

City Council Meeting

COUNCIL CHAMBERS, 33 SOUTH MAIN STREET, COLFAX, CA



Mayor Trinity Burruss · Mayor Pro Tem Marnie Mendoza
Councilmembers · David Ackerman · Joe Fatula · Sean Lomen

SPECIAL MEETING AGENDA

November 8, 2022

Public Workshop Session 8:00 AM

This Special Meeting of the City Council is being held pursuant to Government Code Section 54953(e) which authorizes meetings to be held by teleconference. The Governor’s proclaimed state of emergency remains in effect and the City Council has made or will make the legal findings necessary to hold meetings by teleconference. You may access the meeting and address the Council by any of the following means:

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Facebook Live on our City of Colfax page: City of Colfax, California. You may also submit written comments to the City Clerk via email at city.clerk@colfax-ca.gov, via regular mail to P.O. Box 702, Colfax CA 95713, or by dropping them off at City Hall, 33 S. Main Street, Colfax CA 95713. Comments received will be submitted to Council and made a part of the record.

1 OPEN SESSION

- 1A. Call Open Session to Order
- 1B. Roll Call

2 PUBLIC COMMENT

2A. Open Public Comment

Members of the public are permitted to address the Council orally or in writing on matters of concern to the public within the subject matter jurisdiction of the City that are not listed on this agenda. Please make your comments as succinct as possible. Oral comments made at the meeting may not exceed five (5) minutes per speaker. Written comments should not exceed 800 words. Written comments received before the close of an agenda item may be read into the record, with a maximum allowance of five (5) minutes in length. Council cannot act on items not listed on this agenda but may briefly respond to statements made or questions posed, request clarification, refer the matter to staff, or place the matter on a future agenda.

3 WORKSHOP SESSION



Colfax City Council Meetings are ADA compliant. If you need disability-related modification or accommodation including auxiliary aids or services to participate in this meeting, please contact the City Clerk at (530) 346-2313 at least 72 hours prior to make arrangements for ensuring your accessibility.

November 8, 2022

The purpose of this workshop is to review a prepared comprehensive, long term plan for the City which serves as a guide for decision making on physical development and provide Council and public input to the City of Colfax General Plan Update processes. Any recommendations or proposed amendments will be presented for Council review and approval at a future regularly scheduled Council Meeting.

3A. General Plan Update Workshop

Existing General Plan 2020 - Introduction, Land Use Element, Circulation Element, Safety Element (Pages 3-70)

Proposed General Plan 2040 - Introduction, Land Use Element, Circulation Element, Safety Element (Pages 71-132)

4 ADJOURNMENT

I, Marguerite Bailey, City Clerk for the City of Colfax, declare that this agenda was posted in accordance with the Brown Act at Colfax City Hall and Colfax Post Office. The agenda is also available on the City website at <http://colfax-ca.gov/>

Marguerite Bailey

Marguerite Bailey, City Clerk

Administrative Remedies must be exhausted prior to action being initiated in a court of law. If you challenge City Council action in court, you may be limited to raising only those issues you or someone else raised at a public hearing described in this notice/agenda, or in written correspondence delivered to the City Clerk of the City of Colfax at, or prior to, said public hearing



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.

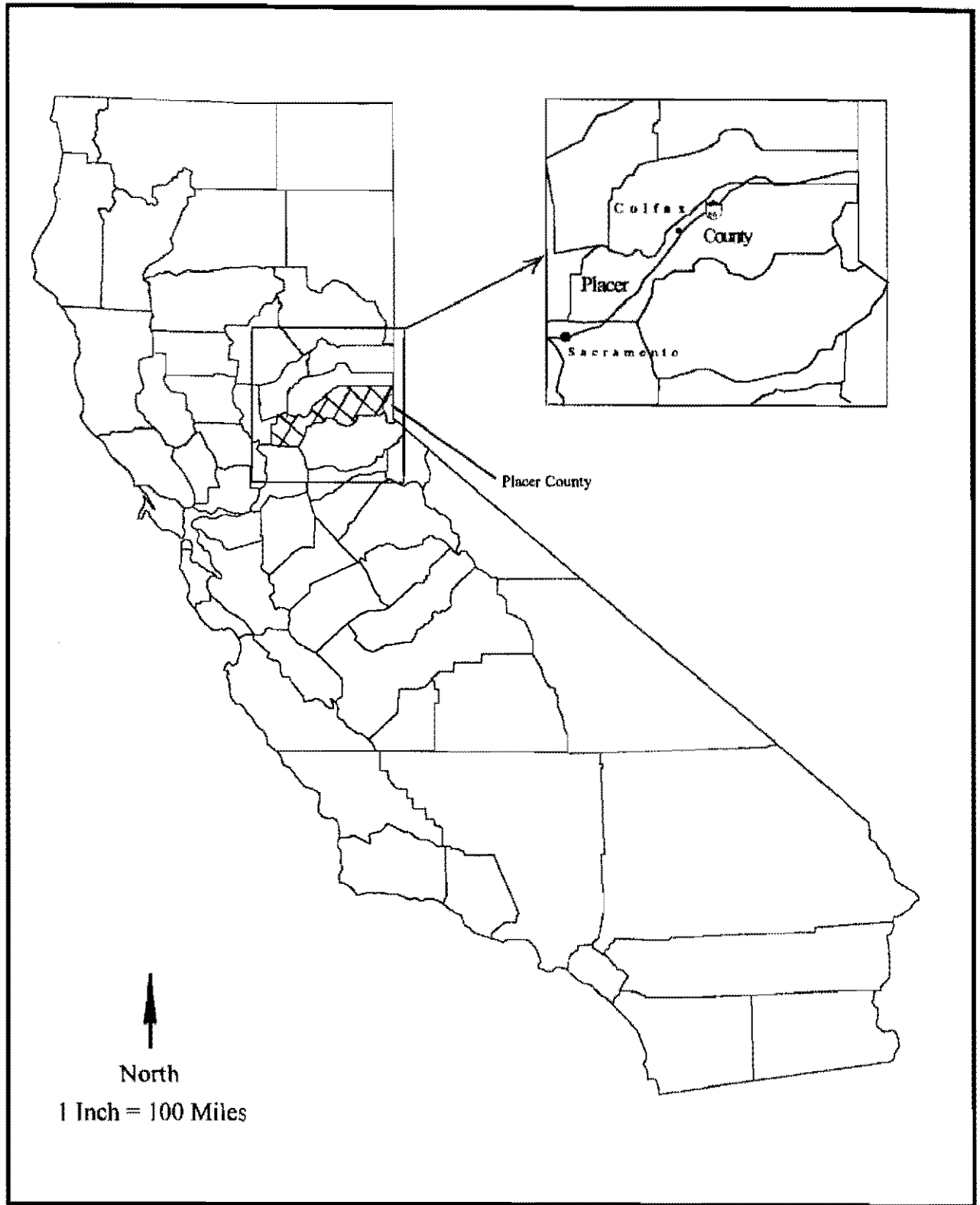
1.1.2 Climate

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

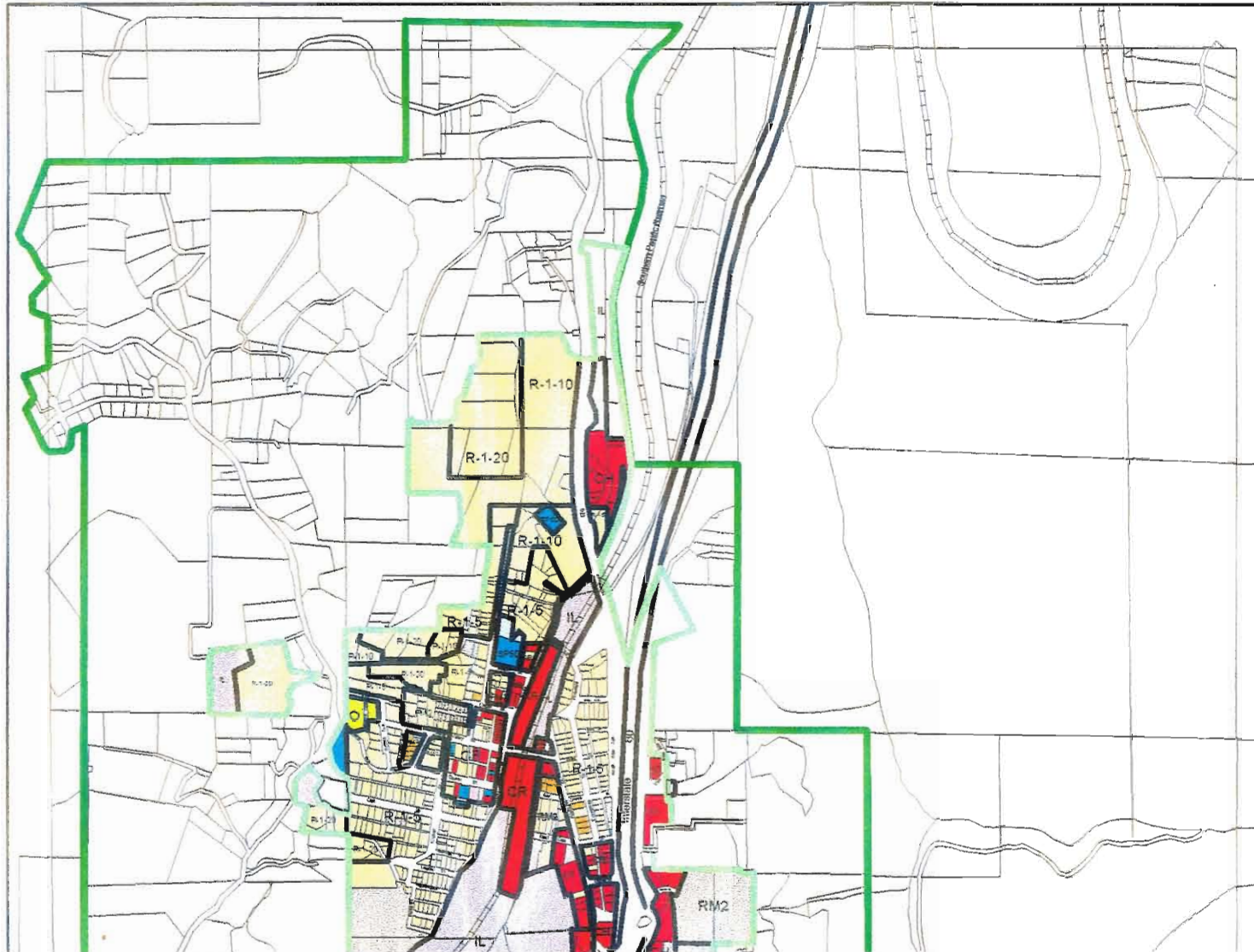
The major all inclusive goals of this plan are presented here. These goals guide Colfax's development for the next twenty years.

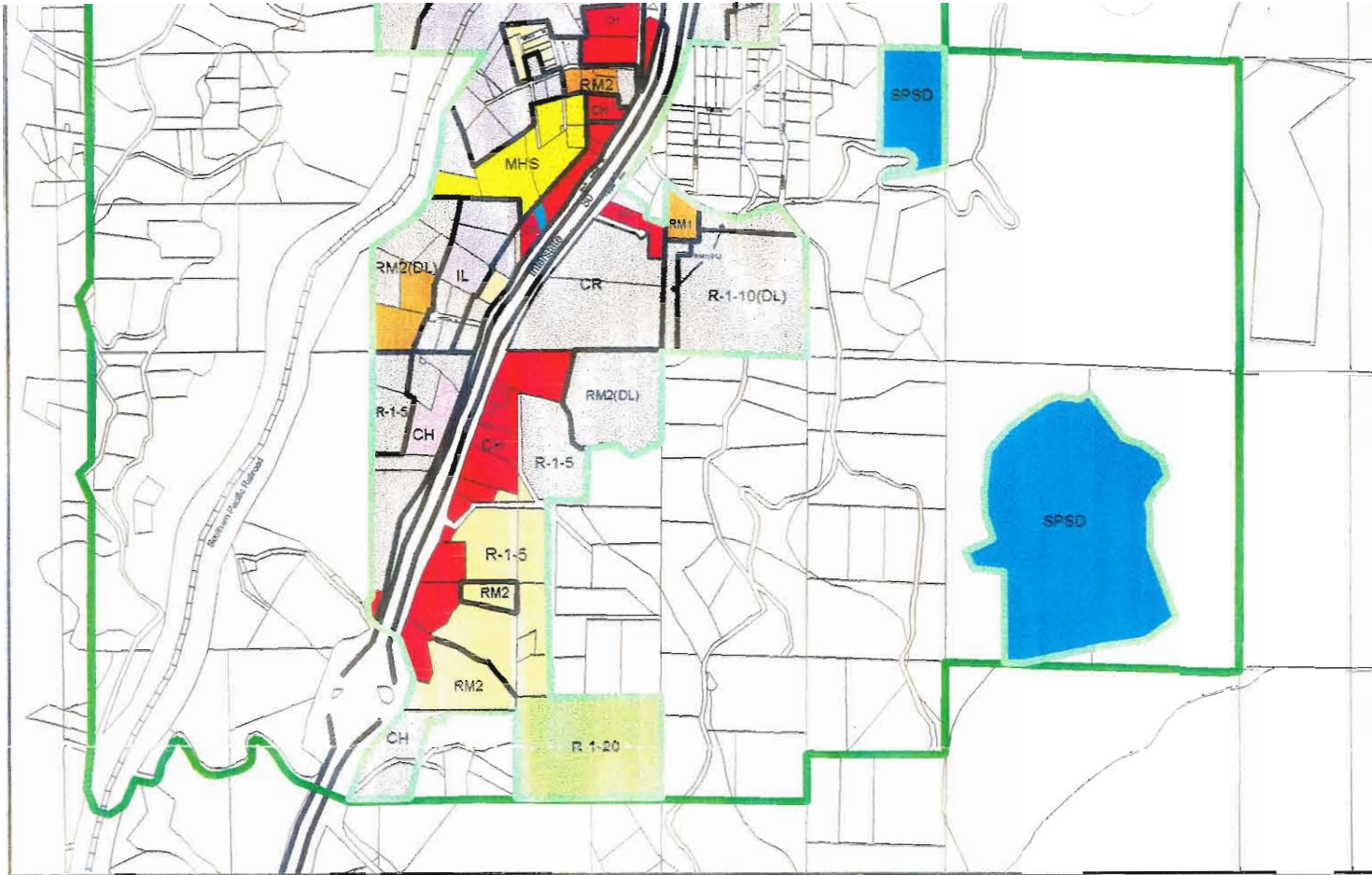
- Maintain and improve the quality of life in Colfax by creating a better physical living environment (CD)
- Maintain and attract employment for Colfax residents. (E)
- Ensure that new development is self supporting, high quality and compatible with the City. (CD)
- Provide a safe and efficient circulation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

