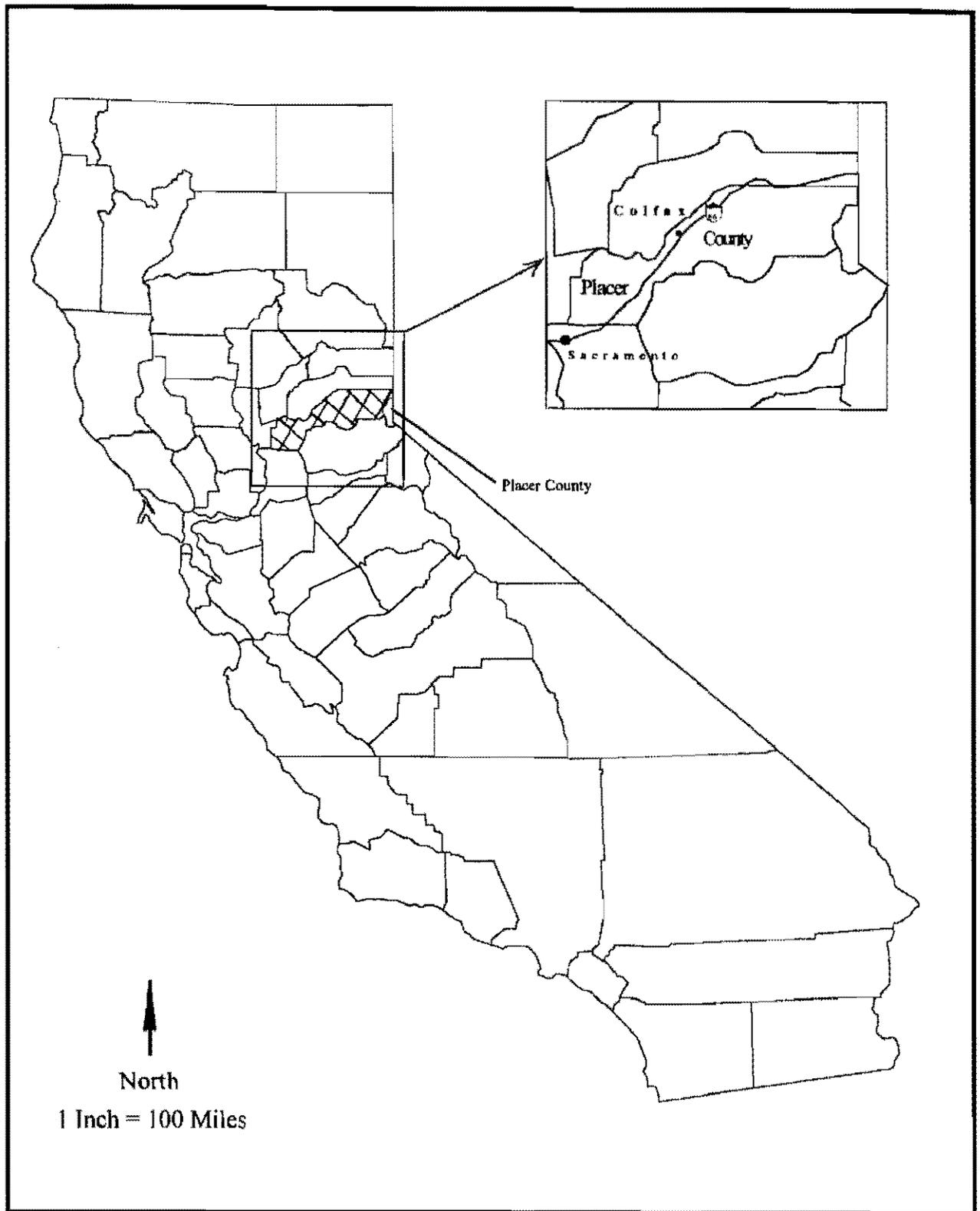
#### 1.1.2 Climate

The climate is quite mild in the Colfax area. Temperatures range from lows in the twenties in Mid-winter to highs in the 80's and 90's in mid-summer, with an occasional cold snap in December and January and occasional temperatures exceeding 100 degrees in July and August. Precipitation is approximately 40 inches per year, mostly in the form of rain, with occasional snow in the winter months. With the exception of a rare summer shower, most of the precipitation occurs between October and April. Chain control on I-80 is usually at the 4000 to 5000 foot elevation level. However, chain requirements occasionally occur near Colfax.

Colfax is normally out of the winter fog and above valley smog. The air is clear and clean and is inviting to persons suffering from respiratory problems. A number of tubercular

Figure 1-1

# City of Colfax and Placer County



Base Map United States Geologic Survey

clinics were established here and to the southwest near Weimar. Air Pollution levels are increasing in the Sacramento Valley which have an increasing adverse impact on the foothills. Air quality regulations established by the State Air Resources Board and programs carried out at both state and local levels have been designed to reduce this threat over the next decade.

### **1.1.3 History**

The town of Illinoistown was established in 1849 in a valley called Alder Grove. It was a supply terminal and transportation hub located on the ridge trail with wagon roads servicing the mining operations to the east and west. There were conflicts with native Indians and a local militia was formed to drive them off the ridge and across the Bear River. The town took on the name of Illinoistown prior to the advent of the transcontinental railroad.

The route taken by railroad surveyors by-passed Illinoistown due to the need for an approach to the summit at a much-higher elevation. Several railroad executives and investors noting the topographic advantages, established a townsite on the railroad by-pass at Colfax, naming it after U.S. Grant's vice-presidential running mate Schayler Colfax. The original town lots sold out in a short time for a total figure of roughly \$7000.

In 1865 the Central Pacific Railroad arrived and built a route east over the summit to Promontory Point, Utah thereby completing the transcontinental railroad. The history and economy of Colfax has been tied closely to the railroad since that time. In 1876 a narrow gage railroad was established between Colfax and Grass Valley. It operated until 1942. The city population in 1875 was estimated at 1,000 persons. The City of Colfax was incorporated as a general law city in 1910.

## **1.2 Purpose of the General Plan**

California Government Code requires each city and county to prepare a general plan. A general plan is defined as "a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgement bears relation to its planning." (Government Code Section 65300). The State requires general plans "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." (Government Code Section 65302).

The general plan has evolved into a clear guide for rational decision making regarding a city or county's long-term physical development. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- **The General Plan Must Be Comprehensive.** First, the general plan must be geographically comprehensive. It must apply through out the entire incorporated area and it should include other areas that the City determines relevant to its planning. Second, the general plan must address the full range of issues that affects the city's physical development.
- **The General Plan Must Be Internally Consistent.** The general plan must fully integrate its separate Elements and relate them to each other without conflict.
- **The General Plan Must Be Long-Range.** The general plan shall be a long-term perspective. The general plan is a dynamic document because it is based on needs, all of which continually change. An on-going review and evaluation process enables the Plans' time-horizon to be extended regularly. However, any adjustments to the General Plan require and amendment. Local governments may not amend any one of the mandatory elements of the general plan more than four times in one calendar year (Government Code Section 65358[b]).

The major purpose of the general plan is to serve as the Constitution of the City. As such all ordinances, resolutions and development approvals must be consistent with the goals, policies and objectives of the plan. It is also used as a starting point for City plans and procedures such as capital improvement planning, building code enforcement, subdivision map review, zoning changes, environmental reviews of projects, and specific plan development.

The Colfax General Plan 1980-2000 was adopted in February 1981. Prior to that the Colfax General Plan for 1990 was adopted by the City in 1967. An update was prepared in 1978. The city adopted revised "City Policies for Growth and Development" in 1980. The General plan contained herein reflects the previous General Plan and subsequent updates. This General Plan update contains all mandatory Elements along with recommendations for augmenting those Elements and adding optional elements as circumstances dictate.

The City of Colfax General Plan sets forth the goals and policies that will guide future growth in the Colfax Area. The Plan will be used by City staff and City decision makers to review new development to ensure future development will contribute to retaining and improving the character of Colfax as a unique and readily identifiable foothill community.

The California Environmental Quality Act (CEQA) requires the identification and mitigation of environmental impacts resulting from the general plan update. CEQA requirements here have been satisfied by incorporating the environmental impact analysis into the plan text. A CEQA format Initial Study (Appendix G) to this plan keys required CEQA findings to appropriate sections of the Plan.

A Negative Declaration has been prepared and is included with the Initial Study (Appendix G). This document will meet the CEQA guidelines for the Colfax General Plan.

Adopting the General Plan includes the responsibility to implement it, to report on its continuing status, and to communicate with citizens and other agencies regarding the Plan's policies as they affect local decision making.

### 1.3 Organization of the General Plan

This Plan is organized into a combination of text, maps, tables, and figures. The plan is presented in eight components referred to as Elements. Each Element is presented as a Chapter. The eight Elements are:

- Land Use (LU)
- Circulation (CIR)
- Housing (H) \* This is an existing certified element that is already in affect.
- Natural Environment (NE)
- Noise (N)
- Safety (S)
- Community Design (CD)
- Economic (E)

This Plan consists of an officially adopted map (Fig. 2-2) and accompanying text. This text is organized for ease of use and in response to major issues that may confront City decision makers in the near future. Each Element follows a similar format, (except Housing Element) with existing conditions presented first, future conditions and needs presented next, and goals, policies and implementation measures presented last. The goals and policies are presented by topic, not in order of priority. The goals, policies, and implementation measures are the heart of the plan. In following these directives, the City will chart the course of growth and development and will determine the nature of the environment and future character of Colfax.

A Goal is: A general , overall, and ultimate purpose, aim or end toward which the City will direct its efforts.

A Policy is: A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. It is a general direction that the City will follow in order to meet its goals and objectives by undertaking specific action programs. The word "shall" makes mandatory those policies in which it appears.

An Implementation Measure is : An action, activity, or strategy carried out in response to an adopted policy to achieve a specific objective.

Policies and implementation measures establishes the "who", "how", and "when" for carrying out the "what" and "where" of goals to which the City aspires.

#### 1.4 Legal Authorization For The Plan

This plan addresses the legal requirements under Government Code Section 65302 et. al. Table 1-1 identifies the legal requirements and where they can be found in this document.

The **Land Use Element (LU)** designates the general distribution, location and extent of land uses, including housing, business, industry, open space, agriculture, natural resources, recreation, scenic areas, public grounds, waste disposal facilities and other uses. It also includes standards of population density and building intensity for the area covered by the plan. It also identifies areas subject to flooding. (Government Code Section 65302[a]). This element also addresses current economic programs that work to maintain and enhance economic development opportunities within the City.

The **Economic Element (E)** allows decision makers to maintain resources to retain and assist local businesses and attract new industry that will increase the City's tax base and support efforts to strengthen and diversify the local economy.

The **Circulation Element (CIR)** consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public facilities and utilities. (Government Code Section 65302[b]).

The **Housing Element (H)** consists of identification, analysis of existing and projected housing needs, statement of goals, policies, quantified objectives, scheduled programs for the preservation, improvement, and development of housing. The Housing Element is also required to identify sites for housing, including rental housing, factory built housing, mobile homes, and should provide for existing and projected needs of all economic segments of the community. (Government Code Section 65583).

The **Noise Element (N)** quantifies the community noise environment for short and long term growth and traffic activities, and guides the land use element in achieving noise compatible land uses. State noise standards are followed in identifying noise sources and plotting noise levels. (Government Code Section 65302[f]).

Table 1-1  
City of Colfax  
General Plan Section \*

LEGAL REQUIREMENTS	LU	CIR	H	NE	N	S	CD	E
63502(a) Land Use Element	X							
65302(a) Circulation Element		X						
65583 Housing Element			X					
65583 (a) Housing Needs			X					
85583 (b) Implementation Housing Dev. Goals, Policies & Objectives			X					
665583 (c) Public Participation			X					
65583 (a) (4) and (5) Constraints			X					
65583 (a) Energy Conservation			X					
65584 New Construction Needs			X					
65588 (a) and (b) HCD Guidelines			X					
65302 (d) Conservation Element				X				
65302 (e) Open Space Element				X				
65560 (b) Local Open Space Plan				X				
65302 (f) Noise Element					X			
65302 (g) Safety Element						X		
65303 Elective Elements							X	X

\* LU = Land Use  
N = Noise

CIR = Circulation  
S = Safety

H = Housing  
E = Economic

NE = Natural Environment  
CD = Community Design

The **Natural Environment Element (NE)** is a collaborative element that fulfills the statutory requirements of both the Open Space and Conservation Elements. The **Open Space Element** plans for the comprehensive and long range preservation and conservation of open space lands. Open space lands include unimproved land or water, which is for the preservation of natural resources for the managed production of resources for outdoor recreation, or public health and safety. (Article 10.5, Government Code Section 65302[e], 65560, 65563). The **Conservation Element** addresses the conservation, development and utilization of natural resources including water, forests, soils, rivers and other waters, fisheries, wildlife, minerals and other natural resources. (Government Code Section 65302[d]).

The **Safety Element (S)** recommends measures to protect the community from fires, earthquakes, geologic hazards, including evacuation routes, water supply requirements, minimum road widths, and clearances around structures, (Government Code Section 65302[g]).

The **Community Design Element (CD)** is intended to influence the physical form of the community by enhancing and preserving the unique characteristics of the community. This element proposes specific design criteria be incorporated into development projects. (i.e. historic preservation of the downtown and general guidelines for new development).

## 1.5 Implementation of the General Plan

This document supercedes the 1980 Colfax General Plan. The plan covers the area within the city limits of Colfax and within its Sphere of Influence and Planning Area. It is the product of community scoping sessions held by the City Planning Commission, input from city staff, and local input provided through public meetings and workshops. The process for adoption of this plan is review of the Draft General Plan by the Planning Commission, City Staff and adopted by the City Council.

The Colfax General Plan should be consulted in making all major decisions affecting the community. It should be updated when decisions makers wish to alter the rate or direction of ongoing changes in the community. State Law permits up to four General Plan Amendments per year (Government Code 65358[b]). Most amendments propose a change in the land use designation of a particular property. As time goes on, the City may decide it is necessary to revise portions of the text to reflect changing circumstances or philosophy. State law provides direction to the Planning Department to report annually to the City Council on "the status of the plan and progress in its implementation" (Government Code 65400[b]).

The General Plan may assist in many areas of decision making including the preparation of precise plans for city services and infrastructure, the development of capital improvement programs, administration of the zoning ordinance, implementation of subdivision standards and other development regulations, enforcing building codes and municipal code ordinances that affect land use, conducting environmental impact review of proposed projects, and determining interagency perspectives on matters affecting the future of Colfax.

The General Plan can also act as a foundation for adoption of specific plans for selected areas of the City in order to promote economic development, adequate housing or other desired objectives.

State Law addresses procedures for amending the General Plan.

1. Prior to filling an official application for a General Plan Amendment, the prospective applicant or his or her agent should discuss it with the City's Planning Officer. This gives the applicant a first hand opportunity to find out the details of the amendment process, as well as any concerns the City may have about the proposed changes.

2. The next step is to file an official application with the Planning Department and pay the required processing fees. All applications for changes in land use designation should be accompanied by a development plan or sufficient detail to ascertain the potential impacts of the project on the site and surrounding area.
3. Environmental review in accordance with the California Environmental Quality Act (CEQA) will be conducted for every General Plan Amendment. CEQA action may be approval of a Negative Declaration or of an Environmental Impact Report.
4. The proposal for a General Plan amendment is placed on the agenda of the City Planning Commission for a public hearing. Applications may be processed concurrently.
5. The City Planning Official will provide to the Commission and the applicant a staff report which recommends approval or denial of the Amendment. State law requires that any decision concerning the General Plan Amendment must be supported by finding of fact. While specific findings may be applied on a project-by-project basis, at least the following standard findings should be made for each General Plan Amendment:
  - A. The proposed amendment is deemed to be in the public interest.
  - B. The proposed amendment is consistent and compatible with all other elements of the General Plan and the implementation measures.
  - C. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety and welfare.
  - D. The proposed amendment has been processed in accordance with applicable provisions of the California Government Code and the California Environmental Quality Act.

City initiated amendments, as well as amendments requested by other agencies, are subject to the same basic process and requirements described above in order to insure consistency and compatibility with the plan.

Although local governments may not amend any of the mandatory elements of the general plan more than for times in one calendar year, this limitation does not apply to the following:

1. Optional elements;

2. Amendments requested and necessary for affordable housing (Government Code Section 65358[c]);
3. Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (Government Code Section 65358 [d][1]);
4. Amendments after January 1, 1984, to bring a general plan into compliance with an airport land use plan (Government code Section 65302.3);
5. Amendments required in connection with adoption of a comprehensive development plan under the Urban Development Incentive Act (Health and Safety Code Section 56302[d]); or
6. Government Code Section 65358(b) provides that each amendment may include more than one change to the general plan. Case law established that each of the permitted amendments within a calendar year may encompass several different changes (Karlson v. City of Camarillo (1980) 100 Cal. App. 3d 789. See also, 66 Ops. Cal. Atty. Gen 258 (1983).

## 1.6 Overall Goals and Objectives

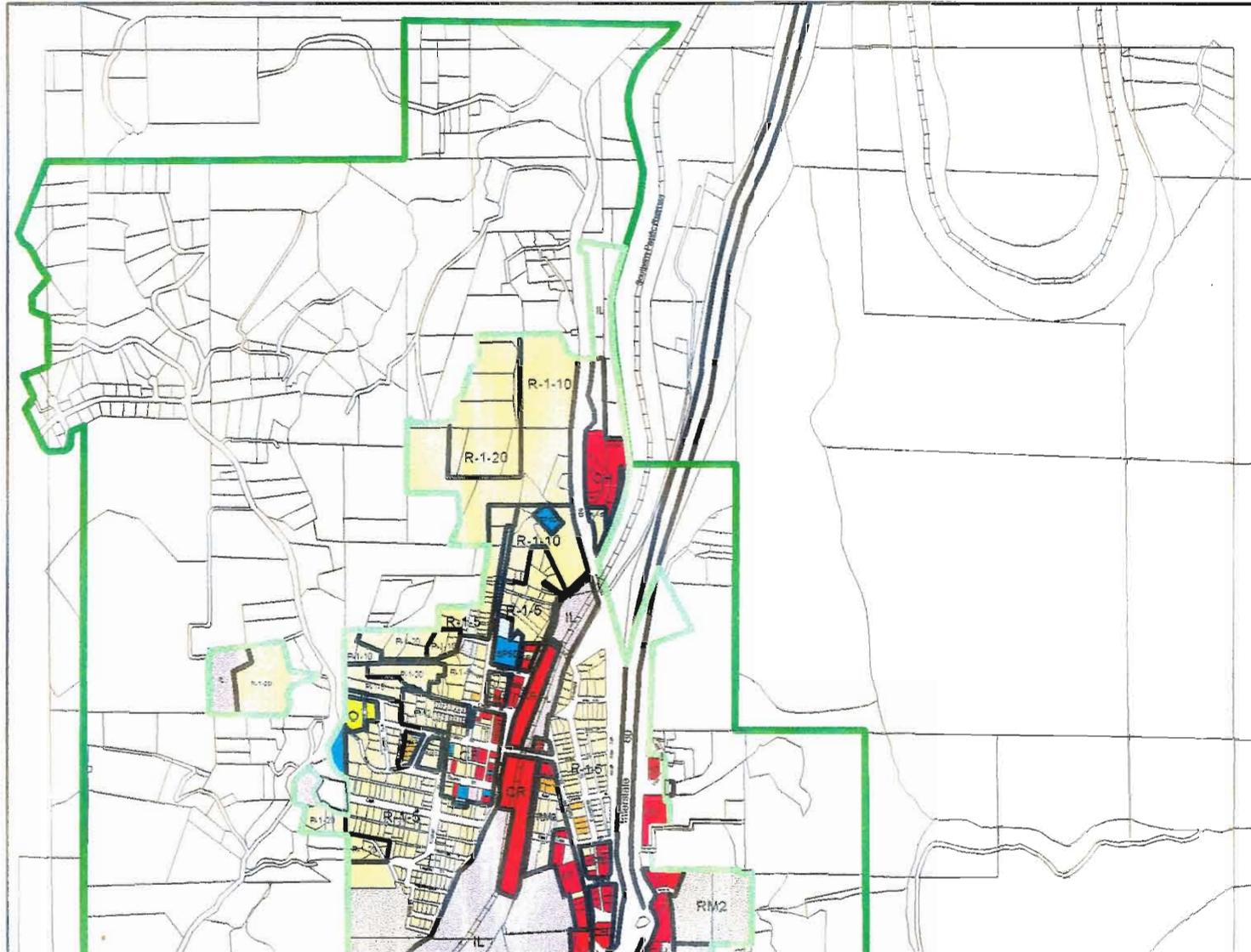
The major all inclusive goals of this plan are presented here. These goals guide Colfax's development for the next twenty years.

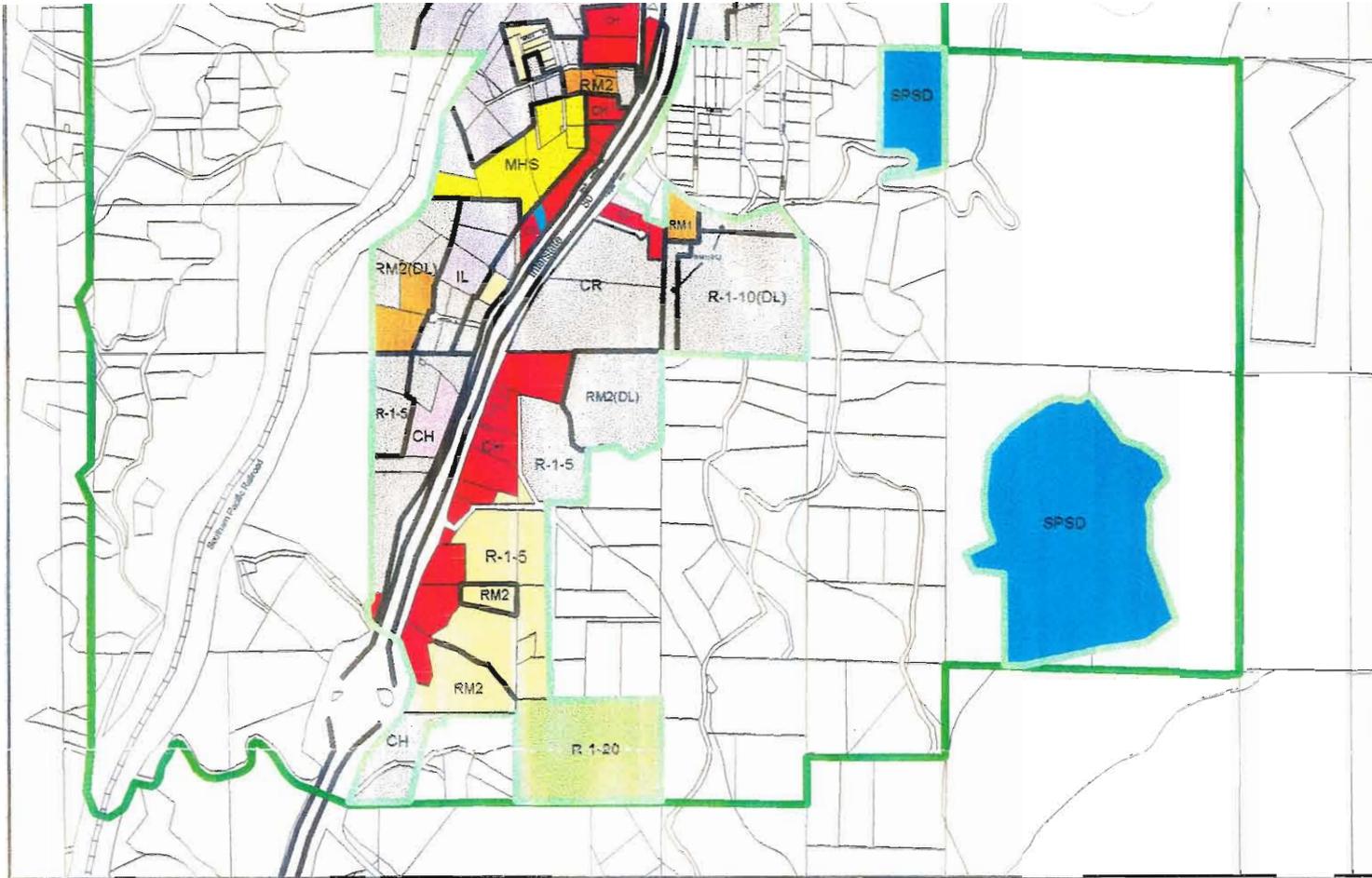
- Maintain and improve the quality of life in Colfax by creating a better physical living environment (CD)
- Maintain and attract employment for Colfax residents. (E)
- Ensure that new development is self supporting, high quality and compatible with the City. (CD)
- Provide a safe and efficient circulation system and maintain acceptable traffic service levels. (CIR)

**CHAPTER 2**  
**LAND USE**

# City Of Colfax

## Existing Land Use and Zoning Overlay





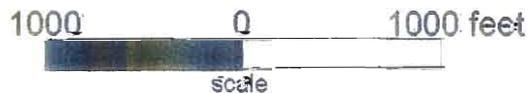
**Existing Land Use**

- Agriculture
- Commercial
- Industrial
- Park
- School
- Quasi Public
- Residential
- Mobile Home
- Multiple Family Residential
- Religious
- Vacant

**Zoning Designations**

- A-1 Agricultural
- SPSD Special Public Service District
- CH Commercial Highway
- CR Commercial Retail
- IL Limited Industrial
- DL Density Limitations
- O Open Space
- R-1-5 Residential 5,000 Square Foot Maximum
- R-1-10 Residential 10,000 Square Foot Maximum
- R-1-20 Residential 20,000 Square Foot Maximum
- RM1 Multiple Family Residential
- RM2 Multiple Family Residential High Density

City of Colfax City Limits



City of Colfax Sphere of Influence

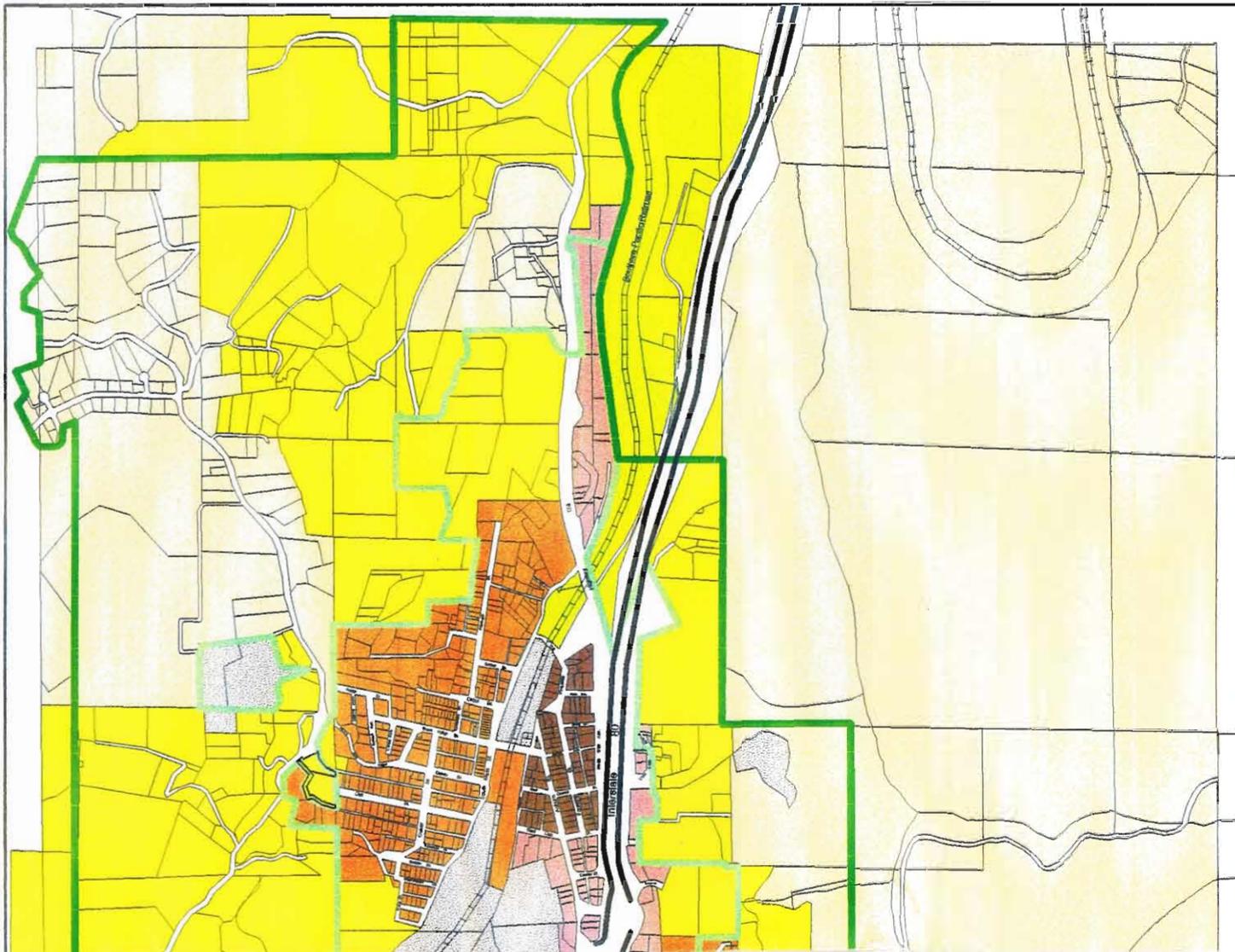


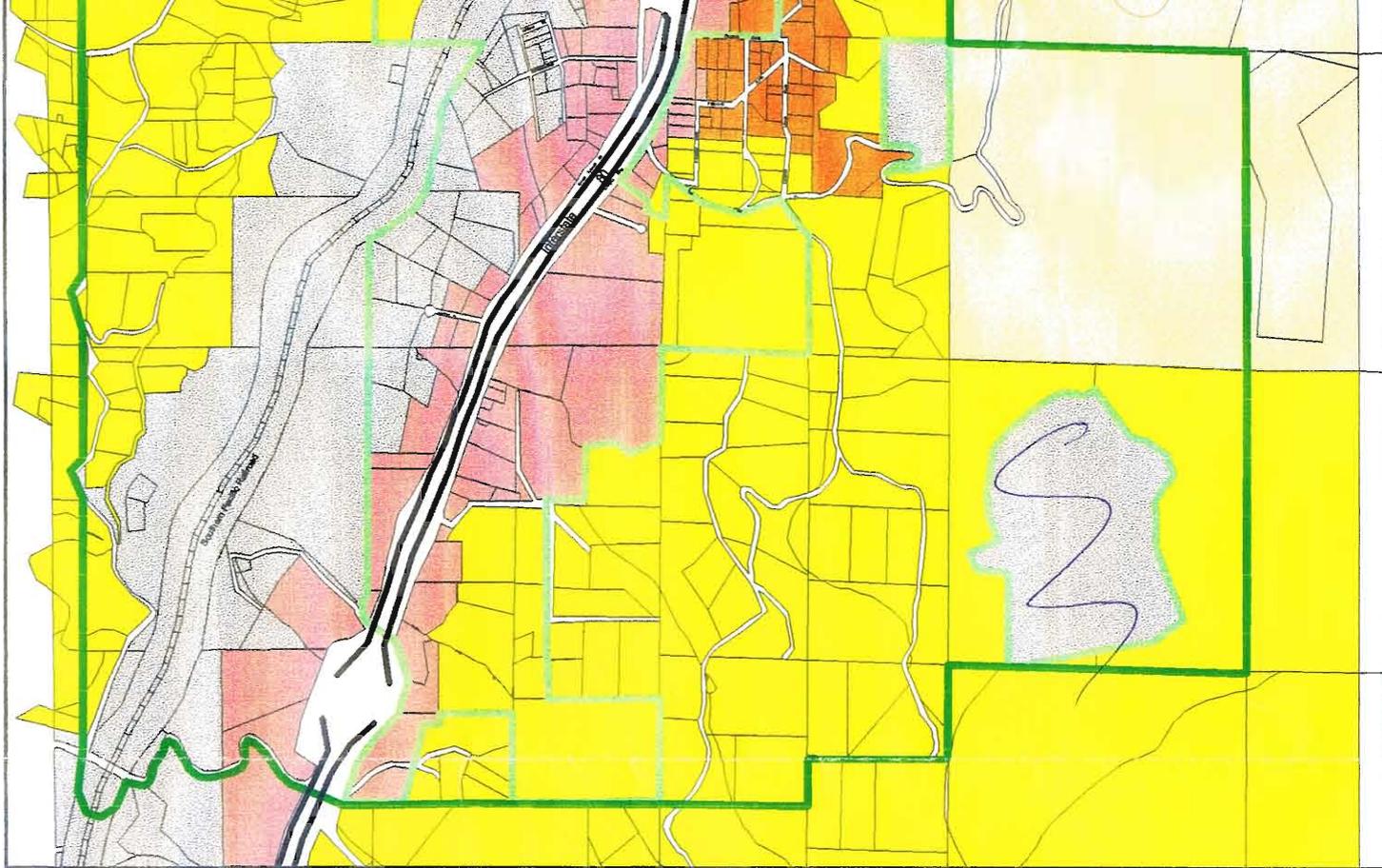
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 In Cooperation with the Geographic Information Center  
 Cartography by Kent Johanns

**FIGURE 2-1**

# City Of Colfax

## General Plan Map





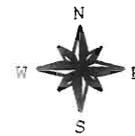
**Future Land Use**

- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential/Commercial
- Industrial Greenbelt
- Commercial
- Industrial

City of Colfax Sphere of Influence



City of Colfax City Limits



Produced for California State University, Chico  
 In Cooperation with the Geographic Information Center  
 Cartography by Kent Johanns

1000      0      1000 feet



scale

THIS MAP WAS PREPARED FOR EXHIBIT PURPOSES ONLY. OFFICIAL INFORMATION SHOULD BE OBTAINED FROM ADOPTED ORDINANCES AND RESOLUTIONS ON FILE WITH THE CITY CLERK.

**FIGURE 2-2**

## 2.1 Authority and Purpose

This element sets forth specific goals and policies to guide the intensity, location, and distribution of land uses within Colfax. The General Plan Land Use Element, and Land Use Map which are a part of this document, represent and illustrate the City's land use goals and objectives.

This Land Use Element contains the current land uses and the distribution of residential, commercial, industrial, public, and open space lands within the Colfax City Limits. Land use policies must be considered within the context of current land uses in order for the City to adequately plan the development of the community.

The policies contained in the General Plan Land Use Element, and other elements are compatible with the policies of the other elements of the General Plan (Government Code Section 65300.5).

As required by California Government Code Section 65302(a) and Public Resources Code Section 2762(a) the Land Use Element of the General Plan must address the following issues:

- Distribution, general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings, and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land.
- Standards of population density and building intensity recommended for the various districts and other territory in the plan.
- Identify areas in the plan which are subject to flooding and shall be reviewed annually with respect to those areas.
- Designate a land use category that provides for timber production, those parcels of real property zoned for timberland production.

This element contains the current and proposed future uses and distribution of land devoted to residential, commercial, industrial, agriculture, and public service.

California law requires the general plan to be internally consistent among the seven required elements (safety, land use, housing, circulation, open space, conservation, and noise). Internal consistency requires data, analysis, goals, policies, and programs must complement each other.

The element is a City document with goals, policies, and programs regarding growth that are coordinated with the General Plan of Placer County. This is very important with land areas

within the City of Colfax's Sphere of Influence (SOI) and Planning Area. Many issues relating to growth have a regional context. Common issues and concerns include transportation, housing, schools, commerce, employment, infrastructure, open space and land use.

## 2.2 General Principles

The following principles were developed to guide the preparation of the General Plan and in particular, the Land Use Element. These principles are implemented by the policies of the Land Use Element, Land Use Diagram, or both.

- Provide for accommodation of projected growth to the year 2020. Provide a surplus of land available for development beyond the year 2020 to account for unbuildable residential lots and ensure competition and flexibility in Commercial and Industrial land uses.
- Locate significant new development around existing developed areas.
- Designate an adequate amount of land in the Commercial land use designation to accommodate projected demand.
- New freeway oriented commercial development shall be located at the existing developed interchanges.
- Community design criteria should be developed to preserve the historic architecture of the downtown.

## 2.3 Background

This section contains information about the City's Sphere of Influence, City Planning Area, land use classifications and general uses permitted by the City's Zoning Ordinance.

### 2.3.1 Colfax's Sphere of Influence

The Sphere of Influence (SOI) is "the probable ultimate physical boundaries and service area" of a jurisdiction (California Government Code Section 56076). The Local Agency Formation Commission (LAFCO) in every county adopts a SOI for each City. The current SOI includes areas beyond the City limits most likely to be annexed and provided with City services (Figure 2.1).

The City has a long term interest in the SOI properties. Decisions made within the SOI may someday be within City limits and be subject to City policies and standards. The City and County will coordinate future annexations within the SOI. Government Code Section 65859

allows a City to prezone unincorporated land that adjoins the City limits. Prezoning does not have any take effect until the unincorporated land is annexed. Prezoned land is subject to the applicable zoning in the City and is required to be consistent with the community general plan. All future annexations will be prezoned.

The current SOI was adopted in the 1980s. The map (Figure 2.1) shows the current boundaries. The current SOI encompasses approximately 2294 acres. This includes the 664 acres in the City of Colfax.

### **2.3.2 Existing Land Use Inventory and Zoning Descriptions**

The following categories of land uses are shown on the Land Use Diagram (Table 2.1). Zoning is applied to these land uses to implement the General Plan Land Use designations and to identify appropriate densities. The densities are the maximum allowed based on minimum lot sizes as defined in the City's zoning ordinance.

The definition of a **land use** is the current utilization of any piece of land. The way in which land is being used is land use. For example, if a parcel of land is being used as a grocery store, this would be considered a commercial land use. Figure 2.1, shows Present Land Use Areas as well as current zoning.

The definition of **zoning** is the process by which a City or County controls the use of a parcel and physical configuration of development upon tracts of land within its jurisdiction. Zoning is administered through the City Zoning Ordinance. The following zoning designations are used in Colfax to control land use.

#### **Agricultural District**

The purpose of the Agricultural District is to promote and preserve in appropriate areas of the City conditions favorable to agricultural use. This district is intended to include activities normally and necessarily related to conduct agriculture and to protect the district from the intrusion of uses inimical to the continuance of agricultural activity.

Allowable land uses under this designation include: crop farming, tree farming, and truck gardening. The City Zoning Ordinance also outlines several accessory uses and buildings that are also permitted within this district.

#### **Open Space District**

The purpose of the Open Space District is to promote and preserve open space for outdoor recreation in areas particularly suited for park and recreation. This district is intended to be limited to activities normally related to outdoor recreation.

Open Space may be land that is under public or private ownership. It is essentially unimproved and is devoted to any of the uses defined in the Conservation and Open Space Element (in this document) or the Zoning Ordinance. Open Space may be land preserved or protected through the use of easements, dedication, purchase, and/or donation to a land trust or public agency, and transfer of development rights. Cluster development may be used to provide for open space.

Allowable land use for this district include: parks, playgrounds, buffer zones and landscaping.

Land Use Designation	Acres*	Percent
Single Family Residential (R-1)	215	31
Multi-Family Residential (RM)	14	2
Mobile Home Subdivision (RMHS)	15	2
Light Industry (IL)	68	9
Commercial Retail (CR)	24	3
Commercial Highway (CH)	45	7
Special Public Service District (SPSD)	84	12
Agricultural (A)	26	4
Open Space (O)	2	.3
Historical Design Control District (H1)**	62	9
Vacant or undeveloped	139	20

\* Acreage is approximate \*\* Included in other designations \*\*\* Zoning shown in ( )

### **Single-Family Residence District**

The purpose of the Single-Family Residential District is to provide for areas in appropriate locations where quiet, low density residential neighborhoods may be established, maintained, and protected. The regulations of this district are designed to promote and encourage a suitable environment for families. To this end the regulations permit the establishment of single-family dwellings and also permit, with proper controls, those public and quasi-public activities, such as schools, libraries, churches, parks and playgrounds which serve the needs of families.

There are five sub-categories in the R-1 designation. Table 2-1 indicates the R-1 district categories.

<b>District</b>	<b>Min. Area in Square Ft.</b>
R-1-40	40,000
R-1-20	20,000
R-1-15	15,000
R-1-10	10,000
R-1-5	5,000

Allowable uses under this designation include: single-family dwellings, public parks, playgrounds, schools, libraries, and churches.

The Zoning Ordinance also outlines accessory uses and buildings also permitted in this zone including: home occupations, number of pets, and the location of walls and signs.

### **Multi-Family Residence District**

The purpose of the Multi-Family Residential District (R-M) is to provide for areas in appropriate locations where apartment house neighborhoods of varying degrees of density may be established, maintained, and protected. The regulations of this district are designed to promote and encourage an intensively developed residential environment. To this end multiple dwellings ranging from garden apartments to multi-story apartments and necessary public services and activities are permissible.

There are two sub-categories in the R-M zoning designation outline below in Table 2-3.

<b>District</b>	<b>Minimum Parcel Area (Sq. Ft.)</b>	<b>Min. Parcel Area per dwelling unit (Sq. Ft.)</b>	<b>Min. Usable Open Space per dwelling unit (Sq. Ft.)</b>	<b>Maximum Lot Coverage</b>	<b>Max. Bldg. Height *</b>
R-M-1 stories (low density)	6,000	3,000	400	40%	2 ½ or 30 feet
R-M-2 stories (high density)	6,000	1,500	200		2 ½ or 30 feet

\* As measured from any foundation location horizontal to a point parallel to the highest point of the building.

Allowable uses under this designation include: single-family dwellings, duplex or two family dwellings, multi-family dwellings, and parks, playgrounds, schools, libraries, and churches.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone.

**Retail Commercial District**

The purpose of the Retail Commercial District (C-R) is to provide for areas in the City where businesses may be established to serve surrounding residential neighborhoods and the outlying districts. The regulations of this district are designed to promote a combination of retail and service facilities to meet the needs of residents of the surrounding area.

The allowable uses under the C-R designation include some of the following: retail businesses such as food, hardware, dry goods, drug store, and furniture; service and professional establishments and offices; restaurants, bars, and theaters; business and technical schools; and single residential living areas.

The Zoning Ordinance also indicates accessory uses, buildings and conditional uses that are permissible in this designation.

**Highway Commercial District**

The purpose of the Highway Commercial District (C-H) is to provide for areas in appropriate locations adjacent to thoroughfares where activities are dependent upon or cater to thoroughfare traffic, such as Interstate 80. The regulations of this district are designed to encourage centers for retail, commercial, entertainment, automotive, and tourist facilities, and other appropriate highway-related activities.

The minimum requirements for permitted uses in this zone are outlined in Table 2-4.

Table 2-4 C-H Minimum Requirements	
Lot Area (Sq. ft.)	Maximum Coverage
5,000	50%

Some of the allowable uses under this designation include: car lots, hotels, restaurants, retail shops, nurseries, and single-family residences.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone.

### **Limited Industrial District**

The purpose of the Limited Industrial District (I-L) is to provide for areas in appropriate locations where wholesale and heavy commercial activities and industrial processes not producing objectionable effects may be established, maintained, and protected. The regulations of this district are designed to promote an environment in which industries and related activities may be conducted.

Some of the allowable uses under this designation include: wholesale businesses, warehousing, service and gasoline stations, storage yards, public utility buildings, carpenter, electrical and plumbing shops, veterinary clinics, manufacturing, processing and assembly businesses.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone.

### **Residential Mobile-Home Subdivision**

The purpose of the Residential Mobile-Home Subdivision District (R-MHS) is to provide regulations for the placement of mobile-homes on individual lots within an approved subdivision specifically designed and designated for the sale of lots to accommodate mobile-homes as single-family owner-occupied dwelling units within a planned unit development.

Allowable uses under this designation include: a one-family, owner-occupied mobile-home on each lot; mobile-home parks; parks, playgrounds, riding and hiking trails, golf courses, lakes, and other related recreational facilities; and schools and churches.

The Zoning Ordinance also outlines accessory uses and buildings permitted in this zone as well as the development of mobile-home parks.

### **Special Public Service District**

The purpose of the Special Public Service District (SPSD) is to provide for the orderly development of public facilities within any district.

The uses allowable in the SPSP district include: wastewater treatment plants and sanitary landfills.

### **Historical Design Control District**

The purpose of this district is to ensure that the development, redevelopment, and rehabilitation of property in the designated area is consistent with the historic character of the original City area. The City's Design Review Commission has established a set of design goals for this district requiring certain architectural styles, the use of specific materials and colors that are consistent with existing historic buildings, and the use of special procedures in

the rehabilitation of existing buildings. The Community Design Element has expanded these goals into a set of Design Guidelines which are contained in this General Plan.

Allowable land uses are those allowable in commercial and residential land use areas.

### 2.3.3 Future Land Use Distribution and Development Potential

Future Land Use Map based on current and future zoning is shown in Figure 2.2. The following sections describe the land use designations and the standards of population density and building intensity for the various land use designations. Residential building densities are stated as the allowable range of dwelling units per gross acre. Dwelling units per acre are implemented by the Zoning Ordinance and are often dictated by ranges, i.e. Residential Mobile-Home Subdivision--a one-family, owner-occupied mobile-home on each lot.

Population density can be derived by multiplying the number of units by the average number of persons per dwelling unit. The assumed average number of 2.43 persons per dwelling unit for the Colfax area was obtained from the California Department of Finance.

Non-residential building intensities are stated as maximum Floor Area Ratios (FARs). A FAR is equivalent to the gross building square footage permitted on a lot divided by the net square footage of the lot. Net acreage is the total acreage less any streets or buildings.

The table and graphic below provide an example of how FAR is calculated:

<b>Floor Area Ratio (FAR) Example</b>		
<b>FAR</b>	<b>Lot (one acre) (square feet)</b>	<b>Building Area (square feet)</b>
0.25	43,560	10,890
1.0	43,560	43,560
2.0	43,560	87,120
3.0	43,560	130,680

Table 2-5 lists densities and intensities for various land use designations described in detail on the following pages.

Land Use Designation	Density DU per acre	Intensity (FAR)
Single Family Residential (R-1)	14	-
Multi-Family Residential (RM)	29	-
Mobile Home Subdivision (RMHS)	14	-
Light Industry (II.)	-	2.0
Commercial Retail (CR)	-	3.0
Commercial Highway (CH)	-	3.0
Special Public Service District (SPSD)	-	-
Agricultural (A)	1 per 5 acres	-
Open Space (O)	-	-

The Housing Element summarizes the vacant land by zoning and slope. The parcel-by-parcel analysis shows a considerable number of vacant lots in the City, ranging in size from about 5,000 square feet to several acres. In terms of housing needs and the vacant land inventory, the City should not have difficulty in accommodating its share of the regional housing needs (See Table 34 in housing element).

Type of Land Use	SOI**	Vacant Acres*	Developed Acres*	Total Acres*	Percent of Total
Commercial	225	61	104	165	25
High Den. Res./ Commercial	16	0	16	16	2
Industrial	319	61	144	205	30
Indust. / Greenbelt	13	0	4	4	.5
Low Density Residential	424	0	0	0	0
Med. Density Residential	1167	97	82	179	27
Med. High Density Residential	130	7	95	102	15.5

\* Within City Limits \*\* Acreage within the Sphere of Influence (including within the City limits)

### **Agricultural**

Land within the City devoted to agricultural uses has changed to R-1-20 and accounts for 26 acres.

### **Open Space**

Land within the City devoted to open space uses account for 2 acres. These areas are located primarily at the ball field and park areas (Figure 2.1).

### **Residential**

Within the City, the residential land use accounts for 244 acres (Table 2.1). The amount of land zoned residential within the City totals 316 acres. R-1 residential zoning includes 72 vacant acres.

Within the City, the R-M multi-family residential land use accounts for 14 acres.

### **Commercial**

Land designated for commercial land uses within the City total 135 acres. A total of 65 acres are vacant. There are also portions of land zoned commercial that currently have residential uses. The commercial use of land within the City occurs in the downtown area in the vicinity of Main Street between Depot and Church streets, along Auburn Street and Canyon Way, and Interstate 80.

The Interstate 80 corridor is designated for highway commercial uses. A large portion of this corridor along Canyon View Road and Canyon Way has the greatest potential for future development.

The City currently has adequate land that is zoned for commercial uses and is available for future development ( 65 vacant acres).

### **Limited Industrial**

Industrial land within the community is 68 acres. Of this 11 acres are vacant. The majority of current industrial land parallels the Union Pacific Railroad. The other major portions of vacant zoned industrial land occur along Placer Hills Road.

### **Commercial-Industrial**

The Commercial-Industrial Use category is intended to provide a transition between areas, which are traditionally either Commercial or Industrial, but have the basic characteristics of each. The areas designated Commercial-Industrial will provide locations for uses having

fabrication or assembly activities associated with preparation of goods for immediate retail sales. Such uses might include machine assembly, trailer assembly and sales, welding or bolting of pre-manufactured parts, or finished processing of materials prior to retail sales.

### **Public Service**

The Natural Environment Element discusses the existing wastewater disposal facilities for the City of Colfax.

#### **2.3.4 Land Use and Growth**

The City of Colfax has an established land use pattern. The areas around the major transportation routes (I-80 and Union Pacific Railroad) are generally devoted to commercial and industrial uses.

The adjoining land uses along these transportation routes are primarily devoted to residential uses of varied densities. In an ideal situation, the higher density residential areas should be located closer to commercial areas and the downtown core. This would give the City a compact urban environment that is easier to provide public facilities, services and can help reduce daily vehicle trips (CIR).

The idea of a **Jobs/Housing Balance** is becoming more important for employment and development of any community. The Jobs/Housing Balance is based on commuting. The number of overall vehicle trips and miles traveled can be reduced if sufficient jobs are available locally to help balance employment and housing opportunities within the community.

In order to help balance jobs and housing within a community, opportunities for potential employment should continue to be encouraged. The City can help continue this by maintaining a percentage of vacant land zoned for manufacturing and commercial uses compared to vacant land zoned for residential uses.

The City currently has approximately 2 percent of vacant land that is zoned for commercial uses and approximately 9 percent of vacant land zoned for industrial uses. It is recommended that at least 15 percent of vacant land be zoned for commercial and industrial uses when compared to vacant land zoned for residential uses. While having vacant land zoned for commercial and industrial uses does not ensure jobs for a community, it does allow for possible employment opportunities because the land is available.

### **Residential Build Out**

The City currently has 63 acres of vacant land that is zoned for residential uses. Table 2-7 illustrates the vacant land zoned for residential uses. For potential future build out see Table 2-8. The Housing Element discusses population and housing characteristics for the City of Colfax.

In the ten years from 1980-1990, the City added 136 new housing units to make up a total of 621 units. These were 382 single family detached units and 16 attached units. Approximately 180 units are multi-family structures containing two or more units and the third type of dwelling is the mobile home which accounts for 37 of all housing units. This housing stock is predominantly of a conventional suburban nature of detached single family homes.

Zoned	Land Use <sup>1</sup>	Acres	Percent of Total
R-1-40	Vacant	0	0
R-1-20	Vacant	26	24
R-1-15	Vacant	0	0
R-1-10	Vacant	0	0
R-1-5	Vacant	34	31
R-M-1	Vacant	3.4	3
R-M-2	Vacant	45	42

<sup>1</sup> Vacant land use is defined as land with no other physical uses

Estimates from the Sacramento Area Council of Governments reflect the changes in dwelling units between 1990 and 1997. These estimates show an increase in total dwelling units to 686 with 431 single family units, 218 multi-family units and 37 mobile homes.

## 2.4 Land Use Issues

The following land use issues and concerns were identified by the Planning Commission:

- Need to attract travelers into the Historic Downtown.
- Promote retail businesses in downtown.
- Need to update and expand Development Fee Structure:
  - Development Fees
  - Capital Improvement Fees
  - Sewer and Sanitation Fees
  - Parks & Open Space Fees
- Increase local control of land within the Sphere of Influence.
- Plan a more efficient use of commercial and industrial land.

## 2.5 Findings

The following findings address land use issues and concerns:

- Zoning ordinance needs to be updated to conform to the General Plan
- Evaluate zoning along railroad corridor for possible changes in Industrial and Residential zoning designations, i.e. parcels at end of Sherwood Court adjacent to railroad.
- Carefully review all additions to the current Sphere of Influence and Planning Area.
- City should continue to maintain adequate vacant land zoned for commercial and industrial uses in relation to residential uses to provide for a Jobs/Housing Balance.
- For annexation to occur, all land must first be rezoned, annexation boundaries should be drawn to exclude county peninsulas. Annexation should benefit the City.
- Apply to LAFCO for Annexation and Sphere of Influence changes.
- Mitigation of potential environmental impact of new development will depend upon the adoption of the City's Land Use Standards.
- Review all open space requirements to increase the amount of open space available.

## 2.6 Land Use Goals, Policies, and Implementation Measures

Allowable land use activities within the corporate limits of the City of Colfax are presently given by the Existing Land Use and Zoning Map (Figure 2.1). These land use and zoning designations are currently in effect and managed by the City Government. Outside the City boundary, however, land use activities are presently managed by Placer County. In the land surrounding the City limits lies the City's Sphere-of Influence (SOI). Within this zone, the area into which the City expects to grow, the community may specify land use activities which will be consistent with its present land use policy and goals for growth. The City may propose future land uses within the SOI, designate them on the land use map and rezone their specific land use character. The future land use for the City is designated on the General Plan Map (Figure 2.2).

The changes to be implemented in the General Plan will minimize land use conflicts between adjacent land uses. These land use designations within the City and its SOI will encourage maintaining the open rural character of the areas surrounding the City. Changes in the location of Limited Industrial will increase the land available in areas where suitable land and services exist with minimum land use conflicts. These areas are along the rail line to the east and west of the City. Those areas that are appropriate are required to implement the use of greenbelt and buffer areas to improve the environmental conditions of the surrounding areas. Some residential areas along the rail line will require zoning changes to commercial, industrial and industrial greenbelt district rather than residential. These changes will limit conflicts in land use for these areas. This will improve circulation, noise, and air quality for surrounding properties as well.

Changes in residential density in the downtown core area will help reduce traffic and bring consistency in this predominately residential area. It will encourage residential infill and uniform development in this area. By locating medium and medium high density land uses in this area circulation will be improved by decreasing daily vehicular trips. This could have a positive effect on air quality and improve the citizens access to City services.

The major changes within the City are along the transportation corridors as well as in the central core area. These changes will result in more uniform development and better utilization of existing vacant land within the City. The land use policy will discourage residential development adjacent to I-80 and the railroad. Another positive effect of this action would be to reduce conflicting land uses in the future between industrial and residential development.

Changes in the residential densities will help provide adequate vacant land for residential development for all income levels. The densities established will provide a consistency of development and a more efficient use of the natural topography. This will enable better protection of the environment.

The residential development and potential population changes are listed in Table 2.8. Using the vacant acreage available in the three designated land use areas these potential population changes can be calculated. **Low Density Residential** areas will utilize 2.25 dwelling units (DU's) per acre, **Medium Density Residential** will use 7 DU's per acre, **Medium High Density Residential** will use 12 DU's per acre. The California State Department of Finance, January 1992, places the occupancy of Colfax at 2.43 persons per unit. These figures were used to project the population changes (Table 2-8). These potential population increases are at maximum built out. And should be considered by all necessary agencies in future planning including schools, public safety, infrastructure and business activities.

One issue that should be considered in the projections of residential build out is the City of Colfax Hillside Development Guidelines (Appendix A). These guidelines were adopted in 1993. No development is allowed where slopes exceed thirty percent (30%).

Each development must meet these guidelines and be evaluated on an individual basis. This evaluation could reduce the density allowable in hillside areas by thirty to sixty percent (30-60%). The consultant and City staff estimate that this reduction will be thirty-five percent (35%) for planning purposes. This will bring a reduction in potential development. These reductions can be related to population increase as shown in Table 2-8. These reductions can only be confirmed as each development is evaluated.

<b>Residential Land Use</b>	<b>Average Dwelling Units Per Acre</b>	<b>Vacant Acres in City</b>	<b>Vacant Acres in SOI (estimated)</b>	<b>Potential Population Increase in City**</b>	<b>Potential Population Increase in SOI**</b>	<b>Total Change</b>
Low Density	2.25	0	399	0	2,181	2,181
Med. Density	7	97	710	1,650	12,077	13,727
Med. High Density	12	7	20	204	583	787
Hillside Development Guidelines Reduction				(646)	0	(649)
<b>Total</b>						<b>19,019</b>

\* Population in SOI not affected by Hillside Development Guidelines.

\*\* 2.43 persons per dwelling unit used for population planning.

Additional land use designations have been added to the General Plan Map (Figure 2-2). They include the following designations:

**Low Density Residential** - This land use classification is intended for the lowest density residential areas of the City and its SOI. These areas have limited density due to topography, infrastructure or other existing restrictions. They are a contiguous part of the buildout area. The dwelling unit density for this classification are from .1 - 4.0 DU's per acre. Allowable uses are one and two family residences, care homes, home occupations, non-profit organizations, and related activities. Consistent zoning for these areas include R-1, R-1-10, R-1-20, R-1-5, MHS, RM-1 districts. The City has no acres in this land use designation. The SOI contains approximately 399 vacant acres in this land use designation.

**Medium Density Residential** - The medium density residential classification is intended to designate areas of the city and SOI in which multiple family housing will be allowable by right. These areas are conducive to higher density development and are more efficiently served by City services. The dwelling unit density is 4.1-10.0 units per acre. Any residential zoning (with some restrictions) is consistent in these areas. There are approximately 710 acres in the SOI and 97 in the City that are affected

**Medium High Density Residential** - This medium-high density classification will allow selected areas of the city and SOI to accommodate higher density apartments, condominiums and other similar uses. This designation will help the City to meet its

fair share housing needs (Housing Element). There are approximately 20 acres in the SOI and 7 acres in the City that are affected.

**Industrial Greenbelt** - This designation is to provide for industrial use that will enhance the appearance and quality of life in the City. Development in this area will carry with it requirements for greenbelt and open space designations that will provide buffer areas to separate the industrial facilities from other adjacent land uses. For basic examples see Figure 2.3 and 2.4. These figures are used in the Placer County General Plan and are compatible with that document. This land use designation in Colfax is defined by its topography and relationship to the Union Pacific rail lines. Industrial development in this area is intended to be related to the railroad and/or the highway, with those areas having difficult topography remaining in permanent open space (Figure 2-2).

This General Plan recommends that as industrial development takes place in the Industrial Greenbelt designation areas, that open space uses be dedicated to the City, either in fee simple or as development rights, and incorporated into the park and trail system of the City.

**Figure 2.3 Industrial-Commercial Buffer/Greenbelt**

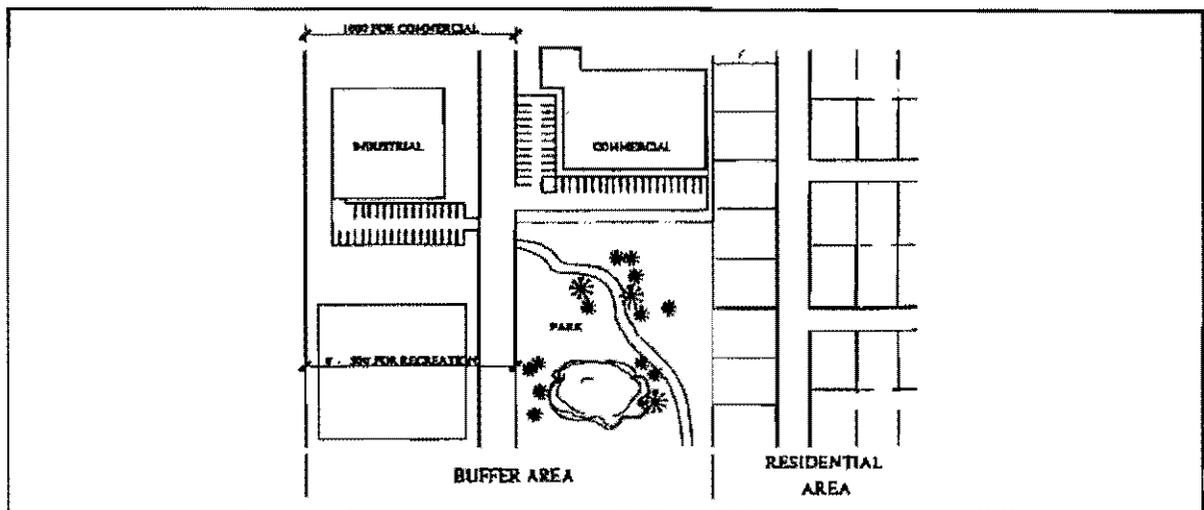
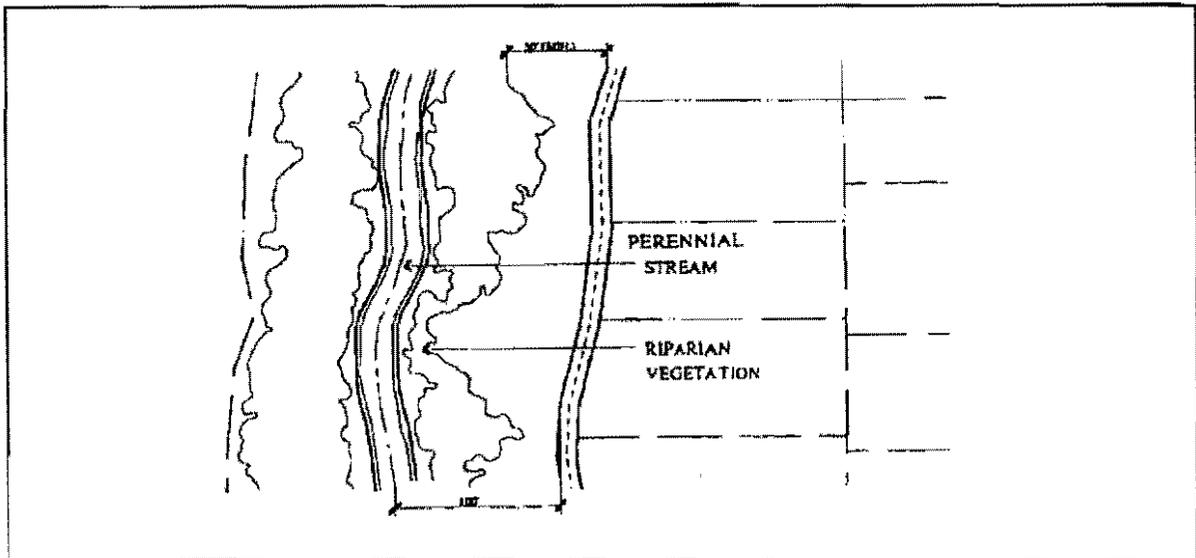


Figure 2.4 Sensitive Habitat Buffer/greenbelt



The Land Use Element defines and designates the general distribution, location and extent of land uses, including residential, commercial, industry, open space, agriculture, public service districts and other current and future land uses. It includes standards of population density and building intensity for the area covered by the plan. Growth within Colfax can be projected using these standards and densities. This growth includes the development and maintenance of residential and commercial areas. In Table 2-6 an inventory of vacant land within the City shows 104 acres of vacant land zoned for residential development and 122 acres available for commercial development.

This Land Use Element, when implemented, will direct development by defining areas within the City for medium density and medium high density residential areas ( See Figure 2-2). Density standards are defined for medium density residential as areas that have 4.1 - 10.0 dwelling units (DUs) per acre. Medium high density residential will accommodate 10.1 - 29.0 DUs per acre. For future planning, the General Plan uses an average of 7 DUs per acre for medium density and 12 DUs per acre for medium high density. There are also potential changes in inflow due to commercial development. There are 122 acres available for commercial development. Using current data from the City, the approximate equivalent dwelling units (EDU's) for commercial property is 3 per acre. The Colfax Hillside Development Guidelines must be included in the planning process for future buildout.

Currently there are 686 dwelling units located within the City Limits. Contained within this chapter are goals, policies and implementation measures that will affect this number. With changes in the number of dwelling units there will be accompanying increases in commercial development. This development will use the inventory of vacant land as well as changes in current use of developed land. Future growth will also utilize vacant and developed properties in the SOI. Though the City has no control over the development in the SOI it must be considered as decisions are made and plans implemented. The City's foothill location provides

some limitations to development, yet there is sufficient area vacant land for continued future expansion. The medium density vacant land available will be developed at an average of 7 dwelling units per acre and the medium high density at an average of 12 units. This gives the City a future increase of 472 dwelling units. This does not include any accompanying growth in commercial and business development in the City on the 122 vacant acres designated for that purpose.

The results of future buildout are shown in Table 2-9. Included in the planning process are the Colfax Hillside Development guidelines. The reduction caused by these guidelines is reflected in reduction of total DU's. The timetable for potential increase in population and DU's can only be projected using past growth statistics. In 1991, the Sierra Planning Organization projected a yearly population increase in Colfax of between three and four percent (3%-4%) between 1990 and 2000. Data reveals an yearly growth rate of approximately two and one half percent (2 1/2 %) for the period between 1990 and 1997. If this trend continues the potential dwelling units added to Colfax for the life of this General Plan are 248. Between 1990 and 1997 an average of 10 dwelling units were added to Colfax per year.

**Table 2-9  
Potential Dwelling Unit Increases  
City of Colfax**

Residential Land Use	Vacant Acres in City	Dwelling Units Per Acre	Total Dwelling Units
Medium Density	97	4 (1.4)	388 (136)
Medium High Density	7	12 (4.2)	84 (29)
Commercial /Industrial	122	3 EDU (1)	366 EDU (122)
Hillside Development Guidelines Reduction			(287)**
<b>Total (With Reduction)</b>			<b>584</b>
<b>Total (With out Reduction)</b>			<b>871</b>

\*\* (Reduction due to Colfax Hillside Development Guidelines)

This Land Use Element attempts to provide land for growth and development while preserving and protecting the sensitive environmental areas of the City. As development continues current infrastructure must be evaluated and analyzed to detect capital improvements that must accompany these changes. Issues to be evaluated as land use policies are implemented are circulation, air quality, public facilities, wastewater treatment and open space needs.

**Goal 2.6.1:** *Promote the orderly development of Colfax and its surroundings.*

**Policy 2.6.1.1** Annexation of additional area into the City shall occur only when there is a demonstrated economic or environmental need to do so and when the annexation is in conformance to the general plan.

**Policy 2.6.1.2** Avoid the approval of land uses which threaten public safety and property values.

**Policy 2.6.1.3** Provide adequate vacant land for development of a range of commercial, office, and light industrial activities.

**Policy 2.6.1.4** Conserve and improve aesthetic, historic, neighborhood, open space and environmental land resources of the community.

**Implementation Measures**

**2.6.1A** Require expanded initial studies (CEQA) and fiscal impact studies to evaluate the advantages and disadvantages of all proposed annexations or major rezonings.

**2.6.1B** Require rezoning for all land use changes in Placer County jurisdiction within the lands surrounding the SOI.

**2.6.1C** Commercial development will be clustered on arterial streets and at major intersections near Interstate 80 interchanges.

**2.6.1D** Industrial development will be located near the railroad.

**2.6.1E** Traveler and visitor oriented land uses will be located near the I-80 corridor.

**2.6.1F** Locate industrial and commercial land uses away from noise sensitive land uses.

**2.6.1G** Establish criteria for a general or medium industrial zoning designation.

**Goal 2.6.2** *Insure that new development pays for the necessary City facilities and services to support it through tax revenues, fees, or other means.*

**Policy 2.6.2.1** Encourage the location and development of businesses which generate high property and sales taxes, local employment and are environmentally compatible.

**Policy 2.6.2.2** All new residential subdivision, commercial or industrial land development within the City shall be contingent upon City services including sewer, water and emergency vehicle access.

**Policy 2.6.2.3** Establish and maintain a Capital Improvement Program for public facilities improvements that parallels the rate of new land development in the City. (CIR)

**Implementation Measures**

**2.6.2A** Develop a criteria for utility extension that includes economic feasibility, environmental sensitivity and enforcement of the General Plan Land Use Diagram.

**2.6.2B** Update the Capital Improvement Program as a means of keeping pace with the needs of future facilities and infrastructure.

**2.6.2C** Attempt to negotiate a Master Tax Transfer agreement with the County.

**2.6.2D** Require new development to pay a pro rata share of City infrastructure development maintenance.

**Goal 2.6.3** *Provide adequate land in a range of density designations to meet the housing needs of most income groups in the City. (H)*

**Policy 2.6.3.1** Maintain an adequate supply of vacant and underutilized land to accommodate projected housing needs as stated in the Housing Element. (H)

**Implementation Measures**

**2.6.3A** Ensure adequate Jobs/Housing Balance by maintaining ample vacant land for commercial and industrial purposes.

**Goal 2.6.4** **Provide adequate land in the Open Space designation to meet the City's growing population.**

**Policy 2.6.4.1** Maintain open space acreage equal to 4 acres per 1000 population.

**Implementation Measures**

**2.6.4.A** Ensure adequate open space by requiring new development to dedicate the required portion of land to open space.

## GLOSSARY OF TERMS

Acreage	Total area including public dedications, buildable area, and existing rights-of-way.
Buildable Area	The largest area on which structures may be placed excluding rights-of-way, easements and restrictions imposed.
Buffer Zone	An area of land separating a conflicting land use nuisance or noise source which may contain visual screening or noise attenuating landscaping or structures or open space areas.
Cluster Development	A close arrangement of buildings in groups intended to leave open land around them for scenic and recreational benefits that can be utilized for open space.
Density	Number of units per acre as developed.
Density, Allowable	Number of units per acre allowed by right in the zoning district
Density Bonus	Additional densities allowed over those allowed in the zoning district.
Developable Area	The total land area which may be developed excluding public rights-of-way extreme slope and areas reserved for preservation for public purposes.
General Plan Guidelines	A local planning guide published by the State Office of Planning and Research.
Goal	A desirable future condition toward which current planning and other public policy actions will move the Community. Generally an ideal never completely attained, an ongoing process.
Greenbelt	An area of open space that may be natural or man-made to separate or provide a buffer between land uses. Can be used for public recreation or outdoor activity.
Implementation Measures	A specific decision, ordinance or action which puts a program into effect.
Infrastructure	The public system of improvements which permits movement of goods, people or information (e.g. roads, railroads, sidewalks, water, gas, power, telephone, sewer lines).

Land Use Designation	A one to four letter code indicating the general class of land use allowable in the area.
Noise Attenuation Device	Any device which will absorb or deflect noise to prevent nuisance in a residential or public area (e.g. earthen berms, masonry walls).
Nuisance	Any or a list of sounds, materials visual scenes, smells, light or physical danger which threaten the health or safety of persons living in a place or using a public right-of-way.
Objective	A measurable expectation or desire that can be accomplished through implementation of plans, ordinances or actions.
Open Space	Any parcel of land or water which is unimproved. Also landscaped area as defined in the City's Zoning Ordinances or actions.
Overlay District	An additional level of regulation which is superimposed on a Zoning District or General Plan map or text.
Planned Development	A development project which includes nontraditional design and is permitted in place of Uniform Zoning Guidelines, yet meets the general intent, overall density and public needs of zoning. Also, a planned development use permit.
Planning Area	Land outside the boundary of the City's jurisdiction which bears relation to its planning.
Policy	A statement of intent which should be used by Planners to guide planning decisions.
Slope Density	A provision that reduces allowable building density with increasing slope to limit erosion potential, structural failure and damage from natural hazards.
Sphere-of-Influence	The probable ultimate physical boundary and service area of the City.
Uniform Development	A proposed design of units or buildings spread evenly across a parcel of land.
Vehicle Trip Generation	The number of persons or vehicular trips expected to originate daily from a building or place.

**CHAPTER 3**  
**CIRCULATION**

### 3.1 Authority and Purpose

The purpose of the Circulation Element of a General Plan is to identify the location and the extent of major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element (Government Code 65302[b]). The State of California General Plan Guidelines lists the following mandatory issues which are to be addressed in this Element:

- Major thoroughfares
- Transportation routes
- Terminals
- Other local public utilities and facilities

In addition to the mandatory issues, the optional topic areas, as well as important local issues covered in this Element are as follows:

- Streets and highways
- Public transit (e.g., buses, taxi, railroads, etc.)
- Bicycle and pedestrian routes
- Parking
- Railroads

The goals, policies, and programs of this element relating to the above issues are designed to maintain and improve circulation within the community.

Transportation is also a regional issue. This element is required by Government Code Sections 651039(f) and 65080 not to be in conflict with applicable state and regional transportation plans (General Plan Guidelines).

The accessibility of a place has a major impact upon land value and the intensity of land use. The location of a place in relation to the circulation network is important in determining its land use (LU). As an example, land located next to major highway and freeway interchanges tend to have commercial and/or industrial uses. Good transportation access is required to move a large amount of goods or to meet the needs of residents, shoppers, and recreators. Movement or a trip along a circulation network requires some sort of cost in either travel time and/or money. Generally, people place more importance on travel time and do not want to be very far from places they regularly visit. Land use and the distance someone has to travel to shop, work, and or reside are related to circulation (Hanson). The shorter this distance to shop, work, and back to place of residence reduces travel time, fuel consumption, congestion, air pollution, and noise. Mixed land uses tend to help in reducing vehicle miles traveled (VMT).

The existing, as well as future circulation needs are based on community concerns and the goals, policies, and programs of the Land Use Element. Future projections are based on the anticipated use of vacant land in the Land Use Element (LU).

The Circulation Element also has a relationship with the Noise Element (N) of the General Plan. The railroad, Interstate 80, and major streets and thoroughfares are noise producers. Mitigation for transportation noises are offered in the Noise Element.

The Safety Element (S) is also linked to the Circulation Element. The services of police, fire, and ambulance all require an adequate system of streets to access victims of crime, fire, and or other emergencies in a timely manner.

The Conservation Element (CON) and Circulation Element are related. Air pollution from mobile sources, such as automobiles, are added to the Sacramento Valley Air Basin of which Placer County is included.

## 3.2 Background

### 3.2.1 Roadway Classifications

The City of Colfax is served by five different classifications of roadways. These are freeway, state highway, arterial, collector and local streets. The definitions of these roadways are defined below.

#### Roadway Classifications

- **Freeway** - A limited access and high speed road serving inter-regional movement with no interference from local street patterns or at-grade- crossings. Freeways are divided highways and serve primarily regional and long distance travel.
- **State Highway** - Limited access and higher speed road for travel between communities. Medium capacity two-lane roadways with one lane in each direction. The passing of slower vehicles requires the use of the opposing lane where traffic gaps allow.
- **Arterial** - A street carrying the vehicular traffic of intra-community travel, as well as access to the rest of the county transportation system. Access to arterials should be by minor arterial, collector and local streets.
- **Minor Arterial** - A street for movement of intra-community traffic and less traveled than arterial streets.
- **Collector** - These roadways serve traffic between major and local roadways and neighborhoods. Collector's are used mainly for traffic movements within residential, commercial, and industrial areas.
- **Local Street** - Roadways used primarily for direct access to residential, commercial, industrial, or other abutting property with on-street parking. They do not generally include roadways carrying through traffic.

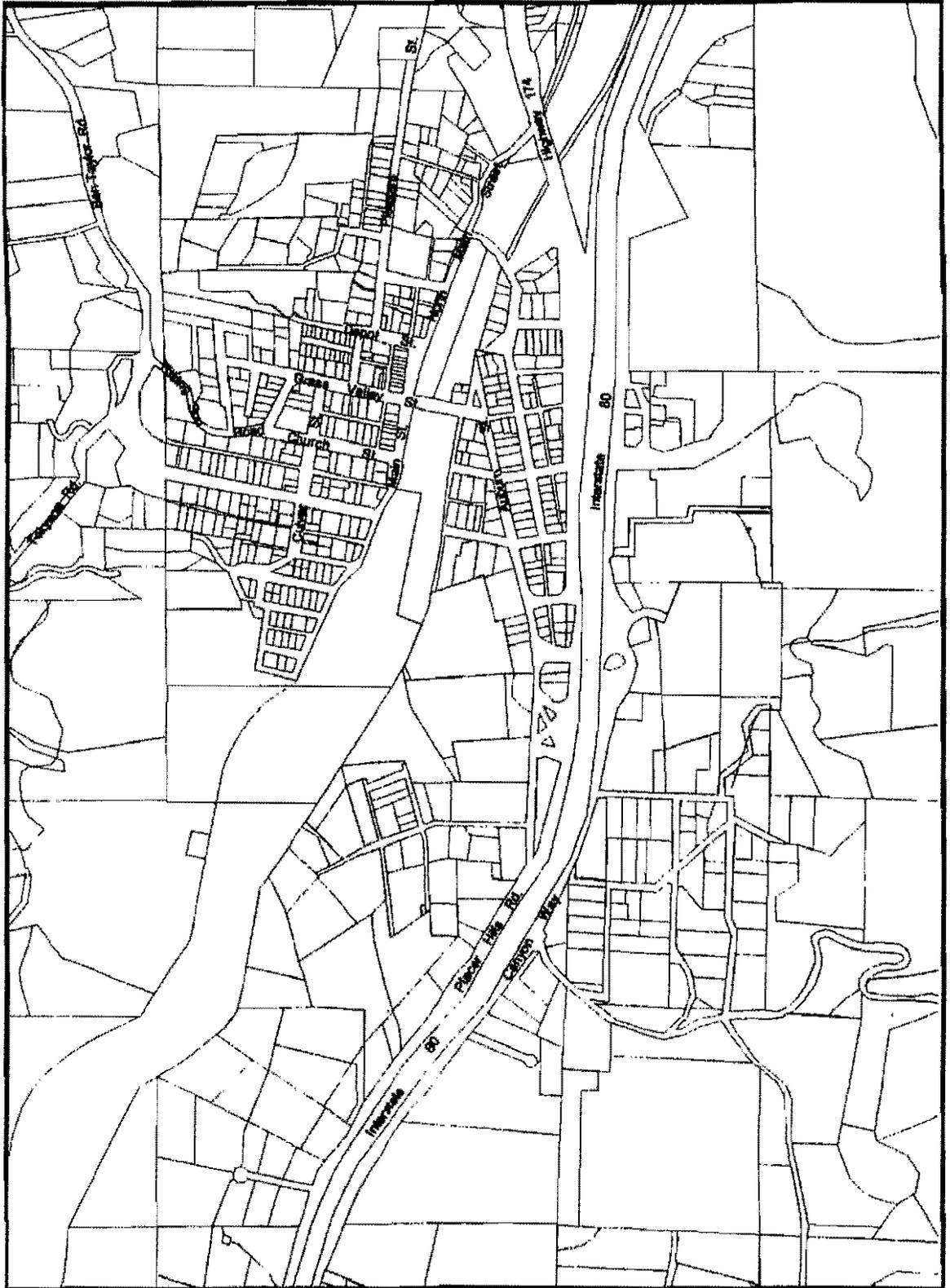
Source: Highway Capacity Manual, 1985

### 3.2.2 Existing Facilities

Figure 3.1 is a map of important streets and roadways in Colfax. Table 3.1 lists the arterial and collector streets in the City of Colfax. Local streets are not intended to carry through traffic. This does not mean local streets are not used for through traffic, only that the design and capacity of local streets is generally limited.

Figure 3-1

### City of Colfax Main Circulation Routes



**Scale**  
0 1000 2000 feet  
1 inch = 1000 feet



Produced for California State University, Chico  
in Cooperation with the Geographic Information Center  
Cartography by Kent Johannes

The collector and arterial streets are very important to the circulation system of a community. Congestion or traffic problems usually occur where roadways meet or traffic is impeded. Intersections are places where congestion is easily noticeable. Some examples of other impedance factors are: lane width, available lanes, exclusive turn lanes, parking, driveways, and railroad crossings.

I-80	Freeway
Highway 174	State Highway
Auburn Street	Collector
Grass Valley Street	Collector
Depot Street	Local Street
Church Street	Collector
Main Street	Collector
Rising Sun Road	Collector
Culver Street	Local Street
Pleasant Street	Local Street
Canyon Way	Arterial
Placer Hills	Arterial
Tokayana	Arterial
Ben Taylor	Arterial

### **Interstate 80**

Interstate 80 is the main transportation route and bisects the City of Colfax and, like its predecessor, Highway 40, exerts the major impact on circulation and transportation. It carries the majority of the traffic into and out of the City, while at the same time providing a physical barrier to intra-city circulation. The two interchanges located within the City of Colfax are Canyon Way and Auburn Street.

The Canyon Way exit is located at the southern edge of the city limits. This exit provides freeway access in the north and south bound direction and the southern portion of the City.

The Auburn Street interchange is the northern access point for I-80 in the City. Access to I-80 is available in both north and south bound traffic. This interchange also connects with Canyon Way. This area is an important intersection for travelers and trucks using Interstate 80. This interchange provides some of the needed services for both trucks and travelers. This exit also provides access to the historic downtown.

### **Highway 174**

Highway 174 is the next major traffic carrier and produces a mixing of local and through traffic at strategic intersections. It enters the city limits in the north and is connected to the historic downtown by way of Main Street. Highway 174 then crosses the railroad tracks and terminates on Auburn Street.

Highway 174 is used by local and regional traffic. This roadway provides access to and from the communities of Grass Valley and Nevada City, thus allowing access to Highway 20.

### **City Roadways and Intersections**

Important City streets are Depot Street, Culver Street and Pleasant Street. These streets connect residential areas to the network of collector roadways. Important collector roadways in the Colfax area include Auburn, Grass Valley, Church and Main Streets and Rising Sun Road. These collector roadways connect to the arterial streets that lead into the City. These include Canyon Way, Placer Hills, Tokayana and Ben Taylor.

Intersections are areas within a circulation system where the flow of traffic is often interrupted. Interruptions can occur from any number of sources (stop signs, traffic lights, bicycle and pedestrian crossings, etc.). Vehicle conflicts or accidents are more susceptible at intersections.

### **Parking**

The parking requirements are established in the City's Zoning Ordinance in Chapter 9-2, Article 10 "Off-Street Parking Requirements."

