



CITY COUNCIL MEETING

COUNCIL CHAMBERS, 33 SOUTH MAIN STREET, COLFAX, CA

MAYOR TOM PARNHAM • MAYOR PRO-TEM STEVE HARVEY
COUNCILMEMBERS • KIM DOUGLASS • TONY HESCH • WILL STOCKWIN



REGULAR MEETING AGENDA

December 14, 2016

Closed Session 6:00 PM

Regular Session 7:00 PM

1) CONVENE CLOSED SESSION

- 1A. Call Closed Session to Order
- 1B. Roll Call
- 1C. Public Comment – Closed Session Items
- 1D. Closed Session Agenda: Conference with Legal Counsel - Anticipated Litigation: Significant exposure to litigation pursuant to Government Code Section 54956.9(b), 1 case
- 1E. Report from Closed Session

2) OPEN SESSION

- 2A. Call Open Session to Order
- 2B. Pledge of Allegiance
- 2C. Roll Call
- 2D. Approval of Agenda Order

This is the time for changes to the agenda to be considered including removal, postponement, or change to the agenda sequence.

RECOMMENDED ACTION: By motion, accept the agenda as presented or amended.

3) CONSENT CALENDAR

Matters on the Consent Agenda are routine in nature and will be approved by one blanket motion with a Council vote. No discussion of these items ensues unless specific items are pulled for discussion and separate action. If you wish to have an item pulled from the Consent Agenda for discussion, please notify the City staff.

RECOMMENDED ACTION: Approve Consent Calendar

- 3A. Minutes City Council Meeting of November 9, 2016
Recommendation: Approve the Minutes of the Regular Meeting of November 9, 2016.
- 3B. Cash Summary Report – October 2016
Recommendation: Receive and File.

4) COUNCIL, STAFF AND OTHER REPORTS

The purpose of these reports is to provide information to the Council and public on projects, programs, and issues discussed at committee meetings and other items of Colfax related information. No decisions will be made on these issues. If a member of the Council prefers formal action be taken on any committee reports or other information, the issue will be placed on a future Council meeting agenda.

- 4A. Committee Reports and Colfax Informational Items - All Councilmembers
- 4B. City Operations Update – City staff
- 4C. Additional Reports – Agency partners

5) PUBLIC COMMENT

Members of the audience are permitted to address the Council on matters of concern to the public within the subject jurisdiction of the City Council that are not listed on this agenda. Please make your comments as brief as possible; not to exceed three (3) minutes in length. The Council cannot act on items not included on this agenda; however, if action is required it will be referred to staff.

6) PUBLIC HEARINGS

- 6A. Sierra Oaks Estates Vesting Subdivision Map and Village Oaks Apartments Design Review
STAFF PRESENTATION: Amy Feagans, Planning Director
RECOMMENDED ACTION: Adopt Resolution 48-2016 adopting the Mitigated Negative Declaration, approving a Lot Line Adjustment, approving the Vesting Tentative Subdivision Map for the Sierra Oaks Estates, approving the Design Review for the Village Oaks Apartments, and approving a Sign Permit for Entry Signage.



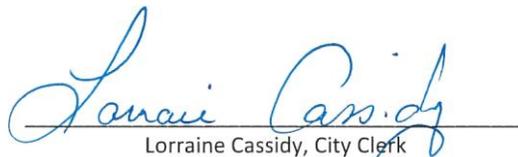
7) COUNCIL BUSINESS

- 7A. **Public Works Vehicle Purchase**
PRESENTATION Wes Heathcock, Community Services Director
RECOMMENDATION: Adopt Resolution 49-2016 approving the purchase of two public works vehicles from Winner Chevrolet in an amount not to exceed \$88300.
- 7B. **Introduction and first reading of Ordinance 531: an Ordinance of the City Council of the City of Colfax repealing and amending chapter 15.04 and 15.08 of the Colfax Municipal Code and adopting by reference the most recent editions of the following standard codes: the California Building Standards Code (Cal. Code Of Regs. Title 24) including the California Administrative Code (Part 1), the California Building Code (Part 2), the California Residential Code (Part 2.5), the California Electrical Code (Part 3), the California Mechanical Code (Part 4), the California Plumbing Code (Part 5), the California Energy Code (Part 6), the California Historical Building Code (Part 8), the California Fire Code (Part 9), the California Existing Building Code (Part 10), the California Green Building Standards Code (Part 11- Cal Green) & the California Referenced Standards Code (Part 12) together with amendments and additions to the various codes providing for penalties for the violation thereof, repealing all other ordinances in conflict therewith**
STAFF PRESENTATION: John Schempf, City Manager
RECOMMENDED ACTION: Introduce the proposed ordinance by title only, waive the first reading and schedule a public hearing for second reading and adoption at the January 11, 2017 regularly scheduled City Council Meeting to be effective 30 days thereafter.
- 7C. **Acceptance of Donated Property on Main Street**
STAFF PRESENTATION: John Schempf, City Manager
RECOMMENDATION: Adopt Resolution 50-2016 accepting the donation of the parcel of land identified as 433 N. Main Street (APN 006-010-015)
- 7D. **Results of November 8, 2016 Election**
PRESENTATION: Lorraine Cassidy, City Clerk
RECOMMENDATION: Adopt Resolution 51-2016: Declaring Results Of The General Municipal Election Held On December 8, 2016.
- 7E. **Oath of Office and Seating of New Council Members and City Treasurer**
PRESENTATION: Lorraine Cassidy, City Clerk
RECOMMENDATION: Recognition of retiring Mayor and Oath of Office of newly elected Council member and City Treasurer for the term beginning December 14, 2016 through the first City Council Meeting after Certification of the November 2020 election.
- 7F. **Rotation of City Council Officers: Mayor and Mayor Pro Tem**
PRESENTATION: John Schempf, City Manager
RECOMMENDATION: By Separate Motions, Select Mayor and Mayor Pro Tem

8. ADJOURNMENT TO RECEPTION FOR OUTGOING AND INCOMING COUNCILMEMBERS

****CAKE AND REFRESHMENTS IMMEDIATELY FOLLOWING THE MEETING****

I, Lorraine Cassidy, City Clerk for the City of Colfax declare that this agenda was posted at Colfax City Hall and the Colfax Post Office. The agenda is also available on the City website at www.Colfax-ca.gov.


Lorraine Cassidy, 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.





City of Colfax
 City Council Minutes
 Regular Meeting of Wednesday, November 9, 2016
 City Hall Council Chambers
 33 S. Main Street, Colfax CA

1 CONVENE CLOSED SESSION

1A. Call to Order

Mayor Parnham called the meeting to order at 6:30PM.

1B. Roll Call

Councilmembers present: Douglass, Harvey, Parnham, Stockwin

Recused: Councilmember Hesch was recused due to a conflict with this item.

1C. Public Comment – Closed Session Items

No public comment

1D. Closed session agenda

Conference With Legal Counsel - Anticipated Litigation: Significant exposure to litigation pursuant to Government Code Section 54956.9(b), 1 case

Closed session ended at 7:00PM.

City Manager Schempf reminded everyone the preliminary results of the election for two Council members, City Treasurer and Measure H which are posted on the County website are not final counts. The County has until December 9, 2016 to certify the election. However, Mr. Ryan most likely has enough votes for City Treasurer.

2 OPEN SESSION

2A. Call to Order

Mayor Parnham called the open session to order at 7:06PM.

2B. Pledge of Allegiance

Sergeant Ty Conners led the Pledge of Allegiance.

2C. Roll Call

Council members present: Douglass, Harvey, Hesch, Parnham, Stockwin

2D. Report from Closed Session

City Attorney Cabral reported Councilmember Hesch was recused from closed session. There was no reportable action on the closed session item. Council agreed to continue the discussion during closed session at the next Council meeting.

2E. Approval of Agenda Order

On a motion by Councilmember Stockwin, seconded by Mayor Pro Tem Harvey, the City Council approved the agenda.

AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

3 PRESENTATIONS

3A. Proclamation for Sergeant Ty Conners

Mayor Parnham presented Sergeant Ty Conners with a proclamation acknowledging his meritorious service award from the Placer County Sheriff's Office and thanking him for his service to Colfax.

4 CONSENT CALENDAR

- 4A. **Minutes City Council Meeting of October 26, 2016**
Recommendation: Approve the Minutes of the Regular Meeting of October 26, 2016.
- 4B. **Quarterly Investment Report – September 30, 2016**
Recommendation: Accept and File.
- 4C. **Sales and Use Taxes Report – Fiscal Year 2015-2016**
Recommendation: Information only.
- 4D. **Approve \$500 Seed Money to sponsor Winterfest, 2016**
Recommendation: Approve request from organizers.
- 4E. **Cancel Second Meetings in November and December**
Recommendation: Approve cancellation of November 23, 2016 meeting and December 28, 2016 meeting.