CHAPTER 2
LAND USE

City Of Colfax

Existing Land Use and Zoning Overlay





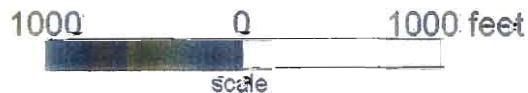
Existing Land Use

- 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

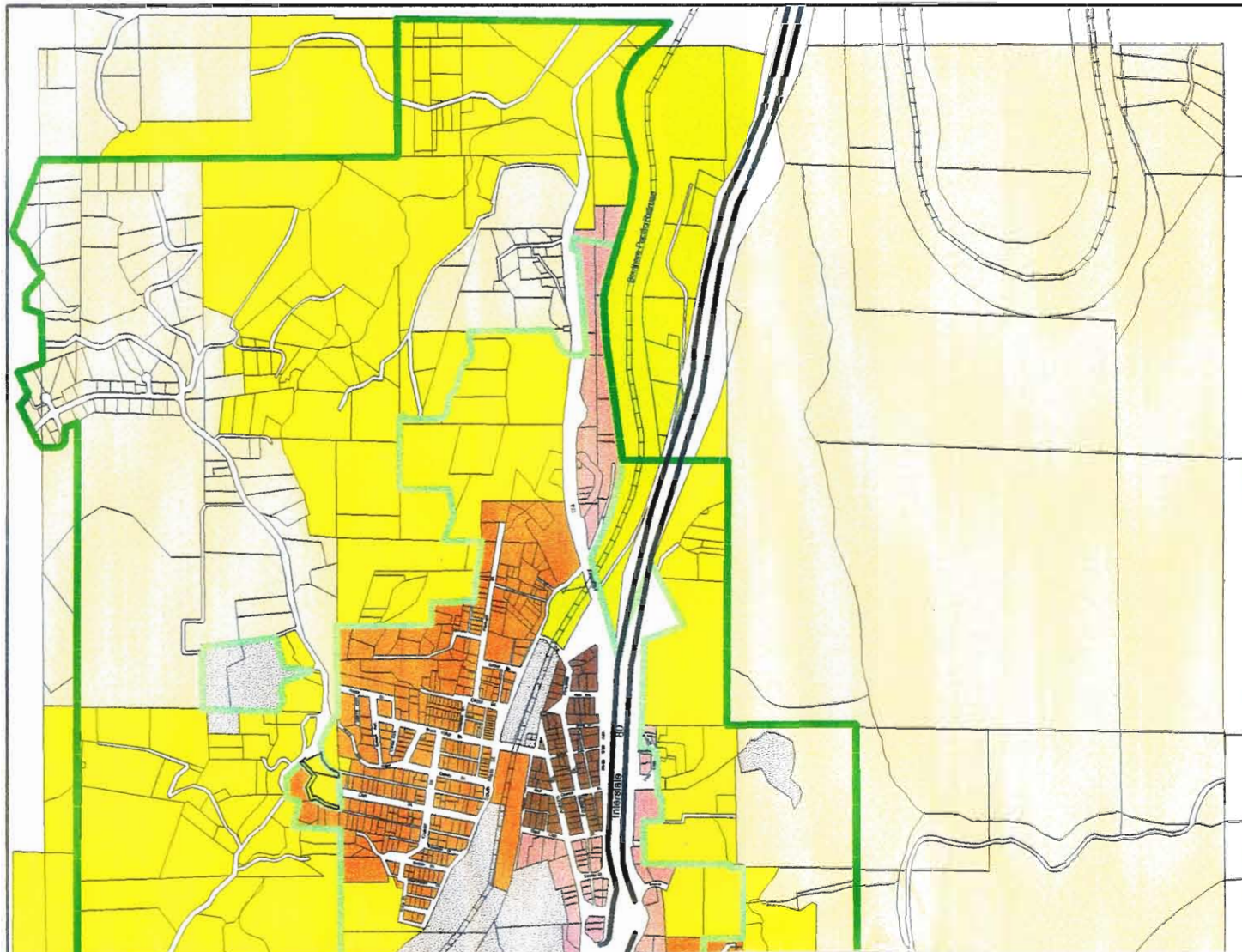


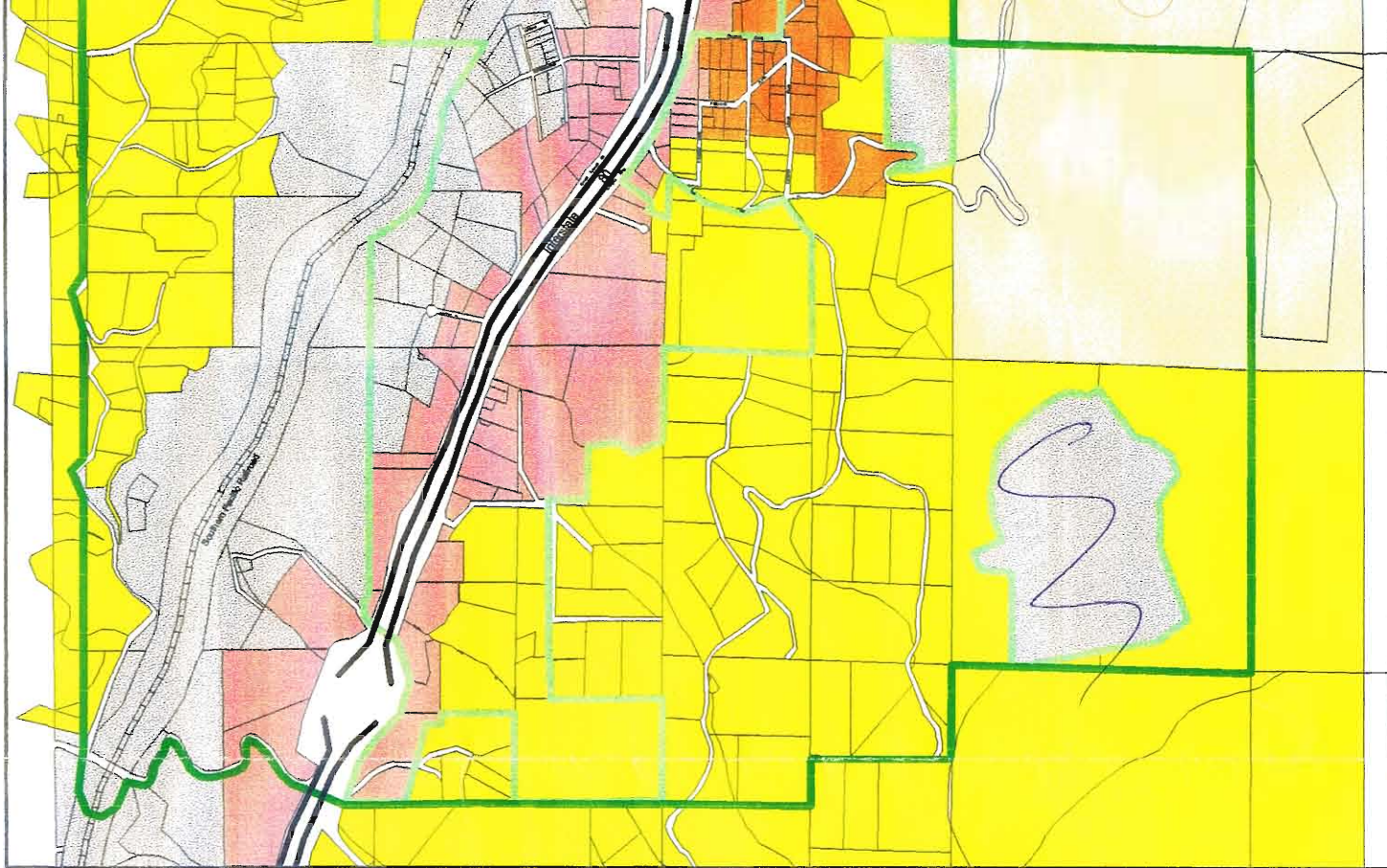
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In Cooperation with the Geographic Information Center
Cartography by Kent Johanns

FIGURE 2-1

City Of Colfax

General Plan Map

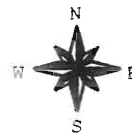




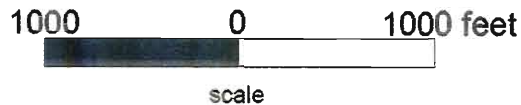
Future Land Use

- 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



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.

District	Min. Area in Square Ft.
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.

District	Minimum Parcel Area (Sq. Ft.)	Min. Parcel Area per dwelling unit (Sq. Ft.)	Min. Usable Open Space per dwelling unit (Sq. Ft.)	Maximum Lot Coverage	Max. Bldg. Height *
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:

Floor Area Ratio (FAR) Example		
FAR	Lot (one acre) (square feet)	Building Area (square feet)
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 ¹	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

¹ 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.

Residential Land Use	Average Dwelling Units Per Acre	Vacant Acres in City	Vacant Acres in SOI (estimated)	Potential Population Increase in City**	Potential Population Increase in SOI**	Total Change
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)
Total						19,019

* 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

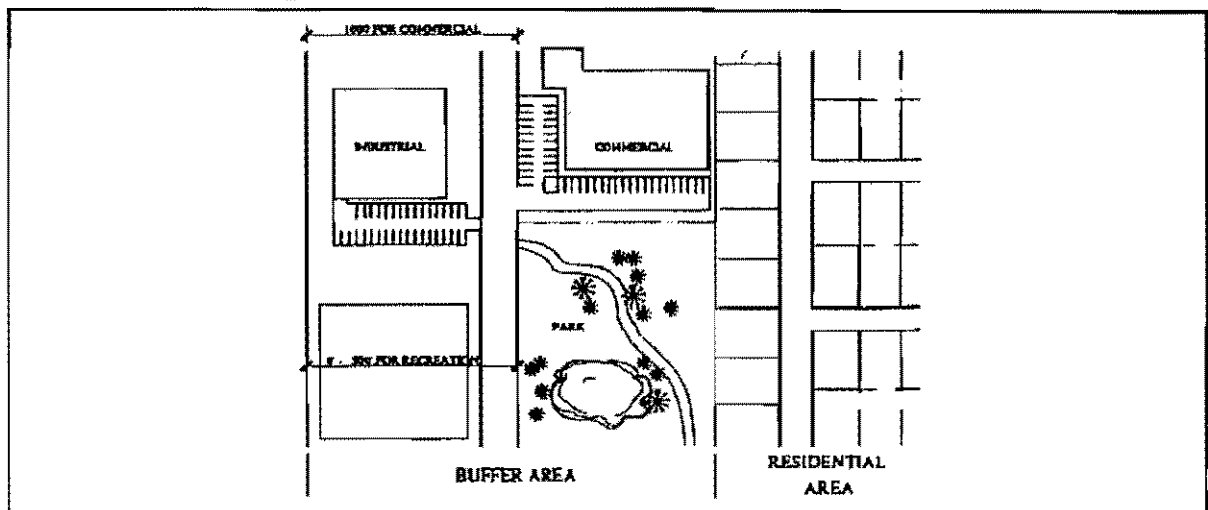
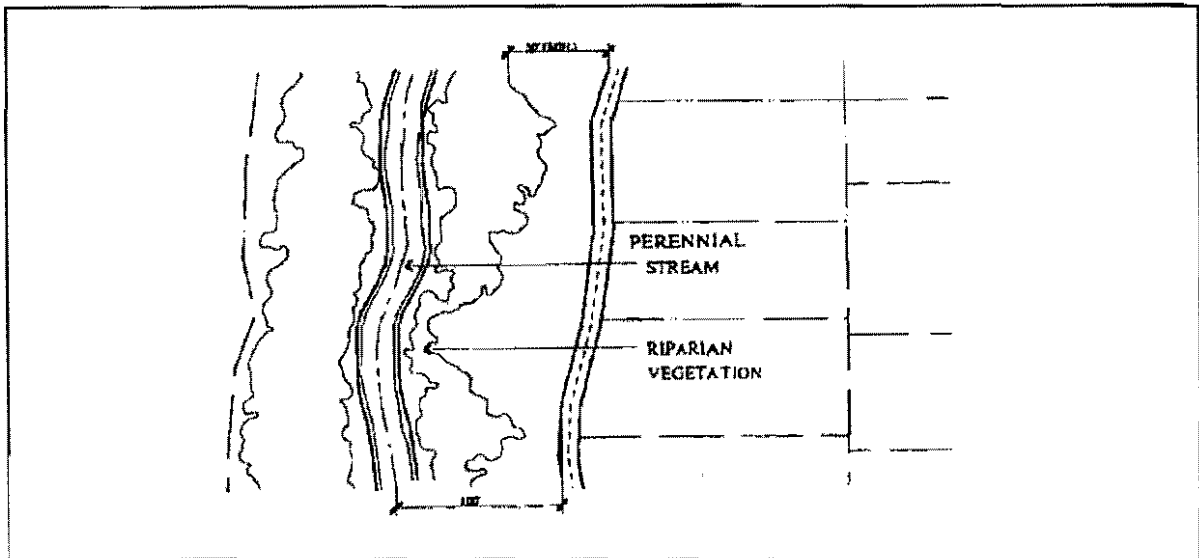


Figure 2.4 Sensitive Habitat Buffer/greenbelt



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)**
Total (With Reduction)			584
Total (With out Reduction)			871

** (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.

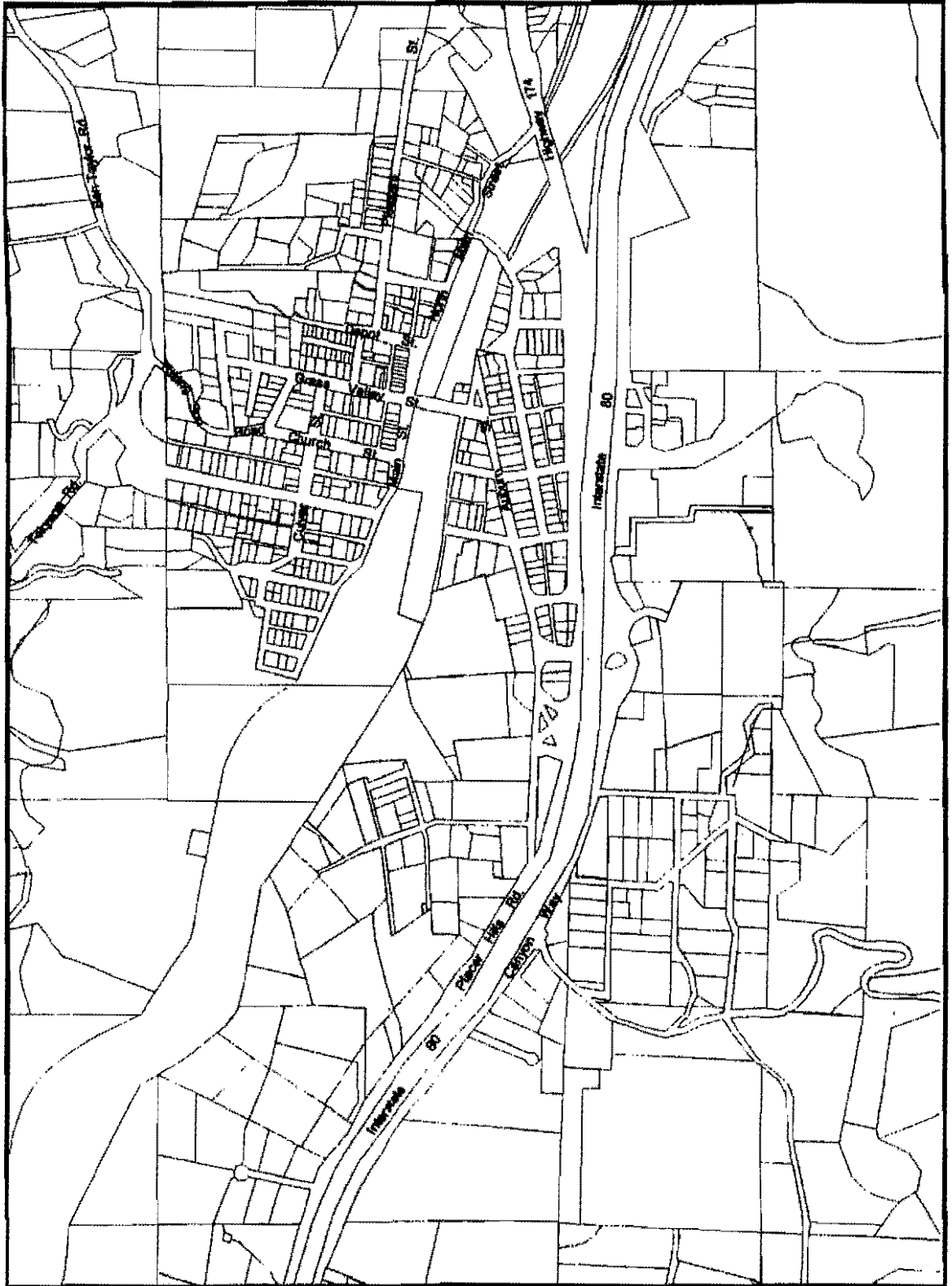
Source: Highway Capacity Manual, 1985

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.

LOS	V/C Ratio
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

¹ 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

¹The 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 7
SAFETY

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

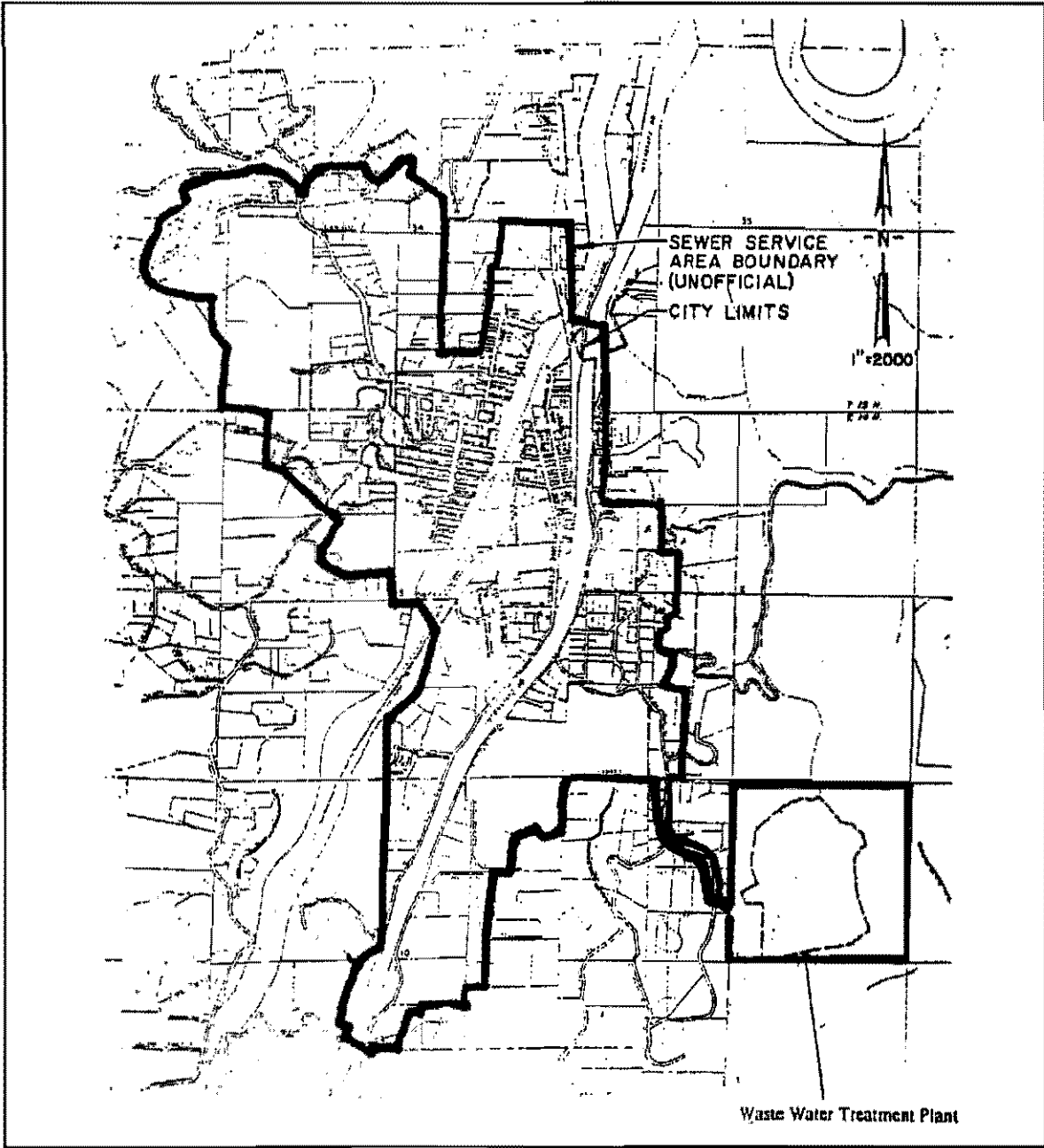
The City of Colfax wastewater collection system consists of about 49,000 linear feet of gravity sewer pipeline and 10,000 linear feet of force mains, serving most of the City and some outlying areas, including the High School and Elementary School. This system of collector pipes flows into the City's 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

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)**
Total (With Reduction)			584
Total (With out Reduction)			871

** (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.

1.0 INTRODUCTION

1.1 City of Colfax Background

1.1.1 Regional Setting

The City of Colfax in Placer County California 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 lies at the extreme northeastern edge of the Sacramento metropolitan area 50 miles east of the City of Sacramento. Colfax is in the heart of the mother lode, just a short distance from the historic gold mining areas along the American River, Bear River, and Auburn Ravine.