### **Bicycle Routes**

The City of Colfax currently has Class III routes. The use of bicycles within the City should be encouraged and expanded. An example to encourage bicycle use are: new developments that require collector or arterial streets should allow for bike route right-of-ways.

### Bicycle Pathway Definitions

**Class I** are bicycle pathways that are fully separated from any traffic lanes, either in a setback landscaped corridor adjacent to the road, or in a totally separated corridor apart from the street.

**Class II** bicycle pathways are within the right-of-way of streets, usually collectors and arterials. The lanes are up to seven feet wide, located adjacent to the travel lanes with signage and a stripe on the pavement demarking the lane.

**Class III** bicycle pathways are shared usage of streets with no specific separation of different modes of traffic. Street signage is often used to designate a roadway as a bicycle route.

### Pedestrians

Pedestrian needs can usually be accommodated by the construction of sidewalks and pathways. In areas with little or no development, adequate shoulders (4 to 6 feet wide) should be provided for pedestrians. The requirements for sidewalks is covered in the City's Zoning Ordinance and Standard Specifications.

It is desirable to combine pedestrian and bicycle facilities. This is important in planning new development areas. The use of pedestrian and bicycle facilities to link areas of home, work, school, and commercial uses can be used to reduce traffic and air pollution.

#### 3.2.3 Capacity and Level of Service

**Capacity** is usually defined as the maximum number of vehicles or pedestrians (volume) that can use a transportation system with various roadway, traffic, and control conditions.

As an example, under ideal conditions the capacity of a one lane freeway segment is 2,000 passenger cars per hour per lane. The capacity of a one lane unsignalized intersection with a four way stop is 450 vehicles per hour per lane.

**Volume** is usually defined as the number of vehicles passing a given point in the roadway at a certain time interval.

The counting of cars passing Main Street on Grass Valley Street for 15 minutes is an example of volume.

Level of Service (LOS) describes the operating conditions on a roadway. The LOS is measured with an "A" through "F" rating. Level of Service covers such concepts and factors as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety (Traffic Engineering Handbook 1992).

### Level of Service (LOS) Definitions

A description of the different Level of Service definitions is provided below.

**LOS A:** Free flow of individual users that are not interrupted by other users in the traffic pattern. Any intersection delays are less than 5 seconds.

**LOS B:** Constant flow with a large freedom to maneuver, but with some interference from other users. Intersection delays are between 5 and 15 seconds.

**LOS C:** Restricted flow which remains constant, but interference from other users is noticeable. Intersection delays range from 15 to 25 seconds.

**LOS D:** High-density but stable flow. Freedom to maneuver is restricted and intersection delays range from 25 to 40 seconds.

**LOS E:** Traffic flow is at or near capacity and freedom to maneuver is extremely difficult. Intersection delays of 40 to 60 seconds can be expected.

**LOS F:** Traffic flow approaches a level that exceeds the amount that can be served. Traffic is stop-and-go and queues form. Delays at intersections are greater than 60 seconds.

Source: Highway Capacity Manual 1985

Table 3.2 lists the Level of Service as a ratio of volume to capacity. As the volume and capacity get closer to the number 1.00, the LOS gets worse. For example, at a Level of Service of "B" the current volume of cars is 61% to 70% of capacity. In other words, the roadway or intersection has the capacity to accommodate 30% more cars (volume) before a LOS of "F" is reached.

<b>LOS</b>	<b>V/C Ratio</b>
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	>1.00

**Current Daily Traffic Volumes**

Current Circulation conditions in the City of Colfax are shown on Table 3-3. These conditions are expressed with peak hour volume and its level of service under those conditions. This does not take into account special conditions such as climatic or emergency conditions. These counts were for roadways, not intersections.

Roadway	Volume	LOS
I-80 Overpass	586	A
Highway 174	428	A
Auburn Street	748	A
Grass Valley Street	492	A
Depot Street	56	A
Church Street	180	A
Main Street	124	A
Rising Sun Road	308	A
Culver Street	108	A
Canyon Way	388	A
Placer Hills	392	A
Tokayana	72	A
Ben Taylor	132	A
I-80 Overpass (west)	248	A

<sup>1</sup> Peak Hour is usually 10 to 12 percent of the Average Daily Traffic (ADT) flow. All Peak Hour counts were taken Monday through Thursday between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m.

In a separate study prepared by Spectrum Engineering of Fair Oaks, 5 intersections and road segments were also evaluated. This information was provided by Paul Manuel at MBI. The traffic counts were taken only during the p.m. peak hour. The results of this study are shown on Table 3-4 and 3-5. All of the intersections studied were stop sign controlled. The MBI study shows somewhat different results than the previous study of existing conditions. The main focus of the MBI study was on intersections rather than just roadways.

**Table 3-4**  
**Traffic Count Summary** 1997  
**For The Year (1977)**

Street	Segment	1997 P.M. Peak	1997 Daily ADT
SR 174	Main St. to Auburn St.	500	5,000
SR 174	Auburn St to I-80	1,270	1,270
Auburn Street	SR 174 to I-80	1,270	12,700
I-80 Overpass	Auburn St to S. Canyon View	855	8,550
S. Canyon View	Overpass to I-80 EB Ramps	730	7,300

Source: Spectrum Engineering

**Table 3-5**  
**Level of Service Summary of Intersections**  
**For Existing Conditions**

No.	Intersection	Existing Level of Service
1.	S. Auburn St. At the I-80 WB ramps	LOS C
2.	S. Auburn St. at the Overcrossing (north side)	LOS D
3.	North Canyon at the Overcrossing (south side)	LOS C
4.	North Canyon at the I-80 EB ramps	LOS B
5.	S. Auburn St. at S.R. 174	LOS E

Source: Spectrum Engineering

It was concluded by Spectrum Engineering that a signal is warranted at intersection 5 to mitigate the unacceptable LOS. This recommendation should be considered as future buildout occurs. It is also recommended that a fair share mechanism should be developed to pay for deficiencies created by continued development. A recommended City policy is that the development project that impacts the circulation system should pay its proportionate share of mitigation measures required.

### Future Conditions

Future circulation needs and improvements must be based on the impacts of land use plan for the entire planning area. The land use plan indicates future population and its impact on circulation. Changes in density in the downtown residential area will cause an increase in traffic on those affected streets and roadways. The anticipated future traffic conditions in Colfax includes increased traffic on minor arterials and collectors. These roadways and their intersections will experience degradation generated by increased traffic. In addition to changes in density for residential locations the Land Use Element provides for the locating of industrial and commercial development on the current transportation corridors. This will help in redirection commercial traffic to more appropriate areas of the city. There are two intersections and roadways that are currently at an unsatisfactory LOS (see Table 3-5). The LOS at these locations will need to be mitigated with the installation of signals or other

acceptable traffic management methods to improve these areas to a LOS "C". It is understood that as buildout is accomplished, improvements in the circulation system must keep pace with this growth. The LOS for existing streets will change as the volume changes. These conditions must be monitored as development continues. With each new development the current and future circulation must be considered.

There are valid alternatives to reduce congestion and unsatisfactory LOS. As build out is accomplished these methods need to be implemented on a case by case basis. Methods that can improve circulation include; signaling intersections to improve consistent flow, restriction of left turns during peak hours or 24 hours per day or install turning lanes wherever appropriate to direct and channel traffic. The cost of some of these alternatives is sizable. In order to offset the City's cost of these measures, new development must provide its fair share of the cost for conditions created as buildout continues. Other alternative to improve circulation would be to encourage and cooperate with state and federal transportation officials for construction of another ramp from State Route 174 to I-80, as well as elimination of some on street parking to increase traffic flow. This would relieve current and future conditions for those commuters entering and exiting the City. The City, however, has very little control over the transportation decisions for ramps and cannot be sure of securing this alternative. The eliminations of parking is not possible in the downtown because of already inadequate parking in that area.

The projected future traffic LOS and Peak Hour Volumes are based on computer modeling with QRS II software. This network program is used to forecast impacts of urban development on roadway networks. This is accomplished by outlining a basic roadway network, dividing the City into zones, entering information specific about each zone (i.e. human activities, income level, occupations, family size, etc.), and current network or roadway configurations. Traffic volumes are distributed on the existing network using techniques as documented in the *National Cooperative Highway Research Program Report Number 187* (QRS II) and help forecast traffic levels after there have been changes in urban development.

These projections are affected by current traffic congestion problem intersections and roadways. These congestion areas include South Auburn Street at State Route 174 and South Auburn Street at the north side Overcrossing. It may be necessary to postpone approval of development proposals that result in degradation of LOS until improvements are accomplished.

Air quality problems resulting from increased traffic circulation will require the implementation of mitigation measures consistent with the Placer County Air Pollution Control District's 1991 Air Quality Attainment Plan (or updated version). Air quality is addressed more in the Natural Environment Element.

I-80 Overpass	1176	B
Highway 174	1147	B
Auburn Street	1253	B
Grass Valley Street	200	A
Depot Street	33	A
Church Street	178	A
Main Street	255	A
Rising Sun Road	231	A
Culver Street	212	A
Canyon Way	1395	C
Placer Hills	1496	D
Tokayana	72	A
Ben Taylor	132	A
I-80 Overpass (west)	1164	B

<sup>1</sup>The projected number are only estimates of possible future Peak Hour and LOS. Any number of factors can change them. For instance, a change in zoning will either lower or raise the allowable densities in a certain area. All projected traffic conditions were made using current zoning designations on vacant land.

### 3.3 Circulation Issues

The following circulation issues and concerns were identified by the Planning Commission:

- The City is divided into 3 distinct sections by the railroad and Interstate 80, preventing adequate circulation when trains move through town.
- Parking facilities (especially in the Historic area) are inadequate.
- There is a need to encourage pedestrian and bicycle travel within the City.
- Circulation plans need to be developed when I-80 is closed either due to weather, accident, or road work traffic is diverted through town along Hwy. 174.
- Congestion points exist at peak hours due to school and work commute.

- Potential off-ramp congestion with build out of vacant land along Auburn and Canyon Way may be a problem.
- A need to encourage the development of community gateways.

### 3.4 Findings

The following findings address the above issues and concerns:

- The planning of future roadways need to meet all acceptable standards to ensure a safe and efficient circulation network.
- Inadequate pedestrian and bicycle routes, including walkways, sidewalks and pedestrian crossings need to be changed and improved.
- Union Pacific and Southern Pacific Railroads have merged creating potential for more rail traffic through the City.
- Highway 174 has become a major commute route for morning traffic between Grass Valley to Interstate 80.

### 3.5 Circulation Goals, Policies, and Implementation Measures

**Goal 3.5.1** *Create a problem free and safe transportation system in the Colfax Planning Area.*

**Policy 3.5.1.1** Maximize the efficient use of existing transportation facilities.

**Policy 3.5.1.2** Maintain a level “C” service standard for City intersections and roadways.

**Policy 3.5.1.3** Take a pro-active position in regional transportation issues that involve the Colfax area.

**Policy 3.5.1.4** Traffic impacts must be considered in land use decisions and vice versa.

#### **Implementation Measures**

**3.5.1A** Monitor standards and requirements for future development of residential and commercial land, noting and prioritizing needed improvements such as streets, wastewater distribution / treatment system and storm drainage system. These needed improvements will be included in the City’s Capital Improvement Program..

**3.5.1B** Land uses that generate a high incidence of auto traffic, such as drive-ins, convenience stores, fast-food outlets, shopping centers, and large subdivisions,

shall be required to submit a site-specific traffic impact report prior to construction or expansion of such facilities.

**Goal 3.5.2 Encourage alternative forms of transportation.**

**Policy 3.5.2.1** Allow for alternative forms of transportation by providing necessary facilities, such as bicycle racks, pedestrian walkways and connections, as well as ride share parking.

**Policy 3.5.2.2** Place priority on walking and bicycle trails within the Colfax Planning Area.

**Implementation Measure**

**3.5.2A** Create an integrated network of pedestrian connections throughout the planning area.

**3.5.2B** Use transportation systems management techniques to lower vehicle miles traveled and to decrease air pollution emissions.

**3.5.2C** Utilize the strategies recommended in the *Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study Final Report (1995) Chapter 1*. This report was prepared for the California Air Resources Board and the California Environmental Protection Agency. These recommendations, when applicable, will be used to mitigate impacts caused by new development throughout the City. These strategies include:

- Provide Pedestrian Facilities
- Increase Density Near Transit Corridors
- Increase Density Near Transit Stations
- Encourage Mixed-Use Development
- Encourage Infill and Densification
- Develop Concentrated Activity Centers
- Strengthen Downtowns
- Develop Interconnected Street Network
- Provide Strategic Parking Facilities

**CHAPTER 4**  
**NOISE**

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## NOISE ELEMENT

### 4.1 Authority and Purpose

The purpose of this Noise Element is to help protect the health and welfare of the planning area and community by promoting development which is compatible with accepted noise standards. In addition, the Noise Element mitigates noise conflicts where they presently exist and minimizes future noise conflicts by the adoption of policies and implementation measures designed to achieve land use compatibility for proposed development.

Section 65402(b) of the California Government Code requires that a Noise Element be prepared as part of all City General Plans. This State law requires that a jurisdiction, through its Noise Element, identify and work toward elimination of noise problems in the community.

The Government Code Section 65302(g) specifically requires:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to highways and freeways, ground rapid transit systems, and ground facilities associated with all airports.

These noise contours may be expressed in any standard acoustical scale which includes the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dBA. For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dBA.

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the General Plan.

The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the plan, a statement of the present and projected levels of the facility, and any information that was used in the development of such levels.

This Noise Element recognizes the guidelines established by the State Office of Noise Control and the State Department of Health Services and analyzes current and projected noise levels for highways and major city roadways, railroad operations, aircraft, local industrial plants and other ground stationary sources identified by the local government as contributing to the community noise environment.

The noise level contours and tables presented in this element are required to be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise. The noise element is in a sense a supplementary element in that its standards and proposals are to be superimposed upon, or incorporated with those of other element plans. In addition to required conformance with the Land Use Element, this Noise Element is in conformance to other elements of the City General Plan, particularly the Housing Element, Safety Element, Circulation Element, Open Space and Conservation Element.

This element is also consistent with the Placer County General Plan Noise Element and other local and regional planning documents. The standards and goals of this plan element will also have reference value in the assessment of noise impacts upon the environment which may result from proposed public and private development projects.

Present and future noise levels are shown in this document. They are stated in terms of day/night sound level (Ldn). This is the preferred format for implementing the State of California's Noise Insulation Standards. The following section of this element presents an explanation of the concepts of environmental noise and how it is evaluated.

## **4.2 Background**

### **4.2.1 Effects of Noise on People**

#### **Hearing Loss**

When sounds are too intense and prolonged, the hearing receptor cells, or "hair cells", can be damaged. The inner ear (cochlea) is a coiled tube about 34 millimeters long, containing about 17,000 hair cells. Hearing loss can occur along all parts of the cochlea. Thus, the degree of hearing loss depends not only on the injury at any one location, but upon the spread of hearing loss in the inner ear. Hearing loss usually occurs above the speaking ranges and spreads downward. Damage can, therefore, be substantial before hearing loss is noticed.

Most experts believe that noise levels of 70 dBA or more contribute to loss of hearing over a lifetime. Clear evidence is available that noises above 80 dBA can contribute to inner ear damage and eventually hearing loss if they are frequently and regularly encountered. Trucks, trains, sports cars, and motorcycles all exceed 80 dBA at 50 feet. Amplified music at close range may reach 120 dBA. In industry, excessively loud machinery is common.

#### **Speech and Sleep Interference**

Speech interference begins occurring at about 40-45 dBA and becomes severe at 60 dBA and above. Excessive background noise can reduce the amount and quality of verbal exchange and adversely affect education, family lifestyles, occupational efficiency, and quality of one's relaxation.

To protect a person from sleep interference sound levels should not rise above 35-40 dBA. Whether a person is actively awakened by a particular noise will depend upon noise levels, characteristics of noise, stage of sleep, the person's motivation to awaken, age, sex, and so on. Elderly people and persons who are ill are particularly susceptible to sleep interference caused by noise.

### **Stress Inducement**

Noise as a source of stress is a likely contributor to what many medical authorities believe are stress related diseases such as ulcers, high blood pressure, heart disease, and arthritis. As a source of stress, noise may also be a contributing factor in mental illness, anxiety, and psychological distress. This distress, in turn, can lead to instability, sexual impotency, headaches, nausea, general anxiety, and changes in general mood.

### **Performance and Learning**

Work performance can be adversely affected by noise through distraction and through the physical reactions previously described. While noise does not seem to have an affect on overall work productivity, it can reduce accuracy of work, particularly of complex tasks, and inhibit learning. Even if it does not do this, the price may be increased fatigue, distraction, and irritability on the part of the employee or student. Studies conducted in Europe recommend 55 dBA as an upper limit for peak-interfering noise in classrooms.

### **Annoyance**

Many factors affect how annoyed people will be by environmental noise. A first consideration is the characteristics of the noise itself including loudness, duration, steadiness, or whether it contains speech or music. Secondly, background noise levels affect the determination of how intrusive a particular noise is perceived. Thirdly, the time of day and seasonal variations can make a difference. People are most likely to be disturbed at home, at night, and during warm weather.

The number of people disturbed by noise generally goes up as noise levels increase. Predicting annoyance responses to noise in particular situations is difficult. Individuals who complain are generally not unusually physically sensitive to loud sounds. They do tend to have higher incomes and levels of education than those who do not complain. Community wide annoyance responses also depend on leadership within the community and a total sense of community by population.

Complaints are not, then, a very good criteria to apply in setting protective noise standards. As a result, criteria based on the harmful and disturbing effects of noise on persons have emerged as more objective, measurable, and protective approaches to the problem of setting noise standards.

#### 4.2.2 Measurement and Management of Environmental Noise

Sound travels through the air in waves of minute air pressure fluctuations caused by some types of vibrations. In general, sound waves travel away from the noise source as an expanding spherical surface. The energy contained in a sound wave is consequently spread over an increasing area as it travels away from the source. The result is a decrease in loudness at greater distances from the noise source.

The human ear is subject to a wide range of sound intensities and people hear changes in sound in proportion to those intensities. The *decibel (dB)* scale is a logarithmic scale used to compress this range. The threshold of human hearing corresponds roughly to 0 dB. Figure 4-1 shows typical sound levels encountered in the environment. The "A" weighting scale, that which most closely resembles human hearing, is used in this plan and is noted by the symbol **dB(A)**.

Varying noise levels are often described in terms of the equivalent constant decibel level. Equivalent noise levels (**Leq**) are used to develop single value descriptions of average noise exposure over various periods of time. Such average exposure ratings often include additional weighting factors for annoyance potential because of time of day or other considerations. In this general plan, the time varying character of environmental noise is described as **Ldn**. This is a statistical weighting of daytime and nighttime noises and is used as the basis of noise impact evaluation and for land use planning criteria.

*Ambient noise levels* constitute the composite from all sources far and near. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Parameters used when estimating traffic noise relate to the traffic, the roadway, and the receiver. Traffic parameters affecting noise are the number and type of vehicles passing a point during a particular time period and the average speed of the vehicles. Roadway variables include its surface, gradient, and geometry.

Highway noise increases as the number and average speed of automobiles on it increases. For example, if the automobile traffic volume doubles, the noise level from those autos increases by about 3 dBA. However, if the speed decreases to half, the noise level from autos decreases by about 6 dBA. The engine exhaust system and tire roadway interaction contribute prominently to overall automobile noise.

Truck noise behaves differently. Noise from tires, exhaust, intake engine and gears all contribute to the total noise environment. An average truck generates A-levels about 15 dBA higher than the average car. The condition of the trucks muffler is particularly important. Another significant difference between the two vehicle sources is that the main noise from autos is from tires, whereas from heavy trucks it is the exhaust stack.

When distance is the only factor considered, sound levels form an isolated noise source

will typically decrease by about 6 dB for every doubling of distance from the source. When the noise source is essentially a continuous line (e.g., vehicle traffic on a highway), noise levels decrease by about 3 dB for every doubling of distance.

Receiver parameters are those which affect the relationship of the receiver's position to the vehicle roadway noise source. The distance between the observer and the highway is the most significant factor. The greater the distance, the lower the noise level. Doubling the distance from the highway (for example going from 100 to 200 feet) reduces the average traffic noise at the receiver's position by about 4 to 6 dBA.

Railroad noises may also be measured and compared using Ldn levels as a basis for evaluation. Railway noise is produced by the combination of diesel engine noise and railway car noise. Other variables are distance to the receiver, number of train operations, speed of trains and numbers of cars per train. Engine air horns and grade crossing warnings are treated as single event noises.

Noise levels are mapped using **Noise Exposure Contours**. They are lines drawn about a noise source which indicate constant energy levels of noise exposure. The contours are usually drawn in Ldn levels.

Numerous criteria have been developed over the years for assessing the acceptability of community noise levels, including many more or less complicated procedures for assessing annoyance.

**Figure 4-1  
Common Indoor and Outdoor Noise Levels**

Common Outdoor Noise Level	Noise Level dBA	Common Indoor Noise Levels
	110	Rock Band
	---	
Jet Flyover at 1,000 feet	---	
	100	
	---	Inside Subway Train (New York)
Gas Lawn Mower at 3 feet	---	
	90	
Diesel Truck at 50 feet	---	Food Blender at 3 feet
	---	
Noisy Urban Daytime	80	Garbage Disposal & Shouting at 3 feet
	---	
	---	
Gas Lawn Mower at 100 feet	70	Vacuum Cleaner at 10 feet
	---	
Commercial Area	---	Normal Speech at 3 feet
	60	
	---	Large Business Office
	---	
Quiet Urban Daytime	50	Dishwasher Next Room
	---	
	---	
	40	Small Theater, Large Conference Room
Quiet Urban Nighttime	---	
Quiet Suburban Nighttime	---	Library
	30	
	---	Bedroom at Night
Quiet Rural Nighttime	---	Concert Hall (Background)
	20	
	---	
	---	Broadcast & Recording Studio
	10	
	---	
	---	Threshold of Hearing
	0	

Note: A ten (10) decibel increase in sound level on dBA scale doubles the apparent loudness or annoyance of the sound.  
Source: "Guide on Evaluation and Attenuation of Traffic Noise", American Association of State Highway and Transportation Officials.

### Federal Agency Guidelines

The Federal Noise Control Act of 1972 (Public Law 92-574) established a requirement that all federal agencies must administer their programs in a manner that promotes an environment free from noise that jeopardizes public health or welfare. The U.S. Environmental Protection Agency (EPA) was given the responsibility for providing

information to the public regarding identifiable effects of noise on public health and welfare, publishing information on levels of environmental noise that will protect the public health and welfare with an adequate margin of safety, coordinating federal research and activities related to noise control, and establishing federal noise emission standards for selected products distributed in interstate commerce. The Federal Noise Control Act also directed that all federal agencies comply with applicable federal, state, interstate, and local noise control regulations.

Although the EPA was given major coordination roles regarding public information and federal agencies, each federal agency retains authority to adopt noise regulations pertaining to agency programs. The EPA, however, can require other federal agencies to justify their noise regulations in terms of the Federal Noise Control Act policy requirements. The Occupational Safety and Health Administration retains primary authority for setting workplace noise standards.

In response to the requirements of the Federal Noise Control Act, the EPA has identified indoor and outdoor noise limits to protect public health and welfare (e.g. hearing damage, sleep disturbance, and communication disruption). Ldn values of 55 dB outdoors and 45 dB indoors are identified as desirable to protect against speech interference and sleep disturbance for residential, educational and health care areas. The noise level criterion to protect against hearing damage in commercial and industrial areas is identified as a 24-hour Leq value of 70dB (outdoors and indoors).

The Federal Highway Administration (FHWA) has adopted criteria for determining whether the noise impacts associated with federally funded highway projects are sufficient to justify noise mitigation actions (47 FR 131: 29653-29656). The FHWA noise abatement criteria are based on peak-hour Leq noise levels, not Ldn or 24-hour Leq values. The peak 1-hour Leq criteria for residential, educational, and health care facilities are 67 dB outdoors and 52 dB indoors. The peak 1-hour Leq criterion for commercial and industrial areas is 72 dB (outdoors). These criteria would be used if the City of Colfax were to participate in federally funded highway projects.

The relationship between peak-hour Leq values and associated Ldn values depends upon the distribution of traffic over the day. A peak-hour Leq value cannot be converted precisely to an Ldn value. However, in areas with heavy traffic, the peak-hour Leq is typically 2 to 4 dB lower than the daily Ldn value. In less heavily developed areas, the peak-hour Leq is often equal to the daily Ldn value. For rural areas with little nighttime traffic, the peak-hour Leq value will often be 3 to 4 dB greater than the daily Ldn value. The average difference between the peak-hour and the Ldn level in Colfax is about 3.1 dB.

The U.S. Department of Housing and Urban Development has established guidelines for evaluating noise impacts on residential projects seeking financial support under various grant programs (44 FR 135:40860-40866). Sites are generally considered acceptable for residential use if they are exposed to outdoor Ldn values of 65 dB or less. Sites are considered "normally unacceptable" if they are exposed to outdoor Ldn values of 65-75 dB and

completely unacceptable if outdoor Ldn values are above 75 dB. These criteria must be considered when the City of Colfax evaluates potential sites for federally funded housing projects.

### **State Guidelines and Local Standards**

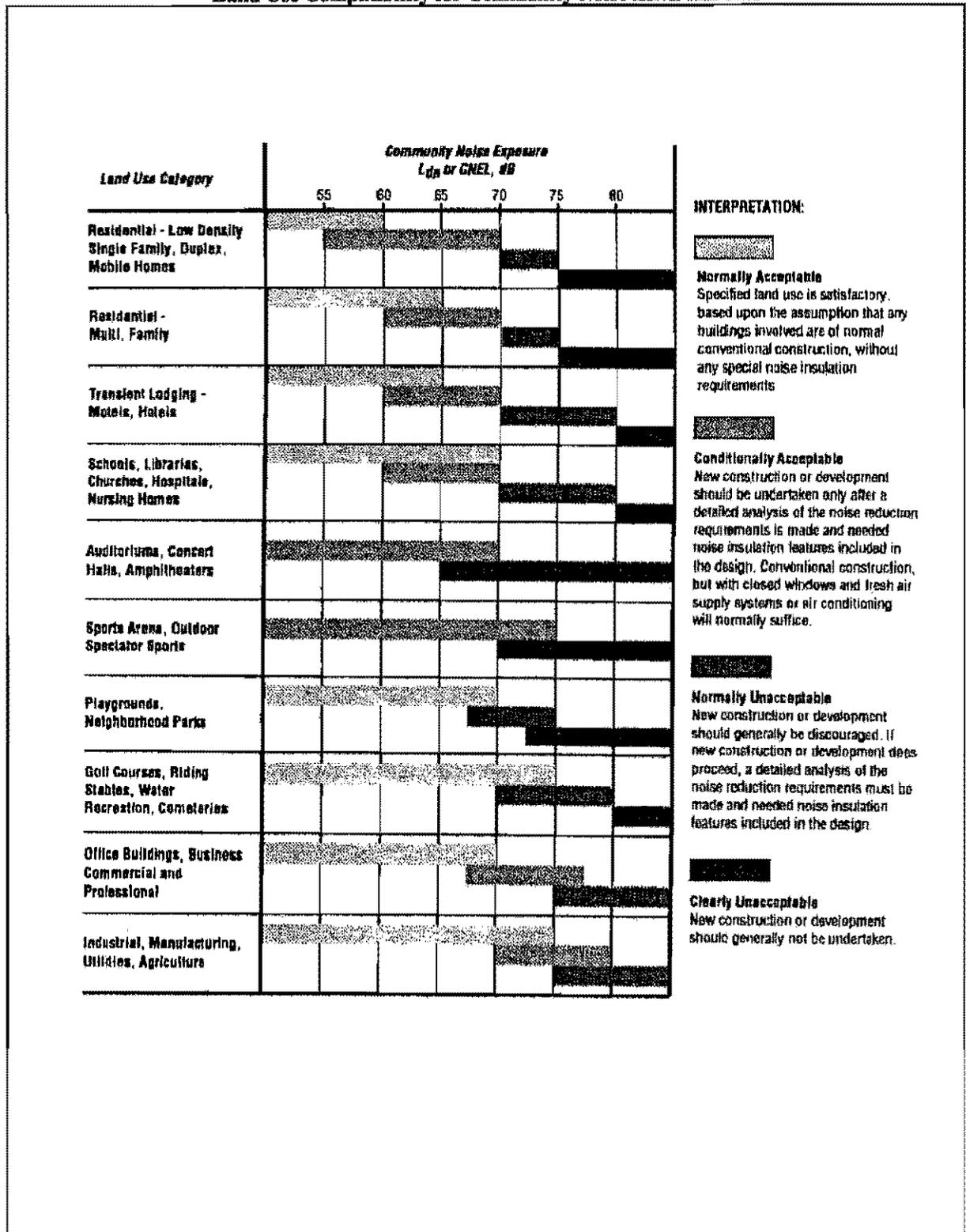
The California Department of Health Services (DHS) has published guidelines for the preparation of noise elements of local general plans. This city noise element is in compliance with those guidelines. The Guidelines include a noise level/land use compatibility chart, Figure 4-2, that categorizes various outdoor Ldn ranges into four compatibility categories (normally acceptable, conditionally acceptable, normally unacceptable and clearly unacceptable), depending upon land use. For some land uses, the chart shows overlapping Ldn ranges of two or more compatibility categories. The City of Colfax, by adoption of this element, has adopted these standards for new development.

Changes in the Land Use Element must consider these standards when development is proposed. The increased residential density in the downtown area will increase the noise level, but if mitigation measures in this element are followed the standards can be followed. With the changes in the industrial land use areas in the City, conflicts in noise levels between residential and industrial areas can be eliminated. Any use permit granted that has the potential for excessive noise levels in noise sensitive areas, must have noise level limits and mitigation measures required for the use permit.

This Colfax General Plan Noise Element identifies the normally acceptable range for low-density residential uses as less than 60 dB, while the conditionally acceptable range is 55-70 dB. The normally acceptable range for medium and high-density residential uses is identified as Ldn values below 65 dB, while the conditionally acceptable range is identified as 60-70 dB. For educational and medical facilities, Ldn values below 70 dB are considered normally acceptable, while Ldn values of 60-70 dB are considered conditionally acceptable. For office and commercial land uses, Ldn values below 70 are considered normally acceptable, while Ldn values of 67.5 to 77.5 are categorized as conditionally acceptable.

The California Department of Housing and Community Development has adopted noise insulation performance standards for new hotels, motels, and dwellings other than detached single family structures (24 Cal. Adm. Code 25-28). These standards require that "interior Ldn with windows closed, attributable to exterior sources, shall not exceed an annual Ldn of 45 dB in any habitable room." These standards are required to apply to conditions for issuance of building permits for all such multi-family dwellings to be located in Colfax.

**Figure 4-2  
Land Use Compatibility for Community Noise Environments**



Source: State of California, Office of Planning and Research 1990 General Plan Guidelines

The California Vehicle Code includes limits for noise emissions from motor vehicles. Enforcement of these sections (Figure 4-3) is done by the California Highway Patrol and local law enforcement agencies.

#### California Vehicle Code 27160 Motor Vehicle Noise Limits

- (a) No person shall sell or offer for sale a new motor vehicle which produces a maximum noise exceeding the following noise limit at a distance of 50 feet from the centerline of travel under test procedures established by the department:
- (b) Test procedures for compliance with this section shall be established by the department, taking into consideration the test procedures of the Society of Automotive Engineers.

**Figure 4-3  
Motor Vehicle Noise Limits**

1) Any motorcycle manufactured before 1970	92 dBA
2) Any motorcycle, other than a motor-driven cycle, manufactured after 1969, and before 1973	88 dBA
3) Any motorcycle, other than a motor-driven cycle, manufactured after 1972, and before 1973	86 dBA
4) Any motorcycle, other than a motor-driven cycle, manufactured after 1974, and before 1978	80 dBA
5) Any motorcycle, other than a motor-driven cycle, manufactured after 1977, and before 1988	75 dBA
6) Any motorcycle, other than a motor-driven cycle, manufactured after 1987	70 dBA
7) Any snowmobile manufactured after 1972	82 dBA
8) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1972, and before 1975	88 dBA
9) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1972, and before 1975	86 dBA
10) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1974, and before 1978	83 dBA
11) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1977, and before 1988	80 dBA
12) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more, manufactured after 1987	70 dBA
13) Any other motor vehicle manufactured after 1965, and before 1973	86 dBA
14) Any other motor vehicle manufactured after 1972, and before 1975	84 dBA
15) Any other motor vehicle manufactured after 1974, and before 1978	80 dBA
16) Any other motor vehicle manufactured after 1977, and before 1988	75 dBA
17) Any other motor vehicle manufactured after 1987	70 dBA

### 4.3 Existing Conditions and Noise Issues in Colfax

The State Office of Planning and Research (OPR) Noise Element Guidelines require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports and heliports, and representative industrial activities and fixed noise sources.

Noise modeling techniques, noise measurements and use of existing measurement data were used to develop generalized Ldn noise contours for the major roadways, railroads and fixed noise sources in the study area for existing conditions (Figure 4-4, Figure 4-5).

Noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Modeling methods have been developed for a number of environmental noise sources including roadways, railroad line operations, industrial plants and airports. Such methods produce reliable results as long as data inputs and assumptions are valid. The modeling methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions. The noise exposure contours are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered site-specific.

A community noise survey was conducted to describe existing noise levels in noise-sensitive areas within the Plan Area so that noise level performance standards could be developed to maintain an acceptable noise environment.

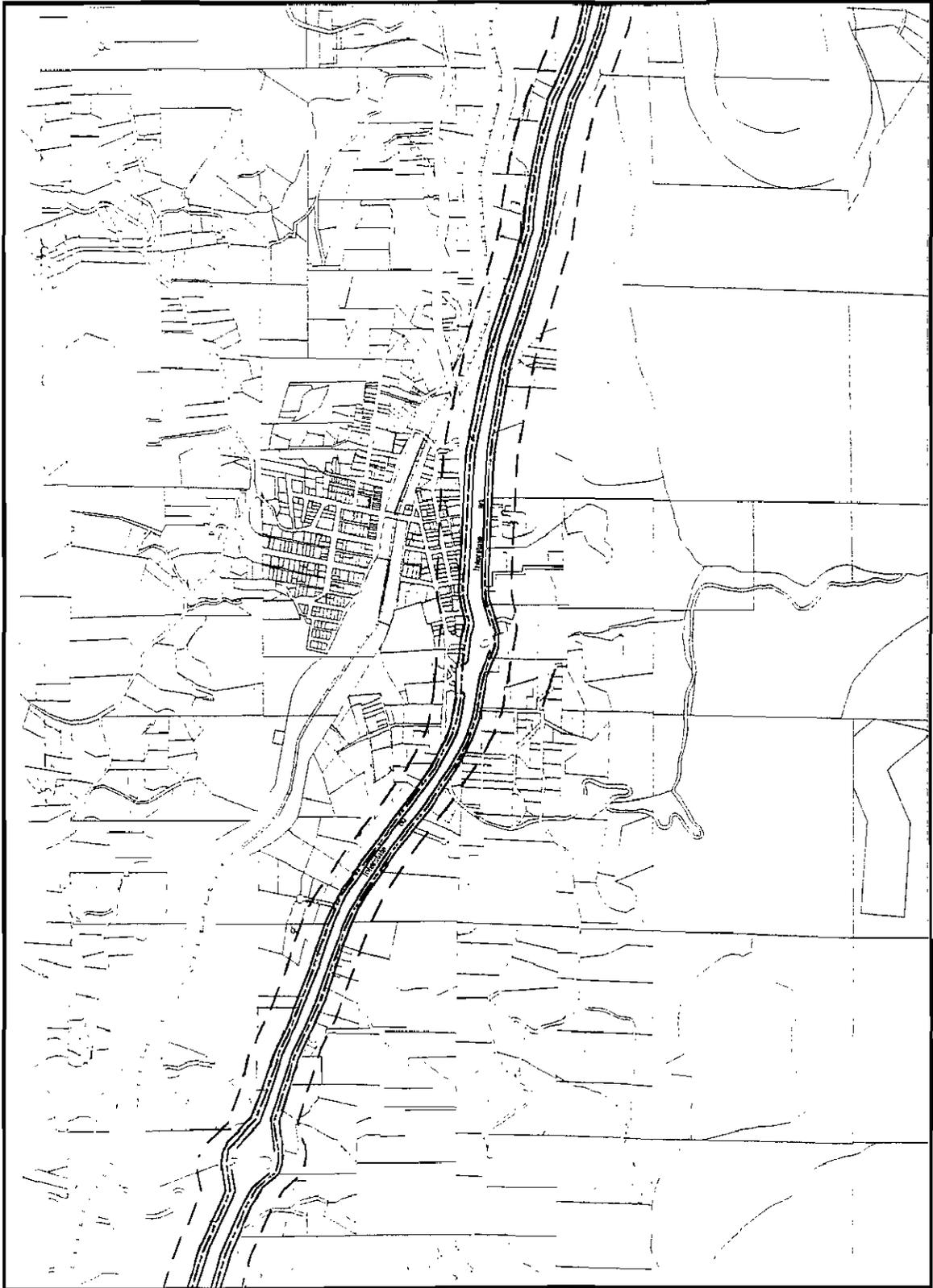
#### Roadways

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop Ldn contours for all highways and major roadways in the Plan Area. The FHWA Model is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The FHWA Model predicts hourly Leq values for free-flowing traffic conditions, and is generally considered to be accurate within 1.5 dB. To predict Ldn values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour day and to adjust the traffic volume input data to yield an equivalent hourly traffic volume.

At various times throughout the Fall of 1997, noise levels were recorded in several locations in Colfax. Figure 4-6 shows the location of monitoring stations. Both peak hour and 24 hour levels were recorded in 15 minute samples with a 13 Bruel and Kjar (B&K) Model 166 noise classifier which was calibrated before each set of readings was taken.

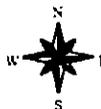
Figure 4-4

Interstate 80 Noise Contours



Legend

- 72 dB at 50 feet - - - -
- 63 dB at 100 feet - - - -
- 59 dB at 400 feet - - - -



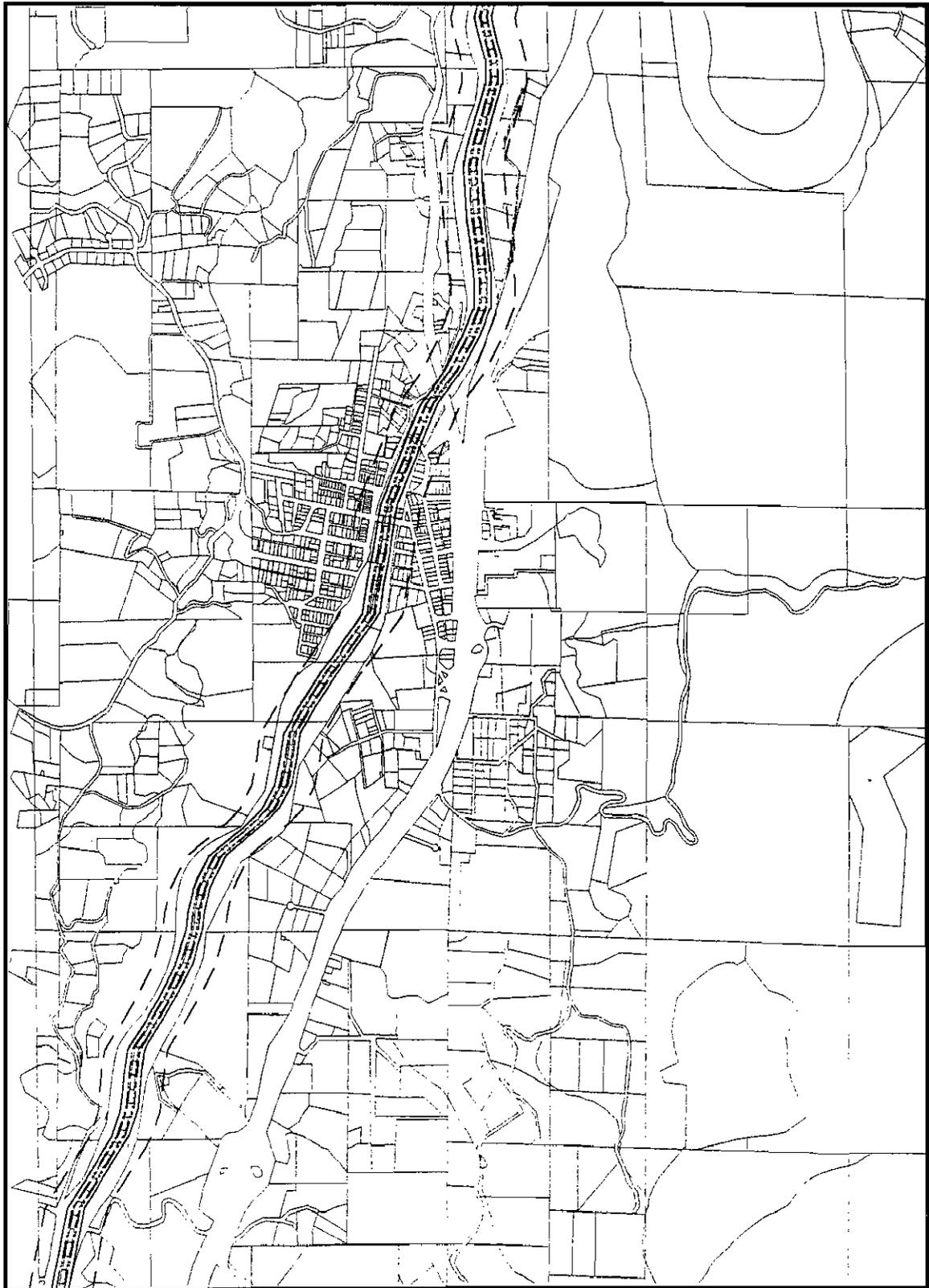
0 500 1000 2000 feet

Scale

Produced for California State University, Chico  
in Cooperation with the Geographic Information Center  
Cartography by Kent Johanns

Figure 4-5

### Railroad Noise Contours



**Legend**

- 70 dB at 50 feet
- 65 dB at 100 feet
- - - - 55 dB at 400 feet
- ==== Railroad

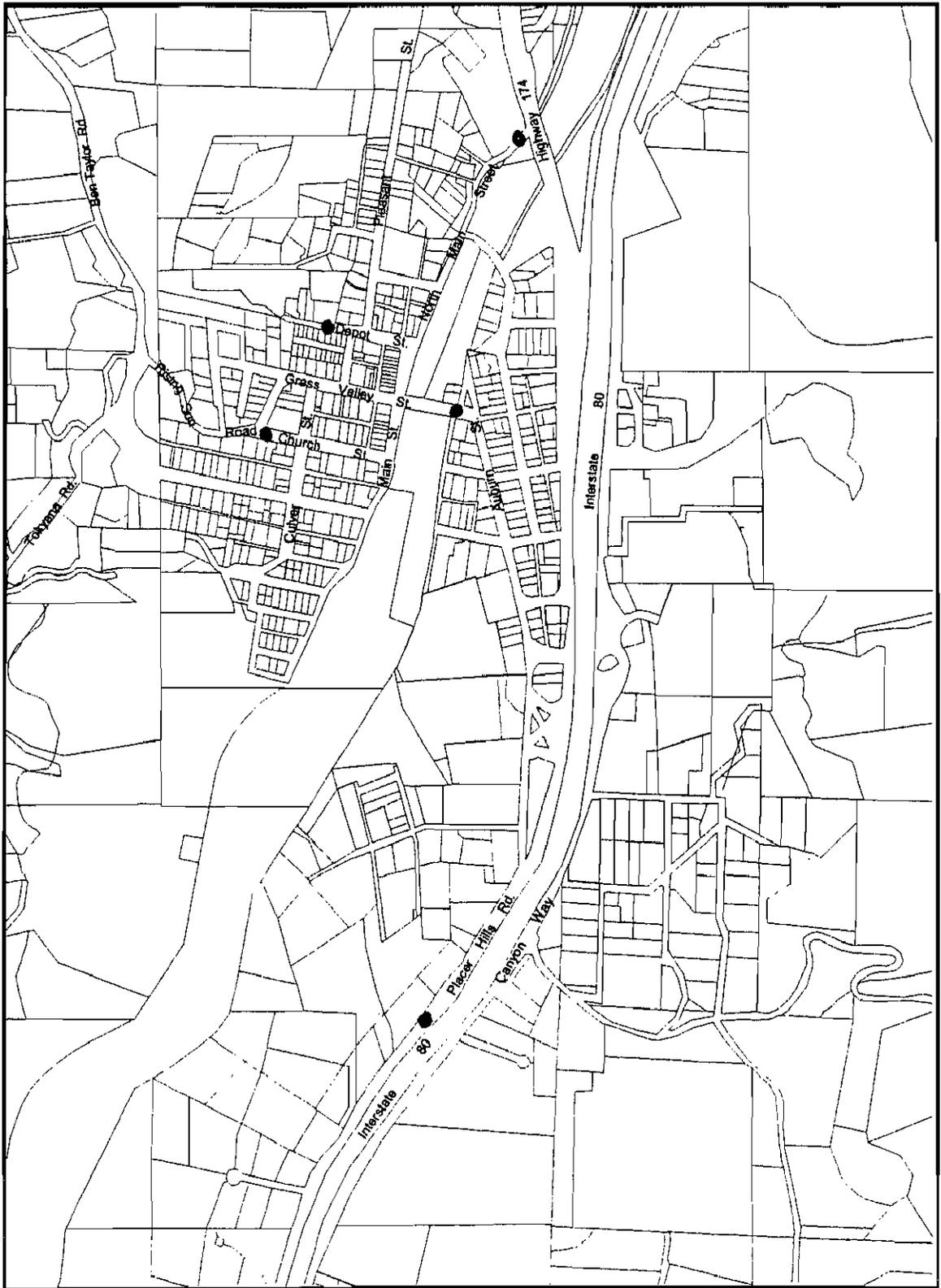


0 500 1000 2000 feet

**Scale**

Produced for California State University, Chico  
in Cooperation with the Geographic Information Center  
Cartography by Kent Johanns

**Figure 4-6**  
**Noise Monitoring stations**



**Scale**  
0 1000 2000 feet  
1 inch = 1000 feet



Produced for California State University, Chico  
in Cooperation with the Geographic Information Center  
Cartography by Kent Johanna

The purpose of the traffic noise level measurements was to determine the accuracy of the FHWA model in describing the existing noise environment within the Plan Area. Noise measurement results were compared to the FHWA model results by entering the observed traffic volumes, speed and distance as inputs to the FHWA model. The results of the traffic noise measurements are summarized in Table 4-1.

**Table 4-1  
Comparison of FHWA Model To Measured Noise Levels**

<b>Location / Roadway</b>	<b>Distance (feet)</b>	<b>Measured Leq</b>	<b>Modeled Leq</b>	<b>Difference dB</b>
North Main Street / Hwy 174	75	66	68	2
Placer Hills Road / I - 80	150	69	70	1
Auburn Street	50	63	63	0
Depot Street	25	63	62	-1
Church Street	50	63	63	0

## **Railroads**

Railroad activity in the Plan Area includes freight and passenger activity on the eastbound and westbound Southern Pacific Transportation Company (SPTCo) tracks. With the merger of Union Pacific and Southern Pacific Railroads, potential increases in activity may occur.

SPTCo officials from the Roseville Dispatcher's Office report that approximately 8 freight and 4 passenger train operations per day occur on SPTCo tracks in the Plan Area. The freight trans are distributed equally on the eastbound and westbound tracks on a random basis throughout the day. Passenger train operations are scheduled to pass through the study area during daytime hours. Measurements taken on Auburn Street related to the rail line show a Ldn of 63 dB at 100 feet from the rail line and 60 dB at 200 feet from the tracks.

## **4.4 Noise Prediction Methodology**

### **4.1.1 Traffic Noise**

#### **Highway Traffic Noise Prediction Model**

The Federal Highway Administration *Highway Traffic Noise Prediction Model* (FHWA RD-77-108) is the preferred traffic noise prediction methodology. The CALVENO standardized noise emission factors must be used (published in FHWA-CA-TL-84/13, "California Vehicle Noise Emission Levels"). Any form of the FHWA Model may be used, such as manual calculation and versions for programmable calculators and computers,

including STAMINA.

Noise barrier insertion loss shall be calculated using the FHWA Model methodology. The effective center frequency of the noise sources shall be assumed to be 550 Hz. Source heights of 0, 2, and 8 feet above the roadway center line shall be assumed for autos, medium trucks and heavy trucks, respectively.

### **Noise Sensitive Receiver**

Noise sensitive receiver locations are assumed to be the backyards of single-family dwellings, and the patios and balconies of multi-family dwellings. The exterior receiver height shall be assumed to be 5 feet above back yard or patio elevation for ground-floor receivers, and 4 feet above balcony elevation for upper-floor receivers. The exterior ground-floor receiver shall be placed 10 feet from the building facade. The exterior upper-floor receiver shall be placed midway from the building facade to the edge of the balcony, and a correction factor of +2 dB shall be applied to account for reflections from the building facade.

For multi-family developments, common outdoor activity areas are also considered to be noise sensitive receiver locations. The assumed exterior receiver height is 5 feet above ground level, and the assumed receiver location is normally in the center of the recreation area.

### **Traffic Noise Attenuation**

Traffic noise attenuation with distance for ground level receivers should be consistent with an acoustically “soft” site, at 4.5 dB attenuation per doubling of distance. Noise attenuation for receivers and building facades at upper floors, and for receivers overlooking the roadway, should be consistent with an acoustically “hard” site, at 3 dB attenuation per doubling of distance. These assumptions may be modified on the basis of on-site noise measurements at proposed receiver locations and elevations.

Noise measurements for traffic noise analysis should include at least one 15-minute sample of daytime traffic noise levels (including the Leq value) under free-flowing traffic conditions, with a concurrent traffic count. Nighttime traffic noise levels may be estimated from 24-hour noise measurement data or published hourly traffic distribution data. For major arterials and highways, continuous hourly noise measurements over a 24-hour period are recommended to describe the effective day/night traffic distribution and to supplement the 15-minute sample(s). Noise measurement sites should be selected to represent proposed receiver locations and representative sound propagation conditions.

### **Traffic Volume**

Existing traffic volume, truck mix and day/night distribution should be obtained from the City of Colfax, Placer County Department of Public Works or Caltrans as appropriate. Projected future traffic volume may be obtained from those agencies or the project traffic consultant. Traffic speed shall be assumed to be the posted or projected design speed, unless

shown otherwise by observation or noise measurements.

#### 4.4.2 Railroad Noise

The preferred method of prediction railroad noise exposure is to calculate Ldn values at the proposed receiver locations based upon on-site single event and cumulative noise level measurements, assuming noise attenuation of 4.5 dB per doubling of distance for all receiver elevations. Alternative methods include the "Simplified Procedure for Developing Railroad Noise Exposure Contours," prepared by Jack W. Swing of the California Office of Noise Control, and the more detailed procedures prescribed in the *Assessment of Noise Environments Around Railroad Operations*, Wyle Research Report No. WCR 73-5.

Day/night distribution of railroad freight operations may be assumed to be uniform over a 24-hour day, unless otherwise indicated by noise measurements or information from the railroad company. Passenger train operations should be distributed according to the published schedules. The numbers and distribution of freight operations may be obtained from the railroad company dispatcher.

Railroad noise measurements should include a representative number of single event noise levels from freight and passenger operations. Noise levels recorded over a 24-hour period are normally sufficient. The data collected should include the Sound Exposure Level (SEL) and maximum sound level (Lmax) due to the passage of the train, and a notation of whether a warning horn or whistle was used. The noise levels due to bells at rail crossings should also be described.

#### 4.5 Techniques for Noise Control

Any noise problem may be considered as being composed of three basic elements:

- the noise source
- a transmission path
- a receiver

Local control of noise sources is practical only with respect to fixed sources (e.g. industrial facilities, outdoor activities, etc.), as control of vehicular sources is generally preempted by federal or state law. Control of fixed noise sources is usually best obtained by enforcement of a local noise control ordinance. The emphasis of noise control in land use planning is therefore placed upon acoustical treatment of the transmission path and the receiving structures. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria, the location of the sensitive receiver (inside or outside), and when the problem occurs (daytime or nighttime). Noise control techniques should then be selected to provide an acceptable noise environment for the receiving property while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control techniques include the following:

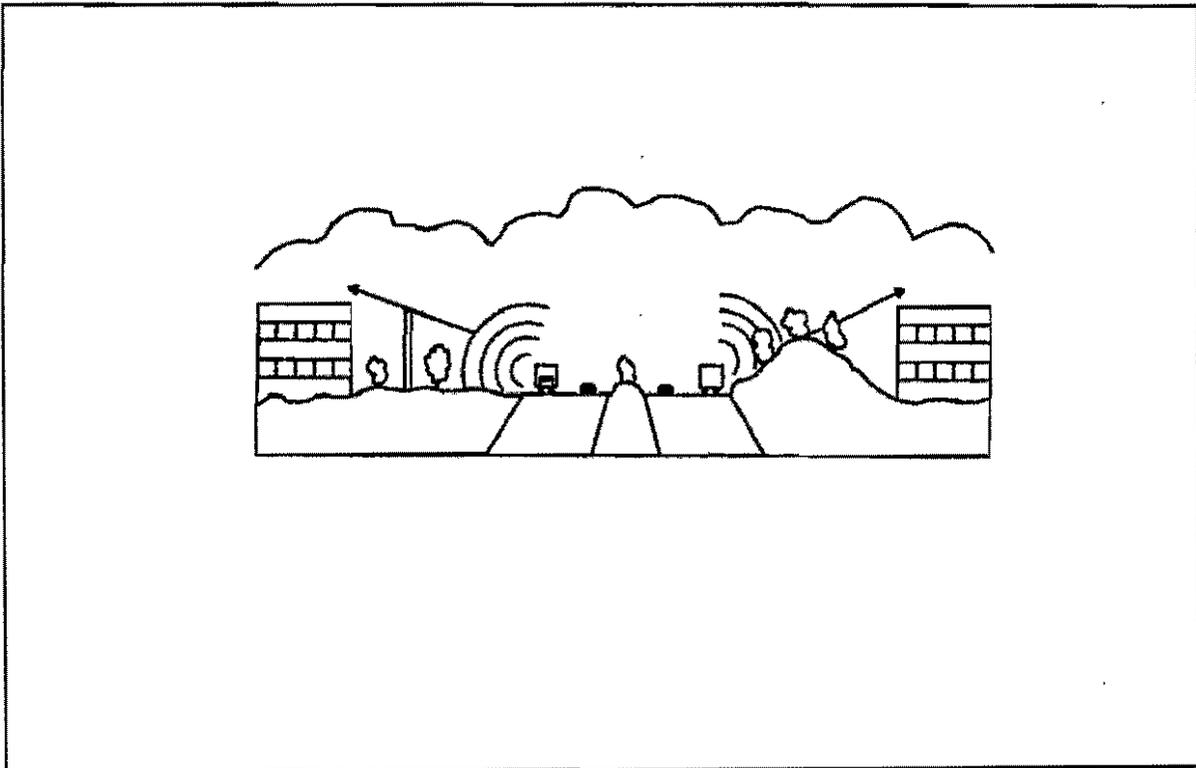
### Use of Setbacks

Noise exposure may be reduced by increasing the distance between the noise source and receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, etc. The available noise attenuation from this technique is limited by the characteristics of the noise source, but is generally 4 to 6 dB per doubling of distance from the source.

### Use of Barriers

Shielding by barriers can be obtained by placing walls, berms or other structures, such as buildings, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from the source to receiver (Figure 4-7). The difference between the distance over a barrier and a straight line between the source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.

**Figure 4-7**  
**Noise Barriers**



Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path length difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss in the frequency range of concern. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

The attenuation provided by a barrier depends upon the frequency content of the source. Generally, higher frequencies are attenuated (reduced) more readily than lower frequencies. This results because a given barrier height is relatively large compared to the shorter wavelengths of high frequency sounds, while relatively small compared to the longer wavelengths of the low frequency sounds. The effective center frequency for traffic noise is usually considered to be 550 Hz. Railroad engines, cars and horns emit noise with differing frequency content, so the effectiveness of a barrier will vary for each of these sources. Frequency analysis are necessary to properly calculate barrier effectiveness for noise from sources other than highway traffic.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers can be provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall will provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

Another form of barrier is the use of a depressed noise source location, such as depressed loading areas in shopping centers or depressed roadways. The walls of the depression serve to break line-of-sight between the source and receiver, and will provide absorption if left in earth or vegetative cover.

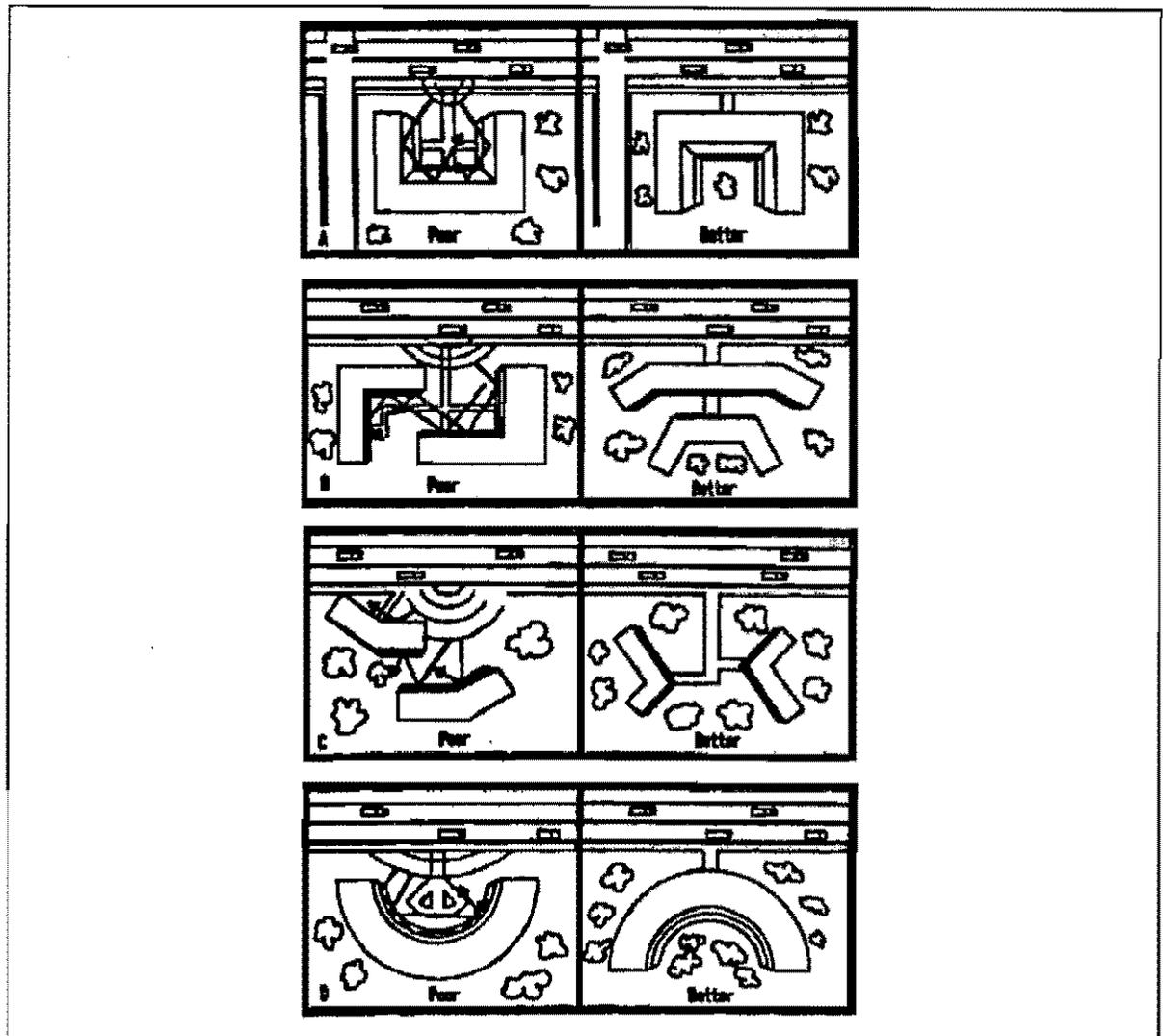
### **Site Design**

Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise. As an example, carports or garages can be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area. Similarly, one residential unit can be placed to shield

another so that noise reduction measures are often needed for only the building closest to the noise source. Placement of outdoor activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. Patios or balconies should be placed on the side of a building opposite the noise source, and “wing walls” can be added to buildings or patios to help shield sensitive uses.

Where project design does not allow using buildings or other land uses to shield sensitive uses, noise control costs can be reduced by orienting buildings with the narrow end facing the noise source, reducing the total area of the building requiring acoustical treatment. Some examples of building orientation to reduce noise impacts are shown in Figure 4-8.

**Figure 4-8  
Building Orientation**



Another option in site design is the placement of relatively insensitive land uses, such as commercial or storage areas, between the noise source and a more sensitive portion of the project. Examples include development of a commercial strip along a busy arterial to block noise affecting a residential area, or providing recreational vehicle storage or travel trailer parking along the noise-impacted edge of a mobile home park. If existing topography or development adjacent to the project site provides some shielding, as in the case of an existing berm, knoll or building, sensitive structures or activity areas may be placed behind those features to reduce noise control costs.

Site design should also guard against the creation of reflecting surfaces which may increase on-site noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dB. The open end of “U”-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise back to a noise-sensitive area unless carefully located (Figure 4-9). Avoidance of these problems while attaining an aesthetic site design requires close coordination between local agencies, the project engineer and architect, and the noise consultant.

Another important aspect of site design is avoiding the creation of noise problems at adjacent noise-sensitive properties. For example, air conditioning units should not be placed adjacent to living areas of adjoining residences unless adequate shielding is provided. Swimming pools and outdoor activity areas such as “tot lots” should be located away from adjoining residences, or should be adequately shielded.

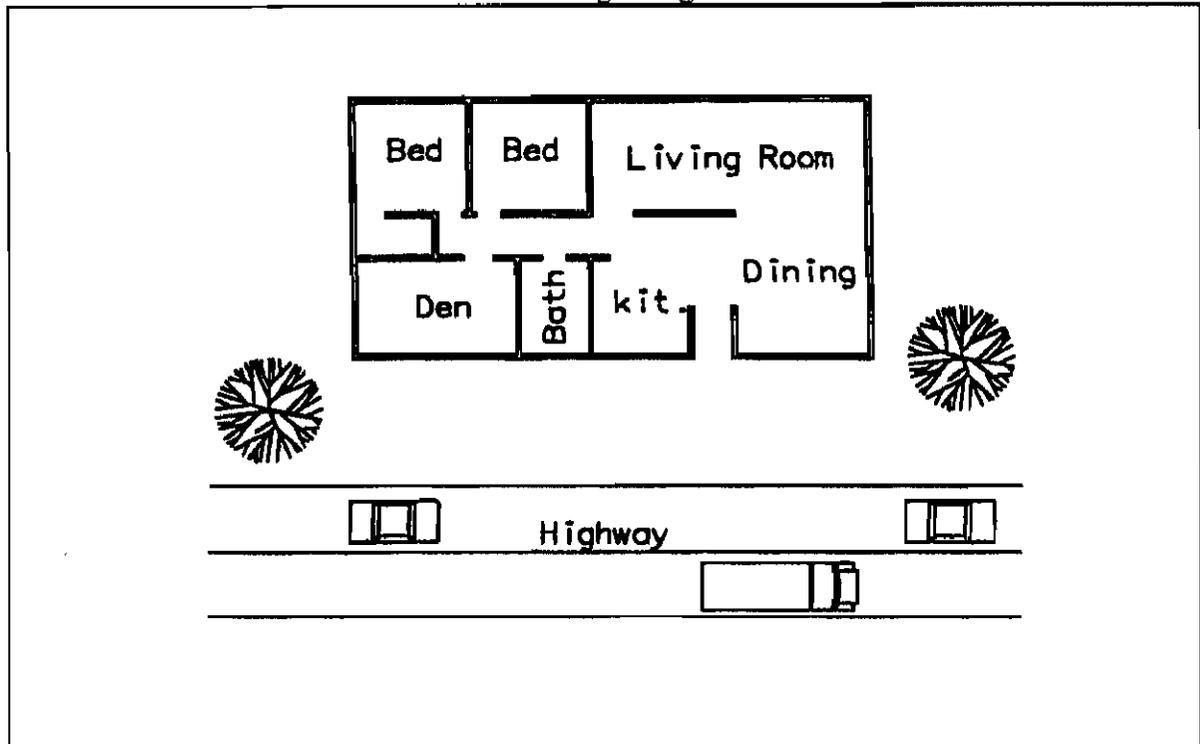
### **Building Design**

When structures have been located to provide maximum noise reduction by barriers or site design, noise reduction measures may still be required to achieve an acceptable interior noise environment. The cost of such measures may be reduced by placement of interior dwelling unit features. For example, bedrooms, living rooms, family rooms and other noise-sensitive portions of a dwelling can be located on the side of the unit farthest from the noise source (Figure 4-10).

Bathrooms, closets, stairwells and food preparation areas are relatively insensitive to exterior noise sources, can be placed on the noisy side of a unit. When such techniques are employed, noise reduction requirements for the building facade can be significantly reduced, although the architect must take care to isolate the noise impacted areas by the use of partitions or doors.

In some cases, external building facades can influence reflected noise levels affecting adjacent buildings. This is primarily a problem where high-rise buildings are proposed, and the effect is most evident in urban areas, where an “urban canyon” may be created. Bell-shaped or irregular building facades and attention to the orientation of the building can reduce this effect.

**Figure 4-9  
Building Design**



### **Noise Reduction by Building Facades**

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades. Standard residential construction practices provide 12-15 dB noise reduction for building facades with open windows, and 20-25 dB noise reduction when windows are closed. Thus a 20 dB exterior-to-interior noise reduction can be obtained by the requirement that building design include adequate ventilation systems, allowing windows on a noise-impacted facade to remain closed under any weather condition.

Where greater noise reduction is required, acoustical treatment of the building facade is necessary. Reduction of relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in low air infiltration rate frames, use of fixed (non-movable) acoustical glazing or the elimination of windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double- or staggered- stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

Standard energy-conservation double-pane glazing with an 1/8" or 1/4" air-space is not considered acoustical glazing, as its sound transmission loss for some noise sources is actually less than that of single-pane glazing.

Whichever noise control techniques are employed, it is essential that attention be given to installation of weatherstripping and caulking of joints. Openings for attic or subfloor ventilation may also require acoustical treatment; tight-fitting fireplace dampers and glass doors may be needed in aircraft noise-impacted areas.

Design of acoustical treatment for building facades should be based upon analysis of the level and frequency content of the noise source. The transmission loss of each building component should be defined, and the composite noise reduction for the complete facade calculated, accounting for absorption in the receiving room. A one-third octave band analysis is a definitive method of calculating the A-weighted noise reduction of a facade.

A common measure of transmission loss is the Sound Transmission Class (STC). STC ratings are not directly comparable to A-weighted noise reduction, and must be corrected for the spectral content of the noise source. Requirements for transmission loss analysis are outlined by Title 24 of the California Code of Regulations.

### **Use of Vegetation**

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5 dB attenuation of traffic noise. Thus the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. It should be noted, however, that trees planted on the top of a noise control berm can actually slightly degrade the acoustical performance of the barrier. This effect can occur when high frequency sounds are diffracted (bent) by foliage and directed downward over a barrier.

In summary, the effects of vegetation upon noise transmission are minor, and are primarily limited to increased absorption of high frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.

### **Sound Absorbing Materials**

Absorptive materials such as fiberglass, foam, cloth and acoustical tiles or panels are used to reduce reflections or reverberation in closed spaces. Their use in exterior

CITY OF COLFAX  
HILLSIDE DEVELOPMENT GUIDELINES

MAR 1992  
CITY OF COLFAX

Statement of Intent:

These guidelines have been prepared to assist the development community by providing the preferences of the City of Colfax for the use of and design parameters for development of sloped property. The City encourages adherence to these guidelines; however, deviation may be approved by the City if, in the opinion of the City, reasonable and justifiable alternatives are proposed.

environmental noise control may reduce reflections between parallel noise barriers or other reflective surfaces. Maintenance of absorptive materials used outdoors may be difficult, as most such materials are too easily damaged by sunlight and moisture. Their application as an outdoor noise control tool is limited to special cases where the control of reflected noise is critical and where the material is sufficiently durable.

#### **4.6 Noise Issues**

The following issue and concern identified by the Planning Commission need to be addressed:

- The railroad and Interstate 80 bisect the City creating a continual objectionable noise source.

#### **4.7 Findings**

The following findings are to the above issues and concerns:

- Objectionable noise from transportation facilities can have a significant potential for impact on public health and welfare.
- Future development along railroad lines and highways could cause significant noise problems.
- Some land uses in Colfax are not currently compatible with existing noise levels and activities, i.e. residential land uses along the railroad.

#### **4.8 Noise Goals, Policies and Implementation Measures**

**Goals 4.8.1** Prevent and minimize noise sources to ensure the health and safety of the City's residents and visitors.

**Policy 4.8.1.1** Reduce outdoor noise levels in existing residential areas where economically and aesthetically feasible.

**Policy 4.8.1.2** Correct or prevent point source noises that have been demonstrated to be annoying to near by residents.

#### **Implementation Measures**

**4.8.1.A** Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

**4.8.1.B** Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing

conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.

**Goal 4.8.2** Ensure that new development conforms to City noise level standards.

**Policy 4.8.2.1** Locate new noise sensitive land uses away from noise sources unless mitigation measures are included in development plans.

**Policy 4.8.2.2** Plan and design new streets or other public facilities to minimize noise in adjacent areas.

### **Implementation Measures**

**4.8.2.A** Establish buffer areas between sensitive land uses and noise sources.

**4.8.2.B** Require noise mitigation measures when new residences are built in proximity to major transportation facilities.

**4.8.2.C** Establish noise analysis procedures in the project review and building permit process.

**4.8.2.D** Develop and utilize procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review and building permit processes.

**4.8.2.E** Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

**4.8.2.F** Locate recreational activities that have a potential to cause excessive noise away from noise sensitive land uses.

**CHAPTER 5**  
**COMMUNITY DESIGN**

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## COMMUNITY DESIGN ELEMENT

### 5.1 Authority and Purpose

While the Community Design Element is not a required element, State Law (Government Code Section 65303) allows other elements to be included within the General Plan that will promote the well planned growth of the designated area.

“The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the county or city.”

This element provides an overview of the City of Colfax and seeks to maintain and enhance the community’s existing character and preserve the cultural and historical resources which make Colfax a desirable place to live.

This element suggests ways to preserve the characteristics that have made Colfax a quality place to live. Preserving these qualities will provide a link with the past and preserve what is important for the future.

This element is comprised of three sections. Each section is designed to maintain and enhance the desirable characteristics of Colfax. Community Character addresses the positive physical appearance of the community. Community Design presents specific design guidelines to maintain and promote positive physical qualities of the community. Lastly, Historic Preservation identifies the historic features and cultural heritage of Colfax and sets measures to preserve historic areas.

### 5.2 The Design Element

#### 5.2.1 Introduction

In March 1998 the Colfax City Council amended Colfax Municipal Code section 2-2.303 to expand the scope and power of the City Design Review Commission and the City Historic Design Review Committee. These two bodies were unified into the Design Review Commission. The duties of the Design Review Commission are as follows:

- review and recommend approval, modification or denial of all proposed developments requiring qualified aesthetic and architectural judgement to the end that the general appearance of all proposed developments shall preserve or enhance the physical environment and character of the City;
- serve as the Design Review Commission;
- cooperate and assist other City Boards, Commissions, departments and staff to insure that public projects within the City, such as parks and recreation facilities,

historical interpretive facilities, signage, streets and other public buildings, including recreation or cultural facilities, have the benefit of Design Review Commission review and assessment;

- as directed by the Council, or as requested by the Planning Commission or other boards and commissions, with Council approval, develop such architectural and landscape guidelines as may be adjudged and appropriate for:
  - a) Public and private structures, (excluding existing independent one or two family homes), signs and landscaping,
  - b) Specific larger-scale developments such as industrial parks, shopping centers, mixed use planned developments, or housing subdivisions,
  - c) All structures in “Special Historic Preservation Areas”..

### **5.2.2 Purpose**

The purpose of Design Guidelines is to foster good design, provide a feeling of civic pride, encourage investment, and to improve the area’s economic vitality.

Most U.S. cities have traditionally relied on zoning to guide the physical character of the community. Although zoning has adequately regulated the types and locations of land uses, it usually does not address the quality or appearance of development related to such land uses. Visual design guidelines encompass all the physical elements which make up the city and its natural setting. They include the visual quality of the entire city, as well as development patterns of specific areas. Design guidelines will help determine how Colfax will look in the future, how it will function as a community, ensuring it is attractive and liveable.

The Community Design Element has been prepared to lend itself to establishing a set of design guidelines for use by property owners undertaking rehabilitation, renovation and new construction projects, for business owners engaging in storefront improvements, for city officials and staff involved in reviewing development applications, and for the general public interested in furthering their understanding of the fundamental design characteristics that make up the historic character in the Historical Design Control District. This element and design criteria are intended to be just that — an educational guide to compatible and image-enhancing building improvements and development in the City of Colfax.

Design review is applicable to building exteriors only. It should be remembered, however, that most every exterior change, modification and addition to an existing building of any type requires a building permit. This includes many minor alterations such as removal of stairs or window changes to all aspects of major building renovation projects. It’s important to remember that all signage changes and additions also require a city permit. Whenever a building or sign permit is required, the criteria established by the Design Review Commission, applicable ordinances, and this element shall apply.

A glossary of technical terms used throughout this document is presented at the end of this element for assistance in understanding architectural and design guideline terminology.

### **5.3 Community Character**

The City of Colfax is a small community in Placer County. Colfax is bisected by the Union Pacific Railroad and Interstate 80, both major transportation routes from California to the eastern United States. Much of the agricultural export from California travels east by highway and rail through the City. Although some mining, logging, and fruit growing and packing did take place in the vicinity, the main item of historical significance has been the railroad. The impact of the railroad can still be seen in the alignment of Main Street with the railroad tracks.

As Colfax continues to grow, challenges to maintain the community's historic character will increase. The appeal of this community is created by numerous positive attributes that form its identity. These attributes include its historic development, close ties to rail and auto transportation, and small town atmosphere. The community character should be maintained by preserving the special qualities that form the foundation of Colfax.

The City's character begins in the historic downtown commercial and residential area and radiates out to encompass the entire community. However, recent commercial developments in the commercial highway zone have strayed from traditional building materials and design features that have created the look and feel of this city. It is important to link the more recent growth with the character of the existing community architecturally, as well as physically.

#### **5.3.1 City Form**

Although the City has been divided into three distinct sections by the railroad and Interstate 80, Colfax has been able to maintain a relatively compact urban form. The City has developed and evolved around the downtown Historical Design Control District along Main Street, between Depot Street and Church Street. This downtown area is the geographical heart of the urban area and has traditionally been the focal point for the community. The highway commercial district adjacent to Auburn Street and Canyon Way are located east of the historic downtown. These areas are dependent upon and cater to thoroughfare traffic and encourage centers for retail, commercial, and other highway-related activities.

To maintain the rural character of Colfax, future growth and development should be orderly and promote a strong urban form. This urban form should reinforce the historic characteristics of the City and maintain the downtown area as the focal point.

### **5.3.2 Gateways**

Gateways are distinct entrances into a city or region. When formed by strong building edges, signs, landscaping, or other design elements, they help create a special sense of arrival and departure from an area and promote a sense of place for a community. A gateway location will gradually change over time as the urban area develops. The purpose of the gateway however, is constant. The gateway welcomes the visitor and resident into the community and provides a lasting image upon departure.

Three gateway entrances into Colfax are described below. The character of each entrance and the purpose of each roadway is distinct. The reasons people use these corridors also varies.

#### Freeway Corridor

Colfax is bisected by Interstate 80, a major transportation route connecting California to the Rocky Mountains. Freeway interchanges and corridors often create the first impression of a city for visitors. This gateway provides a transition from a high paced highway to a calmer environment. Buildings and signs located along the Interstate 80 corridor should take into consideration the view of drivers from the freeway. It is important that travelers on Interstate 80 take notice of this gateway as an invitation into Colfax.

#### Main Street and Highway 174

Main Street begins at Highway 174, enters the City from the north, and leads into Historic Colfax and the downtown area. Highway 174 provides access to neighboring communities such as Grass Valley and Nevada City, as well as provides a link between Highway 20 and Interstate 80. The Main Street/Highway 174 intersection offers the City the chance to create a gateway to attract visitors using Highway 174 into the downtown area, which can be done with features such as signs, landscaping, and road improvements.

#### Auburn Street and Highway 174

Highway 174 terminates at its intersection with Auburn Street. This gateway provides access into the highway commercial zone along Interstate 80 and Auburn Street and is located southwest of the historic downtown. The natural forest setting along Highway 174 is quickly replaced by residential and commercial land uses. The abrupt transition develops a strong city edge and there is a clear distinction between the rural natural environment and urban form.

**6.0 Community Design Element**

**5.3.3 Downtown Revitalization**

The downtown business area is in the heart of the historic portion of the city. An economically strong downtown is necessary to maintain unity and pride in the community. The downtown should continue its revitalization efforts in order to produce a strong and self-sufficient city. Promoting the historic attributes of the downtown should be part of any revitalization effort.

**5.3.4 Continuity and Compatibility**

There is currently a polarization being created by the newer developments in Colfax. The new developments do not have the feel or the appearance of the older parts of town. There is a need to link these new areas to the City. It is important that new commercial and residential growth blend in with the feel and character of Colfax.

In order for new development to blend in with the character of the existing City, several qualities must be incorporated into site design. The following principals were developed to guide the development of the General Plan and in particular the Community Design Element.

- Neighborhoods must maintain a human scale, and streetscapes and sidewalks should welcome the pedestrian.
- New housing must be diverse in design and character.
- Developments must focus on design features and historic characteristics that are positive attributes in Colfax.
- Developments must maintain established street patterns and provide pedestrian linkages using sidewalks, bikeways and trails.
- Development must enhance the natural environment and resources within the City by the establishment of trails and other recreation facilities.

**5.4 Community Design Guidelines**

The purpose of establishing design guidelines for the City of Colfax is to retain the rural, mountain feeling of the City during a period of growth and significant increase in density. This section proposes specific design and architectural qualities that create an attractive urban environment. The Design Guidelines contained in this section will be utilized by the City during review of development proposals. Through the implementation of these guidelines the City will promote visual qualities in site development, building design, and landscaping that will enhance the City's appearance.

**5.4.1 Design Review General Conditions**

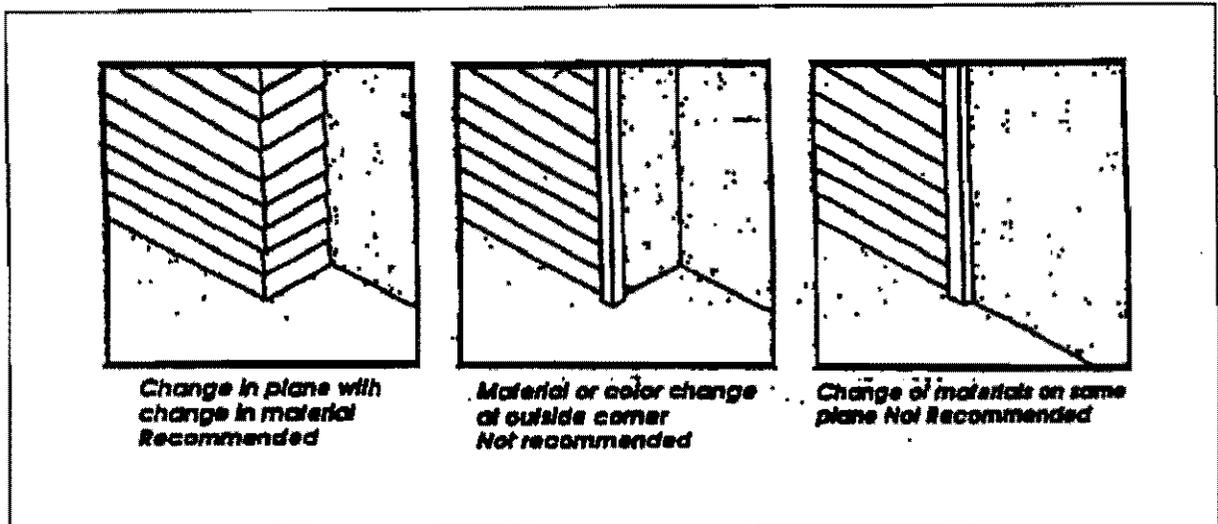
- 5.4.1.1 All conditions of a use permit shall be complied with prior to the approval of occupancy.
- 5.4.1.2 The development or use by the developer of any activity or structure authorized by a use permit shall constitute acceptance of all of the conditions and obligations imposed by the City on this permit. The developer by said acceptance waives any challenge as to the validity of these conditions.
- 5.4.1.3 The location of buildings and structures shall substantially conform to final 'approved' Exhibits, unless amended.
- 5.4.1.4 The elevations of all buildings and structures shall substantially conform to finally 'approved' Exhibits, unless amended by a major modification or minor modification. The final building plans submitted with the building permit application shall clearly indicate all building materials and colors to be used in construction.
- 5.4.1.5 All modifications in the final design or materials and colors for building and masonry walls will be subject to review by the Design Review Commission. Any request for a minor modification shall be made to the Planning Director in writing and shall be accompanied by three copies of any plans reflecting the requested modifications.

**5.5 General Guidelines for Design**

The building design must have a clear architectural concept which is carried throughout all elevations to achieve continuity of design.