On a motion by Mayor Pro Tem Harvey and seconded by Councilmember Stockwin, Council approved the Consent Calendar.

AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

5 COUNCIL, STAFF, AND OTHER REPORTS**5A. Committee Reports and Colfax Informational Items – All Councilmembers***Councilmember Hesch*

- Councilmember Hesch attended the Coffee with Supervisor Montgomery meeting.
- He congratulated Tim Ryan on his successful bid for City Treasurer and thanked Sergeant Connors for his service to the community.

Councilmember Stockwin

- Councilmember Stockwin also congratulated Mr. Ryan and thanked Sergeant Connors for his contributions to Colfax.

Councilmember Douglass

- Councilmember Douglass attended two Economic Development meetings, the Homecoming Parade, the Spaghetti Feed fundraiser for Winterfest, a fundraiser for a cat shelter in Auburn and a meeting with the Placer County Treasurer regarding a proposal to create a Joint Power Authority for alternative energy sources.

Mayor Pro Tem Harvey

- Mayor Pro Tem Harvey warned citizens of a bobcat in the area which is preying on neighborhood cats.

Mayor Parnham

- Mayor Parnham attended the Economic Development meeting in Roseville, the Placer County Sheriff's Office awards and two of the Candidate's meetings.

5B. City Operations – City Staff*City Manager Schempf*

- City Manager Schempf attended the Coffee with Supervisor Montgomery.
- He stated staff has been working on the new insurance package for employees. They met with Caltrans representatives to discuss the proposed roundabout, and have started the processes to conduct the Sewer Rate Study.
- He has received the application to expand the Colfax Sphere of Influence from LAFCO.
- The General Manager of NID is scheduled for a presentation at the next meeting.

5C. **Additional Reports – Agency Partners**

Sergeant Conners, Placer County Sheriff's Office Colfax Substation Commander

- Sergeant Conners mentioned the passage of the recreational marijuana measure. Enforcement of marijuana use in public places is in flux. He suggested Council consider an ordinance regarding smoking on City property.
- He gave a report of recent activities and acknowledged the efforts of Colfax officers, stating calls for service are down and many of the calls are actually “wave down calls”. Citizens feel comfortable flagging down the officers, which is a great indicator of good community relations.
- He reported the final rendering of the Skatepark design is on the special Facebook page for the skatepark. Fundraising efforts are in progress.

Chris Nave, Gold Run California Highway Patrol (CHP) Public Information Officer

- Officer Nave reported the CHP will be on maximum enforcement over the Thanksgiving Weekend to ensure everyone gets where they are going safely.
- The Gold Run office has a new commander, Jeff Niemen.
- He cautioned the audience to stay focused while driving the I-80 corridor and be alert for drowsy drivers.

Frank Klein, President of the Colfax Area Chamber of Commerce

- Mr. Klein stated the next Chamber Mixer will be hosted by the Chamber at the Depot on December 5 from 4-7:30.
- He asked for volunteers to serve on the Chamber Board.

6 **PUBLIC COMMENT**

Eli Beardsley, area businessman

- Asked if the election results will be posted on the website. He was informed that they will be posted once the election is certified.

7 **PUBLIC HEARING**

7A. **Mitigation Impact Fees**

STAFF PRESENTATION: John Schempf, City Manager

RECOMMENDED ACTION: Conduct public hearing, review annual report, consider public and staff comments, accept report and adopt Resolution 45-2016: Accepting and approving the Annual AB 1600 Mitigation Fee Report and Making Findings Pursuant to Colfax Municipal Code Chapter 3.56 and the Mitigation Fee Act (Government Code §66000 Et Seq)

Mayor Parnham opened the public hearing at 7:40 PM.

City Manager Schempf explained developers of properties are levied fees which are designated to mitigate impacts to City infrastructure. The fees are set and applied to accounts such as Parks, or Roads.

Mayor Pro Tem Harvey stated the way these fees are divided cannot be changed once the fees are changed. Typically the fees are allocated by percentage to the various accounts. This would be the time to change the allocations.

City Attorney Cabral reiterated the allocation types cannot be changed, but the specific uses within the allocation can be changed.

Mayor Pro Tem Harvey stated the City needs to obtain CDBG disadvantaged community status. He commented CDBG funds can be used to leverage mitigation fees. He recommends hiring a CDBG consultant and considering changing the distribution percentage of mitigation fees at a future meeting.

Councilmember Hesch agrees with these ideas and would like to help with the process.

Chamber President Klein asked why CDBG funds were not available as they have been helpful for businesses in the past. City Manager Schempf stated the funds are controlled more tightly than in the past, but are still available.

Mayor Parnham closed the hearing at 7:54PM.

On a motion by Mayor Pro Tem Harvey, seconded by Councilmember Douglass, City Council approved Resolution 45-2016.

AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

8 COUNCIL BUSINESS

8A. Permanent Dam in Wastewater Treatment Plant Pond 1 (EQ Basin) - Design Process

STAFF PRESENTATION: Travis Berry, Technical Services Manager

RECOMMENDATION: Discuss and direct staff as appropriate.

Technical Services Manager Berry explained the Equilization Basin (EQ Basin) regulates the flow of influent into the Wastewater Treatment Plant. The current dam to create the EQ Basin was installed as a temporary measure. It has been very effective and needs to be replaced with a permanent structure.

Council discussed the project and directed staff to instruct the resident engineer to create a preliminary design and cost estimate.

On a motion by Mayor Pro Tem Harvey and a second by Councilmember Hesch, Council approved beginning the process of design and cost estimates for a permanent EQ Basin.

AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

8B. Adopt-a-Road

STAFF PRESENTATION: Wes Heathcock, Community Services Director

RECOMMENDATION: Adopt Resolution 46-2016 approving the Adopt-a-Road Program and authorizing the City Manager to administer the Adopt-a-Road Program.

Community Services Director Heathcock introduced the proposed program and explained the locations of the proposed stretches of road available for adoption.

Council discussed the program and directed staff to add a clause requiring the applicant to obtain liability insurance similar to the insurance required for event organizers.

There was no public comment.

On a motion by Mayor Pro Tem Harvey, seconded by Councilmember Hesch, the Council unanimously approved Resolution 46-2016.

AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

8C. Employee Health Insurance Coverage with CalPERS**STAFF PRESENTATION:** John Schempf, City Manager**RECOMMENDATION:**

1) Adopt Resolution 47-2016: Electing to be Subject to the Public Employees' Medical and Hospital Care Act at Unequal Amounts for Employees and Annuitants (the standard CalPERS contract).

2) Authorize the City Manager to contract with Burnham Benefits for Vision, Dental and Life Insurances for Represented and Non Represented Employees

3) Approve offering a health benefits package to Non Represented Employees beginning January 1, 2017.

City Manager Schempf reminded Council the union contract (MOU) requires the City to select insurance providers for represented employees and for employees to gradually pay an increasing portion of benefits over the five year term of the contract. CalPERS has been selected as the best provider for health benefits. A secondary contract for Vision, Dental and Life insurance will be provided by Burnham Benefits with Council's approval. The third portion of this item is to approve offering insurance benefits for the three non-represented employees at the rate the represented employees will receive in 5 years at the end of the Union MOU. The non-represented employees currently receive a low stipend. This will be an unbudgeted cost to the City but will help retain valuable staff members.

Council briefly discussed the issues.

Tim Ryan, 300 S Main Street, stated his experience as a CalPERS retiree is very positive. Offering benefits will help with retention and hiring of quality employees.

On a motion by Councilmember Stockwin and a second by Councilmember Hesch, Council unanimously approved adopting Resolution 47-2016 which serves as the contract with CalPERS, authorized the City Manager to contract with Burnham Benefits and approved offering insurance benefits to non-represented employees beginning January 1, 2017 at the rate it will be offered to represented employees per the union MOU in 2020.

AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

8D. Emergency Preparedness: Generators**STAFF PRESENTATION:** John Schempf, City Manager**RECOMMENDATION:** Verbal Report – Discuss and direct staff as appropriate.

City Manager Schempf state the City currently owns two generators which are not in use. He recommended the City install them in the Sierra Vista Community Center (SVCC) to effectively use the Center as a heating/cooling emergency shelter and also at the Sheriff's office for emergency communications. There would be a cost to install the generators.

Mayor Pro Tem Harvey suggested the City contact the County to help pay for the cost of installing the generator at the SVCC since it is a regional facility.

Councilmember Hesch commented the generators are not powerful enough to run the entire buildings and staff needs to be selective about which circuits to connect.

On a motion by Mayor Pro Tem Harvey and second by Councilmember Hesch, Council directed staff to determine the feasibility of installing the generators and bring a report back to Council.