The general elevation of Colfax is 2,400 feet (See Figure 1-1). 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 summer 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. Except for a rare summer shower, most of the precipitation occurs between October and April. Colfax is normally out of the winter fog and above valley smog.

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

1.1.2 Historical Context

The town of Illinoistown was established in 1849 in a valley called Alder Grove as 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 local tribes 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 Ulysses S. Grant's vice-presidential running mate Schuyler Colfax. The original town lots sold out quickly 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. From 1876 to 1942, a narrow gage railroad operated between Colfax and Grass Valley. 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 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 throughout the entire incorporated area, and it should include other areas that the City determines relevant to its planning such as the Sphere of Influence (SOI). 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 they must be internally consistent.
- **The General Plan Must Be Long-Range.** The General Plan provide a long-term perspective, often 20-years or more. The General Plan is a dynamic document because it is based on needs of the community, 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 are done through a public process and limited to four per year.

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 General 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 General 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.

FIGURE 1-1
CITY OF COLFAX AND PLACER COUNTY

1.3 Interpretation of this General Plan

The General Plan will be implemented over an extended period that will likely span several decades. During this time, long-range planning efforts will continue using the General Plan goals and polices as a guide. However, the General Plan is a living document. State law allows the General Plan to be periodically updated and refined and requires annual review of implementation actions. Ideally the General Plan would be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals.

In the event uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or another symbol or line found on the official maps of the General Plan, the following procedures will be used to resolve such uncertainty.

- » Boundaries shown in the General Plan and on official maps as approximately following the limits of any municipal corporation are to be construed as following these limits.
- » Boundaries shown in the General Plan as following property lines shall be construed as following such lines.
- » Boundaries shall extend to the centerline of the adjacent roadway or easement even though the roadway may appear 'clear' on maps. The lack of color on the roadway is to aid in the legibility of roadway names.

If the above does not clarify the intent of the maps, or if the question is one of policy interpretation, the City Council is the final determiner of the intent of the General Plan.

1.4 Maintenance and Update of the General Plan

The General Plan will be implemented over an extended period (20+ years, with a time horizon of 2040). During this time, the long-range planning efforts for the City will continue using the goals and objectives as a guide.

However, a general plan is a living document, and presents the outcomes desired by the community based on their current goals and local conditions. As the city grows and changes, it may become necessary to amend specific policies and implementation actions as economic and demographic conditions change while new ideas about growth and conservation are formed.

Any part of a general plan may be amended to accommodate changing conditions. Property owners, the Planning Commission, the City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act.

Community members, neighborhood groups and local organizations are encouraged to get involved in the on-going planning efforts of the City and to participate in the implementation of the General Plan. By active, thoughtful involvement, residents can be part of the process of shaping the City to make it an even more active, prosperous, and welcoming city than it is today.

California Government Code requires that the planning agency “render an annual report to the legislative body (City Council) on the status of the Plan and the progress in its implementation” (Section 65400(b)). State law further requires that the Housing Element be reviewed and updated at least once every eight (8) years. As part of this review, the City will consider progress in the context of the indicators presented within this General Plan. Similarly, each year, the Capital Improvements Program shall be reviewed to ensure the planned infrastructure investments are consistent with this General Plan.

1.5 California Environmental Quality Act

As allowed by section 15166 of the California Environmental Quality Act (CEQA) this General Plan contains a programmatic environmental impact report (EIR). As the programmatic EIR will rely upon policies and implementation measures contained in the General Plan, including the environmental analysis in the General Plan ensures consistency in implementation and reduces duplication of text.

1.6 Organization of this General Plan

This General Plan is organized into a combination of text, maps, tables, and figures presented in the following eight Elements:

- » **Land Use Element.** This element of the General Plan establishes and explains the various land use designations in the City and supports the zoning code regulating development.
- » **Community Design Element.** The design element provides guidance for building in all areas of Colfax, including the Historic District.
- » **Circulation Element.** The circulation element provides both motorized and non-motorized mobility options in the City.
- » **Housing Element.** The Housing Element demonstrates how the City will meet its Regional Housing Needs Allocation (RHNA).
- » **Noise Element.** Based in part on the traffic information for major streets, the noise element identifies primary noise sources and sets policy for adjacent land uses.
- » **Safety Element.** The Safety Element includes information on flooding, wildfire, and other environmental factors that would affect safety in the City.
- » **Conservation and Open Space Element.** This element includes open space and conservation policies.

- » **Environmental Analysis.** This chapter, and associated technical appendices, will serve as the environmental impact as allowed by the CEQA guidelines.

This General Plan consists of an officially adopted map (Fig. X-X, Land Use Diagram) and accompanying text. This text is organized for ease of use and in response to land use issues that may confront City decision-makers. Except for the Housing Element that follows a state-mandated format, each Element provides a brief discussion of existing conditions, the expectation of future conditions and needs, followed by goals, policies, and implementation measures. The goals and policies are presented by topic, not in order of priority, and numbering is provided for ease of reference. All goals, policies, and implementation measures should be considered with the same weight regardless of numbering or location in the General Plan.

- **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 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 establish the "who", "how", and "when" for carrying out the "what" and "where" of goals to which the City aspires.

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2.0 Land Use Element

2.1 Introduction

The Land Use Element plays a central role in the General Plan as it sets forth specific goals and policies to guide the intensity, location, and distribution of land uses for the City of Colfax and the planning area. The Land Use Element serves as the basis for determining service requirements, including plans for future streets and roads, water and sewer, schools, and police and fire protection services.

The Land Use Element shapes the City's form and character by providing a framework for orderly patterns of growth and development, and by ensuring an appropriate distribution or mixture of land uses.

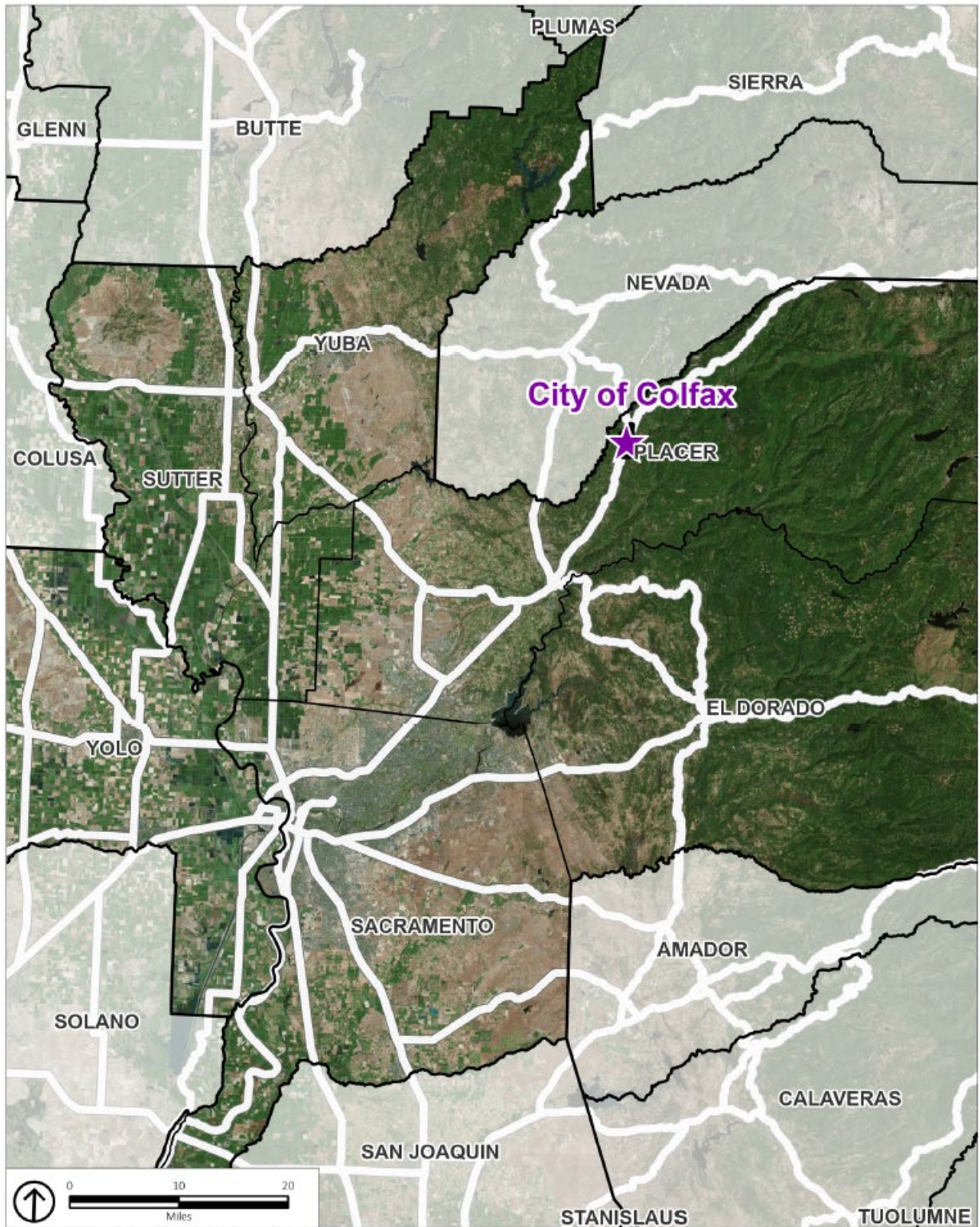
The Guiding Principles for the Land Use Element are:

- » Provide land to accommodate housing and employment for the projected growth through the year 2040.
- » Ensure land remains available for development beyond the year 2040 to account for unbuildable residential lots, allow for market competition, and provide flexibility in commercial and industrial land uses.
- » Incentivize new development in and around existing developed areas while providing design standards.
- » Ensure adequate land in the commercial and industrial land use designation to accommodate future demand.
- » Capitalize on the freeway-oriented commercial development.
- » Support community design standards for the preservation of historic architecture of the downtown and encourage new development that supports the character of Colfax.

2.2 City of Colfax and its Planning Area

The City of Colfax is the eastern-most incorporated city in Placer County, located in the Sierra Nevada Foothills at a general elevation of approximately 2,425 feet. The city covers an area of 1.41 square miles and is bisected by I-80. Colfax is situated a few miles outside the Tahoe National Forest as I-80 begins its climb into the Sierra Nevada mountains. As shown in Figure 1, the City of Colfax is in the western part of Placer County, approximately 46 miles northeast of Sacramento and 68 miles southwest of Reno.

FIGURE 1. REGIONAL LOCATION



Source: City of Colfax, ESRI, PlaceWorks

2.2.1 Requirements

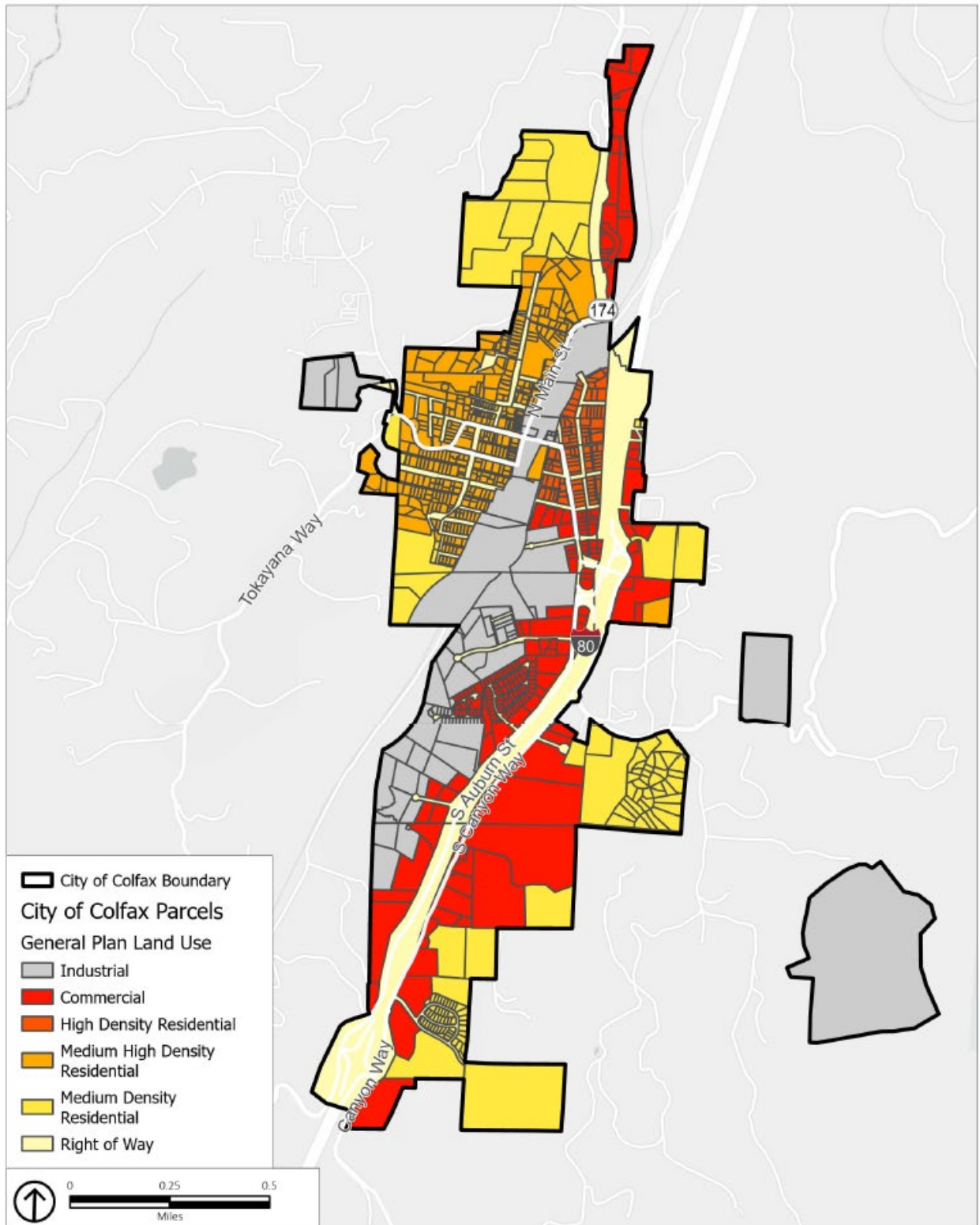
As required by California Government Code Section 65302(a) and Public Resources Code Section 2762(a) the Land Use Element of the General Plan must address the following issues:

- » 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.

2.2.2 General Plan Planning Area

The planning area for the General Plan is shown in Figure 2 and includes both the entirety of the City limits, and the area between the city limits and the sphere of influence (SOI). State law requires each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Colfax planning area encompasses approximately 902 acres (1.41 square miles) within the City limits, and XXX acres (XXX square miles) between the city limits and the SOI. The total land area covered by this General Plan is XXX acres (XXX square miles).

FIGURE 2. LAND USE DIAGRAM



Source: City of Colfax, ESRI, PlaceWorks

2.3 Sphere of Influence

The Sphere of Influence (SOI) is adopted by the Placer County Local Agency Formation Commission (LAFCo) as the area of probable physical boundaries and service area for the City. LAFCo adopts a sphere of influence for every city and district in its jurisdiction, and reviews them periodically. The law specifies four factors the Commission must take into consideration when determining a sphere of influence:

- » The present and planned land uses in the area, including agricultural and open-space lands.
- » The present and probable need for public facilities and services in the area.
- » The present capacity of public facilities and the adequacy of public services that the agency provides or is authorized to provide.
- » The existence of any social or economic communities of interest in the area if the Commission determines that they are relevant to the agency.

Land must be within the SOI before it can be considered for annexation to the city by LAFCo. As the SOI is adopted by another public agency, the city’s SOI is shown on Figure 2 for informational purposes only.

2.4 Land Use Pattern

The City of Colfax has a land use pattern that was historically aligned with the railroad, and later to I-80. The railroad-oriented land uses generally comprise the historic center of the city including the downtown as shown in Figure 2, *Colfax Historic Downtown*. Freeway-oriented development caters to the travelling public and is either near the Canyon Way interchange with I-80, or along the frontage roads that provide visibility to the interstate. Industrial and commercial land uses are aligned with both the downtown and interstate depending on their needs.

Buildings in the Downtown (also referred to as the Historic District), and the associated businesses, have evolved to enhance the pedestrian-oriented character while maintaining the historical elements of Colfax. Most of the downtown core area architecture preserves the history of the community. A few buildings have strayed from the past tradition however, most of the buildings embody quality in construction, craft, and a style the community wants to maintain and replicate. The architectural elements and features in Colfax have a distinct character which is recognizable in many historic town centers throughout the Sierra foothill communities. Homes are generally closer together near the downtown as many of the parcels are smaller. Larger parcels toward the periphery of the city reflect the rural history of the city and tend toward homes that are further apart and considered a “lower density” than those near the downtown. The character of residential development in more rural areas includes space between buildings and open fencing, allowing for greater visibility lending to the rural character.

2.5 Historic District

The Historic District generally encompasses the intersection of Main Street and Grass Valley Street and reaches to just beyond Depot Street on North Main Street to the north and just beyond South Main Street at Church Street to the south. The buildings in the Historic Core include some of the city's oldest commercial structures with many dating from the last half of the 19th Century.

Another prominent feature of the Historic District is the railroad line which bisects the district from north to south. The identity of Colfax as one of the earliest prominent railroad cities in California is well preserved in the historic passenger and freight depot buildings also found within the Historic District.