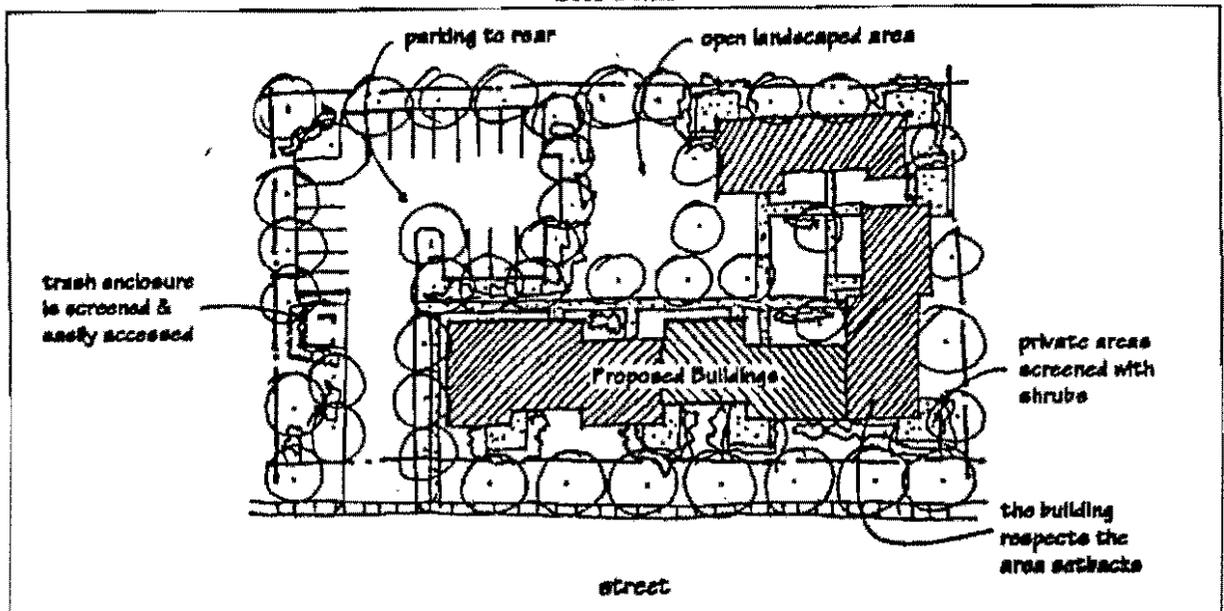
- 5.5.1 Development must relate to the needs of the greater Colfax community, as well as the needs of passing traffic.
- 5.5.2 Design of the building incorporates articulation and details to create architectural interest.
- 5.5.3 Site design must take full advantage of views, creeks, or any other natural asset provided by the property in question.
- 5.5.4 Materials or textures must wrap around the side of the building and not end abruptly ( Figure 5-1).

**Figure 5-1  
Building Material**



- 5.5.5 Building texture is used to create interest and compliment a feature or concept.
- 5.5.6 Buildings should be oriented as to provide for landscaping and aesthetic value for passing traffic.
- 5.5.7 Site plan shall take into consideration landscaping and existing vegetation.
- 5.5.8 Site plan, elevations, textures and colors shall take into consideration the character of surrounding buildings and development.
- 5.5.9 Signage shall be consistent in size, materials, location, and color with surrounding development.
- 5.5.10 Exterior lighting shall be directed inward and onto the site.
- 5.5.11 Parking should be to the side or rear of buildings when possible (Figure 5-2).
- 5.5.12 All service areas are to be screened from passing traffic and customers, access to parking areas should provide minimum congestion to all frontage roads (Figure 5-2).
- 5.5.13 Site plan shall indicate pedestrian and bicycle linkage to adjacent properties.

Figure 5-2  
Site Plan



## 5.6 Street Design Guidelines

Future roadways should maintain historic patterns and design. The character of the community is enhanced by providing streetscapes that invite pedestrians and encourage residents to walk within the community. Design improvements offer the opportunity for increased bicycle and pedestrian use. Design improvements should comply with the following:

- 5.6.1 Cul-de-sacs and circular street patterns are discouraged unless absolutely necessary.
- 5.6.2 Create street patterns that are pedestrian in scale.
- 5.6.3 Streets should include appropriate streetscape improvements.
- 5.6.4 Continuous and consistent tree planting will be used to form a canopy enclosure.
- 5.6.5 Create street patterns that are easily accessible to bicycles or develop bike lanes.

## 5.7 Residential Site Design

The design of housing units should include various traditional building concepts that create a friendly, small town atmosphere. New developments should add to the culture and character of Colfax.

- 5.7.1 Developments should provide architectural variation through the design of

- 5.7.2 New development should be compatible and complimentary to existing development, particularly with regard to aspects of historic design. Residential housing characteristics should reflect architectural features common during 1875 to 1950.
- 5.7.3 Houses should be located toward the minimum front lot line setback.
- 5.7.4 Detached and rear access garages are encouraged.
- 5.7.5 Garage doors should not be the focal point of house design.
- 5.7.6 Front doors and porches should be the most prominent aspect of house design.

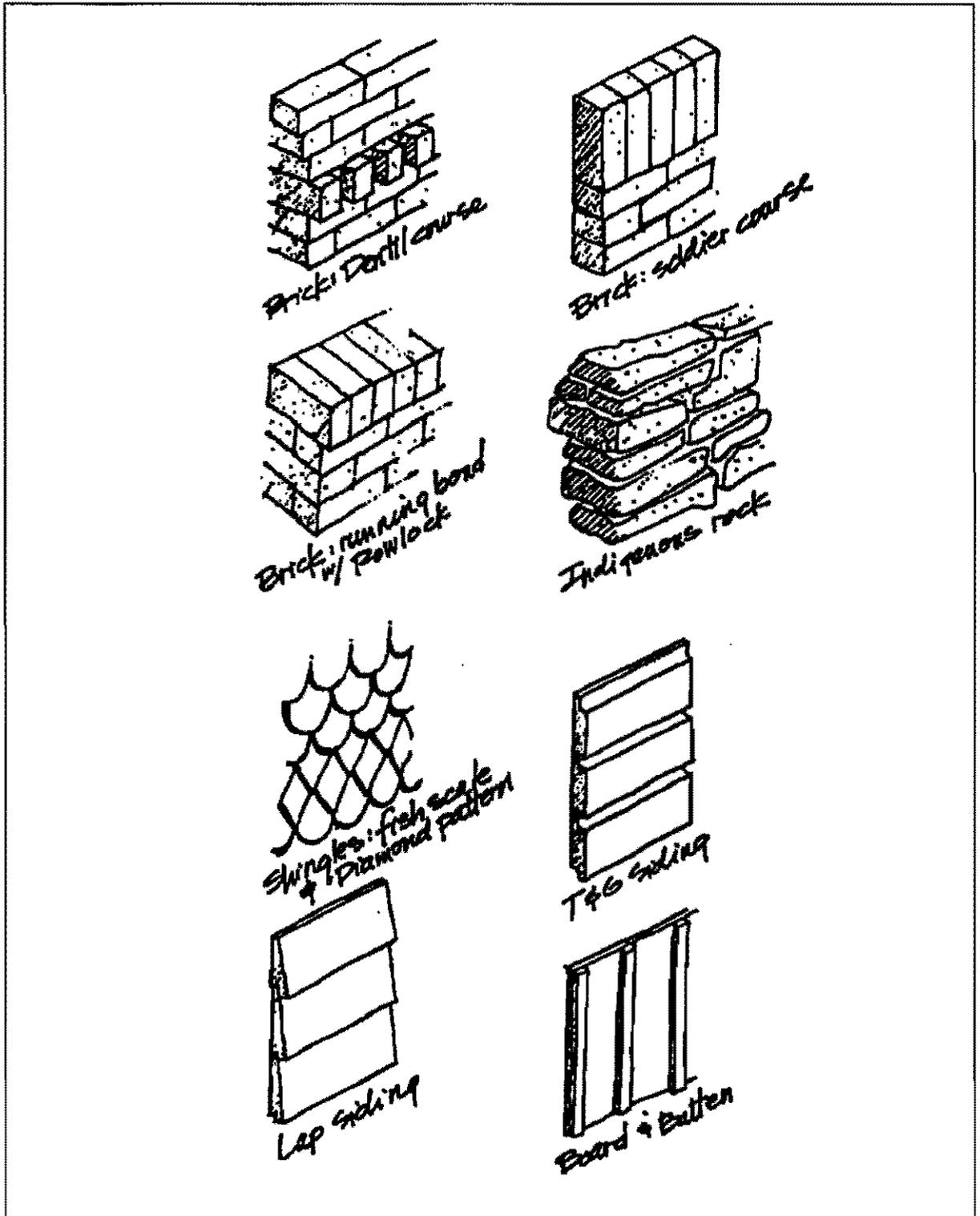
### **5.8 Commercial/Business Site Design**

Businesses should be designed to attract customers and encourage people to come to a specific area.

The storefront is one of the essential elements in the design of a building. It is important that the storefront is treated as a focal point of the structure. In the historic downtown area, the historical look of the buildings is desirable and appealing.

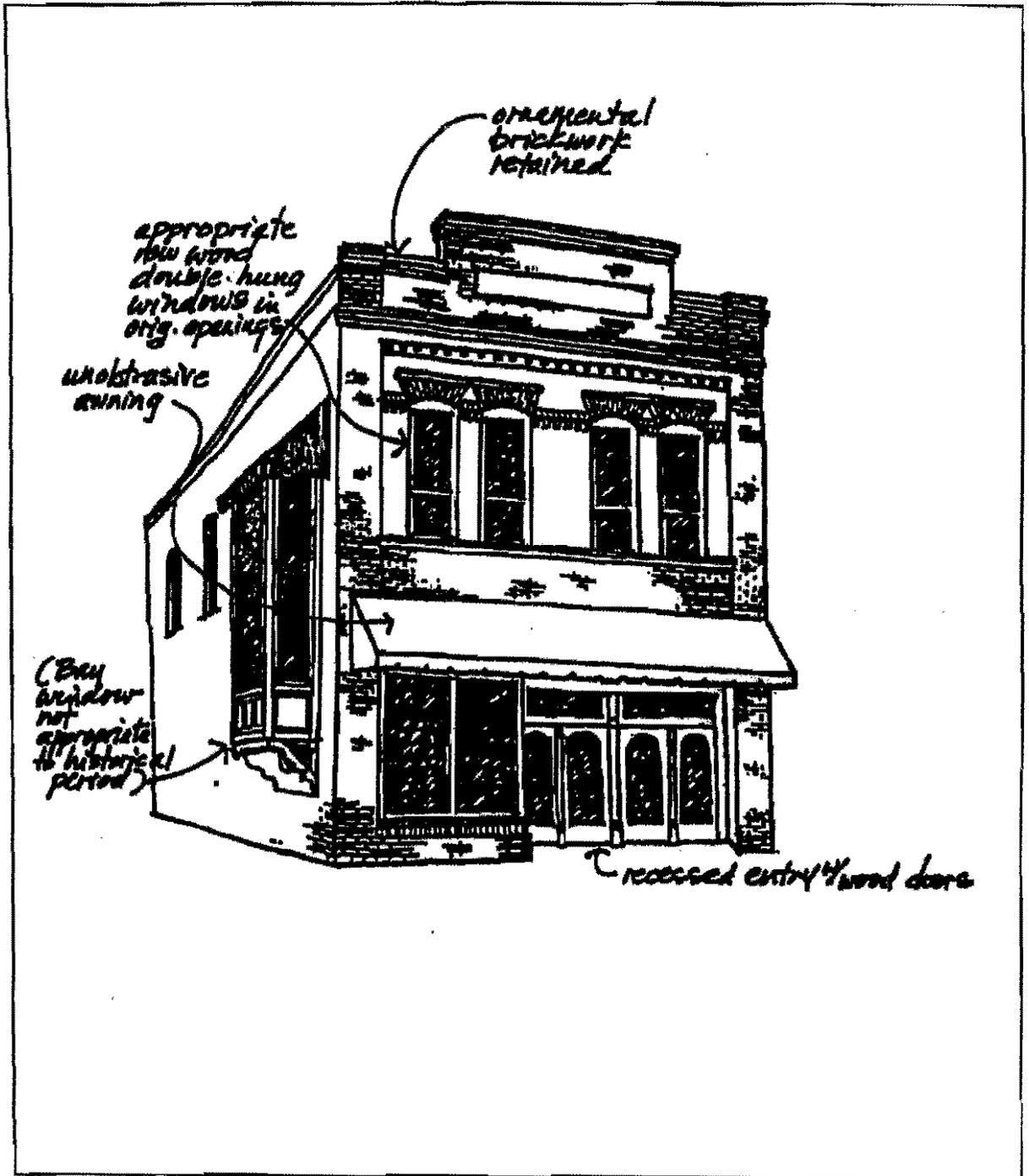
- 5.8.1 Maintain the community's character and appearance through the use of traditional materials and building styles (Figure 5-3). Commercial development characteristics should reflect architectural features and building materials and building colors common during 1875 to 1920.
- 5.8.2 Utilize historic design features and colors. The Design Review Commission has established appropriate historic building colors.
- 5.8.3 Maintain pedestrian scale in the downtown area.

Figure 5-3  
Traditional Material



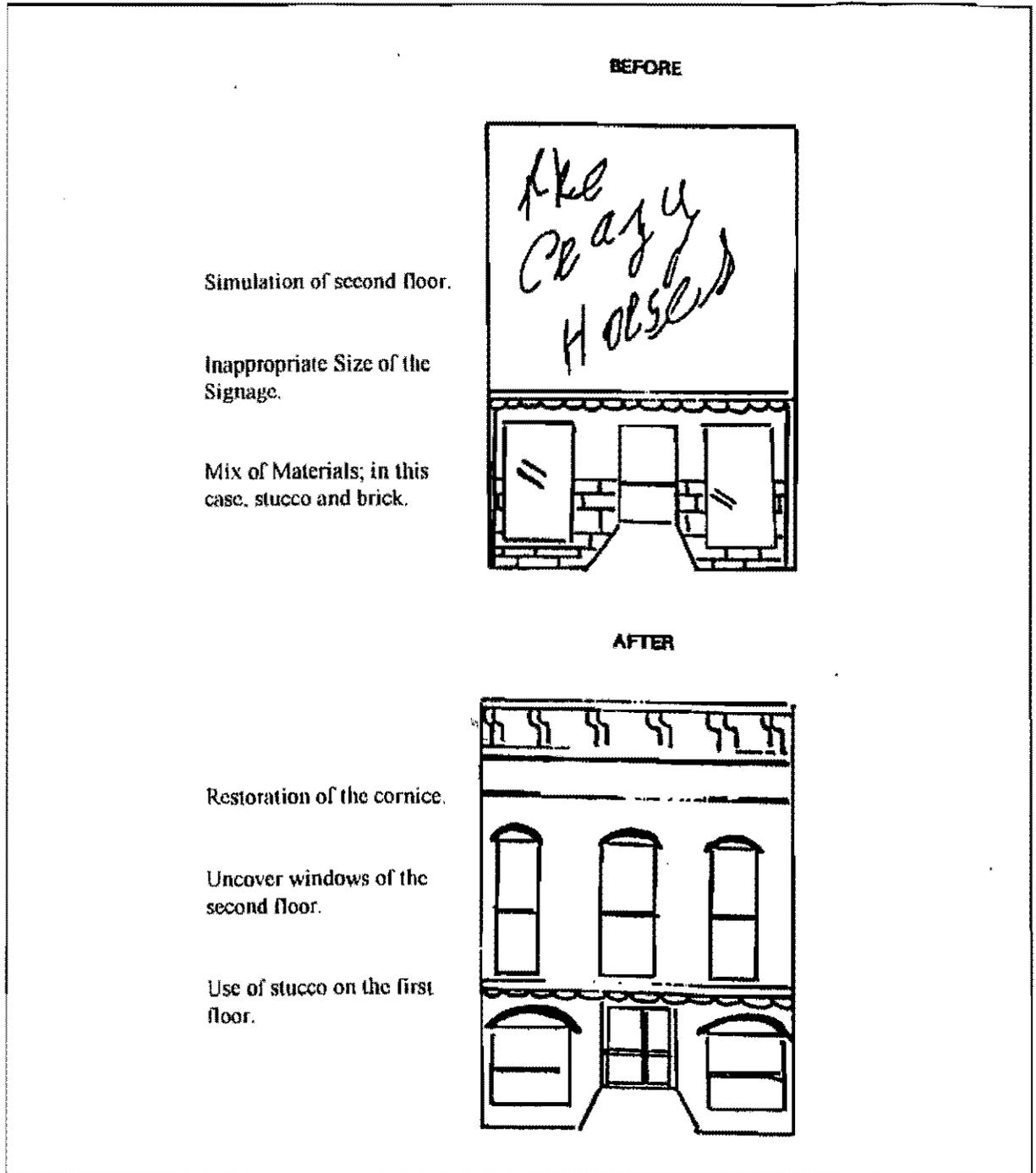
5.8.4 Articulate the different parts of the building's facade by use of color arrangement of facade elements or change in materials (Figure 5-4).

Figure 5-4  
Building Facade



5.5.5 Avoid blank walls. Utilize windows, wall articulation, or other such features.  
(Figure 5-5)

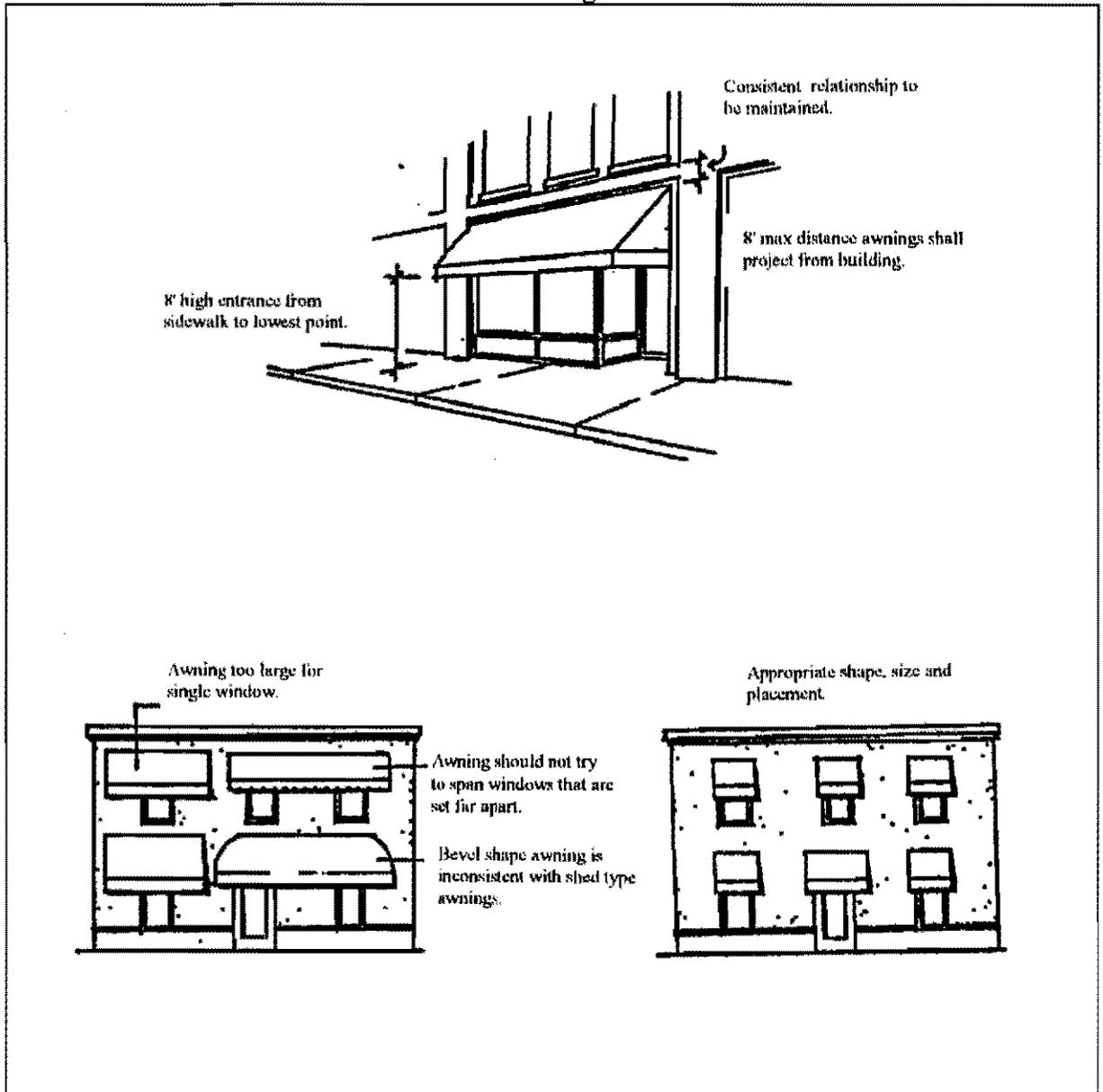
Figure 5-5



5.8.6 Awnings can be an important feature of a building. Awnings add color and break up the vertical look of a facade, as well as provide protection from the weather. Awnings are encouraged in building construction (Figure 5-6).

5.8.7 The size, shape, and color of an awning should be compatible with the rest of the structure and adjacent development (Figure 5-6).

**Figure 5-6**  
**Awnings**



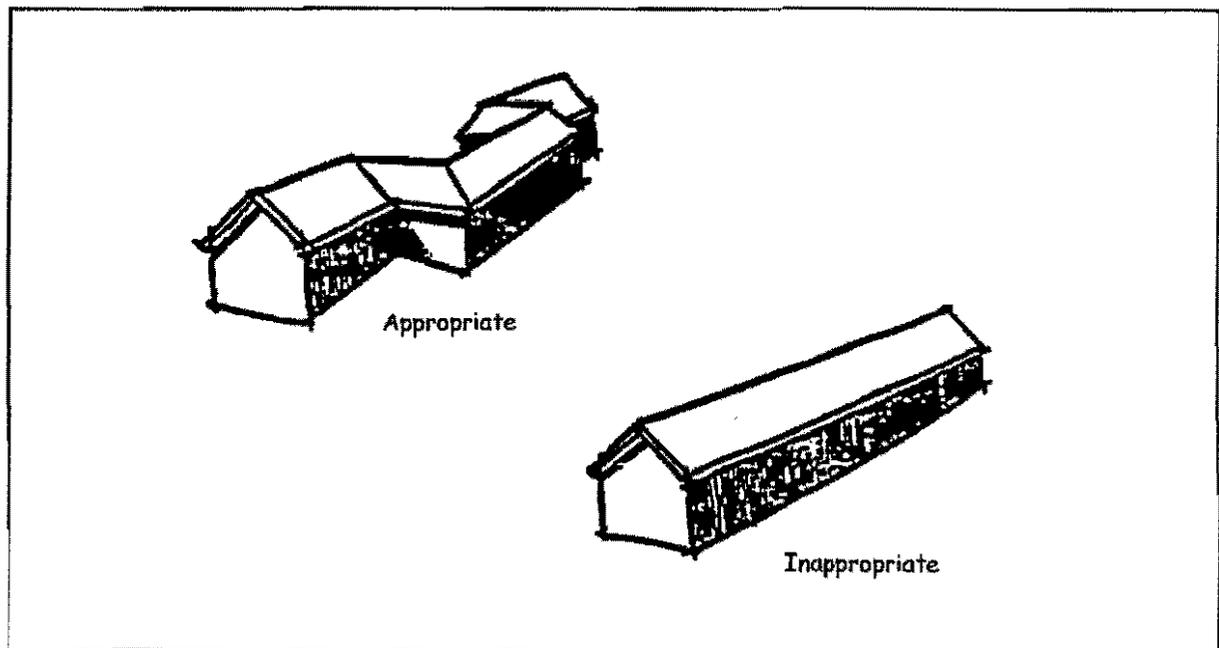
### 5.9 Building Articulation and Massing

Height and mass of buildings should be in proportion to the surrounding buildings, trees, and terrain. Two stories or stepped hillside/split level construction is the preferred maximum offset rather than long warehouse buildings with no articulation.

5.9.1 Boxy building designs with no visual interest should be avoided (Figure 5-7).

5.9.2 Break-up solid wall surfaces with reliefs and variations in the depth of buildings (Figure 5-7)

**Figure 5-7  
Building Articulation**



5.9.3 Avoid a lack of architectural detail which creates a plain appearance.

5.9.4 Utilize varied materials, textures, or colors to create horizontal and vertical articulation.

### 5.10 Scale of Structure

5.10.1 The size of structures should remain consistent with the surrounding buildings in the area.

5.10.2 Buildings should maintain similar proportions.

5.10.3 Height of structures shall be compatible with surrounding development.

### 5.11 Building Materials

The use of traditional building materials produces a natural feel that blends with the historical look of Colfax. Preferred materials and colors are those that reflect the early days of the railroad. Wood, rock, and brick are preferred on the facades of buildings. Metal (non-bright colors) roofs are a plus in the area due to fire protection and snow removal. All color should be subdued whether on structure or signs. Lettering on signs should reflect early western style (see Signs, Section 11, below).

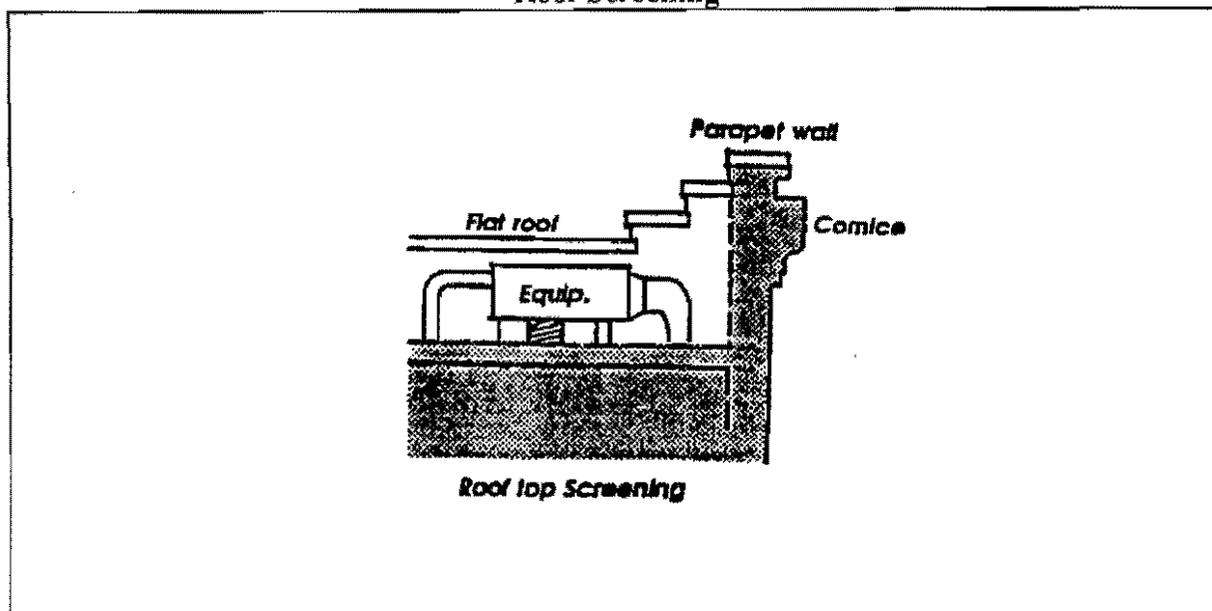
- 5.11.1 All new or remodeled structures shall reflect the early railroad and/or a mountain/western style of architecture. Roofs shall be pitched rather than flat. Porches or covered entries shall be used. Brick, rock or wood facades are preferred rather than block or stucco.
- 5.11.2 Traditional materials such as wood and brick, are encouraged.
- 5.11.3 Stucco and other man made materials generally detract from community character.

### 5.12 Utilities and Roof Equipment

- 5.12.1 Refuse enclosures shall be constructed in accordance with the standards of the Public Works Department. Enclosures shall be located as shown in the approved plans. Final location of enclosures shall be subject to the approval of the Public Works Director.
- 5.12.2 Enclosures shall be constructed and finished in a manner to match the major design element of the main structure. Such finish shall be indicated on the building plans and is subject to approval by the Planning Department.
- 5.12.3 On-site utility service shall be installed underground in accordance with the Public Works Department policies and standards.
- 5.12.4 Adjacent off-site utility services shall be installed underground unless upon application of a developer or utility company, and after paying required fees, the Planning Commission waives or conditionally waives the provisions for the requirement of underground installation of utility lines in accordance with the City code.
- 5.12.5 All roof heating and/or cooling systems and other appurtenance equipment shall be recessed and/or screened from adjoining property.
- 5.12.6 Outdoor storage and display shall not be permitted.

- 5.12.7 Screening of roof equipment shall be a part of the roof design and equipment installation (Figure 5-8).

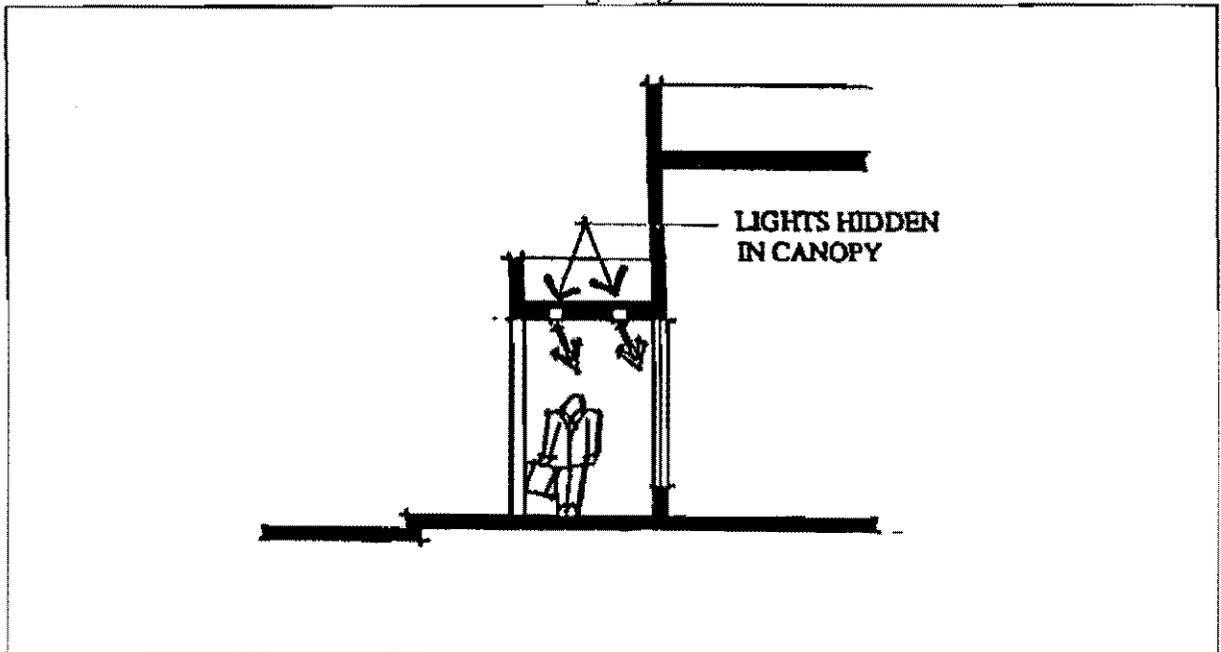
Figure 5-8  
Roof Screening



### 5.13 Lighting

- 5.13.1 No lighting shall be of the type or in a location such that it constitutes a hazard to vehicular traffic, either on private property or on abutting streets.
- 5.13.2 To prevent damage from automobiles, lighting standards shall be mounted on reinforced concrete pedestals or otherwise protected.
- 5.13.3 Under canopy lighting elements shall be recessed or concealed in such a manner as not to be directly visible from a public street (Figure 5-9).
- 5.13.4 Neon lighting shall constitute signage and must conform to the City's sign ordinance and must be reviewed and approved by the Design Review Commission.
- 5.13.5 Exterior lighting should be designed as part of the architectural and site design of a project. Fixture style and locations should be compatible with the building's architecture and landscaping. Projects should display a consistency in lighting-fixture style.
- 5.13.6 Control brightness and direction of light radiation to maintain view of night sky in the City (Figure 5-9).

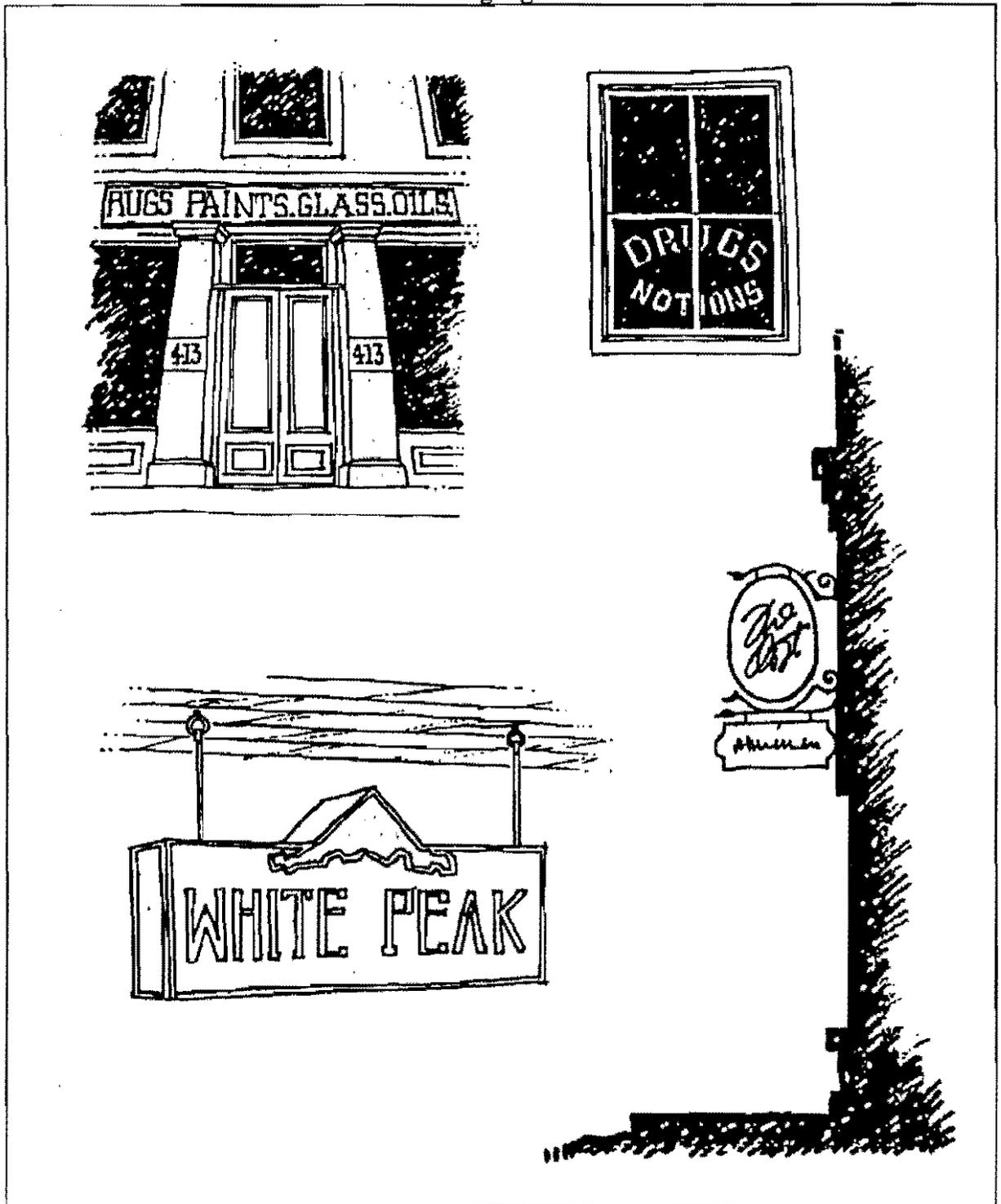
Figure 5-9  
Lighting



## 5.14 Signs

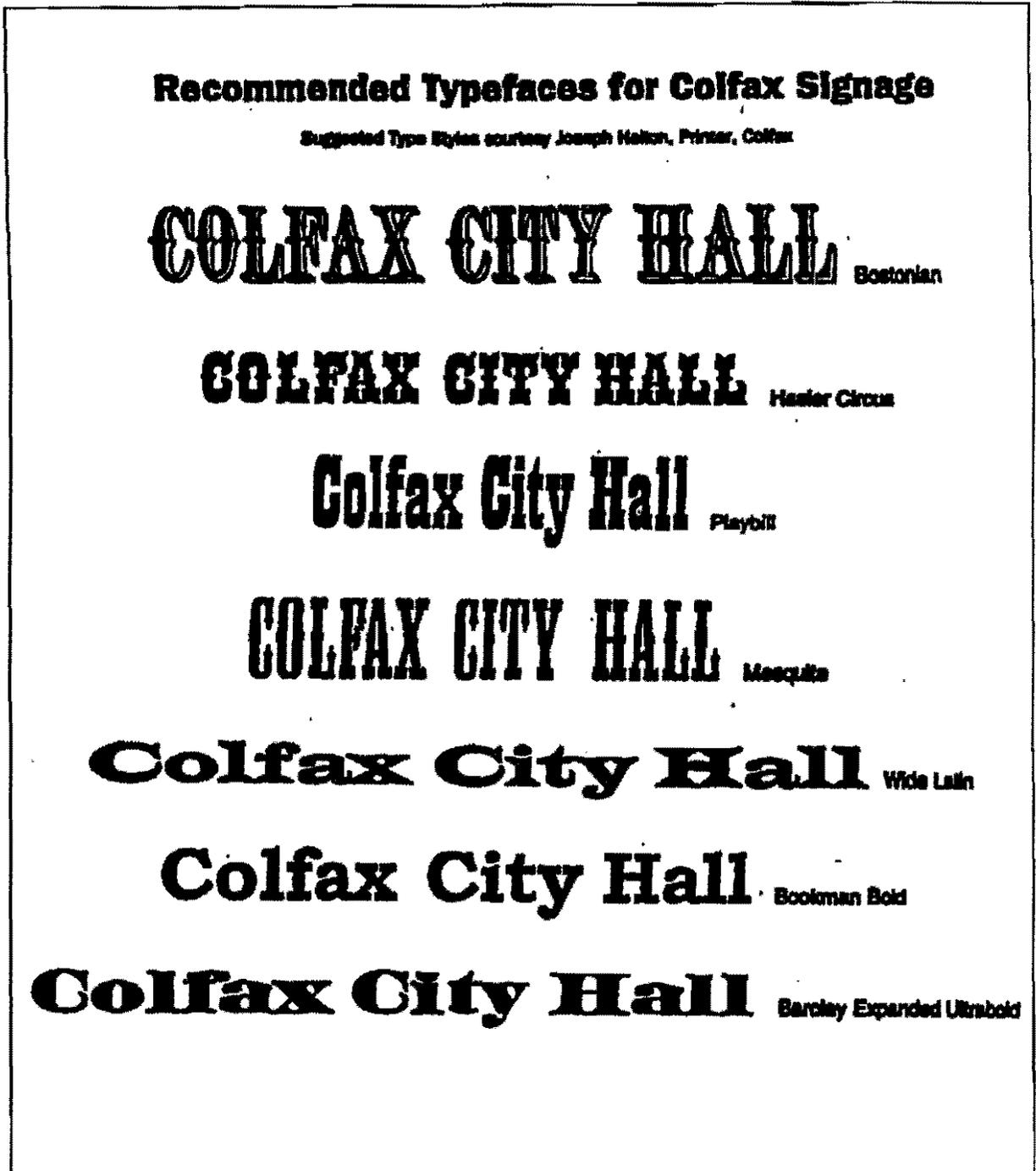
- 5.14.1** No sign shall be erected, constructed, painted or printed without a sign permit issued by the City pursuant to the City Sign Ordinance. Sign area, size and location shall be in accordance with sign regulations of the zone as established by City Ordinance and requirements of this element. Any change in copy shall conform to the original sign in terms of materials and sign area.
- 5.14.2** Signs must respect the architectural design and proportion of the building and should not cover transoms, insignias, or any architectural ornamentation.
- 5.14.3** Sign clutter should be avoided. Generally one primary sign located on the face of the building to announce the name of the business accompanied by smaller secondary signage in the windows or entryway is the most desirable approach.
- 5.14.4** Limit the number of lettering styles used on a sign to increase legibility, i.e. no more than two for small signs and up to three for larger signs.
- 5.14.5** The following types of signs are encouraged:  
flush wall mounted signs, projecting signs with solid metal supports, hanging signs from an overhang or from the interior by the window, window painted signs (Figure 5-10).

Figure 5-10  
Signage



5.14.6 The desired lettering style for Colfax is as follows :Bostonian, Hasler Circus, Playbill, Mesquite, Wide Latin, Bookman Bold, and Barclay Expanded Ultrabold (Figure 5-11).

Figure 5-11  
Lettering



5.15 Landscaping

- 5.15.1 Promote the pedestrian-scale between pedestrians, buildings, and landscaping. Proposed landscaping should relate to the scale of the structures on the site and should be compatible with the character and scale of adjacent landscaping.

- 5.15.2 Landscaping should enhance the aesthetic appearance of development and increase compatibility between abutting land uses.
- 5.15.3 Civic plantings in the Colfax area should include horticulture which will be enhanced with the unique changing seasons of the area. Since Colfax has a chilling and definite change in the fall season, every effort should be made to include horticulture that is enhanced with that particular season, such as leaf color, fruit, or stem structure of trees and shrubs. Care should be given to plant material that will withstand an occasion with snow on the ground for a week or so every few years. Plant for local altitude of 2400 to 2500 foot elevation.
- 5.15.4 Consideration in landscaping and design should include the needs of birds. Evaluation must be included to the enhance the horticulture to the benefit, preservation, feeding, or nesting habitat for birds and butterflies.
- 5.15.5 Trees and shrubs recommended are those having root systems which adapt well to the Colfax area and require a minimum of maintenance and are planted to give the appearance of “the mountain look”.
- 5.15.6 Landscaping and irrigation shall be installed as submitted and approved by the Design Review Commission and Public Works Department.
- 5.15.7 Landscaping and irrigation shall be inspected and approved by the Building Official prior to the issuance of Certificate of Occupancy.
- 5.15.8 Landscaping should provide for the conservation of water resources through the efficient use of irrigation, appropriate plant materials, and regular maintenance of landscaped areas. Xeriscaping (low water, low maintenance) landscaping is recommended.
- 5.15.9 The developer shall provide for the installation of front yard and street side yard landscaping within 60 days of dwelling unit occupancy. The developer shall bond to insure faithful performance within the specified time.
- 5.15.10 Continuous maintenance of all landscaped areas, as specified by the Building Official shall be provided.
- 5.15.11 A plan showing all existing plants, designated plants to be saved, transplanted or removed shall be submitted for approval prior to submittal of landscape and irrigation plans. Retain old/new native Conifers, Oaks, Maples where possible. Replace and replant any dead or removed plants or trees.
- 5.15.13 All trees shall be 24" box size (minimum), all shrubs and vines shall be 5 gallon size (minimum), unless other approved by the Design Review Committee.

5.15.13 Proposed landscaping shall observe the recommended tree species list (provided at the end of this element) established by the Design Review Commission.

5.15.14 Hillside Development - Top contour of all hills is to be maintained with native trees, not clear-cut.

5.15.15 Hillside Development - Graded and cut slopes/fills are to be planted immediately and landscaped to prevent erosion and channel run off to designated retention areas.

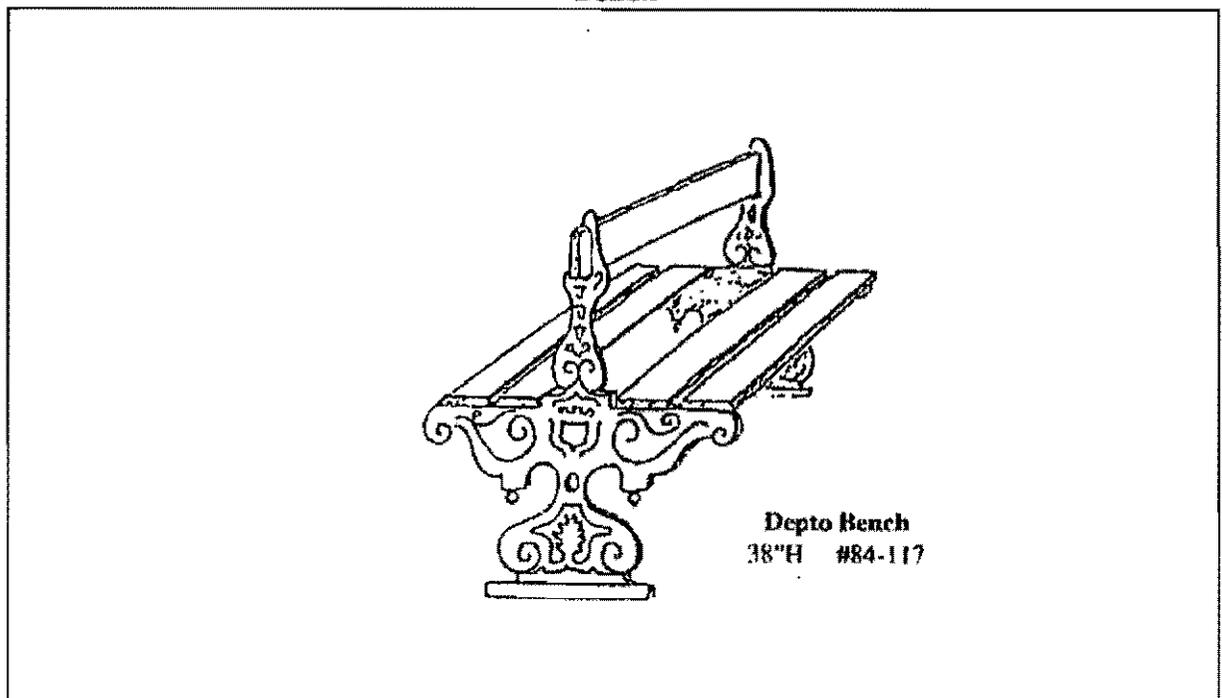
### 5.16 Sidewalk Treatment

5.16.1 Curb cuts shall conform to adopted City policy.

5.16.2 The sidewalk should be a safe and interesting place for sitting and walking.

5.16.3 Park benches and other street furniture should be available for people to sit down and enjoy the setting (Figure 5-12).

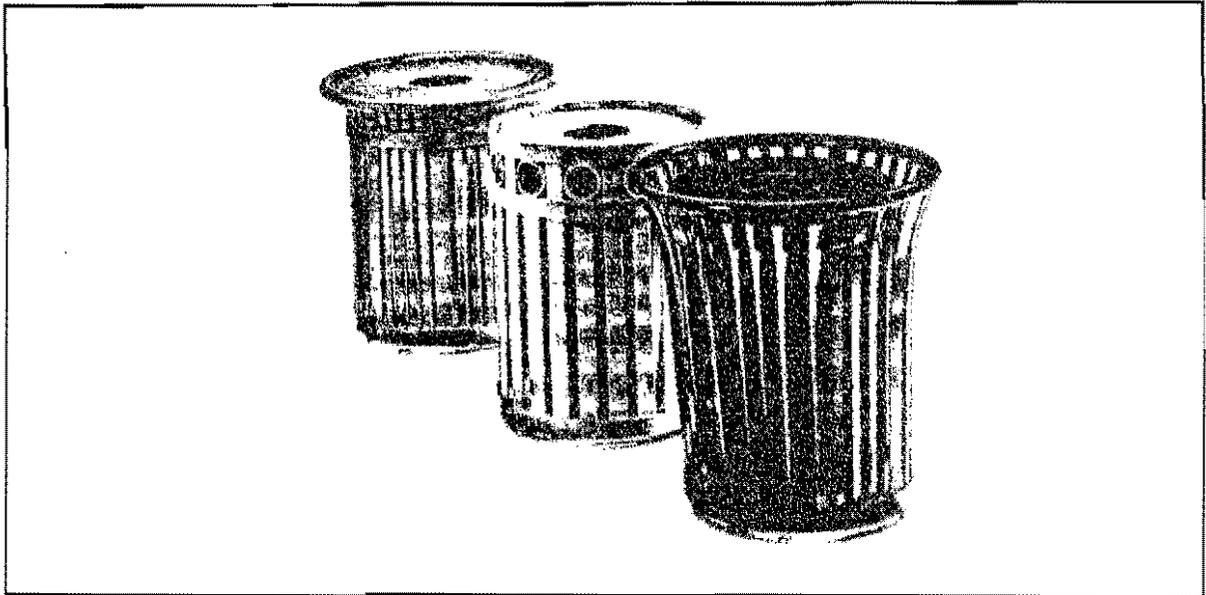
Figure 5-12  
Bench



5.16.4 Planter boxes and landscape vegetation are encouraged.

5.16.5 Trash enclosures and bicycle racks are encouraged (Figure 5-13).

**Figure 5-13  
Trash Enclosures**



### 5.17 Historic Design Guidelines

- 5.17.1 Conduct research and/or maintain a visual inventory (i.e. pictures/illustrations) that illustrates the original appearance and significance of historic structures. Before alterations, additions, or rehabilitations take place, determine if the original historic design can be restored or rehabilitated.
- 5.17.2 Respect the design of a structure as a product of the design philosophy and reflection of a specific time.
- 5.17.3 Retain and restore the distinctive stylistic features of the structure.
- 5.17.4 Replace lost features when possible. Restore historical elements of original building designs to create the visual appearance of the original structure.
- 5.17.5 Minimize the alterations that are made to a historic structure. Facade changes should be made only if absolutely necessary.
- 5.17.6 Maintain the storefront elements. Original materials should be repaired or replaced when necessary. Storefronts are typically the most important part of a commercial building.

5.17.7 Use historic colors when refinishing a building. Buildings should be painted in the historic colors that are appropriate to the architectural style of the building.

5.17.8 Match the appropriate awnings to the building style. Awning design should not be the dominant feature in the facade.

## 5.18 Historic Preservation

Most of the historic structures in Colfax are located around the railroad tracks and along Main Street in the historic downtown (Figure 5-14). These areas have significant architectural features that are important in maintaining the character of the community.

### 5.18.1 Historic Preservation Programs

Programs for the conservation of historic features and structures will vary depending upon the level of protection and the type of funding the City wishes to pursue. These will vary with the significance of the structures and the City's level of commitment to historic preservation.

### 5.18.2 Historic Preservation Designations

#### Federal

At the Federal level, a structure can be designated on the National Register of Historic Places. In order to be on this list, the structure must have architectural and historical significance that promotes the integrity of the national history. The designation process requires from six months to three years to complete. This is the strongest level of protection that can be provided. It is also the strictest level and upon placement on the register, permission must be granted by the Secretary of the Interior before modifications to the structure could take place.

#### State

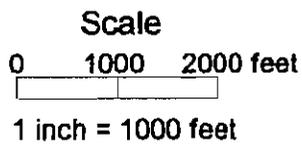
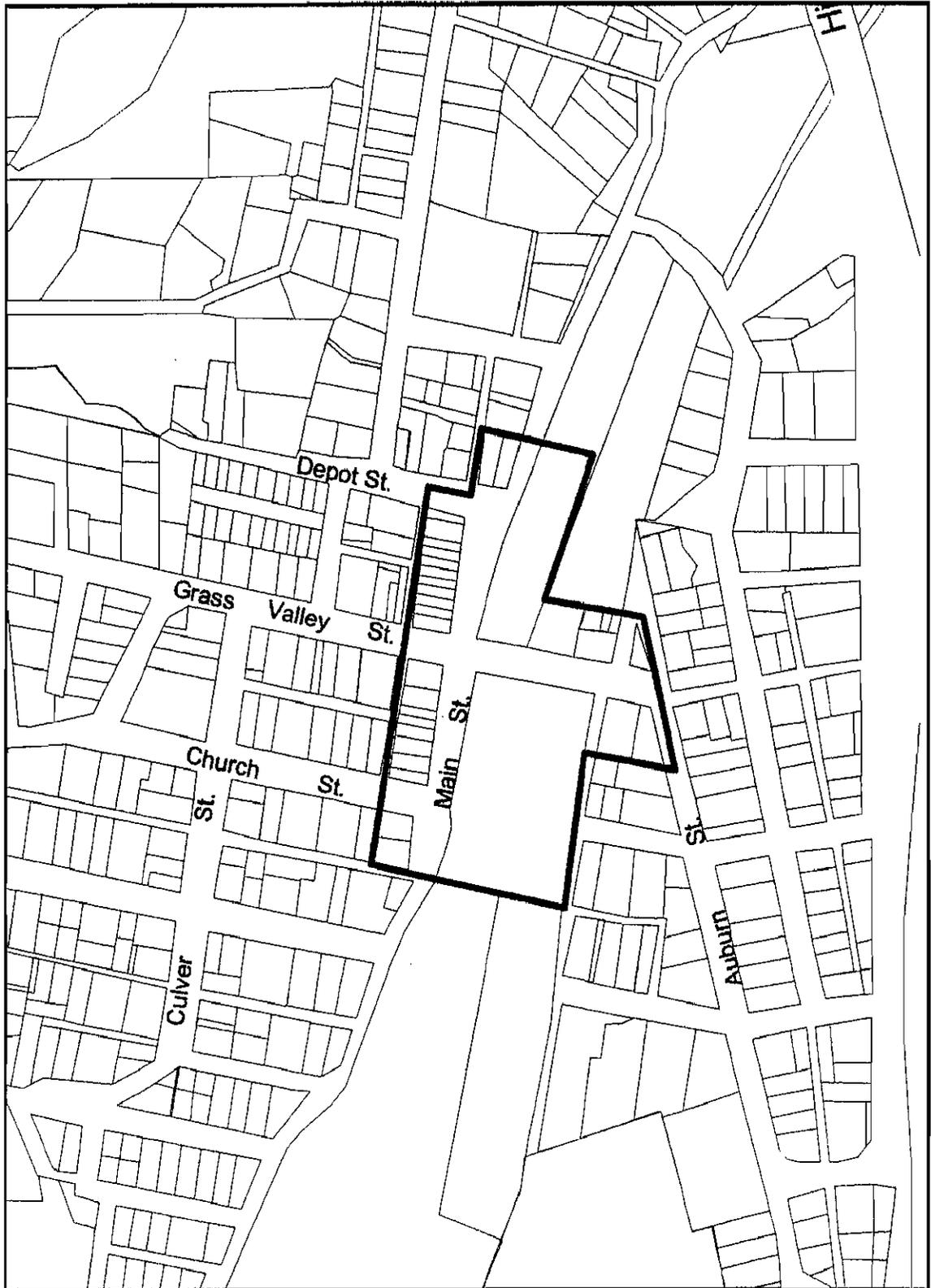
At the State level, a structure can be designated on the California Register of Historic Places. The structure must significantly promote California history and architecture to be placed upon this list. Once listed, permission must be granted for any kind of alteration to the structure. State listing is more easily accomplished than Federal listing since only California history must be promoted through the preservation of the structure.

#### Local

Many options are available to the local jurisdiction to promote Historic Preservation. The City may pass an Historic Preservation Ordinance or create a Historic District to protect various areas or structures. A Specific Plan can be prepared that will address issues of traffic,

Figure 5-14

### City of Colfax Historical Design Control District



— Historical Design Control District

Produced for California State University, Chico  
in Cooperation with the Geographic Information Center  
Cartography by Kent Johanna

housing, land use and design review of a project area or district. Another preservation tool is the State Historic Building Code, which addresses specific construction problems that older structures face.

### 5.18.3 Funding Sources

Generally, the greatest challenge to historic preservation is related to the economic burden of structural renovations. The funding sources listed below should be considered and incorporated as appropriate in the City's Historic Preservation Plan.

#### Community Development Block Grants

CDBG's are used to develop urban communities by expanding economic opportunities, primarily for persons of low or moderate income. Small towns like Colfax would use the Small Cities Program. Use of the funds may be for acquiring historic structures, rehabilitation, construction, and code enforcement. Moneys can be used to fund studies, such as Historic District Specific Plans, or provide low interest loans for renovations.

#### Certified Local Government Program

A local government must have a Historic Preservation Committee or be in the process of completing a inventory of historic resources to participate in this program. This program gives unincorporated and smaller incorporated areas an opportunity for federal and state grants.

#### Tax Incentives

By making tax incentives available to owners, local governments encourage preservation of important properties. A contract between the property owner and the agency assures that property owners will be given public money (tax credits) if they maintain their property.

#### Mills Act Contracts

In California, owners of historic properties can get reduced property tax rates through this program. The program requires a contract that lasts for ten years and owners must give up any future development rights for the duration of the contract. Owners must agree to restore the property as necessary and maintain the historical character.

#### Charitable Contributions

A historically important structure may be donated to the government or other preservation organization. Property owners would be entitled to deduct the value of the donated property from their federal income tax.

### Bond Measures

The City may vote on a bond measure to generate money. The City would then pay this money back in future years. This money could be used for low interest loans and the City could work with private property owners in renovating their property.

### **5.19 Community Design Issues**

The following issues and concerns identified by the Planning Commission need to be addressed:

- Lack of continuity of commercial design standards/guidelines throughout the City.
- Inconsistent enforcement of City's Sign ordinance.
- Clarification needed of Design Review Commission's position in the overall permit application process.
- Encouragement of existing development to conform to current/proposed design guidelines.

### **5.20 Findings**

The following findings are to the above issues and concerns:

- Boundaries of the Historic District are limited to the Historic Downtown by the current overlay zone.
- Newer commercial development has strayed from traditional building materials.
- Signage along I-80 and billboard policy is inconsistent.
- Pedestrian linkages need to be encouraged throughout the City with the possibility of creating a City Historic Walking Tour and link with County destinations, ie. Stevens Trailhead, public schools, Bear River Campground.
- Preserve architectural integrity of residential development by establishing residential design standards within the Historic District.

**5.21 Community Design Goals, Policies, and Implementation Measures**

**Goal 5.21.1** Maintain the small town character that makes Colfax a desirable place to live.

**Goal 5.21.2** Maintain and enhance the City's character and visual appearance in order to create a quality future community.

**Goal 5.21.3** Maintain and enhance the historic resources, qualities and character of the City of Colfax.

**Policy 5.21.1** New development shall conform to design guidelines as adopted by the City.

**Policy 5.21.2** The compact form of the City will be maintained through a clear distinction between urban development and the surrounding environment.

**Policy 5.21.3** Ensure that street design is pedestrian in scale and incorporates landscaping.

**Policy 5.21.4** The City will encourage and support efforts by neighborhood property owners to increase property maintenance and improvement.

**Policy 5.21.5** The City will strive to revitalize the downtown area as the focal point of Colfax.

**Policy 5.21.6** New development shall be compatible with existing urban areas.

**Policy 5.21.7** Community gateways shall be developed to emphasize arrival and departure to Colfax.

**Policy 5.21.8** New growth will incorporate the established street patterns into development design.

**Policy 5.21.9** Identify, protect and promote the restoration of historic structures and physical reminders of Colfax's past.

**Policy 5.21.10** Encourage public and private record maintenance important to the areas history and culture.

**Policy 5.21.11** The City shall promote the preservation and revitalization of all historic structures and areas in Colfax.

**Policy 5.21.12** Maintain working relationship with the owners of the downtown buildings to educate others as to the historical significance of the structures.

**Policy 5.21.13** Provide assistance as appropriate to groups or individuals that undertake historic restoration or preservation.

**Policy 5.21.14** Provide assistance as appropriate to developers that promote historic features as part of their development design.

**Implementation Measures**

- 5.21.A** The Design Guidelines in this section will serve as interim guidelines until a fully developed version is completed.
- 5.21.B** New development shall be subject to design review by the Design Review Commission to ensure that desired qualities are incorporated.
- 5.21.C** Adopt design guidelines that promote the incorporation of historic features in new developments.
- 5.21.D** Adopt a Historic Preservation Plan which establishes strategies the City will use to promote historic preservation.
- 5.21.E** Use open space and design monuments to develop gateway entrances and to entice travelers on Interstate 80 to visit Colfax.
- 5.21.F** The City will pursue programs such as grants, public or private donations or contribution for improving maintenance and upkeep of properties throughout Colfax.
- 5.21.G** Create an inventory of all the historic structures and areas in Colfax and its sphere of influence.

**TREES/SHRUBS/HORTICULTURE PLANTINGS SUITABLE FOR  
COMMERCIAL USE IN COLFAX**

<b>EVERGREEN TREES</b>	Conifers and others not losing leaves in winter
Incense Cedar	Libocedrus decurrens cedrus dordora an excellent screen
Deodar Cedar	
California Bay laurel	Umbellularia California
Ponderosa Pine	pinus ponderosa
Western White Pine	pinus lambertiana
Douglas Fir	pseudotsuga taxifolia
White Fir	abies concolor
California Red Fir	abies magnifica
Giant Sequoia	sequoia gigantea
Tan Oak	lithocarpus densiflorus
Canyon Live Oak	quereus chrysolepis
Alberta Spruce	picaglauca 'conica' slow growing
All of the above can be pruned, trained for low or high branching, by the trainer.	

**TREES SHEDDING FOLIAGE IN WINTER**

Black Oak	quercus kelloggii
Blue Oak	quercus douglasii
California White Oak	quercus lobata
White alder	alnusa incana
Red alder	alnusa rubra
European alder	alnusa glutinosa
ALL ALDERS EXCELLENT IN MOIST SOILS	
California BlackWalnut	juglans californica
Maples	Many kinds...use all...new being developed
Ginko Biloba	maiden hair tree...use male only
Magnolia	solangianna

**TREES FOR FALL COLOR      STREET TREES**

<b>PEARS (IDEAL STREET TREE)</b>	<b>Pyrus calleryana</b> and others: <b>Aristocrat</b> (best color in our climate) Bradford, Redspere, Capitol, Whitehouse Chantideer (15x40) narrow-cylindrical
Red Bud	cercis chinensis
Hawthorne	Washington
Tulip Tree	liriodendron tulipifera
African Sumac	rhus lancea
Maples	all some better color than others LOOK FOR NEW HYBRIDS
Pacific Dogwood	cornus nuttallii and all others
Golden Rain	oelrueuteria paniculata American can be confined to areas 3' or less, and is pest free.
American Holly	illex opace and others
Most all Flowering Fruits	cherry, peach, etc
Service Berry	
Hardy Silk Tree	
Silk Tassel	
Strawberry	
Crape Myrtle	(has flower, and bud drop (can be messy)

Azalea	Rhodies , etc. Sun & Shade types
Berberis	thunbergii scarlet korean, japanese, etc
Butterfly bush	buddleiadauidi (annual pruning needed)
Bush dogwoods	
Butterfly weed	asclepias tuberosa (once established...long lasting)
California Toyon	
Ceanosis Yankee	Horizontalis....and others
Cotoneaster	apiculata, divaricata, prostate, and others
Callistemon	bottle bush
California Fuschia	zauschneria californica (once established..hardy)
Euonymus	dilatatum; many kinds-hardy
Elaeagnus	alata...fall color scarlet
Euroyops	
Fremontodendron	flannel bush-hardy, once established
Grevillea	
Lavenders	look for new hybrids
Oleanders	semi hardy, need microclimate
Peony	paeonia...excellent weather here for them hardy, lasts a century
Nandina	domestica red heavenly, small/mini
Pyracantha	Santa Jose and others smaller
Magnolia	solangianna
Rhododendron	vasseyi red's; schlippenhaachi, orange/crimson
Rock rose	Cistus
Rosa	(virginiana) scarlet; (rugosa)orange; others
Viburnums	dilatatum-red; and many others
Spirea	prunifolia; red to orange...and many others
Tamaris	t. pentandra
Poker	yellow red
Yarrow	aachillea: white, red, yellow creeping; King George 6"
Cassia	artemisotoides, feathery cassia
Lilac	

Others are being hybridized, recommend alpine type plants

GROUND COVERS	unlimited if frost hardy
DAY LILIES	unlimited excellent in mass little care
BULBS, CORMS, ETC	unlimited

**CHAPTER 6**  
**NATURAL ENVIRONMENT ELEMENT**

## NATURAL ENVIRONMENT ELEMENT

### 6.1 Authority and Purpose

The Natural Environment Element is a collaborative element that fulfills the statutory requirements of both the Conservation and Open Space Elements. The purpose and intent of this collaboration is to provide the reader with a more comprehensive and integrated view of the natural environment in the City of Colfax.

Although there are no State guidelines for a Natural Environment Element, there are individual statutory guidelines for both the Conservation and Open Space elements. Those requirements were the basis for this element, and were carefully examined and addressed in order to secure the legal viability of this element.

The Conservation and Open Space Elements are required to address certain mandatory issues. In general, the Natural Environment Element should address issues relating to the following: vegetation, wildlife, water resources, soil resources, atmospheric resources, mineral resources, and open space. The preservation, conservation and managed production of these resources is a fundamental part of the element.

It is mandated by California State Law that, "...that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." (Governor's Office of Planning and Research 1.992, 24).

Once the Natural Environment Element is adopted by the City Council, it becomes law. In turn, all of the policies, programs and implementation measures cited in the element become legally enforceable. It is important that element be thoroughly reviewed before adoption so that it reflects the needs of the community once it becomes law.

In order to be effective, the guidelines set forth in this element must be implemented. It is the responsibility of local decision makers and the City staff to ensure that these guidelines are followed. Any policies and implementation measures are tools for implementation and the responsibility of the City.

The physical environment and needs of the community are constantly changing. This element should be dynamic to ensure it reflects these changes and maintains its effectiveness as a planning tool. This can be accomplished through periodic review and revision.

## 6.2 Vegetation

There are general vegetation types/habitats found naturally in the Colfax planning area. These vegetation types are identified in the Placer County General Plan Background Report. These include; chaparral and shrub communities, woodland communities, conifer forest communities and sierran mixed conifer forest. Under the tree canopy are scrub-oak, manzanita, deer brush, a variety of herbs and grasses.

In the surrounding area where the topography permits, the natural vegetation has been cleared and pastures, orchards and vineyards have been planted. Most of these areas are irrigated. Within the city there exists urban vegetation including landscaping, shade trees, lawns and shrub cover.

The existing native vegetation in the Colfax Planning Area provides environmentally and socially valuable resources for the community. These areas provide diverse and ecologically rich habitats for wildlife, protect the soils from erosion increase groundwater percolation, maintain water quality, and provide recreational and aesthetic resources for the public. The Community Design Element provides extensive regulation and guidelines for vegetation. If followed and implemented, they will directly reflect their effectiveness as planning tools.

## 6.3 Wildlife

The natural vegetation in and around the planning area support various animals and wildlife. In the various vegetation areas there are California quail, gray fox, mule deer, California thrasher, western rattlesnake, brush rabbit, dusk-footed woodrat, western gray squirrel, California ground squirrel, bobcat, raccoon, scrub jay, golden mantled ground squirrel, mountain lion, as well as numerous smaller reptile and animal species. The Placer County General Plan Background Report establishes that there are no populations of endangered species in the planning area.

The City of Colfax has approximately 664 acres of land. The majority of this land is developed or will be in the future. The wildlife in the planning area is dependent on the remaining areas of surrounding natural habitat. With proper administration of the goals, objectives, policies and implementation measures of these sections and the Vegetation section are imperative to maintenance of these populations.

It is the responsibility of the City to ensure that the guidelines of this element are enforced and that the existing wildlife is protected.

## 6.4 Water Resources

This section of the natural environment Element discusses issues relating to the City's water supply and quality. Currently the City's source of water is the Placer County Water Agency (PCWA). PCWA has been providing water to various County areas since 1957. It supplies water from its Colfax water treatment plant. This water is taken from the Boardman Canal and treated prior to delivery. This facility has a maximum production rating of 1.4 MGD. In August 1996 peak daily usage was reached at 913,000 GD. This reflects delivery at 65% of capacity on this peak day. Information provided June of 1997 by H. M. Lukenbill of PCWA points to the fact that there is no potential shortage of water in the Colfax area for the immediate future needs of the City. In 1993 the Placer County Water Agency had a report prepared titled "Ultimate Water Demand Study". This report supports the available water supply for this area served by the PCWA. Changes in the Land Use Element provide for residential growth due to increased density levels within the City. This growth will need to be served by the PCWA. At the current time there is sufficient water available to provide for this increase in development.

The State has Maximum Contaminant Levels for mineral and chemicals in drinking water. The State of California, Department of Health Services establishes these standards for drinking water based on the National Interim Primary Drinking Water Regulations. The quality of water delivered in the City is very high as indicated by the PCWA Water Quality Report - 1995 (Appendix B).

Some residents within the Colfax area rely on ground water for their water supply. This is referred to as the Central County in the County General Plan Background Report. The average depth of water in the Colfax area is 150'-300'. The County Health Department monitors water quality in these wells. Water in these areas depend on local aquifers. Some have high production potential and others are unpredictable. The residents utilizing wells for their water supply are too far from the available PCWA water.

The quality of water in the City of Colfax is consistently high. There have been no shortages or violations of water quality in the service area. Future supplies of water in the City depend the PCWA and its sources for water supplied through the Colfax treatment plant. The potential supply is sufficient for future development in the city. Conservation methods can cause the supply and quality of water to be extended.

## 6.5 Soils

The soil present in the planning area is controlled by underlying rocks, local climate conditions, local topography, and native vegetation present. The soil information available is limited to reports and soil maps prepared by the U.S. Soil conservation Service (SCS). These findings are given in the Placer County General Plan Background Report, 1994. The soils in Colfax are primarily Class VI and VII. Class VI soils are considered suitable for limited cultivation. Class VII soils are best adapted to pasture, range, woodland, or wildlife habitat.

1. Mariposa-Josephine-Sites: undulating to steep, well drained soils that are shallow to deep.
2. Maymen-Mariposa: hilly to very steep, well drained and somewhat excessively drained soils that are shallow to moderately deep over metamorphic rock.
3. Cohasset-Aiken-McCarthy: undulating to steep, well drained soils that are moderately deep to very deep over volcanic rock.
4. Dubakella-Rock outcrop: rolling to steep, well drained soils that are moderately deep over serpentine , also rock outcrop.

These soil types have limited agricultural uses and are better suited for pasture, woodland, habitat areas, and aesthetic purposes. These soils are stable and present no extreme limitations for construction if proper methods are implemented and compliance to Colfax Municipal Code requirements are followed (see Colfax Municipal Code Chapter 1 Article 19 - 20). Due to the topography and slope of land in Colfax, it is necessary to follow the Code requirements to minimize soil erosion in the area for developed land, as well as future development.

The condition of the soil directly and indirectly affects the health of associated vegetation, wildlife and aesthetic value of Colfax . Accelerated soil erosion poses many environmental hazards, including; degradation of water quality, soil sterility, increased sedimentation of local streams and safety hazards.

Proper planning and mitigation can help prevent and lessen some of the soil hazards associated with urban development. In some cases this mitigation can be as simple as seeding exposed slopes, and the result is long term protection of a valuable resource.

The purpose of the following goals, objectives , policies and implementation measures is to provide the guidelines for soil preservation and protection. Some of the policies are currently present in the Colfax Municipal Code and are incorporated into this section.

## **6.6 Atmospheric Resources**

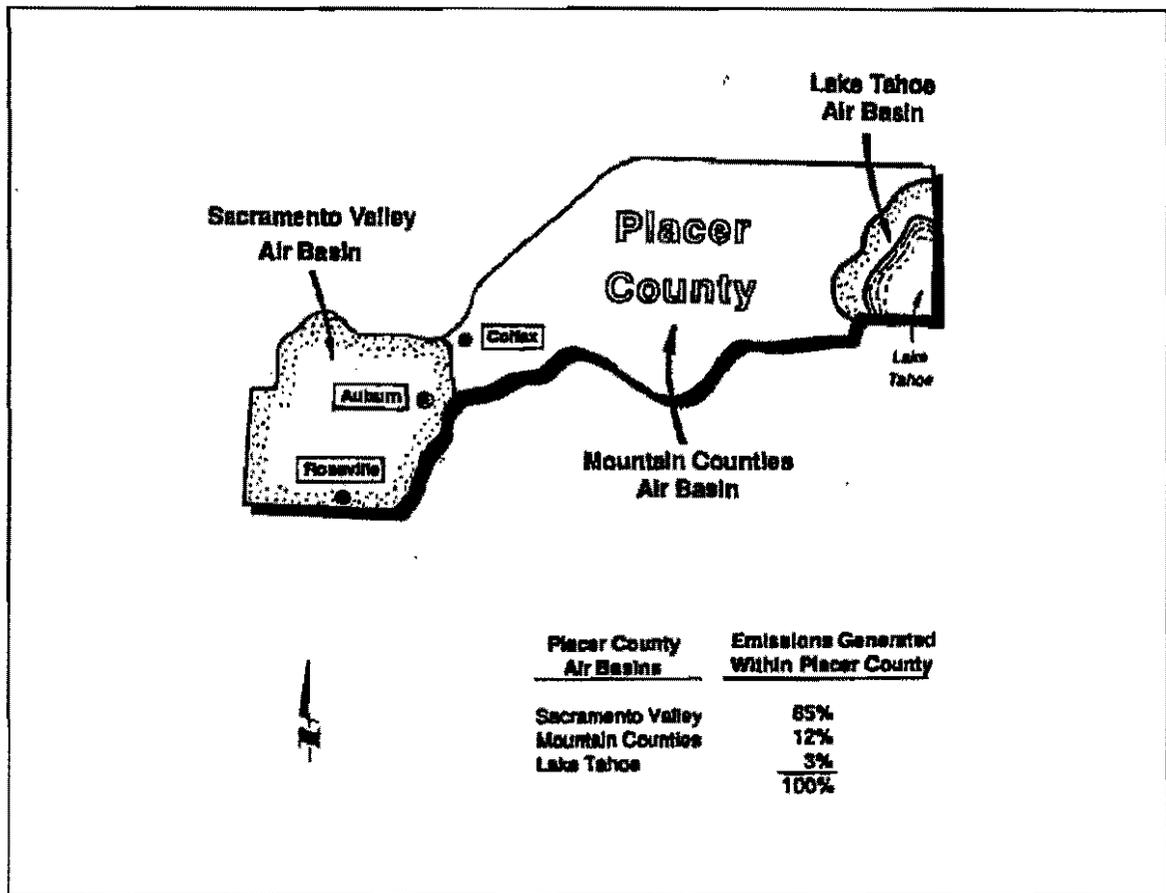
The City of Colfax is located within the Mountain Counties Air Basin. This basin includes the eastern two-thirds of Placer County ( Figure 6-1). The Mountain Counties Air Basin has air pollution problems that are influenced by specific meteorological and topographic factors. The prevailing wind direction is generally funneled through the mountain valleys. These winds trap pollutants in the basin. These conditions can also be created by a combination of calm winds and the development of inversion layers. Because of its local topography, the prevailing winds circulate the air and reduce the potential of poor air quality.

The Federal Clean Air Act establishes air quality standards for several pollutants and requires areas that violate these standards to prepare and implement plans to achieve the standards by certain deadlines. Air quality standards applicable in California are shown in Table 6-1. These are designed to protect the public health, and secondary standards,

area. These changes can negatively affect air quality. It will be necessary to provide mitigation methods consistent with the PCAPCD's 1991 Air Quality Attainment Plan (AQAO) (or updated version). Any development will need to follow the Placer County Offset Mitigations-Preliminary Guidance (Appendix C) and utilize Placer County Best Available Mitigation Measures, 1996 (Appendix D) to reduce impact on the local air quality. It is not possible to control the topography and prevailing atmospheric controls in the Mountain Counties Air Basin, but by following mitigation measures consistent with the AQAP Colfax can cooperate with all other County agencies in an effort to reach attainment in Ambient Air Quality Standards (Table 6-1)

The Federal Clean Air Act establishes air quality standards for several pollutants and requires areas that violate these standards to prepare and implement plans to achieve the standards by certain deadlines. Air quality standards applicable in California are shown in Table 6-1. These are designed to protect the public health, and secondary standards, designed to prevent visibility reduction, soiling, nuisance, and other damage.

**Figure 6-1  
Placer County Air Basin**



**Table 6-1  
AMBIENT AIR QUALITY STANDARDS**

California <sup>1</sup>		National <sup>2</sup>	
Air Pollutant	Concentration	Primary (>)	Secondary (>)
Ozone	0.09 ppm, 1-hr avg	0.12 ppm, 1-hr avg 0.08 ppm, 8-hr avg	0.12 ppm, 1-hr avg 0.08 ppm, 8-hr avg
Carbon Monoxide	9 ppm, 8-hr avg 20 ppm, 1-hr avg	9 ppm, 8-hr avg 35 ppm, 1-hr avg	9 ppm, 8-hr avg 35 ppm, 1-hr avg
Nitrogen Dioxide	0.25 ppm, 1-hr avg	0.053 ppm, annual avg	0.053 ppm, annual avg
Sulfur Dioxide	0.04 ppm, 24-hr avg 0.25 ppm, 1-hr avg	0.03 ppm, annual avg 0.14 ppm, 24-hr avg	0.50 ppm, 3-hr avg
Suspended Particulate Matter (PM <sub>10</sub> )	30 µg/m <sup>3</sup> annual geometric mean 50 µg/m <sup>3</sup> , 24-hr avg	50 µg/m <sup>3</sup> annual arithmetic mean 150 µg/m <sup>3</sup> , 24-hr avg	50 µg/m <sup>3</sup> annual arithmetic mean 150 µg/m <sup>3</sup> , 24-hr avg
Suspended Particulate Matter (PM <sub>2.5</sub> )	—	15 µg/m <sup>3</sup> annual arithmetic mean 65 µg/m <sup>3</sup> , 24-hr avg	15 µg/m <sup>3</sup> annual arithmetic mean 65 µg/m <sup>3</sup> , 24-hr avg
Sulfates	25 µg/m <sup>3</sup> , 24-hr avg	—	—
Lead	1.5 µg/m <sup>3</sup> , 30-day avg	1.5 µg/m <sup>3</sup> , calendar quarter	1.5 µg/m <sup>3</sup> , calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr avg	—	—
Vinyl Chloride	0.01 ppm, 24-hr avg	—	—
Visibility Reducing Particles	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%.	—	—

<sup>1</sup> California standards for ozone, carbon monoxide, sulfur dioxide (1-hour), suspended particulate matter-PM<sub>10</sub> visibility reducing particles, are values that are not to be exceeded. The sulfur dioxide (24-hour), sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded.

<sup>2</sup> National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

ppm = parts per million by volume  
µg/m<sup>3</sup> = micrograms per cubic meter

Source: California Air Resources Board 1994; U.S. Environmental Protection Agency, 1997.

Table 6-2 summarizes Placer County's state and federal attainment status for the criteria pollutants. Portions of Placer County are classified as nonattainment areas for the state and federal ozone standards, and all of Placer county is a nonattainment area for state particulates (PM<sub>10</sub>) standards. Placer County is unclassified for carbon monoxide (CO) because no monitoring is conducted for CO in the county. Because of its position in the Mountain Counties air basin, Colfax is in a nonattainment area for some of the criteria pollutants.

Pollutant	California Standards	Federal Standards
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Unclassified	Unclassified
Nitrogen dioxide	Attainment	Unclassified
Sulfur dioxide	Attainment	Attainment
PM10	Nonattainment	Attainment

Note: Unclassified designations indicate that sufficient monitoring data are unavailable. Unclassified areas are generally treated as attainment areas.

Source: California Air Resources Board 1989

Ozone is a public health concern because ozone is a respiratory irritant that increases human susceptibility to respiratory infections. Ozone causes substantial damage to leaf tissues of crops and natural vegetation and damages many materials by acting as a chemical oxidizing agent.

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions, involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). The period required for ozone formation allows the reacting compounds to be spread over a large area, producing a regional pollution problem. Ozone problems are the cumulative result of regional development patterns, rather than a result of a few significant emission sources. Colfax ozone levels have been increasing in recent years because of accumulation of ozone from other locations in the region. The City will continue to cooperate with county, state and federal agencies in an attempt to lower current levels to reach an attainment level.

The state 1-hour ozone standard of 0.09 parts per million (ppm) is not to be exceeded. The federal 1-hour ozone standard of 0.12 ppm is not to be exceeded more than three times in any 3-year period.

One of the monitoring stations for ozone in the county is in Colfax. The results of the monitoring station are shown in Table 6-3 for 1995 and 1996. This data reflects the nonattainment of both federal and state standards.

**Table 6-3  
Days and Hours Over Ozone Standards**

	<u>1995 Days</u>		<u>1996 Days</u>		<u>1995 Hours</u>		<u>1996 Hours</u>	
	State	Federal	State	Federal	State	Federal	State	Federal
Colfax Station	16	1	4	0	44	1	11	0

Source: Placer County Air Quality Control District

State and federal CO standards have been set for both 1-hour and 8-hour averaging periods. The state 1-hour CO standard is 20 ppm by volume and the federal 1-hour standard is 35 ppm. Both state and federal standards are 9 ppm for the 8-hour averaging period. State CO standards are phrased as "values not to be exceeded" federal standards are phrased as values not to be exceeded more than once per year.

There is no monitoring station in Placer County for CO. Because of this the county has been designated as unclassified for CO (California Air Resources Board). Data secured from previous studies suggest that CO problems occur primarily near traffic arteries and areas having significant amounts of commercial development, as well as areas of congested intersections. This would apply to the rail crossing near the train station. This pollution problem is directly related to motor vehicle operation. By its location on the I-80 corridor Colfax is in an area of high potential for excessive CO.

Health concerns associated with suspended particles focus on those particles small enough to reach the lungs when inhaled. Few particles larger than 10 microns in diameter reach the lungs. Both the federal and state air quality standards for particulate matter apply only to these small particles designated PM<sub>10</sub>.

State and federal PM<sub>10</sub> standards have been set for 24-hour and annual averaging periods. The state 24-hour standard is 50 micrograms per cubic meter (ug/m<sup>3</sup>). The federal 24-hour standard is 150 g/m<sup>3</sup>. The state annual standard is 30 ug/m<sup>3</sup> on an annual geometric mean, and the federal standard equals 50 ug/m<sup>3</sup> on an annual arithmetic mean. Both 24-hour standards are not to be exceeded more than 1 day per year, both annual standards are not to be exceeded. The limited data for PM<sub>10</sub> reflects violations of these standards. This places Colfax in a nonattainment area.

The Placer County Air Pollution Control District (PCAPCD), headquartered in Auburn, is responsible for maintaining and improving air quality throughout Placer County. In addition other agencies involved in air pollution control including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the Sacramento

Area Council of Governments (SACOG).