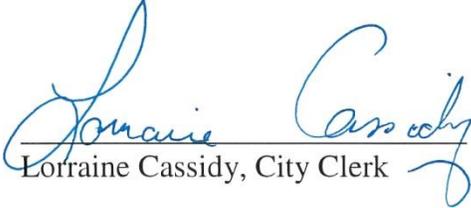
AYES: Douglass, Harvey, Hesch, Parnham, Stockwin

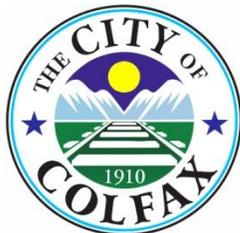
Before adjourning the meeting, Mayor Parnham reminded everyone the next meeting is scheduled for December 14, 2016 and Winterfest will be held on December 10, 2016.

9 ADJOURNMENT

As there was no further business on the agenda, Mayor Parnham adjourned the meeting at 8:51PM.

Respectfully submitted to City Council this 14nd day of December, 2016


Lorraine Cassidy, City Clerk



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 COUNCIL MEETING

FROM: John Schempf, City Manager
PREPARED BY: Laurie Van Groningen, Finance Director
DATE: November 7, 2016
SUBJECT: City of Colfax Cash Summary Report: October 2016

<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT:	FROM FUND:
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RECOMMENDED ACTION: Accept and file City of Colfax Cash Summary Report: October 2016.

BACKGROUND AND ANALYSIS:

These monthly financial reports include General Fund Reserved Cash Analysis Graphs and the City of Colfax Cash Summary Report (with supporting documentation). The reports are prepared monthly on a cash basis and are reconciled to the General Ledger accounting system, previous reports, and bank statements. Detailed budget comparisons are provided as a mid-year report and also as part of the proposed budget process each year.

The purpose of the reports is to provide status of funds and transparency for Council and the public of the financial transactions of the City.

The attached reports reflect an overview of the financial transactions of the City of Colfax in October 2016. Monthly highlights include:

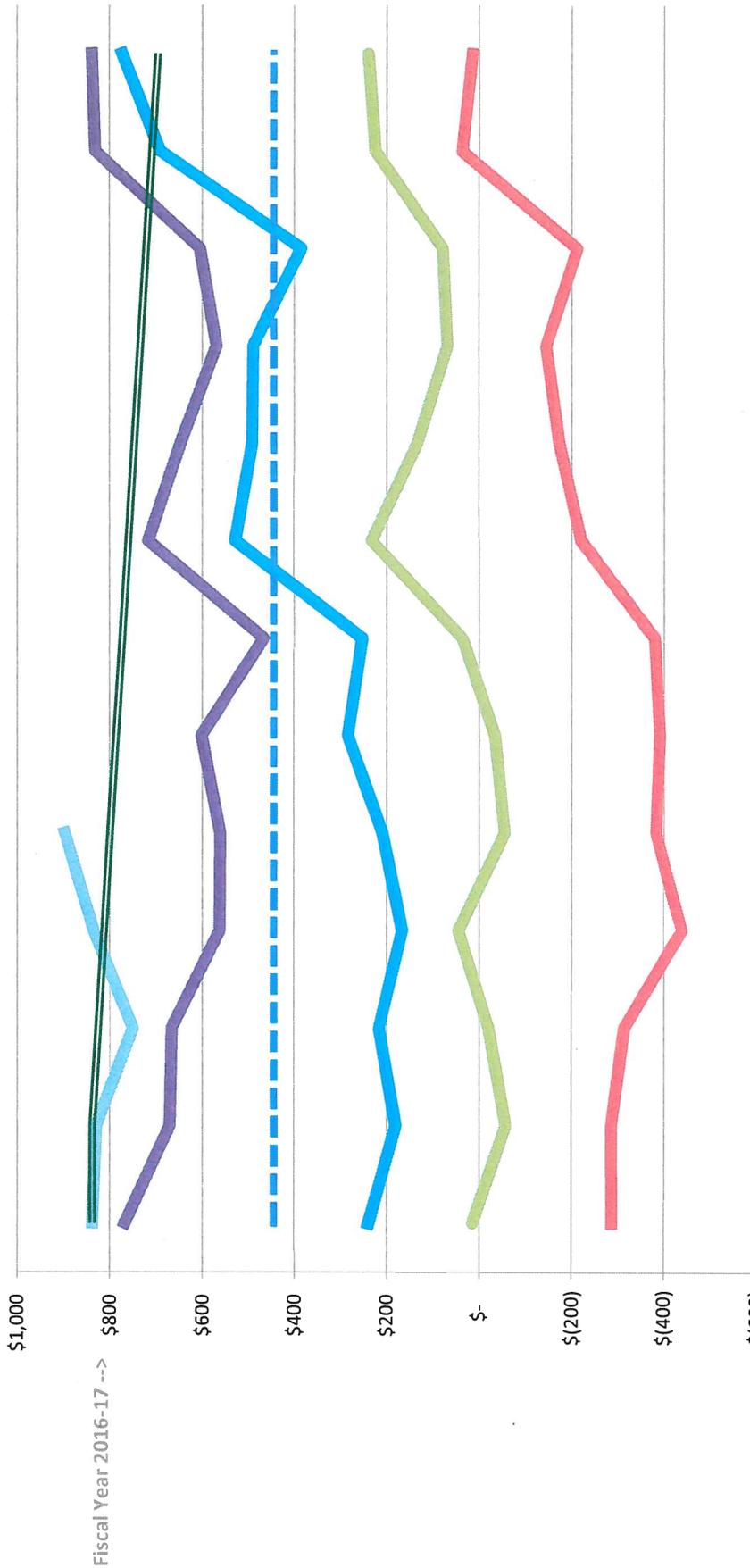
- Negative cash fund balances in Fund 250 - Streets& Roads and Fund and Fund 370 - Capital Funds are due to timing of funding allocations and reimbursements.
- The annual payment for the State Water Resource Board loan was paid in October - \$438,974.

ATTACHMENTS:

1. General Fund Reserved Cash Analysis Graphs
 - a. Cash Analysis – Balance
 - b. Expenses by Month
 - c. Revenues by Month
2. Cash Activity Reports
 - a. Cash Summary
 - b. Cash Transaction Report – by individual fund
 - c. Check Register Report - Accounts Payable
 - d. Daily Cash Summary Report (Cash Receipts)

City of Colfax - October 2016 General Fund Reserved Cash Analysis

(Dollars in Thousands)



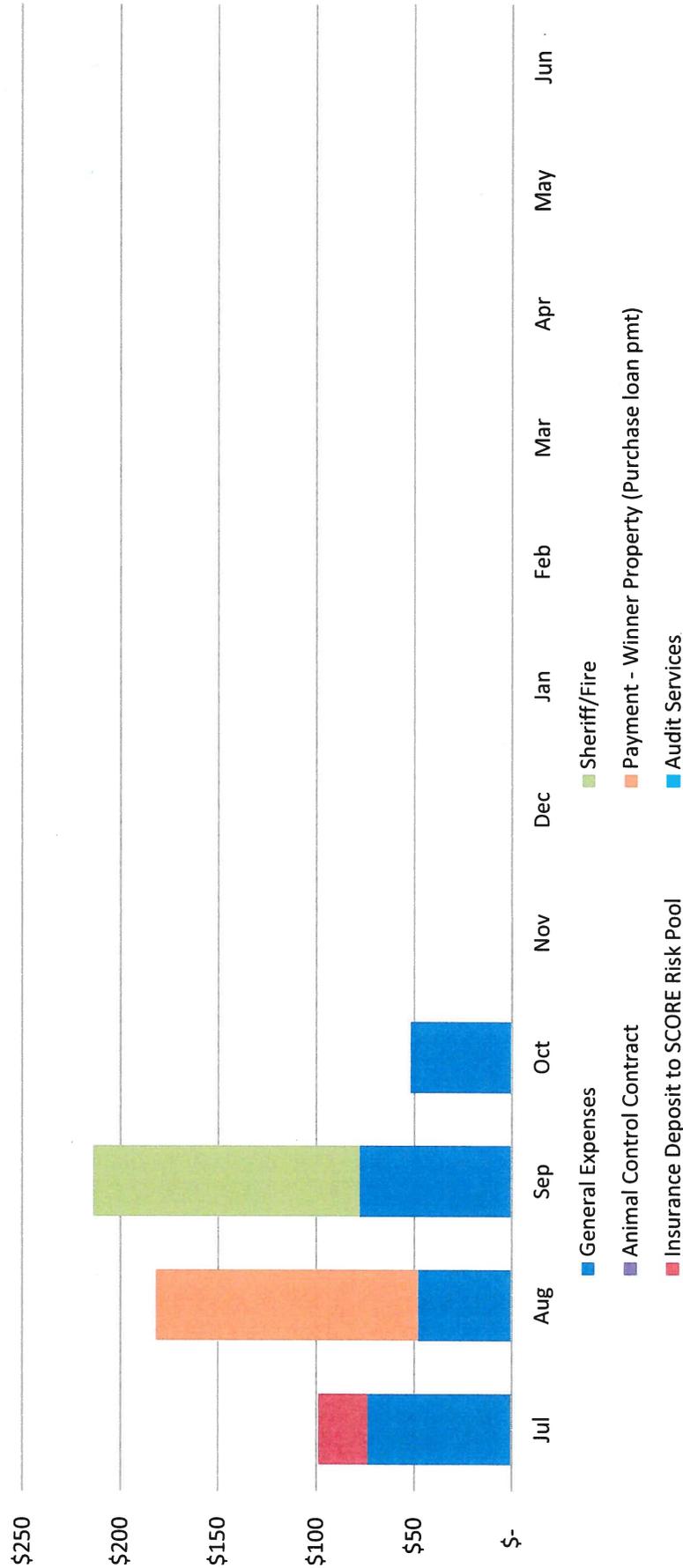
	Prev Yr	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Cash Balance FY2016-17	\$838	\$829	\$750	\$835	\$897								
Cash Balance FY2015-16	\$768	\$670	\$666	\$562	\$561	\$601	\$466	\$717	\$647	\$569	\$605	\$831	838
Cash Balance FY2014-15	\$240	\$181	\$217	\$167	\$209	\$284	\$253	\$528	\$491	\$489	\$385	\$691	773
Cash Balance FY2013-14	\$15	\$(57)	\$(20)	\$45	\$(55)	\$(34)	\$36	\$233	\$134	\$69	\$79	\$225	240
Cash Balance FY2012-13	\$(287)	\$(286)	\$(314)	\$(438)	\$(383)	\$(391)	\$(380)	\$(221)	\$(173)	\$(144)	\$(212)	\$37	15
*Reserves (Ops, Cap, Pen)	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	\$445	445
Budget FY2016-17	\$838	\$838	\$825	\$812	\$799	\$786	\$773	\$760	\$747	\$734	\$721	\$708	\$695