The Historic District also includes a variety of other commercial/retail, residential, and light industrial uses. The commercial/retail uses are clustered around the Historic Core and along South Auburn Street. Light industrial uses are situated at the far north and south of the district adjacent to the railroad tracks. The remaining areas of the district are zoned primarily for single family residential uses, except for the area between Oak Street and East Church Street to the west of South Auburn Street.

2.6 Intent

As Colfax continues to grow and develop the City intends to embrace the Historic District as a destination for residents and visitors alike. The Historic District is a core attraction for many and a representation of the City's unique history. Therefore, preserving Colfax's historic characteristics through appropriate land use patterns, local conditions, and design standards is critical to maintaining the Historic District as a destination for years to come. Furthermore, the City intends to capitalize on its proximity to I-80 by presenting the City as a destination for casual freeway visitors through appropriate signage, wayfinding, urban gateways, attractive public spaces and amenities, and its historic downtown. In doing so, visitors will be encouraged to explore, shop, and enjoy quality time in Colfax.

To ensure the city's orderly pattern of growth and development the City will adopt a process for the review of land uses changes. All new development will be consistent and complimentary to the distinctive characteristics of the community. Residential uses will be encouraged near the downtown to increase walkability and reduce VMT. A more walkable community with an attractive historic downtown core will contribute to the social well-being and quality of life that makes Colfax a desirable community to visit and live.

2.7 Land Use Diagram and Standards

The Land Use Diagram depicts proposed land uses for Colfax through the year 2040 and beyond. The land uses are represented using designations that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

Development consistent with the Land Use Diagram is implemented through the City’s zoning regulations as each land use designation has compatible zoning districts. Because land use designations are intentionally broad, more than one zoning district can be used for implementation. The land use designation provides general guidance and vision, while the zoning districts provide detailed development standards such as permitted or conditionally permitted land uses, building heights, setbacks, lot coverage, and parking requirements.

2.7.1 Development Standards

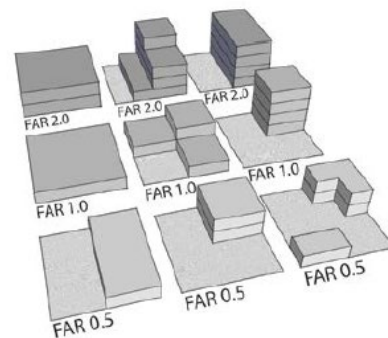
Development standards are legal standards of density for residential uses and standards of building intensity for non-residential and mixed use. The following explains how these standards operate.

Density. Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per household.



Floor Area-Ratio (FAR). Standards of building intensity for nonresidential uses, such as mixed-use, commercial, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage, and the development must meet both FAR and residential density standards.

A FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000- square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram below shows various building configurations representing FARs of 0.50, 1.00, and 2.00.



While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character and can be regulated through qualitative or quantitative development standards.

2.8 Land Use Designations

Table 1 summarizes the existing land uses in Colfax, their allowed density and intensity, as well as their distribution.

**TABLE 1
LAND USE DESIGNATIONS**

General Plan Land Use	Zones	Allowed Density/Intensity	Vacant Acres	Developed Acres	Total Acres	Percent of Total
Residential Designations						
Low-Density Residential (LDR) This designation allows for single-family homes.	Single-Family Residence (R-1-5, R-1-10, R-1-20)	1–4 Units per Acre	60.75		134.5	
Medium-Density Residential (MDR) This designation allows detached and attached single-family dwellings.	Multi-Family Residence (RM-1)	4–10 Units per Acre	9.88		246.4	
Medium High-Density Residential (MHDR) This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.	Multi-Family Residence (RM-2)	10–29 Units per Acre	5.22		123.0	
Mixed Use Designations						
[insert text]		XX-XX FAR				

General Plan Land Use	Zones	Allowed Density/Intensity	Vacant Acres	Developed Acres	Total Acres	Percent of Total
Employment/Industrial Use Designations						
Industrial This designation allows the processing, manufacturing, assembly, packaging, storage, and distribution of goods and commodities. It also allows for warehouses, storage, logistics centers, trucking terminals, and railroad facilities.	Light Industrial (I-L) Heavy Industrial (I-H)	XX-XX FAR			188.5	
Commercial	Retail Commercial (C-R) Highway Commercial (C-H)	XX-XX FAR			159.5	
Public Designations						
Open Space The Open Space land use designation encompasses the preserved natural open space areas of Colfax.		XX-XX FAR				
Parks The Parks land use designation provides for active and passive recreational opportunities in Colfax.		XX-XX FAR				

General Plan Land Use	Zones	Allowed Density/Intensity	Vacant Acres	Developed Acres	Total Acres	Percent of Total
Public Industrial. This designation includes the former landfill and the wastewater treatment plant.	PI	N/A			xxx	
Overlay Designations						
Historic District Overlay The Historic District Overlay land use designation is intended to maintain the historic resources of Colfax while also enhancing the city's character and visual appearance. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.	C-R I-L R-1-5 R-1-10 RM-1 RM-2	XX Units per Acre XX-XX FAR				
Total			73.51	269		100%

2.9 Land Use Goals and Policies

Goal 2.9.1	Promote the orderly development of Colfax and its Surroundings.
Policy 2.9.1.1	The City will coordinate with service providers to provide infrastructure and services, such as water service, libraries, parks and recreational facilities, transportation systems, and fire/police/medical services.
Policy 2.9.1.2	Higher density housing and employment and service will be located in areas that are easily accessible to existing or planned transportation facilities.
Policy 2.9.1.3	The City may approve the clustering of development on sites that preserve historic resources, protect sensitive natural features (such as creeks, native trees, rock outcrops), and avoid potentially hazardous areas (such as steep slopes, flood zones, and unstable soils).
Policy 2.9.1.4	For all residential developments, require clustering where appropriate. Clustered development as defined in this General Plan includes the following considerations: <ul style="list-style-type: none"> • Clustering of residential development will allow flexibility of site design in responding to the natural features and resources of an individual site. • Clustering means that structures will be located on a site so that larger areas are left as undeveloped open space. • Undeveloped areas may either be preserved in private or public open space, or may be a portion of an individual lot, with deed restrictions prohibiting construction in that portion.

Implementation Measures

2.9.1.C	Support commercial development on arterial streets and at major intersections near I-80 interchanges.
2.9.1.D	Support the railroad by placing supportive land uses near access, and avoid placing sensitive uses where they could jeopardize use of rail.
2.9.1.E	Locate industrial and commercial land uses away from noise sensitive land uses.
2.9.1.F	To protect existing industry and commercial businesses, new sensitive land uses shall not be placed near existing noise generating uses.
2.9.1.G	Establish criteria for establishing and buffering industrial land uses

Goal 2.9.2 Ensure that new development pays for the necessary city facilities and services to support it through tax revenues, fees, or other means.

Policy 2.9.2.1 Encourage the location and development of businesses which generate high property and sales taxes, local employment, and are environmentally compatible.

Policy 2.9.2.2 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 2.9.2.3 Establish and maintain a Capital Improvement Program and impact fees for public facilities improvements that parallels the rate of new land development in the city.

Policy 2.9.2.4 Encourage commercial and employment-generating uses which provide tax revenues and employment to help support planned residential growth, including auxiliary public facilities and services.

Policy 2.9.3.5 Prioritize infill development over annexation consistent with goals for reducing vehicle miles travelled, and supporting existing businesses.

Implementation Measures

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

2.9.2B Update the Capital Improvement Program as a means of keeping pace with the needs of future facilities and infrastructure.

2.9.2.C Negotiate a Master Tax Transfer agreement with the County to streamline future annexation requests.

2.9.2.D Investigate funding methods to offset infrastructure development maintenance costs associated with new development.

2.9.2.E Modify the development code to establish standards that would allow higher housing densities by right, mixed use, or increased commercial development, in select infill areas, such as those areas near the downtown.

GOAL 2.9.3 Conserve and improve aesthetic, historic, neighborhood, open space, and environmental land resources of the community.

- Policy 2.9.3.1 Natural features and materials shall be incorporated into project design as buffers or landscaped areas.
- Policy 2.9.3.2 Commercial buildings shall be pedestrian oriented and street facing with parking at the rear or sides of buildings, utilizing materials that compliment surrounding uses.
- Policy 2.9.3.3 The City shall require the design of future residential projects to emphasize character, quality, livability, and the provision of necessary services and facilities to ensure their permanent attractiveness.
- Policy 2.9.3.4 The City shall encourage the retention and enhancement of natural vegetation along major roadways, drainages, trails, and open space to provide and protect scenic open spaces.
- Policy 2.9.3.5 Encourage adaptive reuse of the Historic District and its buildings. New construction and buildings in the Historic District shall compliment the historical character of the community and surrounding architecture.
- Policy 2.9.3.6 Adopt and maintain design standards and a development code for the City, including specific design standards for the Historic District.
- Policy 2.9.3.7 As part of the Historic District Master Plan, the City will develop a wayfinding program to encourage visitors in the downtown.

Implementation Measures

- 2.9.3.A Adopt and maintain design standards that require the orientation of commercial buildings to ensure sidewalk orientation, natural materials in the façade and lighting, encouraging stone and brick with outside seating compatible with the existing City buildings.
- 2.9.3.B Adopt and maintain design standards for residential developments that address street improvements, parking, massing and scale, and compatibility with adjacent neighborhoods.
- 2.9.3.C Adopt objective design standards for adaptive reuse of historic buildings and complementary construction of new buildings.

3.0 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. Transportation systems are essential to any city or county and its economy and can be designed to enhance opportunity and improve equity. Transportation is both a regional and local issue. This Element is required by Government Code Sections 65103(f) and 65080 not to be in conflict with applicable state and regional transportation plans.

3.2 Background

Development of the city was initially linked to the development of the Union Pacific Railroad, and later to Interstate 80. These two features provide the main transportation connections between Colfax and several smaller communities to the northeast and ultimately to the Sacramento metropolitan area about 50 miles to the southwest.

3.2.1 Roadway Classifications

The City of Colfax is served by five different classifications of roadways as shown on Figure 3-1 and summarized below:

- » **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 is generally 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 streets 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.

FIGURE 3-1
ROADWAY CLASSIFICATIONS

[Pending Discussion with Public Works]

Roadways are usually public lands obtained as a dedication during a development proposal or purchased outright to improve the circulation system. Road right-of-way often contains more than simply pavement for vehicles as underground pipes carry water, wastewater, stormwater, electrical wiring, fiber optic cable and natural gas. The right-of-way must also accommodate all manner of mobility such as bicycles and pedestrians. Table 3-1 shows the right-of-way standards by roadway classification for city streets.

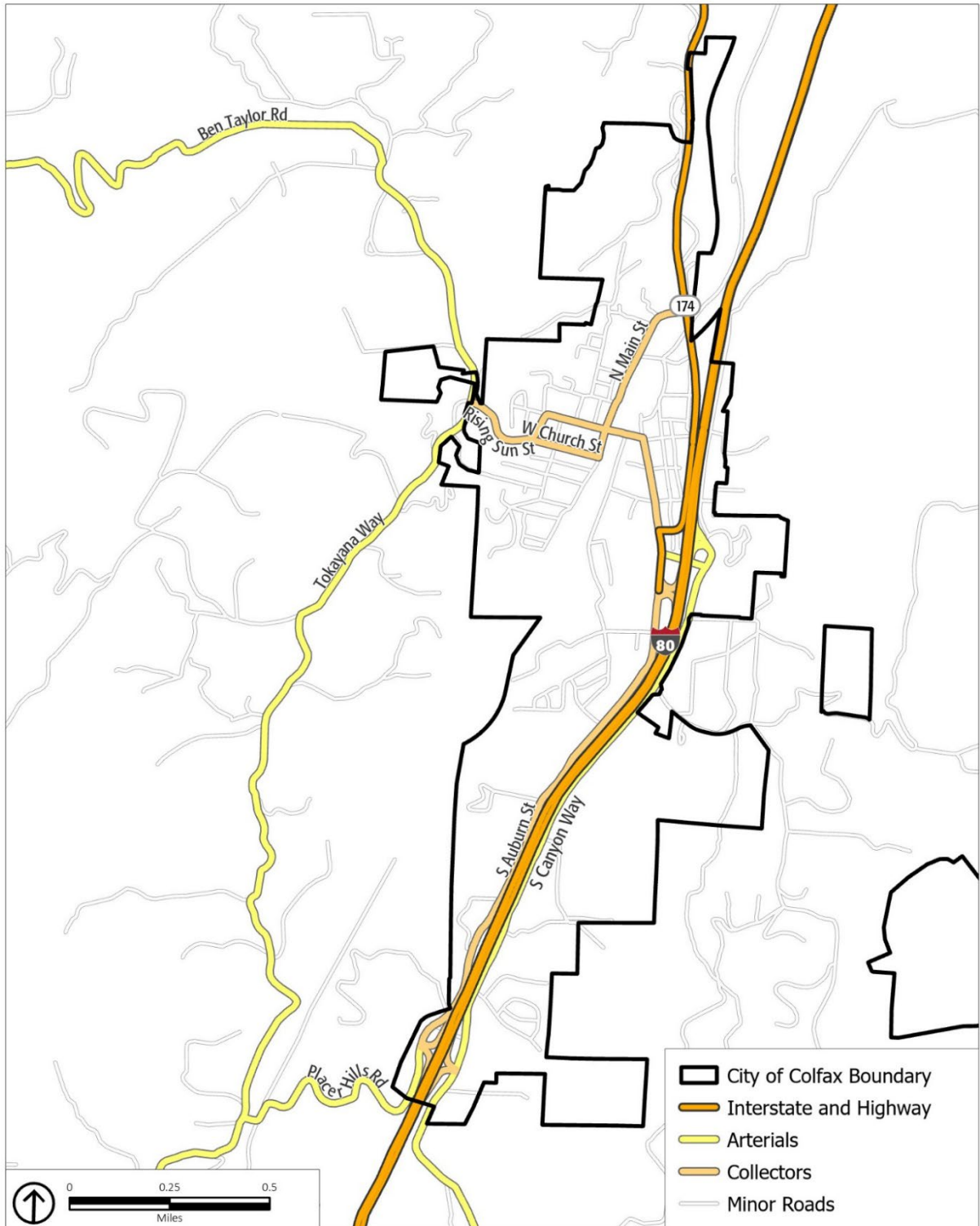
**TABLE 3-1
RIGHT OF WAY STANDARDS**

Supply	Access Control		Typical Number of Lanes	General ROW Requirements
	Minimum Intersection/ Interchange Spacing	Driveways Allowed		
Freeway (I-80)	1 - 2 miles	None	2 – 6	Varies
State Route (174)	Varies	Limited	1 - 2	Varies
Major Arterial	¼ mile	Shared	2 - 4	96' - 120'
Minor Arterial	¼ mile	Shared	2 - 4	70' - 84'
Collector	¼ mile	All Uses	2	60' - 70'
Local	¼ mile	All Uses	2	50' - 60'

3.2.2 Existing Facilities

Local streets are not intended to carry through traffic as the design and capacity of local streets are generally limited. 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, such as at intersections or driveways. Roadways in the City of Colfax include the following list, and are shown on Figure 3-2.

FIGURE 3-2
CIRCULATION MAP



Source: City of Colfax, ESRI, PlaceWorks

- » **I-80 (Freeway)** – Interstate 80 is the main transportation route and bisects the City of Colfax; I-80 carries most 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, at the southern edge of the city limits and provides freeway access in the north and south bound direction, and South Auburn Street, which is the northern access point for I-80 in the city providing access to the historic downtown and is available to both north and south bound traffic.
- » **Highway 174 (State Highway)** – 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 overpass crosses the railroad tracks and terminates on South Auburn Street. Highway 174 is used by local and regional traffic and provides access to Grass Valley and Nevada City.
- » **South Auburn Street (Collector)** – South Auburn Street is a I-80 frontage street that connects to arterial streets that lead into the city.
- » **Grass Valley Street (Collector)** – Grass Valley Street connects to arterial streets that lead into the city.
- » **Depot Street (Local Street)** – Depot Street connects residential areas to the network of collector roadways.
- » **Church Street (Collector)** – Church Street connects to arterial streets that lead into the city.
- » **Main Street (Collector)** – Main Street connects to arterial streets that lead into the city.
- » **Rising Sun Road (Collector)** – Rising Sun Road connects to arterial streets that lead into the city.
- » **Culver Street (Local Street)** – Culver Street connects residential areas to the network of collector roadways.
- » **Pleasant Street (Local Street)** – Pleasant Street connects residential areas to the network of collector roadways.
- » **Canyon Way (Arterial)** – Canyon Way is a I-80 frontage street and is an important arterial that connects to South Auburn Street and Placer Hills Road.
- » **Placer Hills (Arterial)** – Placer Hills is an important arterial that connects to South Auburn Street and Canyon Way.
- » **Tokayana Way (Arterial)** – Tokayana is an important arterial that connects to South Auburn Street, Placer Hills Road, and Ben Taylor Road. A short segment of this roadway is within the city limits.

- » **Ben Taylor Road (Arterial)** – Ben Taylor is an important arterial that connects to South Auburn Street, Grass Valley Street, Church Street, and Main Street. A short segment of this roadway is within the city limits.

3.2.3 Parking

The provision of parking is important to residents as the city, especially for those not within walking distance of downtown as it does not have a robust and convenient transit system. While the General Plan envisions pedestrian and bicycle routes throughout the community, they have not yet been fully implemented to provide full access to the community. Appropriately designed and located parking is important to the historic downtown, as well as other businesses that rely on the travelling public. Parking is expensive to provide and to maintain and can detract from the walkability and aesthetic quality of the built environment if not well designed. Shared parking is encouraged as is satellite parking near shopping, design for rideshare, and flexibility in the requirements for the number of parking spaces.

3.2.4 Bicycle Routes

The only existing bicycle facility within the City of Colfax is a Class II bike lane along one side of Rising Sun Road and Grass Valley Street. The bicycle pathway classifications are defined as follows:

- » **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 vehicle travel lanes with signage and striping 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.
- » **Class IV** is a separated bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

3.2.5 Pedestrians

Pedestrian needs can usually be accommodated by the construction of sidewalks and pathways, and in areas with little or no development, adequate shoulders (4 to 6 feet wide) should be provided for pedestrians. 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.