With continued growth in the City of Colfax, as well as its location will cause a decline in air quality. Both rural and urban development can lead to this decline. The goals, objectives, policies, and implementation measures if followed can maintain and improve air quality in the City of Colfax.

## **6.7 Open Space**

Open space is defined by the state of California as, "...any parcel or area of land or water which is essentially unimproved and devoted to an open-space use..." (Governor's Office of Planning and Research 1992, 37). There are four types of open space use recognized by the State, they include: open space for preservation of natural resources, open space used for the managed production of resources, open space for outdoor recreation, and open space for public health and safety. At the present there are 2 acres designated open space within the City (see Land Use Element).

Currently, there is an open space zoning classification in the City of Colfax Municipal Code. This district includes land for the use of parks, playgrounds, and swimming pools.

The City of Colfax has many valuable areas of open space. It is important that these areas be considered and protected while population and urbanization continues. Section 6.8, Open Space Action Program, provides specific guidelines for preservation, conservation and management of open space. This action program is required by State Law and functions as the goals, objectives, policies, and implementation measures for the open space section.

### **6.7.1 Open Space for the Preservation of Natural Resources**

This type of open space use includes areas, "...required for the preservation of plant and animal life,...for ecologic and other scientific study purposes,...rivers, streams,...banks of river and streams, and watershed lands." (Governor's Office of Planning and Research 1992, 37).

Designating open space areas for the preservation of natural resources can have dual purpose. Quite often the preservation of natural resources, such as vegetation, soil, and air quality has a positive impact on other resources. By preserving one resource others are enhanced. It is important to identify areas of high resource value, so that they may be protected and growth can be guided into more suitable areas.

The natural environment in the City of Colfax is one of its greatest resources. The natural vegetation, wildlife, aesthetic beauty and other unique conditions create and support the quality of life that gives the City its unique character. Preservation of these resources and yet at the same time expanding and completing infill in the City can be accomplished with careful planning, monitoring, and mitigation. The end results will be a City that maintains a

high quality of life while maintaining consistent growth in population, business, jobs, and other necessary areas of community life.

### 6.7.2 Open Space for the Managed Production of Resources

This type of open space use includes, "...forest lands, rangeland, agricultural land,...areas required for recharge of ground water basins,...areas containing major mineral deposits." (Governor's Office of Planning and Research 1992, 37).

At the present time there are no significant areas that would fit into this category within the City. This should be considered if in the future any expansion of the City would include any of these areas.

### 6.7.3 Open Space for Outdoor Recreation

This type of open space use includes, "...areas of outstanding scenic value, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores...river and streams; and reservations, including utility easements, banks of rivers and streams, trails.." (Governor's Office of Planning and Research 1992, 37).

In a publication entitled, Bay areas Public Lands, the Green Belt Alliance identifies the people to city owned acres ratio for all the municipalities in the Bay Area. In this report, they also present a ratio they deem adequate for city park acres per population. This ratio is 3-5, city park acres per 1,000 population (Greenbelt Alliance 1992, 8).

At the present time the City of Colfax has land set aside for recreation for park land, playgrounds and swimming pool. Future open spaces for recreation should be considered in future development. The City can secure and maintain a satisfactory ratio of land for open space by encouraging the inclusion of open space areas in new developments. This technique will alleviate the burden for the City to maintain these areas, while assuring that these areas will exist.

There are vacant parcels in the City that could meet the need of park or recreation land. These parcels include, but are not limited to two parcels on Auburn Street. These parcels have Bunch Creek flowing at the eastern edge of the property. The riparian area would be suitable for a walk way / green belt area for recreation. If the owners could be convinced to dedicate this area for that purpose in would greatly enhance the City's open space. At the present time the City has 2 acres of open space land for recreation purposes. This recreational land is supported and maintained by ½ of 1% of the general fund budget as well as ½ % of building costs at permit issuance.

Changes in the Land Use Element call for higher residential density in some areas of the City (Figure 2-2). It is necessary with continued infill in residential and commercial areas of the planning area that open space be provided. These open spaces can take the form of, but

not be limited to, greenbelts, buffer zones, parks and public recreational areas. By incorporating the creation of this type of open space in future development the City can maintain its quality of life and atmosphere in spite of growth and development.

One of the primary goals of the Natural Environment Element is to add to the existing stock of open space and recreational land with, less abundant in the primary planning areas. The success in reaching this goal will depend upon a number of factors, which include but are not limited to the following:

- A strong and committed relationship between the City of Colfax Planning Commission, City Council, Economic Development Committee and any interested parties concerned with the Parks and Recreation activities in the City.
- The will of the citizenry, and their commitment toward helping to support and create more open space and recreational lands in and around Colfax.
- The plight of the current state financial situation, its impact upon the City and local special districts, and the resulting availability of grant monies and other funding opportunities.
- The creativity and commitment of land owners and developers in designing projects that will provide needed open space, and/or will seriously contribute to the goals of increasing open space and recreational lands in an around Colfax.
- The creativity and commitment of decision makers, staff, and the citizenry in exploring and implementing land acquisition strategies and techniques well before the City approaches build out levels.

#### **6.7.4 Open Space for Public Health and Safety**

This type of open space includes, "...areas which require special management of regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, water sheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for protection and enhancement of air quality." (Governor's Office of Planning and Research 1992, 33)

The City of Colfax has this type of open space. Hillside Development Guidelines have been established in the City's Zoning Ordinance. The purpose of the Hillside Guidelines are to restrict and or modify development in unstable areas. These restrictions concentrate development in areas with the least environmental impact. They provide direction and encourage development which is sensitive to the unique characteristics common to hillside properties including land form, vegetation and scenic quality. The guidelines provide alternative approaches to flat land development practice by achieving land use patterns and density that are consistent with the natural characteristics of hillsides and sloped areas. A safe

means of ingress and egress for vehicular and pedestrian traffic to and within hillside areas, with minimum disturbance to the natural terrain. The zone although beneficial, does not always qualify as open space. According to State Law, in cases where restricted development is allowed, the areas cannot be considered open space.

### **6.8 Open Space Action Program**

It is the intent of the Natural Environment Element to satisfy the statutory requirement of the Open Space Element of a general plan. In order to secure the legal viability of this element, it is imperative that an action program be included.

Article 10.5 of California Government Code requires that, "Every local open-space plan shall contain an action program consisting of specific programs which the legislative body intends to pursue in implementing its open-space plan." (Governor's Office of Planning and Research, 1992, 34).

The revisions and techniques presented in this action program should be implemented immediately following the adoption of the Natural Environment Element. They, in addition to the goals, objectives, policies and implementation measures presented in other sections of the element, should be actively enforced and monitored to ensure compliance. The proper administration of these programs and policies is vital to the cumulative effectiveness of the element.

#### **6.8.1 Existing Methods for Implementation**

The following sections discuss techniques currently available for the preservation of open space. The techniques used to implement the open space areas are described in the following sections.

##### Preservation of Natural Resources

The Colfax Municipal Code Title 9 chapters 1 and 2 contain requirements for the development of open space on lots, subdivisions, and other developments within the City. In these chapters the minimum amount of open space is limited to landscaped areas and are not defined by zoning districts. The Land Use Element addresses requirements for open space and establishes minimum areas in new developments and sites of expansion.

#### **6.8.2 Suggested Revisions in Policy**

**Revision # 1:** Develop a "Land Development Policy" that would incorporate minimum lot coverage standards for all zoning classifications. This will provide a more comprehensive, far reaching form of open space preservation.

**Revision # 2:** Develop and interpret a greenway and slope overlay zones to specific

development standards. This would provide the City Council a list of detailed standards for each of these zones, enabling them to better secure these areas in an effective manner for open space preservation.

**Revision # 3:** Prepare and adopt a city ordinance in accordance with the Quimby Act (Government Code Section 66477 et seq). This act provides a method by which a local government can exact either land dedication or in lieu of fees for park and recreational purposes. The details and limits to this program can be found on pages 147-150 of the 1992 Planning, Zoning, and Development Laws.

**Revision # 4:** Establish a development fee schedule to provide for the maintenance and acquisition of open space for recreation for the City.

**Revision # 5:** Establish a ratio of park acreage to population of four acres per 1,000 population.

**Revision # 6:** Establish a Parks and Recreation District for the purpose of administering the open space land for outdoor recreation.

## 6.9 Natural Environment Issues

The following issues and concerns identified by the Planning Commission need to be addressed:

- The City of Colfax's current Open Space zoning classification, as designated in the Municipal Code, provides for only three of the four types of open space: preservation of natural resources, outdoor recreation, and open space for public health and safety.
- The City has limited land dedicated under open space zoning. As the population continues to grow, so will the pressure for urban development. It is important that provisions for the preservation of natural resources and open space be made.
- The demand for existing and future recreational facilities will continue to increase. It is important that existing areas be maintained and future planning considered. It would be advantageous for the City to utilize a plan in order to guide the current maintenance and future purchase and development of these recreational facilities.
- The implementation of the Quimby Act is one way to secure future allocations of open space. This Act gives a city the power to require either dedication of an open-space area or an in-lieu of fee for all new developments. The specifics of the Act and the requirements for adopting an ordinance are provided in the General Plan Guidelines (published by the Governor's Office of Planning and Research).
- Soil is an important resource that influences, both directly and indirectly, other natural

resources. The condition of the soil directly affects the health of associated vegetation and wildlife species.

- Several possible threats which could impact groundwater quality and they include the introduction of contaminants (bacteriological, chemical, etc.), irresponsible disposal of household hazardous wastes, destruction of the natural drainage ways and significant reduction in recharge areas.
- The potential impact of growth on the City's waste water treatment plant must be evaluated in regards to excessive inflow into the plant and discharge into the local watershed. This will be evaluated in the Safety Element.

### 6.10 Findings

The following findings are to the above issues and concerns:

- The City has no open space set aside for the preservation of natural resources.
- Currently, the City does not have a program to implement open space for recreational uses.
- The City does not have an open space program for the public health and safety of City residents.
- The identification of the location of the Slope Overlay Zone will help provide for open space, preservation of natural resources, and public health and safety.
- The City does not have regulations for vegetation and habitat protection, i.e. tree ordinance.
- The City has excellent groundwater resources. It is the responsibility of the City to ensure that activities within its jurisdictional boundaries do not adversely affect this resource. The protection of groundwater quantity and quality will be beneficial for both the current and future residents of Colfax.
- The City is required by law (AB325) to implement a "Model Water-Efficient Landscape Ordinance."
- The potential for future problems with storm water runoff is an important issue in the Colfax area. Review of all proposed developments should have drainage plans and other materials to describe the current and future storm water runoffs of proposed projects.

## 6.11 Natural Environment Element Goals, Policies, and Implementation Measures

### Vegetation

**Goal 6.11.1** Preserve the remaining woodlands and native species of trees in the Colfax Planning Area.

**Goal 6.11.2** Conserve and improve groundwater, natural habitat, mineral, aesthetic, soil and air resources in the Colfax Planning Area.

**Goal 6.11.3** Protect and prevent human disruption in all areas designated as Open Space and Greenbelts by the Land Use Element.

**Goal 6.11.4** Achieve and maintain a standard of no net loss of native tree species.

**Goal 6.11.5** Work with the county to provide protection for Riparian areas in and around the Planning area.

**Policy 6.11.1** Provide for the protection of native tree species by incorporating specific standards into all planning related decision.

**Policy 6.11.2** Discourage further development in scenic areas and woodlands to preserve urban area environmental resources.

**Policy 6.11.3** Discourage development that does not incorporate native physical land features into the project design.

**Policy 6.11.4** Encourage planting, preservation and replacement of native trees.

### **Implementation Measures**

**6.11.1.A** Prepare and adopt a tree preservation ordinance that is focused on woodland habitat and native tree preservation.

**6.11.1.B** Require all new developments to achieve a status of no net loss of native tree species. This is done by site design, replanting, or any other method that the City deems acceptable.

**6.11.1.C** Implement grading, drainage and ground cover policies to minimize disturbance of existing vegetation.

**6.11.1.D** Implement land development policies regarding tree cover within greenways and open areas.

Wildlife

**Goal 6.11.1.a** Protect remaining populations of native wildlife in the Colfax Planning Area.

**Goal 6.11.2.a** Preserve existing wildlife habitat areas described in the vegetation section.

**Goal 6.11.3.a** Prevent elimination or extinction of wildlife species in the Colfax Planning Area.

**Goal 6.11.4.a** Maintain, improve and where possible increase habitat areas in the Colfax Planning Area.

**Policy 6.11.1.a** Encourage projects that minimize the impact on habitat areas.

**Policy 6.11.2.a** Encourage the sharing of information regarding wildlife between the public and private developers.

**Implementation Measures**

**6.11.2.A** Provide development incentives for projects which incorporate habitat protection into project design.

**6.11.2.B** Require a wildlife survey for all projects located in potential habitat areas and require that the findings of the surveys be incorporated into the decision making process.

Water Resources

**Goal 6.11.1.b** Conserve and protect the water resources of the City of Colfax.

**Goal 6.11.2.b** Encourage water conservation and mitigation practices to maintain and improve water quality in the City of Colfax.

**Policy 6.11.1.b** Restrict development that would cause a decrease in water quality.

**Policy 6.11.2.b** Restrict development that would interfere with ground or surface water.

**Implementation Measures**

**6.11.3.A** Enforce and implement code and development requirements that will protect water quality.

**6.11.3.B** Require onsite review for any development that could have an effect on surface water or ground water within the City of Colfax.

Atmospheric Resources

**Goal 6.11.1.c** Protect and improve the air quality of the City of Colfax.

**Goal 6.11.2.c** Prevent and mitigate when possible all human induced degradation of air quality within the jurisdiction of the City of Colfax.

**Policy 6.11.1.c** The City shall cooperate with other agencies to develop a consistent and effective approach to air quality planning and management.

**Policy 6.11.2.c** The City shall impose mitigation measures to minimize stationary source and indirect source emissions.

**Policy 6.11.3.c** The City shall support the PCAPCD in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds and rules to more adequately address the air quality impacts of new development.

**Policy 6.11.4.c** The City shall encourage development to be located and designed to minimize direct and indirect air pollutants.

**Policy 6.11.5.c** The City shall submit development proposals to the PCAPCD for review and comment in compliance with CEQA prior to consideration by the appropriate decision-making body.

**Policy 6.11.6.c** In reviewing project applications, the City shall consider alternatives or mitigation measures to reduce emissions of air pollutants.

**Policy 6.11.7.c** The City shall require new development projects that exceed APCD significance thresholds to submit an air quality analysis for review approval. Based on the analysis the City shall require appropriate mitigation measures consistent with the PCAPCD's 1991 Air Quality Attainment Plan (or updated edition).

**Implementation Measures**

**6.11.4.A** The City shall coordinate with other local, regional, and state agencies, including the PCAPCD and the California Air Resources Board (ARB), in incorporating regional and county clean air plans to City planning for project review. This includes mitigation measures consistent with PCAPCD's 1991 Air Quality attainment Plan (or updated edition). The City shall also cooperate with

the PCAPCD and ARB in the following efforts:

- a. Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality;
- b. Establishing monitoring stations to accurately determine the status of carbon monoxide, ozone, nitrogen dioxide, hydrocarbon and PM<sub>10</sub> concentrations;
- c. Developing consistent procedures and thresholds for evaluating both project-specific and cumulative air quality impacts for proposed projects.

**6.11.4.B** The City shall co-operate with the PCAPCD to develop minimum project threshold sizes that would trigger requirements for air quality analysis and project mitigation. Elevated carbon monoxide concentrations are associated with congested intersections having high traffic volume. To address this problem, the PCAPCD shall require carbon monoxide modeling and intersection-specific mitigation measured for congested intersections having a level of service of D, E, or F designed to improve these levels of service.

**6.11.4.C** The City shall adopt by ordinance, the PCAPCD 1991 Air Quality Attainment Plan (or updated edition) as the City's Air Quality Attainment Plan.

#### Soils

**Goal 6.11.1.d** Conserve and protect the soil resources of the Colfax Planning Area.

**Goal 6.11.2.d** Ensure and encourage the continued aesthetic condition of the Colfax Planning Area.

**Goal 6.11.3.d** Conserve and improve natural habitat, soil and ground water resources in the Colfax Planning Area.

**Goal 6.11.4.d** Prevent and mitigate all human induced soil erosion occurring within the jurisdiction of the City of Colfax.

**Policy 6.11.1.d** Restrict development in areas of unstable soils.

**Policy 6.11.2.d** Encourage the seeding of all graded areas with a vegetation deemed acceptable by the conditions provided by staff.

**Implementation Measures**

- 6.11.5.A** Implement and enforce all guidelines and restrictions of the Cities Municipal Code relating to grading and drainage.
  
- 6.11.5.B** Require an onsite soil survey by an approved soil erosion prevention specialist for all large developments or those occurring on soils that have been proven to be prone to erosion.

**CHAPTER 7**  
**SAFETY**

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## **SAFETY ELEMENT**

### **7.1 Authority and Purpose**

The purpose of the Safety Element is to raise awareness of decision makers of any natural or human induced hazards or safety problems. Influenced by this knowledge, they can encourage adoption of developmental and emergency planning practices designed to reduce loss of life, injuries, property damage, and economic and social dislocation which might otherwise result. The Safety Element is intended to identify risks from major hazards or safety problems in Colfax, and to provide an assessment of existing protection services and suggest options the community might pursue in order to improve its level of public safety. In addition to these issues, the potential for impact on the City's waste water treatment plant (WWTP) will be evaluated in this element because of its related nature to. In this regard, the Safety Element is the primary vehicle for relating local safety planning to city land use decisions and should establish land use planning policies and standards based on the analysis provided within it. The Safety Element is mandated by the State of California in Government Code Section 65302(g):

The general plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards.

It is mandated by California State Law that, "... that the general plan and its elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for adopting agency." (Governor's Office of Planning and Research 1992,24).

The Safety Element has been developed to both correlate and be consistent with the other six mandated elements in the Colfax General Plan. The general plan purposes, processes, and a detailed description of the planning area and the city sphere-of-influence to be considered are all discussed in the introduction to the Land Use Element.

The primary goals of the element are to protect the residents of Colfax from natural and human induced hazards, as well as assuring that both law enforcement and fire protection are enhanced to meet the demands of new and existing land use development.

The concept of public safety expressed in this element is based upon the following assumptions:

1. That natural hazard systems, are an unavoidable aspect of life and that not every degree of risk or all hazards can be fully eliminated (e.g., volcanic eruptions);

3. That there are human-induced safety problems which can be dealt with in a parallel manner to natural hazards (e.g., hazardous materials);
4. That public policy and action are appropriate in a community to mitigate against hazards which: (a) have a high degree of risk to the general public or (b) have a relatively low risk but which would be considered disasters should the hazardous event occur.

## 7.2 POTENTIAL NATURAL HAZARDS

### 7.2.1 Seismic Hazards

#### Faulting and Earthquakes

All aspects of seismic safety are regarded as critically important aspects of any general plan Safety Element in California. The primary seismic hazard is earthquake activity which originates as shock waves generated by faulting -- movement as rocks are displaced along an active fault. The primary associated seismic hazards are ground shaking and the potential for ground rupture along the surface traces of the fault line. Secondary seismic hazards result from the interaction of ground shaking with existing bedrock and soil conditions and include liquefaction, ground subsidence and landslides. Water bodies affected by earthquake shock waves may demonstrate tsunamis along seacoasts and seiches in enclosed water bodies.

The devastating San Fernando earthquake of February, 1971 heavily influenced the California legislature to codify the approach to planning for the earthquake hazard. The Alquist-Priolo Special Studies Zones Act was signed into law in December, 1972 and went into effect on March 7, 1973. The purpose of this Act is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazard of fault-rupture (earthquake shaking) (Section 2621.5). Under the Act, the State Geologist (Chief of the Division of Mines and Geology) is required to delineate "Special Studies Zones" along known active faults in California. Cities and counties affected will be provided with Official Maps of these faults in order to regulate certain development projects within these zones. They must withhold development permits for sites within the special studies zones until detailed geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting (CDC, 1990 revision). The mapping of Special Studies Zones began in 1973 with attention to the most important known surface faults in California (e.g., the San Andreas, Calaveras, Hayward, and San Jacinto faults). As of January, 1990, 488 Official Maps of Special Studies Zones have been issued, and nearly 25 % of these have been re-studied and revised.

The most recent listing of cities and counties affected by the Alquist-Priolo Act does not include either the City of Colfax or Placer County. No rupture of the surface has resulted from faulting associated with earthquakes in Placer County. Possible surface rupture along the inferred Stampede Valley fault occurred, however, as close as 5 miles to the county during the Truckee Earthquake of 1966. This fault may extend into Placer County, (PCGPBR, 1994).

Based on present geologic knowledge of the City of Colfax and adjacent portions of Placer County, there is little likelihood of a Special Studies Zone being mapped based on an "active fault", which is one which has had surface displacement during the recent history. There is also no evidence of a "potentially active fault, "

### 7.2.2 Other Seismic Hazards

#### Ground Shaking

Several factors influence the amount of ground shaking at any locality. The principal ones are the distance from the epicenter of the fault movement, and the local bedrock-soil conditions. Bedrock areas will have a different shaking impact compared with areas underlain with softer, less consolidated materials. The stream valleys which are veneered with alluvium would thus be more likely to be affected by ground shaking, as would any areas with sand and mud.

#### Liquefaction

Where ever there is poorly consolidated material (such as sand and silt) and a shallow depth to groundwater, there is a potential for the soil to liquify during ground shaking. Only strong earthquakes provide sufficient intensity of shaking to cause liquefaction, but if one does, the soil can act as a fluid. Structures can tilt or sink, highway over crossings, levees, and bridge abutments can fail, and lateral ground movement can occur on slopes as low as three percent. Areas of Colfax that are most susceptible to such potential activity would be the beds of stream or sloped exposures. Site investigations and testing would have to be conducted in order to determine the potential for soil liquefaction as well as the potential for other seismic impacts.

#### Landslides

Slope failure due to mass movement processes under the influence of gravity can occur with or without an earthquake. Some of the most common conditions leading to slope failure include:

- the type of materials (unconsolidated , soft sediments or surficial deposits will move downslope more easily than consolidated, hard bedrock),

- structural properties of the materials (the orientation of rock-layering unit or sediments relative to slope directions),
- steepness of slopes (landslides occur more readily on steep slopes),
- water (landslides are generally more frequent in areas of seasonally high rainfall),
- vegetation type (trees with penetrating roots increase ground stability),
- proximity to areas undergoing active erosion (rapid undercutting makes nearby slopes more susceptible to landslides), and
- earthquake-generated ground shaking (strong ground shaking can trigger immediate ground failure or loosen materials and lead to future failure).

### **7.3 NON-SEISMIC GEOLOGIC HAZARDS**

#### **7.3.1 Erosion**

Erosion of topsoil is generally of greatest concern on hillsides and along terrace sides and stream banks where runoff reaches its highest velocity. This can serve to undermine structures by carrying away supporting ground materials. Deposition of eroded materials can also create a hazard when debris is deposited at the base of a slope or where streams reach a confluence, thus impeding drainage. Erosion can be prevented or minimized by proper siting of development projects away from steep slopes and back from stream banks. Other mitigation includes: minimizing land form alteration, limiting vegetation removal, recontouring to allow for proper runoff and soil drainage, and revegetating or covering graded areas to slow runoff velocity and encourage slope stability. These measures should be followed in the City of Colfax due to its high potential for erosion. The Placer County General Plan Background Report identifies Colfax and the surrounding area as having soils that present a moderate to very high erosion hazard. The Hillside Development Guidelines (Appendix A) provide mitigation that assists in erosion reduction.

#### **7.3.2 Structural Hazards**

In a moderate to large earthquake historic and modern buildings that are not reinforced to current codes are considered structural hazards. Because of the age of many of the buildings in Colfax, a structural hazard does exist.

Most of the older structures that were constructed of brick are at risk in an earthquake. Many of these buildings serve business and commercial uses. For the most part these are unreinforced buildings. In times of earthquake the walls have potential for collapse and

movement off the foundation may occur. Retrofitting to current building codes should be considered when ever possible. It is the responsibility of the City Building Department to implement updates when ever possible. Buildings constructed under current codes do not present this hazard.

### 7.3.3 Fire Hazards

A major natural hazard system to be considered for many northern California communities is wildland burning. The wildfire hazard is the consequence of three main factors:

- (1) A climatic pattern with long dry summers, clear skies with maximum solar radiation, high daytime summer temperatures, and extremely low relative humidity.
- (2) Vegetation communities which often have adapted to this seasonal drought by becoming fire tolerant (e.g., chaparral), and have high fuel loading.
- (3) Human settlement patterns which often are interspersed with areas of heavy vegetation/fuel accumulations along canyons, slopes, and foothill areas.

The City of Colfax is affected by these factors. A catastrophic wildfire has not affected Colfax in recent decades. The city and surrounding areas are designated as a "very high fire hazard area" , (PCGPBR). Construction within the city limits, as well as in Placer County is built under the Uniform Building Code. This provides for minimum fire safety requirements within the structures, as well as street and access requirements to aid in fire safety.

### 7.4 Hazardous Material / Waste

Trace metals and chemical compounds used in industry have caused toxic pollution of the environment and harmful effects on man. The concern for production, storage, transport, and disposal of hazardous materials/wastes arise in the wake of widely publicized health and safety problems due to improper handling.

Interstate 80 passes through Colfax. The bulk of trucks that carry hazardous materials that enter the County do so via this highway. The cargos consist of a wide range of hazardous substance. Although the road is well maintained and a controlled access roadway, there are some steep and sharp turns that severely tax the brakes and handling ability of these trucks. Additional hazardous materials are transported through Colfax on the Railroad.

In accordance with Assembly Bill 2948 (Tanner 1986), Placer County created a Hazardous Waste Management Plan. The City of Colfax is working in cooperation with Placer County to inventory hazardous materials/waste facilities, in the county and the Colfax area, to assure procedures for emergency notification response, pre-emergency planning

measures, and public safety information. The City and County have mutual assistance agreements for responses to hazardous material incidents.

## 7.5 Wastewater Treatment

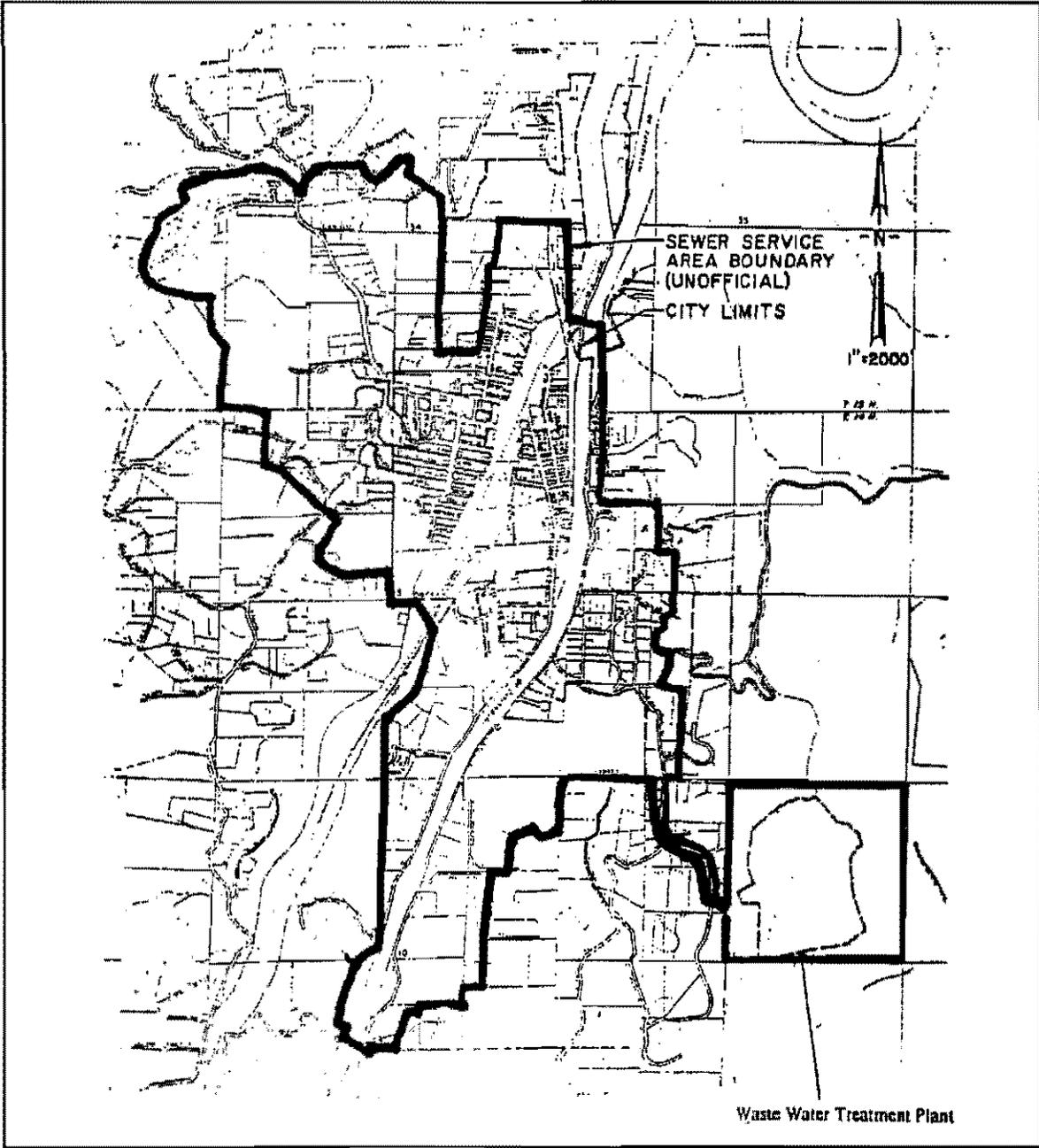
The City of Colfax wastewater collection system consists of about 49,000 linear feet of gravity sewer pipeline and 10,000 linear feet of force mains, serving most of the City and some outlying areas, including the High School and Elementary School. This system of collector pipes flows into the City's wastewater treatment plant (WWTP) located on approximately 70 acres southeast of the City. The WWTP was constructed in 1978 and has served the City's needs since that time. Figure 7-1 shows the area served by the City's WWTP. Much of the system that exists is part of the original system that was constructed starting in the early 1900's.

At the current time the WWTP is limited by the California Regional Water Quality Control Board (CRWQCB) to a dry weather inflow of 0.16 MGD (160,000 gallons per day) from May 1 through October 15. This is considered to be dry weather flow. As the City's development and service connections to the WWTP have increased, the flow into the system has also increased bringing concerns regarding these flow limitations. Attempts have been made to have the RWQCB raise the flow limitations, but these have been denied.

Bob Carton, the WWTP Manager estimates that there are currently 840 Equivalent Dwelling Units (EDU's) connected to the system. These EDU's are made up of commercial, residential, and public facilities. The WWTP is supplying wastewater disposal at this time for these customers. City staff stated that as new development is planned and projected the developers will expect to be served by the City and have access to the WWTP and its service.

The Monitoring Reports for the CRWQCB for May 1, 1997 through October 31, 1997 give a status on the inflow rates for the WWTP. The monthly totals of inflow are shown in Table 7-1. These reports reveal that the inflow was consistently at the approved inflow limits. This past winter a lightning strike at the WWTP damaged the inflow meter. A replacement was made in January of 1998. After calibration this new flow meter has shown that the previous flow meter was inaccurately recording inflow levels. June 1998 inflow levels are shown in Table 7-1. The June 1998 inflow levels are considerably lower than June 1997 (See Appendix E). The wastewater treatment plant manager states that the reduced inflows are a combination of the inaccurate inflow recording by the previous flow meter and work done to repair infiltration in the older parts of the wastewater transportation system. The average inflow at the WWTP for July 1998 was 0.136 million gallons per day. This is an approximate twelve percent (12%) improvement in inflow. If this reduction is applied to all 1997 dry weather inflows, the WWTP provides for increased service capacity for growth (Table 7-1).

Figure 7-1  
Colfax Sewer Service Area Boundary



Map provided by City Staff

**Table 7-1  
Monthly Wastewater Treatment Inflow  
May - Nov. 1997 and July 1998**

Month	High Inflow	Low Inflow	Average Monthly Inflow	*Adjusted Average Monthly inflow
May, 1997	0.22 MGD	0.15 MGD	0.17 MGD	0.14 MGD
June, 1997	0.31 MGD	0.15 MGD	0.17 MGD	0.14 MGD
July, 1997	0.18 MGD	0.14 MGD	0.15 MGD	0.13 MGD
July, 1998	0.16 MGD	0.12 MGD	0.136 MGD	-----
August, 1997	0.17 MGD	0.14 MGD	0.15 MGD	0.13 MGD
September, 1997	0.17 MGD	0.14 MGD	0.15 MGD	0.13 MGD
October, 1997	0.34 MGD	0.13 MGD	0.17 MGD	0.14 MGD

Source: California Regional Water Quality Control Board, Monthly Self Monitoring Reports

\* 12% adjustment based on new data provided by City

The potential for exceeding the inflow limit has been an ongoing concern of the City. The City staff has conducted various studies (Appendix F) in order to mitigate the situation. The CRWQCB has denied requests by the City to increase the allowed inflow. The WWTP Manager, in meeting with the consultant, stated that the plant can operate, without discharging, at an inflow rate up to 0.3 MGD. At these inflow rates, however, there would soon be no storage capacity and in the rainy season the storage pond would be full and discharging into the local watershed.

In a study prepared for the City of Colfax in 1992 by Chapier Martin and Associates, the overall condition of the wastewater collection system was evaluated. A portion of the system dates back to the early 1900's. It was constructed of 2'-3' lengths of clay pipe with mortared joints. It is the oldest part of the system that is suspect of a considerable amount of infiltration into the system during rainy periods. There is infiltration during the dry weather months. The report states that infiltration occurs through defective pipes, pipe joints, connections and manholes. This infiltration varies with groundwater levels which vary depending on the season. The infiltration is the greatest during rainy weather and lowers as the rain subsides. It is the conclusion of the 1992 study that most of the infiltration is rain induced. This infiltration may be as high as forty per cent of inflow (40%) during peak times. There may be some groundwater, springs, and even irrigation drainage infiltration that can affect the over all inflow. Some recommended repairs have been made and the City is continuing to make repairs as they becomes possible. It has yet to be determined what reduction of dry weather inflow will be achieved with the completion of these repairs.

Implementation of the General Plan with its Land Use Element will increase the inflow at the WWTP. The most recent data (Table 7-1) reveals that the WWTP is operating at an average dry weather inflow for May through October of 0.135 MGD. This is about fifteen per cent (15%) below the 0.16 MGD limit mandated by the CRWQCB.

The Land Use Element (LUE), when implemented, will encourage development by defining areas within the City for medium density and medium high density residential areas (See Figure 2-2). The LUE establishes medium density residential as areas that have 4.1 - 10.0 dwelling units (DUs) per acre. Medium high density residential will accommodate 10.1 - 29.0 DUs per acre. For future planning, the LUE uses an average of 7 DUs per acre for medium density and 12 DUs per acre for medium high density. There are 122 acres available for commercial development. Using current data from the City, the Equivalent Dwelling Units for commercial property is 3 per acre. The results are shown in Table 7-2.

One Issue that has not been considered in the projections of residential build out is the City of Colfax Hillside Development Guidelines (Appendix A). These guidelines were adopted in April, 1993. Their purpose is to ensure that development in hillside areas has the least environmental impact. No development is allowed where slopes exceed thirty percent (30%). Each development must meet these guidelines and be evaluated on an individual basis. This evaluation could reduce the density allowable in hillside areas. The consultant and City staff estimate that this reduction will be thirty-five percent (35%) for planning purposes. This would bring a reduction in potential residential development of 287 DU's. These reductions are shown on Table 7-2. This reduction can only be confirmed as each development is evaluated. The limitations placed on commercial development in these hillside locations are also estimated on Table 7-2.

**Table 7-2  
Potential Dwelling Unit Increases  
City of Colfax**

<b>Residential Land Use</b>	<b>Vacant Acres in City</b>	<b>Dwelling Units Per Acre</b>	<b>Total Dwelling Units</b>
Medium Density	97	4 (1.4)	388 (136)
Medium High Density	7	12 (4.2)	84 (29)
Commercial /Industrial	122	3 EDU (1)	366 EDU (122)
Hillside Development Guidelines Reduction			(287)**
<b>Total (With Reduction)</b>			<b>584</b>
<b>Total (With out Reduction)</b>			<b>871</b>

\*\* (Reduction due to Colfax Hillside Development Guidelines)

The City uses a 200 gallon per day inflow for establishing an EDU. This volume is used for planning purposes. If this volume is used for future inflow projections, the inflow will increase from its current average dry weather inflow of 0.135 MGD at the WWTP by 0.11 MGD at total buildout. It is understood that there is no timetable that can accurately predict when or if the ultimate build out will be accomplished. The current growth trends in Colfax are about a two and one half percent (2.5% ) per year. If this trend continues the existing WWTP can provide future development for seven to ten years. The estimates do not take into account any annexation, changes in plant capacity, or other unforeseen events.

As the LUE is implemented the City and its planners and decision makers must be aware of the future limitations to the WWTP. The Housing Element, adopted in 1993 pointed to the potential limitation of sewer capacity beginning after 1997. The City staff has begun to develop a long range capital improvement program to increase capacity of wastewater inflow. This involves the design, funding and construction of additional wastewater treatment facilities. The conceptual design for additional treatment facilities is similar to those used by other municipalities with similar wastewater treatment conditions. Water conservation measures and continued infiltration repairs can help, but the long term solution involves the capital improvement of this portion of the City's infrastructure. The City's use of development fees can continue to maintain and finance the improvements needed to solve this limitation.

## 7.6 Public Protection Services

### 7.6.1 Fire

#### Fire Protection

The City of Colfax has their own fire department. It is one of six of the incorporated jurisdictions in Placer County that operates its own department. Support is also provided by California Department of Forestry (CDF). CDF is contracted by the county to over see volunteer companies and serve in various service areas.

The Colfax Fire Department consists of 1 paid part-time captain and 24 volunteer fire fighters. It is not in a fire district and receives its funding from property taxes. This funding is one half of one percent of the City's budget. This requires most repairs and maintenance to be done within the department itself.

#### Level of Service

Fire agencies are assigned an Insurance Service Organization rating (ISO) in order to determine insurance costs in the area. This rating reflects fire suppression response time based

on a schedule of ten public protection classifications that range from Class 1, which indicates the highest level of protection and usually affords properties the lowest insurance premium, to Class 10, which represents the lowest level of service and usually justifies higher insurance premiums. The rating for Colfax is 5. In Comparison to ISO ranges of 4 through 10 in other Placer County areas. The poorer (or higher) ratings generally occur in more rugged mountainous areas, with inadequate hydrants and insufficient water flow.

In addition to the standard operations of a fire company the department provides an Eagle Scout outpost as part of the department. This gives young persons of high school age and up the opportunity to learn fire protection and emergency response procedures that can lead to a career in fire protection.

At the present time the City and Fire Department personnel are developing an operational plan and policy to better serve the community. This plan will dictate future direction for the department and fire protection in the community, including policies and implementation measures.

#### **7.6.2 Police**

The City of Colfax police protection is provided by Placer County Sheriff's Department. In an agreement that began in 1996 the City contracted with the County to supply all law enforcement services including patrol, detectives, juvenile services, traffic enforcement and traffic accident investigation. The County provides service on a 24 hour per day basis. The targeted response time is 7 minutes for priority one (life threatening) calls within the city boundaries. For 1996/1997 the county assigns personnel as follows: (1) sergeant @ 75% time, (2) deputies @ 100%, and (1) deputy @ 50%. It will be necessary to evaluate this level of personnel as the City increases in population.

#### **7.7 Safety Issues**

The following issues and concerns identified by the Planning Commission need to be addressed:

- The review of Emergency Disaster Plan by City staff to include coordinated agency response to current potential emergencies and possible future emergencies.
- Encourage the development of an Educational Emergency Disaster Plan to educate citizens of typical fire and natural hazards.

**7.8 Findings**

The following findings are to address the above issues and concerns:

- Providing adequate levels of staffing for the fire department to ensure sufficient safety for the residents of Colfax is essential to the public welfare.
- There are buildings susceptible to fire or other natural hazards in the City of Colfax.

**7.9 Goals, Policies, and Implementation Measures for Public Safety**

Public Safety

**Goal 7.9.1** To protect the community of Colfax from injury, loss of life, and property damage resulting from natural catastrophes and any hazardous conditions.

**Policy 7.9.1.1** Require a review of all potential hazards in areas to be developed.

**Policy 7.9.1.2** Identify potential natural catastrophes in areas to be developed.

**Implementation Measures**

**7.9.1.A** Make information relating to potential hazards on site specific areas in the City available to all City agencies and related City leadership and planners.

Seismic Safety

**Goal 7.9.2** To effectively minimize risks associated with seismic hazards by regulating the design and siting of new development in the City of Colfax.

**Policy 7.9.2.1** Avoid placement of critical structures, public facilities, and high-occupancy structures in areas prone to ground failure during an earthquake.

**Policy 7.9.2.2** Establish acceptable seismic safety standards so that all new buildings shall be constructed to resist the stresses and ground shaking produced during earthquakes.

**Policy 7.9.2.3** Require a review of all potential geological hazards, including seismic hazards, for all developments in identified hazardous areas.

### Implementation Measures

- 7.9.2.A Record information on potential geologic and seismic hazards with parcel or subdivision maps.
- 7.9.2.B Review Building Code requirements to determine the adequacy of standards necessary to protect against all seismic hazards and to assure that the Code is current with the latest technological advances.
- 7.9.2.C Develop programs in cooperation with other public agencies to increase public awareness of seismic hazards and to educate the citizens of Colfax on public and private actions that can help to minimize injury and property loss before, during, and after an earthquake.

### Geological Hazards

**Goal 7.9.3** New development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or an adjoining properties.

**Policy 7.9.3.1** Adequate mitigation shall be required on sites with landslide potential, or erodible soils to protect against injury and property damage and to assure a level of development which will not accelerate runoff or degrade water quality.

**Policy 7.9.3.2** Replanting of vegetation following development shall be required on all slopes prone to erosion and/or instability. Drought resistant plant types shall be used for landscaping on post development slopes where excess water might induce land slippage or soil erosion.

**Policy 7.9.3.3** Encourage clustering of development away from areas considered geologically unstable.

### Implementation Measures

- 7.9.3.A Adopt and enforce a comprehensive Grading and Erosion Control Ordinance, requiring control of existing erosion problems, as well as the installation of erosion, sediment, and runoff control measures in new developments.
- 7.9.3.B Adopt regulations relative to zoning and subdivision ordinances which regulate land alterations, road construction or structural development on slopes of 15% or greater.

Wastewater Treatment

**Goal 7.9.4** To insure the adequate wastewater collection, treatment and safe disposal.

**Policy 7.9.4.1** The City shall limit development if the limits of the WWTP are reached.

**Policy 7.9.4.2** The City shall promote efficient water use and reduced wastewater system demand by:

- a. Require water-conserving design and equipment in new construction;
- b. Encouraging retrofitting with water-conserving devices;
- c. Design waste water systems to minimize inflow and infiltration to the extent economically feasible.

**Policy 7.9.4.3** The City shall encourage pretreatment of commercial and industrial wastes prior to their entering community collection and treatment systems.

**Policy 7.9.4.4** The City shall permit on-site sewage treatment and disposal on parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics that permit such disposal facilities without threatening surface or groundwater quality or posing any other health hazards.

**Implementation Measures**

**7.9.4.A** The City shall proceed with the design, financing and construction of capital improvements of the current wastewater treatment system to meet future growth and development demands.

**7.9.4.B** City staff shall monitor and report quarterly to the City Council on the current inflow levels of the WWTP.

**7.9.4.C** The City shall continue to evaluate and collect development fees to cover the maintenance and improvements required in the wastewater system.

Fire Hazard Safety

**Goal 7.9.5** To protect the public from wildland and urban fire hazards and reduce the risks of wildfires and structural conflagrations by mitigating or minimizing use and development in high fire hazard areas, and by maximizing fire prevention measures and citizen awareness of fire hazards.

**Policy 7.9.5.1** All new development shall be constructed, at a minimum, to the fire safety standards contained in the Uniform Fire and Building Codes.

**Policy 7.9.5.2** Require all new developments, including single family dwellings on existing parcels of record, to provide adequate access for fire protection.

**Policy 7.9.5.3** Amend City Ordinances to include specific road standards developed in conjunction with Colfax Fire Department.

**Implementation Measures**

**7.9.5.A** Enforce the existing City Ordinance regarding weed abatement on lots and larger properties within city-limits.

**7.9.5.B** Adopt an ordinance for the provision of fire-resistant materials and landscaping, and the use of early warning systems such as sprinklers with alarms for all new developments.

**7.9.5.C** To the maximum extent feasible conduct-periodic inspections of vacant properties to ensure that dry weeds and other combustible fuels are not permitted to accumulate.

Police Safety

**Goal 7.9.6** To work in conjunction with the County Sheriff's Department to evaluate existing and future police protection needs.

**Policy 7.9.6.1** Work with the City Manager, City Council, Fire Department and all other related departments to develop an Emergency Service Plan.

**Policy 7.9.6.2** The City shall develop and implement a Crime Prevention Plan .

**Implementation Measures**

**7.9.6.A** Enforce the Emergency Service Plan throughout the City.

**7.9.6.B** Evaluate the Crime Prevention Plan and update and change as needed to protect the quality of life in the City.

**CHAPTER 8**  
**ECONOMIC DEVELOPMENT**

## **ECONOMIC DEVELOPMENT ELEMENT**

### **8.1 Authority and Purpose**

Local planning, through inclusion of an Economic Element in the General Plan, can be used to strengthen community development activities, enhance economic growth, and reinforce the planning process as a positive part of economic development. An improved local business climate which recognizes constraints and opportunities, expansion of local tax base, and enhanced employment are benefits of a planning effort that has an emphasis on economic development. An Economic Development Element can be directed at a wide range of economic issues. Reinforcement of the planning process through the adoption of an Economic Development Element can be an effective method of managing growth in order to achieve a broad range of community goals and objectives.

An Economic Development Element is not required under State law. However, California planning law states that "the general plan may include any element(s) or address any ...subject(s) which ... relate to the physical development (Government Code Section 65363)." The general plan guidelines, prepared by the Office of Planning and Research, states that "upon adoption, an optional element becomes an integral part of the General plan. It has the same force and effect as the mandatory elements and must be consistent with the other elements of the plan."

Through the General Plan the City of Colfax has the opportunity to strategically plan for the city and its role in a growing regional economy. This is done by providing for positive economic growth such as a full range of local employment opportunities, a more diversified local economy, greater capture of tourism, and increased retail sales.

The General Plan identifies goals, policies, and implementation measures which work to further economic self-sufficiency and foster a sound base to afford quality service levels while maintaining economic competitiveness and encourage retention of the City of Colfax's quality of life. The policies established in this element encourage economic activities that create employment opportunities that generate a positive sustained revenue flow into the City, maximize economic multiplier effects, and minimize reliance upon City services and expenditures. This element promotes and supports activities that provide a positive sustaining economic base for the City.

### **8.2 Colfax - Unique Qualities**

The City of Colfax and the quality of life in the community are enjoyed by the residents that live there. The community enjoys qualities that place it in a position for future economic advancement. These conditions include its location, climatic conditions, commuting potential to other communities, and home town atmosphere. The economic potential can be improved with participation of residents, the business community, city government, educational leaders, Chamber of Commerce, Economic Development Committee and other concerned individuals

and organizations. A unified plan and effort will create an improvement in the economic position of the City.

Economic development looms as one of the preeminent issues confronting the City of Colfax. The vitality of the City's economy is a direct determinant of the extent to which local residents can afford and will enjoy, an adequate level of public services. A healthy economy is also necessary to ensure adequate employment opportunities for those living in the City. The availability of income to local wage earners and households, the natural consequence of economic vitality, is one key to City residents' enjoyment of a desirable quality of life.

Local public and political commitment to economic development is strong. The business community, as well as public and political leaders have placed economic issues at a high level of importance. A common key element of virtually all successful economic development programs at the local level in California is a strong emphasis on retention and expansion of existing local business. This is in addition to encouraging out of area businesses to locate in the City.

One important opportunity for the City is the expansion of its tourist related industry. Colfax is rich in historic and scenic qualities that lend themselves to development. Tourism related business provides great potential for economic development in the area.

Sales tax and property tax are the major source of revenue for the City of Colfax. Consequently it is in the best interest to promote commercial and retail business that can prosper in the community. The City's continual attention to development will help ensure that plans become reality.

The overwhelming opinion of residents in the community is that Colfax should retain its single-family residential character while encouraging commercial retail services and establishments. In order to attract new operations - retail, office, and light industrial- it is essential that the City of Colfax become involved in an active process to inform outside businesses of the opportunity presented in the City. This would increase the economic potential of Colfax that would enable the City to provide a improved quality of life. A fiscal analysis of the City's Chamber of Commerce and its Economic Development Committee supports this conclusion.

### **8.3 Economic Issues**

The following issues and concerns identified by the Planning Commission need to be addressed:

- ▶ The need to strengthen economic health of the City and its commercial activities.
- ▶ City should provide adequate vacant land zoned for commercial and industrial uses in

relation to residential uses to provide for a Jobs/Housing Balance.

- ▶ Overall image. What do the people of Colfax think of themselves? What does the downtown look like? What does the non-downtown commercial area look like? Investors will look for a city that takes care of business, a city with community pride.
- ▶ The city itself. Is land or space available? Is it what developers want at a price they will pay? Is there appropriate zoning? Is there a qualified local labor force, cultural amenities, or schools? Negative factors that could discourage investment include high land costs, incompatible zoning or even high crime rates.
- ▶ Does Colfax make the permit process for development easy and painless? Is the time frame for the development permit process within acceptable limits? Excess time and inconsistent permitting processes can discourage potential investment.
- ▶ Is Colfax an inviting place for business? Is there adequate infrastructure and public service? Things that must be examined include public utilities, transportation, streets, parking, waste and sewage facilities, police services, fire protection, child care, education, recreation amenities and related items.

Knowing the City's strengths and weaknesses is essential to develop a plan for economic development. The Colfax Economic Development Committee should examine existing resources to create a viable plan. This plan should take into consideration the unique qualities of each neighborhood and district of Colfax. In creating a plan the positive and negative potential of development should be considered. It is essential to make changes that will improve economic conditions in the City. These improvements should include job creation, increased standard of living. Increased revenue for the City which will ultimately improve all aspects of community living. Any plan developed must be in line with the desires of the community.

In order to best meet the economic development needs of the community a comprehensive strategy must be developed in line with the City's strengths and potential. This strategy must include:

1. Rehabilitation and reconstruction of existing commercial buildings to current safety and design standards. This will increase the economic potential for these areas.
2. Development of underdeveloped or underutilized areas in order to attract new businesses, housing, and jobs.
3. Identification of parcels and areas within the City that have limiting factors such as size, shape, zoning, poor access, scattered ownership, or other limiting factors.

4. Provide and improve infrastructure including streets, storm drains, pedestrian pathways, water and sewer systems to accommodate development.

#### **8.4 Findings**

The following findings address the above issues and concerns:

- ▶ Current development and market need is not evaluated.
- ▶ There is no comprehensive economic plan for the City.
- ▶ Economic development in Colfax has been slower than other areas in Placer County.
- ▶ Need for continued downtown revitalization .
- ▶ Need of infill within older areas of City.
- ▶ Need for hotel/motel development in City.
- ▶ Need for a unified City tourism program.

#### **8.5 Economic Goals, Policies and Implementation Measures**

**Goal 8.5.1** Strengthen the fiscal health of the city through the diversification of its economic base from a primarily residential emphasis to one more evenly balanced with commercial and industrial components.

**Goal 8.5.2** Encourage development that will provide a wide and balanced range of goods and services while creating employment for the resident labor force.

**Goal 8.5.3** To have an Economic Development Plan presented by the Economic Development Committee that would map out a strategy for over all community economic development.

**Goal 8.5.4** Continue downtown revitalization.

**Goal 8.5.5** Utilize whenever possible existing infrastructure and developed lots and areas for future infill.

**Goal 8.5.6** Create an economic atmosphere that encourages retention of jobs and business within the City.

**Policy 8.5.1** Encourage a full range of commercial establishments and facilities to serve

the residents of the community, to provide local employment opportunities, and to improve the community's tax base.

**Policy 8.5.2** Support and encourage commercial uses that do not create adverse impacts on other nearby uses, including the continued rejuvenation of the historic business district for local and specialty shoppers.

**Policy 8.5.3** Provide for the shopping and service needs of residents, conveniently and pleasantly, by clustering commercial establishments to enable one-stop shopping where ever possible.

**Policy 8.5.4** Attract new industries, and promote commercial uses which provide employment for the resident labor force.

**Policy 8.5.5** Monitor the net fiscal impact of all development one-time to determine the need, if any, to encourage or delay certain types of activity.

**Policy 8.5.6** Encourage single-family, or single family planned development, over multi-family development.

**Policy 8.5.7** Develop a fee structure to insure that one-time public improvement costs, including all requisite off-site improvements, are fully covered by the developer.

**Policy 8.5.8** Require a fiscal impact analysis for all development projects for which environmental impact reports (EIRs) are prepared.

**Policy 8.5.9** Maintain a working relationship with the Chamber of Commerce and the Economic Development Committee to attract new development to the City.

### **Implementation Measures**

**8.5.A** Require that the Economic Development Committee develop an economic development plan and strategy for the City.

**8.5.B** Devise a capital improvement plan for infrastructure improvement and development. Including the implementation of community design standards for downtown development.

**8.5.C** Establish a priority of existing parcels in older areas of the City and provide incentives to utilize these parcels for infill development.

**8.5.D** Form a Tourism Council to encourage tourism within the City.

**8.5.E** Seek out developers and provide incentives for hotel/motel development along the I-80 corridor.

## **Chapter 9**

### **References & Sources**

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**CHAPTER 10**  
**APPENDIX**

**Appendix A**

**City of Colfax  
Hillside Development Guidelines**

RESOLUTION NO. 29 -93

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLFAX  
ADOPTING HILLSIDE DEVELOPMENT GUIDELINES

---

WHEREAS, the City Council is authorized by Section 9-1.1685 of the Colfax Municipal Code to adopt Hillside Development Guidelines by resolution

NOW, THEREFORE, the City Council of the City of Colfax does hereby resolve to adopt the attached Hillside Development Guidelines.

PASSED AND ADOPTED this 13th day of April, 1993 by the following roll call vote:

AYES: Councilpersons Farrell, Hodges & Miller

NOES: Councilpersons Ralph & Chadd

ABSENT: None

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

# CITY OF COLFAX HILLSIDE DEVELOPMENT GUIDELINES

## Statement of Purpose

### **Section 1.**

The following Hillside Development guidelines are intended to ensure the appropriate development of hillside areas. The guidelines are for the use, development, or alteration of land in Hillside areas. The Guidelines are to be utilized to provide direction to encourage development which is sensitive to the unique characteristics common to hillside properties. The purpose for the Guidelines is to protect existing hillsides and to encourage innovation, to the extent that the end result is one which respects the hillside and is consistent with the goals and policies of these guidelines. The guidelines shall be used by the Planning Commission and the City Council in evaluating those development proposals. We expect developments will innovate beyond the minimum guidelines herein specified.

The purpose of these guidelines is:

- A. To preserve and protect hillside areas in order to maintain the identity, image and environmental quality of the City of Colfax;
- B. To maintain an environmental equilibrium consistent with the native vegetation, animal life, geology, slopes, and drainage patterns;
- C. To facilitate hillside preservation through appropriate development guidelines of hillside areas. The guidelines are intended to provide direction and encourage development which is sensitive to the unique characteristics common to hillside properties including land form, vegetation and scenic quality among others. Innovation in design is encouraged as long as the end result is one which respects the hillside and is consistent with the purposes expressed in this section and in the goals and objectives of the General Plan;
- D. To ensure that development in the hillside areas shall be concentrated in those areas with the least environmental impact and shall be designed to fit the existing land form; consideration should be given to clustered housing.
- E. To preserve significant features of the natural topography, including swales, canyons, knolls, ridgelines, and rock outcrops. Development may necessarily affect natural features by, for example, roads crossing ridgelines. Therefore, a major design criterion shall be the minimization of such impacts;

- F. To provide a safe means of ingress and egress for vehicular and pedestrian traffic to and within hillside areas, with minimum disturbance to the natural terrain;
- G. To correlate intensity of development with the steepness of terrain in order to minimize grading, removal of vegetation, land instability and fire hazards;
- H. To provide in hillsides, alternative approaches to conventional flat land development practices by achieving land use patterns and intensities that are consistent with the natural characteristics of hill areas such as slopes, land form, vegetation and scenic quality; and
- I. To encourage the planning, design and development of home sites that provide maximum safety with respect to fire hazards, exposure to geological and geotechnic hazards, drainage, erosion and siltation, and materials of construction; provide the best use of natural terrain; and to prohibit development what will create or increase fire, flood, slide, or other safety hazards to public health, welfare, and safety.
- J. The intention of these Guidelines is not necessarily to reduce density, but to insure a viable product, clustering should be considered, any unreasonable density will be questioned.

## Section 2.

- A. **Definitions:** The following definitions shall apply to this Section:

**CONTOUR:** A line drawn on a plan which connects all points of equal elevation.

**CONTOUR GRADING:** A grading technique designed to result in earth forms which resemble natural terrain characteristics. Horizontal and vertical curve variations are often used for slope banks. Contour grading does not necessarily minimize the amount of cut and fill occurring.

**CUT:** The mechanical removal of earth material.

**CUT AND FILL:** The excavating of earth material in one place and depositing of it as fill in an adjacent place.

**DRIVEWAY:** A means of access over private property to a single residential unit.

**EFFECTIVE BULK:** The effective visual bulk of a structure when seen from a distance of from below.

**ELEVATION:** Height or distance above sea level.

**EROSION:** The process by which the soil and

rock components of the earth's crust are worn away and removed from one place to another by natural forces such as wind and water.

**FILL:** A deposit of earth material placed by artificial means.

**FINISH GRADE:** The final elevation of the ground surface after development, which is in conformity with the approved plan.

**GRADING:** To bring an existing surface to a designed form by excavating, filling, or smoothing operations.

**HILLSIDE:** Refers to a parcel of land which contains grades in excess of 10%

**NATURAL SLOPE:** A slope which is not man-made. A natural slope may retain natural vegetation during adjacent grading operations or it may be partially or completely removed and replanted.

**PAD:** A level area created by grading to accommodate development.

**RIDGE:** A long, narrow, conspicuous elevation of land.

**ROADWAY:** A means of access over private property to more than one residential unit.

**SLOPE:** An inclined ground surface, the inclination of which is expressed as a ratio of horizontal distance (run) to vertical distance (rise), or change in elevation. The percent of any given slope is determined by dividing the rise by the run, multiplied by 100.

**SLOPE, MAN-MADE:** A manufactured slope consisting wholly or partially of either cut or filled material.

**SLOPE TRANSITION:** The area where a slope bank meets the natural terrain or a level graded area either vertically or horizontally.

## B. Hillside Designation

The following are guidelines for hillside slope categories to ensure that development will complement the character and topography of the land. The guidelines for one category may be applied to limited portions of the property in an adjacent category when a project is developed on property in more than one slope category. Clustering should be considered.

<u>Slope Category</u>	<u>% Natural Slope</u>	<u>Site Guidelines</u>
1	10 to 20	Special hillside architectural and design techniques that minimize grading are desired in this Slope Category. Structures shall conform to the natural topography and

natural grade by using techniques such as split level foundations of greater than 18 inches, stem walls, stacking and clustering. Conventional grading may be considered by the city for limited portions of a project when its plan includes special design features, extensive open space or significant use of green belts.

2. 20 to 30

Development within this category shall be restricted to those sites where it can be shown that safety, environmental and aesthetic impacts can be minimized. Use of large lots, variable setbacks and variable building structural techniques such as stepped foundations are expected. Structures shall be designed to minimize the visual impact of their bulk and height. The shape, materials, and colors of structures shall blend with the natural environment. The visual and physical impact of driveways and roadways shall be minimized by eliminating sidewalks, and reducing their widths to the minimum required for emergency access and following natural contours, using grade separations where necessary and otherwise minimizing grading.

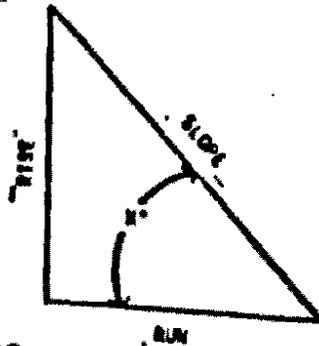
3. 30 & over

This is an excessive slope conditions and development is extremely limited.

**C. Density Within Single-Family Residential Zones**

The maximum number of residential dwelling units which may be permitted to be constructed on a given parcel of land shall be the calculated base zoning development limit less the number eliminated due to environmental constraints as determined pursuant to these guidelines.

RATIO RUN/RISE  
 PERCENT RUN/RISE  
 DEGREE ANGLE BETWEEN RUN/RISE



Average % of Slope  
 In Natural Condition

Zoning Density Allowed  
 If No Clustering is Presented

0 - 10%	.....	100%
10.1 - 15%	.....	80%
15.1 - 20%	.....	60%
20.1 - 25%	.....	40%
25.1 - 30%	.....	20%
over 30%	.....	0%

The combined maximum "percentage of base zoning density allowed" shall not reduce total number of units to less than 25% of maximum base zoning for an individual project.

1. Environmental Constraints - The maximum number of residential dwelling units shall be as determined by environmental assessment, unless such development constraints can be shown to have been eliminated or mitigated to the satisfaction of the Planning Commission or of the City Council on appeal.
2. Exemption - Other provisions of this subsection to the contrary notwithstanding, lots of record as of the date of adoption of these guidelines shall be entitled to a minimum of one dwelling unit, provided that required zoning and land development criteria are met.
3. Administration - These guidelines shall be administered in conjunction with the provisions of Title 9, Chapter 20 of the Colfax Municipal Code. Where a conflict or inconsistency exists, the more restrictive regulation shall apply.

**D. Hillside Development Guidelines.**

The following Hillside Development Guidelines are intended to ensure the appropriate development of hillside areas. The Guidelines are for the use, development, or alteration of land in Hillside areas. The Guidelines are to be utilized to provide direction to encourage development which is sensitive to the unique characteristics common to hillside properties.

The purpose for the Guidelines is to protect existing hillsides and to encourage innovation, to the extent that the end result is one which respects the hillside and is consistent with the goals and policies of these guidelines. The Guidelines shall be used by the Planning Commission and the City Council in evaluating those development proposals in which it is proposed to go beyond the minimum density standards herein specified.

**Section 3.**

**Application Filing Requirements**

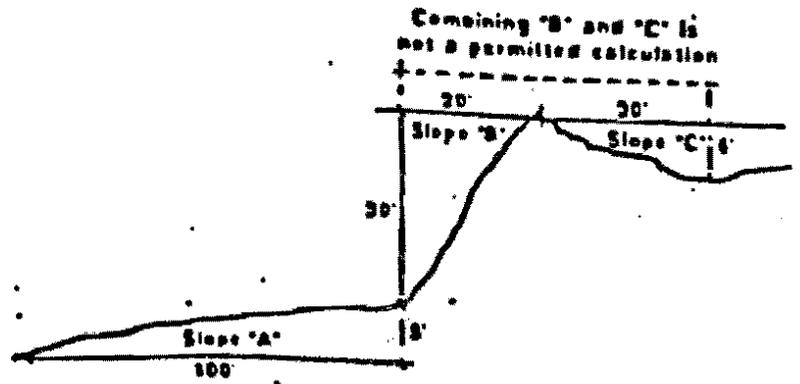
For all site development applications requiring Planning Commission review, the following information shall be submitted for proposed development areas in which topography exceeds 10%:

- A. A natural features map, which shall identify all existing slope banks, ridgelines, canyons, natural drainage courses, federally recognized blue line streams, rock outcroppings, and existing vegetation or accomplished by aerial photograph or site visit.
  
- B. A conceptual grading plan, which shall include the following items in addition to those required by the Municipal Code or as part of the Submittal Requirements Checklist:
  - 1. A legend with appropriate symbols which should include, but not be limited to, the following items: significant retaining walls and curbs and burms, significant trees, spot elevations as identified by paragraph A, pad and finished floor elevations, and change in direction of drainage.
  - 2. A map with proposed fill areas colored in brown and cut areas colored in red.
  - 3. Contours shall be shown for existing and natural land conditions and proposed work. Existing contours shall be depicted with a dashed line with every fifth contour darker, and proposed contours shall be depicted as above except with a solid line. Contours shall be shown according to the following schedule:

<u>Natural Slope</u>	<u>Maximum Interval Feet</u>
0% to 20%	2
Above 20%	5

- C. A slope analysis map for the purpose of determining the amount and location of land as it exists in its natural

state falling into each slope category as specified below. For the slope map, the applicant shall use a base topographical map of the subject site, prepared and signed by a registered civil engineer or licensed land surveyor, which shall have a scale of not less than 1 inch to 100 feet and a contour interval may be 5 feet when the slope is more than 20 percent. This base topographical map shall include all adjoining properties within 150 feet of the site boundaries. Delineate slope bands in the range of to 10 percent, 10 up to 20 percent, 20 up to 30 percent, 30 percent or greater. Also included shall be a tabulation of the land/area in each slope category specified in acres.



**SLOPE FORMULA**

- Average Cross Slope - Slope "A"  $8/100 = .08 = 8\%$
- Slope "B"  $30/20 = 1.50 = 150\%$
- Slope "C"  $8/30 = .27 = 27\%$

The exact method for computing the percent slope and area of each slope category should be sufficiently described and presented so that a review can be readily made. Also, a heavy, solid line indicating the 10 percent grade differential shall be clearly marked on the plan, and an additional copy of the map shall be submitted with the slope percentage categories depicted in contrasting colors.

- D. Provide a sufficient number of slope profiles to clearly illustrate the extent of the proposed grading. A minimum of 3 slope profiles shall be included with the slope analysis. The slope profiles shall include the greatest topographical relief or differences as possible; more may be requested based on the project.
  - 1. At least two of the slope profiles shall be roughly parallel to each other and roughly perpendicular to existing contour lines.
  
- E. Both the slope analysis and slope profiles shall be stamped and signed by either a registered landscape architect, civil engineer, or land surveyor indicating

the datum, source, and scale of topographic data used in the slope analysis and slope profiles, and attesting to the fact that the slope analysis and slope profiles have been accurately calculated and identified.

- F. Tentative maps and final maps shall accurately depict the building envelope for each lot when required by the Planning Director or Planning Commission.
- G. Exceptions to the filing requirements shall be determined by the City Planner or Planning Commission.

**Section 4. Public Safety Standards.**

**A. Fire Protection Standards**

- 1. Review plans and obtain comments from Fire Marshall/Fire Chief.

**B. Grading**

The following standards define basic grading techniques which are consistent with the guidelines and avoid unnecessary cut and fill. Refer also to Code sections for site development.

**1. Standards.**

- a. Grading shall be phased so that prompt revegetation or construction will control erosion. Where possible, only those areas which will be built on, resurfaced, or landscaped shall be disturbed. Top soil shall be stockpiled during rough grading and used on cut and fill slopes. Revegetation of cut and fill slopes shall occur within three (3) months (weather permitting) to the satisfaction of the City.
- b. Grading operations shall be planned to avoid the rainy season, October 15 to April 15.
- c. Cut slopes for purposes of establishing building pads shall not exceed twenty (20) feet in height and fill slopes shall not exceed eight (8) feet in depth at any point on the site.
- d. Retaining walls associated with lot pads are limited to:
  - i. Upslope (from the structure) walls not to exceed six (6) feet in height. Terraced retaining structures may be utilized which are separated by a minimum of three (3) feet and appropriate landscaping.

i Downslope (from structure), walls not to exceed three and 1/2 (3 1/2) feet in height. Where an additional retained portion is necessary due to unusual or extreme conditions, (such as lot configuration, steep slope or road design) then the use of terraced retaining structures shall be considered on an individual lot basis. Terraced walls shall not exceed three (3) feet in height and shall be separated by a minimum of three (3) feet and appropriate landscaping. Terracing shall not be used as a typical solution within a development.

iii. Retaining walls which are an integral part of the structure shall not exceed eight (8) feet in height. Their visual impact shall be mitigated through contour grading and landscape techniques.

e. Contour grading techniques should be used to provide a variety of slope percentage and slope direction in a three dimensional undulating pattern similar to existing, adjacent terrain. Hard edges left by cut and fill operations should be given a rounded appearance that closely resembles the adjacent natural contours.

f. Where possible, graded areas should be designed with manufactured slopes located on the uphill side of structures, thereby, hiding the slope behind the structure.

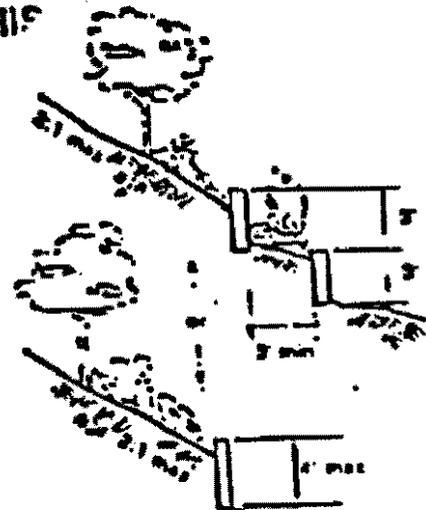
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Larger manufactured slopes should be located on the uphill side of the structure to reduce the appearance of grading from the street

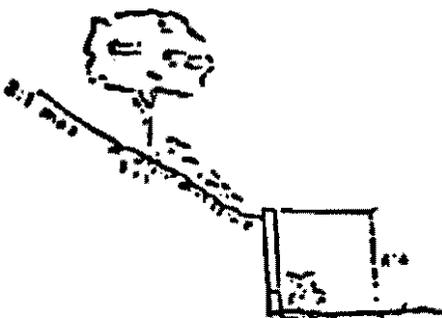


Slopes should be rounded to provide a more natural appearance

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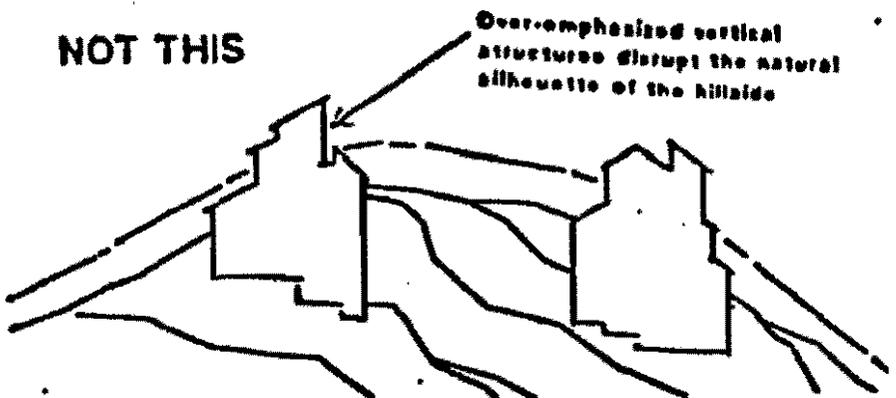
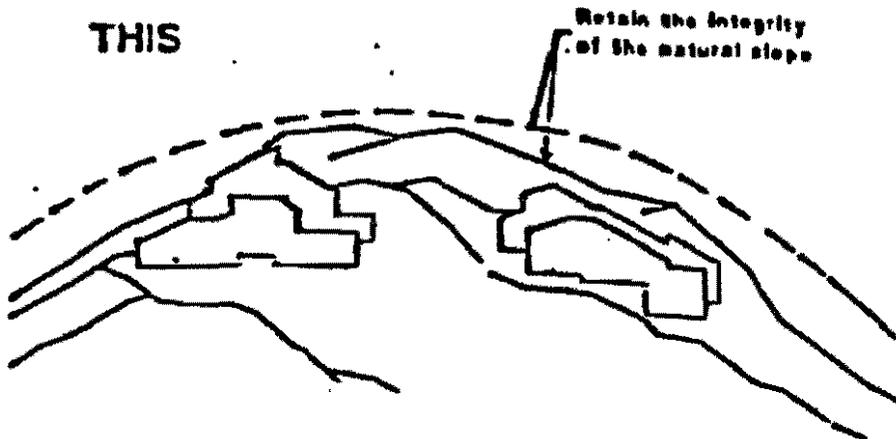
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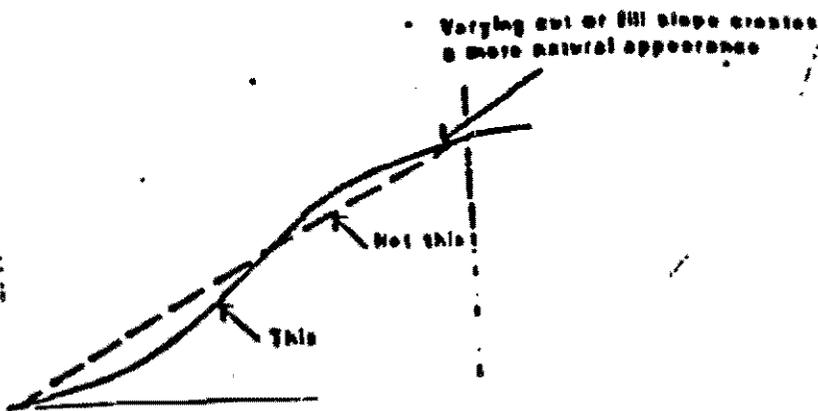
- g. The following factors shall be taken into consideration in the design of a project:
- a. When space and proper drainage requirements can be met with approval by the City Engineer, rounding of slope tops and bottoms shall be accomplished.
  - b. When slopes cannot be rounded, vegetation shall be used to alleviate a sharp, angular appearance.
  - c. A rounded and smooth transition shall be made when the planes of man-made and natural slopes intersect.
  - d. When significant landforms are "sliced" for construction, the landforms shall be rounded as much as possible to blend into natural grade.
  - e. Manufactured slope faces shall be varied to avoid excessive "flat-planed" surfaces.
- h. No manufactured slope shall exceed 30 feet in height between terraces or benches.

**EXAMPLES OF DESIGN:**

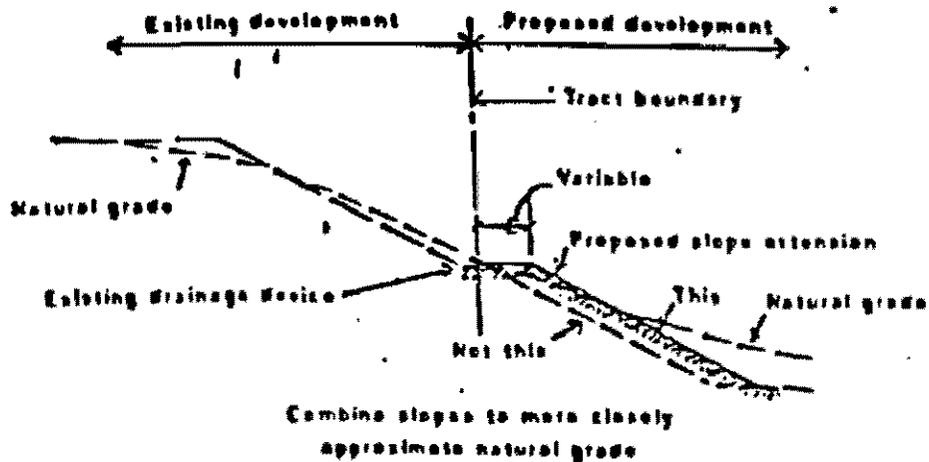
- a. Maintain roof lines below crest of ridgelines



- b. Where cut or fill conditions are created, slopes should be varied rather than left at a constant angle which may be unstable or create an unnatural, rigid, "man-made" appearance.



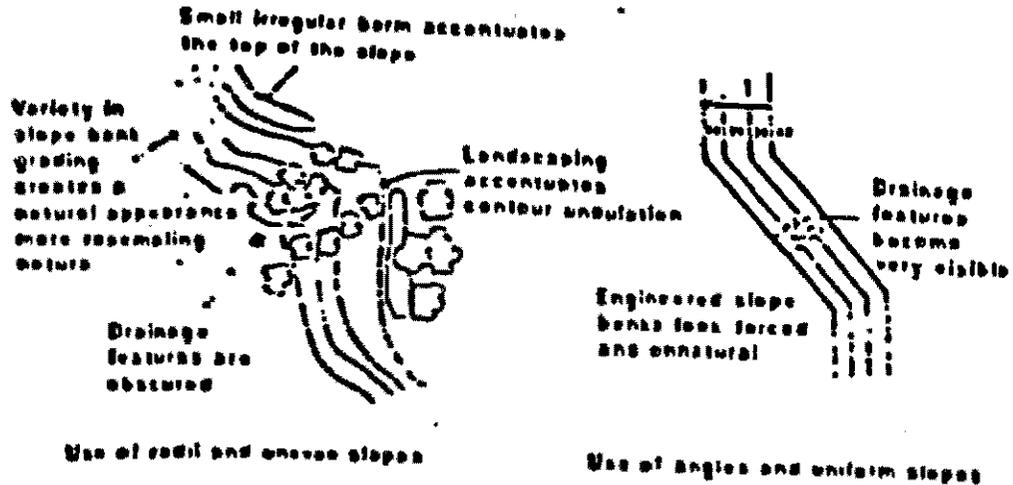
- c. The angle of any graded slope should be gradually adjusted to the angle of the natural terrain.



- d. Hard edges left by cut and fill operations should be given a rounded appearance that closely resembles the natural contours of the land.

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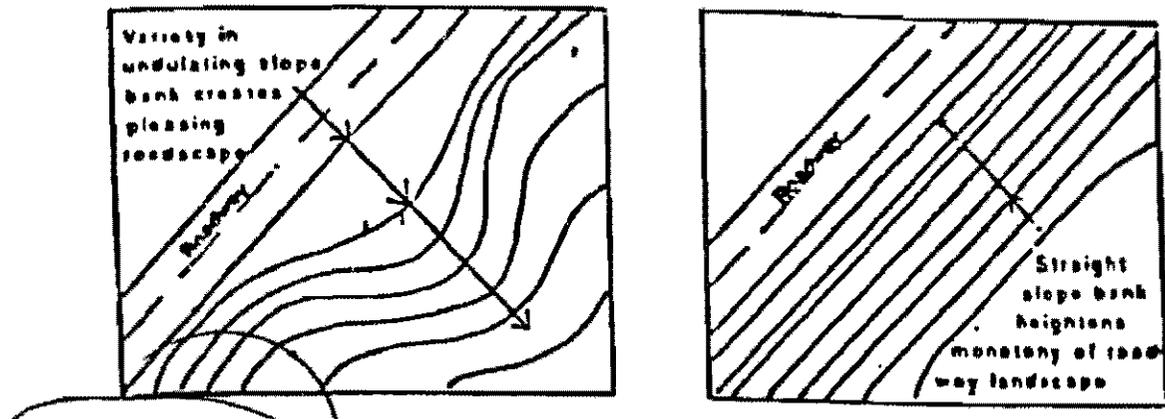
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- d. Manufactured slopes adjacent to roadways should be modulated by sufficient berming, regrading, and landscaping to create visually interesting and pleasing streetscapes.

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**Section 5.**

**Drainage**

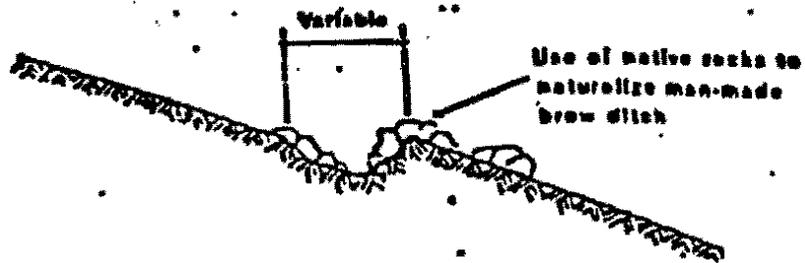
A. Where a conflict exists between the provisions of this section and Chapter 70 of the Uniform Building Code, the drainage, soils and geology provisions of Chapter 70 shall prevail, unless in the opinion of the City Engineer, the provisions of this section meet sound engineering standards consistent with the standards of Chapter 70.

**B. Standards.**

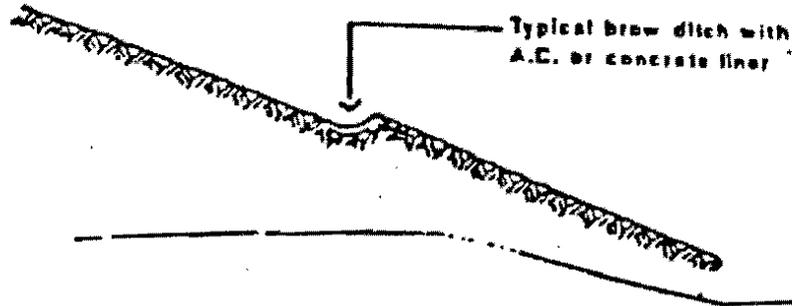
1. Debris basins, rip rap, and energy dissipating devices shall be provided where necessary to reduce erosion when grading is undertaken. Except for necessary flood control facilities, significant natural drainage courses shall be protected from grading activity. In instances where crossing is required, a natural crossing and bank protection shall be preferred over steel and concrete systems. Where brow ditches are required, they shall be naturalized with plant materials and native rocks.
2. Building and grading permits shall not be issued for construction on any site without an approved location for disposal of runoff waters, including but not limited to such facilities as a drainage channel, public street or alley, or private drainage easement.
3. All cuts shall be protected from erosion.
4. The use of cross lot drainage shall be subject to Planning Commission review and may be approved after demonstration that this method will not adversely affect the proposed lots or adjacent properties, and that it is absolutely required in order to minimize the amount of grading which would result with conventional drainage practices. Where cross lot drainage is utilized, the following shall apply:
  - a. Project Interiors - Drainage facilities may cross lots if an easement is provided and either within an improved, open V-swale gutter, which has a naturalized appearance, or within a closed drainage pipe which shall be a minimum twelve (12) inches in diameter. This drainage shall be conveyed to either a public street or to a drainage easement. If drainage is conveyed to a private easement, it shall be maintained by a homeowners association, otherwise the drainage shall be conveyed to a public easement. The easement width shall be determined on an individual basis and shall be dependent on appropriate hydrologic studies and access requirements.
  - b. Project Boundaries - Onsite drainage shall be conveyed in an improved open V-swale, gutter, which has a naturalized appearance or within an underground pipe in either a private drainage easement, which is to be maintained by a homeowner's association, or it shall be conveyed in a public easement. The easement width shall be dependent on appropriate hydrologic studies and access requirements.