*City Administrative policy stipulates General Fund Reserve of 25% (3 months) of annual General Fund Revenues.

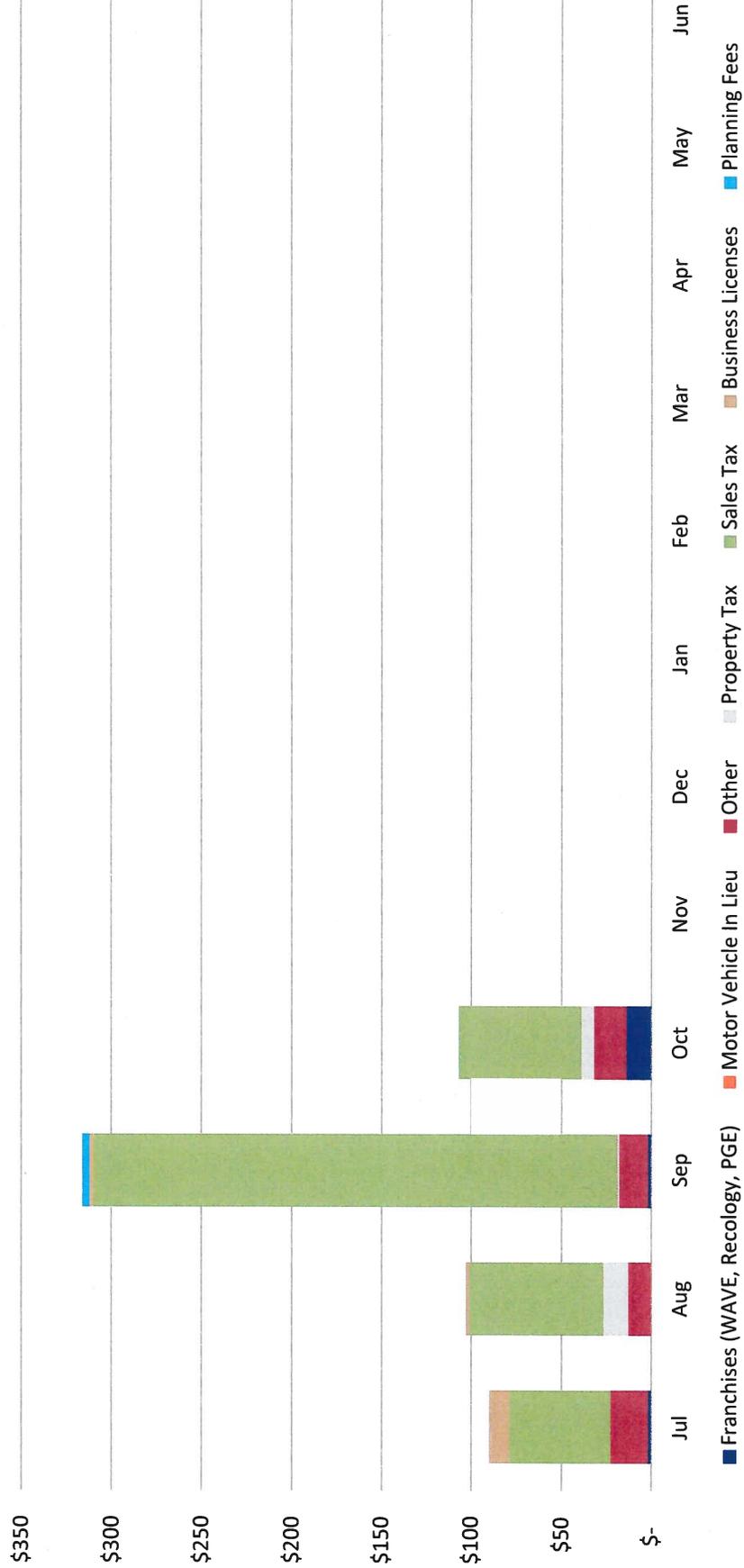
City of Colfax - October 2016

General Fund Reserved Cash - Expenses by Month

(Dollars in Thousands)



City of Colfax - October 2016 General Fund Reserved Cash - Revenues by Month (Dollars in Thousands)



**City of Colfax
Cash Summary
October 31, 2016**

	Balance 09/30/2016	Revenues In	Expenses Out	Transfers	Balance 10/31/2016
US Bank	\$ 413,325.46	\$ 428,364.29	\$ (675,577.14)	\$ 150,000.00	\$ 316,112.61
LAIF	\$ 3,576,677.14	\$ 5,483.88		\$ (150,000.00)	\$ 3,432,161.02
Total Cash - General Ledger	<u>\$ 3,990,002.60</u>	<u>\$ 433,848.17</u>	<u>\$ (675,577.14)</u>	<u>\$ -</u>	<u>\$ 3,748,273.63</u>
Petty Cash (In Safe)	\$ 300.00				\$ 300.00
Total Cash	<u>\$ 3,990,302.60</u>	<u>\$ 433,848.17</u>	<u>\$ (675,577.14)</u>	<u>\$ -</u>	<u>\$ 3,748,573.63</u>

Change in Cash Account Balance - Total \$ (241,728.97)

Attached Reports:

1. Cash Transactions Report (By Individual Fund)	\$ 195,807.83
2. Check Register Report (Accounts Payable)	\$ (522,197.44)
3. Cash Receipts - Daily Cash Summary Report	\$ -
Payroll Checks and Tax Deposits	\$ (66,703.96)
Utility Billings - Receipts	\$ 151,364.60
	\$ -
	\$ -
	\$ -
	<u>\$ (241,728.97)</u>