3.2.6 Vehicle Miles Traveled (VMT)

The California Environmental Quality Act (CEQA) Guidelines establish criteria for determining the significance of transportation impacts as they would affect greenhouse gas emissions and air quality. Vehicle Miles Traveled (VMT) estimates the number of vehicle miles needed by resident in the city for work, recreation, and services, and compares the estimate against local or statewide figures. The intent is to reduce the amount of VMT by providing mobility options such as trails, public transit, dedicated paths, and through design by ensuring that homes and services are close enough to encourage active transportation.¹ Active transportation is human-powered mobility, primarily walking or bicycling.

The previous level of service (LOS) metric remains important to determining when roadways should be expanded, but LOS is no longer a threshold for determining environmental impacts. Because LOS remains an important planning tool, the City will retain LOS as a general plan policy but will also adopt VMT standards to evaluate new development. Because of the rural nature of the city, and the lack of regular transit options, the VMT reduction strategies available to the city are limited. There are valid methods of reducing VMT such as connecting sidewalks and trails and making it easier for residents to park once and run several errands. Other means of reducing VMT include encouraging infill development near services, allowing mixed use where commercial and residential uses can share a building or a property, and supporting a vibrant downtown.

3.3 Future Circulation Conditions

Future circulation needs and improvements must be based on the impacts of the land use plan for the entire planning area. The land use plan forecasts future population and its impact on circulation. New development consistent with the General Plan may cause an increase in traffic on affected streets and roadways that could lead to the roadway being widened, or intersection improvements such as signals, timing changes, or redesign. Even with a reduction of VMT realized through land use design and connectivity, it is likely that future development will lead to additional traffic on all the roadways in Colfax.

3.4 Future Road Design

The wide roads of more urban areas are often difficult to achieve in Colfax because of existing buildings, topography, or simply that wide roads in some areas would be counter to the needs of the residents. While curb, gutter, and sidewalk with streetlights, and traffic signals may be appropriate in the downtown or busy commercial areas, a more rural road design with minimal improvements, only the road and individual driveway approaches may be reasonable in low traffic volume areas. The

¹ Active transportation directly replaces motor vehicle miles traveled, so these modes are effective at conserving fuel, reducing vehicle emissions, bridging the first- and last-mile gap, and improving individual and public health. Bicycles, electric bikes, wheelchairs, scooters, and even walking are all considered active transportation.

roadway standards, therefore, will vary depending on where in the City the road is located, and what types of land use the road is intended to service.

3.5 Circulation Goals, Policies, and Implementation Measures

Goal 3.5.1 Create a problem free and safe transportation system in Colfax.

- Policy 3.5.1.1 Strive to maintain a level of service "C" service standard for city intersections and roadways.
- Policy 3.5.1.2 Ensure that roadways are built to standards meeting long-term needs by evaluating current and future land uses.
- Policy 3.5.1.3 Ensure that roadways are complete streets meeting the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- Policy 3.5.1.4 Use road and intersection improvement projects as an opportunity to improve the aesthetic quality of the intersection, roadway, and frontage improvements. Such improvements could include sidewalk installations, landscaping, medians, improved street lighting or pavement treatments.

Implementation Measures

- 3.5.1.A 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 stormwater system. These needed improvements will be included in the City's Capital Improvement Program.
- 3.5.1.B Update Engineering Design Standards to ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility.
- 3.5.1.C Require that dedication and improvements of rights-of-way following City design standards by roadway classification except as determined by the City Council in areas where the City determines that such improvements are either infeasible or undesirable.
- 3.5.1.D Land uses that generate a high incidence of auto traffic, such as drive-thru facilities, convenience stores, fast food outlets, shopping centers, apartment projects, and large subdivisions shall be required to submit a site-specific traffic

impact report, and commit to improvements, prior to construction or expansion of such facilities.

Goal 3.5.2 Reduce vehicle miles travelled.

- Policy 3.5.2.1** Require that design of new construction, and major remodel of existing buildings, allow for alternative forms of transportation by providing necessary facilities, such as bicycle racks, walkways, paths, and connections, as well as ride share parking.
- Policy 3.5.2.2** Promote the development of bikeways, sidewalks, pedestrian pathways, and multi-use paths that connect residential neighborhoods with other neighborhoods, schools, employment centers, commercial centers and public open space, and that separate bicyclists, skateboarders, and pedestrians from vehicular traffic whenever possible.
- Policy 3.5.2.3** Ensure that pedestrian facilities follow logical routes providing connections between transportation nodes and land uses, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots, so that the pedestrian facilities serve the transportation needs of residents, and are not constructed as “sidewalks to nowhere.”

Implementation Measures

- 3.5.2.A** Create an integrated network of pedestrian connections throughout the planning area.
- 3.5.2.B** As appropriate, use transportation systems management techniques to lower vehicle miles traveled and to decrease air pollution emissions.
- 3.5.2.C** Develop a Walkways, Trails, and Bikeways Master Plan that incorporates the recommendations of the City of Colfax Bikeway Master Plan, and other planning proposals as appropriate, to plan the location and development of future trails and active transportation routes in the city and the vicinity. The Master Plan will also consider the following:
- The city bicycle network will connect with the countywide bicycle network. The City will encourage and work with the County in development of a countywide bicycle network.
 - Signage should be provided (where automobile traffic merges with or intersects bicycle traffic) to notify automobile drivers of the presence of cyclists.

- Repair or development of railroad crossings should be done in a way that allows safe crossing by bicycles and pedestrians.
- The timing of traffic lights and sensitivity of traffic sensing equipment should accommodate bicycles.

3.5.2.D Partner with others to seek funding for improvements such as the Safe Routes to School program, or other programs to facilitate the planning, design, and implementation of eligible projects to improve the safety and accessibility of pedestrian and bicycle routes.

3.5.2.E Implement traffic calming techniques to protect neighborhoods and residents from adverse traffic impacts.

Goal 3.5.3 Ensure an efficient network of streets for vehicles, as well as provide an adequate supply of parking.

Policy 3.5.3.1 Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation.

Policy 3.5.3.2 Require transportation systems planned and constructed in conjunction with significant development projects, including roads, trails, bikeways, and other improvements, to provide links to the existing transportation network.

Policy 3.5.3.3 Limit access points, parking, turn lanes, and intersections of streets and highways based upon the road’s classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.

Policy 3.5.3.4 Limit road widening and other major change to the characteristic street pattern, and instead, encourage added traffic to be diverted as directly as possible to Interstate 80.

Implementation Measures

3.5.3.A Develop a long-term parking plan and appropriate development fees for the City as a whole, or for portions as appropriate.

3.5.3.B Develop parking areas in the perimeter of downtown to create an adequate parking supply to serve existing businesses and future development.

3.5.3.C Encourage shared parking arrangements for nearby and compatible land uses.

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7.0 Safety Element

7.1 Authority and Purpose

The Safety Element is a plan to minimize the hazards to public health and safety in and around the City of Colfax. It identifies the natural and human-caused hazards that affect existing and future development and provide guidelines for protecting residents and other community members from injury and death. It describes present conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around Colfax, and to reduce damage to local economic systems, community services, and ecosystems.

The Safety Element reflects Colfax's regard for the health and safety of its residents, and the well-being of other community assets. The element addresses issues that the community believes would require government intervention to effectively achieve public safety. It is the responsibility of the City of Colfax to protect community members from danger and harm. The Safety Element will help guide new development, as well as community programs and other efforts, with the intent of reducing the potential for harm from natural and human-caused hazards within Colfax and the planning area.

Some degree of risk is inevitable, as the potential for many disasters cannot be eliminated, and efforts to predict when such disasters may occur are limited. The goal of the Safety Element is to reduce the risk of injury, death, property loss, and other hardships to acceptable levels. In accordance with California law, the Safety Element serves the following purposes:

- » Protect the community from risks associated with a variety of hazards, including seismic activity, landslides, flooding, and wildfire, as required by the California Government Code Section 65302(g)(1).
- » Map and assess the risk associated with flood hazards, develop policies to minimize the flood risk to new development and essential public facilities, and establish effective working relationships among agencies with flood protection responsibilities, as required by California Government Code Section 65302(g)(2).
- » Map and assess the risk associated with wildfire hazards, develop policies to reduce the wildfire risk to new land uses and essential facilities, ensure there is adequate road and water infrastructure to respond to wildfire emergencies, and establish cooperative relationships between wildfire protection agencies, as required by California Government Code Section 65302(g)(3).
- » Assess the risks associated with climate change on local assets, populations, and resources. Note existing and planned development in at-risk areas and identify agencies responsible for providing public health and safety and environmental protection. Develop goals, policies, and objectives to reduce the risks associated with climate change impacts, including locating new public facilities outside of at-risk areas, providing adequate infrastructure in at-risk areas, and supporting natural infrastructure for climate adaptation, as required by California Government Code Section 65302(g)(4).

7.2 Existing Conditions

This section outlines the existing hazardous conditions and other public safety issues in Colfax, including fire (urban and wildland), drought, severe weather, extreme heat, seismic hazards, geologic hazards, hazardous materials/wastes, and crime. This section provides details pertaining to probable locations where each hazard or issue is likely to occur (per availability of data), past notable events in and around Colfax, agencies responsible for providing protection from these public safety issues, and other background information as required by the state.

7.2.1 Fire

Fire hazards can come in the form of both wildfires and urban fires. California is recognized as one of the most fire-prone and consequently fire-adapted landscapes in the world. The combination of complex terrain, Mediterranean climate, and productive natural plant communities, along with ample natural ignition sources, has created conditions for extensive wildfires. Wildfire is an ongoing concern for communities in Placer County. Generally, the fire season extends from early spring through late fall of each year during the hotter, dryer months. Fire conditions arise from a combination of high temperatures, low moisture content in the air and fuel, an accumulation of vegetation, and high winds.

Three types of fires are of concern to the City of Colfax: (1) wildfires, (2) wildland-urban interface fires, and (3) to a lesser extent, structural fires.

Wildfire

Wildfires occur on mountains, hillsides, and grasslands. Vegetation, wind, temperature, humidity, and slope are all factors that affect how these fires spread. In the planning area, native vegetation, such as chaparral, sage, and grassland provide fuel that allows fire to spread easily across large tracts of land. These plant species are capable of regeneration after a fire, making periodic wildfires a natural part of the ecology of these areas. The climate of the Colfax region keeps the grass dry and more readily combustible during fire season. Steep slopes bring grass and brush within reach of upward flames while impeding the access of fire-fighting equipment. Seasonal drought conditions exacerbate fire hazards.

Wildland-Urban Interface Fires

The wildland-urban interface is an area where buildings and infrastructure (e.g., cell towers, schools, water supply facilities) are in or adjacent to areas prone to wildfire. Wildfires and urban interface fires have occurred close to or encroached into the city, especially in the heavily fueled areas. In the wildland-urban interface, efforts to prevent ignitions and limit wildfire losses hinge on hardening structures and creating defensible space through a multi-faceted approach, which includes engineering, enforcement, education, emergency response, and economic incentive.

Wildfire is a constant threat to the City of Colfax. Wildfire and wildland-urban interface fires occur relatively frequently. The entire city and surrounding areas are at a very high threat of wildfire. Figure 1 shows the wildfire risk zones in and around Colfax, and Figure 2 shows the parcels in the very high severity zones.

Structural Fires

Urban fires occur in built-up environments, destroying buildings and other human-made structures. These disasters are often due to faulty wiring or mechanical equipment, combustible construction materials, or the absence of fire alarms and sprinkler systems. Structural fires have been due largely to human accidents, although deliberate fires (arson) may be a cause of some events. Older buildings that lack modern fire safety features may face greater risk of damage from fires. To minimize fire damage and loss, the City’s Fire Code, based on the State Fire Code, sets standards for building and construction. It requires the provision of adequate water supply for firefighting, fire retardant construction, and minimum street widths, among other things. Fire prevention awareness programs and fire drills are conducted to train residents to respond quickly and correctly to reduce injury and losses during fires.

Fire Responsibility Areas

In and around Colfax, different organizations all have some responsibility for wildfire protection in different areas. These responsibility areas are codified under state law into three categories: local responsibility areas (LRAs), state responsibility areas (SRAs), and federal responsibility areas (FRAs).

- » LRAs are areas protected by local agencies, including city and county fire departments, local fire protection districts, and the California Department of Forestry and Fire Protection (CAL FIRE) when under contract to local governments. Most land in the City of Colfax is an LRA.
- » SRAs are areas where CAL FIRE has responsibility for wildfire protection. SRAs are generally unincorporated areas that are not federally owned, are undeveloped, and are covered by wildland vegetation or rangeland. Most of the land around Colfax city limits is an SRA.
- » FRAs are areas that are managed by a federal agency, including the U.S. Forest Service, the U.S. Fish and Wildlife Service, and the Bureau of Land Management. The federally-owned open space along the American River is an FRA.

FIGURE 1
FIRE HAZARD SEVERITY ZONES

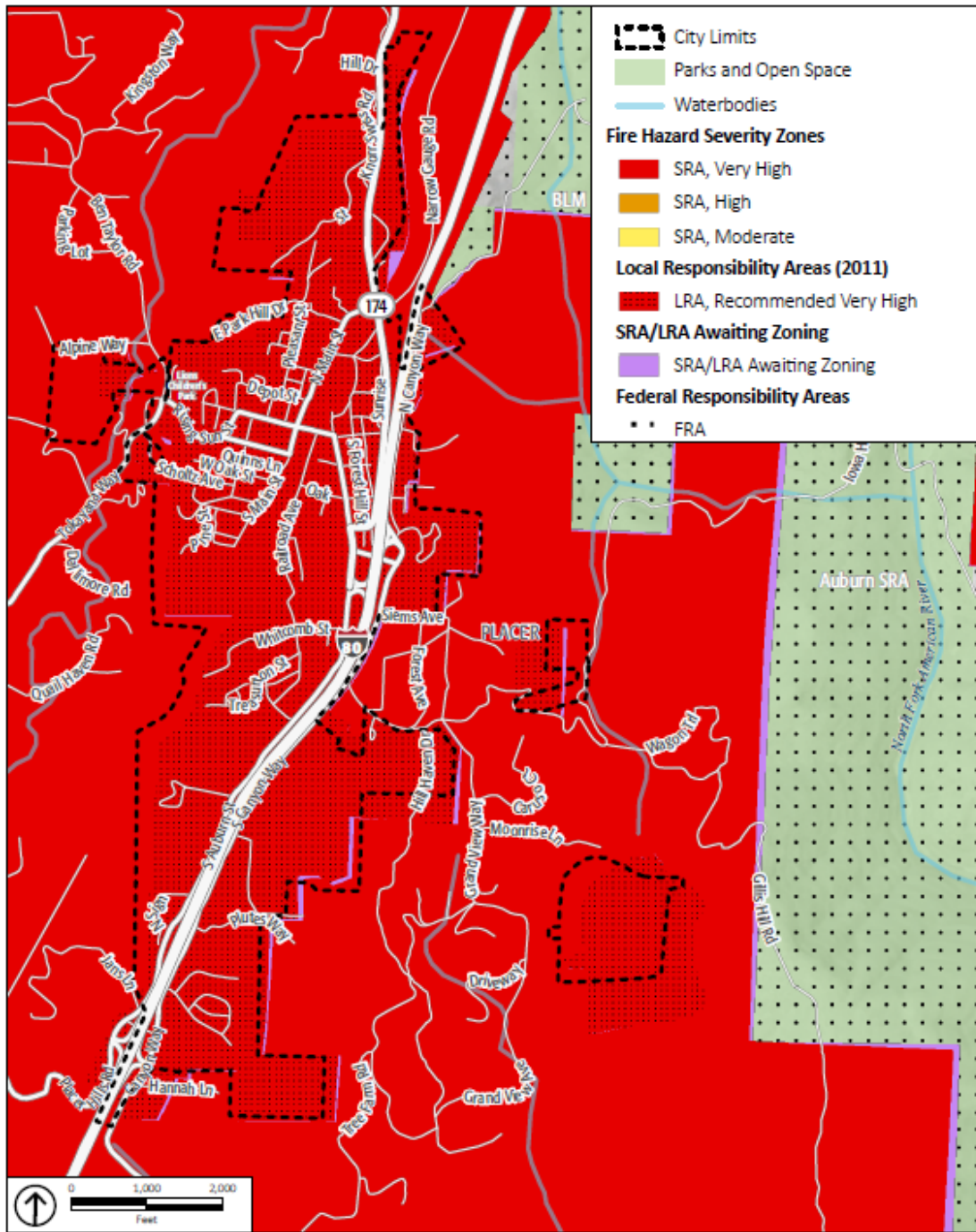
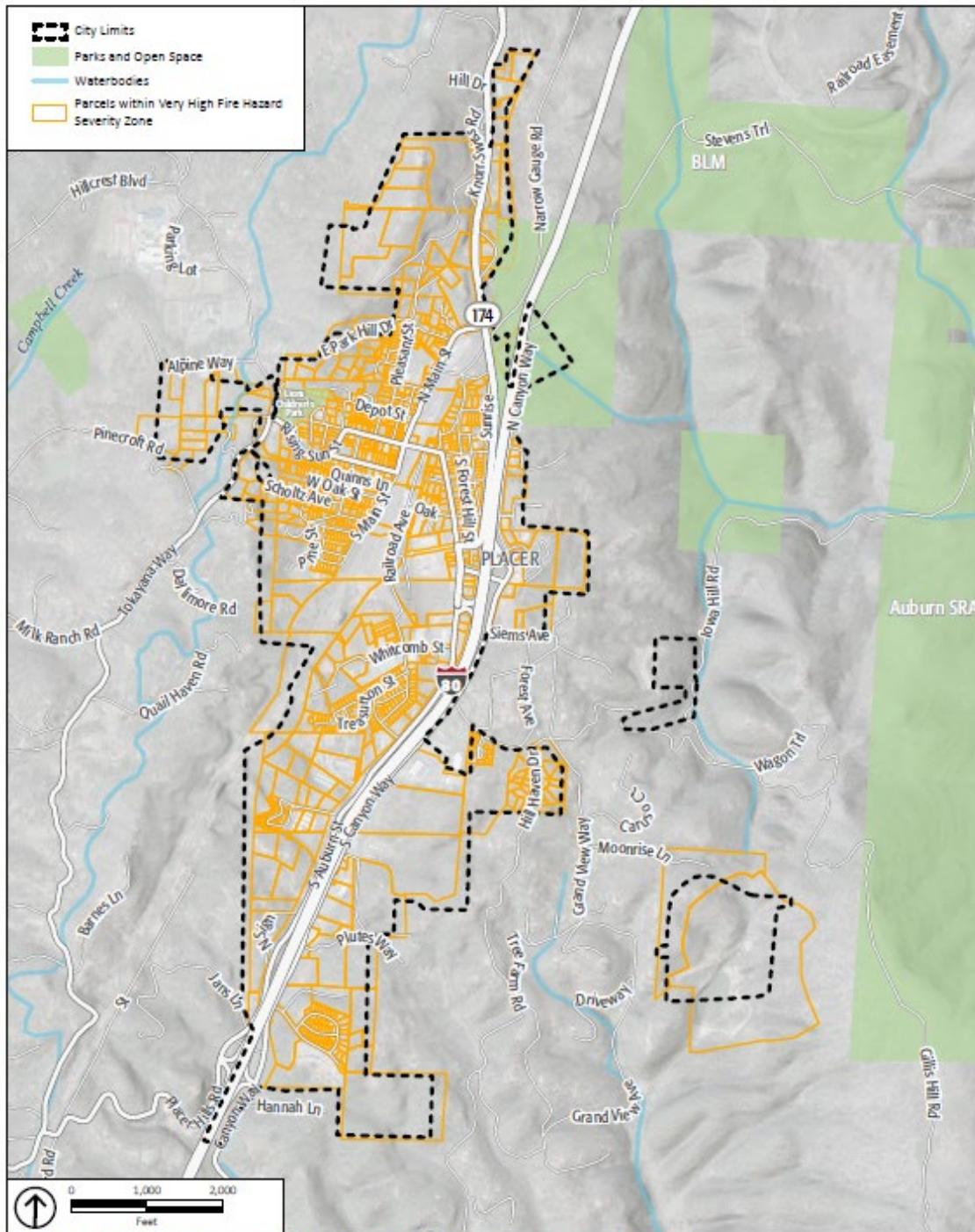