DESIGN EXAMPLE: BROW DITCH @ TOP OF SLOPE.

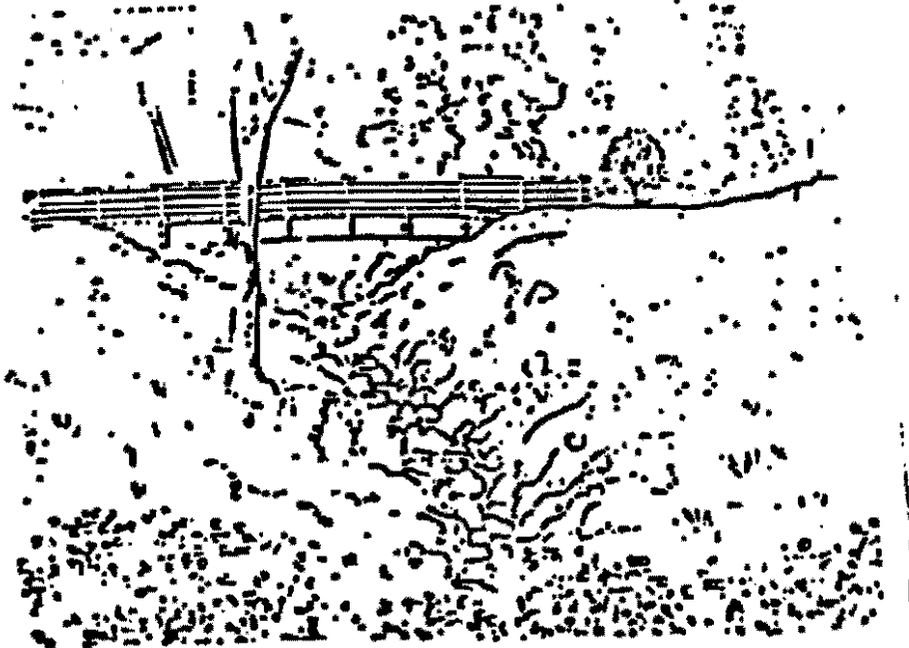
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- C. Where possible, drainage channels should be placed in inconspicuous locations, and more importantly, they should receive a naturalizing treatment including native rock, colored concrete and landscaping, so that the structure appears as an integral part of the environment.



- D. Natural drainage courses should be preserved and enhanced to the extent possible. Rather than filling them in, drainage features should be incorporated as an integral part of the project design.

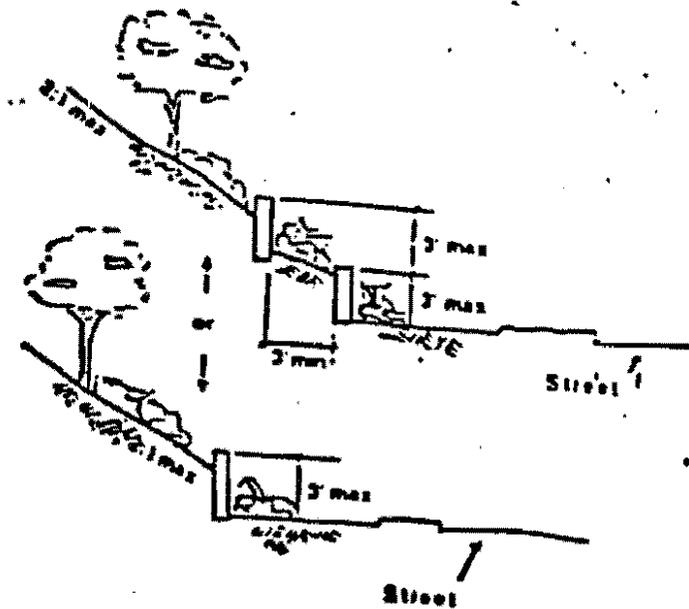
Section 6.

Access and Parking

A. Standards.

1. Normal driveway slopes should not exceed 15%. Driveway grades up to a maximum of twenty (20) percent may be permitted under severe grading circumstance if approved by the City Engineer, and shall be aligned with the natural contours of the land. Proper design considerations shall be employed, including such items as vertical curves and parking landings. In any case, parking landings shall be utilized on all drives over ten (10) percent grade.
2. Grooves for traction shall be incorporated into the construction of driveways with a slope of twenty (20) percent or combine a coarse paving matter into the construction.

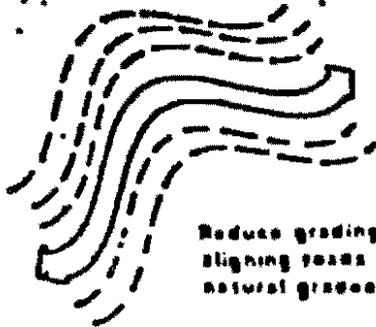
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3. Where retaining walls are necessary adjacent to roadways or within street setbacks, they shall be limited to three (3) feet in height in order to avoid obstruction of motorists' and pedestrians' field of view, and to create an aesthetically pleasing streetscape. No more than three (3), three (3) foot high terraced or stepped retaining wall shall be utilized which are separated by a minimum of three (3) feet and appropriate landscaping. Slopes not greater than fifty (50) percent (or 2:1) will be permitted upon review and approval by the Fire Marshall.
4. Driveways shall enter public/private streets maintaining adequate line of sight.
5. Cul-de-sacs to a maximum of 750 feet in length may be permitted with a maximum of 30 dwelling units, and to a maximum of 1000 feet in length with a maximum of 20 dwelling units and shall terminate with a turn around area not less than 35 feet in radius to curb face. Interim dead-end roads which will be extended in the future shall not be defined as cul-de-sacs.

6. In major subdivisions with only one (1) primary access, a secondary emergency access shall be provided.
7. All other street improvement standards shall conform to standard plans and specifications for public streets of the City of Colfax, or as approved for each individual project.
8. The Planning Commission or City Council may approve modifications to the above right-of-way design standards provided such modifications are in substantial conformance with the objectives stated in this section, without the need for a variance application.
9. Roadways and driveways, where feasible, should conform to the natural landform. They should not greatly alter the physical and visual character of a hillside by creating large notches in ridgelines or by defining wide straight alignments or by building switch-backs on visually prominent hillside, split sections and parking bays should be utilized in the layout of hillside streets.

**THIS**



Reduce grading by  
slighting roads along  
natural grades

**NOT THIS**

Roads and hillside grading



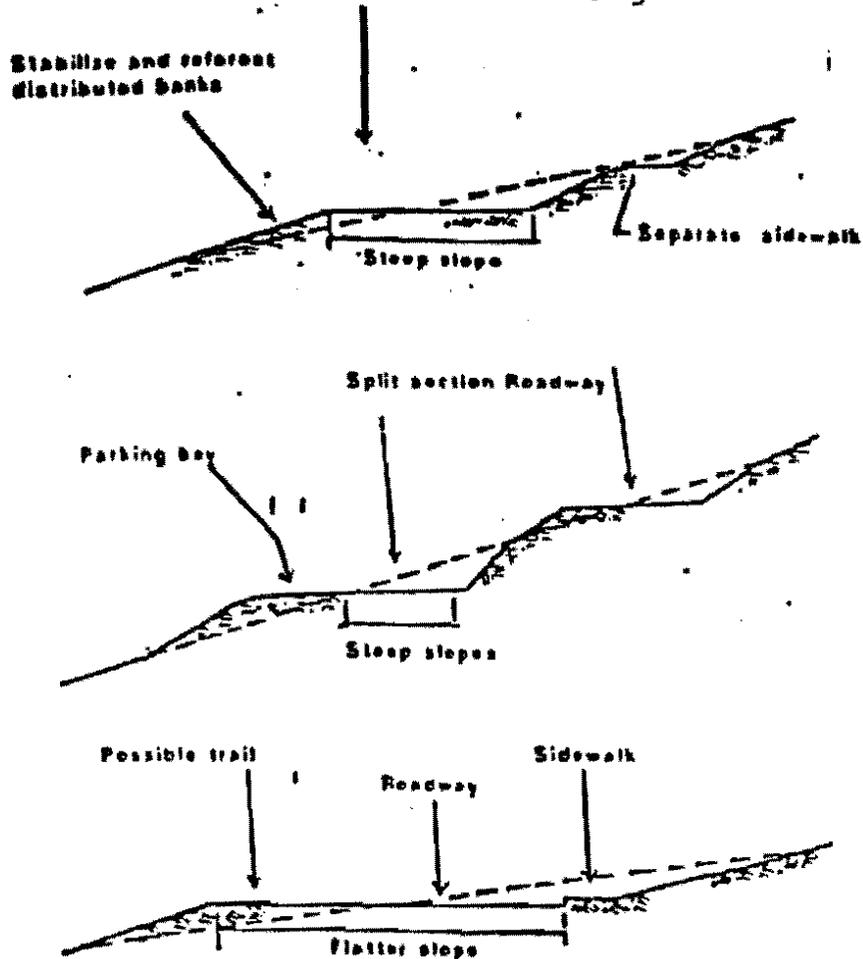
Avoid running counter  
to steep grades



To get from A to B, route selection would  
be somewhere between perpendicular and  
parallel to the contours

10. Where road construction is permitted in hillside areas, the extent of vegetation disturbance and visual disruption should be minimized by the combined use of retaining structures and regrading to approximate the natural slope. The following techniques should be used where feasible:

- a. Utilize landform planting in order to create a natural appearance and provide a sense of privacy.
- b. Reduce the visual and safety impacts by use of terraced retaining walls and landscaping.
- c. Split roadways increase the amount and appearance of landscaping and the median can be used to handle drainage.

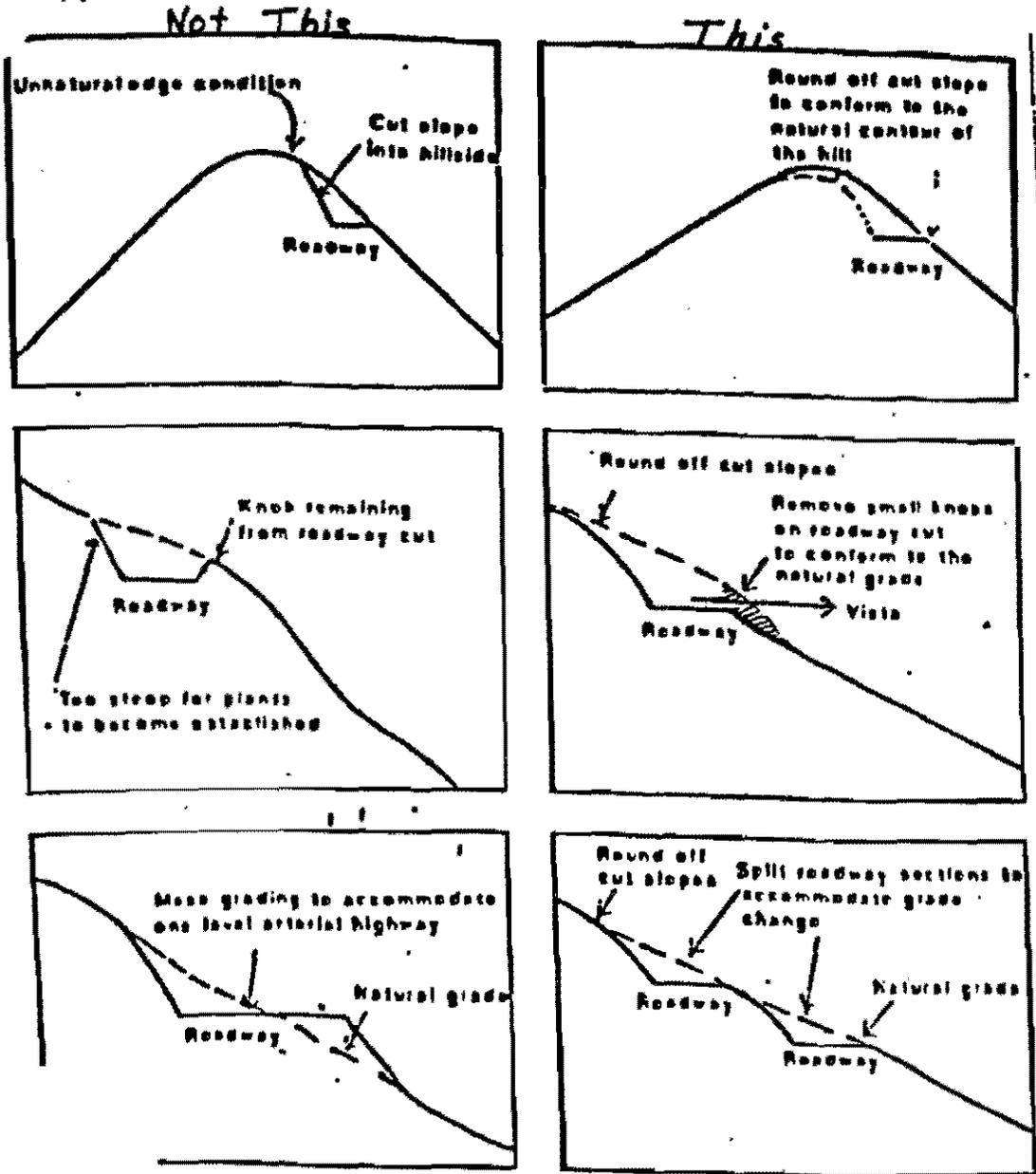


Section 7.

Trails

A. Trails are encouraged to be an integral part of a hillside area and can provide recreation areas for equestrian, hiking and biking uses. They can also function as a means to take up grade or to convey drainage.

In hillside areas, it is not always necessary to provide full improvements for trails. A more natural experience may be achieved, and the amount of grading required can be reduced, by providing minimal improvements in appropriate areas, such a undevelopable, steep slopes.



Section B.

Site Design

A. Standards.

1. The dimensions of a building parallel to the contour lines shall be maximized in order to limit the amount of cutting and filling and to better fit the house to the natural terrain.

**THIS**

Terraced decks do not increase building bulk

Effective bulk with or without decks



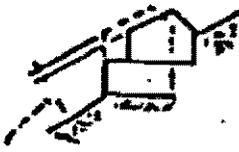
Building correctly fits into the ground and minimizes the effect on the hillside



Use of roof decks, low level decks, and side of building decks

Terracing reduces bulk

Effective Bulk



Effective bulk

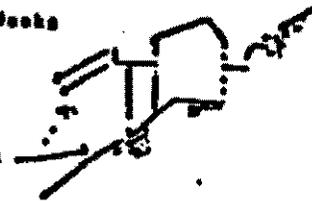


Smaller overhangs for individual floors or windows help break-up mass and protect against excessive sunlight

**NOT THIS**

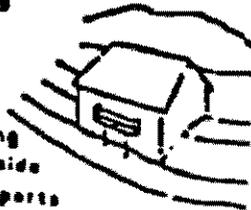
Overhanging decks make building seem more massive

Effective bulk



High profile building stands out on the hillside

Avoid decks hanging from the downhill side with long pole supports



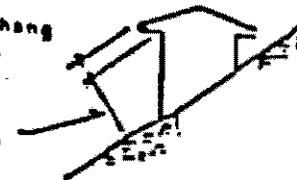
Cantilever makes building appear taller, more monumental

Effective Bulk



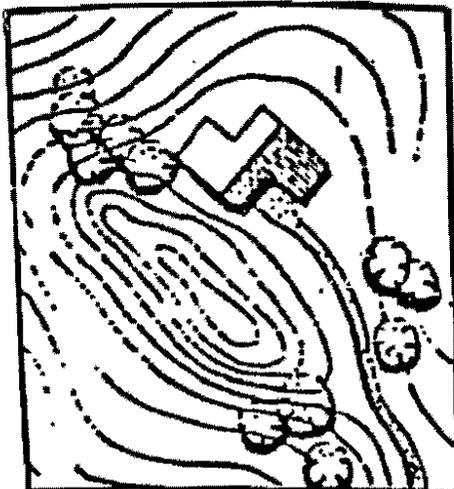
Excessive roof overhang results in additional visual bulk

Effective Bulk

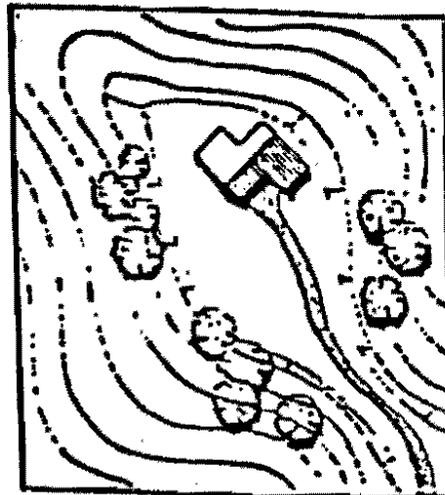


2. Design of building sites should be sensitive to the natural terrain. Structures should be located in such a way as to minimize necessary grading and to preserve natural features such as prominent knolls or ridgelines.
3. Views of significant visual features as seen from both within and outside a hillside development should be preserved. The following provisions shall be taken into consideration:
  - a. Dwelling should be oriented to allow view opportunities, although such views may be limited. Residential privacy should not be unreasonably sacrificed.
  - b. Any significant public vista or view corridor as seen from a secondary, collector or major arterial should be protected.
4. Projects should incorporate variable setbacks, multiple orientations and other sit planning techniques to preserve open spaces, protect natural features and offer views to residents.

*This*



*Not This*



## Section 9.

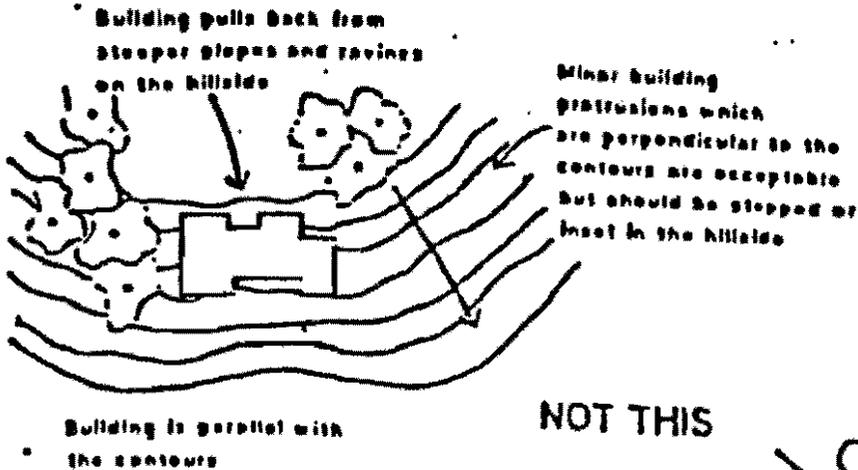
## Architecture.

### A. Standards.

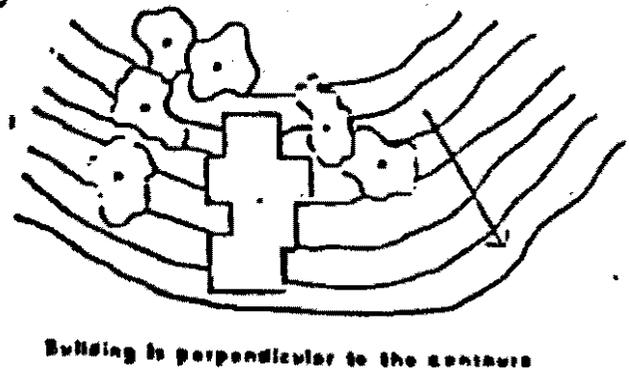
1. The form, mass and profile of the individual buildings and architectural features should be designed to blend with the natural terrain and preserve the character and profile of the natural slope. Some techniques which may be considered include:
  - a. Split pads, stepped footings and grade separations to permit structure to step up the natural slope.
  - b. Detaching parts of a dwelling such as a garage.
  - c. Avoid the use of gable ends on downhill elevations. The slope of the roof should be oriented in the same direction as the natural slope and should not exceed natural slope contour by twenty (20) percent.
2. Avoid excessive cantilevers on downhill elevations.
3. Excavate underground or utilize below grade rooms to reduce effective bulk and to provide energy efficient and environmentally desirable spaces. However, the visible area of the building shall be minimized through a combined use of regrading and landscaping techniques.
4. Use roofs on lower levels for the deck open space of upper levels.
5. Building materials and color schemes should blend with the natural landscape of earth tones and natural chaparral vegetative growth.
6. To the extent possible, the width of a building measured in the direction of the slope, shall be

minimized in order to limit the amount of cutting and filling and to better "fit" the house to the natural terrain.

**THIS**



**NOT THIS**



Section 10.

Fences and Landscaping.

A. Standards.

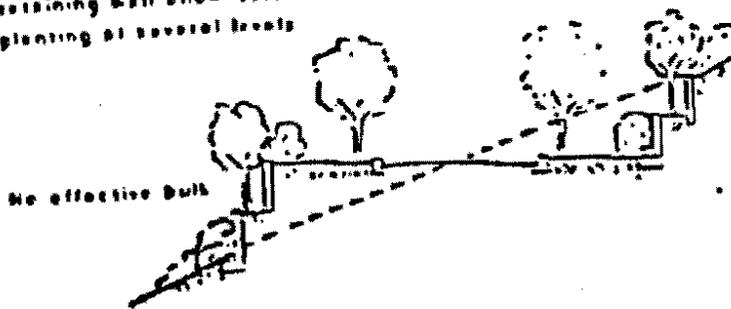
1. Within the front yard (street to structure), walls and fencing, not exceeding six (6) feet in height, visible from roadways or public rights-of-way shall be visually open and non-opaque.
2. Privacy walls and fences, not exceeding six (6) feet in height, are permitted adjacent to structures or in rear yards, in order to provide a private outdoor area. Walls and fences shall be

of materials and colors compatible with the structure's facade.

3. Native or naturalized plants or other plant species that blend with the landscape shall be utilized in all areas with required planting.
4. Fire retardant plant materials shall be utilized. Plants selected as ground cover, shrubs or trees shall be from the list as approved by the City.
5. A permanent irrigation system, for purposes of establishing and maintaining required planting, shall be installed on all slopes. The emphasis shall be toward using plant materials that will eventually need minimal irrigation. Water and energy conservation techniques shall be utilized including but not limited to such items as drip irrigation.

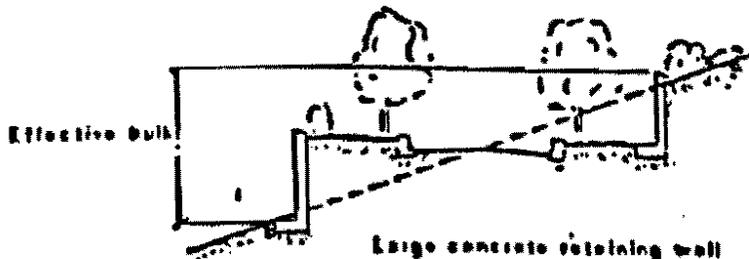
### THIS

Planting pockets on stepped retaining wall allow screen planting at several levels



### NOT THIS

No planting possible due to top of retaining wall



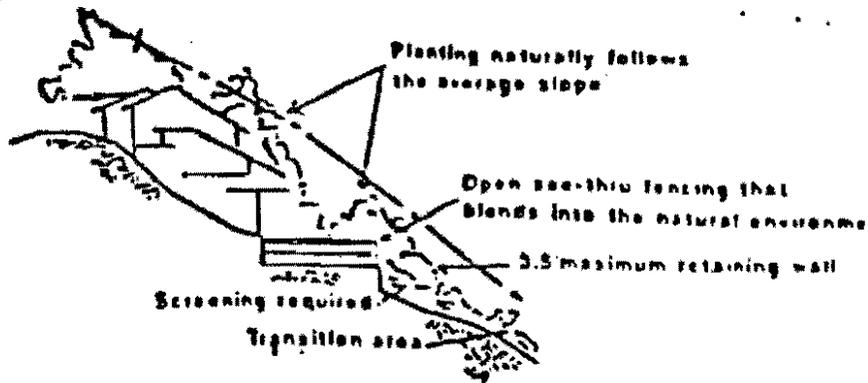
Large concrete retaining wall surfaces can be seen for miles and take years to conceal with planting and trees

6. Slopes with required planting shall be planted with informal clusters of trees and shrubs to soften and vary the slope plane. Where slopes are 2:1 and five (5) feet or greater in height, jute netting shall be used to help stabilize planting

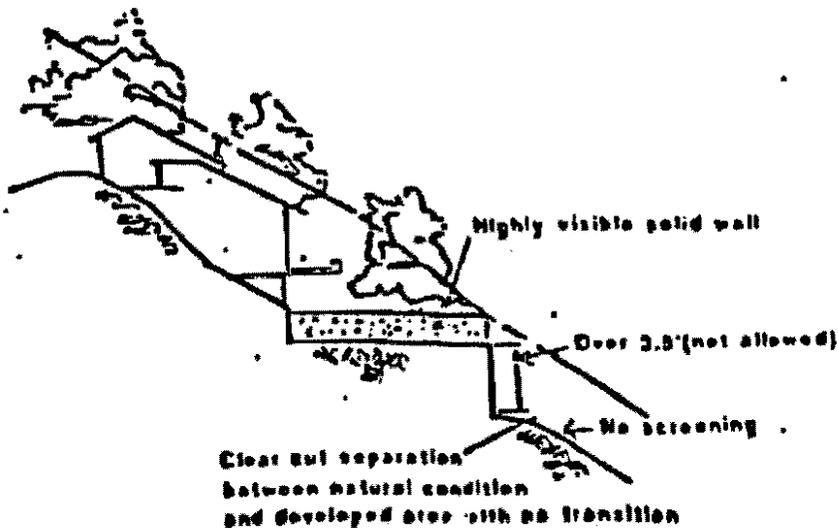
and minimize soil erosion.

7. Native vegetation shall be retained and supplemented within canyons and along natural drainage courses as allowed by state and federal resource agencies (State Department of Fish & Game, U.S. Fish and Wildlife, U.S. Army Corp. of Engineers).

**THIS**

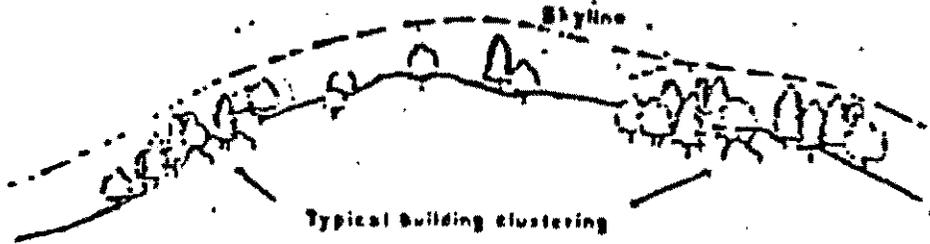


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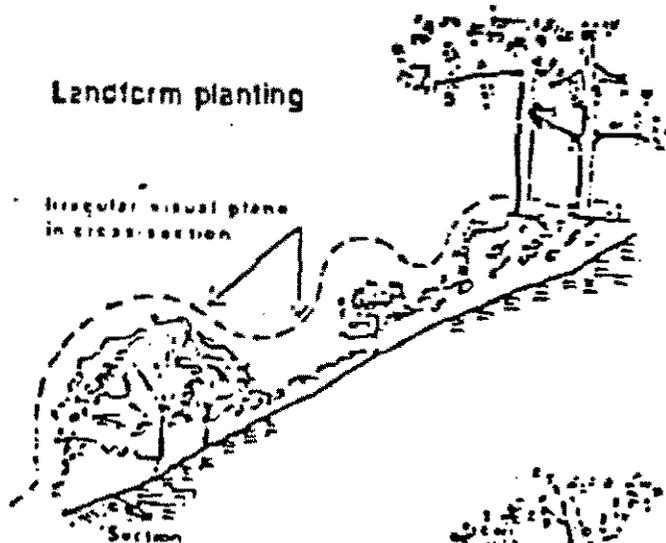
8. Natural landform planting should be used to soften manufactured slopes, reduce impact of development on steep slopes or ridgelines, and provide erosion control.
9. Maintain a "vegetative backdrop" by replanting with approved trees. The vegetation should screen structures to the extent possible at maturity and

preserve the appearance of the natural hillside.

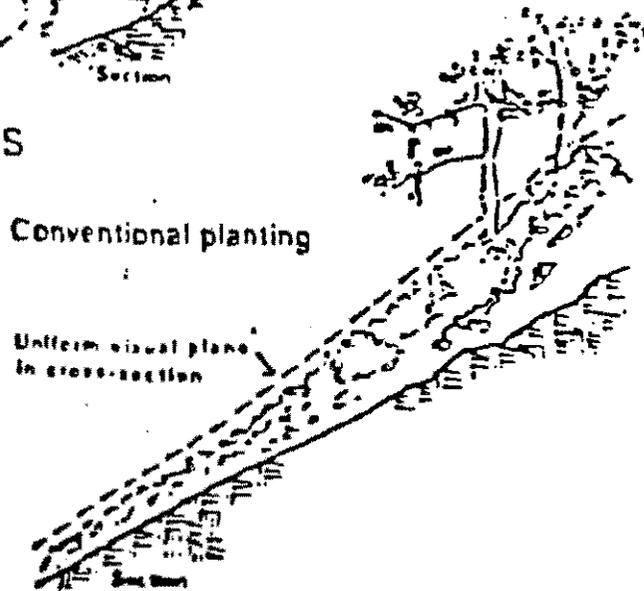


10. Natural landform planting should be used to soften manufactured slopes, reduce the impact of development on steep slopes or ridgelines, and provide erosion control.

THIS



NOT THIS



**City of Colfax**  
**Initial Study and Impact Checklist**

**I. Background**

1. **Name of Project:** City of Colfax General Plan 2020
  
2. **Lead Agency Name and Address:** City of Colfax  
P.O. Box 702  
33 S. Main Street  
Colfax, CA 95713
  
3. **Contact Person and Phone Number:** Arturo de la Cerda, City Manager  
(530) 346-2313
  
4. **Project Location:** The City of Colfax .
  
5. **Project Sponsor's Name and Address:** City of Colfax  
P.O. Box 702  
33 S. Main Street  
Colfax, CA 95713  
Placer County, California

**II. Project Description:**

The physical characteristics of the City are described in the Introduction, Land Use and Natural Environmental of the General Plan. The social and economic characteristics of the community are described in the Land Use Element and Housing Element, (adopted in 1993), specific characteristics of the City such as transportation facilities, natural hazards, and noise sources are found in the Circulation, Safety, Noise and Natural Environment Elements.

The Land Use Element identifies the spatial arrangement of existing and proposed uses of the land including public lands and facilities. It lays out the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, objectives, policies and implementation measures to promote the wise use of land to promote the welfare of the community. A goal is an unquantified ideal future condition toward which the community works. Objectives are measurable and expected outcomes. Policies are statements used to guide decisions and implementations measures are specific actions, programs and techniques which are meant to bring about change or a desired result. The measures are intended to carry out the plan and are the primary subject of evaluation of potential environmental impacts in this Initial Study.

The study area for the General Plan and the Initial Study includes the corporate limits and the Sphere-of-Influence of the City, which surrounds the corporate limits. These boundaries

and the land uses within them are presented in the Land Use Map found within the Land Use Element. Large Copies of the Land Use Map are available for examination at the City Hall.

The Housing Element, adopted in 1993, provides information about present housing conditions in the community, identifies needs and opportunities for the development of improved housing and provides a setting for future decision making about housing issues. Since this Element is not being revised or amended at this time it is not necessary to provide an initial study for this Element.

The Circulation Element evaluates the adequacy of present and future transportation and pedestrian systems in the City. This element provides ideas for reducing dependence on automobile travel and /or reduced vehicle trips. There is an evaluation of current LOS for the main roadways and intersections, as well consideration of future conditions with buildout.

The Natural Environment Element of the General Plan constitutes the required Conservation and Open Space components of California's general plan requirements. Resources discussed in these Elements are: vegetation, wildlife, endangered species, water geology, soils, air quality, minerals, and open space. As with the other Elements, this initial study evaluates potential impacts of plan implementation and measures for mitigation.

The purpose of the Safety Element is to make the City decision makers and citizens aware of any natural or human induced hazards including waste water treatment or safety problems so that planning decisions may be influenced by this knowledge, and to encourage adoption of developmental and emergency-planning practices designed to reduce loss of life, injuries, property damage, and economic and social dislocation which may result.

The Safety Element includes the environmental setting of the City's potential natural hazards including geology, soils, topography, drainage and climate. It also discusses the causes and possible effects of seismic, geologic, flood and fire hazards. City and county public protection services and wastewater treatment facilities are then described. Finally, goals, objectives, policies, and implementation measures for dealing with these topics are offered.

The purpose of the Noise Element is to protect the health and welfare of the community by promoting development, which is compatible with accepted noise standards. Toward that end, the Noise Element contains information about the effects of environmental noise on people, how the noise problems are identified and managed. Also addressed are noise issues in Colfax, and goals, policies and implementation measures for dealing with these noise issues.

All of the Elements are directly compatible and complementary to the other elements of the General Plan particularly the Land Use Element which structures the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, policies and implementation measures to promote a wise use of land to promote the welfare of the community.

The recommended programs and implementation measures are intended to carry out the plan and are the primary subjects of evaluation of potential environmental impacts in this Initial Study.

The Community Design Element promotes thoughtful and responsible design, which is consistent with the City's character. Design guidelines encourage innovative design within a framework of approved design policies and implementation measures.

The Economic Development Element evaluates the economic strengths and weaknesses of the City. It provides for the development of a plan to improve the City's economic base to better provide for the needs of the City and its citizens.

For major development projects proposed in the City of Colfax, project specific environmental analysis will be required. When specific details of new major development projects are submitted to the City an initial study in conformance with the California Environmental Quality Act is required. The initial study may identify the need for preparation of an environmental impact report or may, in itself, contain necessary background information and proper mitigation measures so as to file a Negative Declaration. The "mitigated negative declaration" will contain a list of specific conditions for permit approval.

There are approximately 664 acres contained within the City limits of which about 20% is vacant. This vacant land provides potential for future growth. Current trends show an average annual growth rate of 2.5 %. This rate is far below the potential for buildout within the City and the SOI. It is very unlikely that the potential for growth will take place in the immediate future. Consumer demand, infrastructure capacity, public attitude toward growth and regional economic development are limiting factors to potential buildout. Realistic growth for the City is 25 – 30 persons per year or about 10 housing units per year. These are the assumptions used for this environmental analysis. Specific projections can be found in the current Housing Element (1993), the Land Use Element, and traffic projections in the Circulation Element.

- 9. Surrounding Land Uses and Setting:** The City of Colfax is located on the I-80 corridor east of the City of Auburn. It is approximately 50 miles east of Sacramento. Colfax is surrounded by unincorporated land of Placer County. The majority of land around the City is forested and undeveloped.

**Environmental Factor Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact: as indicated by the checklist on the following pages.

- Land Use and Planning
- Transportation/Circulation
- Public Services
- Population and Housing
- Biological Resources
- Utilities and Service Systems
- Geological Problems
- Energy and Mineral Resources
- Aesthetics
- Water
- Hazards
- Cultural Resources
- Air Quality
- Noise
- Recreation
- Mandatory Findings of Significance

**Determination**

On the basis of this initial evaluation:

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 the mitigation measures described on an attached sheet have been added to the project. A 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Marne Cottriel

August 12, 1998

Marne Cottriel, Project Manager

City of Colfax

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. LAND USE AND PLANNING. Would the proposal**

- a) Conflict with general plan designation or zoning?

The present zoning designation for the City are displayed on the Existing Zoning and Land Use Map. Any changes or alterations as suggested in the Land Use Element are compatible with existing conditions and would reduce any potential conflicts and would not produce an adverse affect.

Every proposed zoning changes in City would be subject to review by the Planning Commission. They can impose conditions and requirements for these changes.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

There are no current nor are there any foreseen conflicts with applicable environmental plans or policies adopted by agencies with jurisdiction over the project area.

- c) Be incompatible with existing land use in the vicinity?

The proposed uses of the General Plan will not be incompatible with the existing surrounding land uses which is a mixture of commercial and residential land uses. The Land Division Standards, zoning ordinance, and Specific Plan Design Guidelines have established requirements for commercial lands abutting residential uses. The changes suggested in land use will bring more consistency to the City's land use policies.

- d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?

There is no land within the City limits that is actively involved in Agriculture.

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community?)

The planning area currently has mixed land uses. There is a large amount of land available within the city for residential development. The changes proposed in densities for the City will give ample land inventory for development of all income levels. This will not disrupt or divide any existing community characteristics.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**II. POPLULATION AND HOUSING.** Would the proposal:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Cumulatively exceed official regional or local population projections?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |
| c) Displace existing housing, especially affordable housing?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |

There is a large amount of land available within the City for residential development. Commercial, light industrial, manufacturing, and other compatible uses combined with residential development would be permissible on the parcels designated for acceptable uses. Increased density levels also enable the development of housing at all income levels within the City.

**III. GEOLOGIC PROBLEMS.** Would the proposal result in or expose people to potential impact involving:

- |  |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Fault rupture?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| b) Seismic ground shaking?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| c) Seismic ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| d) Seiche, tsunami, or volcanic hazard?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| e) Landslides or mudflows?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |

Projects that have potential for causing erosion must conform to City grading, drainage, and ground cover policies as specified in City documents such as the Municipal Code grading requirements (Chapter 1, Article 20), and the Hillside Development Guidelines. When followed the impact on the environment is reduced to less than significant. A Construction Activity Storm Water Permit may be required from the State Water Resources Control Board if project disturbance is five or more acres. Construction activity that results in a land disturbance of less than five acres, but is part of a larger common plan of development, also requires a permit. Each new project that may have an impact must file documentation that will describe mitigation measures that will address and solve the potential impact on the environment.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- |                            |                          |                          |                          |                          |
|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| g) Subsidence of the land? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| h) Expansive soils?        | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |

The soil types within the Study Area have low to moderate expansive soils. Proposed developments should determine the soil type and development conditions should include mitigation for potential impacts of expansive soils. The City's grading policies and Hillside Development Guidelines provide for the mitigation of these problems and when followed result in the minimizing of these conditions.

- |  |                          |                          |                          |   |
|--|--------------------------|--------------------------|--------------------------|---|
| i) Unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|---|

**IV. WATER.** Would the proposal result in:

- |  |                          |   |                          |                          |
|--|--------------------------|---|--------------------------|--------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|---|--------------------------|--------------------------|

Without mitigation, the grading of streets, building pads, and other development features in new projects could change drainage patterns. Pavement, roofs, and other impermeable surfaces would decrease soil percolation and increase surface runoff. Runoff concentration time would increase and peak flood levels would increase slightly.

It is the intention of the City to prevent such impacts through the implementation of its Zoning Ordinance and policies in the General Plan Land Use Element. It is a requirement of each project within the City that drainage plans and other mitigation measures be devised to minimize the impact on the environment. The City's responsibility is to evaluate these drainage plans and mitigation measures to rule on their effectiveness before permits and approval is granted. If this procedure is followed, the environmental impact and flooding potential can be minimized.

- |  |                          |                          |   |                          |
|--|--------------------------|--------------------------|---|--------------------------|
| b) Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
|--|--------------------------|--------------------------|---|--------------------------|

Much of the City's runoff is directed through its storm water drainage system. Proper maintenance of creek channels and drains in the City will reduce possible flooding in the Study Area. Any new development is required by the Planning Commission to provide drainage plans and disposal methods for increased run off potential. The City's responsibility is to evaluate drainage plans and disposal methods to rule on their effectiveness before permits and approval is granted. If this procedure is followed, the potential for flooding can be minimized.

The continued practice of setting up barricades on roadways during flooding will also serve to protect residents from potential safety hazards.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>c) Discharge into surface water or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?</p> <p>Grading during wet weather creates a high potential for siltation and turbidity of nearby waterways. Implementation of erosion and sediment control plans and drainage impact studies as mentioned in Municipal Code Grading requirements will mitigate this potential problem.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>d) Changes in the amount of surface water in any water body?</p> <p>There are no lakes or similar water body within the Study Area that is considered to be "waters" of the U.S. There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would change the amount of surface water in any water body.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>e) Changes in currents, or the course or direction of water movements?</p> <p>There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would change the current or course or direction of water movements in any water body.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?</p> <p>The General Plan states that the City's water supply comes from the Placer County Water Agency. They have adequate supplies for future development. The majority of those in the Study area that use well water are out of the area served by PCWA. The groundwater table is at a level of 150-300 feet. The water table ranges from high potential for development to unpredictable depending on the location and season. There are no changes in the quantity of water created by the adoption of the General Plan.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>g) Altered direction or rate of flow of groundwater?</p> <p>There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would alter the direction or rate of flow of groundwater.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>h) Impact to groundwater quality?</p> <p>There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would impact groundwater quality.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

See items IV. a and c above.

**V. AIR QUALITY.** Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
--	--------------------------	--------------------------	---	--------------------------

The General Plan provides for alternative transportation modes, including pedestrian and bikeways which serve to reduce automobile trips. By also improving the street intersections to accommodate the high amount of truck traffic and reduce intersection congestion will help reduce the concentration of emissions from idling vehicles. The City has a limited number of intersections that would experience any congestion problems. These include South Auburn Street at S.R. 174 with existing level "E" and South Auburn Street at the over crossing on the north side of I-80. The major source of congestion is a result of the rail road crossing at Grass Valley Street . There is no potential or practical solution for this problem. As build out continues into the undeveloped areas of the City new capital improvements in the infrastructure including the circulation system will be needed. This is especially true of Placer Hills Rd. that provides only a "D" LOS at buildout. The City must monitor these conditions and provide these improvements to maintain at least a "C" LOS. These lower LOS contribute to emissions related to poor air quality. The mitigation measures in the Circulation Element and the Natural Environment Element will minimize the impact on air quality with the adoption of the General Plan.

The development of commercial and industrial areas in the City must be monitored to evaluated their impact on air quality. The General Plan calls for the adoption of the Placer County 1991 Air Quality Attainment Plan (or updated version). This plan provides for monitoring and mitigation to reduce stationary and transportation source emissions. With increased commercial and industrial activity in the City there is potential negative impact on air quality. The Placer County Air Quality Attainment Plan that is to be adopted by the City as part of the General Plan. This plan provides mitigation and evaluation tools to monitor and limit emissions from industrial and commercial development. These mitigation measures can have a positive effect on air quality. By cooperating with local, state and federal agencies the impact on air quality can be minimized with the adoption of the General Plan.

b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would cause any of the above effects.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Create objectionable odors?

Approval of new industries or other land uses that may create objectionable odors is subject to the City's environmental review and permitting processes. However, there are currently no specific regulations for odor producing activities in the City nor is there a perceived immediate need for such regulations at the present time.

**VI. TRANSPORTATION/CIRCULATION,**

Would the proposal result in:

- a) Increased vehicle trips or traffic congestion?

The effects of population and employment growth in terms of trip generation and distribution in the Study Area are presented in the Circulation Element of the General Plan. Levels of service at the main roadways and primary intersections will be lowered (See Circulation Element). The General Plan also addresses the environmental impacts of growth on the circulation system. The principal effects of increased traffic are the decreased capacities and lower LOS on the existing system. The system may be extended beyond design capacity. All new developments should be required to pay for infrastructure improvements through development fees. These fees are necessary when a project's direct result is to lower the LOS below "C". The mitigation measures in the Circulation Element provide for a minimizing of impact on the circulation system in the City.

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- c) Inadequate emergency access or access to nearby uses?

- e) Hazards or barriers for pedestrians or bicyclists?

- f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- g) Rail, waterborne or air traffic impacts?

**VII. BIOLOGICAL RESOURCES.**

Would the proposal result in impacts to:

- a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?

No State or Federally listed rare or endangered animal species are known to exist in the City, the City's Sphere of Influence, or the planning area.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The Natural Environment Element addresses habitat areas. Preservation of these areas is provided for through the goals, policies and mitigation in this element.

**VIII. ENERGY AND MINERAL RESOURCES.**

Would the proposal:

- |   |                          |                          |                          |   |
|---|--------------------------|--------------------------|--------------------------|---|
| a) Conflict with adopted energy conservation plans? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

Energy conservation is addressed in the existing Housing Element, Chapter 8. This involves new development as well as retrofit projects.

- |   |                          |                          |                          |   |
|---|--------------------------|--------------------------|--------------------------|---|
| b) Use non-renewable resources in a wasteful and inefficient manner?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

**IX. HAZARDS.** Would the proposal involve:

- |   |                          |                          |                          |   |
|---|--------------------------|--------------------------|--------------------------|---|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

The risk of accidental explosion is site specific and is dependent upon the type of development on an individual parcel. All proposed projects will comply with City and other safety and building codes for development. All project plans will also be reviewed by the City Fire Chief.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

- b) Possible interference with an emergency response plan or emergency evacuation plan?

The Safety Element of the General Plan addresses Police and Fire protection services. As buildout continues, the City must monitor potential changes in service by Fire and Police. By following the goals, policies, and implementation measures, the safety of the community will be maintained.

The impact of growth on the circulation system in the City can also have an affect on emergency response. The implementation measures of the Circulation Element will help minimize the impact on response time by increasing the efficiency of the circulation system.

- c) The creation of any health hazard or potential health hazards?

No health related effects resulting from the adoption of the General Plan are foreseen.

- d) Exposure of people to existing sources of potential health hazards?

The adoption of the General Plan will not create or expose individuals to any potential health hazard.

- e) Increased fire hazard in areas with flammable brush, grass, or trees?

**X. NOISE.** Would the proposal result in:

- a) Increases in existing noise levels? (1)

Expected growth and development in Colfax will increase ambient noise levels along principal, and collector roadways and will expose people to them. The Noise Element of the General Plan indicates that much of the Study Area falls within the 65 decibel contour line, which is below the normally acceptable range for commercial uses of 70 decibels. Areas of future development that are within the 72 decibel contour are in close proximity to I-80 as well as the rail line. Development and design issues are addressed in the Noise Element. These include the use of barriers and design criteria to mitigate excessive noise exposure.

The Land Use Element provides for industrial and commercial uses in the areas of higher decibel ranges. New development in these areas must meet City noise standards for development and provide mitigation to decrease potential risk for surrounding areas as provided in the Noise Element.

Potentially

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

- b) Exposure of people to severe noise levels?

Noise studies are required of project development applications located near identified noise sources. Mitigation of noise impacts is required as part of the City environmental review process before the issuance of any building permits. Construction noises in early morning, late evening, or weekend hours that may cause complaints are mitigated by controlling work hours.

**XI. PUBLIC SERVICES.** Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a) Fire protection?

As buildout occurs the City will need to monitor service levels and response times to determine when additional fire protection services are needed and what measures must be taken to accomplish necessary improvements.

- b) Police protection?

As buildout occurs the City will need to monitor service levels and response times to determine when additional police protection services are needed and what measures must be taken to accomplish necessary improvements.

- c) Schools?

The City is served by the Colfax School District with 530 elementary pupils enrolled and Placer Union High School District with 840 high school pupils. The schools that serve the City are located outside the City limits. The existing Housing Element addresses the potential need for expansion and the development fees charged to provide for needed expansion. The leadership in the School Districts will need to monitor population growth as buildout takes place to provide for expansion of facilities.

- d) Maintenance of public facilities, including roads?

It is anticipated that increasing demands on the maintenance of streets and other facilities will be partially met with increased property and sales tax revenues. If this is not the case, reduction in levels of service and maintenance may be anticipated. Capital improvements within the transportation system of the City will need to be accomplished as the City expands. The Circulation Element addresses some of these issues.

- e) Other governmental services?

For all of the above services the City will charge new developments various impact fees that have been developed and approved by City Council for the expressed purpose of offsetting development impacts in the City of Colfax. These impact fees will continue to be monitored to provide accurate accounting costs to increase fees when necessary.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**XII. UTILITIES AND SERVICE SYSTEMS.**

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- a) Power or natural gas?

As the Study Area grows over the next few years, new power and propane delivery systems will be required. These services are provided by public and private companies. These facilities and services are provided with electric power by Pacific Gas and Electric. The gas needs of the study are supplied by local propane suppliers. New installation and service will be paid for by new project management. Thereafter, owners or tenants will pay for utilities services.

- b) Communications systems?

These services are provided by private companies and are not the responsibility of the City.

- c) Local or regional water treatment or distribution facilities?

The City of Colfax relies on the Placer County Water Agency for its water supply. There will be minimal constraints for future development in the study area for water supply and delivery. New installation and service will be paid for by new project management. There after , owners or tenants will pay for utility service. See Section IV. f above.

- d) Sewer or septic tanks?

The City owns and operates a wastewater treatment plant (WWTP). The Safety Element addresses the increased growth directed by the Land Use Element. The most current data on the WWTP reveals that the plant is operating at about 85% of its inflow certification. This provides opportunity for growth in the planning area. The current growth trend in Colfax is 2.5% per year. When limitations of the Hillside Development Guidelines and current growth trends are incorporated into the planning process, the WWTP can provide service for the next 7-10 years. The life of the General Plan is to be 20 years. Mitigation measures in the Safety Element will increase the City's potential capacity to treat and discharge wastewater. There is sufficient time for the City to develop a long range capital improvement program to increase capacity of wastewater inflow. This will provide for wastewater treatment for growth and development.

- e) Storm water drainage?

The City's requires new development to provide for drainage collection and distribution. The City only approves development when these conditions are in compliance with existing City storm drainage system. The City continues to upgrade, maintain and repair its storm drainage system. By following these policies and practices the potential for hazard from flooding can a minimized.

See Sections IV. a and b above

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

f) Solid waste disposal?      
 The City presently relies on the Placer County Solid Waste Management Plan and the Western Regional Sanitary Landfill to dispose of its solid waste. The landfill has capacity for several more years, however, the utility master plan calls for aggressive conservation measures.

g) Local or regional water supplies?      
 See Section IV above.

**XIII. AESTHETICS.** Would the proposal:

a) Affect a scenic vista or scenic highway?      
 Future development in the Study Area includes the potential for degradation of the scenic environment. Any potential impact will be addressed by the Design Review Commission through the permit process.

b) Have a demonstrable negative aesthetic effect?      
 See Item a above.

c) Create light or glare?      
 New street lighting and night traffic will increase light levels in the City but this will not create a significant negative impact on present or future residents of the area. Any potential impact is mitigated by the implementation standards in the Community Design Element.

**XIV. CULTURAL RESOURCES.** Would the proposal:

a) Disturb paleontological resources?      
 There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would disturb cultural resources. If potential cultural resources are uncovered during development operations, the Anthropology Department at California State University, Chico should be contacted for evaluation of the circumstances.

b) Disturb archaeological resources?      
 See Item XIV a above.

c) Affect historical resources?      
 See Item XIV a above.

Issues (and Supporting Information sources):	Potentially Significant Impact	Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?  See Item XIV. a above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Restrict existing religious or sacred uses with the potential impact area? See Item XIV. a above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

**XV. RECREATION. Would the proposal:**

- |   |                          |                          |                          |   |
|---|--------------------------|--------------------------|--------------------------|---|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

The Natural Environment Element addresses the need for additional open space for recreation. Goals, policies, and implementations Measures provide for increased open space for recreation. As further development takes place these measures will provide for the recreational needs of the neighborhoods.

- |  |                          |                          |                          |   |
|--|--------------------------|--------------------------|--------------------------|---|
| b) Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|---|

See Item XV a above.

**XVI. MANDATORY FINDINGS OF SIGNIFICANCE.**

- |  |                          |                          |                          |   |
|--|--------------------------|--------------------------|--------------------------|---|
| a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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.)	☐	☐	X	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

**XVII. EARLIER ANALYSES.**

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

No earlier analyses were used.

## LIST OF SOURCES

1. Draft City of Colfax General Plan 2020
2. City of Colfax General Plan
3. Current Land Use and Zoning Overlay Map
4. General Plan Map
5. City of Colfax Hillside Development Guidelines
6. Placer County General Plan Background Report 1994
7. Placer County General Plan

**Appendix B**

**Placer County Water Agency  
Water Quality Report - 1995**

APPENDIX B

PCWA Water Quality Report - 1995

Test Conducted	Units	Maximum Standard Allowed	Coffax Surface Water	
			Range	Average
Turbidity	NTU	.50	.03 - .04	.03
Coliform Bacteria	% Tests Positive	5%	0%	0%
<b>VOLATILE ORGANIC CHEMICALS</b>				
Total Trichloroethanes	mg/l	0.10	NA	
Benzene	mg/l	0.001	NA	
Carbon Tetrachloride	mg/l	0.0004	NA	
1,2-Dichlorobenzene	mg/l	0.5	NA	
1,4-Dichlorobenzene	mg/l	0.005	NA	
1,1-Dichloroethane	mg/l	0.005	NA	
1,2-Dichloroethane	mg/l	0.005	NA	
1,1-Dichloroethylene	mg/l	0.005	NA	
cis-1,2-Dichloroethylene	mg/l	0.005	NA	
trans-1,2-Dichloroethylene	mg/l	0.01	NA	
Dichloromethane	mg/l	0.005	NA	
1,2-Dichloropropane	mg/l	0.005	NA	
1,3-Dichloropropane	mg/l	0.0005	NA	
Ethylbenzene	mg/l	0.7	NA	
Monochlorobenzene	mg/l	0.07	NA	
Styrene	mg/l	0.1	NA	
1,1,2,2-Tetrachloroethane	mg/l	0.001	NA	
Tetrachloroethylene	mg/l	0.005	NA	
Toluene	mg/l	0.15	NA	
1,2,4-Trichlorobenzene	mg/l	0.07	NA	
1,1,1-Trichloroethane	mg/l	0.2	NA	
1,1,2-Trichloroethane	mg/l	0.005	NA	
Trichloroethylene	mg/l	0.005	NA	
Trichlorofluoromethane	mg/l	0.15	NA	
1,1,2-Trichloro-1,2,2-Trifluoroethane	mg/l	1.2	NA	
Vinyl Chloride	mg/l	0.0005	NA	
Xylenes	mg/l	1.750*	NA	
<b>NON-VOLATILE ORGANIC CHEMICALS</b>				
Atrazine	mg/l	0.002	NA	
Alachlor	mg/l	0.003	NA	
Azinphos	mg/l	0.018	NA	
Benazox	mg/l	0.0005	NA	
Benz(a) Pyrene	mg/l	0.018	NA	
Carbofuran	mg/l	0.0001	NA	
Chlordane	mg/l	0.07	NA	
2,4-D	mg/l	0.2	NA	
Dieldrin	mg/l	0.0002	NA	
1,2-Dibromo-3-Chloropropane	mg/l	0.4	NA	
Di (2-Ethylhexyl) Adipate	mg/l	0.004	NA	
Di (2-Ethylhexyl) Phthalate	mg/l	0.007	NA	
Dinoseb	mg/l	0.02	NA	
Diquat	mg/l	0.1	NA	
Endosulf	mg/l	0.002	NA	
Endrin	mg/l	0.0005	NA	
Ethylene Dibromide	mg/l	0.7	NA	
Glyphosate	mg/l	0.0001	NA	
Heptachlor	mg/l	0.0001	NA	
Heptachlor Epoxide	mg/l	0.001	NA	
Hexachlorobenzene	mg/l	0.05	NA	
Hexachlorocyclopentadiene	mg/l	0.0005	NA	
Lindane	mg/l	0.04	NA	
Methoxychlor	mg/l	0.02	NA	
Molinate	mg/l	0.2	NA	
Oxertol	mg/l	0.001	NA	
Pentachlorophenol	mg/l	0.1	NA	
Picloram	mg/l	0.0005	NA	
Polychlorinated Biphenyls	mg/l	0.004	NA	
Simazine	mg/l	0.01	NA	
Thiodan	mg/l	0.005	NA	
Toxaphene	mg/l	3 X 10 <sup>-4</sup>	NA	
2,3,7,8-TCDF (Dioxin)	mg/l	0.06	NA	
2,4,6-TP (Saxen)	mg/l		NA	
<b>INORGANIC CHEMICALS</b>				
Aluminum	mg/l	1.5	<0.05-0.17	0.145
Antimony	mg/l	0.008	<0.004	
Arsenic	mg/l	0.05	<0.001	
Asbestos	mg/l	7 MPL**	ND	
Barium	mg/l	1.5	0.018-0.046	0.017
Beryllium	mg/l	0.004	<0.001	
Cadmium	mg/l	0.008	<0.0001	
Chromium	mg/l	0.05	<0.01	
Cyanide	mg/l	0.2	<0.005	
Fluoride	mg/l	1.4-2.4***	<0.10	
Lead	mg/l	0.05	<0.001	
Mercury	mg/l	0.004	<0.0002	
Nickel	mg/l	0.1	<0.008	
Nitrate (as NO3)	mg/l	45.0	<0.50	
Nitrite (as nitrogen)	mg/l	1.0	<0.150	
Selenium	mg/l	0.05	<0.001	
Thallium	mg/l	0.002	<0.001	
Silver	mg/l	0.1	<0.01	
<b>RADIOACTIVITY</b>				
Gross Alpha Activity	pCi	18	<1.8	
Gross Beta Activity	pCi	50	NA	
Tridium	pCi	20,000	NA	
Radium 226	pCi	8	NA	
Radium 228 & 228 Combined	pCi	8	NA	
Uranium	pCi	30	NA	

## '95 Water Quality Report PCWA Supplies Safe and Healthy Water

Throughout each year, PCWA water quality specialists conduct a number of water quality testing and monitoring programs. The results of our 1995 tests are presented in this newsletter.

PCWA is proud to report once again that our treated water meets and exceeds all state and federal health standards.

Customers should feel comfortable in knowing their water is carefully monitored and safe to drink.

This year, PCWA is pursuing more than \$1.8 million in water zone improvements to enhance water treatment and delivery facilities and ensure that customers throughout the agency's service areas continue to receive a safe and healthy water supply.

In reading the charts in this newsletter, customers should understand that all water contains various dissolved mineral and organic substances. Drinking water standards establish limits for substances that may affect health or aesthetic qualities.

### PRIMARY STANDARDS

These standards relate to the protection of public health. They specify limits for substances that may be harmful to humans if consumed in excess over long periods of time.

### SECONDARY STANDARDS

These standards relate to aesthetic qualities such as taste, odor and clarity. These standards specify limits for substances that may influence consumer acceptance of the water.

## Water Quality Report, Cont'd Secondary Standards

(Units = mg/l unless noted)

	MCL	Range	Average
Color (Units)	15.0	<3	
Odor-Threshold (Units)	3.0	1	
Chloride	250.0	5.3	
Copper	1.0	<0.01	
Foaming Agents (MSAs)	0.5	<0.01	
Iron	0.5	<0.03	
Manganese	0.05	<0.005	
Sulfate	250.0	6.8	
Zinc	5.0	<0.005	
Total Dissolved Solids	500	49	

### Additional Components Analyzed

pH (Units)	NS	7.8 - 8.7	8.2
Hardness (CaCO <sub>3</sub> )	NS	25	
Sodium	NS	2.5	
Calcium (Ca)	NS	8.3	
Potassium (K)	NS	0.69	
Magnesium (Mg)	NS	0.69	

*IN ADDITION to the constituents identified in this report, PCWA has conducted monitoring for 48 additional organic chemicals for which the California Dept. of Health Services and U.S. Environmental Protection Agency have not yet set standards. All results were below detection levels.*

*Customers with questions about water quality may call the PCWA Customer Service Center at 823-4850.*

## Legend of Symbols Water Quality Report

- NTU** - Nephelometric Turbidity Unit, a standard for measuring turbidity, or cloudiness in the water.
- mg/l** - Milligrams per Liter (parts per million)
- pCi/l** - Pico Curies per Liter
- ND** - Not Detected
- NA** - Not Analyzed (not required)
- NS** - No Standard
- <** - Less Than
- \*** - Single Isomer or Sum of Isomers
- \*\*** - Million Fibers per Liter
- \*\*\*** - Fluoride Standard depends on water temperature

## Customer's Corner

The Placer County Water Agency Board of Directors meets regularly the first and third Thursdays of each month at 2 p.m. in the Placer County Board of Supervisors chambers at 175 Fuiweiler Avenue in Auburn. The public is welcome.

This newsletter is published as a public service of the

## PLACER COUNTY WATER AGENCY

144 Ferguson Rd. (P.O. Box 6570)  
Auburn, CA 95604  
(916) 823-4850 or (800) 464-0030

California Department of Water Resources  
Division of Water Quality Control

## **Appendix C**

### **Placer County Offsetting Mitigations Preliminary Guidance**

OFFSETTING THE AIR QUALITY IMPACTS  
OF ADDITIONAL EMISSIONS  
ASSOCIATED WITH PROPOSED PROJECTS

Placer County has a severe air quality problem. It violates the State standard for ambient ozone concentration approximately 30 days per year. The California Clean Air Act (CCAA) mandates that the Placer County Air Pollution Control District (APCD) must reduce the emissions of ozone "precursor gases" by 5% per year until attainment is demonstrated. This equates to **eliminating** emissions of approximately 1.5 tons/day per year of Reactive Organic Gases (ROG) and Nitrogen Oxides (NOx). The major sources of both of these gases are related to vehicular activities. In addition, the County is also designated non-attainment for small particulate matter less than 10um in size (PM10). Both of these pollutants constitute real health hazards for humans, as well as for plants and other animals.

Because of these air quality problems, State law requires the APCD to carefully review air quality impacts associated with the development of new "Indirect Sources". The California Air Resources Board (ARB) defines indirect sources as "any facility, building, structure, or installation, or combination thereof which generates or attracts mobile source activity that results in the emission of any pollutant for which there is a state ambient air quality standard". Therefore, the APCD requires that project proponents of new indirect sources prepare an Environmental Impact Report (EIR) that provides comprehensive evaluations of the expected emissions, and provides measures to mitigate their air quality impacts.

When evaluating the air quality impacts of indirect sources, all phases of the project and project alternatives must be considered. The air quality impact assessment should be calculated using "worst case" meteorological conditions and the most current emission factors available. Pollutants of most concern at this time are :

- total organic gases (TOG)
- nitrogen oxides (NOx)
- carbon monoxide (CO)
- particulate matter < 10 um (PM10)

To address each of these pollutants in the air quality analysis, several types of emission computations may be required. All results should be presented in units of pounds per day (lbs/day), tons per year, or as concentrations in parts per million (ppm). The EIR must evaluate the project's impact upon the atmospheric environment based on the following:

### 1. SHORT TERM EMISSIONS

Short term emissions generated during the site preparation and construction phase of the project include fugitive dust resulting from grading activities, materials handling, construction worker's vehicular traffic, and exhaust from heavy-duty gasoline and diesel-powered vehicles. Emission factor data for these activities can be found in *EPA AP-42, Compilation of Air Pollution Emission Factors, Fourth Edition*. Once the appropriate emission factors have been determined, computations are similar to those shown below for computing long term emissions.

## 2. LONG TERM EMISSIONS

The long term emissions associated with a project include both the direct emissions generated by the operation of the project and the indirect emissions induced by the project, due principally to the use of motor vehicles. If a project's completion date is anticipated to be more than 10 years in the future, an emission estimate should be done in 5-year increments to project completion. This assessment should identify and analyze emission sources such as motor vehicle activities, power generation, and project operations. Computer models are available for conducting estimates of vehicular emissions based upon patterns of usage, ambient temperature, number and length of trips etc. One such tool to model vehicular emissions is *Air Quality Analysis Tools-3 (AQAT3)*, distributed by the California Air Resources Board.

## 3. LOCAL SCALE ANALYSIS

The EIR may also need to estimate the project's air quality impact in the immediate vicinity of the project. Special emphasis should be placed on identifying locations of sensitive receptors (such as hospitals and schools) and the actual exposure to pollutants. It is recommended that a suitable microscale model such as *CALINE 4* be used to analyze the project's carbon monoxide impact upon nearby receptors. This model is applicable to intersections, roadway links, and ingress/egress points of parking. This model is contained in the *AQAT3* tools package.

## 4. LEVEL OF SIGNIFICANCE

The EIR needs to discuss and compare the project's estimated emissions of each pollutant with the APCDs threshold limits of significance for indirect sources. Since Placer County is designated as a "severe" non-attainment area for ozone, the District is mandated to reduce "precursor gas" emissions by 5% per year. Therefore, any increase in TOG or NOx is significant and should theoretically be fully offset. The Placer County district is also designated non-attainment for PM10 as well, making any increase in PM10 emissions also significant.

However as a practical measure, residential projects of less than 30 units, or commercial projects smaller than 5 acres are not currently being required to offset their emissions. This "trigger level" may lower in the near future as the need for additional reductions develop, and as APCD staffing is increased.

## 5. HAZARDOUS POLLUTANTS

The EIR needs to identify any airborne hazardous or toxic pollutants expected to be generated by the project. This information should include:

- the types and quantities of hazardous pollutants emitted
- ambient background levels
- potential public exposure
- potential impact on public health

Mitigation measures used to minimize emissions must be described. The discussion should include control equipment, process control, and other technical measures to reduce emissions of non-criteria air pollutants as well.

Control requirements applicable to similar hazardous sources proposed in California should also be described. All applicable Federal, State, and Local air pollution control regulations, and measures to comply with these regulations, must be identified and described in the air quality impact section of the EIR.

The air quality analysis of hazardous air pollutants should include the basis for the assumptions and calculations used to determine the emission estimates. In addition, the analysis must identify if a project is to be located in an area which may be impacted by existing or planned facilities with the potential to emit toxic or hazardous pollutants. The *State of California Code of Regulations Title 17, Part III, Chapter 1, Sections 90702 and 93000* may provide additional information useful for this discussion.

## 6. CUMULATIVE IMPACTS

The air quality impact analysis should also take into consideration any impacts on the ambient air quality that result from the incremental impact of a proposed project when added to other past, present, or future development activities. *State CEQA Guidelines, section 15130*, describes elements which are necessary to provide an adequate discussion of cumulative impacts. *Section 15125(b) of the State CEQA guidelines, and Sections 176 and 316 of the Federal Clean Air Act* contain specific references on the need to evaluate any inconsistency between the proposed project and applicable air quality plans.

## 7. MITIGATION MEASURES

The EIR should identify all feasible Transportation Control Measures (TCMs) that can serve to mitigate project-related air quality impacts. There should be an assessment of the air quality benefits which could result from the implementation of TCMs. The assessment should be stated in quantitative terms, including projected reductions in emissions, trips generated, vehicle miles traveled, total emissions and pollutant concentrations.

The EIR should also identify the entities responsible for implementation of the TCMs and the timeframes for their implementation. Project proponents should contact public transit, ridesharing, bicycling, local public works, and other appropriate organizations during early planning stages to ensure that needed facilities and services are available and will be appropriately incorporated into project design.

The following list of potential measures is intended to be a guide for mitigating a variety of indirect source emissions. This list is not all inclusive, other mitigation measures are available by contacting the California Air Resources Board (ARB). The ARB is currently drafting a guidance document which lists "feasible" mitigation measures and describes calculation methodologies to determine the effectiveness of each measure. For further information contact:

Mr. Raymond E. Menebroker, Chief  
Project Assessment Branch (916) 322-6026  
Stationary Source Division  
California Air Resources Board  
P.O. Box 2815  
Sacramento, CA 95812

POTENTIAL MITIGATION MEASURES  
TO OFFSET EMISSIONS FROM INDIRECT SOURCES

Residential mitigation measures

- EPA certified woodburning appliances
- aggressive tree planting programs
- pedestrian & bikeway easements
- solar assisted water heating
- solar assisted space heating
- pave dirt roads
- mixed use zoning
- CC&Rs to limit vehicles
- buy old vehicles off the road
- provide bus service and facilities
- park & ride lots
- organize carpools & vanpools
- education programs
- ride matching services
- development fees to fund transit operations
- help fund auto & bus conversions to alternate fuels

Commercial Mitigation measures

- aggressive tree planting programs
- pedestrian & bikeway easements
- solar assisted water heating
- solar assisted space heating
- mixed use zoning
- buy old vehicles off the road
- help fund auto and bus conversions to alternate fuels
- provide bus services and facilities
- development fees to fund transit operations
- employer rideshare coordinator for pooling
- employer trip reduction ordinances
  - bicycle incentives for employees
  - education programs
- work schedule management
  - flextime
  - staggered work hours
  - telecommuting
- parking management
  - public parking charges
  - reduced parking for pools
  - priority parking
  - limit new development parking spaces
  - enforce parking regulations
  - employer parking charges
  - park and ride lots

### Land Use Controls

- General Plan air quality elements
- controlled growth policy
- contiguous growth policy
- mixed land use policy
- transit corridor development
- jobs-housing balance requirements
- trip reduction ordinances
- transit system management operational subsidies

### Traffic Flow Improvements

- optimized signal timing
- interconnecting signals
- high occupancy vehicle lanes
- optimized lane striping
- vehicle restriction periods

### Transit Facilities

- feeder service improvements
- timed transfer system
- bicycle parking at transit
- transit guidelines
- shuttles to major transit centers
- private sector transit
- employer fare subsidies
- service area expansion
- sell tickets at work places
- commuter express agreements with transit districts
- Convert buses to run on alternative fuels

### Bicycle Facilities

- Bicycle access to transit facilities
- improve bicycle parking
- bikeway planning
- bicycle lockers at park & ride lots

### Construction Related Measures

- water trucks and sprinkler systems
- chemical soil binders
- rapid revegetation schedules
- minimize amount of large equipment operating simultaneously
- schedule truck trips during non-peak hours
- phase construction activities
- substitute gasoline or propane equipment for diesel-powered equipment
- maintain equipment in optimum engine tune conditions
- install catalytic convertors
- use prechamber diesel engines
- electrify equipment where possible

**Appendix D**

**Placer County  
Best Available Mitigation Measures  
PCAPCD, 1996**

## **BEST AVAILABLE MITIGATION MEASURES**

### **Project Design/Construction**

#### **Project/Site Design:**

Tree planting in excess of that already required.

Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.

Use of low VOC coatings.

EPA Phase II certified woodburning devices required.

Site design to minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping.

Require development practices which maximize energy conservation as a prerequisite to permit approval.

Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.

Introduce window glazing, wall insulation, and efficient ventilation methods.

Introduce efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces and boiler units.

Incorporate appropriate passive solar design and solar heaters.

Use devices that minimize the combustion of fossil fuels.

Capture waste heat and reemploy it in nonresidential buildings.

Install an electrical outlet at the front and back of a home for electrical yard equipment.

Install a natural gas outlet in the backyard for gas burning barbecues.

Install a natural gas hook up in any proposed fireplaces.

Install low nox (NOX) hot water heaters.

**To protect sensitive land uses from major sources of air pollution:**

Integrate additional mitigation measures into site design such as the creation of buffer zones between a potential sensitive receptor's boundary and potential pollution source.

Require design features, operating procedures, preventive maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants.

**Measures to reduce construction-related impacts on air quality:**

Use low emission mobile construction equipment (e.g., tractor, scraper, dozer, etc.).

Develop trip reduction plan to achieve 1.5 AVR for construction employees.

Water site and clean equipment morning and evening.

Spread soil binders on site, unpaved roads, and parking areas.

Apply approved chemical soil stabilizers according to manufacturers specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours).

Reestablish ground cover on construction site through seeding and watering.

Implement or contribute to an urban tree planting program to offset the loss of existing trees at the construction site.

Employ construction activity management techniques, such as: extending construction period; reducing the number of pieces used simultaneously; increasing the distance between emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak hours.

Pave construction roads and sweep streets if silt is carried over to adjacent public thoroughfares.

Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.

Suspend all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.

Wash off trucks leaving the site.

Maintain construction equipment engines by keeping them tuned.

Use low sulfur fuel for stationary construction equipment.

Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

Use low emission on-site stationary equipment.

### **Traffic Flow Improvements**

#### **Mitigations to reduce construction-related impacts on traffic:**

Provide a flagperson to guide traffic properly and ensure safety at construction sites.

Schedule operations affecting traffic for off-peak hours.

Develop a traffic plan to minimize traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.

Minimize obstruction of through-traffic lanes.

#### **Project Design/Operation:**

Configure parking to minimize traffic interference.

Schedule goods movement for off-peak traffic hours.

Synchronize traffic signals.

Provide adequate ingress and egress at entrances to public facilities to minimize vehicle idling at curbsides.

Provide dedicated turn lanes as appropriate.

Contribute to an area traffic flow improvement fund to mitigate traffic circulation/congestion impacts and offset the cost of the deficiency planning and program implementation that will have to be done if a project contributes to an intersection/roadway falling below the adopted Level Of Service (LOS) in the Congestion Management Plan.

**Lower Vehicle Miles Traveled (VMT)/Increase Average Vehicle Ridership (AVR)**

### **Public/Private Trip Reduction Programs**

The development and implementation of Transportation Control Measures (TCMs), such as the operation of a local Transportation Management Association (TMA) and project employer trip reduction plans.

Establish telecommuting programs, alternate work schedules, and satellite work centers.

Work with cities/developers/citizens in the region to implement Transportation Demand Management (TDM) goals.

### **Parking**

Design parking areas with less emphasis on "convenience."

Include a limited number of parking spaces in project design.

Include wide spaces to accommodate vanpool vehicles.

Develop vehicle and bicycle all day parking lots near rail stations, transit stops, and freeway access points.

Construction/enhancement of a Park and Ride lot.

Provide dedicated parking spaces with electrical outlets for electric vehicles.

### **Operation**

Parking pricing strategies, such as charging parking lot fees to low occupancy vehicles.

Preferential parking for those who rideshare.

### **Ridesharing**

#### **Operation**

Provide funds for on line computer rideshare matching.

Provide ridesharing information and matching in homeowners association package. Applicable to residential developments.

### **Telecommunications**

#### **Design**

Site design to maximize telecommunication including appropriate network infrastructure

Provide satellite offices when appropriate. Applicable to office/industrial and educational institutions.

## **Operation**

Design/establish telecommuting programs for office/industrial complexes.

Offer low cost financing to employees for the purchase of telecommuting equipment, or lend company-owned equipment.

Design "Shop by Telephone" or "Shop-by-Computer" services. Applicable to shopping centers and retail facilities.

Provide home-computer link to mainframe computer (via modem) so that students may complete programming assignments or use computer tutorials at home. Applicable to educational institutions.

Provide individual private telephones for patients which allows for "visits without trips." Applicable to hospitals and medical facilities.

## **Alternative Transportation**

Purchase abandoned railroad rights-of-way for future transit line, bikeway or hiking use(s).

## **Transit**

### **Design**

Contribute to an area transit fund to help build, maintain, and enhance transit services/facilities/amenities.

Site design to maximize access to existing transit lines.

Street design to accommodate bus travel.

Street design to maximize pedestrian access to transit stops, including access from residential cul-de-sacs to collector and arterial streets.

Site design to include bus shelters at transit access points.

Provide additional lighted transit shelters and multimodal transfer stations for transit users.

Construction of transit facility/amenity(bus shelter, bicycle lockers/racks, etc.) for existing public and private transit.

## **Operation**

Provision for transit-use incentives such as subsidized transit passes, accommodation of "unusual" work schedules to allow for transit schedules. Applies to office/industrial, educational institutions, and resorts/hotels.

"Validation" of transit ticket to provide free return trip. Applies to shopping centers, hospitals/medical facilities, and retail facilities.

Sell transit passes. Applies to retail facilities, educational institutions, resorts/hotels, and office/industrial complexes.

Free or reduced transit fares for midday central business district trips.

Free transfers between all shuttles and transit.

School bus service or low-cost student fares.

First year subsidy of added transit services.

## **Services**

Provide shuttle service to connect to existing transit sites.

Operation of a shuttle bus to shopping, health care, public services sites and other nearby trip attractors to reduce automobile use.

Establish delivery services. Applicable to retail facilities (frequent use), shopping centers, and restaurants.

## **Bicycle/Pedestrian**

Require residential developers to provide two bicycles with every home (being considered in Greenfield, CA).

Site design to maximize bicycle access to and within the project.

Provide bicycle parking/lockers.

Employers provide locker room/showers to employees who bicycle.

Include bicycle lane systems in new developments.

Develop or improve bicycle/pedestrian paths between destinations using public or utility rights-of-way.

Develop or improve access by bicycle, wheelchair or on foot to existing major destinations in city or region. For example, schools, employment centers, shopping, recreation, and parks.

Provide secure bicycle storage at public parking facilities.

Design/construction of bicycling/pedestrian paths to both connect with existing system and promote use for internal trips.

### Land Use/Transportation/Air Quality Planning

#### Monitoring

Contribute towards the purchase/operation of air quality/traffic monitoring equipment by local AQMD and planning agencies.

#### General Plan/Land Use

Subdivisions/site designs that promote mixed use development in order to achieve a balance of commercial, employment, and housing options within the project site or its immediate environment.

Work towards achieving a job/housing balance.

Encourage growth in and around activity centers, transportation nodes and corridors.

Promote future patterns of urban development that make better use of existing facilities.

**Appendix E**

**Waste Water Inflow  
July 1997 & July 1998**

**Daily Waste Water Treatment Plant  
Daily Inflow\*, July 1997 & 1998**

<u>Date</u>	<u>1997</u>	<u>1998</u>
1	.14	.15
2	.15	.15
3	.15	.16
4	.16	.15
5	.17	.14
6	.17	.14
7	.15	.14
8	.15	.14
9	.16	.13
10	.15	.15
11	.15	.14
12	.16	.14
13	.15	.14
14	.15	.13
15	.18	.14
16	.15	.13
17	.15	.14
18	.15	.13
19	.15	.13
20	.15	.13
21	.15	.13
22	.14	.14
23	.15	.13
24	.15	.14
25	.15	.13
26	.15	.13
27	.16	.12
28	.14	.12
29	.14	.12
30	.14	.13
31	.14	.13
<b>Average</b>	<b>0.151</b>	<b>0.136</b>
<b>High</b>	<b>0.18</b>	<b>0.16</b>
<b>Low</b>	<b>0.14</b>	<b>0.12</b>

\* All volumes in Million Gallons Per Day (MGD)

**Appendix F**

**Previous Waste Water / Sewer Studies  
City Of Colfax**

## **Previous Wastewater/Sewer Studies**

Infiltration/Inflow Study and Sewer System Evaluation (Atteberry & Associates, 1995)

Wastewater Flow Monitoring (Resources Engineering & Management, April, 1981)

Sewer System Evaluation Survey for City of Colfax (Falconi & Associates, June 1981)

Sewer Rehabilitation Project Contract Documents, Specifications and Plans (Falconi & Associates, December, 1981)

Infiltration and Inflow Analysis (Charpier, Martin & Associates, June 1992)

Sanitary Sewer Improvement Project, Preliminary Engineering Report (Charpier, Martin & Associates, February, 1993)

**Appendix G**

**City of Colfax  
Initial Study and Impact Checklist and  
Mitigation Program**

This Initial Study has been prepared by Marne Cottriel for the City of Colfax in order to assess the environmental effects of the Draft General Plan. This includes the Land Use Element, Circulation Element, Noise Element, Community Design Element, Natural Environment, Safety Element, and Economic Development Element. It is intended to satisfy the requirements of the California Environmental Quality Act (CEQA), and to provide the City with adequate information to assess the effects of its Updated Draft General Plan.

CEQA requires that an Initial Study be prepared to assess any potentially significant environmental impacts associated with a development project or program. If technically feasible mitigation measures are identified for all significant impacts and a Negative Declaration may be prepared, thereby completing the environmental review process. The City, in cases where impacts cannot be adequately mitigated, may not approve a Negative Declaration. In such cases the City must require the preparation and review of an Environmental Impact Report.

This Initial Study includes a short project description and an environmental checklist with impact analysis for all items on the checklist that have been identified as issues for consideration. The General Plan itself constitutes the full project description and predicted impacts are based on the implementation of its stated goals, policies, and implementation measures. Several documents are referred to in this initial study. All of the referenced documents are incorporated into the General Plan "project" by reference. They include various City maps, ordinances, standards and reference documents. Copies of these documents are available on request from the City.

This study concludes that with the adoption of the mitigation measures identified, the project will not cause or create a significant adverse environmental effect. A Negative Declaration will be prepared. Attached to the Initial Study will be a Mitigation Program. This Mitigation Program will be made up of the implementation measures set forth in the General Plan.

This study was performed based upon information gathered from City staff, other public agencies, site inspections and various City and State documents as cited.