Prepared by: Laurie Van Groningen 11/7/16
Laurie Van Groningen, Finance Director

Reviewed by: John Schempf 11/18/16
John Schempf, City Manager

City of Colfax

Cash Transactions Report - October 2016

	Beginning Balance	Debit Revenues	Credit (Expenditures)	Ending Balance
Fund Type: 1.11 - General Fund - Unassigned				
Fund: 100 - General Fund	\$ 1,035,353.80	\$ 95,703.26	\$ (52,161.68)	\$ 1,078,895.38
Fund: 120 - Land Development Fees	\$ 23,882.94	\$ -	\$ (150.00)	\$ 23,732.94
Fund: 570 - Garbage Fund	\$ (216,812.50)	\$ 11,612.41	\$ (86.12)	\$ (205,286.21)
Fund Type: 1.11 - General Fund - Unassigned	\$ 842,424.24	\$ 107,315.67	\$ (52,397.80)	\$ 897,342.11
Fund Type: 1.14 - General Fund - Restricted				
Fund: 571 - AB939 Landfill Diversion	\$ 30,517.26	\$ -	\$ (1,200.00)	\$ 29,317.26
Fund: 572 - Landfill Post Closure Maintenance	\$ 768,455.89	\$ 19,656.91	\$ (3,381.79)	\$ 784,731.01
Fund Type: 1.14 - General Fund - Restricted	\$ 798,973.15	\$ 19,656.91	\$ (4,581.79)	\$ 814,048.27
Fund Type: 1.24 - Special Rev Funds - Restricted				
Fund: 210 - Mitigation Fees - Roads	\$ 49,038.59	\$ 73.17	\$ (500.00)	\$ 48,611.76
Fund: 211 - Mitigation Fees - Drainage	\$ 3,049.66	\$ 4.35	\$ -	\$ 3,054.01
Fund: 212 - Mitigation Fees - Trails	\$ 42,724.88	\$ 60.85	\$ -	\$ 42,785.73
Fund: 213 - Mitigation Fees - Parks/Rec	\$ 97,841.35	\$ 139.34	\$ -	\$ 97,980.69
Fund: 214 - Mitigation Fees - City Bldgs	\$ 944.60	\$ 1.35	\$ -	\$ 945.95
Fund: 215 - Mitigation Fees - Vehicles	\$ 4,493.65	\$ 6.40	\$ -	\$ 4,500.05
Fund: 217 - Mitigation Fees - DT Parking	\$ 26,631.18	\$ 37.93	\$ -	\$ 26,669.11
Fund: 218 - Support Law Enforcement	\$ (25,000.00)	\$ 40,307.15	\$ -	\$ 15,307.15
Fund: 241 - CDBG Housing Rehabilitation	\$ 94,295.50	\$ 134.29	\$ -	\$ 94,429.79
Fund: 244 - CDBG MicroEnterprise Lending	\$ 115,850.91	\$ 163.08	\$ -	\$ 116,013.99
Fund: 250 - Streets - Roads/Transportation	\$ (39,923.88)	\$ -	\$ (8,140.27)	\$ (48,064.15)
Fund: 253 - Gas Taxes	\$ 13,967.33	\$ 13.36	\$ (1,496.50)	\$ 12,484.19
Fund: 270 - Beverage Container Recycling	\$ 32,939.31	\$ 46.91	\$ -	\$ 32,986.22
Fund: 280 - Oil Recycling	\$ 517.35	\$ 5.86	\$ (98.90)	\$ 424.31
Fund: 286 - Community Projects	\$ 5,266.76	\$ 7.51	\$ -	\$ 5,274.27
Fund: 292 - Fire Department Capital Funds	\$ 140,146.68	\$ 2,462.85	\$ -	\$ 142,609.53
Fund: 342 - Fire Construction - Mitigation	\$ 2,429.12	\$ 3.46	\$ -	\$ 2,432.58
Fund: 343 - Recreation Construction	\$ 2,429.57	\$ 3.46	\$ -	\$ 2,433.03
Fund Type: 1.24 - Special Rev Funds - Restrict	\$ 567,642.56	\$ 43,471.32	\$ (10,235.67)	\$ 600,878.21
Fund Type: 1.34 - Capital Projects - Restricted				
Fund: 350 - Street Improvement Projects	\$ 24,035.55	\$ 34.23	\$ -	\$ 24,069.78
Fund: 370 - North Main Street Bike Route	\$ (31,244.01)	\$ -	\$ (42.30)	\$ (31,286.31)
Fund Type: 1.34 - Capital Projects - Restricted	\$ (7,208.46)	\$ 34.23	\$ (42.30)	\$ (7,216.53)
Fund Type: 2.11 - Enterprise Funds - Unassigned				
Fund: 560 - Sewer	\$ 475,831.34	\$ 137,667.35	\$ (84,534.40)	\$ 528,964.29
Fund: 561 - Sewer Liftstations	\$ 361,704.81	\$ 18,736.98	\$ (9,825.88)	\$ 370,615.91
Fund: 563 - Wastewater Treatment Plant	\$ 545,857.10	\$ 48,903.17	\$ (447,093.15)	\$ 147,667.12
Fund: 564 - Sewer Connections	\$ 41,080.00	\$ -	\$ -	\$ 41,080.00
Fund: 565 - General Obligation Bond 1978	\$ 2,065.60	\$ 115.22	\$ -	\$ 2,180.82
Fund: 567 - Inflow & Infiltration	\$ 361,632.26	\$ 1,128.53	\$ (162.19)	\$ 362,598.60
Fund Type: 2.11 - Enterprise Funds - Unassigni	\$ 1,788,171.11	\$ 206,551.25	\$ (541,615.62)	\$ 1,453,106.74
Fund Type: 9.0 - CLEARING ACCOUNT				
Fund: 998 - PAYROLL CLEARING FUND	\$ -	\$ 56,818.79	\$ (66,703.96)	\$ (9,885.17)
Fund Type: 9.0 - CLEARING ACCOUNT	\$ -	\$ 56,818.79	\$ (66,703.96)	\$ (9,885.17)
Grand Totals:	\$ 3,990,002.60	\$ 433,848.17	\$ (675,577.14)	\$ 3,748,273.63

Check Register Report

ITEM 3B

Checks Processed October 2016

Date: 10/04/2016

Time: 10:20 am

Page: 1

CITY OF COLFAX

BANK: US BANK

Check Number	Check Date	Status	Void/Stop Date	Vendor Number	Vendor Name	Check Description	Amount
US BANK Checks							
52065	10/13/2016	Printed		01121	3FOLD COMMUNICATIONS	RRG OUTREACH	1,200.00
52066	10/13/2016	Printed		01302	AFFORDABLE AUTO GLASS	"92" CHEV PICKUP	163.50
52067	10/13/2016	Printed		01414	ALHAMBRA & SIERRA SPRINGS	WATER CITY HALL/CORP	113.57
52068	10/13/2016	Printed		01448	AMERIGAS - COLFAX	PROPANE FIRE HOUSE	18.84
52069	10/13/2016	Printed		01448	AMERIGAS - COLFAX	PROPANE SHERIFFS OFFICE	14.89
52070	10/13/2016	Printed		01460	AMERIPRIDE UNIFORM SERVICE	UNIFORMS & CLEANING SUPPLIES	589.83
52071	10/13/2016	Printed		01766	AT&T MOBILITY	SEPT 2016 CELL PHONES	681.30
52072	10/13/2016	Printed		01772	AUBURN ACES BASEBALL TEAM	AUBURN ACES DOUBLE HEADER-	200.00
52073	10/13/2016	Printed		01777	AUBURN ENDURANCE EVENTS, LLC	THE WILDEST RIDE	100.00
52074	10/13/2016	Printed		02199	BEACH BUMS, LLC	CATERING FOR MEETING	453.27
52075	10/13/2016	Printed		02829	BLUE RIBBON PERSONNEL SERVICES	ACT & LABOR TEMPS	3,697.23
52076	10/13/2016	Printed		03121	CALIFORNIA BUILDING	BUILDING FEE REPORT	17.10
52077	10/13/2016	Printed		03511	COLFAX GARDEN CLUB	COLFAX GARDEN CLUB SPRING	100.00
52078	10/13/2016	Printed		07591	COLFAX GREEN MACHINE	COLFAX 3RD OF JULY - EVENT	100.00
52079	10/13/2016	Printed		03516	COLFAX JR FALCONS FOOTBALL	TAILGATE/SILENT AUCTION	100.00
52080	10/13/2016	Printed		03540	COLFAX LIONS CLUB	COLFAX 3RD OF JULY PARADE	100.00
52081	10/13/2016	Printed		03574	COOKS PORTABLE TOILETS & DEPARTMENT OF CONSERVATION	PORTABLE TOILET RENTAL/ FEE REPORT 07/01 - 09/30/16	232.13 9.34
52082	10/13/2016	Printed		04250	WES HEATHCOCK,	RE TRAINING MILAGE REIMB.	100.22
52083	10/13/2016	Printed		08084(2)	HUNT AND SONS, INC.	FIRE DEPARTMENT FUEL	422.74
52084	10/13/2016	Printed		08660	LAWRENCE & ASSOCIATES INC	AUG 2016 LAND FILL	55.00
52085	10/13/2016	Printed		12180	MARK THOMAS & COMPANY	S. AUBURN ROUNDABOUT	500.00
52086	10/13/2016	Printed		13193	PELLETREAU, ANDERSON & CABRAL	SEPT 2016 SERVICES	4,961.25
52087	10/13/2016	Printed		16011(2)	PG&E	STMT 09/22/2016	22,623.93
52088	10/13/2016	Printed		16035	PLACER OPERATIONAL AREA	Q1 FIRE PROTECTION	5,488.90
52089	10/13/2016	Printed		16500	RIEBES AUTO PARTS	STMT 9/30/2016	149.42
52090	10/13/2016	Printed		18400	SIERRA FOOTHILLS LITTLE LEAGUE	SFLL FIELD RESERVATION -	100.00
52091	10/13/2016	Printed		19387(2)	STATE WATER RESOURCES CONTROL	SRF FINANCING AGREEMENT	438,973.80
52092	10/13/2016	Printed		19695	UGALDE, AMY	MILEAGE REIMBURSMENT	18.40
52093	10/13/2016	Printed		21041	VAN GRONINGEN & ASSOCIATES	FINANCIAL CONSULTANT	8,981.25
52094	10/13/2016	Printed		22106	WAVE BUSINESS SOLUTIONS	CORP YARD	54.90
52095	10/13/2016	Printed		23169	WESTERN PLACER WASTE	SEPT 2016 SLUDGE REMOVAL	282.48
52096	10/13/2016	Printed		23301	BLUE RIBBON PERSONNEL SERVICES	ACCT & PW TEMPS	1,452.80
52097	10/19/2016	Printed		02829	CLEAR PATH LAND EVOLVEMENT,	ANNUAL DAM SURVEY REPORT	1,150.00
52098	10/19/2016	Printed		03482	DE LAGE LANDEN FINANCIAL	OCT 2016 COPY MACHINE	469.43
52099	10/19/2016	Printed		04234	DIAMOND WELL DRILLING CO.	AUG 2016 MONITORING	3,273.00
52100	10/19/2016	Printed		04400	GOLD COUNTRY MEDIA	AD ORDINANCE #530	384.80
52101	10/19/2016	Printed		07460	HACH COMPANY	WWTP LAB SUPPLIES	506.91
52102	10/19/2016	Printed		08050	NICK'S CUSTOM GOLF CARS	2017 CLUB CAR CARRYALL 500 E	12,558.64
52103	10/19/2016	Printed		14321	PLACER COUNTY ENVIRONMENTAL	LANDFILL CLOSURE TESTING	801.00
52104	10/19/2016	Printed		16165	PONTICELLO ENTERPRISES	SEPT 2016 ENGINEERING SERVICES	3,952.50
52105	10/19/2016	Printed		16727	RGS - REGIONAL GOV SERVICES	SEPT 2016 PLANNING SERVICES	2,612.50
52106	10/19/2016	Printed		18194	SCHEMPF, JOHN	TRAVEL EXPENSES	860.96
52107	10/19/2016	Printed		19059	SIERRA SAW	TRIMMER GUARD/	67.40
52108	10/19/2016	Printed		19397	US BANK CORPORATE PMT SYSTEM	CREDIT CARD PURCHASES	2,992.98
52109	10/19/2016	Printed		21560	USA BLUE BOOK, INC	WWTP LAB SUPPLIES &	406.23
52110	10/19/2016	Printed		21500	WAVE BUSINESS SOLUTIONS	CITY HALL INTERNET	105.00
52111	10/19/2016	Printed		23169			