FIGURE 2
PARCELS IN VERY HIGH FIRE HAZARD SEVERITY ZONES



Source: California Department of Forestry and Fire Protection (CALFIRE); ESRI, 2020.

Analysis results for the Colfax Planning Area are summarized in Table 1, including total parcel counts, improved parcel counts, and their improved and land values by property use.

**TABLE 1
COUNT AND VALUE OF PARCELS BY FIRE SEVERITY ZONE**

Total Parcel Count	Improved parcel Count	Total Land Value	Improved Structure Value	Estimated Contents Value	Total Value
Very High Fire Severity					
988	711	\$64,997,967	\$ 152,168,583	\$104,699,837	\$321,866,387
High Fire Severity					
0	0	\$0	\$0		\$0
Moderate Fire Severity					
0	0	\$0	\$0		\$0
Urbanized Un-zoned Fire Severity					
0	0	\$0	\$0		\$0
Non-Wildland/Non-Urban Fire Severity					
0	0	\$0	\$0		\$0
None Assigned					
0	0	\$0	\$0		\$0
Total					
988	711	\$64,997,967	\$ 152,168,583	\$104,699,837	\$321,866,387

Source: Placer County 2021 Local Hazard Mitigation Plan (LHMP)

Past Occurrences

There is no record of historical fires within the Colfax city limits. However, three historical fires have occurred near the city. In 1975 and 1977, the Sawmill Fire and another fire occurred three miles north of Colfax. In 2001, the Narrow Gauge Fire burned 30 acres. Notably, in 2004, the Stevens Fire threatened the city and burned 934 acres. Figure 3 shows the areas burned by historic wildfires in and around Colfax.

1975/1977 Sawmill Fire – The Sawmill Fire and another fire occurred in the area of Cape Horn and the Alpine Meadows subdivision, just three miles northeast of Colfax.

1990 Placer County Fire – This fire burned approximately 300 acres of grass, brush, and oaks in the area of Placer Canyon. The fire resulted in evacuations and destroyed several outbuildings.

2000 Heather Glen Fire – The Heather Glen Fire, caused by sparks from a lost trailer wheel along Interstate (I-) 80, destroyed one home and forced a neighborhood evacuation in Applegate. While only 10 acres in size, this fire resulted in \$350,000 in damage.

2000 American Fire – The American Fire occurred below the City of Auburn in what is now known as “China Bar” on the American River. The fire consumed approximately 200 acres and posed a threat to development in the southern portion of Auburn. No structures losses or structure damaged was reported in this incident.

August 12-20, 2001, Narrow Gauge Fire – This fire near Colfax burned 30 acres and forced closure of I-80 for about an hour due to dense smoke. This fire, blamed on a catalytic converter, was quickly contained as CAL FIRE air tankers were already in the area and able to respond quickly.

2002 Sierra Fire – Within the communities of Loomis and Granite Bay, approximately 595 acres of grass, brush, and oaks burned in the area of I-80, Barton Road, Wells Avenue, Morgan Place, Indian Springs, and Cavitt-Stallman Road. The fire destroyed six structures and threatened two schools.

2004 Stevens Fire – The Stevens Fire, located at Cape Horn/Iowa Hill near Colfax, was 100 percent contained at 934 acres.

September 2006 Ralston Fire – The Ralston Fire was a large wildfire in the area of the North Fork of the Middle Fork of the American River. Approximately 8,400 acres burned.

June-July 2008 American River Complex Fire – Several large wildfires resulted from a system of major lightning storms that impacted the entire Northern California region. In Placer County, approximately 10 wildfires resulted from the lightning storm, and four grew to major fires, which later were collectively labeled the American River Complex (ARC) fires. The ARC fires were in Tahoe National Forest in the North Fork American River watershed northeast of Foresthill, California. The fires consumed approximately 20,500 acres of forest land.

September 2008 Gladding Fire – The wind-driven fire started northeast of Lincoln and consumed approximately 960 acres, 6 residences, and 10 outbuildings.

September 2009 49 Fire – The wind-driven fire started about 2 pm near Highway 49 and Rock Creek Road near Auburn. The fire burned 343 acres before being contained. Sixty-three residences and three commercial buildings were destroyed, and another three residences and six commercial properties were severely damaged. The damages were concentrated in neighborhoods east and south of Dry Creek Road. Three people were injured in the wildfire. Most notable about this fire was its location in a well-developed area and the speed at which the fire consumed nearby structures.

2012 Robbers Fire – The Robbers Fire was a human-caused fire that was ignited on July 11, 2012. The fire was located northwest of Foresthill, near Shirttail Canyon Road and Yankee Jims Road. The fire burned 2,650 acres, destroyed one residence and four outbuildings, and caused 12 injuries. 912 fire personnel were involved in the firefighting efforts. A 28-year-old Sacramento man was charged with unlawfully causing a fire. Firefighting costs and damages were estimated at \$12.4 million.

2013 American Fire – On August 10, 2013, the American Fire was ignited near Deadwood Ridge, northeast of Foresthill. Located in Tahoe National Forest, the American Fire burned in steep and hazardous terrain as well as timber fuels that had not burned in several decades. Consumption of heavy fuels contributed to heavy smoke in the surrounding areas. Approximately 540 Forest Service and Cal Fire personnel were assigned to the fire, which burned 27,440 acres.

2014 King Fire – Hazard Mitigation Planning Committee representatives from Placer Hills and Foresthill Fire Protection Districts noted damaging wildfires that occurred in the Foresthill and Applegate areas during the winter of 2014. Specific information on this can be found in their respective annexes to this plan. The fire started in El Dorado County and crossed into Placer County. An estimated 97,717 acres burned, 12 residences were destroyed, along with 68 other minor structures. Twelve injuries occurred that can be attributed to the fire.

2014 Applegate Fire – A fire occurred on the east side of I-80 in the Applegate area of Placer County. The fire started on October 8, 2014, and its cause was unknown. The fire burned 459 acres before containment. Six residences and four outbuildings were destroyed. Two injuries were reported; however, no deaths were reported.

2022 Oak Fire – On August 15, 2022, the Oak Fire was ignited near Weimar, along Live Oak Road & Smothers Ravine Road. The fire burned 22 acres total. The Oak Fire was contained 16 days later on August 31, 2022. The cause of the fire remains under investigation. No deaths were reported, and no structures were damaged or destroyed.

2022 Mosquito Fire – On September 6, 2022, the Mosquito Fire was ignited near Mosquito Road and Oxbow Reservoir, approximately four miles east of Foresthill. The fire encompassed the Tahoe and Eldorado National Forests in Placer and El Dorado counties, respectively. The fire burned 76,788 acres total. The Mosquito Fire was contained 50 days later on October 27, 2022. The cause of the fire remains under investigation. No deaths were reported as a result of the Mosquito Fire, but at least two firefighter injuries were noted. Additionally, at least 78 structures were destroyed and 13 damaged.

Potential Changes to Fire Risk in Future Years

Likelihood of Future Occurrence

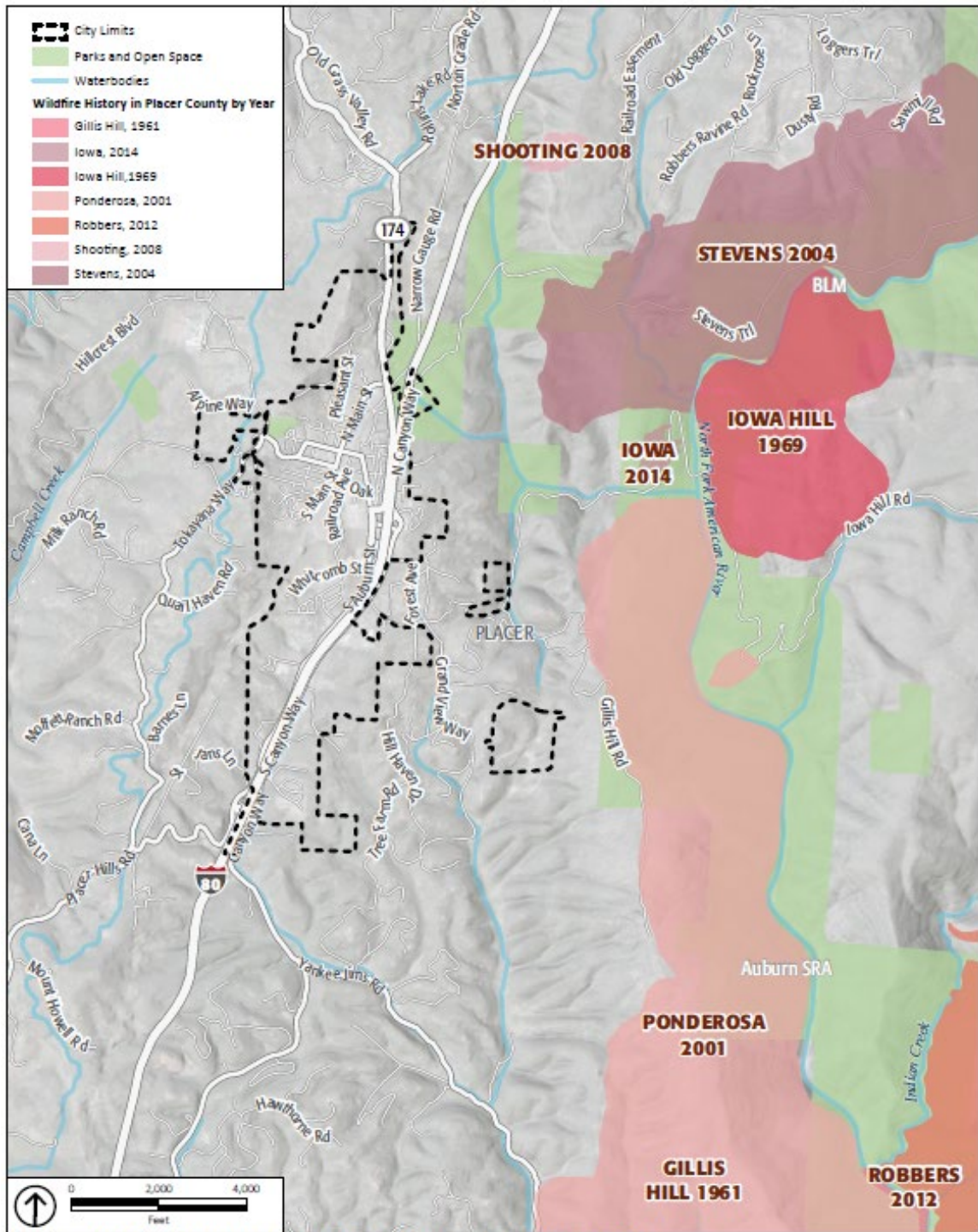
Likely — From May to October each year, Placer County has historically faced a serious wildfire threat that is likely to continue. According to the California Governor’s Office of Emergency Services, the wildfire recurrence rate in Colfax is approximately five years. The threat of wildfire and potential losses are constantly increasing as human development and population increase and the wildland-urban

interface areas expand. Due to its high fuel load and long, dry summers, most of Placer County continues to be at risk from wildfire.

Climate Change and Wildfire

Changing climate conditions are expected to increase the wildfire risk in and around Colfax. Warmer temperatures brought on by climate change can exacerbate drought conditions. Droughts can kill or dry out plants, creating more fuel for wildfires. Warmer temperatures are also expected to increase the number of pest outbreaks, such as the western pine beetle, creating more dead trees and increasing the fuel load. Due to warmer temperatures, the fire season is also likely to begin earlier in the year and extend later than it has historically.

FIGURE 3
COLFAX WILDFIRE HISTORY



Source: ESRI, 2020; California Department of Forestry and Fire Protection, 2019.

Fire Protection

Fire protection in the planning area is provided by CAL FIRE. The City contracts with CAL FIRE to provide fire safety services. The 24 hour per day service includes a paid part-time Fire Chief, fire marshal services, dispatch, and staffing. CAL FIRE maintains an active volunteer program with 17 members. The city maintains two volunteer staffed fire stations. The City of Colfax participates in the Western Placer County Fire Chief's Association Cooperative Response Agreement, where fire agencies have agreed to automatically support each other on incidents using the closest available resource concept.

7.2.2 Drought

A drought is a long period when precipitation levels are well below normal. This makes less water available for people (especially if the local water supply depends on surface water) and natural systems. The City of Colfax may experience water shortages during drought conditions, which could lead to mandatory water use restrictions. Farmers may need to cut back on irrigation activities, and ranchers may need to reduce their number of livestock. Less snow falling in mountainous areas causes water levels in lakes and reservoirs to drop, which can affect recreation activities. Local ecosystems that are not well adapted to drought conditions can be more easily harmed by it. During drought events, the flow of water in creeks and streams is reduced, creating more slow-moving or standing water. This can concentrate sediment and toxins in the low water levels, causing harm to plants and animals. Many fish species also prefer specific stream flow speeds, especially for spawning and egg incubation, and changes to stream velocity as a result of drought conditions can affect reproduction. Droughts can also indirectly lead to more wildfires, and the stress caused by water shortages can weaken plants, making them more susceptible to pests and diseases.

Potential Changes to Drought in Future Years

Likelihood of Future Occurrence

Likely — The impact of a drought on the City of Colfax is primarily one of water supply; however, the impact to natural resources in the area is also a concern. In addition, drought conditions contribute to increased wildfire risk through drying of vegetation. Domestic water for the City of Colfax is provided by the Placer County Water Agency. The source of water for the City of Colfax is the South Fork of the Yuba River and the Bear River. The water is conveyed from Lake Spaulding via the PG&E Drum Canal, into the Agency's Boardman Canal, and then in a pipe to the Colfax Water Treatment Plant. Near the City's ballpark, the Agency has an additional 1.0-million-gallon reservoir.



A multiple year drought can severely compromise the water supply within the district and adversely impact natural resources. In 2014, after 2 years of below-average rainfall and very low snowmelt runoff, Governor Brown declared a state of emergency for drought conditions statewide. The final California Department of Water Resources showed snowpack water content at only 5 percent of normal. On October 19, 2021, Governor Newsome declared a drought emergency for the entire state of California. With the unknowns of drought and globally changing climate conditions, the City continues to promote water conservation throughout the community.

Climate Change and Drought

Although droughts are a regular feature of California’s climate, scientists expect that climate change will lead to more frequent and more intense droughts statewide. Overall, precipitation levels are expected to stay similar, and may even increase in some places. However, the state’s current data say that there will be more years with extreme levels of precipitation, both high and low, as a result of climate change. This is expected to cause more frequent and intense droughts compared to historical norms. Higher air temperatures are expected to increase evaporation, causing more water loss from lakes and reservoirs, exacerbating drought conditions.

Drought conditions will also likely be made worse by changes to Placer County’s snowpack, which is the level of accumulated snow that builds up in the Sierra Nevada Mountains. Usually this snow melts slowly over the year, helping to provide a regular supply of water during dry months. However, because of recent weather patterns, less precipitation is expected to fall as snow, leading to a smaller snowpack. More precipitation falling as rain and warmer temperatures over the course of the year are expected to cause the snowpack that does build up to melt faster. This may make water levels particularly low in late summer and early autumn, which are also often the hottest parts of the year.