**Mitigation Program  
City of Colfax  
General Plan 2020**

**Land Use**

Mitigation Measure	Implementation Measure	Responsibility
Require expanded initial studies (CEQA) and fiscal impact studies to evaluate the advantages and disadvantages of all proposed annexations or major rezonings.	2.6.1A	PC, CP, LAFCO
Require Prezoning for all land use changes in Placer County jurisdiction within the lands surrounding the SOI.	2.6.1B	LAFCO, CP
Commercial development will be clustered on arterial streets and at major intersections near Interstate 80 interchanges.	2.6.1C	PC, CP
Industrial development will be located near the railroad.	2.6.1D	PC, CP
Traveler and visitor oriented land use will be located near the I-80 corridor.	2.6.1E	PC, CP
Locate industrial and commercial land uses away from noise sensitive land uses.	2.6.1F	PC, CP
Establish criteria for a general or medium industrial zoning designation.	2.6.1G	PC, CP
Develop a criteria for utility extension that includes economic feasibility, environmental sensitivity and enforcement of the General Plan Land Use Diagram.	2.6.2A	PC, CC, CP, PW
Update Capital Improvement Program as a means of keeping pace with the needs of future facilities and infrastructure.	2.2.6B	PC, CC, CM,
Attempt to negotiate a Master Tax Transfer agreement with the County.	2.2.6C	CC, CM
Require new development to pay a pro rata share of City infrastructure development maintenance.	2.2.6D	PC, CC, CP, PW

<b>Mitigation Measure</b>	<b>Implementation Measure</b>	<b>Responsibility</b>
Ensure adequate Jobs/Housing Balance by maintaining ample vacant land for commercial and industrial purposes.	2.6.3A	PC, CP, CC
Ensure adequate open space by requiring new development to dedicate the required portion of land to open space.	2.6.4A	PC, CP, CC

**Circulation**

<b>Mitigation Measure</b>	<b>Implementation Measure</b>	<b>Responsibility</b>
Monitor standards and requirements for future development of residential and commercial land, noting and prioritizing needed improvements such as streets, wastewater distribution / treatment system and storm drainage system. These needed improvements will be included in the City's Capital Improvement Program.	3.5.1A	PC, CP, CM, PW
Land uses that generate a high incidence of auto traffic, such as drive-ins, convenience stores, fast-food outlets, shopping centers, and large subdivisions, shall be required to submit a site-specific traffic impact report prior to construction or expansion of such facilities.	3.5.1B	PC, CP
Create an integrated network of pedestrian connections throughout the planning area.	3.5.2A	PC, CP, PW
Use transportation systems management techniques to lower vehicle miles traveled and to decrease air pollution emissions.	3.5.2B	PC, CP, PW

Mitigation Measure	Implementation Measure	Responsibility
<p>Utilize the strategies recommended in the <i>Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study Final Report (1995) Chapter 1</i>. These recommendations, when applicable, will be used to mitigate impacts caused by new development throughout the City. These strategies include:</p> <ul style="list-style-type: none"> <li>Provide Pedestrian Facilities</li> <li>Increase Density Near Transit Corridors</li> <li>Increase Density Near Transit Stations</li> <li>Encourage Mixed-Use Development</li> <li>Encourage Infill and Densification</li> <li>Develop Concentrated Activity Centers</li> <li>Strengthen Downtowns</li> <li>Develop Interconnected Street Network</li> <li>Provide Strategic Parking Facilities</li> </ul>	3.5.2C	PC, CP, PW, DRC

**Noise**

Mitigation Measure	Implementation Measure	Responsibility
Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.	4.8.1A	P
Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.	4.8.1B	PC, CP, CC
Establish buffer areas between sensitive land uses and noise sources.	4.8.2A	PC, CP
Require noise mitigation measures when new residences are built in proximity to major transportation facilities.	4.8.2B	PC, CP

<b>Mitigation Measure</b>	<b>Implementation Measure</b>	<b>Responsibility</b>
Establish noise analysis procedures in the project review and building permit process.	4.8.2C	PC, CP, PW, B
Develop and utilize procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review and building permit processes.	4.8.2D	PC, PW, B
Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).	4.8.2E	PW, B
Locate recreational activities that have a potential to cause excessive noise away from noise sensitive land uses.	4.8.2F	PC, CP

### **Community Design**

<b>Mitigation Measure</b>	<b>Implementation Measure</b>	<b>Responsibility</b>
The Design Guidelines in this section will serve as interim guidelines until a fully developed version is completed.	5.21.A	PC, DRC
New development shall be subject to design review by the Design Review Commission to ensure that desired qualities are incorporated.	5.21.B	PC, DRC
Adopt design guidelines that promote the incorporation of historic features in new developments.	5.21.C	PC, CC
Adopt a Historic Preservation Plan which establishes strategies the City will use to promote historic preservation.	5.21.D	PC, CP, DRC
Use open space and design monuments to develop gateway entrances and to entice travelers on Interstate 80 to visit Colfax.	5.21.E	PC, CP, DRC

Mitigation Measure	Implementation Measure	Responsibility
The City will pursue programs such as grants, public or private donations or contribution for improving maintenance and upkeep of properties throughout Colfax.	5.21.F	CM, EDC
Create an inventory of all the historic structures and areas in Colfax and its sphere of influence.	5.21.G	DRC

#### Natural Environment Element

Mitigation Measure	Implementation Measure	Responsibility
Prepare and adopt a tree preservation ordinance that is focused on woodland habitat and native tree preservation.	6.11.1A	PC, CP, CM, PW
Require all new developments to achieve a status of no net loss of native tree species. This is done by site design, replanting, or any other method that the City deems acceptable.	6.11.1B	PC, CP, PW
Implement grading, drainage and ground cover policies to minimize disturbance of existing vegetation.	6.11.1C	PC, CP, PW, B
Implement land development policies regarding tree cover within greenways and open areas.	6.11.1D	PC, CP, PW
Provide development incentives for projects which incorporate habitat protection into project design.	6.11.2A	CP, CP, CC
Require a wildlife survey for all projects located in potential habitat areas and require that the findings of the surveys be incorporated into the decision making process.	6.11.2B	PC
Enforce and implement code and development requirements that will protect water quality.	6.11.3A	PC, CP, PW, B
Require onsite review for any development that could have an effect on surface water or ground water within the City of Colfax.	6.11.3B	PC, PW

Mitigation Measure	Implementation Measure	Responsibility
<p>The City shall coordinate with other local, regional, and state agencies, including the PCAPCD and the California Air Resources Board (ARB), in incorporating regional and county clean air plans to City planning for project review. This includes mitigation measures consistent with PCAPCD's 1991 Air Quality attainment Plan (or updated edition). The City shall also cooperate with the PCAPCD and ARB in the following efforts:</p> <ul style="list-style-type: none"> <li>a. Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality;</li> <li>b. Establishing monitoring stations to accurately determine the status of carbon monoxide, ozone, nitrogen dioxide, hydrocarbon and PM<sub>10</sub> concentrations;</li> <li>c. Developing consistent procedures and thresholds for evaluating both project-specific and cumulative air quality impacts for proposed projects.</li> </ul>	6.11.4A	PC, CP, CM
<p>The City shall co-operate with the PCAPCD to develop minimum project threshold sizes that would trigger requirements for air quality analysis and project mitigation. Elevated carbon monoxide concentrations are associated with congested intersections having high traffic volume. To address this problem, the PCAPCD shall require carbon monoxide modeling and intersection-specific mitigation measured for congested intersections having a level of service of D, E, or F designed to improve these levels of service.</p>	6.11.4B	PC, CP, PW
<p>The City shall adopt by ordinance, the PCAPCD 1991 Air Quality Attainment Plan (or updated edition) as the City's Air Quality Attainment Plan.</p>	6.11.4C	PC, CC

<b>Mitigation Measure</b>	<b>Implementation Measure</b>	<b>Responsibility</b>
Implement and enforce all guidelines and restrictions of the Cities Municipal Code relating to grading and drainage.	6.11.5A	PW, B
Require an onsite soil survey by an approved soil erosion prevention specialist for all large developments or those occurring on soils that have been proven to be prone to erosion.	6.11.5B	PC

<b>Mitigation Measures</b>	<b>Implementation Measures</b>	<b>Responsibility</b>
Make information relating to potential hazards on site specific areas in the City available to all City agencies and related City leadership and planners.	7.9.1A	CP, P, F
Record information on potential geologic and seismic hazards with parcel or subdivision maps.	7.9.2A	PC, CP
Review Building Code requirements to determine the adequacy of standards necessary to protect against all seismic hazards and to assure that the Code is current with the latest technological advances.	7.9.2B	PW, B
Develop programs in cooperation with other public agencies to increase public awareness of seismic hazards and to educate the citizens of Colfax on public and private actions that can help to minimize injury and property loss before, during, and after an earthquake.	7.9.2C	P, F, CM, CC
Adopt and enforce a comprehensive Grading and Erosion Control Ordinance, requiring control of existing erosion problems, as well as the installation of erosion, sediment, and runoff control measures in new developments.	7.9.3A	PC, CP, CC, PW

Mitigation Measures	Implementation Measures	Responsibility
Adopt regulations relative to zoning and subdivision ordinances which regulate land alterations, road construction or structural development on slopes of 15% or greater.	7.9.3B	PC, CC, CP
The City shall proceed with the design, financing and construction of capital improvements of the current wastewater treatment system to meet future growth and development demands.	7.9.4A	CM, PW
City staff shall monitor and report quarterly to the City Council on the current inflow levels of the WWTP.	7.9.4B	PW, CM, CC
The City shall continue to evaluate and collect development fees to cover the maintenance and improvements required in the wastewater system.	7.9.4C	CM, PW
Enforce the existing City Ordinance regarding weed abatement on lots and larger properties within City limits.	7.9.5A	F
Adopt an ordinance for the provision of fire resistant materials and landscaping, and the use of early warning systems such as sprinklers with alarms for all new developments.	7.9.5B	F, PW, B
To the maximum extent feasible conduct periodic inspections of vacant properties to ensure that dry weeds and other combustible fuels are not permitted to accumulate.	7.9.5C	F
Enforce the Emergency Service Plan throughout the City.	7.9.6A	P, F
Evaluate the Crime Prevention Plan and update and change as needed to protect the quality of life in the City.	7.9.6B	P

### Economic Development

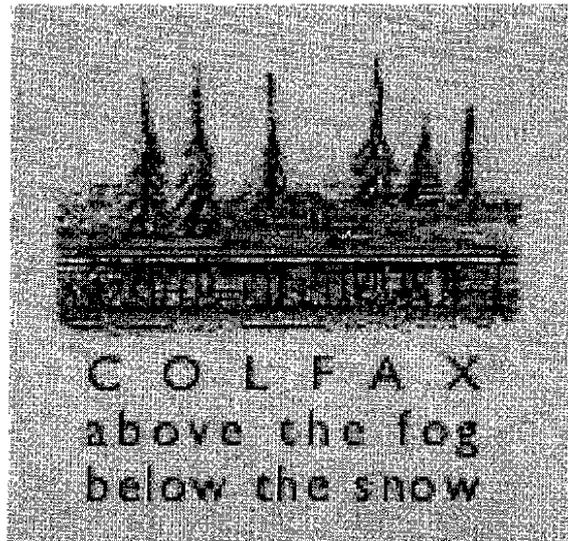
Mitigation Measure	Implementation Measure	Responsibility
Require that the Economic Development Committee develop an economic development plan and strategy for the City.	8.5.A	CM, EDC
Devise a capital improvement plan for infrastructure improvement and development. Including the implementation of community design standards for downtown development.	8.5.B	CM, CP, DRC
Establish a priority of existing parcels in older areas of the City and provide incentives to utilize these parcels for infill development.	8.5.C	CM, CP, EDC
Form a Tourism Council to encourage tourism with in the City.	8.5.D	CC, CM, EDC
Seek out developers and provide incentives for hotel/motel development along the I-80 corridor.	8.5.E	CM, EDC

### Mitigation Program Legend

- B        Building Department
- CC       City Council
- CP       City Planner
- CM       City Manager
- DRC     Design Review Commission
- EDC     Economic Development Committee
- F        Fire Department
- LAFCO   Local Agency Formation Commission
- PC       Planning Commission
- P        Police Department
- PW      Public Works Department

# City of Colfax

## Housing Element of the General Plan 2003-2008



Adopted March 23, 2004

**CITY OF COLFAX**

**HOUSING ELEMENT 2003-2008**  
**OF THE GENERAL PLAN**

Prepared under the direction of:

**City Council**

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Adopted: March 23,2004

Prepared By  
Laurin Associates, a division of Raney Planning and Management

**CITY OF COLFAX  
HOUSING ELEMENT 2003-2008  
OF THE GENERAL PLAN**

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## SECTION 1.0

### INTRODUCTION TO THE HOUSING ELEMENT

Recognizing the importance of providing adequate housing in all communities, the State of California has mandated a Housing Element within every General Plan since 1969. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the Government Code sets forth the legal requirements of the Housing Element and encourages the provision of affordable and decent housing in all communities to meet Statewide goals. Specifically, Section 65580 states the element shall consist of ". . . *an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing.*" The element must also contain a five-year housing plan with quantified objectives for the implementation of the goals and objectives of the Housing Element. The contents of the element must be consistent with the other elements of the General Plan.

Meeting the housing needs established by the State of California is an important goal for the City of Colfax. As the population of the State continues to grow and scarce resources decline, it becomes more difficult for local agencies to create adequate housing opportunities while maintaining a high standard of living for all citizens in the community.

This Housing Element (2003-2008) was created in compliance with State General Plan law pertaining to Housing Elements and was adopted by the Colfax City Council on March 23, 2004.

#### 1.1 PURPOSE

The State of California has declared that "*the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.*" In addition, government and the private sector should cooperate to provide a diversity of housing opportunity and accommodate regional housing needs. At the same time, housing policy must recognize economic, environmental and fiscal factors and community goals within the general plan.

Further, State Housing Element law requires "*An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs.*" The law requires:

- ❑ An analysis of population and employment trends
- ❑ An analysis of the City's fair share of the regional housing needs
- ❑ An analysis of household characteristics
- ❑ An inventory of suitable land for residential development
- ❑ An analysis of the governmental and non-governmental constraints on the improvement, maintenance and development of housing

- An analysis of special housing needs
- An analysis of opportunities for energy conservation
- An analysis of publicly-assisted housing developments that may convert to non-assisted housing developments

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules which promote preservation, improvement and development of diverse types and costs of housing throughout Colfax.

## 1.2 ORGANIZATION

Colfax's Housing Element is organized into four primary sections:

**Review of the Previous Housing Element:** This section includes an evaluation of the effectiveness and progress of the implementation of the 1993 Colfax Housing Element, as well as an examination of the appropriateness of housing goals.

**Summary of Existing Conditions:** This section includes current demographic information, an inventory of resources, housing cost and affordability, at-risk units, suitable land for development, and a section discussing constraints, efforts and opportunities.

**Housing Needs, Issues/Trends:** This section includes a discussion of State issues and policies, regional housing policies, Colfax's Regional Housing Needs Assessment (RHNA), and current housing issues.

**Housing Program:** This section identifies housing goals, policies and objectives. Funding sources are identified and schedules for implementation are set forth. In addition, a quantified objectives summary is provided.

## 1.3 RELATIONSHIP TO OTHER ELEMENTS

State Law requires that "...the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies..." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement and development of housing within the City.

This Housing Element is part of a comprehensive Colfax General Plan. The plan was adopted in 1998 and has since been revised through City ordinances. All elements of the Colfax General Plan have been reviewed for consistency and the Housing Element was prepared to assure compatibility with the remaining elements. The City will annually review the housing element for consistency with the general plan as part of its general plan progress report.

**1.4 CITIZEN PARTICIPATION**

In the past, the City of Colfax has made diligent efforts to solicit public participation pertaining to the development of the 1998 General Plan, and subsequent revisions, specific plan developments, and development ordinances. These processes included workshops, public review and citizen meetings. Meetings are held at various times to ensure that all members of the community have access to the participation process.

Public participation for the 2003-2008 Housing Element included a joint Planning Commission/ City Council Workshop open to the public and public hearings. Members of the community were invited to address concerns and give input on the contents of the Housing Element. Notices were posted in the local newspaper, at the City Hall, the community center, the post office, at the public schools, and in the Colfax library. In addition, a public review draft, dated November 2003, was prepared and was made available to the community for a 60-day review period From November 26, 2003 to January 26, 2004. Copies of the draft has been made available in public facilities such as the City Hall, the library, the community center, the post office, and the chamber of commerce. Copies were mailed to thirteen service providers and individuals representing all economic segments of the population including the Placer County water agency, The United Auburn Indian Community, the Sierra Club Placer Group, CalTrans, The Colfax Elementary School District, and PG&E, (see Attachment D). One comment letter was received from CalTrans and their comments were incorporated into the draft. Finally, during the preparation of the Housing Element, local groups and individuals were consulted by phone, including the community center, affordable housing developers, the Canyon View Apartment, and City Council members.

**1.5 REVIEW OF PREVIOUS ELEMENT**

State law requires the City of Colfax to review its Housing Element in order to evaluate:

- a. "The effectiveness of the Housing Element in attainment of the community's housing goals and objectives."
- b. "The progress of the City, County, or City and County in implementation of the Housing Element."
- c. "The appropriateness of the housing goals, objectives and policies in contributing to the attainment of the state housing goal."

The remainder of this section fulfills this State requirement.

### 1.5.A. EFFECTIVENESS OF PREVIOUS ELEMENT

The State's housing goal is met by an assignment of gross allocations of housing unit goals to regional governments, which in turn allocate the housing unit goals to counties and cities. The document produced by regional governments that allocates housing unit goals is referred to as the "Regional Housing Needs Assessment" (RHNA). Due to a lack of State funding, regional governments did not produce a RHNA between 1994 and 1998. The last funded RHNA for Placer County was in 1990 from the Sacramento Area Council of Governments (SACOG) and the Sierra Planning Organization, which covered the period 1991 through 1996. Since there was not a RHNA between 1994 and 1998, the 1990 RHNA remained in effect through the end of 2000. For accuracy of reporting, the 1990 period has been extended to 2001. Even though the title of this Housing Element includes the dates "2003 - 2008," it will actually cover the needs and accomplishments for the period 2001 through 2008. The 2003-2008 RHNA is discussed in Section 2.2-New Construction Needs, p 56.

According to the California Department of Finance (DOF) housing unit estimates, four out of six incorporated cities, including the City of Colfax, in Placer County were able to achieve the goal for new construction during the previous Housing Element period. Cumulatively, the RHNA for Placer County was for 28,498 new units. A total 30,165 units were constructed.

**TABLE 1**  
**RHNA ACHIEVEMENT LEVELS**  
**PLACER COUNTY BY CITY (1991-2001)**

City	RHNA Goal	Actual Construction	Level of Achievement
Colfax	91	141	154.9%
Auburn	776	530	68.3%
Loomis	336	232	69.0%
Lincoln	1,142	2,235	195.7%
Roseville	7,038	14,474	205.6%
Rocklin	2,878	6,432	223.5%
Placer County	16,237	6,121	37.7%
Total	28,498	30,165	105.8%

Source: Sacramento Area Council of Governments, Sierra Planning Organization, Department of Finance, and Colfax Building Permits

The effectiveness of Colfax's Housing Program in meeting regional housing needs can be measured by the level of achievement, which is simply the actual construction divided by the RHNA goal. Many uncontrollable factors influence the City's effectiveness. Over the 10-year Housing Element period, various factors such as market fluctuations, available programs, willing lenders, qualified developers and the political climate, all combined to influence new housing unit creation in the City of Colfax. The result was that the City achieved 154.9 percent of its RHNA objective between 1991 and 2001, the effective dates of the last reporting period. Of those units built from 1991-2001, 50 units were modular homes in the Mink Creek Subdivision. The sales price of these were affordable to those households with low income.

**TABLE 2**  
**CITY OF COLFAX**  
**ACHIEVEMENT OF RHNA NEW CONSTRUCTION GOAL 1991 - 2001**

Income Groups	1990 - 2001 RHNA Goal	1991 - 2001 Actual New Construction	Percent of Goal Achieved
Very Low	0	0	100.0%
Low	0	50	500.0%
Moderate	10	19	190.0%
Above Moderate	81	72	88.8%
<b>TOTAL</b>	<b>91</b>	<b>141</b>	<b>154.9%</b>

Source: Sierra Planning Organization Fair Share Allocation 1990 RHNA, and Building Permit records

Despite the City's achievement of its RHNA objectives, due to lack of developer interest and market factors beyond its control, the City did not meet their independently set 1993 very-low housing goals. However, the City has been very successful in attracting developers who build new entry-level single-family housing for low, moderate and above moderate-income households. The Mink Creek development is a 98-unit modular home subdivision 50 units were built between 1995 and 2001 and the remaining from 2001-2003; the sales price of which is affordable to those households in the low-income category. Many of the homes were sold to Seniors and to first time homebuyer families. In addition, Oakridge townhomes provided 19 units of housing for moderate-income households. The Canyon Creek subdivision has built 49 units of single family residential, 28 units of rental duplex, and fourplex housing, and has been approved by the planning commission for a 72 -unit apartment complex. The City has also developed a rehabilitation program where nine homes have had repairs. Finally, the Canyon View Senior housing has maintained its affordability and currently has a four-year waiting list. Table 3 demonstrates the effectiveness of the 1993 Housing Element.

**TABLE 3  
ACHIEVEMENT OF 1993 QUANTIFIED OBJECTIVES**

Type	Objective Number	Achieved Number	Effectiveness (%)
Very Low	10	0	0.0%
Low	4	50	1,250.0%
Moderate	6	19	316.6%
Above Moderate	34	72	211.8%
Additional Section 8	5	6	120.0%
Rehabilitation	65	9	13.8%
Preservation	67	67	100.0%
<b>Total</b>	<b>191</b>	<b>223</b>	<b>116.7%</b>

Source: City of Colfax

#### 1.5.b. PROGRESS OF COLFAX'S HOUSING PROGRAM

The following table provides an overview of the objectives and goals in the 1993 Housing Element and its progress on implementation.

**TABLE 4  
1993 CITY OF COLFAX HOUSING ELEMENT  
PROGRESS IN MEETING OBJECTIVES**

Policy	Accomplishments
<b>GOAL #1</b>	
<b>TO DESIGNATE LAND AT APPROPRIATE DENSITIES AND ESTABLISH DEVELOPMENT PERMIT PROCEDURES TO ACCOMMODATE THE CITY'S REGIONAL SHARE OF HOUSING FOR ALL INCOME GROUPS AND TO PROVIDE HOUSING TO ADDRESS THE UNMET NEEDS OF EXISTING LOW-INCOME RESIDENTS</b>	
#1 The City will maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate projected household growth, to meet its regional share of housing, and to increase housing opportunities for existing low-income residents.	Currently, the City maintains 130.6 acres of vacant residential land for development. Over the last ten years, the City has more than accommodated their RHNA allocation, and household growth objectives. While there has been adequate vacant land to accommodate further very-low income multifamily housing, presently no further development has occurred. However, Mink Creek, a 98-unit mobile home and manufactured home park has been built to accommodate the needs of low- to moderate-income households.

Policy	Accomplishments
<p>The City will continue to implement flexible land use regulations through a planned development process for large tracts of land that allows for a range of housing types and densities within a single development.</p>	<p>The City has a policy that encourages clustering of housing units on large tracts of land, which mitigates hillside development concerns, and allows for well-planned communities.</p>
<p>The City will expeditiously process residential development proposals that conform to General Plan policies and City regulatory requirements.</p>	<p>Over the past 10 years, the City has traditionally approved residential developments within 3 months of application. In addition, they have been willing to grant time extensions to those projects that have not began construction within the first year of approval. Currently, due to lack of capacity within the wastewater treatment plant (see p 58 for discussion on infrastructure), the City can only allow a restricted number of Equivalent Dwelling units (200 gallons per day) over the next three years, which will slow down actual housing construction until 2006. However, the lack of sewer connections cannot be used as a factor to deny the approval of a housing project.</p>
<p>The City will allow the installation of mobile homes and factory-built housing on permanent foundations in accordance with residential design standards administered by the City. These standards will not distinguish between site-built and factory-built homes.</p>	<p>Title 9 Article 23 Residential Mobilehome Subdivision of the Colfax Municipal Codes establishes a Zone District, purpose, standards, and criteria for sale of single-family residence mobile home/manufactured homes on a permanent foundation. The majority of the property zoned R-MHS has been developed; however there is a 3 acre parcel remaining that is undeveloped. Approximately 98 manufactured homes have been constructed/installed over the past 5 years.</p> <p>Title 9 Article 23 Mobilehome Parks allows mobile home parks in the R-MHS Zone District as well as manufactured homes. The R-MHS Zone District designates 8 lots per parcel, minimum lot size 3,000 square feet, 75% lot area coverage.</p>

Policy	Accomplishments
<p>The City will plan for a full range of housing types in relation to employment in Colfax, transportation, and commercial services.</p>	<p>The city of Colfax monitors proposed residential developments to ensure a variety of housing types to accommodate the needs of the community. Over the last 10 years, the City has approved 98-unit residential mobile home/manufactured homes in the Mink Creek Subdivision, the Canyon Creek Subdivision Master Plan, which has 49 units of single-family residential units, and the Cedars, which is 29 units of duplex/fourplex, and Oakridge Town homes which are 39-unit single-family residential homes.</p> <p>In addition, the City was granted \$100,000 through the CDBG Jobs Housing Balance Grant program to develop an Economic Development Strategy, which resulted in new jobs for local residents.</p>
<p>New residential projects should be designed to facilitate non-automobile modes of travel, particularly the use of the proposed intercity rail service.</p>	<p>Currently, the intercity rail service does not extend to Colfax. At this time, there is a bus service to Auburn to connect to the rail service. The City has adopted a Master Bikeway Plan to connect to the Placer County Bikeway Plan. The City will be seeking grant funding for portions of construction implementation. Segments of the bikeway will be constructed on a project-by-project basis as conditions of on/offsite improvements. The City also requires bike racks, sidewalks, curbs and gutters for commercial and industrial development projects.</p>
<p>The City will promote infill residential development where adequate public facilities and services are already in place in small projects that can be integrated with existing neighborhoods.</p>	<p>Of the 159 units constructed between 1990-2000, 15 single-family residential units were infill development.</p>

Policy	Accomplishments
<p><b>GOAL #2</b>  <b>TO ADDRESS SPECIAL HOUSING NEEDS AS</b>  <b>DEFINED BY STATE LAW AND LOCAL NEEDS.</b></p>	
<p>The City will continue to implement state law regarding the establishment of group homes in residential zones, but will seek to avoid the over concentration of such residences in any particular neighborhood.</p>	<p>This is a current policy of the City of Colfax. Since 1993, no new group homes have been established in the City.</p>
<p>The City will ensure that its land use regulations do not present barriers to the location of childcare facilities within new residential developments or within reasonable proximity to where such facilities are needed.</p>	<p>Though no new facilities have been established within new residential development, this continues to be a policy.</p>
<p>The City will encourage the development of rental units for large families to reduce the incidence of overcrowding.</p>	<p>The 2001 project, The Cedars, is a 28-unit duplex and fourplex rental project that contains both two and three bedroom units. However as of 2000, the incidences of overcrowding was up 1.4 percent.</p>
<p>The City will ensure that its land use regulations do not present barriers to the development of housing oriented to the needs of elderly residents, including housing that includes food and health care services, congregate housing, and other forms of housing for older adults.</p>	<p>Though no new facilities have been established within new residential development, this continues to be a policy of the Colfax City Council. The Planning Department is willing to work with developers of elderly care to insure that there are no barriers to senior housing construction.</p>
<p>The City will designate zoning categories which are appropriate for the location of facilities serving homeless individuals and families and for transitional housing, should a future need arise.</p>	<p>While there continues to be a very small population of homeless persons (0-5 people) within the City, should a homeless shelter be needed within the City, homeless shelters are allowed in any zone that allows for quasi-public facilities.</p>
<p>The City will implement state and federal requirements for handicapped access in new residential developments. Any housing developments in which the City acts as a developer, provides financing, or assists a developer in applying for state or federal funds must address the needs of mobility impaired individuals.</p>	<p>The City has implemented the State and Federal requirements for handicap access in new developments. All new sidewalks, curbs and gutters are required to comply with Title 24 standards. The Building Official and City Engineer enforce compliance of Title 24 for ADA requirements. Currently, the City has not participated in any new housing developments.</p>

Policy	Accomplishments
<p>The City will pursue land use policies which allow small residential developments and individual housing units meeting special needs to be integrated into existing neighborhoods and new residential developments. Examples include second dwelling units, duplexes on corner lots, and housing developments on in-fill lots.</p>	<p>As previously Stated, 15 single-family residential units have been constructed on infill lots. The City's current second-dwelling unit provision is currently under revision to comply with state law. However, in the past 10 years no second dwelling units have been constructed in the City.</p>
<p>The City will work with surrounding jurisdictions to address the needs of the transient homeless persons on a regional basis.</p>	<p>The City supports the efforts of the Salvation Army, which provides the majority of the regional needs to Placer County jurisdictions of the transient population.</p>
<p><b>GOAL #3</b>  <b>TO ADDRESS THE CITY'S EXISTING LOW INCOME HOUSING NEEDS WHILE ATTRACTING A BROADER RANGE OF HOUSING TYPES IN COLFAX</b></p>	
<p>To promote the provision of housing for all economic segments of the community, the City will seek to address the needs of its existing low-income residents, ensure design quality in all new residential developments, and encourage the production of moderate and above-moderate income housing to create a more economically balanced community.</p>	<p>Over the past ten years, the City has provide for the rehabilitation of 9 single family housing units for low-income families, reviewed all housing development to ensure design quality and adherence to development standards, and has provisions for both moderate-income and above moderate income housing to be developed within the City.</p>
<p>The City will pursue state and federal funding assistance that is appropriate to Colfax's needs to conserve housing that is affordable to lower-income households and to develop housing affordable to moderate-income households. Colfax will only pursue those programs, which do not require a commitment of City general funds or a commitment of non-paid staff time.</p>	<p>The City has received grant funding for projects primarily using Community Development Block Grants as a source. These included a \$200,000 CDBG housing rehabilitation grant, a \$100,000 CDBG Jobs Housing Balance Grant to develop an Economic Development Strategy which resulted in new jobs for local residents, \$105,000 in CDBG Planning and Technical Assistance grants to complete an assessment of existing infrastructure as a preliminary step in the development of a master plan, to complete studies in preparation for the next update of the Colfax General Plan, and to assist with financing of wastewater treatment plant alternatives.</p>

Policy	Accomplishments
Where government-assisted residential units which are required to sell or rent at below-market-rates are included within a housing development, such units shall be interspersed within the development and shall be outwardly indistinguishable from market-rate units.	Although no new government-assisted residential units have been built within the City, this continues to be an active policy when reviewing such proposals.
In accordance with the provisions of state law, the City will grant density bonuses of at least twenty-five (25) percent over the maximum density allowed by the Zoning Code, and at least one other specified incentive, for qualifying projects to promote the inclusion of low- income and senior citizen housing.	While the City continues to encourage developers to take advantage of this program, no developers have done so in Colfax.
If below-market-rate units are included within a rental project pursuant to the density bonus program or other local, state, or federal requirements, the City will require buyer/renter eligibility screening and resale/rent controls to maintain affordability of the units to originally-targeted income groups. Where allowed by law, preference will be given to existing Colfax residents.	This is a current policy within the City of Colfax, though no new income-restricted housing units have been built.
The City will work with the Placer County Housing Authority in the administration of affordable housing programs.	The City of Colfax continues to support the Placer County Housing Authority. Currently 6 households in the City receive Housing Choice Vouchers. Other than the Housing Choice voucher program, there are no other housing programs administered by the Housing Authority within the City of Colfax.
The City will provide for the development of secondary residential units, as required by state law, while protecting the single-family character of neighborhoods.	The City's current second-dwelling unit provision is under revision to comply with AB 1866. However, in the past 10 years no second dwelling units have been constructed in the City.
<p><b>GOAL #4</b>  <b>TO ASSURE THAT ALL PRESENT AND FUTURE RESIDENTS</b>  <b>HAVE EQUAL ACCESS TO HOUSING, COMMENSURATE</b>  <b>WITH THEIR FINANCIAL CAPACITY WITHOUT DISCRIMINATION</b></p>	
The City will provide public information on the state and federal fair housing laws.	The laws are posted on the bulletin board in Colfax City Hall, and available at the City Hall counter.

Policy	Accomplishments
<p>The City will refer discrimination complaints to the State Fair Employment and Housing Commission. A person will be designated at the City as the information contact for housing discrimination referrals.</p>	<p>The City Planner is designated as the information contact for housing discrimination referrals. She refers all complaints to the State Fair Employment and Housing Commission.</p>
<p>The City will cooperate with community-based organizations which provide services or information to victims of housing discrimination</p>	<p>The City has a policy to respond to any inquires into housing discrimination although no complaints have been filed.</p>
<p><b>IMPLEMENTATION PROGRAMS</b></p>	
<p>The City will continue to offer density bonuses of 25% and at least one other financial or regulatory incentive, as required by state law, whenever a developer proposes to include at least 10% very low-income dwelling units or 20% low-income dwelling units within a development.</p>	<p>Currently no developers have made use of density bonuses in the City of Colfax.</p>
<p>The City will pursue available and appropriate state and federal finding sources in cooperation with private developers, non-profit housing corporations, the Placer County Housing Authority, and other interested entities to support efforts to meet the housing needs of low- and moderate-income households and to assist persons with rent payments required for existing units.</p>	<p>Currently, the City of Colfax does not maintain a program that assists persons with rent payments. All inquires are directed to the Placer County Housing Choice Voucher Program which is operated through the Placer County Health and Human Services Department. While no low income housing units have been built, 69 units of modular and rental housing have been built to accommodate moderate-income households.</p>
<p>The City will post and distribute information on currently available weatherization and energy conservation programs in conjunction with housing rehabilitation.</p>	<p>These programs are posted on the bulletin board and are available on the counter at City Hall.</p>
<p>The City will enforce state requirements, including Title 24 requirements, for energy conservation in new residential projects and will encourage residential developers to employ additional energy conservation measures with respect to the siting of buildings, landscaping, and solar access. Any landscaping and development design guidelines prepared by the City will include consideration of energy and resource conservation.</p>	<p>The Building Official and City Engineer enforce compliance of Title 24 requirements on all new residential development within the City.</p>

Policy	Accomplishments
<p>The City will continue to use local, federal, and state funds for housing rehabilitation</p>	<p>The original CDBG grant of \$200,000 has been used in its entirety to rehabilitate nine homes. The loans were made as a part of a revolving loan program. During 2002 the City has received a significant return on the proceeds, mostly through the sale of property. There is now approximately \$100,000 in program income. The City is currently reactivating the rehabilitation program and expects the loans to be available by the end of 2003.</p>
<p>The City will contact financial institutions serving the Colfax-Auburn area to solicit interest in providing financing to low- and moderate-income housing as part of their responsibility under the federal Community Reinvestment Act. The City will seek specific lending commitments from participating financial institutions. As an example, these could be commitments to continue to fund townhomes, which provide a source of affordable housing for moderate- and low-income households.</p>	<p>Due to time and staff constraints no contacts with financial institutions have been made.</p>
<p>The City Manager will annually evaluate and report to the City Council on the City's progress in meeting its Housing Element objectives. The report to the City Council will include recommendations regarding changes in Housing Element programs.</p>	<p>The Planning Director completes an annual status report to the City Council and copies this to Office of Planning and Research and the California Department of Housing and Community Development.</p>
<p>The City will continue to cooperate with the Placer County Housing Authority in its administration of the Section 8 rental assistance program and to increase the availability of Section 8 Housing Choice vouchers and certificates in Colfax. The City's role will be to provide necessary documentation to the Housing Authority on the need for additional subsidies to apply for additional Section 8 commitments.</p>	<p>The City continues to support the County's administration of the Housing Choice Voucher Program. Currently, six residents receive these vouchers.</p>

Policy	Accomplishments
<p>The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color, by supporting efforts of community groups which provide counseling, investigatory, legal, or referral services to victims of discrimination.</p>	<p>The City maintains information on state and federal fair housing laws at City Hall. The City Planner is designated as the information contact for housing discrimination referrals. She refers all complaints to the State Fair Employment and Housing Commission.</p>
<p>The City will continue to implement state and federal standards for accessibility in new housing by handicapped individuals. The City will encourage developers of affordable housing to incorporate mobility-impaired accessibility in their project design, and require such design considerations in any development projects in which the City provides funding, financial or regulatory incentives, or acts on behalf of the developer as an applicant for state or federal statute.</p>	<p>Handicapped accessibility is made available by contacting City Hall 24-48 hours in advance of public meetings. The City reconstructed the sidewalk street corners in downtown Colfax. All new sidewalk, curbs and gutters are required to comply with Title 24 standards. The Building Official and City Engineer enforce compliance of Title 24 for ADA requirements. The City also complies with the regulation set forth in SB 520.</p>
<p>The City will encourage housing over street-level commercial uses and on sites suitable for redevelopment in the downtown area, particularly when such a development approach can contribute to the City's supply of affordable housing. Encouragement of this type of development would occur primarily through a flexible regulatory approach which allows the conversion of commercial spaces above street-level for year-round residential use and the redevelopment of commercial buildings for residential use. The City could further encourage the creation of additional residential units by lending City support to owners' efforts to secure governmental financing for affordable housing.</p>	<p>The City encourages residential/commercial mixed use dwelling in the downtown area. The City has had one inquiry regarding conversion of upstairs commercial uses to residential. Currently there are five buildings that contain this type of mixed use development. All of these rental units are market rate.</p>

Policy	Accomplishments
<p>The City will contact the owner of Canyon View to explain the City's policy on the preservation of affordable housing and to request that the City be notified at least one year in advance of the owner's decision not to renew the Section 8 contract. Should the owner intend to convert these units to market-rate rental housing, or seek to sell the project for use other than as low-income housing, the City would contact interested nonprofit, private, or public entities to acquire and preserve the units as low-income housing for senior citizens.</p>	<p>The owners of the Canyon View Senior Apartment Complex renewed their Section 8 Program Assistance in 1999. This contract is set to expire in 2005. However, the owners of the Canyon View indicated that they would be renewing this contract in 2005.</p>
<p>The City will identify alternative sites with the environmental capacity to accommodate housing at 12 or more dwelling units per acre. This action will be taken if, at the time of the annual housing element evaluation, the City determines there is an insufficient supply of land zoned RM-1 or RM-2 which can actually accommodate development at the allowed density, in consideration of topography, to meet the City's housing needs.</p>	<p>Throughout the past 10 years, the City has had a sufficient amount of land to meet the regional housing needs requirement. In consideration of the topography of the landscape, the City encourages clustering and other design innovation to maximize the buildable portion of hillside parcels.</p>
<p>The City will identify those zoning categories that it considers appropriate for the location of homeless shelters.</p>	<p>Should a homeless shelter be needed within the City of Colfax, they can be built on any zone that allows for quasi-public use.</p>

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### **1.5.b. APPROPRIATENESS OF GOALS, OBJECTIVES AND POLICIES**

Overall, the City of Colfax has been successful in meeting the objectives set forth by the 1993 Housing Element. The 1993 Housing Element identified a lack of affordable home for those who are in the low-moderate income ranges. Through the City's encouragement, a total of 69 moderate-income housing has been built in the period of 1991-2001. Between 2001-2003 an additional 78 modular and rental homes have been constructed. In addition, the City continues to work closely with developers to quickly process their housing project applications, and remains flexible in development standards so that developers can make the best use of developable land in areas that have varying topography. Finally, the City has been successful in accommodating the needs of the handicap population within their City. All new designs are carefully monitored for compliance with ADA specifications, and the City has redesigned curb and sidewalks in the downtown area to allow for better accessibility.

Despite this success, there are a few areas that the City of Colfax will improve on over the next housing element period. These areas include the provision of housing for lower income residents, a wider use of rehabilitation money, and providing the sewer infrastructure to accommodate the 2003-2008 RHNA. Due to market forces, the relative geographic isolation of the community, and the lack of regular reliable public transportation, the City has not been able to attract development targeting very-low income households. Therefore, over the next housing element period the City will encourage the development of lower income housing to provide for their current RHNA of seven very low and 17 low income units. Secondly, over the next five years, the City will further its rehabilitation efforts and rehabilitate 15 units. Finally, the most pertinent issue to housing growth is the lack of sewer capacity at the wastewater treatment plant to accommodate the projected housing growth. As discussed on p 58, the City is under a mandate by the California Regional Water Quality Control Board to upgrade the facility and achieve full compliance with the Wastewater Discharge Requirement by June 14, 2006. The plant can accommodate a restricted number of EDU's over the next three years, but will severely hinder residential housing construction until 2006. The City has initiates a continues allocation capacity program and may issue up to 30 EDU's per year. In order to accommodate the lack of capacity, the City is extending the 12-month period in which an approved project has to begin construction on previously approved residential projects until 2006 when the upgrades on the treatment plants are completed.

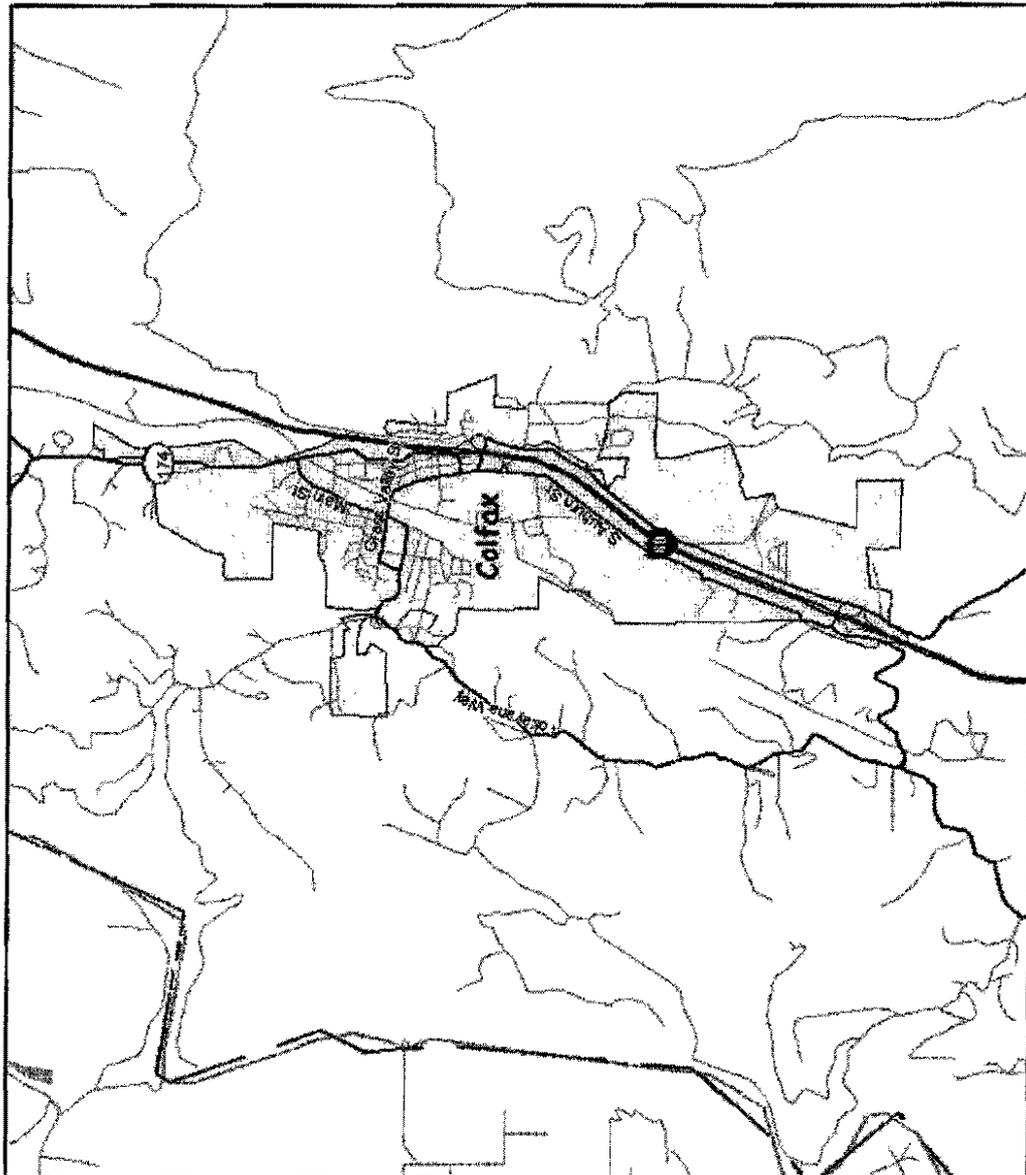
## 1.6 COMMUNITY PROFILE

The earliest contemporary history of Colfax began in a little valley just below Colfax on the southern side of the Southern Pacific Railroad. Along a bend in the valley known as Alder Grove, miners first congregated as early as the spring of 1849. The area became the distributing point of supplies for all of the mining camps around it. As a commercial area, it ranked with Dry Diggings (Auburn) until late in the fall of 1849, when fear of a harsh winter in the upper canyon area discouraged winter trading activity. The site for the town which is today known as Colfax was laid out by the Central Pacific Railroad in 1865. The name Colfax came from Schuyler Colfax who served as Vice President in the Grant administration. In 1875 Colfax was listed as one of the leading towns in Placer County as a distribution center. In 1910 the City of Colfax was incorporated.

Colfax is located on Interstate 80, 50 miles east of Sacramento. Colfax is a general law City that operates under the Council/Manager form of government. There are seven City departments: administration, finance, planning and engineering, parks and recreation, public works, emergency services, and economic development. The City has a current estimated population of 1,712.



EXHIBIT 2 - CITY OF COLFAX



**Legend**

- Highways
- Major Roads
- Points of Interest
- Water
- County Boundaries

Site Coordinates  
Longitude: -109 55 168  
Latitude: 39 05 598

0 0.4 0.8  
MILES

A north arrow pointing upwards and a scale bar showing 0, 0.4, and 0.8 miles.

## SECTION 2.0

### EXISTING CONDITIONS AND DEMOGRAPHIC DATA

The purpose of this chapter is to summarize and analyze the existing housing conditions in the City of Colfax. It consists of two major sections: Section 2.1 - Summary of Existing Conditions - an analysis of population trends, employment trends, household trends and special needs groups, and Section 2.2 - Inventory of Resources - an analysis of existing housing characteristics, housing conditions, vacancy trends, housing costs and availability, "at-risk housing" and suitable lands for future development.

#### 2.1 SUMMARY OF EXISTING CONDITIONS

In order to assess the present and future housing needs of the City of Colfax, it is important to analyze demographic variables, such as population, employment, and households. This section utilizes sources, such as the 1980, 1990, and 2000 U.S. Census, State Department of Finance (Demographic Research Unit), the Sacramento Area Council of Governments (SACOG) and Datum Populus, a demographic data provider. See Appendix A for a complete list of data sources.

##### 2.1.a. POPULATION TRENDS

The City of Colfax is part of the Sacramento Area Council of Governments (SACOG). SACOG is comprised of 18 cities and the unincorporated areas of four Counties. Between 1990 and 2000, Placer County's population increased by 30.4 percent or 75,603 persons. In 2000, the County had an estimated population of 248,399, which represents an increase of 131,152 persons since 1980. Four counties surround Placer County: El Dorado, Yuba, Sacramento, and Nevada. Of these counties, Placer County is the second most populated.

TABLE 5  
POPULATION TRENDS - PLACER AND NEIGHBORING COUNTIES

County	1980	1990	2000	Change (1990-2000)	
				Number	Percent
Placer	117,247	172,796	248,399	75,603	30.4 %
El Dorado	85,812	125,995	156,299	30,304	24.1 %
Nevada	51,645	78,510	92,033	13,523	17.2 %
Sacramento	783,381	1,041,219	1,223,449	182,230	17.5 %
Yuba	49,733	58,228	60,219	1,991	3.4 %

Source: 1980, 1990 and 2000 Census

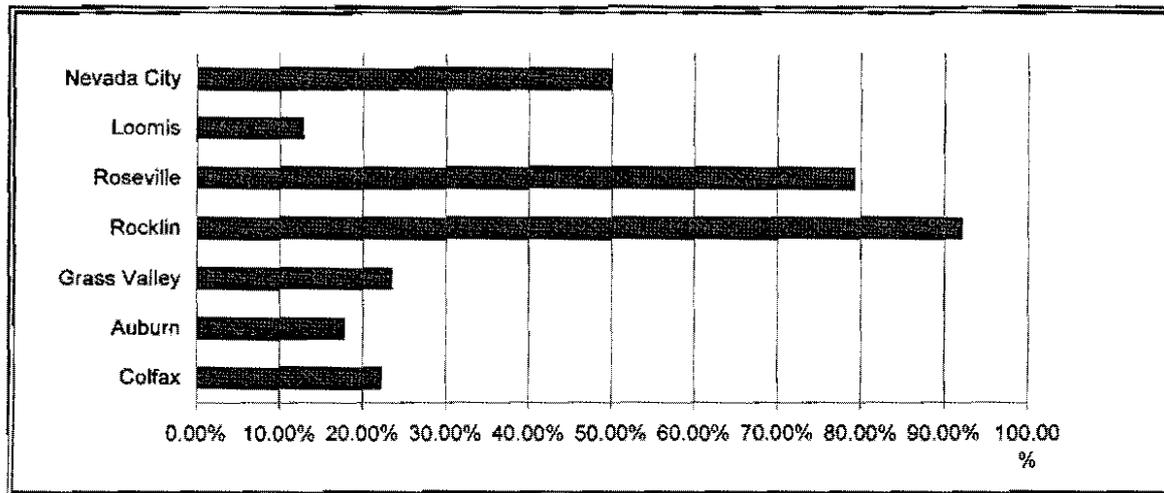
The City of Colfax is fourth in population growth of the six surrounding cities. Between 1990 and 2000, Colfax had an estimated 22.2 percent growth rate. This increase in growth can be attributed to the increasing demand for housing in the area and the willingness of commuters to move further from their place of employment, (see Table 14, Employment by Commuting Patterns). At the time of the 2000 Census, Colfax was the smallest city in the area.

**TABLE 6  
POPULATION TRENDS - NEIGHBORING CITIES AND COMMUNITIES**

City	1980	1990	2000	Change (1990-2000)	
				Number	Percent
Colfax	981	1,306	1,596	290	22.2%
Auburn	7,540	10,592	12,467	1,875	17.7%
Grass Valley	6,697	9,048	11,161	2,113	23.4%
Rocklin	7,344	19,033	36,563	17,530	92.1%
Roseville	24,347	44,685	80,092	35,407	79.2%
Loomis	4,405	5,705	6,427	722	12.7%
Nevada City	2,463	2,855	2,869	14	0.5%

Source: 1980, 1990 and 2000 Census

**CHART 1  
ANNUAL GROWTH 1990-2000**



Source: 1990 and 2000 Census

Over the past 23 years, the population in the City of Colfax increased by 74.5 percent. Currently, the City's population is estimated at 1,712. Population projections indicate that Colfax will experience moderate growth through 2008 and reach a projected population of 1,926 by that year.

**TABLE 7  
POPULATION TRENDS - CITY OF COLFAX**

Year	Population	Change	% Change	Annual % Change
1980	981			
1990	1,306	325	33.1%	3.3%
2000	1,596	290	22.2%	2.2%
2003	1,712	116	7.3%	2.4%
2008	1,926	214	12.5%	2.5%

Source: 1980, 1990 and 2000 U.S. Census; Department of Finance; Datum Populous

Between 1990 and 2000, the median age in Colfax decreased from 37.0 to 36.6 years of age. Persons between the ages of 35-44, the largest age cohort, represented 16.1 percent of the population in 2000, an increase of 17.4 percent since 1990. In addition, the 60-64 age cohort experienced the most significant proportional loss since 1990. In 2000, the percent of the population under 20 represented 32.8 percent. The senior population, age 65 and over, represented 15.8 percent of the population in 2000.

**TABLE 8  
POPULATION BY AGE TRENDS - CITY OF COLFAX**

Age Cohorts	1990		2000		Change	
	Number	Percent	Number	Percent	Number	Percent
0-4 years	105	8.0%	131	8.2%	26	24.8%
5-9 years	115	8.8%	129	8.1%	14	12.2%
10-14 years	87	6.7%	118	7.4%	31	35.6%
15-19 years	75	5.7%	145	9.1%	70	93.3%
20-24 years	56	4.3%	73	4.6%	17	30.4%
25-34 years	219	16.8%	172	10.8%	-47	-21.5%
35-44 years	219	16.8%	257	16.1%	38	17.4%
45-54 years	110	8.4%	217	13.5%	107	97.3%
55-59 years	38	2.9%	68	4.3%	30	78.9%
60-64 years	59	4.5%	33	2.1%	-26	-44.1%
65-74 years	107	8.2%	92	5.8%	-15	-14.0%
75-84 years	93	7.1%	119	7.5%	26	28.0%
85+ years	23	1.8%	42	2.5%	19	82.6%
<b>Total</b>	<b>1,306</b>	<b>100.0%</b>	<b>1,596</b>	<b>100.0%</b>	<b>290</b>	<b>22.2%</b>
<b>Median Age</b>	<b>37.0</b>		<b>36.4</b>		<b>-0.6</b>	

Source: 1990, 2000 US Census.

According to the 2000 Census, persons who categorized themselves as White represented 92.0 percent of the Colfax population and 88.8 percent of the Placer County population. In the City, 8.3 percent are of Hispanic origin.

**TABLE 9  
POPULATION BY RACE AND ETHNICITY - 2000**

City of Colfax		Category	Placer County	
Number	Percent		Number	Percent
1,468	92.0%	White	220,509	88.8%
4	0.3%	Black	1,940	0.8%
13	0.8%	Am. Indian	1,700	0.7%
3	0.2%	Asian/Pac. Isl.	7,606	3.1%
42	2.6%	Other	8,091	3.3%
66	4.1%	Two or more Races	8,553	3.4%
133	8.3%	Hispanic Origin	23,796	9.6%

Source: 2000 Census

### 2.1.b. EMPLOYMENT TRENDS

Historically, services have been the largest industry type in the City of Colfax. According to the 2000 Census, this industry comprises 37.3 percent of the labor force. The next largest industries in 2000 were manufacturing and trade.

**TABLE 10  
EMPLOYMENT BY INDUSTRY - CITY OF COLFAX**

Industry Type	1990		2000	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fisheries and Mining	21	3.8%	2	0.3%
Construction	68	12.3%	60	8.8%
Manufacturing	60	10.8%	65	9.5%
Transportation, Comm. and Public Utilities	38	6.9%	59	8.6%
Wholesale and Retail Trade	138	24.9%	149	21.8%
Finance, Insurance and Real Estate	26	4.7%	37	5.4%
Services	158	28.5%	255	37.3%
Public Administration	45	8.1%	57	8.3%
Total	554	100.0%	684	100.0%

Source: 1990 and 2000 Census.

The top employers in the Colfax Area include a manufacturer, retail trade, school district, and an energy provider.

**TABLE 11  
COLFAX AREA MAJOR EMPLOYERS**

Employer
GKM Corporation
Sierra Chevrolet
Placer Union High School District
Hills Flat Lumber
Sierra Energy
Sierra Market

Source: City of Colfax

According to the 1990 Census 21.3 percent of those living in the City of Colfax worked there as well. This number increased in 2000 to 25.6 percent. In addition, the proportion of persons commuting over 45 minutes to work decreased by 1.4 percent. In 2000 just over three fourths of employed persons living in Colfax worked in Placer County.

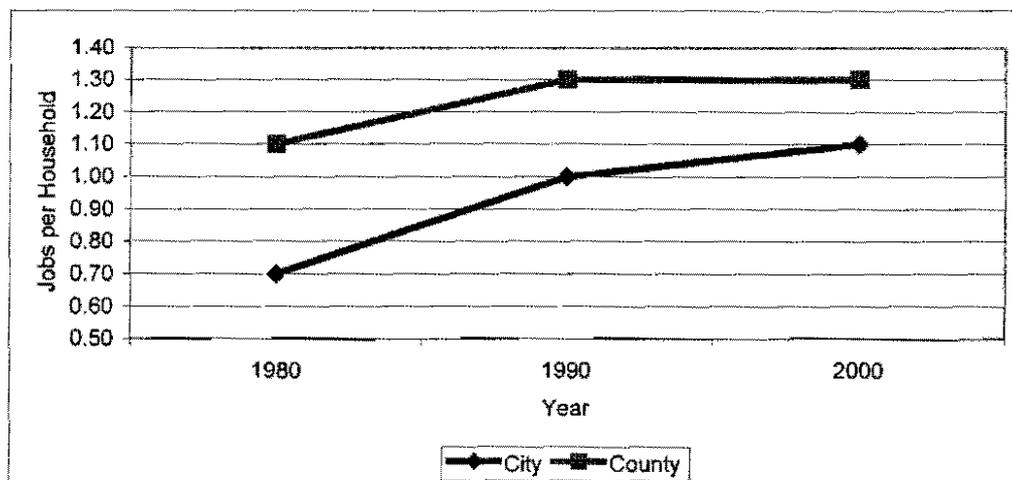
**TABLE 12  
EMPLOYMENT BY COMMUTING PATTERNS (1990-2000)**

Commuting Pattern*	1990		2000	
	Number	Percent	Number	Percent
Worked in Colfax	142	26.4%	135	20.4%
Worked outside Colfax	396	73.6%	528	79.6%
Worked in the County	396	73.6%	491	74.1%
<b>Commute Time to Work</b>				
0-15 Minutes	145	21.3%	162	25.6%
15-30 Minutes	223	41.9%	255	40.2%
30-45 Minutes	45	8.4%	84	13.2%
Over 45 Minutes	119	22.4%	133	21.0%

Source: 1990, 2000 Census \* numbers are mutual exclusive

Throughout the last 20 years, the City of Colfax has had a lower jobs-per-household ratio than the County. Between 1980 and 1990, the ratio rose to 1.0, and then remained stable from 1990 to 2000. Colfax's 2000 jobs-per-household ratio is 1.1.

**CHART 2**  
**JOBS PER HOUSEHOLD (1990-2000)**



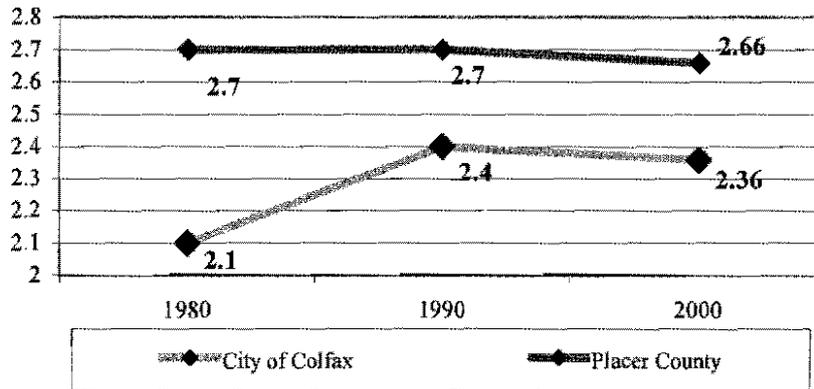
### 2.1.c. HOUSEHOLD TRENDS

The change in the number of households in a city is one of the prime determinants of the demand for housing. Households can form even in periods of static population growth as adult children leave home, through divorce, and with the aging of the population.

The number of persons per household is an important indicator of the relationship between population growth and household formation. For example, if the number of persons per household is decreasing with steady population growth, then households are forming at a faster rate than population growth. Conversely, if population were growing faster than households, then the persons per household would increase.

Between 1980 and 2000, persons per household increased significantly for the City of Colfax and slightly decreased in Placer County. Specifically, the City of Colfax rose from 2.1 persons per household to 2.36 persons per household. The increase in persons per household indicates that the population increased at a faster pace than household formation between 1980 and 2000.

**CHART 3  
PERSONS PER HOUSEHOLD**



Source: 1980, 1990, 2000 Census

The number of households in Placer County increased by 50.9 percent between 1980 and 1990, which is greater than the rate of population growth (47.4 percent) in the same time period. According to the 1990 Census, 64,502 households resided in the County. By 2000, an estimated 93,510 households lived in the County, an increase of 45.0 percent. Placer County households are projected to continue increasing over the period between 2000-2008 by approximately 1.1 percent annually. Since 1990, the City of Colfax has increased by 178 households or 32.5 percent. In the 2000 Census, a total of 614 households were estimated for the City of Colfax. The City is projected to increase over the next five years and reach 769 households by 2008. The projected increase of 44 households represents a 6.1 percent change since 2003.

**TABLE 13  
HOUSEHOLD FORMATION TRENDS**

Year	Households	Change	% Change	Annual % Change
<b>CITY OF COLFAX</b>				
1980	457			
1990	547	90	19.7%	2.0%
2000	614	67	12.2%	1.2%
2003	725	111	18.1%	6.0%
2008	769	44	6.1%	1.2%
<b>PLACER COUNTY</b>				
1980	42,732			
1990	64,502	21,770	50.9%	5.1%
2000	93,510	29,008	45.0%	4.5%
2003	99,046	5,536	5.9%	2.0%
2008	102,017	2,971	3.0%	0.6%

Source: 1980, 1990 and 2000 US Census; California Department of Finance; Datum Populus

Household size is also an important factor in determining the size of housing units needed within a jurisdiction. In the City of Colfax, "large" households containing five or more persons represented 13.5 percent of all households in 2000, about 58.7 percent less than the "small" households with one or two persons. Households with 5+ persons represented the fastest growing household size component between 1990 and 2000, increasing from 9.8 percent in 1990 to 13.5 percent in 2000. This would indicate a growing demand for large sized housing units with three to four bedrooms.

In general, the County of Placer has a greater proportion of "middle" sized households and a lesser proportion of "large" sized households than the City of Colfax. For example, middle-sized households comprised 68.6 percent of the households in Placer County in 2000, 7.6 percent more than in the City of Colfax. Additionally, large households represented 10.2 percent in the County in 2000, compared to 13.5 percent for the City.

**TABLE 14  
HOUSEHOLD SIZE TRENDS**

Household Size	1990		2000		2003	
	Number	Percent	Number	Percent	Number	Percent
<b>CITY OF COLFAX</b>						
1 Person	174	30.8%	155	25.2%	158	21.8%
2 Person	185	32.8%	206	33.5%	255	35.2%
3-4 Person	150	26.6%	171	27.8%	213	29.3%
5+ Person	55	9.8%	82	13.5%	99	13.7%
<b>PLACER COUNTY</b>						
1 Person	12,727	19.7%	19,855	21.2%	21,196	21.4%
2 Person	23,073	35.8%	33,682	36.0%	35,756	36.1%
3-4 Person	22,323	34.6%	30,473	32.6%	31,100	31.4%
5+ Person	6,379	9.9%	9,500	10.2%	10,004	10.1%

Source: 1980, 1990 and 2000 Census, Datum Populus

Tenure, or the ratio between homeowner and renter households, can be affected by many factors, such as: housing cost (interest rates, economics, land supply, and development constraints), housing type, housing availability, job availability, and consumer preference.

During the period 1980 to 1990, the proportion of renter households decreased from 55.0 percent of the households to 54.3 percent in the City of Colfax. Since 1990 the percentage of renter households further decreased to 47.6 percent in 2003. This decrease in the percentage of renter households can be attributed to the growth of single-family homes built over the last 10 years, see p 45.

In comparison, Placer County has a lower proportion of renter households. For example, 54.3 percent of the Colfax households were renters in 1990, while 29.2 percent of the Placer County households were renters, a difference of 25.1 percent. In 2000, 49.0 percent of the Colfax households were renters, while 26.8 percent of the Placer County households were renters, a difference of 22.2 percent.

**TABLE 15  
TENURE BY HOUSEHOLDS**

City of Colfax			Placer County	
Number	Percent		Number	Percent
<b>1980</b>				
206	45.0%	Owners	32,519	76.1%
251	55.0%	Renters	10,213	23.9%
<b>1990</b>				
250	45.7%	Owners	70,125	70.8%
297	54.3%	Renters	18,835	29.2%
<b>2000</b>				
313	51.0%	Owners	68,449	73.2%
301	49.0%	Renters	25,061	26.8%
<b>2003</b>				
380	52.4%	Owners	76,265	64.0%
345	47.6%	Renters	22,781	23.0%

Source: 1980, 1990 and 2000 US Census, Datum Populus

According to the 2000 Census, the City of Colfax median household income was lower than most of the surrounding communities. For example, in the nearby City of Auburn, the median income was \$48,999, compared to that of the City of Colfax, which was \$37,391.

**TABLE 16  
MEDIAN HOUSEHOLD INCOME TRENDS - SURROUNDING AREAS - 2000**

Jurisdiction	Median Household Income
City of Colfax	\$37,391
County of Placer	\$57,535
City of Auburn	\$48,999
City of Rocklin	\$64,737
City of Grass Valley	\$28,182

Source: 2000 Census

Generally, the proportion of households in the City of Colfax with incomes less than \$25,000 has decreased significantly since 1990, while the proportion of households with incomes greater than \$35,000 have been increasing. For example, households with incomes less than \$25,000 decreased from 53.9 percent in 1990 to a current estimate of 30.4 percent in 2003. Conversely, households with incomes between \$35,000 and \$99,999 increased from 29.5 percent to 47.4 percent over that same time period.

**TABLE 17  
HOUSEHOLDS BY INCOME - CITY OF COLFAX**

Income Ranges	1990		2000		2003	
	Number	Percent	Number	Percent	Number	Percent
Less Than \$10,000	110	19.5%	82	13.3%	95	13.1%
\$10,000-\$14,999	70	12.4%	33	5.4%	38	5.3%
\$15,000-\$24,999	125	22.1%	74	12.1%	87	12.0%
\$25,000-\$34,999	87	15.4%	96	15.6%	113	15.6%
\$35,000-\$49,999	93	16.5%	128	20.9%	152	21.0%
\$50,000-\$74,999	54	9.6%	125	20.3%	149	20.5%
\$75,000-\$99,999	19	3.4%	36	5.8%	43	5.9%
\$100,000+	6	1.1%	41	6.6%	49	6.7%
Total	564	100.0%	614	100.0%	725	100.0%

Source: 1980, 1990 and 2000 Census, Datum Populus

The Department of Housing and Community Development (HCD) estimates area median incomes (AMI) for all counties in the State annually. In turn, this AMI are utilized in many housing programs, such as CDBG, HOME and LIHTC. Of particular note, the 2003 Placer County AMI was \$59,800.

In addition to estimated annual income, U.S. Department of Housing and Urban Development HUD has established standard income groups. They are defined as: (1) Very Low Income, which are households earning less than 50 percent of the AMI; (2) Low Income, for households earning between 50 percent and 80 percent of the AMI; (3) Moderate Income, for households earning between 80 percent and 120 percent of the AMI, and (4) Above Moderate Income are households earning over 120 percent of the AMI. Generally, these categories are used to determine household eligibility for federal, and local programs.

Based on the 2003 Placer County AMI and household income tables, the proportion of households in the Very Low and Low Income groups is greater than those in the Moderate and Above Moderate categories. For example, approximately 63.9 percent of Colfax households make less than 80 percent of the State designated Placer County Area Median Income, which translates to 463 households. In comparison, 36.1 percent of households are in the Moderate and Above Moderate categories.

**TABLE 18**  
**HOUSEHOLDS BY 2003 INCOME CATEGORIES - CITY OF COLFAX**  
**2003 Area Median Income: \$59,800**

Income Category	Income Range	Number	Percent
Very Low	Less than \$29,900	275	38.0%
Low	\$29,900 - \$47,850	188	25.9%
Moderate	\$47,850 - \$71,750	151	20.8%
Above Moderate	Greater than \$71,750	111	15.3%

Source: Estimated number of 2003 households by income applied to State Income Limits

#### 2.1.d. OVERPAYMENT

Generally, overpayment for housing considers the total shelter cost for a household compared to their ability to pay. Overpayment is an important measure of the affordability within the City of Colfax. Specifically, overpayment is defined as monthly shelter costs in excess of 30 percent of a household's income. According to the Census, shelter cost is the monthly owner costs (mortgages, deeds of trust, contracts to purchase or similar debts on the property and taxes, insurance on the property and utilities) or the gross rent (contract rent plus the estimated average monthly cost of utilities).

A total of 210 households, which is just under 34.8 percent of all households, in the City of Colfax, pay in excess of 30 percent of their income for shelter. Owners had a lower percentage of households who overpay with 32.9 percent, while 36.6 percent of renters overpay. The overpayment situation is particularly critical for renters with annual incomes less than \$34,999 where 107 households (36.3 percent) are cost burdened.

**TABLE 19**  
**HOUSEHOLDS BY INCOME BY OVERPAYMENT (2000)**

Income Range	Renters		Owners		Percent of all Households in income category
	Number of Households Over paying	Percent of All Renter Households	Number of Households Over paying	Percent of All Owner Households	
Less than \$10,000	35	11.3%	15	5.1%	57.5%
\$10,000-\$19,999	32	10.4%	5	1.7%	52.9%
\$20,000-\$34,999	40	12.9%	36	12.2%	56.3%
\$35,000-\$49,999	6	1.9%	27	9.2%	26.4%
Greater than \$50,000	0	0.0%	14	4.7%	7.5%
TOTAL	113	36.6%	97	32.9%	34.8%

Source: 2000 Census

**2.1.e. HOUSING UNITS**

In 2000, Colfax had a total of 636 housing units. Of these units, 313 were owner occupied and 301 were renter occupied. A total of 63.5 percent of total households resided in single-family dwellings in 2000.

**TABLE 20  
OWNER/RENTER RATIOS BY HOUSING TYPE- 2000**

Units in Structure	Owner Occupied	Percent Owner	Renter Occupied	Percent Renter	Vacant Units	Total Units
1, Detached	295	94.2%	95	23.3%	22	412
1, Attached	3	9.6%	12	4.0%	0	15
2	2	6.4%	34	11.3%	0	36
3 or 4	3	9.6%	70	23.3%	0	73
5 to 9	0	0.0%	10	11.6%	0	10
10 to 19	0	0.0%	0	0.0%	0	0
20 to 49	0	0.0%	0	0.0%	0	0
50 or more	0	0.0%	67	22.3%	0	67
Mobile home	10	3.2%	13	4.2%	0	23
<b>Total</b>	<b>313</b>	<b>100.0%</b>	<b>301</b>	<b>100.0%</b>	<b>22</b>	<b>636</b>

Source: 2000 Census, Colfax Building Permit records

**2.1.f. SPECIAL NEEDS**

As noted in Government Code Section 65583 (a)(6), within the overall housing needs assessments there are segments of the population that require special consideration. These are generally people who are low income and have less access to housing choices. These special housing needs groups include the elderly, disabled, single parent households, large families, farm workers, and homeless.

**2.1.f (1) Elderly**

Many elderly households live in housing that costs too much or live in housing that does not accommodate specific needs for assistance. Due to various circumstances, an elderly household may have difficulties staying in their home community or near family. The purpose of this section is to determine the housing needs for all characteristics of the elderly community, defined as persons over the age of 65 years.

As the population of seniors in the City increases, so do their collective needs. Traditionally, the senior population has only represented a small proportion of the overall population of the City. In 1980, there were 232 seniors in Colfax, which represented 23.6 percent of the total population in the City. Between 1980 and 1990, the senior population decreased by 0.4% percent annually. By 2000, the senior population had increased by 13.5 percent to 253. Currently, the senior population is estimated at 263 persons, which equates to 15.3 percent of the total population.

**TABLE 21**  
**SENIOR POPULATION TRENDS (65+)**

Year	Number	Change	% Change	Annual % Change
1980	232			
1990	223	-9	-3.9%	-0.4%
2000	253	30	13.5%	1.4%
2003	263	10	3.9%	1.3%

Source: 1980, 1990, and 2000 Census, Datum Populus

Senior households comprise a moderate proportion of the total households within the City of Colfax. In the 2000 Census there were an estimated 166 senior households in the City, constituting 27.0 percent of the total City households. Comparatively, 31.8 percent of the City's households were seniors in 1990. Currently, there are an estimated 172 senior households estimated in the City of Colfax.

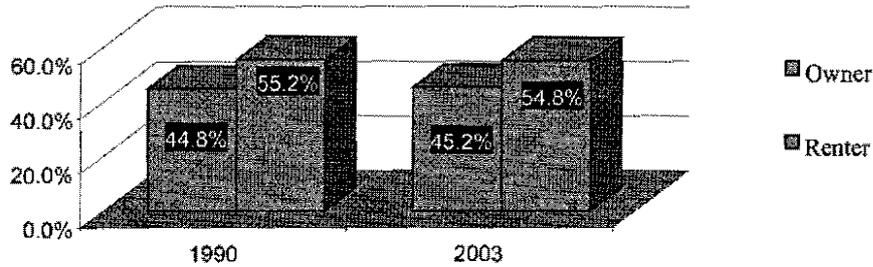
**TABLE 22**  
**SENIOR HOUSEHOLD TRENDS (65+)**

Year	Number	Change	% Change	Annual % Change
1980	179			
1990	174	-5	-2.8%	-0.3%
2000	166	-8	-4.6%	-0.5%
2003	172	6	3.6%	1.2%

Source: 1980, 1990, and 2000 Census, Datum Populus

In 1990, 55.2 percent of the senior households in Colfax were renters. Change in the proportion of senior renters is dependent on the quantity of housing options and the propensity to convert from ownership. In 2003, the proportion of the City's senior renters actually decreased by 0.4 percent to 54.8 percent. This demonstrates a slight rise in homeownership rates among seniors.

**CHART 4  
SENIOR HOUSEHOLDS BY TENURE (1990- 2003)**



Source: 1990 Census, and Datum Populus

**TABLE 23  
SENIOR HOUSEHOLDS BY HOUSING TYPE, 2003**

Unit Type	Senior Owner		Senior Renter	
	Number	Percent	Number	Percent
Single Family	76	96.9%	16	17.0%
2-5 Units	0	0%	8	8.5%
5+ Units	0	0%	68	72.4%
Mobile Home	2	3.1%	2	2.1%
<b>TOTALS</b>	<b>78</b>	<b>100.0%</b>	<b>94</b>	<b>100.0%</b>

Source: 2000 Census, Datum Populus

In 1990, 64.8 percent of all senior citizen households had incomes below \$15,000. By 2003, this percent has significantly decreased to 30.3 percent. The greatest gains were in the upper incomes. In 1990 there were 6 senior households with annual incomes over \$50,000. By 2003, 19.1 percent, or 33 senior households, had incomes over \$50,000 a year.

**TABLE 24  
SENIOR HOUSEHOLDS BY INCOME (2003)**

Income Ranges	1990		2003	
	Number	Percent	Number	Percent
Less Than \$10,000	89	50.9%	40	23.3%
\$10,000-\$14,999	24	13.9%	12	7.0%
\$15,000-\$24,999	35	20.2%	34	19.8%
\$25,000-\$34,999	10	5.8%	30	17.4%
\$35,000-\$49,999	10	5.8%	23	13.4%
\$50,000-\$74,999	3	1.7%	24	13.9%
\$75,000-\$99,999	0	0%	6	3.5%
\$100,000+	3	1.7%	3	1.7%
<b>Total</b>	<b>174</b>	<b>100.0%</b>	<b>172</b>	<b>100.0%</b>

Source: 2000 Census and Datum Populus

Eligibility for federal programs is based on the median income of the county or statistical area in which the project or program is located. In this case, eligibility is based on the 2003 State Income Limits for Placer County of \$47,850 for a two-person household. Using that as the basis, 15.0 percent of senior households in the City of Colfax are considered above moderate income, 28.1 moderate income, and 70.4 percent are in the low and very low income groups.

**TABLE 25  
SENIOR HOUSEHOLDS BY INCOME CATEGORY-2003**

Income Category	Income	Proportion of Senior Households in Colfax
Very Low	Less than \$23,900	47.9%
Low	\$23,900 - \$38,250	22.5%
Moderate	\$38,250 - \$57,400	14.6%
Above Moderate	Greater than \$57,400	15.0%

Source: 2003 HCD State Income Limits

In Colfax, 21.9 percent of senior households, or 36 households, are paying more than 35 percent of their income toward shelter. These senior households are cost burdened and would benefit from publicly assisted housing or other types of public assistance.

**TABLE 26  
SENIOR HOUSEHOLDS BY SHELTER PAYMENT (2000)**

Percent of Income for Shelter	Number	Percent
Less Than 20%	68	41.0%
20 to 24%	13	7.9%
25 to 29%	39	23.2%
30 to 34%	10	6.0%
Greater Than 35%	36	21.9%
<b>TOTAL</b>	<b>166</b>	<b>100.0%</b>

Source: 2000 Census

According to the 2000 Census, 49.4 percent of the senior population has a disability, the majority of these having a physical disability. Only 12.3 percent of seniors had a self-care disability.

**TABLE 27  
SENIORS BY LIMITATION TYPE (2000)**

Senior Limitation Type	Number	Percent of Total Senior Population
Sensory	68	26.9%
Physical	84	33.2%
Mental	27	10.7%
Self Care	31	12.3%
Going Outside the Home	64	25.3%
<b>Total Seniors with Disabilities</b>	<b>125</b>	<b>49.4%</b>

Source: 2000 Census Note: numbers are mutually exclusive

There are several types of services and facilities available for senior citizens within the City, including:

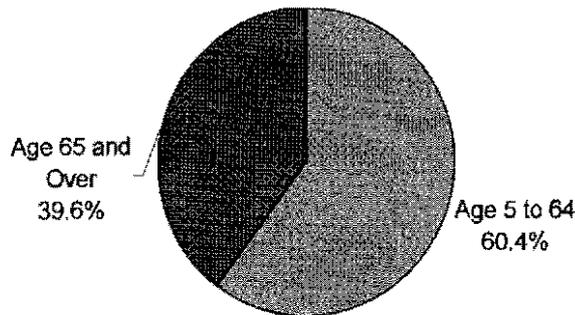
- Senior Housing: Currently, there is one Senior Complex, Canyon View Apartments, within the City. This complex is a 67 unit low-income project, currently has a 4-year waiting list.
- Activities: A community center is operated by non-profit Sierra Vista organization. The center offers activities such as exercise classes, art classes, and bingo. In addition, lunches are offered two days a week through Placer County at the United Methodist Church. All other senior activities are operated through the local churches and community based organizations such as the Women's Auxiliary.
- Transportation: The County of Placer operates a fixed route and dial-a-ride bus system; both systems offer significant fare reductions for seniors and disabled residents.

**2.1.f (2) Disabled Persons**

Three types of disabled persons are considered as having special housing needs: Physically, Mentally, and Developmentally Disabled. Each type is unique and requires specific attention in terms of access to housing, employment, social services, medical services and accessibility within housing.

In 2000, a total of 316 persons in the City had some type of disability. Of these, 60.4 percent or 191 persons were between the ages of five (5) and 64 and the remaining 125 were 65 years of age or older.

**CHART 5  
DISABLED PERSONS BY AGE (2000)**



According to the 2000 Census, 43.7 percent of persons 16 to 64 years of age with a disability were employed. This is below the overall employment rate of 81.6 percent. With no means to support daily living, those disabled persons who are not employed may be in need of housing assistance.

**TABLE 28  
DISABLED PERSONS BY EMPLOYMENT STATUS (2000)**

Work Disability Status	16-64 years	
	Number	Percent
Not Employed	89	56.3%
Employed	69	43.7%
TOTAL	158	100.0%

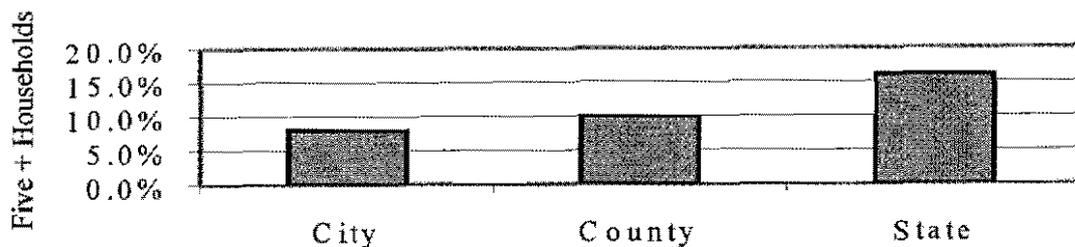
Source: 2000 Census

**2.1.f (3) Large Families**

For the purposes of this section, a large family is defined as a household consisting of five or more persons. In some cases, the needs of larger families are not targeted in the housing market, especially in the multifamily market. This sub-section explores the availability of larger housing units in Colfax.

In the 2000 Census, 7.9 percent or 49 of the households in the City of Colfax consisted of five or more persons. At the same time, the County had 9.9 percent and the State had 16.0 percent.

**CHART 6  
LARGE FAMILY COMPARISON (2000)**



Source: 2000 Census

According to the 2000 Census, a majority of the City's housing stock is comprised of two, and three bedroom units, which is considered more marketable in the housing market. For example, 66.3 percent of the renter housing units and 85.7 percent of the owner housing units were either two or three bedroom units.

**TABLE 29  
HOUSEHOLDS BY TENURE BY BEDROOM TYPE (2000)**

Bedroom Type	Owner Households		Renter Households	
	Number	Percent	Number	Percent
0 BR	0	0.0%	8	2.6%
1 BR	10	3.1%	87	28.8%
2 BR	108	34.5%	163	54.0%
3 BR	160	51.2%	37	12.3%
4 BR	25	8.1%	7	2.3%
5+ BR	10	3.1%	0	0.0%
TOTAL	313	100.0%	301	100.0%

Source: 2000 Census

Large households often have lower incomes, which frequently results in overcrowding in smaller dwelling units and in the acceleration of unit deterioration. According to the 2000 Census, there were only 49 large households in the City and 239 housing units of three or more bedrooms. This would indicate a more than adequate number of larger housing units.

**TABLE 30  
HOUSEHOLD SIZE DISTRIBUTION**

Household Size	1990			2000		
	Owner	Renter	Percent	Owner	Renter	Percent
1 Person	47	126	31.6%	66	107	28.2%
2 Persons	113	63	32.2%	132	79	34.4%
3 Persons	35	48	15.2%	43	59	16.6%
4 Persons	33	32	11.9%	45	34	12.9%
5 Persons	18	19	6.8%	15	14	4.7%
6 Persons	4	0	0.7%	8	4	1.9%
7 + Persons	0	9	1.6%	4	4	1.3%
Total	250	297	100.0%	313	301	100.0%

Source: 1990 and 2000 Census

#### **2.1.f (4) Farmworkers**

Estimating farmworkers and those households associated with farm work within the State is extremely difficult. Generally, farmworker population contains two segments of farmworkers: permanent and migratory (seasonal). The permanent population consists of farmworkers who have settled in the region and maintain local residence and who are employed most of the year. The migratory farmworker population consists of those who typically migrate to the region during seasonal periods in search of farm labor employment. Traditional sources of population estimates, including the 2000 Census, have tended to significantly underestimate farmworker population. Moreover, different employment estimation techniques result in diverse estimates of local agricultural employment. Nonetheless, a range of estimates of farmworkers in the State can be derived. Further, by applying assumptions derived from surveys specifically targeted to farmworkers, an aggregate population (both workers and households) can be estimated. These estimates indicate that average annual employment of farmworkers in California is about 350,000, with peak period employment of about 450,000 within the State. This employment demand is filled by between 650,000 and

850,000 farmworkers within the State. Total population (including family members) associated with these workers is between 900,000 and 1.35 million persons.