Check Register Report

ITEM 3B

Checks Processed October 2016

Date: 8 of 12
11/04/2016
Time: 10:20 am
Page: 2

CITY OF COLFAX

BANK: US BANK

Check Number	Check Date	Status	Void/Stop Date	Vendor Number	Vendor Name	Check Description	Amount
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Total Checks: 47

Checks Total (excluding void checks):

522,197.44

Total Payments: 47

Bank Total (excluding void checks):

522,197.44

Total Payments: 47

Grand Total (excluding void checks):

522,197.44

DAILY CASH SUMMARY REPORT

ITEM 3B

10/01/2016 - 10/31/2016

9:53 am
11/7/2016

City of Colfax

		Debit	Credit	Net Chng	
Fund: 100 - General Fund					
10/15/2016	Daily Totals	12,525.83	100.00	12,425.83	
10/18/2016	Daily Totals	2,925.09	171.73	2,753.36	
10/19/2016	Daily Totals	9,197.74	0.00	9,197.74	
10/27/2016	Daily Totals	71,054.60	0.00	71,054.60	
Fund: 100 - General Fund		TOTALS:	95,703.26	271.73	95,431.53
Fund: 210 - Mitigation Fees - Roads					
10/18/2016	Daily Totals	73.17	0.00	73.17	
Fund: 210 - Mitigation Fees - Roads		TOTALS:	73.17	0.00	73.17
Fund: 211 - Mitigation Fees - Drainage					
10/18/2016	Daily Totals	4.35	0.00	4.35	
Fund: 211 - Mitigation Fees - Drainage		TOTALS:	4.35	0.00	4.35
Fund: 212 - Mitigation Fees - Trails					
10/18/2016	Daily Totals	60.85	0.00	60.85	
Fund: 212 - Mitigation Fees - Trails		TOTALS:	60.85	0.00	60.85
Fund: 213 - Mitigation Fees - Parks/Rec					
10/18/2016	Daily Totals	139.34	0.00	139.34	
Fund: 213 - Mitigation Fees - Parks/Rec		TOTALS:	139.34	0.00	139.34
Fund: 214 - Mitigation Fees - City Bldgs					
10/18/2016	Daily Totals	1.35	0.00	1.35	
Fund: 214 - Mitigation Fees - City Bldgs		TOTALS:	1.35	0.00	1.35
Fund: 215 - Mitigation Fees - Vehicles					
10/18/2016	Daily Totals	6.40	0.00	6.40	
Fund: 215 - Mitigation Fees - Vehicles		TOTALS:	6.40	0.00	6.40
Fund: 217 - Mitigation Fees - DT Parking					
10/18/2016	Daily Totals	37.93	0.00	37.93	

DAILY CASH SUMMARY REPORT

ITEM 3B

10/01/2016 - 10/31/2016

10/24/22
11/7/2016
9:53 am

City of Colfax

		Debit	Credit	Net Chng
Fund: 217 - Mitigation Fees - DT Parking				
TOTALS:		37.93	0.00	37.93
Fund: 218 - Support Law Enforcement				
10/19/2016	Daily Totals	40,307.15	0.00	40,307.15
TOTALS:		40,307.15	0.00	40,307.15
Fund: 241 - CDBG Housing Rehabilitation				
10/18/2016	Daily Totals	134.29	0.00	134.29
TOTALS:		134.29	0.00	134.29
Fund: 244 - CDBG MicroEnterprise Lending				
10/18/2016	Daily Totals	163.08	0.00	163.08
TOTALS:		163.08	0.00	163.08
Fund: 250 - Streets - Roads/Transportation				
10/18/2016	Daily Totals	0.00	42.26	-42.26
TOTALS:		0.00	42.26	-42.26
Fund: 253 - Gas Taxes				
10/18/2016	Daily Totals	13.36	0.00	13.36
TOTALS:		13.36	0.00	13.36
Fund: 270 - Beverage Container Recycling				
10/18/2016	Daily Totals	46.91	0.00	46.91
TOTALS:		46.91	0.00	46.91
Fund: 280 - Oil Recycling				
10/18/2016	Daily Totals	5.86	0.00	5.86
TOTALS:		5.86	0.00	5.86
Fund: 286 - Community Projects				
10/18/2016	Daily Totals	7.51	0.00	7.51
TOTALS:		7.51	0.00	7.51

DAILY CASH SUMMARY REPORT

ITEM 3B

10/01/2016 - 10/31/2016

11/14/2016
11/7/2016
9:53 am

City of Colfax

		Debit	Credit	Net Chng
Fund: 292 - Fire Department Capital Funds				
10/18/2016	Daily Totals	200.66	0.00	200.66
10/27/2016	Daily Totals	2,262.19	0.00	2,262.19
Fund: 292 - Fire Department Capital Funds		TOTALS:	2,462.85	0.00
Fund: 342 - Fire Construction - Mitigation				
10/18/2016	Daily Totals	3.46	0.00	3.46
Fund: 342 - Fire Construction - Mitigation		TOTALS:	3.46	0.00
Fund: 343 - Recreation Construction				
10/18/2016	Daily Totals	3.46	0.00	3.46
Fund: 343 - Recreation Construction		TOTALS:	3.46	0.00
Fund: 350 - Street Improvement Projects				
10/18/2016	Daily Totals	34.23	0.00	34.23
Fund: 350 - Street Improvement Projects		TOTALS:	34.23	0.00
Fund: 370 - North Main Street Bike Route				
10/18/2016	Daily Totals	0.00	42.30	-42.30
Fund: 370 - North Main Street Bike Route		TOTALS:	0.00	42.30
Fund: 375 - East Oak Street Sidewalk Imp				
10/18/2016	Daily Totals	0.00	32.34	-32.34
Fund: 375 - East Oak Street Sidewalk Imp		TOTALS:	0.00	32.34
Fund: 560 - Sewer				
10/15/2016	Daily Totals	244.33	0.00	244.33
10/18/2016	Daily Totals	2,544.12	0.00	2,544.12
10/19/2016	Daily Totals	21,134.86	0.00	21,134.86
10/27/2016	Daily Totals	316.80	0.00	316.80
Fund: 560 - Sewer		TOTALS:	24,240.11	0.00
Fund: 561 - Sewer Liftstations				
10/15/2016	Daily Totals	956.00	0.00	956.00