7.2.3 Severe Weather

Severe weather includes strong winds, hail, and lightning. Severe weather is usually caused by intense storm systems, although types of strong winds can occur without a storm. The types of dangers posed by severe weather vary widely and may include injuries or deaths, damage to buildings and structures, fallen trees, roads and railways blocked by debris, and fires sparked by lightning. In Placer County, most severe weather is linked to high winds. Hail events are rare, and there have been no reported injuries from hail in Colfax. Lightning happens occasionally, although there has been no direct injury or damage from lightning reported in Colfax.

According to the Placer County Sustainability Plan, severe winter weather includes heavy snowfall, ice storms, extreme cold, and similar events. In Placer County these events are usually limited to the Sierra Nevada region, although in rare cases severe winter weather can occur at lower elevations, such as the City of Colfax.

Potential Changes to Severe Weather in Future Years

Likelihood of Future Occurrence

Likely — According to historical hazard data, severe weather is an annual occurrence in the City of Colfax. Damage and disaster declarations related to severe weather have occurred and will continue to occur in the future. Heavy rain and thunderstorms are the most frequent type of severe weather occurrence in the area. Wind and lightning often accompany these storms and have caused damage in the past and could contribute to future wildfires. Although unlikely, severe winter storms may also bring heavy snowfall to the City of Colfax. In addition to localized flooding issues, the storms can cause several mudslides and lightning can cause many electrical poles to short with a resultant loss of power, hazardous downed lines, and the potential for fire.

Problems associated with the primary effects of severe weather include flooding, pavement deterioration, and debris clogging of drainages and roadways. Areas located on S. Main Street are the areas of the city most often affected during these heavy storm events.

Climate Change and Severe Weather

Climate change is expected to cause an increase in intense rainfall, and in some instances snowfall, which is usually associated with strong storm systems. This means that Colfax could see more intense storms in the coming years and decades. Such an increase may not affect all forms of severe weather and may not always be apparent. For example, hail is rare enough in Colfax that even if it does become more common, the increase and any effects may not be apparent. Overall, climate change is expected to increase average temperatures, so the total number of days with cooler temperatures is expected to drop. However, climate change may increase the number of severe storms affecting Placer County, including Colfax. These intense storm systems could create severe winter weather conditions in the Sierra Nevada and more severe winter weather events in areas such as Colfax.

7.2.4 Extreme Heat

While there is no universal definition of extreme heat, California guidance documents define extreme heat as temperatures that are hotter than 98 percent of the historical high temperatures for the area, as measured between April and October of 1961 to 1990. Days that reach this level are called extreme heat days. An event with five extreme heat days in a row is called a heat wave. Extreme heat is any period of time when the temperatures are well above the usual level. This level is relative to the area, which means that extreme heat events may occur anywhere in Placer County, even though temperatures in the valley region will almost always be the hottest.

Health impacts are the primary concern with this hazard, though economic impacts are also an issue. In a normal year, about 175 Americans succumb to the demands of summer heat. In the 40-year period from 1936 through 1975, nearly 20,000 people were killed in the United States by the effects of heat and solar radiation. In the heat wave of 1980, more than 1,250 people died.



Elderly persons, small children, chronic invalids, those on certain medications or drugs, and persons with weight and alcohol problems are particularly susceptible to heat reactions. The elderly and individuals below the poverty level are the most vulnerable to extreme heat. Nursing homes and elder care facilities are especially vulnerable to extreme heat events if power outages occur, and air conditioning is not available. In addition, individuals below the poverty level may be at increased risk to extreme heat if use of air conditioning is not affordable. Extreme heat can also affect the agricultural industry.

In the foothills of Placer County, monthly average maximum temperatures in the warmest months (May through October) range from the mid-70s to the low 90s. From late spring through fall, it is not unusual for temperatures to exceed 90°F and higher. The highest recorded daily extreme was 118°F in August of 1933. In a typical year, maximum temperatures exceed 90°F on 89 days.

Potential Changes to Extreme Heat in Future Years

Likelihood of Future Occurrence

Likely — Extreme heat occurs on an annual basis, most commonly at the peak of the summer season. From late spring through fall, days with temperatures exceeding 90°F and higher will increase.

Climate Change and Extreme Heat

The warmer temperatures brought on by climate change are likely to cause an increase in extreme heat events. Depending on the location and emissions levels, the number of extreme heat days is expected to rise. According to the state Cal-Adapt database, cooler areas may see about as many extreme heat days as warmer areas. Overall, Colfax is expected to see an increase in the average daily high temperatures. Although the temperature increases may appear modest, the projected high temperatures are substantially greater than historical norms. These increases also make it more likely that an above-average high temperature will cross the extreme heat threshold. As temperatures increase, Colfax will face increased risk of death from dehydration, heat stroke, heat exhaustion, heart attack, stroke and respiratory distress caused by extreme heat.

7.2.5 Seismic and Geologic Hazards

Seismic and geologic hazards are risks caused by the movement of different parts of the Earth’s crust, or surface. Seismic hazards are the hazards associated with potential earthquakes in a particular area. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm to people or property.

Seismic Hazards

The City of Colfax is in a seismically active region, and there is a high potential that the area will be subject to at least moderate earthquakes one or more times over the next century. Seismic activity causes pressure to build up along a fault, and the release of pressure results in ground shaking. This shaking itself is known as an earthquake. Earthquakes can also trigger other hazards, including surface

rupture (cracks in the ground surface), liquefaction (causing loose soil to lose its strength), landslides, and subsidence (sinking of the ground surface).

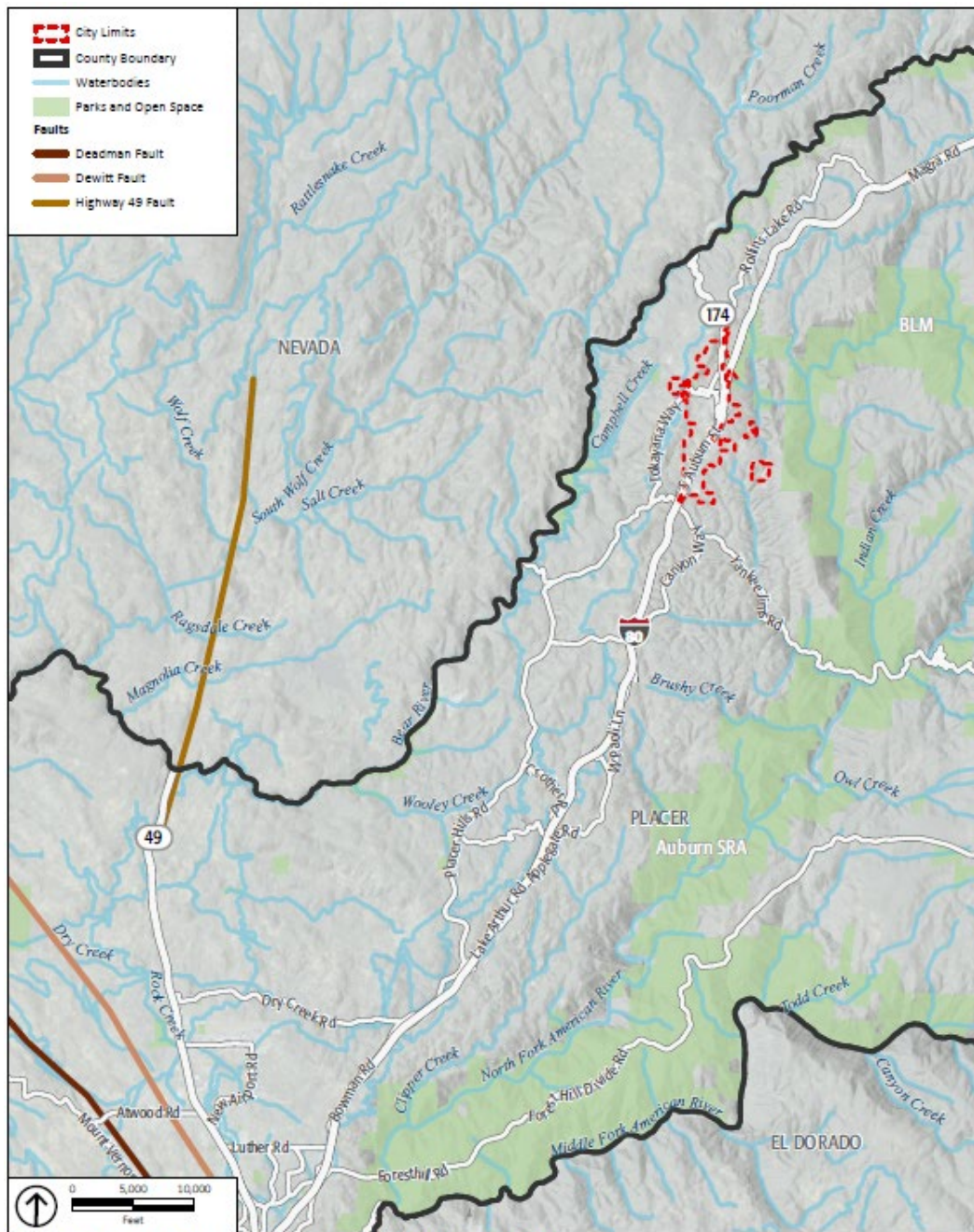
Active and potentially active faults pose risk to the City of Colfax. Active faults have experienced displacement in historic time, suggesting that future displacement may be expected, whereas potentially active faults are those that have shown displacement within the last 1.6 million years and may or may not have a reasonable chance of creating future earthquakes.

- » Structures most likely to be affected are those that are old or near earthquake faults, such as the Bear Mountain Fault and Melones Fault. These faults are situated approximately three to four miles west and east from Colfax, respectively. These faults would have the greatest potential for damaging buildings in Colfax, especially the unreinforced masonry structures in the older part of the city and structures built before 1960 without adequate anchorage of framing and foundations.
- » The closest identified active fault is the Cleveland Hills fault, approximately 20 miles northwesterly of Colfax. This fault is considered one of the most active in the area in terms of destructive potential and was the source of a strong earthquake in 1975 around the City of Oroville.
- » Another potential earthquake source is the Midland Fault Zone to the west, where an 1892 earthquake centered between Vacaville and Winters caused minor damage in nearby Lincoln.
- » Active faults located between 50 and 100 miles from Colfax include the Mohawk Valley Fault, the Stampede Valley Fault, and the Fort Sage Fault; all located northeast of Colfax. Given the relationship to these various active faults, there is a high potential that the area will be subject to at least moderate earthquake shaking one or more times over the next century.

Additionally, Colfax may experience minor ground shaking from distant major to great earthquakes on faults to the west and east. For example, to the west, both the San Andreas Fault (source of the 8.0-estimated Richter magnitude San Francisco earthquake that damaged Sacramento in 1906) and the closer Hayward Fault have the potential for experiencing major to great events. To the east in Nevada, the several faults associated with the series of earthquakes in 1954, especially the major (7.1 Richter magnitude) December 16, 1954, Fairview Peak event (about 100 miles east of Carson City) could cause minor ground shaking in Colfax. The San Andreas Fault near San Francisco and the Hayward Fault in the East Bay area are 116 and 110 miles, respectively, from Colfax.

Figure 4 shows the fault lines in and around Colfax.

FIGURE 4
FAULT LINES



Source: ESRI, 2020; California Department of Conservation, 2019.

In case of a major earthquake in the region, critical damage may occur to public and private buildings, homes, and structures, including those that provide emergency services (hospitals, fire stations, schools, emergency shelters) and essential services and infrastructure such as roads and utility lines for water, gas, power, telephone, sewer, and storm drainage. Access and continuity of services may be disjointed, and services could be offline for extended periods. Damage to essential and critical structures require special attention in the public safety programs of the city. Damage to the following infrastructure systems could occur, in addition to the damage to public and private buildings:

- » Unreinforced masonry buildings: Unreinforced masonry buildings are vulnerable structures that may be subject to damage or collapse because of an earthquake.
- » I-80: There are several overpasses on I-80 that could possibly be threatened in the event of a severe earthquake, greater than those previously experienced. Under such a scenario, the County would be virtually cut in half between the eastern and western portions. Similar conditions have resulted from past winter storms requiring limited emergency measures.
- » Train derailments: Union Pacific Railroad tracks run adjacent to I-80. Passenger trains run between Sacramento and Reno through the I-80 corridor. A derailment in the higher elevations would pose logistics problems involved in freeing passengers, especially those caught in snowsheds during winter months. A derailment resulting from an earthquake could also cause a hazardous materials release.
- » Telephone communications: Telephone communications could be adversely affected due to overloading resulting from post-earthquake calls within the area and from outside, and the electronics needed to support communication systems could be damaged. The situation could be further complicated by physical damage to equipment due to ground shaking, loss of services due to loss of electrical power, and lack of access to maintain auxiliary power and the subsequent failure of some power sources.
- » Propane: Properties in Colfax rely on propane for fuel. Earthquakes could cause damage to propane tanks by knocking them off their foundations, posing potential fire hazards.

Geologic Hazards

Geologic hazards, such as landslides, depend on the geologic composition of the area. In Colfax, consolidated rocks make up the mountains and rocky buttes while alluvial soils are found on stream beds and the valley floor. Beneath the alluvial soils are the same hard rocks found in the mountain areas. Geologic hazards are present in the form of unstable soils and certain ground formations that render some areas unsuitable for intensive human activity. Colfax has steep and unstable slopes with areas subject to erosion and landslides. Increased excavation on these slopes can expose more weaknesses of the underlying rock mass, creating a greater potential for failure. Lands around major fault zones are exposed to greater geologic hazards as a result of repeated fault movement, which creates looser ground material that is more likely to move. The area around Colfax also includes highly expansive soils, which can shrink and swell as ground moisture levels change. Figure 5 shows the landslide risk in and around Colfax. Rock Strength and slope are combined to create classes of

landslide susceptibility which range from 0 to X (i.e., very low to very high). These classes express the generalization that on very low slopes, landslide susceptibility is low even in weak materials, and that landslide susceptibility increases with slope and in weaker rocks. Very high landslide susceptibility, classes VIII, IX, and X, includes very steep slopes in hard rocks and moderate to very steep slopes in weak rocks.

Potential Changes to Geologic and Seismic Risk in Future Years

Likelihood of Future Occurrence

Occasional — Earthquakes are likely to continue to occur on an occasional basis. Most earthquakes are likely to be small. They may cause no substantive damage and may not even be felt by most people. Major earthquakes are rare, but a possibility in the region. If serious shaking does occur, newer construction is in general more earthquake resistant than older construction because of improved building codes. Manufactured housing is very susceptible to damage because their foundation systems are rarely braced for earthquake motions.

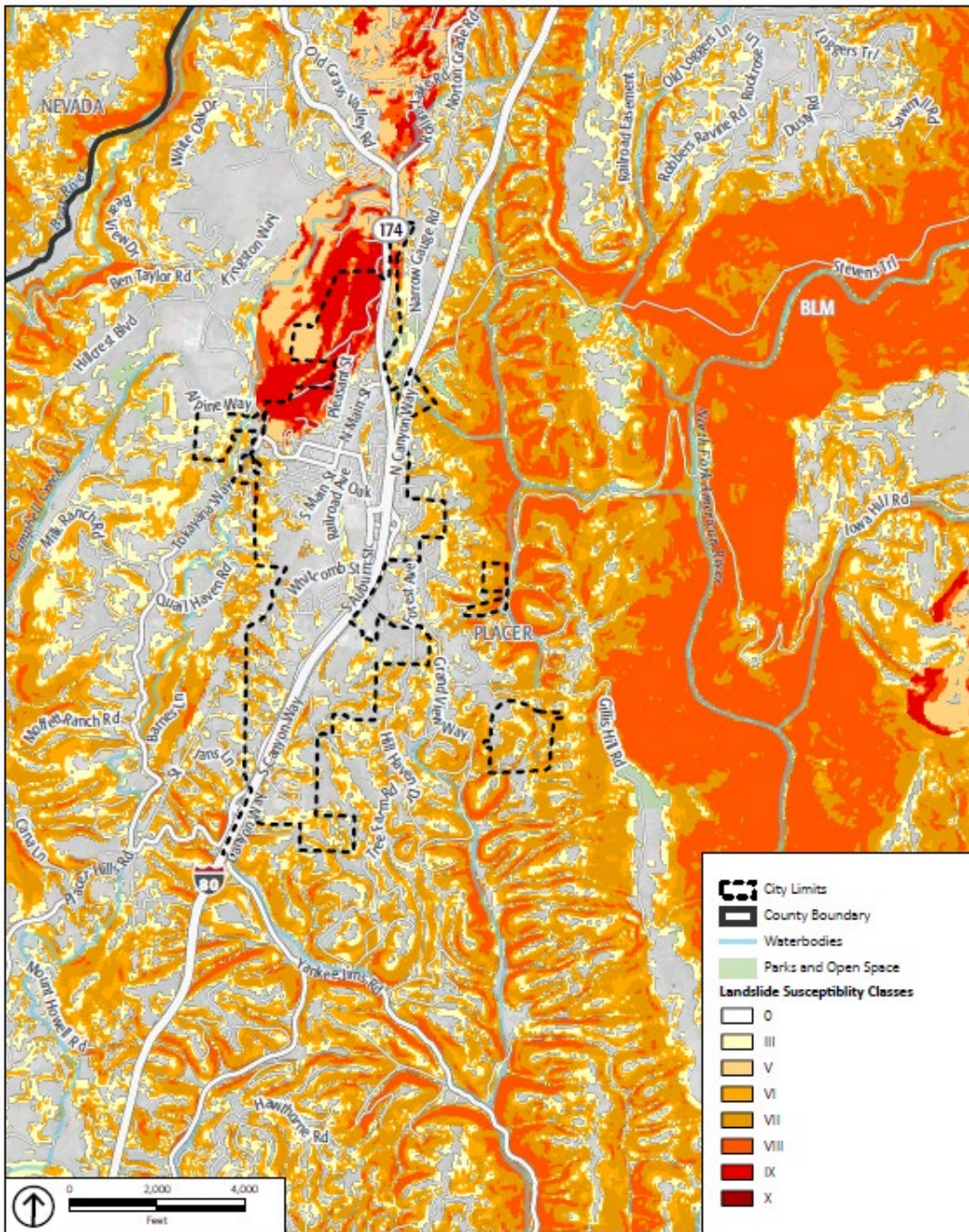
Earthquake losses would vary across Placer County depending on the source and magnitude of the event. Although new growth and development corridors would fall in the area affected by earthquake, given the small chance of major earthquake and the building codes in effect, development in the earthquake area would continue to occur.