According to the 2000 Census, there were only 2 persons employed in the farming, fishing and forestry occupations in the City of Colfax, which is a decrease of 19 persons since the 1990 Census.

**TABLE 31  
FARMWORKERS - CITY OF COLFAX**

	1990		2000	
	Number	Percent Total Employment	Number	Percent of Total Employment
Farming, Fishing and Forestry	21	3.8%	2	0.3%

Source: 1990 and 2000 Census

The City of Colfax welcomes the development of farmworker housing in any zone that permits the type of housing being built (i.e., multifamily or single family) without any special conditions. Farmworker housing can be developed in land zoned for multifamily use. Because the percent of the City's farmworker population is small, the housing needs of this group are addressed through its standard affordable housing strategies.

**2.1.f (5) Single-parent Households**

Single-parent households have special housing needs such as reasonable day care, health care, and affordable housing. The most significant portion of this group is the female-headed household. Female-headed households with children often have lower incomes, limiting their access to available housing. Many housing experts believe these households are especially at risk of housing cost burden or homelessness.

The 2000 Census counted 419 family households with children 18 years old and under in the City of Colfax. Of these households, 52, or 8.4 percent, are headed by single females.

**TABLE 32  
HOUSEHOLD TYPE AND PRESENCE OF CHILDREN  
18 YEARS OLD AND UNDER - CITY OF COLFAX - 2000**

Household Type	Number*	Percent
Family Households	419	68.3%
With Children Under 18 Years Old	139	22.7%
With No Children	136	22.0%
Female Householder With Children*	52	8.4%
Female Householder With No Children*	42	6.8%
Male Householder With Children*	28	4.5%
Male Householder With No Children*	25	4.0%
Non-family Households	195	31.7%
<b>TOTAL</b>		<b>614</b>

Source: 2000 Census \* No spouse present

Note: Number of households is mutually exclusive.

Approximately 8.5 percent of the total family households in the City of Colfax were below the 2000 Census poverty level. Of these, 58.3 percent (21 households) were female-headed households. All female-headed households below the 2000 Census poverty level had children under 18 years old.

**TABLE 33  
HOUSEHOLDS BY POVERTY LEVEL  
CITY OF COLFAX - 2000**

Family Households	Number	Percent
Total Families with Income in 1999 below Poverty Level	36	8.5%
Total Family Households	425	
Female Householder in 1999 below Poverty Level	21	18.3%
Female Single Parent Households with Children Under 18 years in 1999 below Poverty Level	21	18.3%
Total Female Householders	115	

Source: 2000 Census

**2.1.f (6) Homeless Persons (Persons in Need of Emergency Shelter)**

Homelessness continues as a regional and national issue. Factors contributing to the rise in homelessness include the general lack of housing affordable to lower income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies to the poor, alcohol and substance abuses, and the de-institutionalization of the mentally ill. Homeless people, victims of abuse, and other individuals require housing that are being met by the traditional housing stock. These people require temporary housing and assistance at little or no cost to the recipient.

Due to their transient nature, it is difficult to count the number of homeless in any one area. It should also be noted that there are generally two types of homeless - the "permanent homeless", who are the transient and most visible homeless population, and the "temporary homeless", who are homeless usually due to eviction or personal crisis and may stay with friends, family, or in a shelter or motel until they can find a permanent residence.

Local churches, staff of the City, and the Colfax Police Department estimates the number of homeless persons living in Colfax to be zero to five persons depending on the season. Most homeless persons take advantage of services offered in Auburn and in Roseville, much larger cities. According to the 2002 Placer County survey, there are currently an estimated 406 persons homeless in the County.

**Special needs resources/emergency shelters**

Emergency shelters are not defined in specific zones, however, with a approval by the planning commission, these types of shelters would be allowed in a zone that allows quasi-public structures.

Placer County generally provides the majority of the services for the homeless. The primary methods of providing emergency shelter to homeless individuals and families in Placer County are motel voucher programs, dispersed through various divisions of Placer County Health and Human Services (HHS), and through several community-based organizations. In addition, a few organizations, such as the Sierra Foothill AIDS Foundation, Peace for Families, and the Children's Receiving Home provide emergency housing to certain segments of the homeless population.

Although the City does not have the population of homeless persons to support a full-time shelter, church-based organizations, and the Salvation Army do provide some homeless services such as referrals, meals to low income residents and a clothing closet.

**2.1.g. OVERCROWDING**

Overcrowding is defined by the Census as more than one person per room living in a housing unit. Generally, a room is defined as living room, dining room, kitchen, bedroom(s) and finished recreation room.

In 1990, 5.6 percent of the households in the City were considered overcrowded and by 2000 that percentage increased to 7.0 percent, or 44 overcrowded units. The situation is slightly more critical for renter households, where 8.4 percent lived in overcrowded conditions in 2000.

**TABLE 34  
OVERCROWDING TRENDS (1990-2000)**

	1990		2000	
	Number	Percent	Number	Percent
Colfax	30	5.6%	44	7.0%
Placer County	2,522	3.9%	3,566	3.8%

Source: 1990 and 2000 Census

**TABLE 35  
OVERCROWDING - COLFAX (2000)**

Owner Households	Household Size	Renter Households
0	1.01 - 1.50 persons	22
18	1.51 - 2.00 persons	4
0	2.01 + persons	0
18	TOTAL	26
5.6%	PERCENT	8.4%
	Grand Total 44 Households - 7.0%	

Source: 2000 Census

**2.2 INVENTORY OF RESOURCES**

**2.2.a. EXISTING HOUSING CHARACTERISTICS**

The proportion of single-family units increased significantly since 1990, while the proportion of 5+ unit-housing structures (i.e., multifamily) has decreased in the City of Colfax. For example, single-family units comprised 65.1 percent of the housing stock in 1990 and 67.2 percent in 2000. At the same time, 5+ unit-housing structures were 12.9 percent in 1990 and now represent 12.1 percent of the housing stock

**TABLE 36  
TOTAL HOUSING UNITS BY TYPE - CITY OF COLFAX**

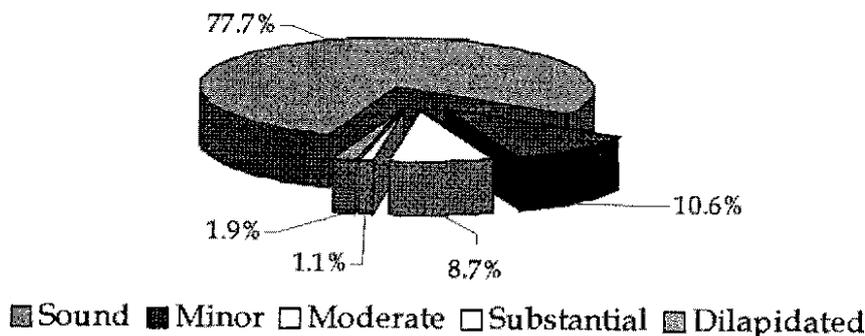
Unit Type	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single Family	336	68.4%	404	65.1%	427	67.2%
2-5 Units	64	13.1%	102	16.4%	109	17.1%
5+ Units	80	16.3%	80	12.9%	77	12.1%
Mobile Home	11	2.2%	35	5.6%	23	3.6%
TOTALS	491	100.0%	621	100.0%	636	100.0%

Source: 1980 and 1990, and 2000 US Census

**2.2.b. HOUSING CONDITIONS**

In September of 2003, a citywide survey was conducted to identify general housing conditions. The condition of housing was assessed by an exterior survey of quality, condition and improvement action. The information collected during the survey is summarized in Chart 7, Housing Condition Survey. Of the 796 housing units surveyed, 20.4 percent are in need of rehabilitation.

**CHART 7  
HOUSING CONDITION SURVEY SUMMARY- 2003**

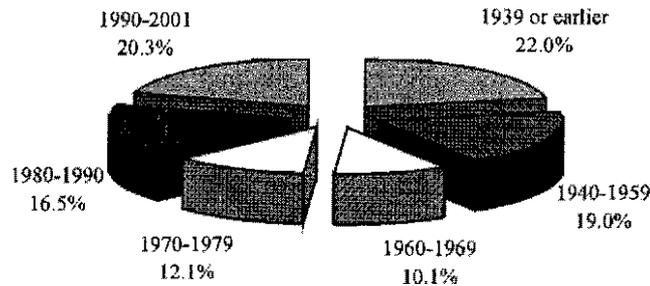


Source: Colfax Building Department

The City of Colfax takes a proactive approach toward housing conditions through its housing rehabilitation program. The existing program is oriented toward maintaining the housing stock. Colfax has used Community Development Block Grant (CDBG) funds to provide rehabilitation assistance. Over the last Housing Element period nine units were rehabilitated. The goal of the 2003-2008 period is for the rehabilitation of 15 more units.

Approximately, 20.3 percent of the total Colfax housing stock (occupied and vacant units) was built from 1990 to 2000. Another 16.5 percent of the housing stock was built between 1980 and 1990, which results in a median age of housing of 31 years.

**CHART 8  
HOUSING UNITS BY YEAR BUILT -CITY OF COLFAX**



Source: 2000 Census

Substandard housing indices, without physical inspection, can generally be judged as overcrowding, units lacking complete plumbing, and units constructed before 1940 without diligent maintenance. In the City of Colfax, the percentage of overcrowded units is 7.0 percent. Also, 22.8 percent of the housing was built before 1940. However, these units have been well maintained to preserve the historic characteristics of the City of Colfax. No units lacked complete plumbing facilities. In Placer County, 3.8 percent of the housing units were overcrowded, while 5.2 percent were built before 1940.

**TABLE 37  
INDICATORS OF SUBSTANDARD HOUSING -- 2000**

Indicators	Number	Percent
<b>CITY OF COLFAX</b>		
Overcrowded	44	7.0%
Lacking Complete Plumbing Facilities	0	0.0%
Built 1939 or Earlier	144	22.8%
<b>PLACER COUNTY</b>		
Overcrowded	3,566	3.8%
Lacking Complete Plumbing Facilities	353	0.4%
Built 1939 or Earlier	4886	5.2%

Source: 2000 Census

### 2.2.c. RESIDENTIAL CONSTRUCTION TRENDS

A total of 253 housing units were constructed in the City of Colfax since 1991. Of the new homes 43.5 percent were conventional single-family units, 17.0 percent were multifamily units, and 39.5 percent were modular or manufactured homes.

Based on the figures in Table 38, Building Permits by Year, an average of 21 new housing units are constructed each year in Colfax. Given the housing production since 2001, this average construction will be sufficient to meet the remaining Regional Housing Needs Assessment for 2003-2008.

**TABLE 38  
BUILDING PERMITS BY YEAR - CITY OF COLFAX**

Year	Single Family Units	Multifamily Units	Modular	Total
1991	4	8	0	12
1992	1	0	0	1
1993	2	2	0	4
1994	1	2	0	3
1995	10	0	6	16
1996	8	0	0	8
1997	6	1	2	9
1998	11	0	17	28
1999	12	0	14	26
2000	11	2	11	24
2001	11	28	29	68
2002	20	0	20	40
2003	14	0	1	15
Total	110	43	100	253

Source: City of Colfax Building Permit records through September 2003

**2.2.d. VACANCY TRENDS**

Vacancy trends in housing are analyzed using a "vacancy rate" which establishes the relationship between housing supply and demand. For example, if the demand for housing is greater than the available supply, then the vacancy rate is low, and the price of housing will most likely increase. Additionally, the vacancy rate indicates whether or not the City has an adequate housing supply to provide choice and mobility. HUD standards indicate that a vacancy rate of five percent is sufficient to provide choice and mobility.

In 2000, the Census reported a vacancy rate in the City of 3.5 percent. The California State Department of Finance (DOF) Population Research Unit publishes an annual estimate of population, housing units, vacancy, and household size for all incorporated cities in the State. In 2003, the DOF estimated the vacancy rate for all housing units in Colfax was 3.42 percent. However, the DOF estimate is for all housing unit types and does not exclude seasonal, recreational, or occasional use and all other vacant. Table 48, Occupancy Status of Housing Stock, shows the characteristics of the City's vacant housing units per the 2000 Census.

**TABLE 39  
OCCUPANCY STATUS OF HOUSING STOCK**

TYPE	NUMBER
Occupied	614
Vacant	22
For Rent	2
For Sale Only	9
Rented/Sold, Not Occupied	1
For Seasonal/Recreational or Occasional Use	5
For Migrant Workers	0
Other Vacant	5

Source: 2000 Census

2.2.d (1) Multifamily Vacancy

On October 10, 2003 Laurin Associates conducted a rental survey of existing rental properties within Colfax. A total of 100 multifamily units were surveyed for rent levels and vacancies. That survey found that there were a total of 4 vacancies in the City of Colfax for an overall vacancy rate of 4.0 percent. In the one subsidized apartment surveyed, there was a four year waiting list.

2.2.d (2) Single-Family Vacancy

According to the California Association of Realtors, there were a total of 62 single-family listings in the City of Colfax on October 20, 2003. The estimated vacancy rate for single-family dwellings is 13.1 percent based on a total of 472 single-family units.

**2.2.e. HOUSING COSTS AND AFFORDABILITY**

One of the major barriers to housing availability is the cost of housing. In order to provide housing to all economic levels in a community, a wide variety of housing opportunities at various prices should be made available. The following table describes the acceptable monthly payment for households in the four major income groups: Very Low, Low, Moderate and Above Moderate.

**TABLE 40  
INCOME GROUPS BY AFFORDABILITY (2003)**

Income Group	Income Range	Ideal Monthly Payment *
Very Low	Less than \$29,900	Less Than \$747
Low	\$29,900 - \$47,850	\$748 to \$1,196
Moderate	\$47,850 - \$71,750	\$1,196 to \$1,794
Above Moderate	Greater than \$71,750	Greater Than \$1,794

Source: 2003 State Income Limits for Placer County at \$59,800; \* 30% of income equal to monthly payment

2.2.e (1) Single-family Sales Units

According to local real estate agents, since 1993, the median single-family home sale price in the Colfax Area ranged from an average of \$115,000 in 1993 to a current estimate \$319,450. This means that home prices are increasing at about 17.8 percent a year. While home prices are increasing, the 2003 median sale price is still lower than the 2003 median sales price for the State of \$324,000.

2.2.e (3) Current Single Family Listings

At the time of writing, there were 62 single-family units listed for sale in Colfax Area ranging from an \$89,900 three bedroom/two bath modular home to a \$1,800,000 3 bedroom home with pool located on 3.2 Acres just outside the City Limits with a two bedroom guest house. The median sales price for these homes was \$334,250.

**TABLE 41  
CURRENT SALES LISTINGS FOR SINGLE FAMILY HOMES**

PRICE RANGE	NUMBER OF UNITS AVAILABLE
Below \$80,000	0
\$80,000 - \$150,000	1
\$150,000 - \$200,000	3
\$200,000 - \$250,000	15
\$250,000 - \$300,000	10
\$300,000 - \$350,000	7
\$350,000 - \$400,000	6
\$400,000 - \$500,000	6
Over \$500,000	14
Total	62

Source: California Association of Realtors

2.2.e (4) Rental Units

According to the 2000 Census, the median rent was \$875 in the City of Colfax, compared to \$952 for Placer County. In the Laurin Associates Survey, conducted in October 2003, the total median rent for multifamily dwellings was \$660. Rents ranged from \$400 for a room with house privileges, to \$1,550 for a three bedroom furnished home. The average price of a one-bedroom apartment was \$676, while the average price of a two-bedroom apartment was \$845. Only one property, Canyon View Senior Apartments, was subsidized. This complex has project based Section 8 rents where tenants pay 30 percent of their income towards their rent. The market rent for these units was \$630 for a one-bedroom apartment.

2.2.e (5) Affordability

Affordability is defined as a household spending 30 percent or less of household income for shelter. Shelter is defined as gross rent or gross monthly owner costs. Gross rent is the contract rent, plus utilities. In most cases, the contract rent includes payment for water, sewer and garbage. "Gross monthly owner costs" includes mortgage payments, taxes, insurance, utilities (including gas and electric), condominium fees, and site rent for mobile homes.

As noted on page 30, 36.6 percent of renter households pay in excess of 30 percent of their income for shelter. To put this in perspective, Table 42, Affordable Rental Rates, shows the current 2003 income ranges based on the Area Median Income (AMI) of \$59,800 along with the "affordability range." For instance, a very low-income family of four can generally afford a total of \$705 a month for rent and utilities in a two-bedroom apartment. The current market rental rates are affordable to those households with low to above moderate incomes. Most low-income households could afford a studio, one-bedroom, or two-bedroom market rate unit.

**TABLE 42  
AFFORDABLE RENTAL RATES**

Income Range	Maximum Affordability				
	Studio	One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
Less than \$29,900	\$719	\$711	\$705	\$701	\$687
\$29,900 - \$47,850	\$1,168	\$1,160	\$1,154	\$1,148	\$1,136
\$47,850 - \$71,750	\$1,766	\$1,758	\$1,752	\$1,746	\$1,734
Greater than \$71,750	>\$1,766	>\$1,758	>\$1,752	>\$1,746	>\$1,734

Apartment utilities are \$28 for a studio, \$36 for a one-bedroom, \$42 for two-bedroom, \$48 for three-bedroom, and \$60 for four-bedroom.

While shelter costs for rental units are generally figured to be affordable at 30 percent of gross income, households are able to obtain a mortgage loan based on 35 percent of gross income. This is subject to individual credit and budgeting conditions, and those with less revolving loan-type debt can generally find financing for a more expensive home. For instance, using the income categories, very low-income households in Colfax could afford a home up to \$90,345. However, there is only one home currently available at that price.

### 2.2.f. AT - RISK HOUSING

California Housing Element Law requires all jurisdictions to include a study of all low-income housing units which may at some future time be lost to the affordable inventory by the expiration of some type of affordability restrictions. The law requires that the analysis and study cover a five-year and a ten-year period, coinciding with updates of the Housing Element. There are three general cases that can result in the conversion of public assisted units:

- Prepayment of HUD mortgages: Section 221(d)(3), Section 236 Section 202, and Section 811. A Section 221 (d)(3) is a privately owned project where HUD provides either below market interest rate loans or market rate loans with a subsidy to the tenants. With Section 236 assistance, HUD provides financing to the owner to reduce the costs for tenants by paying most of the interest on a market rate mortgage. Additional rental subsidy may be provided to the tenant. In 1991, capital advances replaced direct loans for the Section 202 program. These capital advances are granted to approved low-income housing developers and cover 100 percent of the approved development costs for low-income elderly residents. The major difference between the two funding processes is that the capital advance does not have to be repaid, so the project rental assistance covers only operating costs, not debt service as under Section 8. HUD provides the difference between what tenants pay in rent and what it actually costs the sponsor to operate and maintain the project. There is no debt service; capital advances are not loans.

Low-income use restrictions on Section 236(j)(1) projects are for the full 40-year mortgage term. However, owners have the option to repay the remaining mortgage at the end of the first 20 years.

FHA-insured mortgages under the Section 221(d)(3) program have no binding use restrictions. The affordability of these projects is governed by the Section 8 contracts maintained on the projects that are now approved on a year-to-year basis. Because of the uncertain future of the Section 8 program at the federal funding level, HUD considers projects assisted with Section 8 contracts at risk.

The Multifamily Assisted Housing Reform and Affordability Act of 1997 addresses expiring Section 8 contracts. It provides authority to HUD to operate a market-to-market program to (1) reduce over-subsidized Section 8 contracts, (2) restructure project financing, and (3) provide funds for rehabilitation needs. The bill also includes tax legislation to ensure that adverse tax consequences do not deter owners from participating in the program. In exchange for favorable tax treatment, owners would preserve the units at rents affordable to low and moderate income households.

In addition to instituting these changes in the Section 202 program, the National Affordable Housing Act of 1990 created a separate program, Section 811, to support

the development of housing for people with disabilities. Prior to 1990, Section 202 funds could be used to develop housing for disabled persons in addition to low-income elderly.

- Opt-outs and expirations of project-based Section 8 contracts - Section 8 is a federally funded program that provides for subsidies to the owner of a pre-qualified project for the difference between the tenant's ability to pay and the contract rent. Opt-outs occur when the owner of the project decides to cancel the contract with HUD by pre-paying the remainder of the mortgage. Usually, the likelihood of opt-outs increases as the market rents exceed the contract rents.
- Other - Expiration of the low-income use period of various financing sources, such as Low-income Housing Tax Credit (LIHTC), bond financing, density bonuses, California Housing Finance Agency (CHFA), Community Development Block Grant (CDBG) and HOME funds and redevelopment funds. Generally, bond financing properties expire according to a qualified project period or when the bonds mature. The qualified project period in bond financed multifamily properties is 15 years. Affordability covenants for density bonus units usually expire in either 10 or 30 years, depending on the level of incentives. Also, properties funded through the Redevelopment Agency generally require an affordability term of 20 years.

#### **2.2.g INVENTORY OF AT RISK RENTAL HOUSING UNITS**

The following inventory includes one government assisted rental property in the City of Colfax that may be at risk of opting out of the Section 8 program that keeps it affordable to very low senior households over the five year Housing Element Period (2003 - 2008) and for the subsequent five years (2013). Generally, the inventory consists of Housing and Urban Development (HUD), Redevelopment Agency, multifamily bonds and Density Bonus properties. Target levels include the very low-income group and the low-income group.

The California Housing Partnership Corporation lists Canyon View Senior Apartments as a project that "may" be at risk. This apartment complex is at low risk of being sold out of the affordable program. The owners have opted to renew their Section 8 in 1999 and plan to renew the contract again in 2005.

The process of opting out of affordable programs is a thorough and lengthy process that requires notices to local government and local housing authorities. Appendix B of this Housing Element lists housing non-profit organizations known to both the State and local governments as being interested in acquiring at-risk units and maintaining affordability for the life of the structure.

**TABLE 43  
INVENTORY OF AT RISK ASSISTED COMPLEXES (2003)**

Project	Financing	# Assisted Units	Date	Target Group	Risk Assessment
Canyon View	Section 8	67	5/31/2005	Seniors	Low Risk
Total At Risk Units		67			

Source: HUD/California Housing Partnership Corporation Revised March 2003

### 2.2.h COST ANALYSIS

In order to provide a cost analysis of preserving "at-risk" units, costs must be determined for rehabilitation, new construction, or tenant-based rental assistance.

2.2.h (1) Rehabilitation. The factors used to analyze the cost to preserve the at-risk housing units include acquisition, rehabilitation, and financing costs. These figures are estimates since actual costs will depend on condition, size, location, existing financing, and the availability of financing. Local developers have provided the following information.

**TABLE 44  
REHABILITATION COSTS**

Fee/Cost Type	Cost per Unit
Acquisition	\$50,000
Rehabilitation	\$22,000
Financing/Other	\$10,000
<b>TOTAL COST PER UNIT</b>	<b>\$82,000</b>

Source: CBM

2.2.h (2) New Construction/Replacement. The following cost estimates are based on estimates of apartment construction in the Colfax/Auburn Area. The actual replacement costs for any of the at-risk units will depend on many variables such as the number of units, location, density, unit sizes, on and off-site improvements, and both existing and new financing.

**TABLE 45  
NEW CONSTRUCTION/REPLACEMENT COSTS**

Cost/Fee Type	Cost Per Unit
Land Acquisition	\$3,450
Construction	\$120,000
Financing/ Other	\$10,000
<b>TOTAL PER UNIT COST</b>	<b>\$143,570</b>

Source: Placer County

2.2.h (3) Tenant-based Rental Assistance. Over the last housing element period no at-risk complexes in Colfax were converted to market rate. The difficulty in estimating the per unit cost is that there are so many variables, starting with the household income of the family who will occupy the unit. Based on current condition data, it is assumed that a two person senior household with very low income earns \$23,900. Shelter affordability would be \$597 a month of which \$561 would be attributable to rent. If the complex converted to market rate, the two-bedroom unit would have an estimated rent of \$7,560 annually. This means subsidizing the household at \$69 per month, or \$828 a year. Over 20 years, which is the average affordability term, the total rental assistance would be \$16,560.

### 2.2.i. PRESERVATION RESOURCES

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified, non-profit entities need to be made aware of the future possibilities of units becoming "at-risk." Groups with whom the City has an on-going association are the logical entities for future participation.

In addition, the City of Colfax will develop procedures for monitoring and preserving at-risk units that will include:

- ❑ Monitoring the Risk Assessment report published by the California Housing Partnership Corporation (CHPC).
- ❑ Maintaining regular contact with the local HUD office regarding early warnings of possible opt-outs.
- ❑ Maintaining contact with the owners and managers of the Canyon View Apartments to determine if there are plans to opt-out in the future, and offer assistance in locating eligible buyers.
- ❑ Developing and maintaining a list of potential purchasers of at-risk units and act as a liaison between owners and eligible purchasers.
- ❑ Ensuring that the owners of the Canyon View Apartments owners are provided with applicable State and federal laws regarding notice to tenants of an owner's desire to opt-out or prepay. State law requires a 12 month notice.

### 2.2.j. STRATEGIES TO RETAIN AFFORDABLE UNITS

The following is a list of potential financial resources considered a part of the City's overall financial plan to deal with retaining affordable units. The number and availability of programs to assist cities and counties in increasing and improving their affordable housing stock is limited, and public funding for new projects is unpredictable. The list includes local, state and federal programs.

- HOME Program- The HOME Program was created under Title II of the Cranston-Gonzales National Affordable Housing Act enacted on November 28, 1990. The HOME Program helps to expand the supply of decent, affordable housing for low and very low-income families by providing grants to States and local governments. This money can be used to acquire property, construct new housing for rent or homeownership, rehabilitate rental or owner-occupied housing, improve sites for HOME-assisted development or demolish dilapidated housing on such sites, pay relocation costs for households displaced by HOME activities, provide financing assistance to low-income homeowners and new homebuyers for home purchase or rehabilitation, provide tenant-based rental assistance or help with security deposits to low-income renters, meet HOME program planning and administration expenses to take a more regional, collaborative approach to meeting their affordable housing needs.
  
  - Multifamily Housing Program (MHP): The MHP program assists in the new construction and preservation of permanent and transitional housing for lower income households. Funding is provided through the Proposition 46 Housing Programs. Eligible applicants include local public agencies, for-profit and non-profit developers and corporations, limited equity housing cooperatives, individuals, Indian reservations and rancherias, and limited partnerships in which an eligible applicant or an affiliate of the applicant is a general partner.
  
  - Placer County Health and Human Services Department has jurisdiction within the City of Colfax and Placer County. It administers federal and state funds for its public housing projects and government assisted housing units such as Section 8 Rent Subsidy.
  
  - Preservation Opportunity Program will provide supplemental financing for at-risk subsidized rental developments receiving bond financing from CalHFA.
  
  - Preservation Interim Repositioning Program (PIRP): The purpose of this program is to preserve assisted rental housing at-risk of conversion to market rate use. Funding is being made available through the Proposition 46 Housing Programs. The State Department of Housing and Community Development (HCD) will make one short-term loan to a single non-profit entity which may then use the loan proceeds to either finance the at-risk rental units by others or directly purchase at-risk developments. If the non-profit selected by HCD elects to fund a lending program, other non-profits, for-profits, and public agencies may be eligible to apply for assistance from that entity.
-

- Community Development Block Grant (CDBG) Funds: Over the past 10 years, the City has acquired \$1,144,450 in CDBG grants. The City utilizes CDBG funds for housing rehabilitation activities, infrastructure, public facilities, and planning technical assistance grants.
- Low-income Housing Tax Credit Program (LIHTC): The LIHTC Program provides for federal and state tax credits for private and non-profit developers and investors who agree to set aside all or an established percentage of their rental units for households at 60 percent of AMI for no less than 30 years. These tax credits may also be utilized on rehabilitation projects, contributing to the preservation program.

The program begins when developers and investors apply for an allocation of tax credits from the California Tax Credit Allocation Committee (CTCAC). Tax credits are awarded on a competitive basis each year. Compliance is monitored according to Internal Revenue Service (IRS) rules and regulations.

- The Federal Home Loan System facilitates the Affordable Housing Program (AHP) and Community Investment Program (CIP) for the purposes of expanding the affordable housing supply. The San Francisco Federal Home Loan Bank District provides local service. Subsidies are awarded on a competitive basis usually in the form of low-interest loans and must be used to finance the purchase, construction, and/or rehabilitation of rental housing.
- The Urban Predevelopment Loan Program, conducted through HCD, provides the funds to pay the initial costs of preserving existing affordable housing developments for their existing tenants. Priority is given to applications with matching financing from local redevelopment agencies or federal programs.
- Preservation Financing Program, operated through CalHFA, offers tax exempt financing for the acquisition or refinancing of a project with an expiring Section 8 contract.

#### 2.2.k. REDEVELOPMENT AGENCY

At this time the City of Colfax does not have a redevelopment agency.

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**2.2.1. RESIDENTIAL ZONING AND DENSITY**

The housing industry always responds to market demand. In the City of Colfax, residential zoning targets all income groups. Colfax's policies and planning efforts have made it very clear that residential development of all types is welcome and supported.

**2.2.1. (1) Zoning**

Title 9 of the Colfax Municipal Code, the Colfax Zoning Ordinance, provides the zoning provisions for the City. The Colfax City Council adopted the zoning code in 1990 and has since been revised through City ordinances. Zoning for the City of Colfax is defined as follows:

**Agricultural District (A)-** The purpose of this district is to promote and preserve in appropriate areas of the City conditions favorable to agricultural use. Along with agricultural uses, single-family homes are permitted.

**Residential Districts**

**Single Family Residential District (R-1-, R-1-5, R-1-10, R-1-15, R-1-20, R-1-40)-** The purpose of this district is to provide for areas in appropriate locations where quiet, low density residential neighborhoods may be established, maintained, and protected. Single-family uses are allowed in this zone, including public and quasi-public uses.

**Multifamily Residential District (R-M-1, R-M-2) -** The purpose of this district is to provide for areas in appropriate locations where apartment house neighborhoods of varying degree and density may be established, maintained, and protected. Allowable uses in the category are duplex or two family dwellings, multifamily dwellings, public and quasi -public uses. Currently, single-family dwellings are also allowed in this zone. However, the zoning ordinance will be amended to better comply with the spirit of the AB 2292 which restricts downzoning of residential land.

**Commercial Districts-** The purpose of these districts is to provide appropriately located areas for a full range of office, retail commercial, and service commercial uses, to strengthen the City's economic bases, to minimize the impact of commercial development on residential districts, and to provide opportunities for residential development on the site of commercial development or on separate sites in certain districts. Single-family dwelling units are allowed in all zoning categories within the commercial district

**Industrial Districts-** The purpose of these districts is to minimize the impact industrial uses have on residential and commercial districts.

### 2.2.1. (2) Density

Residential growth areas and densities are among the issues and policies addressed in the General Plan. Residential densities are specified for each residential land use designation, and the General Plan provides for a wide range of residential densities. Single family detached housing densities range from 1 dwelling per acre to 4 units per net acre. Multiple family densities, including but not limited to attached, zero lot line, and apartments, range from 4 to 29 dwelling units per net acre.

Zoning districts specify minimum lot size, permitted uses, conditional uses, building height and front, rear and side yard setbacks. Zoning districts further the health, safety, and welfare of the residents. For example, setbacks in residential districts are established to ensure the adequate provision of light, air and open space for residents. In addressing the minimum lot size, the zoning districts must be consistent with the densities of the General Plan. Single-family zoning districts have minimum lot sizes ranging from 5,000 to 40,000 square feet. Residential land zoned multifamily zoning districts have a minimum lot size of 6,000 square feet. Table 46, General Plan Designation and Usable Density, defines the minimum density for each general plan designation.

The City's development standards are applicable to residential zoning districts. Development standards include, but are not limited to, building height, yard setbacks, lot area, site plan review, parking space requirements, and parkland requirements. These requirements were adopted through the public hearing process and reflect the minimum standards thought necessary for protection of the public.

When a developer proposes a housing development, state law requires that the city provide incentives for the production of low-income housing. A density bonus agreement between the developer and city is used to set forth the incentives to be offered by the city (i.e. allowing increased density over that typically allowable in the respective zoning district) and the requirements of the developer. Such an agreement requires that 25 percent of the units in the development be made available for low-income families, and that those units, whether they are for sale or rent, shall remain available for low-income persons for a period of thirty years.

**TABLE 46  
GENERAL PLAN DESIGNATION AND USEABLE DENSITY**

Designation	Usable Density/Acre
Low Density Residential	1-4 Units/ Acre
Modular Home Residential	1-4 Units/ Acre
Medium Density Residential	4-10 Units/ Acre
Medium High Density Residential	10-29 Units/ Acre

Source: City of Colfax

### 2.2.m. NEW CONSTRUCTION NEEDS

The City of Colfax falls under the jurisdiction of the Sacramento Area Council of Governments (SACOG). SACOG uses a predominately demographic formula to allocate the regional housing needs among the incorporated cities and unincorporated county. This process results in a Regional Housing Needs Assessment (RHNA) and the number reflected in that assessment must be considered when the housing element is prepared.

Historically, COGs prepared RHNA's every five years according to a statewide schedule prepared by the State. However, during the early 1990s the State suspended funding for the development of the RHNA, and the previous report prepared by SACOG covered the period 1990 to 1996. The current RHNA for Colfax is for the 2001 through 2008 period. SACOG housing needs figures are limited to new housing construction. That number is then allocated to income groups.

#### 2.2.m. (1) Income Group Goals

The purpose of the income group goals is to ensure that each jurisdiction within a COG attains its share of the state housing goal without any relative disproportionate distribution of household income groups. The household income groups are defined according to the HUD Median Family Income (MFI): Very-low (less than 50% of MFI), Low (50-80% of MFI), Moderate (80-120% of MFI) and Above-moderate (greater than 120% of MFI).

#### 2.2.m. (2) Colfax RHNA

The 2001 SACOG Housing Plan determined that 5.2 percent of the households in Colfax are classified as very-low income, and an additional 12.6 percent of households have been determined to be low-income. The assessment must include an analysis of the housing need for all income groups including the 22.2 percent of households with moderate incomes and the 60.0 percent with above moderate incomes.

Construction needs are derived from SACOG population and household growth projections. The income group proportions are then applied toward the construction need, which results in a goal for the number of housing units by income group within the City of Colfax.

For the period 2001 to 2008, the City of Colfax has been given a construction need of 135 new housing units (see Table 47). The specific need by income group is depicted in the following table. Since 2001 the City of Colfax has constructed 123 units. Of these constructed units 50 were modular homes in the Mink Creek Subdivision. The sale prices of these modular homes ranged from \$90,000 - to low \$100,000 and were affordable to those in the low-income category. In 2001, the Cedars, a 28-unit rental complex of duplex and fourplex units were made available to those in the moderate-income category. As a result the City of Colfax has a current construction need of 45 units between 2003 and 2008.

**TABLE 47  
CONSTRUCTION NEED (2001-2008)**

Income Group/Percent of Households	Construction Need	2001- Sept 2003 Construction	Current Construction Need	Typical Annual Construction Needs
Very Low - 5.2%	7	0	7	2
Low - 12.6%	17	50	0	0
Moderate - 22.2%	30	28	2	1
Above Moderate - 60.0%	81	45	36	7
<b>TOTAL</b>	<b>135</b>	<b>123</b>	<b>45</b>	<b>10</b>

Source: 2000 Regional Housing Allocation Plan, SACOG

### 2.2.n. AVAILABLE RESIDENTIAL ZONED LAND

In addressing the estimated housing needs identified in the Housing Needs Assessment section of this housing element, State law requires that this element contain "An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment..." This inventory must identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of housing types for households of all income levels.

As part of the 2003-2008 Housing Element update, an analysis of the residential development potential of vacant land in the City of Colfax was completed in September 2003. Table 51 provides a summary of available residentially zoned land throughout the City of Colfax. The City of Colfax has a current policy to implement

the provisions of AB 2292 (Dutra) and prevent the down zoning of a residential property without accommodate up zoning of a comparable property.

According to the State Department of Housing and Community Development's "Housing Resources - Q&A," - "The analysis of the relationship of suitable sites to zoning provides a means for determining the realistic number of dwelling units that could actually be constructed on those sites within the current planning period of the housing element. The analysis should also identify the zones the locality believes can accommodate its share of the regional housing needs for all income levels."

Table 48 (Vacant Residential Acreage and Units) is a listing of vacant land by zone classification along with the conservative unit capacity for this classification. A total of 156.6 acres of vacant land are currently zoned residential in the City of Colfax that will accommodate up to 591 new housing units - 546 more units than that needed to meet the City's current Regional Housing Needs Assessment of 45 new units to be built by 2008.

Within the City of Colfax, the medium high density residential district has the lowest cost of construction per unit and would therefore be most suitable for very low and low-income construction. In addition, fee costs are traditionally smaller per unit in the higher density zones. Current vacant multifamily zoned land, R-M-2, in Colfax can accommodate up to 331 multifamily units, and land zoned for R-M-1 up to 109 units. Thus, the total number of dwellings that can potentially be constructed exceeds that required by the RHNA.

It is recognized that multifamily zones will currently accommodate a maximum of 331 multifamily units at a density of 10-29 units to the acre. The City will continue to meet with the development community to ensure that this is sufficient to meet market demand, will monitor zone change requests, will monitor demand at the time of the Annual Update as required by the Governor's Office of Planning and Research (OPR), and will initiate zone changes, including annexations, as necessary to meet demand.

**TABLE 48  
VACANT RESIDENTIAL ACREAGE AND UNITS (ACRES)**

Zoning	Low Density	Medium Density	Medium High Density	Non-Residential	Total
Acres	113.4	15.6	27.6	90.1	246.7
Units	151	109	331	NA	591

Source: September 2003 vacant land survey

**TABLE 49  
VACANT LAND BY PERMITTED HOUSING TYPE/ZONING**

Zoning	Permitted Housing Type	Number of Acres	Density	Maximum Units Per Acre (Density Range)	Probable Unit Capacity
Single Family Residential	Single Family Dwellings, care homes, home occupations, non-profit organizations, public and quasi-public activities and related activities	131.4	1-4	454	151
Medium Density Residential	Single Family Dwellings, duplexes, two family homes, and multifamily dwellings, public and quasi-public activities.	15.6	4-10	156	109
Medium High Density Residential	Any residential use, higher density multifamily dwellings, public and quasi, public uses.	27.6	10-29	800	331
Non Residential	Commercial, Industrial uses, Public and Quasi Public activities	NA	NA	NA	NA

Source: City of Colfax

\*Note: Farmworker housing are not defined in specific zones, however, with planning commission approval, these types of shelter would be allowed in the multifamily zones.

### 2.2.o. INFRASTRUCTURE AVAILABILITY

The City of Colfax Wastewater Treatment Plant was built in 1978. Currently, the Plant is functioning under a cease and desist order issued by the Regional Water Quality Control Board. The plant has only marginal remaining capacity and has difficult in meeting new, more stringent, discharge requirements. The City is required to upgrade the plant to provide additional plant capacity and improve treatment type by June 14, 2006. Currently, according to the Colfax Wastewater Treatment Plant Capacity Analysis report, the Wastewater Treatment plant has sufficient capacity for a limited number of new equivalent dwelling units (EDUs). As a result, the City Council has adopted ordinance #478, which would allocate the remaining connections on a yearly basis until the plant upgrades are completed in 2006. The ordinance provides an initial 11 EDU's for the period of October 1, 2003 to September 30, 2004, of which 5 are specified for residential development. A two-member allocation subcommittee was also established to review the status of the plant and EDU absorption on a quarterly basis. Based on this review, the

Subcommittee may recommend to the Council an adjustment in the available EDUs. Given the projected annual construction need of 10 units over the next three years, the current allocation of EDUs will be sufficient to meet the City's housing goals.

During the three-year interim period, planning applications will be processed as per City guidelines. However, the lack of EDUs cannot be used as a justification to deny any project or any housing project within the City. After a project is approved, they must compete with other projects for sewer connection permits prior to construction. Because of this constraint on construction, the City will allow for approved projects to be granted a continuance until such time as EDUS become available. In addition, the City will give priority in the sewer connection pool to affordable housing development projects.

Most of the vacant land can be developed with little environmental constraints other than the sewer capacity. However, due to the topography of the City, parcels that have gradients of more than 10 percent are subject to the City's Hillside guidelines. Development in these areas are encouraged to use innovated design concepts such as clustering, split pads, and underground or below grade rooms to provide energy efficient and environmentally desirable spaces. Cluster development is when structures are built grouped close together to preserve open spaces larger than the individual yard for common recreation for the purpose of protecting and preserving natural landforms, and/or environmentally sensitive areas by maintaining open space. In these design areas the maximum number of residential dwelling units shall be as determined by environmental assessment, unless such development constraints can be shown to have been eliminated or mitigated to the satisfaction of the Planning Commission or of the City Council. This reduced density is compensated for in the land inventory (please see p 62 for more information on Hillside Development Guidelines)

The City of Colfax is served by the Placer County Water Agency. They have indicated that there is sufficient water availability to meet the needs of the Colfax Regional Housing Needs Assessment.

**TABLE 51  
VACANT LAND INVENTORY**

<b>Zone District</b>	<b>APN</b>	<b>General Plan Designation</b>	<b>Street</b>	<b>Acreage/ Square Footage</b>
R-1-5	101-13-30	Low Density	S. Auburn St	1.3 Ac
R-1-5	006-121-06	Low Density	Pine Street	7.0 Ac
R-1-5	006-08-16	Low Density	W. Oak Street	0.32 ac
R-1-5	006-091-20	Low Density	W. Oak Street	0.13 ac
R-1-5	006-08-03	Low Density	E. Quinns Ln	0.32 ac
R-1-5	006-07-10	Low Density	Northstar	0.12 ac
R-1-5	006-104-15	Low Density	North Star	0.34 ac
R-1-5	101-132-30	Low Density	Illnoistown Rd	13.9 Acres
R-1-10	100-09-41	Low Density	Knorr Swiss	14.0 ac
R-1-10	100-10-22	Low Density	Knorr Swiss	11.0 Ac
R-1-10	100-10-16	Low Density	Knorr Swiss	5.7 ac
R-1-10	101-17-13	Low Density	Iowa Hill Rd	35.0 ac
R-1-10	100-10-17	Low Density	Knorr Swiss	9.0 ac
R-1-20	100-13-56	Low Density	Sholtz Lane	0.71
R-1-20	100-09-42	Low Density	Knorr Swiss	3.9 ac
R-1-20	100-09-39	Low Density	Knorr Swiss	3.0 ac
R-1-20	100-09-38	Low Density	Knorr Swiss	2.7 ac
R-1-20	100-10-18	Low Density	Knorr Swiss	5.0 ac
<b>Total</b>				<b>113.4 Acres</b>
Possible units based on average density of 2.25 du/ Ac				<b>255 Units</b>
Probable units based on construction trends and land use considerations				<b>151 Units</b>
R-M-1	101-132-46	Medium Density	Canyon Creek Dr	9.7 ac
R-M-1	101-08-29	Medium Density	Siems Way	2.8 ac
R-M-1	101-08-09	Medium Density	Canyon Dr	3.1ac
<b>Total</b>				<b>15.6</b>
Possible units based on maximum density of 10 du/ Ac				<b>156 Units</b>
Probable units based on average density (7du/ Ac) and land use considerations				<b>109 Units</b>
R-M-2	101-132-29	Medium High	Canyon Way	21.1ac
R-M-2	101-08-03	Medium High	Cape View	6.5 ac
<b>Total</b>				<b>27.6 ac</b>
Possible units based on maximum density of 29 du/ Ac and cluster development				<b>800 units</b>
Probable units based on average density (12 du/ Ac) and land use considerations				<b>331 Units</b>
<b>Total Vacant Acreage =156.6</b>				
<b>Total possible units = 1,211</b>		<b>Total Probable units =591</b>		

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**2.3 CONSTRAINTS, EFFORTS, AND OPPORTUNITIES**

The purpose of this chapter is to analyze potential and actual governmental and non-governmental constraints on the maintenance, improvement and development of housing in the City of Colfax. A discussion of the City's efforts to remove constraints and to promote energy conservation is included.

**2.3.a. GOVERNMENTAL CONSTRAINTS****2.3.a (1) State and Federal Policy**

Actions or policies of governmental agencies, whether involved directly or indirectly in the housing market, can impact the ability of the development community to provide adequate housing to meet consumer demands. For example, the impact of federal monetary policies and the budgeting and funding policies of a variety of departments can either stimulate or depress various aspects of the housing industry. Local or state government compliance or the enactment of sanctions (sewer connection or growth moratoriums) for noncompliance with the federal Clean Air and Water Pollution Control Acts can impact all types of development.

State agencies and local government compliance with state statutes can complicate the development of housing. Statutes such as the California Environmental Quality Act and sections of the Government Code relating to rezoning and General Plan amendment procedures can also act to prolong the review and approval of development proposals by local governments. In many instances, compliance with these mandates establishes time constraints that cannot be altered by local governments.

Local governments exercise a number of regulatory and approval powers which directly impact residential development within their respective jurisdictional boundaries. These powers establish the location, intensity, and types of units that may or may not be developed. The City's General Plan, zoning regulations, project review and approval procedures, development and processing fees, utility infrastructure, public service capabilities, and development attitudes all play important roles in determining the cost and availability of housing opportunities in Colfax.

**2.3.a (2) Land use controls**

The General Plan is the primary land use control document. This policy document not only establishes the location and amount of land that will be allocated to residential development, but also establishes the intensity of development (in terms of unit densities and total number of units) that will be permitted. While nearly all components or elements of the General Plan contain goals and policies that influence residential development, it is the Land Use Element that has the most direct influence.

The City of Colfax Development Standards does not contain any unduly restrictive provisions. Building height, setbacks, lot areas, and parking requirements are generally within the range of other similar sized cities in the State.

**TABLE 51  
DEVELOPMENT STANDARDS BY RESIDENTIAL ZONE**

Zone District	Bldg Height	Yard Setback			Minimum Lot Area (Square Feet)	Lot Area Per DU (Square Feet)	Parking Spaces	Open Space
		Front	Side	Rear				
R-1-5	30'	20'	6'	20'	5,000	5,000	2	NA
R-1-10	30'	20'	8'	30'	10,000	10,000	2	NA
R-1-15	30'	20'	8'	30'	15,000	15,000	2	NA
R-1-20	30'	30'	10'	40'	20,000	20,000	2	NA
R-1-40	30'	30'	15'	40'	40,000	40,000	2	NA
R-M-1	30'	20'	6'	20'	6,000	3,000	1.5/du	400/du
R-M-2	30'	20'	6'	20	6,000	1,500	1.5/du	200/du

Source: City of Colfax Zoning Ordinance

The Hillside Development Guidelines were developed to ensure the appropriate use, development, or alteration of land in hillside areas; and provide direction to encourage development, which is sensitive to the unique characteristics common to hillside properties. These standards apply to that topography which exceeds a ten percent gradient. For such projects the following must be submitted with the project proposal: A natural features map, based on photograph file mapping, field survey to establish vertical and horizontal control and site visit, a conceptual grading plan, and a slope analysis map with minimum of 3 slope profiles shall be included with the slope analysis. The Hillside Development Guidelines define grading, drainage, parking, and access standards. The goals of the standards are to:

- (a) Preserve and protect hillside areas in order to maintain the identity, image, and natural quality.
- (b) Ensure development in hillside areas is concentrated on the most level portions of the site in locations with the least environmental impact, and designed to fit the existing landforms consideration shall be given to clustered structures.

(c) Preserve significant features of the natural topography, including swales, canyons, knolls, ridgelines, and rock outcrops. Development may necessarily affect natural features by, for example, roads crossing ridgelines. Therefore, a major design criterion shall be the minimization of such impacts.

(d) Provide a safe means of ingress and egress for vehicular and pedestrian traffic to and within hillside areas, with minimum disturbance to the natural terrain.

(e) Correlate land use intensity and density of development with the steepness of terrain in order to minimize grading, removal of vegetation, land instability and fire hazards.

(f) Provide alternative approaches to conventional flat land development practices that are compatible with the natural characteristics of landforms, vegetation and scenic quality.

(g) Encourage the planning, design, and development of home sites that provide maximum safety with respect to fire hazards, exposure to geological and geotechnical hazards, drainage, erosion and sitation. Provide the best use of natural terrain and prohibit development that will create or increase fire, flood, slide, or other safety hazards.

These standards are not meant to reduce density, but to protect and preserve the natural features. Development in these areas are encouraged to use innovated design concepts such as clustering, split pads, and underground or below grade rooms to provide energy efficient and environmentally desirable spaces. Cluster development is when structures are built grouped close together to preserve open spaces larger than the individual yard for common recreation for the purpose of protecting and preserving natural landforms, and/or environmentally sensitive areas by maintaining open space. In addition the City will work with developers to create site plans that both satisfy the requirements of the Hillside Development Standards, but also maximize land use.

### 2.3.a (3) Local Entitlement Fees and Exactions

Part of the cost associated with developing residential units is related to the fees or other exactions required of developers to obtain project approval and the time required to conduct project review and issue land use entitlements. Critics contend that lengthy review periods increase financial and carrying costs, and that fees and exactions increase expenses. These costs are in part passed onto the prospective homebuyer in the form of higher purchase prices or rents.

A brief survey demonstrates the average cost in planning fees charged by the City of Colfax. For example, Colfax requires a fee of \$1,700 for a general plan amendment, while the City of Rocklin, Grass Valley, and Placer County fees are all greater. In Colfax, the average cost for a 20-lot subdivision would be \$4,550 with a general plan amendment and a zone change, while in Rocklin, the total cost is \$15,849. However, in Auburn the average cost would be \$4,092, \$458 less than the fee in Colfax.

**TABLE 52  
PLANNING APPLICATION FEES - SURROUNDING JURISDICTIONS**

Jurisdiction	General Plan Amendment	Zone Change	Tentative Tract Map	Variance
City of Colfax	\$1,700	\$1,300	\$550 & \$50/Parcel	\$300- Minor \$700 Major
City of Auburn	\$1,481	\$1,323	\$748 & \$27/lot 0-25 lots \$6/ lot over 25	\$252
City of Grass Valley	\$3,100	\$965	\$2,748	\$670
City of Rocklin	\$6,831	\$5,128	\$3,890	\$579 Minor \$1,813- Major
Placer County	\$2,855	\$2,435	\$1,095/90 per lot	\$825

Source: City and County Planning Departments September 2003

Fees, land dedications, or improvements are required in most housing developments in order to provide an adequate supply of public parkland and to provide necessary infrastructure (streets, sewers, and storm drains) to support the new development. While such costs are charged to the developer, most, if not all, additional costs are passed to the ultimate product consumer in the form of higher home prices or rents.

The significance of the necessary infrastructure improvements in determining final costs varies greatly from project to project. The improvements are dependent on the amount and condition of existing infrastructure and the nature of the project. Table 54 describes the fees assessed to residential development. These fees are the same for both single family and multifamily development.

**TABLE 53  
RESIDENTIAL DEVELOPMENT FEES**

Fee Description	Fee Amount
Park Fees	\$523
Traffic Fee	\$537
Public Sewer	\$4,002+ \$300 Application Fee
Fire	\$523
Public Water	\$5,719

City of Colfax 2003

The Colfax Unified School District serves the City of Colfax. This district has a school impact fee on development. This fee of \$1.23 per square foot can add significantly to the cost of development, but is consistent with the amount established by California Government Code Section 65995 et seq. Senior housing is exempt from school fees because it does not impact the demand for schools.

Compliance with numerous governmental laws or regulations can also add to the cost of housing. Requirements which relate to site coverage, parking, and open space within developments can indirectly increase costs by limiting the number of dwelling units which can occupy a given piece of land. This is especially true with larger units when the bulk of the buildings and increased parking requirements occupy a substantive share of the site. In some instances, developers must decide whether or not to build smaller units at the maximum allowable density or fewer larger units at a density less than the maximum. Either solution can have different impacts on the housing market.

Building a higher number of smaller units can reduce costs and provide additional housing opportunities for smaller households but does not accommodate the needs of larger families. Larger units can be made available to families, but because of their size and lower density, the cost of these units is higher.

Other development and construction standards can also impact housing costs. Such standards may include the incorporation of additional design treatment (architectural details or trim, special building materials, landscaping, and textured paving) to improve the appearance of the development. Other standards included in the Uniform Building Code require developers to address such issues as noise transmission and energy conservation, and can also result in higher construction costs. While some features (interior and exterior design treatments) are included by the developer as amenities to help sell the product in the competitive market, other features (i.e. those required to achieve compliance with energy conservation regulations) may actually reduce monthly living expenses. However, all these features may add to the initial sales price,

resulting in an increasingly difficult hurdle for many new homebuyers to overcome.

There is a growing concern that the prevailing wage requirements of SB 975 will adversely impact the production of low income housing in California. By increasing wage costs for builders of low income housing, prevailing wage requirements likely will reduce the number of housing units that can be produced with existing resources. The City will monitor the progress of cost analyses being undertaken by the building industry and report the impacts in the annual report.

#### 2.3.a (4) Processing and Permit Procedures

The time required to process a project varies greatly from one project to another and is directly related to the size and complexity of the proposal and the number of actions or approvals needed to complete the process. The following chart identifies the most common steps in the entitlement process. It should be noted that each project does not necessarily have to complete each step in the process (e.g., small scale projects consistent with General Plan and zoning designations do not generally require Environmental Impact Reports, General Plan Amendments, Rezones, or Variances). Also, certain review and approval procedures may run concurrently. Since a majority of Environmental Impact Reports (EIR) are prepared in response to a General Plan Amendment request, these two actions are often processed simultaneously. Colfax also encourages the joint processing of related applications for a single project. As an example, a rezone petition may be reviewed in conjunction with the required site plan, a tentative tract map, and any necessary variances. Such procedures save time, money, and effort for both the public and private sector. However, it is important to note that processing timelines could not be made any shorter without violating State laws, particularly as they relate to public noticing, compliance with the California Environmental Quality Act, etc. In general, the total time for the approval of a project takes approximately three months.

When developers have a project proposal, the City planner meets with the developer to strategize about project design, City standards, necessary public improvements, and funding strategies (where appropriate). In addition, the City staff will assist the developer through the permit processing to ensure a rapid processing time.

In order to clarify approval procedures, timing, and fees for the entire approval and building permit process, the City has compiled a Standard Application package that is given to each developer. Included in this package is an explanation of the planning application permit process and timing, and application form were all requested action for the project in

regards to both the planning and engineering departments can be checked an environmental evaluation form, a complete checklist for the application, contact numbers, City Council and Commission meeting times and dates, and a copy of the fee schedule, where the applicant can check which planning, Engineering, and Building fees they are responsible. After this packet is received, the staff conducts a plan check, code compliance check, and environmental review. The City Staff will then make a recommendation to the Planning Commission, and all principal permitted uses, such as single family in the R-1 zone, duplexes in the R-M-1 zone and multifamily in the R-M-2 zone are approved. The Planning Commission meetings are open to the public. For new constructions local residents are notified and allowed to speak at the public hearing. The Planning Commission will take public comment into account, however, the project will be approved if found in compliance with municipal codes and ordinances. Citizens can appeal Planning Commission decisions to the City Council. While the Planning Commission approval process is not considered a constraint on the development of housing, the City will be incorporating by-right processes to comply with State laws such as residential care facilities and employee labor housing with six or fewer persons in single family zones (See Program 1-3-4) Unless, zone changes or a conditional use permit is needed, which require City Council Approval, the project can then proceed.

**TABLE 54  
DEVELOPMENT REVIEW AND APPROVAL PROCEDURES  
CITY OF COLFAX**

Action/Request	Processing Time	Comments
Environmental Impact Report (Fee: \$1,500 & consultant fees)	6 Months	Processing and review time limits controlled through CEQA. Adopted by the Planning Commission.
Negative Declaration (Fee: \$900)	3-4 weeks	Processing time can be extended if the project has a longer review and approval period. Adopted by Planning Commission
General Plan Amendment (Fee: \$1,700)	90 days	Gov. Code Section 65358 limits the number of times any element of the General Plan can be amended each calendar year. Requires a public hearing for the City Council and Planning Commission.
Zone Change (Fee: \$)	90 days	Requires a public hearing for the City Council and Planning Commission.
Tentative Parcel Map (Fee: \$550 & \$50 /parcel)	3 Months	Requires Planning Commission approval, unless there is easement, which also then requires hearing before the City Council.

TABLE 54-CONTINUED

Action/Request	Processing Time	Comments
Subdivision Map (Fee: \$1,200 & \$50/parcel)	90- 120 days	Requires a public hearing before the Planning Commission and City Council.
Variance (Fee: \$ - Major \$- Minor)	60 days	Approved by Planning Commission
Conditional Use Permits (Fee: \$500)	60 days	Requires a public hearing before the Planning Commission
Site plan review (Fee: minor- \$500, major- \$1,000)	60 days	Requires Planning Commission approval.
Appeal (\$300)	90 days	Requires City Council Hearing

Source: City of Colfax

### 2.3.a (5) Building Codes and Enforcement

Compliance with Building Code standards often adds to the cost of construction, but is seen as necessary to protect the health, safety and welfare of the citizens. Compliance results in greater construction costs up front but ensures that the buildings retain their structural integrity. The City of Colfax does not have any amendments to its building codes that might diminish the ability to reasonably accommodate persons with disabilities.

In May 2003, the City of Colfax adopted the 2001 Uniform Building Code (UBC), Uniform Housing Code, and the Uniform Code for the Abatement of Dangerous Buildings and has not adopted any additional amendments. New structures must conform to the standards of the UBC. When a project is plan checked, it is reviewed for minimum compliance with the 2001 California Building Codes (CBC). This includes Electrical, Plumbing, Mechanical (heating & cooling), Structural, Energy Compliance, Non-Structural (building exits, interior environment, etc.) and Disabled Access (commercial buildings). The Uniform Housing Code is not applicable to structural modifications or additions. The Uniform Code for the Abatement of Dangerous Buildings applies to all buildings, old or new. These building codes ensure structural integrity, and facilitate the City's efforts to maintain a safe housing supply. In addition, the City has adopted an Ordinance establishing demolition review and demolition permit process and procedures. The objective of this ordinance is for the preservation of historic structures and maintenance of the architectural character and integrity in accordance to the Colfax General Plan.

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### 2.3.a (6) On- and Off-Site Improvements

For residential projects the City requires both on- and off-site improvements. These include: curb/gutter and drainage facilities, sidewalks, paved streets, landscaping and water and sewer service. Such improvements are required as a condition of the subdivision map, or if there is no required map, improvements are required as part of the building permit. These on- and off-site improvements promote the health, safety and general welfare of the public.

Curbs/gutters and drainage facilities direct storm and runoff water out of residential developments. City roadways are required to be paved. Pavement creates an all-weather roadway, facilitates roadway drainage, and reduces dust. It also produces a high speed circulation system and facilitates relatively safe traffic movement. Roadways are classified by the City according to traffic needs. They are as follows:

- Arterial - 4-6 lanes, 84 feet right-of-way
- State Highway- two lane roadway, 100 foot right-of-way.
- Minor Arterial - 2 Lanes, 50 foot right of way
- Collector - 2-4 lanes, with a 50 - foot right-of-way
- Local Street - 1lanes, 50 foot right-of-way

There is an addition right-of way along Interstate 80, maintained by Caltrans. Arterials and collectors are designated on the General Plan according to existing and projected needs. Developers are responsible for the development of roadways associated with the residential project.

Sidewalks are for movement of pedestrian traffic. Where sidewalks are available, safety of pedestrian traffic is enhanced, particularly for school-age children, the elderly and the physically impaired.

Landscaping is required for all zoning districts. Such landscaping would include, but not be limited to, shrubbery, trees, grass and decorative masonry walls. Landscaping contributes to a cooler and more aesthetic environment in the City by providing relief from developed and paved areas. All landscaping is installed by the developer and must be approved prior to occupancy of any building. Landscaping in areas that fall under the Hillside Development Guidelines require Native or naturalized plants or other plant species that blend with the landscape, fire retardant plant materials, a permanent irrigation system, and for purposes of establishing and maintaining required planting, shall be installed on all slopes.

Development of and connection to municipal water and sewer services are required as a condition of approving tract maps. Water service is necessary for a constant supply of potable water. Sewer services are necessary for the

sanitary disposal of wastewater. These off-site requirements allow for the development of much higher residential densities.

### 2.3. a (7) Waste Water Treatment Plant

The City of Colfax Wastewater Treatment Plant was built in 1978. Currently, the Plant is functioning under a cease and desist order issued by the Regional Water Quality Control Board. The plant has only marginal remaining capacity and has difficulty in meeting new, more stringent, discharge requirements. The City is required to upgrade the plant to provide additional plant capacity and improve treatment type by June 14, 2006. Currently, according to the Colfax Wastewater Treatment Plant Capacity Analysis report, the Wastewater Treatment plant has sufficient capacity for a limited number of new equivalent dwelling units (EDUs). As a result, the City Council has adopted ordinance #478, which would allocate the remaining connection on a yearly basis until the plant upgrades are completed in 2006. The ordinance provides an initial 11 EDU's for the period of October 1, 2003 to September 30, 2004, of which 5 are specified for residential development. A two-member allocation subcommittee was also established to review the status of the plant and EDU absorption on a quarterly basis. Based on this review, the Subcommittee may recommend to the Council an adjustment in the available EDUs. Given the projected annual construction need of 10 units over the next three years, the current allocation of EDUs will be sufficient to meet the City's housing goals.

During the three-year interim period, planning applications will be processed as per City guidelines. However, the lack of EDUs cannot be used as a justification to deny any housing project within the City. After a project is approved, they must compete with other projects for EDUs on a first-come-first-serve basis prior to construction. Because of this constraint on construction, the City will allow for approved projects to be granted a continuance until such time as sewer connections become available. In addition, the City will give priority in the sewer connection pool to affordable housing development projects.

### 2.3.a (8) Persons with Disabilities

Specifically, compliance with SB 520 (Article 10) is met by permitting supportive multifamily or single-family housing for the disabled in any residential zone that permits non-designated single or multifamily housing.

The City of Colfax offices are handicap accessible. Disabled applicants are treated with the same courtesy as all applicants. They are provided one-on-one assistance to complete the forms for zoning, permits, or other building applications. The City will reasonably accommodate any specific verbal or

written request for assistance. Applications for retrofit are processed over-the-counter in the same process as for improvements to any single-family home. Handicapped Accessibility is made available by contacting City Hall 24-48 hours in advance of Public Meetings. The City reconstructed the sidewalk street corners in downtown Colfax. All new sidewalk, curbs and gutters are required to comply with Title 24 standards. The Building Official and City Engineer enforce compliance of Title 24 for ADA requirements.

The City of Colfax continually reviews its ordinances, policies, and practices for compliance with fair housing laws. A recent review resulted in a broadened and revised definition of "family" to include State and Federal definitions relating to unrelated adults living together as a household unit.

All multifamily complexes are required to provide handicapped parking as per California State standards. One parking space is provided for each dwelling unit designed for people with disabilities. The City works with the developers of special needs housing and will reduce parking requirements if the applicant can demonstrate the reduction meets the needs.

The City permits group homes with six or fewer persons in any residential zone without restriction or additional permits. This allows proponents to locate these facilities in any area they can afford without additional development or permit costs. The development of group homes is, therefore, a market issue, not a jurisdictional issue.

Currently, small State-licensed group homes are permitted in multifamily and low density residential districts, large State-licensed group homes are permitted with planning commission approval. There are no regulations relating to the siting of special needs housing in relationship to distance or location to one another. The City of Colfax holds public hearings for every change or amendment to any ordinance, policy, program, procedure, funding, or other similar action. There is no public comment request for the establishment of a state-licensed group home, regardless of size.

The City will amend the zoning ordinance to allow State licensed group homes, foster homes, residential care facilities, and similar state-licensed facilities, regardless of the number of occupants, and are deemed permitted by right in a residential zoning district, pursuant to State and federal law.

There are no special conditions for group homes that also provide services, such as counseling, if there will be six persons or less in residence, or if the larger facility is located in a commercial zone or civic center. However, if the larger facility is planned in a residential zone, the service component will become a part of the Use Permit process outlined above.

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### 2.3.b. NON-GOVERNMENTAL CONSTRAINTS

The ability to address the underserved needs of the citizens of the City of Colfax is challenging, especially since so many of the impediments to providing services are beyond the scope of municipal governments. The responsibility for identifying, responding to, and mitigating these needs rests with the variety of agencies providing services. Funding limitations exist at all levels.

The private market influences the selling and rental prices of all types of housing. This includes existing and new dwelling units. While actions within the public sector play important parts in determining the cost of housing, the private sector affects the residential markets through such mechanisms as supply costs (e.g., land, construction, financing) and value of consumer preference.

#### 2.3.b (1) Availability of Financing

Another constraint affecting housing costs is the cyclical nature of the housing industry. Housing production can vary widely from year to year with periods of above-average production followed by periods of below-average production. Fluctuations are common in most industries, but appear to be more dramatic in the homebuilding sector because of the susceptibility of the industry to changes in Federal fiscal and monetary policies. Colfax has a relatively stable housing market despite interest rate fluctuations. Building permits for new residential units average 21 units per year since 1991.

One of the significant components to overall housing cost is financing. After decades of slight fluctuations in the prime rate, the 1980's saw a rise in interest rates, which peaked at approximately 18.8 percent in 1982. As the decade closed and the economy weakened, the prevailing interest rate was around 10 percent. The decade of the 1990's has seen interest rates drop dramatically, fluctuating between six and eight percent. Through 2002, the rates on a 30-year fixed rate mortgage have varied between just below six percent and eight percent. For the first time since the 1960's, some mortgage rates have fallen below six percent.

According to data in Table 41, the current average sales price for a single family home sold in Colfax is \$319,450. Assuming a 10 percent down payment, and a 30-year fixed rate mortgage, the Principal-Interest-Taxes-Insurance (PITI) payment can be estimated between \$2,015 for a six percent interest rate and \$3,019 for an 11 percent interest rate. These monthly payments are affordable for households with incomes between \$80,600 and \$120,760. In 2003, an estimated 2.9 percent of the Colfax households have incomes of \$120,760 or greater, so about 3 percent of the households can afford the typical single-family home despite fluctuations in the interest rate.

**TABLE 55  
AFFORDABLE HOUSING COST**

Interest Rate	Selling Price	Net Monthly Payment*	Income Required **
6.00%	\$319,450	\$2,015	\$80,600
7.00%	\$319,450	\$2,203	\$88,120
8.00%	\$319,450	\$2,400	\$96,000
9.00%	\$319,450	\$2,604	\$104,160
10.00%	\$319,450	\$2,814	\$112,560
11.00%	\$319,450	\$3,019	\$120,760

\* Assumes a 10 percent down payment and Taxes and Insurance at \$291 per month. \*\* Assumes 30 percent of income towards net monthly payment.

### 2.3.b (2) Cost of Land

The cost of raw, developable land has a direct impact on the cost of a new home and is, therefore, a potential non-governmental constraint. The higher the raw land costs, the higher the price of a new home. Normally, developers will seek to obtain City approvals for the largest number of lots obtainable on a given parcel of raw land. This allows the developer to spread the costs for off-site improvements (e.g., streets, water lines, etc.) over the maximum number of lots. Currently, residentially zoned land ready for development sells for \$50,000 per acre.

As the availability of vacant residential land becomes scarcer over time, the cost of vacant land will increase in the City of Colfax. However, with the amount of currently vacant residentially zoned land, it will be several years before availability adversely affects land costs. As a general rule, if the land cost in the City of Colfax remains within 35 percent of the total cost of construction, then the availability of land should not pose a significant constraint on the development of housing for all income groups.

### 2.3.b (3) Cost of Construction

The costs of labor and materials have a direct impact on the price of housing and are the main components of housing cost. Residential construction costs vary greatly depending upon the quality, size, and the materials being used. In 2003, construction costs are on average \$56.60 per square foot for single family units.

Product design and consumer expectations also influence the types and styles of units being constructed. Today's new homes are quite different than those produced during the 1960's. Numerous interior and exterior design features

(e.g. larger master bedroom suites, microwave ovens, trash compactors, dishwashers, wet bars, decorative roofing materials, exterior trim, and architectural style) make it difficult to make direct comparisons in costs over the years. In a highly competitive market, many consumers consider these "extra touches" as necessities when buying a new home. While the basic shelter or "no frills" house has met with varying degrees of consumer acceptance, the high costs of homeownership may lead to a return to less complicated designs.

A significant constraint to many families is the specific design features (lack of recreational facilities or unit size and design) in individual projects that are not suited for children. In addition, design features such as stairs, hallways, doorways, counters, and plumbing facilities may restrict access to handicapped persons.

### **2.3.c. CONSTRAINT REMOVAL EFFORTS**

The City of Colfax has instituted actions aimed at reducing the impact of the public sector role in housing costs. For example, the City of Colfax has implemented processing policies that allow for concurrent review of related applications for a single project that reduce overall time and costs. In addition, most planning projects require the sole approval Planning Commission, which allows for a faster processing time.

To mitigate any constraints Hillside development standards may impose on potential development, the City will work with developers to create site plans that both satisfy the requirements of the Hillside Development Standards, but also maximize land use.

The City provides cost reductions to developers through its adopted Density Bonus Ordinance when low and very-low income housing units are proposed. Further cost reductions occur in the form of increased densities and concessions such as flexibility in site development standards and zoning code requirements, and/or accelerated plan check.

Finally, because of the constraint on construction due to diminished sewer capacity, the City will allow for approved projects to be granted a continuance until such time as sewer connections become available. In addition, the City will give priority in the sewer connection pool to low-income housing development projects.

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### 2.3.d. OPPORTUNITIES FOR ENERGY CONSERVATION

Two basic and interrelated approaches to creating energy conservation opportunities in residences are conservation and development.

#### 2.3.d (1) Conservation

Conservation can be accomplished by reducing the use of energy-consuming items, or by physically modifying existing structures and land uses. The California Energy Commission first adopted energy conservation standards for new construction in 1978. These standards, contained in Title 24 of the California Administrative Code, contain specifications relating to insulation, glazing, heating and cooling systems, water heaters, swimming pool heaters, and several other items. Specific design provisions differ throughout the State depending upon local temperature conditions. Because of the warm climate, some of the insulation and heating standards are significantly less stringent in Colfax.

The California Energy Commission revised the standards for new residential buildings in 1981. These "second generation" standards were then delayed until 1983 when AB 163 was passed which provided options for complying with the standards.

Although the energy regulations establish a uniform standard of energy efficiency, they do not ensure that all available conservation features are incorporated into building design. Additional measures may further reduce heating, cooling, and lighting loads, and overall energy consumption. While it is not suggested that all possible conservation features be included in every development, there are often a number of economically feasible measures that may result in savings in excess of the minimum required by Title 24. Title 24 energy requirements are consistently reviewed in all building applications processed in the City.

#### 2.3.d (2) Development

Approximately 36.8 percent of the City's housing stock has been built since 1980 and most of these units benefit from Title 24 and other energy conservation measures. Some conservation opportunities will come from remodeling existing residences. Major opportunities for residential energy conservation include insulation and weatherproofing, landscaping, and maximizing orientation and lowering appliance consumption. With the energy crisis of 2001, many new residential structures are incorporating energy conservation equipment and design, as well as technological advances (such as automatic timers to control air conditioning, lighting, etc.) to help reduce energy dependence.

Pacific Gas and Electric (PG&E) provides gas and electric service to Colfax residents. This company offers a variety of energy conservation programs and information services that are available to residents. In addition Domestic Water is furnished to the area by PCWA. PCWA has provided water conservation devices to help retrofit older homes and facilities.

**Pacific Gas and Electric Rebates:**

- **Weatherization:** If homes and apartments are not sealed tightly, energy used for heating and cooling can be wasted. Weatherization helps to decrease energy costs and increase comfort. Weatherization services may include attic insulation, weather stripping and caulking around areas where air leakage occurs, exhaust fan dampers, air duct repair, water heater blankets, and low-flow showerheads. Approved low income residents may be eligible for free weatherization services.
- **Home Improvements:** High-performance windows can help reduce energy costs, condensation and color fading due to sunlight, and increase the comfort of the home. Customers of PG&E can receive a rebate of \$0.50 per square foot of high-performance dual-paned replacement windows purchased and installed in the home. In addition, qualified costumers can receive a rebate of \$0.15 per square foot by purchasing and installing attic or wall insulation for the home.
- **Home Appliance Rebate Program:** PG&E is offering rebates on the purchase of Energy Star® home appliances. Customers of PG&E are eligible for rebates on cooling systems of \$20-\$425, depending on the needed appliance, heating systems rebates of \$100- \$500 and appliance rebates of \$50-\$75.
- **California 20/20 Program:** If PG&E costumers reduce their electricity use by 20 percent, they receive a credit equal to 20 percent of their summer electric bills from the Department of Water Resources under California 20/20 Rebate Program
- **PG&E Company's Multi-Family Program** is for property owners and managers of existing residential dwellings or mobile home parks that contain five or more units. The program encourages the installation of qualifying energy efficient products in individual tenant units, and for common areas of residential apartments, mobile home parks and condominium complexes.

## Section 3.0

### ISSUES, TRENDS, AND QUANTIFIED OBJECTIVES

The purpose of this chapter is to assess state, regional, and local housing issues, in order to provide a foundation for the City of Colfax's Housing Program.

#### 3.1 - STATE ISSUES AND POLICIES

In 1980, the State of California amended the Government Code by adding Article 10.6 regarding Housing Elements. By enacting this statute, the legislature found that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order. The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels. Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community..."

A May 22, 2000 update to the Statewide (1996-2000) Housing Plan indicates that California may have to accommodate 45 million people by 2020. To meet the enormous needs for housing and other services, the State will have to use all the resources at its disposal.

The five-year housing strategy is intended for the utilization of federal resources toward housing needs in the state. Three broad objectives are identified for the use of federal funds:

- Meeting low-income renters needs.
- Meeting low-income homeowners needs.
- Meeting the needs of homeless persons and households requiring supportive services.

Within the five year strategy is a sub-list of strategies that are intended to address housing as a statewide concern:

- Development of New Housing (assisting local governments in preparing and implementing housing elements of their general plan, expedited permit processing for affordable housing, funding resources, and fostering partnerships between housing providers).
- Preservation of Existing Housing and Neighborhoods (rehabilitation of existing homes, code enforcement, preserving government-assisted housing projects, and mobile home ownership).

- Reduction of Housing Costs (development on surplus and under-utilized land, self-help construction and rehabilitation programs, tax-exempt bonds for development and rehabilitation, financing and modular homes, eliminating duplicative environmental review procedures, and revising regulations that add to the cost of housing development).
- Much higher levels of housing construction are needed to adequately house the State's population.
- High housing cost burdens are increasingly an issue for both owners and renters. The combination of upward price pressure in the housing markets and relatively tight urban housing markets has led to increasing cost burdens, particularly for low-income renter residents.
- In some portions of the State, the level of overcrowding has dramatically increased.
- A substantial portion of affordable rental housing developments statewide are at risk of conversion to market rate use.
- Significant numbers of temporary agricultural workers migrate throughout the State, facing housing challenges that impact their welfare.
- Homeless individuals and households face significant difficulties in obtaining shelter and reintegrating themselves into the broader society.

### 3.2. - COLFAX ISSUES AND TRENDS

The following is a summary of housing trends in Colfax.

- Over the last Housing Element period, the Colfax Housing Program was effective in meeting over 100.0 percent of the Regional Housing Needs Assessment (RHNA) goals.
- Over the last ten years, 239 new units have been constructed in the City of Colfax. Of which 100 units were affordable to the low-income category, 35 in the moderate income category, and 104 in the above-moderate income category.
- With a viable General Plan and consistent zoning, the City has provided for housing growth far beyond this housing element period. A total of 246 acres of vacant land are currently zoned residential in the City of Colfax, and will accommodate up to 591 new housing units, 546 more units than that needed to meet the City's current Regional Housing Needs Assessment of 45 additional units to be built by 2008.
- Currently, an estimated 725 households reside in the City. Over the next five years, this number is projected to increase by 44 households to 769.

- ❑ According to the 2000 Census, 34.8 percent of households were in overpayment situations. The current median sales price for a single-family home is \$319,450.
- ❑ Currently, 77.7 percent of the Colfax housing stock is in good condition, 20.4 percent is in need of some sort of rehabilitation, and only 1.9 percent was found to be dilapidated.
- ❑ Canyon View Senior Apartments is currently considered at-risk for conversion to market rate. However, the owners indicate that they will renew their Section 8 status in 2005, retaining the affordability of the units.
- ❑ The Colfax Wastewater Treatment Plant is under mandate by the California Regional Quality Control Board to update and expand the capacity of the current plant by 2006. According to the Colfax Wastewater Treatment Plant Capacity Analysis report, the Wastewater Treatment plant has sufficient capacity for a limited number new equivalent dwelling units (EDUs). As a result, the City Council has adopted ordinance #478, which would allocate the remaining connection on a yearly basis until the plant upgrades are completed in 2006. The ordinance provides an initial 11 EDU's for the period of October 1, 2003 to September 30, 2004, of which 5 are specified for residential development. A two-member allocation subcommittee was also established to review the status of the plant and EDU absorption on a quarterly basis. Based on this review, the Subcommittee may recommend to the Council an adjustment in the available EDUs. Given the projected annual construction need of 10 units over the next three years, the current allocation of EDUs will be sufficient to meet the City's housing goals.

### **3.3. - POLICY GOALS AND QUANTIFIED OBJECTIVES**

The goals, objectives, and programs of the 1996 City of Colfax Housing Element focused on addressing site issues, and meeting the needs of the special need population. The current update continues to address the adequate site issues, the availability of federal and state housing programs and housing preservation, the identification and mitigation of constraints to affordable housing, and the identification of incentives.

The objectives in this update will be quantified to meet the RHNA for the City, as prescribed Sacramento County Council of Governments.

The City of Colfax has six broad housing priorities:

1. Assist in the development of housing opportunities and accessibility for all economic levels in the City.
2. Remove constraints that hinder the production and conservation of affordable housing projects.

3. Provide and maintain an adequate supply of sites for the development of affordable new housing.
4. Preserve, rehabilitate, and enhance existing housing and neighborhoods.
5. Ensure that all housing programs are available without discrimination on the basis of race, color, religion, sex, national origin, ancestry, marital status, age, household composition or size, or any other arbitrary factor.
6. Encourage and enhance intergovernmental, public, and private coordination and cooperation to achieve an adequate supply of housing for all residents of the community.
7. Over the next planning period, is the City's goal to have 57 new units, constructed, of which 17 will be designated for low and very low-income households. In addition through their rehabilitation program, to help 15 low and very low income families fix-up their homes. It is expected that 15 addition units will have some rehabilitation done through private funding. Finally the City hopes to conserve the 67-unit senior housing units for low-income housing. Through their preservation of historical building ordinance, it is the City's objective to conserve 15 single-family homes.

**TABLE 56  
QUANTIFIED OBJECTIVES**

Income Group	New Construction	Rehabilitation	Conservation
Very Low	7	3	67
Low	10	12	5
Moderate	10	5	5
Above Moderate	30	10	5
<b>TOTAL</b>	<b>57</b>	<b>30</b>	<b>82</b>

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## SECTION 4.0

### HOUSING PROGRAM

The purpose of this chapter is to formulate a housing program that will guide the City of Colfax and all of its housing stakeholders toward the preservation, improvement and development of housing for all economic levels. It is the City's intent to create a municipal climate that encourages quality, varied, affordable housing development by both the public and private sectors. The following program includes goals, objectives and programs that will form the foundation for specific activities.

#### 4.1 - GOALS, OBJECTIVES, POLICIES AND PROGRAMS

##### GOAL 1: HOUSING OPPORTUNITIES AND ACCESSIBILITY

It is the Goal of the City of Colfax to concentrate its efforts to increase the availability of permanent housing for all community residents.

Objective 1-1: Seek assistance under federal, state, and other programs for eligible activities within the City that address affordable housing needs.

Policy 1-1-1: Apply to HUD and State HCD for grant funds that may be used for housing-related programs.

Program: If financially feasible, the City will establish a housing trust fund to help fund affordable rental properties in order to meet their affordable housing requirement. The City will then apply for the Local Housing Trust Fund Matching Grant Program through HCD.

Responsibility: City Manager and City Council

Timing: June 2006

Program: The City will apply for Community Development Block Grants to further develop the current Colfax rehabilitation program, which has an estimated \$100,000 in program income.

Responsibility: City Manager and City Council

Timing: 2005

Policy 1-1-2: Provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects for federal and state financing.

Program: Prepare a *Project Information Brochure* outlining City participation and incentives, housing needs from the Housing Element (or other market source), a definition of the state and federal funding for which the City is willing to apply, and other pertinent information. Distribute the brochure to local non-profit and for profit development groups, and regional agencies.

Responsibility: City Manager and City Council

Timing: 1<sup>st</sup> Quarter 2006.

Program: Continue to offer meetings with developers of proposed projects where developers have an opportunity to meet City staff to strategize about project design, City standards, necessary public improvements, and funding strategies.

Responsibility: City Planning and Planning Commission

Timing: On-going

Program: Continue to offer the Standard Application package that is given to each developer, containing an explanation of the planning application permit process and timing, and application form were all requested action for the project in regards to both the planning and engineering departments can be checked an environmental evaluation form, a complete checklist for the application, contact numbers, City Council and Commission meeting times and dates, and a copy of the fee schedule, where the applicant can check which planning, Engineering, and Building fees they are responsible.

Responsibility: City Planning and Planning Commission

Timing: On-going

Objective 1-2: Provide home ownership opportunities whenever possible.

Policy 1-2-1: Investigate programs that would assist first time home buyers in purchasing their first home.

Program: Investigate applying for HOME funds to establish a First-Time-Home-Buyer program, which would provide down payment assistance in purchasing homes.

Responsibility: City Manager and City Council

Timing: December 2005

Program: Continue to promote the Placer County First-Time Home Buyers Program, which is available to all Placer County residents by maintaining brochures at City Hall.

Responsibility: City Manager and City Council

Timing: December 2005

Policy 1-2-2: Continue to find programs to facilitate very low-income families becoming homeowners.

Program: Consider the feasibility of an inclusionary zoning program for the development of affordable housing. Present a staff report to the Planning Commission.