Limited to include: JE Types of: CR

DAILY CASH SUMMARY REPORT

ITEM 3B

12/06/14
11/7/2016
9:53 am

10/01/2016 - 10/31/2016

City of Colfax

		Debit	Credit	Net Chng
10/18/2016	Daily Totals	407.00	0.00	407.00
Fund: 561 - Sewer Liftstations		TOTALS:	1,363.00	0.00
Fund: 565 - General Obligation Bond 1978				
10/19/2016	Daily Totals	115.22	0.00	115.22
Fund: 565 - General Obligation Bond 1978		TOTALS:	115.22	0.00
Fund: 570 - Garbage Fund				
10/19/2016	Daily Totals	11,612.41	0.00	11,612.41
Fund: 570 - Garbage Fund		TOTALS:	11,612.41	0.00
Fund: 572 - Landfill Post Closure Mainten				
10/19/2016	Daily Totals	19,656.91	0.00	19,656.91
Fund: 572 - Landfill Post Closure Mainten		TOTALS:	19,656.91	0.00
GRAND TOTALS:		196,196.46	388.63	195,807.83



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 CITY COUNCIL MEETING

FROM: John Schempf, City Manager

PREPARED BY: Amy Feagans, Planning Director

DATE: December 7, 2016

SUBJECT: Sierra Oaks Estates Vesting Subdivision Map and Village Oaks Apartments Design Review

<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT:	FROM FUND:
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RECOMMENDED ACTION: Adopt Resolution 48-2016: Adopting the Mitigated Negative Declaration, Approving a Lot Line Adjustment, Approving the Vesting Tentative Subdivision Map for the Sierra Oaks Estates, Approving the Design Review for the Village Oaks Apartments, and approving a Sign Permit for Entry Signage.

PUBLIC NOTICE: This hearing has been noticed in accordance with the requirements of California Planning and Zoning Law, Title 7, Chapter 65000, Government Code, as amended.

PROJECT SUMMARY:

Project Title: Sierra Oaks Estates and Village Oaks Apartments
 Applicant/Owner: Eric R. Stauss/Pinetop Properties, LLC
 Project Location: Iowa Hill Road & Grandview Way, Colfax, CA
 Land Use (existing): Vacant
 Surrounding Land Uses
 North: Pinetop Apartments
 South: Large lot single-family residential (Placer County)
 East: Large lot single-family residential (Placer County)
 West: Commercial (Hills Flat Lumber)
 Assessor’s Parcel No: 101-170-013
 Zoning District: R-1-10 (single family) and R-1-M (multifamily)
 GP Designation: Medium Density Residential

SURROUNDING LAND USES AND SETTING:

The 34.7-acre vacant site is located on the corner of Iowa Hill Road and Grandview Way in Colfax. The property is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and residential uses to the north, east and south. The subject parcel is bordered by Placer County property on all sides except the western boundary, which is in the City of Colfax. The frontage road to the North (Iowa Hill Road) is a county-owned public road. The frontage road to the East (Grandview Way) is a private road located in the County.

PROJECT DESCRIPTION:

The proposed project includes a Vesting Tentative Subdivision Map to create 39 lots with 34 of these lots to be for the proposed single family residential subdivision, and the remaining five lots part of the multifamily development. The proposal also includes Design Review approval for nineteen 4-unit apartment buildings (for a total of 76 multifamily units) and a lot line adjustment to revise the property line between existing parcels 2 and 4. Finally, the project includes a sign permit request for Entry Signage approval.

As outlined by the property owner/developer in the application, the single family portion of the project “is planned to be a unique single-family neighborhood targeting, but not restricted to, empty nesters with the focus on foothill living in a minimal development footprint. Covenants, conditions and restrictions (CC&Rs) enforced by a homeowner’s association would address community operations, architectural controls and standards, and front and rear yard maintenance. The neighborhood would have private roads and a gated entry.”

The multifamily portion of the project will include “five lots containing 76 one-, two-, and three-bedroom units in 19 two-story 4-plex buildings. A separate building for the manager’s office with mailboxes, common meeting and recreation space, restrooms, and an outdoor play area, with architecture designed to complement the wooded setting of the site. One hundred sixty-one (161) uncovered parking spaces are included, and a mutually beneficial EVA easement would be provided through the existing Pinetop Apartments. The community proposes a density of approximately 5.8 units per acre, and would include a walking trail system that meanders through the trees and open space of Parcel 4.”

PROJECT ANALYSIS:**General Plan/Zoning Consistency**

The General Plan designation for the subject property is Medium Density residential with density range of 4.1 – 10 dwelling units per acre. The Project, with a total of 110 units on 34.7 acres is consistent with the General Plan Land Use designation for the property.

The property currently has two different zoning designations:

- R-1-10, which is single family residential/low density (2.25 du/acre), 10,000 square foot minimum lot size; and
- RM-1, which is multi-family residential/medium density (7 du/acre).

Project Review by Outside Agencies

The proposed map, site plan, and project description were submitted to interested/affected outside agencies for informal consultation. Comments from agencies have either been addressed through the Project design or have been included in the proposed Conditions of Approval. Comments received include the following:

- The Placer County Water Agency (PCWA) submitted comments regarding the requirements needed in order for PCWA to serve future development of the parcels with water;
- The Placer County Department of Public Works – Transportation Division submitted comments stating “No Impacts were identified” and identified the required design plans for improving access to Iowa Hill Road
- Cal Fire – commented on the proposed EVA access points
- Recology – submitted comments regarding garbage receptacle placement for the single family development
- Central Valley Regional Water Quality Control Board
- Placer County Flood Control – commented on the availability of the Stormwater Management Manual available to the project applicant
- United Auburn Indian Community – indicated they would like to receive a copy of the Cultural Resources report. This was provided and no further comment was received.

ENVIRONMENTAL ANALYSIS:

An Initial Study was prepared to determine whether the project may have a significant adverse effect on the environment. Special studies were prepared for traffic, air quality and greenhouse gas, noise, and geotechnical potential impacts. On the basis of this Initial Study, staff concluded that the proposed project, as conditioned and with mitigation measures, will not have a significant adverse effect on the environment, and will not require the preparation of an Environmental Impact Report. Therefore, in accordance with CEQA requirements, a Mitigated Negative Declaration has been prepared (Attachment 3). The required mitigation measures have been incorporated into the conditions of approval for the project.

The proposed Mitigated Negative Declaration was circulated for public review for a period of at least 20 days (November 17 to December 14, 2016). No comments were received during the initial 20-day review period (from November 17 to December 7, 2016). The Initial Study and Mitigated Negative Declaration are attached to the report (Attachment 3) but due to the large size and number of pages, the complete document with appendices and special studies is available on the City’s website at www.colfax-ca.gov.

The site will be graded to create the road system and building pads for the structures. Tree removal will be necessary and the proposed landscaping plan provides significant tree replacement to mitigate the tree loss. A condition of approval has been included requiring compliance with the City’s Tree Preservation Guidelines. (condition no. 8)

REQUESTED ENTITLEMENTS:

The following entitlements are requested as part of this application:

- Lot Line Adjustment
- Vesting Tentative Subdivision Map
- Site Design Review
- Sign Review

Lot Line Adjustment

As noted above, the project request includes a lot line adjustment to realign the parcel lines that were created with approval the four-lot parcel map that was recorded in May of this year. The revised property lines allow for better street alignment and building sites for the single family development.

Vesting Tentative Subdivision Map

As proposed, the Vesting Tentative Subdivision Map (VTSM) creates 34 single family lots and five multifamily lots. The single-family lots range in size from 10,119 square feet (Lot no. 3) to 70,441 square feet (Lot no. 31). The five multifamily lots range in size from 12,502 square feet for the smallest lot and 224,884 square feet for the largest lot. The map also includes two existing parcels that are not a part of the proposed subdivision. These lots are designated as Parcel 1 and Parcel 3 on the map exhibits. (Refer to Attachments 5a-h)

Approval of a “vesting” tentative map would confer a vested right for the owner to proceed with development in substantial compliance with the ordinances, policies and standards in effect as of the date of approval, as described in Government Code Section 66474.2. These rights would expire one year after the recording date of the final map-parcel map.