Minor landslides and similar geologic hazards have occurred in the past, probably over the last several hundred years, as evidenced both by past deposits exposed in erosion gullies and recent landslide events. With significant rainfall, additional failures are likely to occur within the identified landslide hazard areas. Given the nature of localized problems identified within the county, minor landslides will likely continue to impact the area when heavy precipitation occurs, as they have in the past. In addition, areas affected by recent fires show an increased area of landslide risk.

Climate Change and Geologic and Seismic Hazards

While climate change is unlikely to increase earthquake frequency or strength, the threats from seismic and geologic hazards are expected to continue. Climate change may result in precipitation extremes (i.e., wetter wet periods and drier dry periods). While total average annual rainfall may decrease only slightly, rainfall is predicted to occur in fewer, more intense precipitation events. Heavy rainfall or snowfall could cause an increase in the number of landslides or make landslides larger than normal. The combination of a generally drier climate in the future, which will increase the chance of drought and wildfires, and the occasional extreme downpour is likely to cause more mudslides and landslides.

FIGURE 5
LANDSLIDE RISK



Source: ESRI, 2020; California Geological Deep Seated Susceptibility, 2019.

7.2.6 Hazardous Materials/Wastes

Hazardous materials are materials that pose a significant risk to public safety or human or environmental health. These include toxic chemicals, flammable or corrosive materials, petroleum products, and unstable or dangerously reactive materials. They can be released through human error, malfunctioning or broken equipment, or as an indirect consequence of other emergencies (e.g., if a flood damages a hazardous material storage tank). Hazardous materials can also be released accidentally during transportation, as a consequence of vehicle accidents and train derailment.

The majority of hazardous materials in the community are being transported on truck routes along major roadways such as I-80 that passes through Colfax. The bulk of truck-carried hazardous materials that enter the county do so via I-80. The cargos consist of a wide range of hazardous substances. Although I-80 is well maintained and a controlled access roadway, there are some steep and sharp turns that severely tax the brakes and handling ability of semi-trailer trucks.

In addition to highway traffic, other hazardous materials are transported through Colfax on the Union Pacific Railroad. Hazardous materials are regularly shipped via the rail line and, while unlikely based on past occurrences, an incident involving a rail accident within the City could have devastating effects. The City has little control over the types of materials that are shipped via the rail line. With regard to government activities, the content of shipments may be confidential for reasons of security and/or is generally unknown to the City. While the City has little influence over the types of material transported via the rail line, the potential for rail incidents can be reduced by ensuring that at-grade crossings within the city are operating in a safe and effective manner. In the event of an emergency involving hazardous materials, there is potential for extreme risk to life and property. The Colfax Fire Department is responsible for the management of emergencies involving hazardous materials.

Several state agencies monitor hazardous materials/waste facilities. Potential and known contamination sites are monitored and documented by the Department of Health Services (DHS) and the Regional Water Quality Control Board (RWQCB). A review of the leaking underground storage tank list produced by the RWQCB, and the Hazardous Waste and Substances Sites List produced by the Office of Planning and Research indicates no hazardous waste sites in Colfax.

If an imminent public health threat is posed by an outside factor, the City will support local regulating agencies in notifying the public. The transport of hazardous materials/wastes and explosives through the planning area is regulated by the California Department of Transportation (DOT). I-80 is open to vehicles carrying hazardous materials/wastes. City streets and unincorporated County areas are generally not designated as hazardous materials/waste transportation routes, but a permit may be granted on a case-by-case basis. Transporters of hazardous wastes are required to be certified by the DOT and manifests are required to track the hazardous waste during transport. The danger of hazardous materials/waste spills during transport does exist and will potentially increase as transportation of these materials increases on I-80 and the railroad. The Placer County Office of Emergency Services (OES), Placer County Division of Environmental Health, the Placer County Sheriff Department, and the Colfax Fire Department are responsible for hazardous materials accidents at all locations within the City.

Potential Changes to Hazardous Materials in Future Years

Likelihood of Future Occurrence

Unlikely — The Union Pacific Railroad line passes through the City of Colfax. Hazardous materials are regularly shipped via the rail line and, while unlikely based on past occurrences, an incident involving a rail accident within the City could have devastating effects.

The City has little control over the types of materials that are shipped via the rail line. With regard to government activities, the content of shipments may be confidential for reasons of security and/or is generally unknown to the City. While the City has little influence over the types of material transported via the rail line, the potential for rail incidents can be reduced by ensuring that at-grade crossings within the City are operating in a safe and effective manner. I-80 passes through the City as well. This is a designated Cal Trans haz-mat route.

Climate Change and Hazardous Materials

Climate change is unlikely to affect hazardous materials transportation incidents. However, increases in the frequency and intensity of severe storms may create a greater risk of hazardous materials releases during these events.

7.2.7 Crime

Crime and other acts of violence undermine the community's sense of security and threaten public safety. As Colfax develops, the increasing concentration of population will bring increasing criminal activities, although not necessarily increasing the crime rate (number of crimes per 1,000 population). While it is expected that individuals will take normal precautions to protect themselves from danger, the City provides additional protection from harm brought on by the malicious intent of others. Police protection in the City of Colfax 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 Sheriff's Department plays a significant role in the safety and quality of life within the community. Some of the Police Department's crime prevention programs include Business Watch, Crime Stoppers, Identify Theft, Chaplaincy, Megan's Law, National Night Out, and Neighborhood Watch.



7.2.8 Climate Change

Changes to the global climate system are expected to affect future natural hazards in and around Colfax. Many natural hazards are expected to become more frequent and intense in coming years and decades, although some changes are already visible. According to state reports and the *Placer County Sustainability Plan*, Colfax can expect the following changes to climate-related hazards:

- » Periods of both very high and very low precipitation are likely to become more common, which is expected to increase the frequency of both droughts and floods. More rapid melting of the Sierra snowpack is likely to increase the risk of spring flooding, while droughts may become more likely in the late summer and autumn.
- » Higher temperatures are expected to cause an increase in extreme heat days. Historically, Colfax experiences an average of four extreme heat days each year, which is any day where temperatures exceed 102°F. These extreme heat days are projected to occur 21 to 24 times each year by around 2050, and 30 to 54 times annually by the end of the century.
- » Severe weather events, such as intense storms and high winds are expected to become more frequent and intense. Colfax may experience an increase in hazardous events, such as landslides as a result.
- » Wildfires are expected to occur more frequently around Colfax due to hotter, drier conditions. While locations higher in the Sierra face the greatest risk, the areas immediately around Colfax are still projected to see an increase in wildfire activity. According to the *Placer County Sustainability Plan*, wildfire activity across Placer County is expected to increase approximately 127 percent above historic levels by the end of the century.
- » Pests and organisms that cause or spread disease may be active for a longer period of time due to warmer temperatures. Changes in temperature and precipitation patterns could cause new pests and diseases to be active in and around Colfax. Such pests and diseases may not only affect human health but could harm local ecosystems and agricultural activities.

7.2.9 Constraints

Constraints to public safety are a result of both natural events and the activities of humans. Natural hazards are caused by excess rainfall, seismic activity, landslides, or high winds. Human-made hazards are the result of crime, hazardous materials spills, and fires. The following are some of the factors that constrain protection of the public:

1. Unpredictability. Natural disasters are often unpredictable. To reduce the danger of disaster, precautionary measures are required. Avoidance of flood-prone areas and flood-control measures are necessary. Construction to earthquake standards has proven effective to reduce losses in seismic events. Emergency plans that include evacuation, medical aid, and temporary food and shelter are important.

2. Existing land development. Prior settlement patterns and very dense development often present difficult access problems for emergency vehicles. Undefined evacuation routes and lack of emergency communication lines are also problems for emergency service providers.
3. Priorities. Public safety may be described as the preservation of human life and the protection of property. These values underlie the concept of human settlement; however, the relative importance of saving lives or saving property is sometimes a subjective decision.
4. Human carelessness. Carelessness often leads to accidents, which can involve automobiles, airplanes, hazardous materials spills, urban fires, and forest fires. Public education and safety rules and regulations are important to avoid careless attitudes and actions.
5. Individual precaution. Citizens often are the cause of their own disasters through lack of available or at-hand precautions, i.e., not locking doors at night or when away, swimming alone, drinking and driving, or smoking in bed.
6. Economics. Economic considerations often play an important role in providing for public safety. Budget limitations force difficult decisions related to deciding which safety measures are more important or cost-effective.

7.3 Safety Goals, Policies, and Implementation Measures

GOAL 7.3.1 Protect the life and property of residents, businesses, and visitors to Colfax from natural and human-made hazards and crime.

Policy 7.3.1.1 Require a review of all potential hazards in areas identified for development.

Policy 7.3.1.2 Continue to partner with Placer County and other cities within the county to regularly update and implement the Placer County LHMP.

Policy 7.3.1.3 Enhance public education and awareness of natural and climate change-induced hazards and public understanding of disasters.

Policy 7.3.1.4 Identify and, as feasible, retrofit any City-owned buildings and facilities in areas prone to landslide/debris flows or wildfire to maximize defensible space and outdoor fireproofing, stabilize nearby slopes, and take other actions to harden the property as needed.

Implementation Measures

7.3.1.A Make information relating to potential hazards on site specific areas in the City available to all City agencies and staff.

7.3.1.B Continue to work with the County to update the LHMP upon its expiration to ensure that Colfax maintains eligibility for pre-disaster mitigation funding.

- 7.3.1.C Review and update as needed the Safety Element at least once every eight years, ideally concurrent with updates to the County’s LHMP or the Colfax Housing Element so that the best available hazard data is concurrently incorporated into the Safety Element. The LHMP, most recently approved by FEMA in June 2021, is incorporated by reference into this Safety Element, as permitted by California Government Code Section 65302.6.
- 7.3.1.D Encourage all persons in hazard-prone areas, especially those living in neighborhoods along single-access roads to prepare and keep an emergency and evacuation kit.
- 7.3.1.E ,Create a community support network in partnership with community-based organizations to check on socially vulnerable or isolated persons during dangerous conditions. Similarly, the City shall use said network to provide information and services related to hazard mitigation and emergency preparation to persons with limited access to transportation, communication, and other lifeline resources and services.

GOAL 7.3.2 Minimal risk of injuries, loss of life, property damage, and economic and social disruption resulting from seismic and geologic hazards in Colfax.

- Policy 7.3.2.1 Identify opportunities to strengthen or relocate existing weak critical structures and lifeline utilities to increase public safety and minimize or avoid potential damage from seismic and geologic hazards.
- Policy 7.3.2.2 Incorporate resilient design features for roads and trails that are on or below steep slopes and have a history of being damaged or blocked by landslide events.
- Policy 7.3.2.3 Continually identify areas of Colfax susceptible to damage from seismic shaking, liquefaction, subsidence, and other geologic risks.
- Policy 7.3.2.4 Require detailed soils and geologic studies prior to approval for development in potentially hazardous areas. Require mitigation measures if significant hazards are identified.
- Policy 7.3.2.5 Avoid development in areas of steep slope and high erosion potential.
- Policy 7.3.2.6 Encourage upgrading of unreinforced masonry buildings to prevent disastrous earthquake damage.

Implementation Measures

- 7.3.2.A Work to stabilize burned slopes located above developed areas, important infrastructure, or key transportation corridors as soon as possible after a wildfire

- event. The City will cooperate with the Placer County Department of Public Works and/or the DOT when necessary.
- 7.3.2.B Work to make single-access roads and key trails less vulnerable to landslides and mudflows through the use of retaining walls, slope stabilization techniques, and other strategies.
- 7.3.2.C Ensure that site development on steep slopes is designed to avoid creating areas that may be subject to slippage or movement from storm events.
- 7.3.2.D Continue to implement the California Building Code.
- 7.3.2.E Encourage clustering of development away from areas considered geologically unstable.

GOAL 7.3.3 Minimal risk of injuries, property damage, and economic loss resulting from urban and wildland fires in Colfax.

- Policy 7.3.3.1 Continually identify any areas of likely wildfire risks or urban conflagration in Colfax.
- Policy 7.3.3.2 Prevent fuel accumulation around any City-owned infrastructure where fires are known to occur.
- Policy 7.3.3.3 Maintain an adequate peak load water supply for fire suppression efforts in Colfax.
- Policy 7.3.3.4 Continue to enforce and, as necessary, adopt new development standards to reduce fire hazard risks for new and existing development in the wildland-urban interface to minimize property damage and loss of life.
- Policy 7.3.3.5 Continue to work with Placer County, state agencies, and federal agencies to support wildfire fuel management activities in areas devastated by bark beetle and other pests.
- Policy 7.3.3.6 Continue to partner with Placer County and other entities within the County to regularly update and implement the Placer County Community Wildfire Protection Plan (CWPP).

Implementation Measures

- 7.3.3.A Identify funding opportunities to support new or expanded fuel-reduction projects, including those that provide assistance for biomass facilities.
- 7.3.3.B Require each new large-scale development to submit a water usage plan showing that Colfax’s water system can supply the new development with

minimum water amounts while maintaining optimal water supply for fire suppression work.

- 7.3.3.C Continue to enforce requirements to provide defensible space around homes and other buildings in fire-prone areas, and strengthen standards as needed to provide adequate protection in response to changing fire regimes.
- 7.3.3.D Seek to develop a fire-safe assessment to use prior to issuing a building permit or other formal approval for significant retrofits to buildings, including installation of sprinklers and fire-safe exterior materials as feasible.
- 7.3.3.E Require new developments to include fuel reduction plans. These plans must include a finance plan, necessary fees for maintenance of fuel break areas, and maintenance requirements in any applicable covenants, conditions, and restrictions.
- 7.3.3.F Conduct periodic inspections of vacant properties to ensure that combustible fuels do not accumulate.
- 7.3.3.G Continue to work with the County to update the CWPP upon its expiration to ensure that Auburn maintains eligibility for pre-disaster mitigation funding and applies mitigation measures to protect the City of Auburn from wildfire.

GOAL 7.3.4 The city shall work to reduce crime levels in Colfax.

- Policy 7.3.4.1 Maintain police response times sufficient to rapidly respond to 911 calls.
- Policy 7.3.4.2 Ensure that new development projects use environmental design to reduce the risk of crime.
- Policy 7.3.4.3 Promote citizen engagement in crime awareness in existing crime reduction programs.

Implementation Measures

- 7.3.4.A Work with the Placer County Sheriff’s Department to address law enforcement personnel needs in Colfax resulting from future population growth.
- 7.3.4.B Work with the Placer County Sheriff’s Department to evaluate new project design to reduce the potential for crime. The City and Sheriff’s Department may draft and adopt a set of objective design standards for use by project applicants during project design and by City staff during permit and plan review.
- 7.3.4.C Coordinate with the Placer County Sheriff Department to continue its Citizens Awareness Academy and Neighborhood-Business Watch Program.

GOAL 7.3.5 Reduced likelihood of hazardous materials release, exposure, and contamination in Colfax.

- Policy 7.3.5.1 Maintain a record of all businesses and sites in Colfax with hazardous materials to be filed with the Colfax Fire Department.
- Policy 7.3.5.2 Encourage commercial or industrial development using hazardous materials in areas away from residential uses and discourage commercial and industrial development using hazardous materials in areas of identified wildfire risk.
- Policy 7.3.5.3 Collaborate with other cities/towns, Placer County, and regional hazardous waste management organizations to limit the risk of hazardous materials release.
- Policy 7.3.5.4 Reduce the risk of exposure to hazardous materials in Colfax.

Implementation Measures

- 7.3.5.A Discourage new uses of hazardous materials within identified wildland fire risk areas or within a 0.25-mile radius. New hazardous material uses within a 0.25-mile radius of residences shall include a green buffer around property.
- 7.3.5.A Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. The City shall maintain information channels to the residential and business communities about the illegality of dumping hazardous materials and waste in the storm drain system or in creeks.

GOAL 7.3.6 City and ecological resiliency to climate change hazards.

- Policy 7.3.6.1 Encourage collaboration with regional organizations and agencies to increase resilience.

- Policy 7.3.6.2 Ensure that there are safe places for community members to gather during hazardous events like extreme heat.
- Policy 7.3.6.3 Coordinate with Placer County Water Agency to reduce drought risks and ensure Colfax has a healthy and reliable water supply.
- Policy 7.3.6.4 Reduce health and economic risks associated with extreme heat and human health hazards.

Implementation Measures

- 7.3.6.A Coordinate climate resiliency efforts with the Capital Region Climate Readiness Collaborative, the Sierra Climate Adaptation and Mitigation Partnership, and other regional bodies.
- 7.3.6.B Engage in partnerships and support local and regional interagency efforts to assess climate change impacts and to develop and implement strategies that increase resilience of vulnerable ecosystems.
- 7.3.6.C Work with regional, state, and federal plant and wildlife management agencies and organizations to protect vulnerable habitat and improve ecosystem connectivity.
- 7.3.6.D Work to ensure that its facilities used as cooling centers or resilience hubs are equipped with backup power supplies, including on-site renewable energy generation and energy storage systems.
- 7.3.6.E Provide shaded areas, air conditioners, and other features at City community centers, parks, and other outdoor spaces that can offer refuge from extreme heat and weather events.
- 7.3.6.F Continue to promote water conservation programs to reduce water use in the City of Colfax.
- 7.3.6.G Support and cooperate with the Placer County Water Agency during updates to its urban water management plan to support ongoing efforts to plan for sustainable, long-term drinking water supply for City residents and businesses.
- 7.3.6.H Encourage projects that include landscaping to use plants that will continue to be viable in the area under long-term future climate conditions.
- 7.3.6.I Coordinate with Placer County Public Health Department to ensure that free or reduced-cost vaccinations for vector-borne diseases are widely available for Colfax residents.