Responsibility: Planning Department and Planning Commission

Timing: With revision of zoning ordinance, October 2005.

Objective 1-3: Encourage the development of housing and programs to assist special needs persons.

Policy 1-3-1: Continue to assess the need for emergency shelters.

Program: Contact homeless service providers in the City of Auburn and Placer County to determine the number of homeless persons who have been residents of Colfax. Prepare a report with recommendations for submittal to the City Council.

Responsibility: Planning Department and Planning Commission

Timing: December 2007.

Program: Actively support efforts of homeless service providers who establish short-term bed facilities for segments of the homeless population including specialized groups such as the mentally ill, and chronically disabled. Identify potential land that can be used for a homeless or transitional shelter should one be needed.

Responsibility: Planning Department and Planning Commission

Timing: December 2007

Policy 1-3-2: Provide housing to single individuals, working poor, homeless, disabled, senior citizens, and others in need of basic, safe housing to prevent or reduce the incidence of homelessness in areas near service providers, public transportation, and service jobs.

Program: Investigate incentives and reporting procedures that can be implemented to encourage and monitor the development of housing opportunities for specialized housing needs.

Responsibility: Building Official

Timing: June 2006.

Policy: 1-3-3: Provide accessibility and mobility enhancing device grants to persons with disabilities.

Program: Amend the City's current housing rehabilitation program guidelines to include a grant to very low income disabled persons and senior citizens to improve accessibility and safety.

Responsibility: City Manager and City Council

Timing: June 2005.

Policy 1-3-4: Ensure that the City building codes, and development ordinances comply with the provisions of SB 520 (Chapter 671 of the Government Code).

Program: Revise zoning ordinance to allow State licensed group homes, foster homes, residential care facilities, and similar state-licensed facilities, regardless of the number of occupants, are deemed permitted by right in a residential zoning district, pursuant to state and federal law.

Responsibility: Planning Department and Planning Commission

Timing: October 2004

Program: Regularly monitor the City's ordinances, codes, policies, and procedures to ensure that they comply with the "reasonable accommodation" for disabled provisions.

Responsibility: Planning Department and City Engineer

Timing: Annually.

Policy 1-3-5: Assess the need for farmworker housing in the City.

Program: Work with farm owners and labor providers to determine the number of farmworkers who may be of need housing in the area surrounding Colfax. The resulting report should address: permanent workers, seasonal resident workers, and migrant workers. In addition, should the report demonstrate a need, the City in conjunction with local developers will identify potential sites and/or provide or seek financial assistance to prospective developers of the housing for farm labor through the Joe Serna Farmworker Grant Program.

Responsibility: City Manager, Planning Department, Planning Commission, and City Council.

Timing: December 2007.

Program: Revise City's Zoning Code to ensure compliance with employee labor housing act, specifically H&S 17021.5 and 17021.6

Responsibility: Planning Department and Planning Commission

Timing: October 2004

Objective 1-4: Assist the Placer County Health and Human Services Department to meet the growing demand for public housing units and rental assistance through the voucher programs.

Policy 1-4-1: Continue to support the efforts of the Placer County Health and Human Services Department in its administration of certificates and vouchers.

Program: Work with the Placer County Health and Human Services Department and use all the influence the City has to obtain more Housing Vouchers for the Housing Authority.

Responsibility: Placer County Health and Human Services Department, and City Manager

Timing: On-going.

## **GOAL 2: REMOVE CONSTRAINTS**

The goal of the Housing Element is to remove constraints that hinder the construction of affordable housing.

Objective 2-1: Provide the citizens in the City of Colfax with reasonably priced housing opportunities within the financial capacity of all members of the community.

Policy 2-1-1: To preserve affordability, allow and encourage developers to "piggyback" or file concurrent applications (e.g., rezones, tentative tract maps, conditional use permits, variance requests, etc.) if multiple approvals are required, and if consistent with applicable processing requirements.

Program: Monitor average processing times for discretionary development permits on an annual basis.

Responsibility: Planning Department.

Timing: Annually

Program: Continue to promote a coordinated City review process among affected City departments to reduce delays and processing time.

Responsibility: All Departments.

Timing: On-going

Program: Adopt a policy stressing the importance of "flexibility" in review and processing of permit and other application processing. Establish an "in-house" group to review regulations and determine the best and most economical approaches to providing affordable housing without compromising health and safety and the purpose and intent of the City's Hillside Development Guidelines.

Responsibility: Planning Department.

Timing: December 2004

Program: Implement provisions of state law that exempt certain affordable housing projects from CEQA, if specified criteria are met.

Responsibility: Planning Department and Planning Commission

Timing: On-going

Policy 2-1-2: To preserve affordability, provide incentives (e.g.- density bonus units, fee underwriting, fee deferral, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households. In addition, propose zoning and permit processing changes to further reduce housing costs and average permit processing time.

Policy 2-1-3: Consider the impact on housing affordability of all regulations, fee changes, policies, and development projects.

Program: Review Current Planning Fees and where appropriate make changes to reflect the affordability of multifamily development.

Responsibility: Planning Department.

Timing: January 2005

Policy 2-1-4: Encourage the development of second dwelling units to provide additional affordable housing opportunities.

Program: Encourage developers to include second dwelling units as an integral part of their project and to plan for second dwelling units in the design of their projects.

Responsibility: Planning Department and Planning Commission

Timing: On-going.

Program: Consider the possibility of preparing an ordinance to implement AB 1866 regarding second units and density bonuses for moderate-income housing.

Responsibility: Planning Department and Planning Commission

Timing: December 2004.

Policy 2-1-5: Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply.

Program: Provide incentives to developers who agree to construct at least 10 percent of total units toward very low and low-income units or senior citizen affordable units.

Responsibility: Planning Department.

Timing: First quarter 2006.

Objective 2-2: Provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects for federal and state housing programs/grants.

Policy 2-2-1: To ensure that the development community (both non-profit and for profit) is aware of the housing programs and technical assistance available from the City.

Program: Publish the City's Housing Element and updates, Annual Action Plan and respective notices.

Responsibility: City Manager

Timing: On-going.

Objective 2-3: Continue to meet the 2008 RHNA housing objectives, despite temporary constraints on construction due to limited Waste Water Treatment Capacity.

Policy 2-3-1: Mitigate for the temporary reduced capacity of the Waster Water Treatment Plant by offering proposed affordable housing projects priority in the pool of remaining sewer connections.

**GOAL 3: PROVIDE AND MAINTAIN AN ADEQUATE SUPPLY OF SITES FOR THE DEVELOPMENT OF NEW AFFORDABLE HOUSING**

It is the goal of the City of Colfax to provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all economic segments of the community at a level which can be supported by the infrastructure.

Objective 3-1: Provide information to for-profit and non-profit developers and other housing providers on available vacant land.

Policy 3-1-1: Monitor and update the inventory of vacant land.

Program: Update the inventory of vacant land on a quarterly basis or as projects are constructed.

Responsibility: Planning and Engineering Department

Timing: Quarterly

Program: Establish a list of non-profit developers who would be interested in developing affordable housing in the City. Send these providers a development packet including multifamily vacant land inventory, services, and housing incentives.

Responsibility: Planning Department

Timing: June 2007

Program: Annually review the housing element for consistency with the general plan as part of its general plan progress report

Responsibility: Planning Department

Timing: Annually

Objective 3-2: Continue to provide opportunities for mixed-use developments.

Policy 3-2-1: To ensure the development of housing that has, to the extent possible, a support structure of shopping, services, and jobs within easy access.

Program: Continue to encourage development of well planned and designed projects that provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

Responsibility: Planning, Building, and Engineering Departments

Timing: On-going.

Objective 3-3: Provide a sufficient amount of zoned land to accommodate development for all housing types and income levels.

Policy 3-3-1: Monitor the amount of land zoned for all types of housing and initiate zone changes if necessary.

Program: Monitor the amount of land zoned for both single family and multifamily development and initiate zone changes to accommodate affordable housing.

Responsibility: Planning and Engineering Department.

Timing: Quarterly.

Policy 3-3-2: Preserve and protect residentially zoned sites needed to accommodate residential development consistent with the City of Colfax RHNA.

Program: Implement the minimum development densities established for each residential zoning district and prohibit development at a lower density. Encourage development at least at 15 units per acre in the RM-2 zone with incentives such as reductions and modifications to development standards as needed and ensure the Hillside Development Guidelines do not impede the ability to achieve maximum densities.

Program: Implement the provisions of AB 2292 (Dutra) and prevent the down-zoning of a residential property used to meet the RHNA without a concomitant up-zoning of a comparable property.

Responsibility: Planning Department.

Timing: Immediate and ongoing.

Program: Amend Zoning Ordinance to permit those uses in multifamily zones that are conducive to higher densities. Such uses would include, two family housing, duplexes, multifamily units, and modular homes.

Responsibility: Planning Department, Planning Commission, and City Council

Timing: With Zoning Ordinance revision, October 2004

#### **GOAL 4: PRESERVE, REHABILITATE, AND ENHANCE EXISTING HOUSING AND NEIGHBORHOODS**

It is the goal of the City of Colfax to initiate all reasonable efforts to preserve the availability of existing housing opportunities and to conserve as well as enhance the quality of existing dwelling units and residential neighborhoods.

Objective 4-1: Preserve existing neighborhoods.

Policy 4-1-1: Protect existing stabilized residential neighborhoods from the encroachment of incompatible or potentially disruptive land uses and/or activities.

Program: Continue to monitor new developments for compliance with City design standards. Revise current zoning ordinance to reflect these goals.

Responsibility: City Manager and City Council

Timing: October 2004

Policy 4-1-2: Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs.

Program: Establish a part time code enforcement officer who will vigorously enforce the building and zoning codes.

Responsibility: City Manager and City Council

Timing: December 2006

Program: Apply for the Code Enforcement Grant Program (CEGP) to defer the costs of establishing a code enforcement program.

Responsibility: City Manager and City Council

Timing: December 2006

Policy 4-1-3: Promote energy conservation activities in all residential neighborhoods.

Program: Supply energy conservation awareness brochures in all public meeting places.

Responsibility: City Manager.

Timing: June of 2005

Objective 4-2: Maintain, preserve and rehabilitate the existing housing stock in the City of Colfax.

Policy 4-2-1: Provide technical and financial assistance to eligible homeowners and residential property owners to rehabilitate existing dwelling units through grants or low interest loans. To the extent possible, housing rehabilitation funds should be used first to correct health and safety code violations.

Program: Continue to make available and aggressively market CDBG single-family housing rehabilitation funds. Rehabilitate 15 units during the five-year lifespan of the Housing Element.

Responsibility: City Manager and City Council

Timing: Annually with funding cycle.

Program: Coordinate housing rehabilitation programs with code enforcement efforts and combine both targeted and citywide participation.

Responsibility: City manager

Timing: On-going

Policy 4-2-2: Provide technical and financial assistance to all eligible multifamily complex owners to rehabilitate existing dwelling units through low interest or deferred loans.

Program: Expand rehabilitation program eligibility to include rental properties.

Responsibility: City Manager

Timing: Starting with the funding cycle in 2006.

Policy 4-2-3: Closely monitor the status of at-risk properties.

Program: Continue regular contact with the owner/ operators of the Canyon View Apartments.

Program: Provide technical assistance to potential purchasers, including non-profits, developers, and tenants of affordable properties that could potentially convert to market rate.

Program: Meet with the Community Reinvestment Act Lenders Group organized by the Colfax Planning Department to discuss future housing needs and applicability of the Community Reinvestment Act.

Responsibility: City Manager, Planning Department, and City Council

Timing: Bi-annually check with owners.

## **GOAL 5: PROVIDE HOUSING FREE FROM DISCRIMINATION**

It is the goal of the City of Colfax to ensure that all existing and future housing opportunities are open and available to all members of the community without discrimination on the basis of race, color, religion, sex, national origin or ancestry, marital status, age, household composition or size, or any other arbitrary factors.

Objective 5-1: Eliminate housing discrimination.

Policy 5-1-1: Support the letter and spirit of equal housing opportunity laws.

Program: Require that all recipients of locally administered housing assistance funds acknowledge their understanding of fair housing law and affirm their commitment to the law.

Responsibility: City Manager, City Council, and City Attorney

Timing: Immediate and ongoing.

Program: Acquire and maintain fair housing materials, including all pertinent resource, posters and information available through the Department of Fair Employment and Housing (DFEH) and Housing and Urban Development (HUD) to educate on a variety of fair housing issues. Develop information flyers and brochures that highlight (1) disability provisions of both federal and state fair housing laws and (2) familial status discrimination. Fair housing materials, brochures and flyers will be distributed at outreach events including school fairs, health fairs, and City sponsored events. Collaborate with service agencies to distribute educational materials.

Responsibility: Planning Department

Timing: Annually.

Program: Continue to refer all housing discrimination referrals to the City Planner who will work with the complainant and refer complaints to the State Fair Employment and Housing Commission.

Responsibility: Planning Department

Timing: Ongoing

## **GOAL 6: ENCOURAGE AND ENHANCE COORDINATION**

It is the goal of the City of Colfax to coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.

Objective 6-1: Maximize coordination and cooperation among housing providers and program managers.

Policy 6-1-1: Continue to support the Placer County Health and Human Services Department to provide housing assistance to extremely low, very low, low, and moderate-income households.

Program: Maintain membership in the Housing Authority to qualify City residents for Section 8- existing housing assistance administered by the Health and Human Services Department. Provide information on the availability of County programs to qualified residents.

Responsibility: City Manager and City Council

Timing: Immediate and On-going.

Policy 6-1-2: Continue to support non-profit cooperation in the development of affordable housing

Objective 6-2: Achieve a jobs/housing balance.

Policy 6-2-1: Cooperate with large employers and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities and consider the effects of new employment, particularly in relation to housing demands, when new commercial or industrial development is proposed.

Program: Coordinate annual workshop with employers, members of the housing community and City officials to identify the housing needs of community.

Responsibility: City Manager, Planning Department, City Council, Planning Commission

Timing: Annually starting 2004.

**TABLE 57**  
**SUMMARY OF ADOPTED PROGRAMS FOR THE COLFAX HOUSING ELEMENT**

POLICY	PROGRAM	TIMING/ RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
1-1-1	If financially feasible, the City will establish a housing trust fund to help fund affordable rental properties in order to meet their affordable housing requirement. The City will then apply for the Local Housing Trust fund Matching Grant Program through HCD.	June 2006 CM / CC	
	The City will apply for Community Development Block Grants to further develop the current Colfax rehabilitation program, which has an estimated \$100,000 in program income.	2005 CM/CC	
1-1-2	Prepare a <i>Project Information Brochure</i> outlining City participation and incentives, housing needs from the Housing Element (or other market source), a definition of the state and federal funding for which the City is willing to apply, and other pertinent information. Distribute the brochure to local non-profit and for profit development groups, and regional agencies.	1st Quarter 2006 CM/CC	
1-1-2	Continue to offer meetings with developers of proposed projects where developers have an opportunity to meet City staff to strategize about project design, City standards, necessary public improvements, and funding strategies.	On-going PD/PC	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
	Continue to offer the Standard Application package that is given to each developer, containing an explanation of the planning application permit process and timing, and application form were all requested action for the project in regards to both the planning and engineering departments can be checked an environmental evaluation form, a complete checklist for the application, contact numbers, City Council and Commission meeting times and dates, and a copy of the fee schedule, where the applicant can check with Planning, Engineering, and Building Departments.	On-going PD/PC	
1-2-1	Investigate applying for HOME funds to establish a First-Time-Home-Buyer program, which would provide down payment assistance in purchasing homes.	December 2005 CM/CC	
	Continue to promote the Placer County First-Time Home Buyers Program, which is available to all Placer County residents by maintaining brochures at City Hall.	December 2005 CM/CC	
1-2-2	Consider the feasibility of an inclusionary zoning program for the development of affordable housing. Present a staff report to the Planning Commission.	October 2005 PD/PC	
1-3-1	Contact homeless service providers in the City of Auburn and Placer County to determine the number of homeless persons who have been residents of Colfax. Prepare a report with recommendations for submittal to the City Council.	December 2007 PD/PC	
	Actively support efforts of homeless service providers who establish short-term bed facilities for segments of the homeless population including specialized groups such as the mentally ill, and chronically disabled. Identify potential land that can be used for a homeless or transitional shelter should one be needed.	December 2007 PD/PC	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
1-3-2	Investigate incentives and reporting procedures that can be implemented to encourage and monitor the development of housing opportunities for specialized housing needs	June 2006 BO	
1-3-3	Amend the City's current housing rehabilitation program guidelines to include a grant to very low income disabled persons and senior citizens to improve accessibility and safety.	June 2005 CM/CC	
1-3-4	Revise zoning ordinance to allow State licensed group homes, foster homes, residential care facilities, and similar state-licensed facilities, regardless of the number of occupants, are deemed permitted by right in a residential zoning district, pursuant to state and federal law.	October 2004 PD/PC	
1-3-4	Regularly monitor the City's ordinances, codes, policies, and procedures to ensure that they comply with the "reasonable accommodation" for disabled provisions.	Annually PD/CE	
1-3-5	Work with labor providers to determine the number of farmworkers who may need housing. The resulting report should address: permanent workers, seasonal resident workers, and migrant workers. In addition, should the report demonstrate a need, the City in conjunction with local developers, will identify potential sites and/or provide or seek financial assistance to prospective developers of the housing for farm labor through the Joe Serna Farmworker Grant Program.	December 2007 CM/CC PC/PC	
	Revise City's Zoning Code to ensure compliance with employee labor housing act, specifically H&S 17021.5 and 17021.6	October 2004 PD/PC	
1-4-1	Work with the Placer County Health and Human Services Department and use all the influence the City has to obtain more Housing Vouchers for the Housing Authority.	On-going CM	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
2-1-1	Monitor average processing times for discretionary development permits on an annual basis.	Annually PD	
	Continue to promote a coordinated City review process among affected City departments to reduce delays and processing time.	Ongoing All	
	Adopt a policy stressing the importance of "flexibility" in review and processing of permit and other application processing. Establish an "in-house" group to review regulations and determine the best and most economical approaches to providing affordable housing without compromising health and safety and the purpose and intent of the City's Hillside Development Guidelines.	December 2004 PD	
	Implement provisions of state law, SB 1925, that exempt certain affordable housing projects from CEQA, if specified criteria are met.	On-going PD/PC	
2-1-2	To preserve affordability, provide incentives (e.g.- density bonus units, fee underwriting, fee deferral, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households. In addition, propose zoning and permit processing changes to further reduce housing costs and average permit processing time.	On-going PD	
2-1-3	Review Current Planning Fees and where appropriate make changes to reflect the affordability of multifamily development.	June 2005 PD	
2-1-4	Encourage developers to include second dwelling units as an integral part of their project and to plan for second dwelling units in the design of their projects.	On-going PD/PC	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
	Consider the possibility of preparing an ordinance to implement AB 1866 regarding second units and density bonuses for moderate-income housing.	December 2004 PD/PC	
2-1-5	Provide incentives to developers who agree to construct at least 10 percent of total units toward very low and low-income units or senior citizen affordable units.	First Quarter 2006 PD	
2-2-1	Publish the City's Housing Element and updates, Annual Action Plan and respective notices.	On-going CM	
2-3-1	Mitigate for the temporary reduced capacity of the Waster Water Treatment Plant by offering proposed affordable housing projects priority in the pool of remaining sewer connections.	On-going PD/PC	
3-1-1	Update Inventory of Land on a quarterly basis	Quarterly PD/CE	
	Establish a list of non-profit developers who would be interested in developing affordable housing in the City. Send these providers a development packet including multifamily vacant land inventory, services, and housing incentives.	On-going, June 2007 PD	
	Annually review the housing element for consistency with the general plan as part of its general plan progress report	Annually PD	
3-2-1	Continue to encourage development of well planned and designed projects that provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.	On-going PD, BO, CE	
3-3-1	Monitor the amount of land zoned for both single family and multifamily development and initiate zone changes to accommodate affordable housing	Quarterly PD and CE	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
3-3-2	Implement the <u>minimum</u> development densities established for each residential zoning district and prohibit development at a lower density. Encourage development at least at 15 units per acre in the RM-2 zone with incentives such as reductions and modifications to development standards as needed and ensure the Hillside Development Guidelines do not impede the ability to achieve maximum densities.	On-going PD	
	Implement the provisions of AB 2292 (Dutra) and prevent the down-zoning of a residential property without a concomitant up-zoning of a comparable property.	On-going PD/PC/CC	
	Amend Zoning Ordinance to permit only those uses in multifamily zones that are conducive to higher densities. Such uses would include, two family housing, duplexes, multifamily units, and modular homes.	October, 2004 PD/CE	
4-1-1	Continue to monitor new developments of compliance with City design standards. Revise current zoning ordinance to reflect these goals.	October 2004 CM/CC	
4-1-2	Establish a part-time code enforcement officer who will vigorously enforce the building and zoning codes.	December 2006 CM/CC	
	Apply for the Code Enforcement Grant Program (CEGP) to defer the costs of establishing a code enforcement program.	December 2006 CM/CC	
4-1-3	Supply energy conservation awareness brochures in all public meeting places.	June 2005 CM	
4-2-1	Continue to make available and aggressively market CDBG single-family housing rehabilitation funds. Rehabilitate 15 units during the five-year lifespan of the Housing Element.	Annually CM/CC	
4-2-2	Expand rehabilitation program eligibility to include rental properties.	1 <sup>st</sup> Quarter 2006 CM	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
	Coordinate housing rehabilitation programs with code enforcement efforts and combine both targeted and citywide participation.	Ongoing CM	
4-2-3	Continue regular contact with the owner/operators of the Canyon View Apartments.	Bi-Annual CM	
	Provide technical assistance to potential purchasers, including non-profits, developers, and tenants of affordable properties that could potentially convert to market rate.	On-going CM/PD/ CC	
	Meet with the Community Reinvestment Act Lenders Group organized by the Colfax Planning Department to discuss future housing needs and applicability of the Community Reinvestment Act.	Annually CM/CC	
5-1-1	Require that all recipients of locally administered housing assistance funds acknowledge their understanding of fair housing law and affirm their commitment to the law.	Immediate and ongoing CM/CC/ CA	
	Acquire and maintain fair housing materials, including all pertinent resource, posters and information available through the Department of Fair Employment and Housing (DFEH) and Housing and Urban Development (HUD) to educate on a variety of fair housing issues. Develop information flyers and brochures that highlight (1) disability provisions of both federal and state fair housing laws and (2) familial status discrimination. Fair housing materials, brochures and flyers will be distributed at outreach events including school fairs, health fairs, and City sponsored events. Collaborate with service agencies to distribute educational materials.	Annually	

POLICY	PROGRAM	TIMING RESPONS.	COMPLETION AND COMMENTS (Identify Date and Action)
	Continue to refer all housing discrimination referrals to the City Planner who will work with the complainant and refer complaints to the State Fair Employment and Housing Commission.	PD Ongoing	
6-1-1	Maintain membership in the Housing Authority to qualify City residents for Section 8- existing housing assistance administered by the Health and Human Services Department. Provide information on the availability of County programs to qualified residents.	Immediate and On- going CM/CC	
6-2-1	Coordinate annual workshop with employers, members of the housing community and City officials to identify the housing needs of community.	Starting 2005 CM/PD CC/PC	

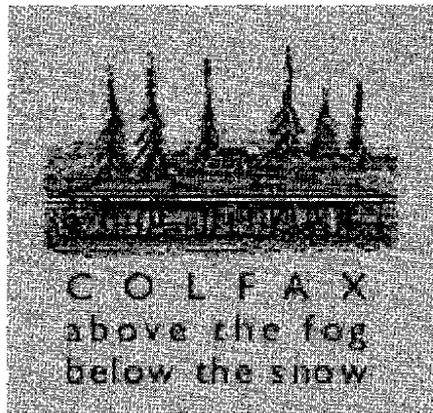
Key

CC = City Council PC = Planning Commission PD = Planning Director CM = City manager CE = City Engineer  
 CA = City Attorney BO = Building Official

**CITY OF COLFAX**

**APPENDIX TO**

**HOUSING ELEMENT OF**  
**THE GENERAL PLAN**



**March 2004**

## DATA SOURCES

Every attempt was made to use the most acceptable, current and reliable data for the Colfax Housing Element.

- ⊞ U.S. Department of Commerce, Bureau of the Census: 1970, 1980, 1990, and 2000 Census Reports: Summary Tape File 3 and Summary Tape File 1.
- ⊞ Department of Finance: Demographic Research Unit, Report E-5: 1990-2002.
- ⊞ Sacramento Area Council of Governments (SACOG): 1990 RHNA, 2000 RHNA.
- ⊞ Sierra Planning Organization : 1990 RHNA
- ⊞ Datum Populace Data Systems, Demographic Trends Report (1980-2002), Income Reports (1980-2002).
- ⊞ State of California, Employment Development Department, Labor Market Information Division: Labor Force and Industry Employment (Sept. 2001).
- ⊞ Bureau of Labor Statistics, EA and I Unit: Local Area Unemployment Statistics (2000)
- ⊞ Placer County Board of Realtors/MLS,
- ⊞ Placer County Department of Health and Human Services
- ⊞ Laurin Associates: Affordable Housing Database (2002)
- ⊞ City of Colfax: General Plan, Zoning Code,
  
- ⊞ US Department of Housing and Urban Development (HUD), Office of Policy Development and Research: Fiscal Year 2003 Income Limits (February 2003)
- ⊞ US Department of Housing and Urban Development/California Housing Partnership Corporation: Federally Assisted Multifamily Housing, Prepayment Eligible and Project-Based Section 8 Expirations (March 2003).
- ⊞ State of California, Department of Housing and Community Development: California's Housing Markets 1990-1997, Statewide Housing Plan Update Phase II (1998), State Consolidated Plan 1995-2000.
- ⊞ Building Standards: Building Valuation Data (2003)

## APPENDIX B

### LIST OF NON-PROFIT HOUSING AGENCIES

ACLC,  
Inc 42 N. Sutter St., Ste. 206  
Stockton CA 95202  
(209) 466-6811

Affordable Housing Foundation  
P.O. Box 26516 San Francisco CA  
94126 (415) 387-7834

Christian Church Homes of Northern California, Inc.  
303 Hegenberger Road, Ste. 201  
Oakland CA 94621-1419  
(510) 632-6714

Eskaton Properties Inc.  
5105 Manzanita Ave  
Carmichael CA 95608  
(916) 334-0810

Project Go, Inc.  
3740 Rocklin Rd  
Rocklin CA 95677  
(916) 624-5705

Rural California Housing Corp  
3120 Freeboard Drive, Ste. 202  
West Sacramento CA 95691  
(916) 414-4400

Affordable Community Housing Trust  
7901 La Riviera Drive  
Sacramento CA 95826  
(916) 381-2001

California Housing Finance Agency  
1121 L Street, Room 207  
Sacramento CA 95814  
(916) 327-2731

### LIST OF ACRONYMS

- ⌘ ADA: American Disability Act
- ⌘ AHP: Affordable Housing Program
- ⌘ AMI: Area Median Income
- ⌘ CDBG: Community Development Block Grant
- ⌘ CEQA: California Environmental Quality Act
- ⌘ CHFA: California Housing Finance Agency
- ⌘ CMSA: Consolidated Metropolitan Statistical Area
- ⌘ COG: Council of Governments
- ⌘ CRA: Community Reinvestment Act
- ⌘ CTCAC: California Tax Credit Allocation Committee
- ⌘ CUP: Conditional Use Permit
- ⌘ EDD: Employment Development Department
- ⌘ EIR: Environmental Impact Report
- ⌘ EDU: Equivalent Dwelling Unit
- ⌘ DOF: Department of Finance
- ⌘ FTHB: First-time Homebuyer
- ⌘ HUD: Housing and Urban Development
- ⌘ LIHTC: Low Income Housing Tax Credit
- ⌘ MCC: Mortgage Credit Certificate
- ⌘ MFI: Median Family Income
- ⌘ PDC: Planned Development Commercial
- ⌘ PMSA: Primary Metropolitan Statistical Area
- ⌘ RCC: Regional Census Centers
- ⌘ RDA: Redevelopment Agency
- ⌘ RHNA: Regional Housing Needs Assessment
- ⌘ SIPP: Survey of Income and Program Participation
- ⌘ SRO: Single Room Occupancy
- ⌘ SACOG: Sacramento Area Council of Governments
- ⌘ TBA: Tenant-based Assistance

Appendix D  
Public Participation

## **HOUSING ELEMENT DISTRIBUTION LIST**

- Colfax Building Official
- Colfax Fire Chief
- Colfax Public Works
- Colfax Sheriff's Deputy
- PG&E
- Verizon Communications
- Placer County Air Pollution Control District
- Placer County Water Agency
- Tahoe Truckee Sierra Disposal
- Colfax Elementary School District
- US Post Office
- Caltrans, District 3 MS 451
- Regional Water Quality Control Board
- United Indian Community Tribal Office
- Sierra Club Placer Group
- City of Auburn
- Placer County Planning Department
- Placer County Health and Human Services Department
- Foothill Area Conservancy Team (FACT)

Sent BY: CITY OF COLFAX;  
To: SHELLEY#EISNER

At: 19163158711

Dec-29-03 12:59;

Page 1/2

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 3 - SACRAMENTO AREA OFFICE**

P.O. Box 942874  
Sacramento, CA 94274-0001  
PHONE (916) 274-0638  
FAX (916) 274-0648  
TTY (530) 741-4509



*Flex your power!  
Be energy efficient!*

December 22, 2003



03PLA0087  
City of Colfax Housing Element Update

Ms. Shelley Eisner  
PO Box 702  
Colfax, CA 95713

Dear Ms. Eisner:

Thank you for the opportunity to review and comment on City of Colfax Housing Element Update. Our comments are as follows:

- The housing element should consider the placement of housing relative to employment centers so as to promote a jobs/housing balance. This will decrease overall vehicle miles of traveled resulting in less traffic congestion and the associated negative consequences.
- All housing should be developed in concert with the necessary improvements to the multimodal transportation system needed to support trip generation without the transportation system level of service decreasing below adopted standards.
- Housing placement should consider placing a priority on infill development so as to make the most efficient use of existing resources and avoid the negative consequences of ~~suburban sprawl~~.
- Caltrans is available to assist the City of Colfax with the general identification of potential impacts to the State highway system serving the county relative to proposed housing developments, as soon as this information is known.
- Housing developments should be evaluated collective whenever possible, as opposed to on a piece-meal basis, so as to provide for an early identification of cumulative impacts, require mitigation, and a fair-share distribution of developer fees.

Ms. Shelley Eisner  
 December 22, 2003  
 Page 2

- On page 71 of this study, there is a discussion of off-site improvements. For State Highways, it only says "two lane roadway," with no right-of-way width specified. State Route 174 is a two-lane roadway. Caltrans standard for two lane rural roadways is 100 feet. In areas with curbs, gutters, and sidewalks, a width of 80 feet is still necessary if left turn lanes and on-street parking are to be allowed. For arterials, 84 feet would not allow for on-street parking along a four-lane arterial, and would not be adequate for a six-lane arterial. The Interstate 80 freeway will also require additional right-of-way through the City. The additional right-of-way should be discussed in this study.

The proposed update to the City of Colfax Housing Element, in and of itself, would not result in any adverse hydrologic, hydraulic or water quality impacts to any of the State's highway rights of way or to any Caltrans' highway drainage facilities. However, future projects proposed that will be consistent with this Housing Element should consider the following:

- The development of any project site will likely increase impervious surface areas through the construction of roads, driveways, homes, and garages with a corresponding increases in surface water (storm water) runoff. These projects will also decrease surface water detention, retention and infiltration. Any cumulative impacts to Caltrans drainage facilities, bridges, or other State facilities arising from effects of development on surface water runoff discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures.
- Increases in peak runoff discharge for the 100-year return storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the preconstruction levels. All runoff from project areas that will enter the State's highway right of way and Caltrans' highway drainage facilities must meet all Regional Water Quality Control Board water quality standards. ~~The cumulative effects on drainage due to developments within the region should be considered in the overall development plans of this area.~~
- Runoff from any proposed projects that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all Central Valley Regional Water Quality Control Board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate stormwater quality BMPs (such as oil/water separators, clarifiers, or infiltration systems) may be applied to ensure that runoff from the site meets these standards (is free of oils, greases, metals, sands, and sediment). Once installed, property owners must properly maintain these systems.

Submitted by:

**Laurin Associates /Raney Planning and Management**

**Laurin Associates a division of Raney  
Planning and Management**

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Rancho Mirage, CA      Road, Ste E  
92270      Citrus Heights, CA  
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Tele: 916-725-1181

Serving local governments and the housing  
industry since 1981.

**Raney Planning and Management**

Tim Raney  
1401 Halyard Drive, Suite 120  
West Sacramento, Ca 95691

**It is our objective to treat every client as if they were our only client.**

**Environmental Initial Study**

**Colfax 2004 Colfax Housing Element Update of the  
General Plan**

**Colfax, California**

**February 4, 2004**

Prepared by Raney Planning and Management

**INITIAL STUDY**

**I. BACKGROUND**

1. Project Title: City of Colfax General Plan, Housing Element Update
2. Lead Agency Name and Address: City of Colfax  
33 South Main Street  
Colfax, CA 95713
3. Contact Person and Phone Number: Bob Perrault, City Manager  
City of Colfax  
530.346-2313
1. Project Location: The City of Colfax
5. Project Sponsor's Name and Address: Bob Perrault, City Manager  
City of Colfax  
33 South Main Street  
Colfax, CA 95713
6. General Plan Designation: N/A
7. Zoning: N/A
8. Project Description Summary:

The project involves the update of the Housing Element of the City of Colfax General Plan.

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## II. SOURCES

The following documents are referenced information sources utilized by this analysis:

1. City of Colfax General Plan, 1992-2012;
2. City of Colfax General Plan Initial Study and Mitigation Program August, 1998
3. City of Colfax Housing Element of the General Plan, Public Review Draft, November 2003.

## III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

## IV. DETERMINATION

On the basis of this initial study:

- 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 applicant. 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" 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 General Plan EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier General Plan EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Bob Perrault, City Manager  
Printed Name

City of Colfax  
For

**V. BACKGROUND AND INTRODUCTION**

This Initial Study provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended, for the proposed City of Colfax General Plan Housing Element Update (proposed project).

The project site is the City of Colfax Planning Area. The City of Colfax is one of six incorporated cities in Placer County. The City is located in the central County area along Interstate 80, a primary transportation route connecting Colfax to Sacramento on the south and Reno on the north. Colfax is about 20 miles east of the Roseville City urban area and approximately 50 miles east of Sacramento. Currently, the incorporated City and sphere of influence covers approximately 2,294 acres.

As required by State law (Section 65580 – 65589.8 of the California Government Code), the proposed project includes an update of the City of Colfax’s General Plan Housing Element. The update identifies residential sites adequate to accommodate a variety of housing types for all income levels and needs of special population groups defined under State law (Section 65583 of the California Government Code), analyzes governmental constraints to housing maintenance, improvement and development, addresses conservation and improvement of the condition of the existing affordable housing stock, and outlines policies to promote housing opportunities for all persons.

In preparing this Initial Study, the City has relied on the Colfax General Plan and the Initial Study and Mitigation Program prepared with the General Plan. Pursuant to Section 21083.3 of the Public Resources Code, the City incorporates by reference these documents, which are available for examination at the City Hall, 33 South Main Street, Colfax, CA 95713.

This Initial Study focuses on whether the proposed project may cause significant effects on the environment that were not examined in the General Plan Initial Study. In particular, consistent with Section 21083.3, this Initial Study and Mitigation Program is intended to assess any effects on the environment that are peculiar to the proposed project or to the parcels on which the project would be located and were not addressed or analyzed as significant effects in the General

Plan Initial Study and Mitigation Program, or which substantial new information shows will be more significant than described in the previous Initial Study.

Implementation of mitigation measures identified in the General Plan Mitigation Program that apply to the proposed project will be required as part of the project. These mitigation measures may be further clarified to address impacts specific to this project. Implementation of project-specific mitigation measures for new, potentially significant impacts that were not previously identified in the General Plan Initial Study will also be required as part of the proposed project.

## VI. PROJECT DESCRIPTION

The Housing Element is an integral component of the City's General Plan. The Housing Element addresses existing and future housing needs of all types for persons of all economic groups in the City. The Housing Element is a tool for use by citizens and public officials in understanding and meeting the housing needs in Colfax.

The State Legislature has mandated that a Housing Element be included in every General Plan since 1969. The Housing Element is one of the seven required elements in a General Plan. Article 10.6, Section 65589 – 65589.8, Chapter 3 of Division 1 of Title 7 of the Government Code sets forth the legal requirements for a Housing Element and encourages the provision of affordable and decent housing in all communities to meet Statewide goals. Specifically, Section 65580 states the Housing Element shall consist of "[...] an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing." The Housing Element must also contain a five-year housing plan with quantified objectives for the implementation of the goals and objectives described in the Housing Element. State law requires the Housing Element be updated every five years.

The City of Colfax's current Housing Element was adopted in 1993. At the time of the adoption, all Elements of the City's General Plan were consistent. This Initial Study evaluates the environmental effects of the new 2003-2008 Colfax Housing Element. It should be noted that although the title of the new Housing Element specifies the dates "2003-2008," the Housing Element actually covers the needs for the period 2001 through 2008.

Government Code Section 65583 requires that the Housing Element include the following components:

- A review of the previous element's goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element.
- An assessment of housing needs and an inventory of resources and constraints related to the meeting of these needs.
- An analysis and program for preserving assisted housing developments.
- A statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement and development of housing.
- A program which sets forth a five-year schedule of actions that the City is undertaking or intends to undertake, in implementing the policies set forth in the Housing Element.

Between 1990 and 2000, the City of Colfax grew from 1,306 people to 1,596 people or an annual rate of approximately 2.2 percent. Several factors influence the degree of demand for housing in the City of Colfax. Four major "needs" categories considered in the Housing Element include: housing needs resulting from overcrowding; housing needs that result when households are paying more than they can afford for housing; housing needs of "special needs groups" such as the elderly, large families, female heads of households, households with persons with disabilities, and the homeless; and housing needs resulting from population growth in the City and surrounding region.

California's Housing Element law requires that each city and county develop local housing programs designed to meet its "fair share" of housing needs for all income groups. This "fair share" allocation seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its current residents, but also for those households who might be reasonably expected to reside within the jurisdiction. A jurisdiction's "fair share" of regional housing need is the number of additional dwelling units that would be required to accommodate the anticipated growth in households, replace expected demolitions and conversion of housing units to non-housing uses, and achieve a future vacancy rate that allows for the healthy functioning of the housing market.

The Sacramento Area Council of Governments (SACOG) develops the Regional Housing Needs Assessments (RHNA) for the cities in Sacramento County, Placer County, and El Dorado County. The purpose of the RHNA is to allocate to the region their "fair share" of the region's projected housing need by household income group for the 7 year Housing Element planning period (currently 2001-2008). SACOG completed the most recent plan for the County from 2001 to 2008 on May 17, 2001. The RHNA anticipates a 21.2 percent (%) increased need for housing in the City of Colfax. This results in a total allocation of 135 homes to the City of Colfax. The housing need is further divided by four income categories of Very Low (up to 50 percent of Placer County median income), Low (up to 80 percent), Moderate (up to 120 percent), and Above Moderate (more than 120 percent) income categories. Table 1 breaks down the allocation by these income categories.

Between 2001 and September 2003, a total of 123 units were constructed in the City of Colfax. As the current RHNA cycle includes 2001-2002, in the respective appropriate income category, these dwelling units have been applied toward the 135 dwelling unit housing need identified for the City of Colfax, leaving a balance of **45 dwelling units as the current construction need** (see table 1). Because the environmental review of the 135 dwelling units constructed between 2001-2002 was previously conducted on a project-by-project basis, this document will only be assessing the potential impacts related to the provision of adequate land to accommodate the balance of the 135 units RHNA assigned to the City of Colfax or 45 units.

<b><u>Income Group/Percent of Households</u></b>	<b>Allocation</b>	<b>2001- Sept 2003 Construction</b>	<b>Current Construction Need</b>
Very Low – 5.2%	7	0	7
Low – 12.6%	17	50	0
Moderate – 22.2%	30	28	2
Above Moderate – 60.0%	81	45	36
<b>TOTAL</b>	<b>135</b>	<b>123</b>	<b>45</b>

Source: 2000 Regional Housing Allocation Plan. SACOG

As part of the 2003-2008 Housing Element update, an analysis of the residential development potential of vacant land in the City of Colfax was completed in September 2003. A total of 156.6 acres of vacant land are currently zoned residential in the City of Colfax that will accommodate up to 591 new housing units, 546 more than needed to meet the RHNA goals. Table 2 is a listing of vacant land by general plan classification along with the conservative unit capacity for this classification.

<b>Zoning</b>	<b>Low Density</b>	<b>Medium Density</b>	<b>Medium High Density</b>	<b>Total</b>
Acres	113.4	15.6	27.6	246.7
Units	151	109	331	591

Source: September 2003 Vacant Land Survey

### **Discretionary Action**

Implementation of the proposed project would require the following discretionary actions by the City of Colfax Planning Commission/City Council:

- Approval of a Negative Declaration; and
- Approval of the Housing Element for the City of Colfax.

**VII. ENVIRONMENTAL CHECKLIST**

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures deemed appropriate and recommended as part of the proposed project.

For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

**Potentially Significant With Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than-significant level.

**Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.

**No Impact:** The project would not have any impact.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>I. AESTHETICS.</b>				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a-c. The City of Colfax consists of mountains, rolling hills, valleys, and forest. Architectural and historic components provide significant scenic vistas within certain developed portions of the City. The combination of natural and developed influences has combined to produce numerous scenic vistas throughout the City.

The Housing Element Update anticipates the need for 45 housing units in the City for the 7 year period from 2001 to 2008. Without identifying the location of residential development, the potential impact of development on a scenic vista, scenic resources, historic buildings, or visual character of the City is impossible to determine. Furthermore, because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific visual impacts that may result with future housing development proposals. Therefore, a case-by-case design review of future housing projects would be carried out to ensure that existing views and aesthetic conditions are preserved, and that the projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

- d. Development of residential uses in accordance with applicable provisions of the City's Housing Element Update would create new sources of light and glare in the City. The increased density and intensity of residential uses would increase the amount of light and glare in developed areas (from exterior lighting, street lighting, vehicular lighting, and interior lighting visible from the outside). To minimize potential light and glare impacts, future development proposed by the Housing Element Update would be required to comply with applicable policies governing light and glare outlined in the Community Design Element in the General Plan, City of Colfax development standards, and/or requirements mandated during the environmental review of individual residential developments. Adherence to these standards and/or requirements would reduce potential light and glare impacts to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>II. AGRICULTURE RESOURCES.</b>				
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1977) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

**Discussion**

a.c. Soils within the Colfax Planning Area are primarily made up of Class VI and Class VII soils. Prime Farmland soils, according to the Williamson Act definition, are made up of Class I or Class II soils. (Natural Environment Element, 6.5).

The proposed project identifies a housing need of 45 housing units in the City, which would not require the conversion of farmland. Currently there are no agricultural lands within the City Limits. Because this is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific agricultural impacts that may result with future housing development proposals; a case-by-case environmental review of future housing projects would be necessary which would ensure impacts related to the loss of farmland would be minimized. Therefore, the proposed project would have *less-than-significant* impacts to agricultural resources.

b. Individual development projects necessary to satisfy the housing need identified in the Housing Element update would be reviewed to ascertain potential impacts with existing agricultural zoning, agricultural use, or Williamson Act designation. Adherence to applicable City standards related to agricultural zoning, use or Williamson Act lands would reduce potential impacts related to this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>III. AIR QUALITY.</b>				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a. c. The City of Colfax is part of the Mountain Counties Air Basin, which shares the "airshed" with the eastern two-thirds of Placer County. Colfax is within the Placer County Air Pollution Control District (APCD). The Sacramento Valley Air Basin, which is west of Placer County, has a serious air quality problem. Colfax, although east of Sacramento Valley Air Basin, may suffer some transfer of pollutants, and is subject to some of the same air quality concerns, due to its location within the mountain valley. Of the emissions generated within Placer County, 85 percent are transferred from the Sacramento Valley, 12 percent from the mountain counties, and 3 percent from Lake Tahoe (Colfax General Plan 6-5). The Mountain Counties Air Basin has air pollution problems that are influenced by specific meteorological and topographical factors. The prevailing wind direction generally funnels through the mountain valleys. These winds trap pollutants in the basin.

Placer County is classified as a State and Federal nonattainment area for ozone, a state nonattainment area for  $PM_{10}$  and is unclassified in the State and Federal standards for carbon monoxide. The APCD's non-attainment area plan is known as the *1991 Air Quality Attainment Plan*. Implementation of the *Attainment Plan* is not expected to achieve the required five percent reduction of pollutant levels due in large part to the fact that 85 percent of the pollutants that ultimately reside within Placer County are actually generated in the urbanized areas to the west and transferred east via wind patterns. Currently, the City of Colfax follows the Placer County Offset Mitigation Measures, and Placer County Best Available Mitigation Measures, 1996, to reduce impact on local air quality.

New development within the City shall comply with the density and intensity standards outlined in the Land Use Element and the City's current Zoning Ordinance. The City must be diligent in its efforts to ensure that each future project is carefully reviewed to ensure consistency with Federal, State, and local air quality standards and consistent with the goals, policies, and standards established within the other elements of the General Plan that are intended to protect air quality. Therefore, a case-by-case review of future housing projects to ensure that air quality is protected and that they are consistent with all General Plan goals, objectives, and policies would be necessary. Adherence to such standards and guidelines would reduce potential impacts related to this issue to a *less-than-significant* level.

- b. Since 1970, air quality has been regulated at the federal level under the Clean Air Act (CAA). This act authorized the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The EPA has established standards for six criteria air pollutants. These pollutants include ozone ( $O_3$ ), carbon monoxide (CO), nitrogen dioxide ( $NO_2$ ), sulfur dioxide ( $SO_2$ ), suspended particulate matter ( $PM_{10}$ ), and lead (Pb).  $PM_{2.5}$  particulate matter has recently been added to this listing; however, data to document ambient conditions or quantify these emissions do not yet exist. Primary standards for air pollutants were established to protect public health, while secondary standards were established to protect the public welfare by preventing impairment of visibility and damage to vegetation and property.

In addition, the California Air Resources Board (CARB) has set state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Federal and State standards are detailed in Table 3.

**Table 3  
Ambient Air Quality Standards**

Pollutant	Averaging Time	State	Federal	
			Primary	Secondary
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm (180 $\mu\text{g}/\text{m}^3$ )	0.12 ppm (235 $\mu\text{g}/\text{m}^3$ )	Same as Primary Standard
	8 hour	0.08 ppm	0.08 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.053 ppm (100 $\mu\text{g}/\text{m}^3$ )	0.053 ppm (100 $\mu\text{g}/\text{m}^3$ )	Same as Primary Standard
	1 hour	0.25 ppm (470 $\mu\text{g}/\text{m}^3$ )	--	
Carbon Monoxide (CO)	8 hour	9.0 ppm (10 $\text{mg}/\text{m}^3$ )	9.0 ppm (10 $\text{mg}/\text{m}^3$ )	--
	1 hour	20.0 ppm (23 $\text{mg}/\text{m}^3$ )	35.0 ppm (40 $\text{mg}/\text{m}^3$ )	
Suspended Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 $\mu\text{g}/\text{m}^3$	--	Same as Primary Standard
	24 Hour	50 $\mu\text{g}/\text{m}^3$	150 $\mu\text{g}/\text{m}^3$	
	Annual Arithmetic Mean	--	50 $\mu\text{g}/\text{m}^3$	
Suspended Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	--	15 $\mu\text{g}/\text{m}^3$	--
	24 Hour	--	65 $\mu\text{g}/\text{m}^3$	--
Sulfur Dioxide (SO <sub>2</sub> )	Annual Average	--	0.03 ppm (80 $\mu\text{g}/\text{m}^3$ )	Same as Primary Standard
	24 Hour	0.04 ppm (105 $\mu\text{g}/\text{m}^3$ )	0.14 ppm (365 $\mu\text{g}/\text{m}^3$ )	
	3 Hour	--	--	0.5 ppm (1,300 $\mu\text{g}/\text{m}^3$ )
	1 Hour	0.25 ppm (655 $\mu\text{g}/\text{m}^3$ )	--	--
Lead (Pb)	30 Day Average	1.5 $\mu\text{g}/\text{m}^3$	--	--
	Calendar Quarter	--	(1.5 $\mu\text{g}/\text{m}^3$ )	Same as Primary Standard
Sulfates	24 Hour	25 $\mu\text{g}/\text{m}^3$	--	--
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu\text{g}/\text{m}^3$ )	--	--
Vinyl Chloride (Chloroethene)	24 Hour	0.01 ppm (26 $\mu\text{g}/\text{m}^3$ )	--	--
Visibility Reducing Particles	8 Hour (10 a.m. to 6 p.m. PST)	**	--	--

Note: \*\* In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent. Measurement in accordance with ARB Method V.  
Source: ARB Fact Sheet 39, 1998.

The Federal Clean Air Act Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in non-attainment or maintenance areas of the state.

The CARB oversees activities of local air quality management agencies, and is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for federal Environmental Protection Agency (EPA) approval. The SIP is a plan that provides for implementation, maintenance, and

enforcement of the Ambient Air Quality Standards (AAQS). CARB maintains air quality monitoring stations throughout the State in conjunction with local air districts. Data collected at these stations are used by the CARB to classify air basins as "attainment" or "non-attainment" with respect to each pollutant and to areas that meet the AAQS, while non-attainment refers to areas that do not meet the AAQS. Maintenance areas refer to geographic areas that were once non-attainment but have shown recently that the areas are achieving the AAQS.

The federal CAA prohibits federal departments and agencies or other agencies from acting on behalf of the federal government, and the Metropolitan Planning Organization (MPO) from engaging in, supporting in any way, providing financial assistance for, licensing, permitting or approving any activity that does not conform to the State Implementation Plan (SIP).

### *Ozone*

Ozone (smog) is formed by photochemical reactions between oxides of nitrogen and reactive organic gases rather than being directly emitted. Ozone is a pungent, colorless gas typical of smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children. Ozone levels peak during the summer and early fall months. The APCD is designated as a non-attainment area for both federal and State ozone standards, meaning that air quality standards are being exceeded.

### *Carbon Monoxide*

Carbon monoxide (CO) is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. CO is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. The APCD is designated as an unclassified area for State and federal CO standards.

### *Nitrogen Oxides*

Nitrogen dioxide, a reddish brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to jointly as nitrogen oxides, or  $\text{NO}_x$ .  $\text{NO}_x$  is a primary component of the photochemical smog reaction. They also contribute to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. Nitrogen dioxide ( $\text{NO}_2$ ) decreases lung function and may reduce resistance to infection. The APCD is designated as attainment areas for State  $\text{NO}_2$  standards and unclassified for Federal Standards.

### *Sulfur Dioxide*

Sulfur dioxide ( $\text{SO}_2$ ) is a colorless irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous  $\text{SO}_2$  levels.  $\text{SO}_2$  irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight. APCD region is in

attainment with both federal and State sulfur dioxide standards.

### *Particulate Matter*

Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (larger than 2.5 but smaller than 10 micrometers, or  $PM_{10}$ ) come from a variety of sources, including windblown dust and grinding operations. Fine particles (less than 2.5 micrometers, or  $PM_{2.5}$ ) often come from fuel combustion, power plants, and diesel buses and trucks. Fine particles can also be formed in the atmosphere through chemical reactions. Coarse particles ( $PM_{10}$ ) can accumulate in the respiratory system and aggravate health problems such as asthma. EPA's scientific review concluded that fine particles ( $PM_{2.5}$ ), which penetrate deeply into the lungs, are more likely than coarse particles to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current  $PM_{10}$  standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms.

The APCD has designated non-attainment areas for the State  $PM_{10}$  standards and attainment for federal standards. The attainment status of  $PM_{2.5}$  in these basins has not been established by the EPA or the CARB.

The City must be diligent in its efforts to ensure that each future project is carefully reviewed to ensure consistency with Federal, State, and local air quality standards and consistent with the goals, policies, and standards established within the other elements of the General Plan that are intended to protect air quality. Therefore, a case-by-case review of future housing projects to ensure that air quality is protected and that they are consistent with all General Plan goals, objectives, and policies would be necessary. Adherence to such standards and guidelines would reduce potential impacts related to this issue to a *less-than-significant* level.

- d.e. The Housing Element Update contains policies and programs rather than specific projects. New development within the City must comply with the density and intensity standards outlined in the Land Use Element and the City's current Zoning Ordinance. A case-by-case review of future housing projects to ensure that air quality is protected and that the projects are consistent with all General Plan goals, objectives, and policies would be necessary. Furthermore, the construction of residences, in addition to the activities associated with the residences would not result in the creation of objectionable odors. Adherence to all applicable standards and guidelines would reduce potential impacts related to sensitive receptors to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact	
<b>IV. BIOLOGICAL RESOURCES.</b>					
<i>Would the project:</i>					
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.		<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.		<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.		<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e.		<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
f.		Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗

## Discussion

- a-f. The City of Colfax habitat types include chaparral and shrub communities, woodland communities, conifer forest communities, and sierran mixed conifer forest. Under the tree canopy are scrub-oak, manzanita, deer brush, and a variety of herbs and grasses. The natural vegetation supports various wildlife including California Quail, Gray Fox, mule deer, California thrasher, western rattlesnake, brush rabbit, dusk-footed wood rat, Western gray squirrel, California ground squirrel, bobcat, raccoon, scrub jay, golden mantled ground squirrel, and mountain lion. State or Federally Listed rare or endangered animal species are not known to exist in the City, or the City's sphere of Influence. (See Natural Environment Element, 6.2-6.3)

The Housing Element Update anticipates the need for 45 housing units in the City for the 7-year period from January 2001 to July 2008. The Colfax General Plan and accompanying Land Use Diagram have been developed with extensive resource protection policies and reserve areas. Amending the City of Colfax General Plan to include the Housing Element Update would not result in any significant impacts on biological resources because implementation of the goals, policies, and actions included in the Housing Element must be consistent with State and Federal laws and the goals, policies, and standards established within the Natural Environment Element of the General Plan, which are intended to protect biological resources.

Because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific biological impacts that may result from future housing development proposals. Therefore, future case-by-case reviews of future housing projects would be necessary to assess the potential for housing project specific biological impacts and project consistency with State and Federal regulations and all General Plan goals, objectives and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b>				
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a-d. Cultural resources are places, structures, or objects that are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. Cultural resources include historic and prehistoric archaeological sites, architectural remains, engineering structures, and artifacts that provide evidence of past human activity. They also include places, resources, or items of importance in the traditions of societies and religions.

Two major peoples lived in the Colfax area during the prehistoric period, the Maidu and the Mewok Native Americans. While it is unknown whether there was a permanent settlement located in what is present day Colfax, all new construction is monitored by an archeological expert in case prehistorical artifacts are uncovered.

The history of Colfax began in a little valley just below Colfax on the southern side of the Southern Pacific Railroad. Along a bend in the valley known as Alder Grove, miners first congregated as early as the spring of 1849. The area became the distributing point of supplies for all of the mining camps around it. As a commercial area, it ranked with Dry Diggings (Auburn) until late in the fall of 1849, when fear of a harsh winter in the upper canyon area discouraged winter trading activity. The site for the town which is today known as Colfax was laid out by the Central Pacific Railroad in 1865.

CEQA Guidelines Section 15064.5 defines historic resources as any object, building, structure, site, area, place, record, manuscript or other resource listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historic resources, or the lead agency. Generally a resources is considered to be "historically significant" if it meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of important persons in the past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The Housing Element Update requires the development of an additional 45 housing units in the City. However, the Housing Element Update contains policies and programs rather than ordinance amendments or specific projects. Without specific data on the location and type of new residential development, it is not possible to determine potential impacts to archaeological and historic resources. Review of new residential development(s) would permit an analysis of how such development may potentially conflict with known archeological and/or historic resources. The possibility also exists that future development would discover or uncover previously unknown archeological resources. Therefore, a case-by-case review of future housing projects and programs to ensure consistency with State, Federal, and all General Plan goals, objectives, and policies would be necessary. Adherence to applicable City, County, State, and federal standards and guidelines related to the protection/preservation of cultural resources, as well as the requirements mandated during the environmental review of individual projects would reduce potential impacts related to cultural resources to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b>				
<i>Would the project:</i>				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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 based on other substantial evidence of a known fault?			
ii.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Strong seismic ground shaking?			
iii.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Seismic-related ground failure, including liquefaction?			
iv.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Landslides?			
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Result in substantial soil erosion or the loss of topsoil?			
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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?			
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?			
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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 wastewater?			

### Discussion

- a-i.ii. As of the most recent listing of cities and counties affected by the Alquist-Priolo Act does not include either the City of Colfax or Placer County. Rupture of the surface has not resulted from faulting associated with earthquakes in Placer County. The nearest fault line is the Stampede Valley fault that was last active in 1966 during the Truckee earthquake. This fault line does not extend into Colfax but may extend into parts of Placer County.

Amending the City of Colfax General Plan to include the Housing Element Update would not result in any significant geological impacts because actions to implement the goals, policies, and actions included in the Housing Element must be consistent with the goals, policies, and standards established within the other elements of the General Plan that are intended to protect the safety of the community. Furthermore, all new housing development and rehabilitation that might result from Housing Element implementation would be required to be consistent with existing State and Local building codes which are designed to ensure that new construction does not expose people to significant geological impacts. Therefore, seismic hazards would have *less-than-significant* impacts to the proposed project.

- a-iii.iv.c. Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction is defined as "the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure. The Colfax General Plan Safety Element identifies the bed of streams or sloped exposures as areas of the City of Colfax that are the most susceptible to liquefaction. (Colfax General Plan p. 7-3).

Landslide can occur with or without an earthquake. These slope failures can be attributed to the type of material, structural properties of that material, steepness of slope, water, vegetation type, and proximity to areas of active erosion. Within Colfax, landslides are attributed to both erosion and the steepness of slope. The City of Colfax's Hillside development guidelines are in place to mitigate for landslides due to development.

The update to the City's Housing Element identifies that an additional 45 housing units are required in the City. In the absence of specific information regarding the location and type of these additional residential units, it is not possible to determine if new residential development is subject to liquefaction, landslide, and other related hazards. New residential development within the City would be designed and constructed to meet the most current seismic safety standards for liquefaction included in the Uniform Building Code (UBC) and/or standards established by the City of Colfax. Adherence to these requirements would reduce potential liquefaction, landslide, and other related impacts to a *less-than-significant* level.

- b. The Placer County General Plan Background Report identifies Colfax and the surrounding area as having soils that present a moderate to high erosion hazard. Due to this risk, parcels that have gradients of more than 10 percent are subject to the City's Hillside guidelines. Development in these areas are encouraged to use innovated design concepts such as clustering, split pads, and underground or below grade rooms to provide energy efficient and environmentally desirable spaces. Cluster development is when structures are built grouped close together to preserve open spaces larger than the individual yard for common recreation for the purpose of protecting and preserving natural landforms, and/or environmentally sensitive areas by maintaining open space. In these design areas the maximum number of residential dwelling units shall be as determined by environmental assessment, unless such development constraints can be shown to have been eliminated or mitigated to the satisfaction of the Planning

Commission or of the City Council. Development of the 45 residential units identified in the Housing Needs Assessment would require earth-moving activities, which would expose soils, thereby increasing the potential for erosion or loss of topsoil. The susceptibility of soils to erosion varies depending on the location, base material, topography, surrounding environment (e.g., natural cover or paved surfaces), and the level of ground disturbance activities. In the absence of information as to where new residential development would occur, it is not possible to ascertain if (or to what level), the development of specific residential projects would contribute to the erosion of or loss of topsoil.

Compliance with National Pollution Discharge Elimination System (NPDES) permit and Storm Water Pollution Prevention Plan (SWPP) requirements as well as common construction and grading practices would reduce potential impacts related to soil erosion to a *less-than-significant* level.

- d. Expansive soils have the potential for shrinking and swelling with changes in moisture content, which can cause damage to overlying structures. The amount and type of clay in the soil influences the changes. According to the Colfax General Plan Initial Study, much of the Colfax Planning Area contains soils that have low to moderate expansive soils.

The update to the City's Housing Element identifies that an additional 45 housing units are required in the City. In the absence of specific information regarding the location and type of these additional residential units, it is not possible to determine if new residential development is subject to hazards associated with expansive soil(s). New residential development within the City would be designed and constructed to meet the most current standards included in the Uniform Building Code and/or standards established by the City such as the Hillside Development Standards. Implementation of the related City of Colfax General Plan Policies would mitigate any potential impacts to a less-than-significant level (Colfax General Plan Initial Study, p. 7). Therefore, adherence to the above requirements would reduce potential expansive soils impacts to a *less-than-significant* level.

- a. The Housing Element Update contains policies and programs rather than specific projects. In addition, future residential development within the City would generally utilize local sewer systems. In areas where the use of septic systems is required, such systems would be designed, constructed, and maintained in accordance with established City standards. The suitability of specific sites to accommodate septic systems shall be determined prior to development via the preparation of applicable required studies. Adherence to applicable City standards related to the placement, construction, and suitability of septic systems would reduce potential impacts related to this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b>				
<i>Would the project:</i>				
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?				
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?				
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 for people residing or working in the project area?				
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

## Discussion

- a,b. The potential release of hazardous materials along roadways is an on-going condition that is regulated by federal, State, and local regulations. This condition would exist with or without the proposed project.

The update to the City's Housing Element identifies that an additional 45 housing units are required in the City. Because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific hazardous impacts that may result from future housing development proposals.

Amending the City of Colfax General Plan to include the Housing Element Update would not result in any significant hazards, such as exposure to potential health hazards, or creation of a health hazards, because actions to implement the goals, policies, and actions included in the Housing Element must be consistent with the goals, policies, and standards established within the other elements of the General Plan that are intended to protect the safety of the community. However, to ensure that development of housing on specific sites does not result in potentially significant hazards or expose people to potential health hazards, future projects would be reviewed for consistency with state, federal, and local requirements and guidelines. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

- c. Residential units constructed through implementation of the Housing Element Update may be located within one-quarter mile of an existing or planned school. The Housing Element Update contains policies and programs rather than specific projects. In the absence of specific information regarding the location and type of these additional residential units, it is not possible to determine potential impacts to existing or planned schools. An analysis of potential impacts associated with the Housing Element Update to existing or planned schools would be conducted during the environmental review of specific residential developments. Adherence to applicable City, State, and/or federal regulations related to the transport, use, storage or disposal of hazardous materials would reduce the potential impacts related to this issue to a *less-than-significant* level.
- d. The Housing Element Update contains policies and programs rather than specific projects. In the absence of specific information regarding the location and type of additional residential units, a residential development site cannot be identified as being located in or near an area identified as a hazardous materials site. Review of potential impacts related to this issue would be conducted during the environmental review of specific residential developments. Adherence to applicable City, State, and/or federal regulations would reduce potential hazards to the public to a *less-than-significant* level.
- e,f. Airports are not located within the City of Colfax or within the Planning Area. The nearest Public or Private Use Airport is the Nevada County Airport, 7.2 miles from the City of Colfax. State Law charges Nevada County with administering an Airport Land Use Plan (ALUP).

The Housing Element Update contains policies and programs rather than specific projects. Future development proposals would undergo analysis to determine whether a residential development site would be located within an ALUP or if such development would create a safety hazard for persons residing in new residential developments. Review of potential impacts related to this issue would be conducted during the environmental review of specific residential developments. Adherence to applicable City, State, and/or federal regulations would reduce potential hazards associated with this issue to a *less-than-significant* level.

- g. The Housing Element Update contains policies and programs rather than specific projects. In the absence of specific information regarding the location and type of additional residential units, the impact of new residential development on the emergency response and/or emergency evacuation plans adopted by the City cannot be determined. Development of residential uses would be consistent with applicable requirements of adopted emergency response/evacuation plans; thus, reducing potential impacts related to this issue to a *less-than-significant* level.
- h. The Housing Element Update is a policy level document and therefore does not contain specific projects. However, upon the construction of housing anticipated in the Housing Element Update, new housing would typically occur on undeveloped or underutilized land, some of which may be located adjacent to areas with a significant risk for property damage or injury resulting from wildland fires. The transition from natural vegetation to urban uses would increase the potential for wildland fire impacts. New residential development would be evaluated to determine the exposure of people and structures to a significant risk of loss due to wildland fires. New development would adhere to applicable and appropriate standards and regulations of responsible fire authorities; thereby, reducing potential wildland fire impacts to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b>				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a.f. Under Section 402 of the Clean Water Act, the Regional Water Quality Control Board (RWQCB) issues NPDES permits to regulate waste dischargers to "waters of the nation." Waters of the nation include rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of one (1) or more acres requires a NPDES permit. Construction project proponents are required to prepare a SWPPP.

The Housing Element Update is a policy level document and therefore does not contain specific projects. Future development anticipated in the Housing Element Update would be subject to the City's environmental review process; therefore, future residential development would be evaluated on an individual basis for potential violation of water quality standards or waste discharge requirements as it is proposed. Implementation of Best Management Practices (BMPs) as specified by the NPDES permit and the approval of a SWPPP would ensure that any potential impacts associated with this issue would be reduced to a *less-than-significant* level.

- b. The Housing Element Update is a policy level document and therefore does not contain specific projects. In addition, Colfax is not heavily reliant on groundwater. The Placer County Water Agency supplies water to much of Colfax. PCWA water supply comes from the Yuba-Bear and American River watersheds and snow pack runoff. Therefore, the impacts associated with the Housing Element would be *less-than-significant* and mitigation measures are not required.

- c-e. Because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific stormwater runoff and drainage pattern impacts that may result with future housing development proposals. Therefore, a case-by-case design review of future housing projects would be carried out to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

- g-i. According to FEMA, Colfax does not exist in a 100-year flood plan. For the purposes of Flood Hazard mapping it is zoned category "C". Because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific flooding impacts that may result with future housing development proposals. Therefore, a case-by-case design review of future housing projects would be carried out to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

- j. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines. Colfax is several miles inland from any sea or ocean and, therefore, would not suffer from a tsunami.

A seiche is a long wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, whose destructive capacity is not as great as that of tsunamis. Colfax is not located near a lake that is identified as having a potential threat from a seiche. However, mudflows typically occur in mountainous or hilly terrain. The City of Colfax is mountainous and hilly and has experienced mudflows in the past.

Because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific impacts resulting from seiches and mudslides that may result with future housing development proposals. Therefore, a case-by-case design review of future housing projects would be carried out to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING.</b>				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a. Development anticipated by the Housing Element Update would involve development of vacant land and underutilized land. The proposed project would involve a change in land use from vacant land to residential urban uses, but would not significantly divide any community or reduce access to community amenities. Therefore, project impacts are considered *less-than-significant* and mitigation measures are not required.
- b. The City of Colfax's current Housing Element was adopted in 1993. At the time of the adoption, all Elements of the City's General Plan were consistent. In accordance with State Law, the City of Colfax has prepared a new 2003-2008 Housing Element, which is the document evaluated in this Initial Study. With the adoption of this new Housing Element, all elements of Colfax's General Plan will be consistent with one another. Therefore, the proposed project would have *less-than-significant* impacts to land use plans and policies.
- c. Currently, habitat conservation plans or natural communities conservation plans do not exist within the Colfax Planning Area. Therefore, development anticipated by the Housing Element would have *no impacts* to habitat conservation plans or natural community conservation plans.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>X. MINERAL RESOURCES.</b>				
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<b>x</b>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<b>x</b>	<input type="checkbox"/>

**Discussion**

a.b. Currently there is an inactive mine located within the City of Colfax that may still contain trace veins of the mineral gold. The proposed project identifies a housing need of 45 housing units in the City. The possibility exists that the development of some of the houses would result in the loss of availability of mineral resources. However, because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific impacts related to mineral resources that may result with future housing development proposals. Therefore, a case-by-case design review of future housing projects would be carried out to ensure that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XI. NOISE.</b>				
<i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. Sound refers to anything that is or may be perceived by the ear. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. Noise impacts can be described in three categories. The first is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 decibels (dB) or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB that are inaudible to the human ear. Only

audible changes in existing ambient or background noise levels are considered potentially significant.

The proposed project identifies a housing need of 45 housing units in the City. Typically, residential housing does not generate unacceptable noise levels, which would exceed City standards. However, adoption and implementation of the Housing Element may be expected to result in the exposure of persons to noise levels in excess of standards established in the local General Plan or Noise Ordinance. Without identifying the location of residential development, it is not possible to determine if future housing would be placed near land uses that would generate noise levels that would exceed acceptable standards. Therefore, a case-by-case review of future housing projects would be carried out to ensure that future residents are not exposed to unacceptable noise levels, and that the projects are consistent with all General Plan goals, objectives, and policies, and the City's Noise Ordinance. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

- b. The construction of new residential uses would require the use of earthmoving vehicles and construction equipment. The operation of this equipment would temporarily increase the potential for groundborne vibration and/or noise. Potential ground borne noise/vibration impacts resulting construction of additional residential units envisioned by the Housing Element Update would be short-term. This issue would be evaluated as part of the environmental review of future residential development. Construction activities associated with new residential development would required to comply with applicable City standards regarding the generation of ground vibration or groundborne noise. Adherence to these measures would reduce impacts associated with this issue to a *less-than-significant* level.
- c. The update to the Housing Element identifies that an additional 45 housing units are required in the City. The development of new residential uses typically increases the traffic volumes in the vicinity of new development. Because traffic noise is a primary contributor to the local noise environment, any increase in traffic resulting from the development of new residential uses would be expected to proportionally increase local noise levels.

An analysis of potential impacts associated with permanent increases in ambient noise levels brought about through implementation of the Housing Element Update would be conducted as part of the environmental review of individual residential developments. Adherence to applicable City and/or State noise standards would reduce potential impacts related to this issue to a *less-than-significant* level.

- d. The update to the Housing Element identifies that an additional 45 housing units are required in the City. Development of new residential uses would require the modification of individual project sites, installation of utilities, and construction of structures. Noise generated from grading and construction equipment as well as noise generated from workers' vehicles would contribute to a temporary increase in ambient noise levels in the vicinity of the project site.

An analysis of potential impacts associated with temporary increases in ambient noise levels brought about through implementation of the Housing Element Update would be conducted as part of the environmental review of individual residential developments. Adherence to applicable City and/or State noise standards would reduce potential impacts related to this issue to a *less-than-significant* level.

- e,f. Airports are not located within the City of Colfax or within the Planning Area. The nearest Public or Private Use Airport is the Nevada County Airport, 7.2 miles from the City of Colfax. Therefore aircraft operations at the airport are not audible in the Planning Area and existing and future operations are not identified as a potential noise source within the Planning Area.

The update to the Housing Element identifies that an additional 45 housing units are required in the City. In the absence of specific information regarding the location and type of additional residential units, potential airport-related noise impacts cannot be determined. Future residential development anticipated by the Housing Element Update would be evaluated to identify how such development would be potentially impacted by airport related noise. Compliance with applicable City, State, and/or federal noise standards would reduce potential impacts related to this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING.</b>				
<i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

**Discussion**

a-c. The addition of the housing units proposed in the Housing Element Update would help to increase the number of housing units in the City and improve the jobs/housing balance. All of the housing development proposed by the Housing Element Update is within the existing City limits on land that is already served by the necessary infrastructure for residential development or land that can have the necessary infrastructure systems extended. For these reasons, adoption and implementation of the Housing Element would not be expected to induce substantial growth that would require significant new infrastructure, displace substantial numbers of existing housing, or necessitate the construction of replacement housing. Therefore, approval and implementation of the Housing Element Update would have *less-than-significant* impacts to population and housing.

The Housing Element Update contains policies and programs rather than specific projects. Future development anticipated by the Housing Element Update would be constructed on vacant and underutilized land in the City, and existing housing would not be displaced. Therefore, the Housing Element would have *less-than-significant* impacts related to the displacement of existing housing.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES.</b>				
<i>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 public services:</i>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. Residential development proposed by the Housing Element Update would be served by the Colfax Fire Department. The additional development of 45 housing units set forth by the Housing Element would increase the need for fire protection services in the City. However, the Housing Element Update contains goals, policies, and programs rather than specific projects. Future development may require improvements to existing facilities or increases in staffing and equipment. Through the City's environmental review process, future development would be evaluated on an individual basis for potential impacts related to the provision of fire protection services. Without specific details regarding each development, the adequacy of fire protection is impossible to determine with any precision. These needs would be addressed and met as each development is constructed. Where needed, appropriate mitigation measures would be required to reduce potential impacts to a level that is *less-than-significant*.
  
- b. Residential Development proposed in the Housing Element Update would be served by the Placer County Sheriff Department. The additional development of 45 housing units set forth by the Housing Element would increase the need for police protection services in the City. However, the Housing Element Update contains goals, policies, and programs rather than specific projects. Future development anticipated in the Housing Element Update may require improvements to existing facilities or increases in staffing and equipment. Through the City's environmental review process, future development would be evaluated on an individual basis for potential impacts related to the provision of police protection services. Without specific details regarding each development, the adequacy of police protection is impossible to determine with any precision. These needs would be addressed and met as each development is constructed. Where needed, appropriate mitigation measures would be required to reduce potential impacts to a level that is *less-than-significant*.

- c. Two school districts serve the Colfax Planning Area, the Colfax Elementary School District and the Placer Union High School District. All schools are located outside of the City boundaries (Colfax General Plan Initial Study, p. 13). The Housing Element Update identifies an assigned growth need of 45 additional housing units for development through 2008. Development of additional housing is provided to meet anticipated population growth, thereby increasing the demand on schools. Additional facilities and staffing may be necessary to accommodate the growth. Payment of the School Facilities Mitigation Fee has been deemed by the State legislature to be full and complete mitigation of the impacts of a development project on the provision of adequate school facilities. The assessment of the standard School Facilities Mitigation Fee ensures that the Project would not result in a significant impact under CEQA, in accordance with Senate Bill 50, which became effective in 1998. Therefore, the impact from the proposed project would be *less-than-significant*.
- d. All local-serving park and recreation lands within the Planning Area are owned and operated by the Parks and Recreation Department, and local school district. The City of Colfax has adopted a standard, which requires a 3-5 acres per 1,000 residents (Colfax General Plan Natural Environment Element p. 6-10) The Housing Element Update identifies an assigned growth need of 45 additional housing units for development through 2008. The Housing Element Update contains goals, policies, and programs rather than specific projects. Future development anticipated in the Housing Element Update would increase the demand for additional parkland in the City. All future residential development shall be reviewed to ensure consistency with the Colfax General Plan, all applicable City ordinances, and the community's open space and recreational needs. Adherence to these measures would reduce impacts associated with this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XIV. RECREATION.</b>				
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,b. All local-serving park and recreation lands within the Planning Area are owned and operated by the City of Colfax parks and recreation department, and the local school district. The City of Colfax has adopted a standard, which requires 3-5 acres per 1,000 residents (Colfax General Plan National Environment Element p. 6-10). The Housing Element Update identifies an assigned growth need of 45 additional housing units for development through 2008. The Housing Element Update contains goals, policies, and programs rather than specific projects. Future development anticipated in the Housing Element Update would increase the demand for additional parkland in the City. All future residential development shall be reviewed to ensure consistency with the Colfax General Plan, all applicable City ordinances, and the community's open space and recreational needs. Adherence to these measures would reduce impacts associated with this issue to a *less-than-significant* level.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XV. TRANSPORTATION AND CIRCULATION.</b>				
<i>Would the project:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,b. The Housing Element Update identifies an assigned growth need of 45 additional housing units. Because the Housing Element is a policy level document, the Element does not include site specific designs or proposals that would enable an assessment of potential site specific transportation impacts that may result with future housing development proposals. All future residential development shall be reviewed to ensure consistency with all regional and local transportation plans and policies, the Colfax General Plan, and all applicable City ordinances. In addition, all proposals, both private and public, to develop new residential units shall be subject to a project-specific environmental analysis. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

c. Development anticipated by the Housing Element Update involves the potential

development of 45 housing units on vacant and underutilized parcels of land throughout the City. The anticipated amount of development would not result in any changes to air traffic patterns nor would the anticipated amount of development result in any substantial safety risks related to aircraft traffic. Therefore, the proposed project would have *no impact*.

- d. The Housing Element Update identifies an assigned growth need of 45 additional housing units through 2008. Any needed traffic improvements associated with the anticipated development would be constructed to the City's roadway safety standards. The increased amount of traffic associated with the anticipated development would not substantially increase hazards to motorists, pedestrians or bicyclists. Through the City's environmental review process, future development projects would be evaluated for potential safety impacts. Where needed, appropriate mitigation measures would be required to reduce potential impacts to a *less-than-significant* level.
- e. The Housing Element Update identifies an assigned growth need of 45 additional housing units through 2008. Any future residential projects would be required to conform to traffic and safety regulations that specify adequate emergency access measures. Without specific details regarding each development, the adequacy of emergency access is impossible to determine with any precision. Future development projects would be evaluated to determine adequacy of emergency access prior to its approval. Therefore, the proposed project would have a *less-than-significant* impact to hazards resulting from design features.
- f. Development anticipated by the Housing Element Update involves the construction of residential dwelling units. Each development would be required to adhere to all applicable City of Colfax standards pertaining to the provision of parking facilities. Future development projects would be evaluated to determine adequacy of parking on an individual basis. Adherence to these standards would reduce potential parking impacts to a *less-than-significant* level.
- g. The City of Colfax contains access to several forms of alternative transportation such as buses, walking trails, and bike paths. The Housing Element Updated identifies an assigned growth need of 45 housing units by 2008. Because the Housing Element is a policy level document, the Element does not include site specific designs or proposals that would enable an assessment of potential site specific impacts to alternative transportation that may result with future housing development proposals. Future development proposals would provide for alternative modes of transportation. Therefore, the proposed project would have a *less-than-significant* impact.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation incorporated	Less-Than-Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b>				
<i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,b,d,e. The City of Colfax Wastewater Treatment Plant was built in 1978. Currently, the Plant is functioning under a cease and desist order issued by the Regional Water Quality Control Board. The plant has only marginal remaining capacity and has difficulty in meeting new, more stringent, discharge requirements. The City is required to upgrade the plant to provide additional plant capacity and improve treatment type by June 14, 2006. Currently, according to the Colfax Wastewater Treatment Plant Capacity Analysis report, the Wastewater Treatment Plant has sufficient capacity for a limited number of new equivalent dwelling units (EDUs). As a result, the City Council has adopted ordinance #478, which would allocate the remaining connections on a yearly basis until the plant

upgrades are completed in 2006. The ordinance provides an initial 11 EDU's for the period of October 1, 2003 to September 30, 2004, of which 5 are specified for residential development. A two-member allocation subcommittee was also established to review the status of the plant and EDU absorption on a quarterly basis. The subcommittee will then allocate an average of 15 EDUs per year. Based on this review, the Subcommittee may recommend to the Council an adjustment in the available EDUs. Given the projected annual construction need of 10 units over the next three years, the current allocation of EDUs will be sufficient to meet the City's housing goals. Currently an Environmental Review is being conducted to assess potential impacts of the expansion of the Wastewater Treatment Plant.

Water in the Colfax Planning Area is provided by the Placer County Water Agency. They have indicated that there is sufficient water availability to meet the needs of the Colfax Regional Housing Needs Assessment.

Construction anticipated by the Housing Element Update includes an assigned growth need of 45 housing units for development through 2008. Amending the City of Colfax General Plan to include the Housing Element Update would not result in any impacts to water and wastewater service because actions to implement the goals, policies, and programs included in the Housing Element must be consistent with the goals, policies, and standards established within the other elements of the General Plan. However, the City would need to continue to carefully review individual projects and work with utility providers to ensure that future projects do not result in localized or project specific utility impacts and ensure that each project is contributing a fair share financial contribution to the ongoing improvement of the public systems. Water and wastewater improvements are required as part of a building permit for most types of "new development." Therefore, the Housing Element Update would have *less-than-significant* impacts to water and wastewater.

- c. Because the Housing Element is a policy level document, the Housing Element does not include any site specific designs or proposals that would enable an assessment of potential site specific stormwater runoff impacts that may result with future housing development proposals. Therefore, a case-by-case design review of future housing projects would be carried out to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.
  
- f.g. Solid waste collection is a "demand-responsive" service and current service levels can be expanded and funded through user fees without difficulty. Future development would also coordinate with a certified waste hauler to develop curbside collection of recyclable materials within the City. All future development within the City shall comply with applicable elements of the California Solid Waste Reuse and Recycling Access Act of 1991. Future waste disposal needs cannot be accurately determined without site locations and specific project details. The volume of solid waste generated by the anticipated housing units set forth by the Housing Element Update is not anticipated to adversely impact landfills or other solid waste disposal facility. Where needed, appropriate

mitigation measures would be required to reduce potential impacts to a level that is *less-than-significant*.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a.b. Although the Housing Element Update identifies an assigned growth need of 45 additional housing units within the City, the Housing Element Update is a policy level document designed to guide the City in future planning through 2008. The number of units proposed for construction by the Housing Element can be accommodated within the Colfax City Limits and under the current General Plan designations. Future development proposals would be subject to the City's environmental review process and evaluated for potential cumulative impacts. Where needed, appropriate mitigation measures would be required to reduce potential impacts to a level that is *less-than-significant*.

c.d. The General Plan buildout involves the implementation of the Housing Element Update for the City of Colfax. The Housing Element Update contains policies and programs rather than ordinance amendments or specific projects. However, the Housing

Element Update identifies an assigned growth need of 45 additional housing units within the City. This development would increase the amount of traffic on local roadways, emission of pollutants and particulate matter, generate noise within the project limits, impact the provision of public services, and may result in the loss of farm land and possibly affect the amount and distribution of biological resources. Without the exact number of units to be constructed or specifics details regarding each project, the effects on the environment, either directly or indirectly, is impossible to determine with any precision. Through the City's environmental review process, future development projects would be evaluated individually for potential direct and indirect impacts. Where needed, appropriate mitigation measures would be required to reduce potential impacts to a level that is less-than-significant. Therefore, the impact would be considered *less-than-significant*.