Although the entire perimeter of the single-family project would be fenced, individual lots will not have fences, and the property lines between houses will not be emphasized. The CC&Rs recorded for the project will ensure protection of the existing woodlands, all landscaping, the trail system and a fuel management zone in the rear yards. The neighborhood would include a pedestrian trail system, which will meander through the trees and open spaces of the single family development (refer to Attachment 5f). The homes are proposed to range between 1,900 and 2,400 square feet, offering one and two story floor plans with the primary living zones on the street level. The streets would be private and 20-feet wide to maintain the rural character of the setting, with parking only allowed in driveways and the 43 off-street spaces provided in key locations along the roadways. The roadways and parking have been be designed to take advantage of the rolling topography and preserve the views. An Emergency Vehicle Access (EVA) easement is proposed at the south boundary of the proposed neighborhood connecting to Hill Haven Drive.

As proposed, the 34 single-family residences will provide the following mix of housing sizes and floor plans:

- Twenty homes with three-bedrooms and two-and-a-half bathrooms (approximately 2,500 square feet)
- Nine homes with three-bedrooms and two-and-a-half bathrooms (approximately 1,982 square feet)
- Five homes with three-bedrooms and two-and-a-half bathrooms (approximately 2,283 square feet)

The proposed subdivision map and project description have been reviewed by City staff and outside agencies, and conditions have been incorporated into this report for approval.

Site Design Review – Multifamily Project

The Village Oaks multifamily residential community as proposed includes five lots containing 76 units in 19 two-story 4-plex buildings, and a separate building containing the manager's office with mailboxes, common meeting and recreation space, restrooms, and an outdoor play area, with architecture designed to complement the wooded setting. A mutually beneficial EVA easement will be provide emergency access through the existing Pinetop Apartments. The community proposes a density of approximately 5.8 units per acre, and would include a walking trail system that meanders through the trees and open space of Parcel 4. The roadway and parking is designed to take advantage of the rolling topography and preserve the views.

Village Oaks Apartments includes 19, two-story buildings with the following floor plans:

- Fifteen buildings (4,144 square feet each), each with four, two-bedroom, two bathroom units (1,036 square feet)
- Four buildings (3,900 square feet each), each with two, three-bedroom, two bathroom units (1,248 square feet) and two, one-bedroom, one bathroom units (702 square feet).

The 19 apartment buildings are designed to reflect the natural terrain and landscape of the Colfax area with a combination of stucco siding and corrugated metal roofing. Building colors will be muted earth tones as indicated on the colors and materials sheet (Attachment 7f). The buildings are designed with low sloping roofs and oriented on the site to take advantage of roof mounted solar panels should the developer decide to install the panels at a future date.

The zoning ordinance requires 156 parking spaces per unit for the proposed mix of one, two and three bedroom units and the site plan indicates that 161 spaces will be provided satisfying the requirement. The project will also have a small tot lot/play area adjacent to the community center/manager's office building.

Entry Signage and Gate

Entry monument signage and a gate are included as part of the Design Review package. The monument sign continues the natural design look with bundled Oak posts to support the 5' x 8' sign. The sign will identify both the single-family development – Sierra Oaks Estates and the multifamily project – Village Oaks Apartments (Refer to Attachment 8). Staff supports the design as submitted as it is in compliance with the City's sign ordinance requirements and it complements the overall project design theme.

Two entry gates are proposed; one at the entry into Village Oaks Apartments and one into the single-family development. The gates will be wrought iron and anchored with the same bundled Oak supports to match the entry sign. Both gates will be electronically operated with key pad access and Fire and Sheriff will have immediate access as necessary. The developer has also indicated that he is proposing to leave the gates open during daylight hours.

STAFF RECOMMENDATION:

Staff recommends the City Council adopt the attached Resolution to: 1- Adopt the Mitigated Negative Declaration, 2- Approve the Lot Line Adjustment, 3 – Approve the Vesting Tentative Subdivision Map creating 34 single family lots and four multi-family lots, 4 – Approve the Design Review of 76 apartment units and 5- Approve the monument entry signage and entry gates for the project.

ATTACHMENTS:

1. Resolution 48-2016
2. Conditions of Approval
3. Initial Study, Mitigated Negative Declaration (without appendices)
4. Vicinity Map
5. Single Family Subdivision Preliminary Design Plans
 - a. Cover Page
 - b. Preliminary Site Plan
 - c. Existing site plan/parcel map
 - d. Vesting Tentative Subdivision Map
 - e. Tree Removal Plan
 - f. Preliminary Grading and Drainage Plan
 - g. Preliminary Water and Sewer Plan
 - h. Sections and Details
6. Preliminary Landscape Plans
7. Multifamily Project Design Plans
 - a. Accessible building – 2bedroom/2 bath floor plans
 - b. Building Elevations
 - c. 3 bedroom/2 bath and 1 bedroom/1 bath floor plans
 - d. Building Elevations
 - e. Community Center / Manager’s Office floor plan and elevation
 - f. Materials/Color sheet
8. Entry gate / monument signage
9. Public Comment Letters
 - a. The Placer County Water Agency (PCWA)
 - b. The Placer County Department of Public Works
 - c. Cal Fire
 - d. Recology
 - e. Central Valley Regional Water Quality Control Board
 - f. Placer County Flood Control
 - g. United Auburn Indian Community

City of Colfax

City Council

Resolution № 48-2016

ADOPTING A MITIGATED NEGATIVE DECLARATION, APPROVING A LOT LINE ADJUSTMENT, APPROVING THE VESTING TENTATIVE SUBDIVISION MAP FOR THE SIERRA OAKS ESTATES, APPROVING THE DESIGN REVIEW FOR THE VILLAGE OAKS APARTMENTS, AND APPROVING A SIGN PERMIT FOR ENTRY SIGNAGE

WHEREAS, the property owner/applicant, Eric Stauss, has submitted an application for a Vesting Tentative Subdivision Map, a Lot Line Adjustment, a Design Review Permit and a Sign Permit; and

WHEREAS, Notice of the meeting has been given at the time and in the manner required by State Law and City Code; and

WHEREAS, a Mitigated Negative Declaration has been prepared for the Sierra Oaks Estates and Village Oaks Apartment project in accordance with CEQA requirements; and

WHEREAS, the Mitigated Negative Declaration has determined that the proposed project would not have a significant effect on the environment with the required mitigation measures; and

WHEREAS, the project as proposed is consistent with the City's General Plan, Zoning and the Colfax Municipal Code; and

WHEREAS, the proposed Vesting Tentative Subdivision map with the conditions of approval is consistent with the City's Subdivision Ordinance and the Subdivision Map Act; and

WHEREAS, the proposed project complies with the intent and purpose of the development standards of the City for Design Review and Sign Review approval..

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Colfax does hereby Adopt the Mitigated Negative Declaration, Approve the Lot Line Adjustment, Approve the Vesting Tentative Subdivision Map for the Sierra Oaks Estates, Approve the Design Review for the Village Oaks Apartments, and approving the Sign Permit For Entry Signage.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at a regular meeting of the City Council of the City of Colfax held on the 14th day of December 2016 by the following roll call vote of the Council:

- Ayes:**
- Noes:**
- Absent:**
- Abstain:**

Tom Parnham, Mayor

ATTEST:

Lorraine Cassidy, City Clerk

Sierra Oaks Estates and Village Oaks Apartments
VESTING TENTATIVE SUBDIVISION MAP
DESIGN REVIEW
TSM-DR-16-01

PLANNING

1. The applicant shall submit final site development plans to the City that substantially conform to the exhibits referenced in the staff report dated 12-14-16.
2. The owner/applicant shall consult with the Sheriff's Department to incorporate all practical and reasonable crime prevention measures. The following security/safety measures shall be considered:
 - a. A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of the construction areas.
 - b. Security measures for the safety of all construction equipment and unit appliances.
 - c. Landscaping shall not cover exterior doors or windows, block line-of-site at intersections or screen overhead lighting.
3. Prior to grading and/or construction, a Traffic Control Plan for Iowa Hill Road at the project entry shall be prepared. The traffic control plan shall be reviewed and approved by the city prior to grading and/or construction. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by Placer County Public Works. The Traffic Control Plan prepared by the project construction contractor(s) shall, at minimum, include the following measures: Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. Maintaining alternate one-way traffic flow past the laydown area and site access when feasible.
4. Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.
5. Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels.
6. No amplified sources(e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.

7. Prior to the commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. These measures shall conform to geotechnical reports, the City of Colfax requirements and the County of Placer Erosion and Sedimentation Control Standards and Specifications.
8. The owner/applicant shall comply with the Tree Preservation Guidelines (Colfax Municipal Code section 17.110) to the satisfaction of the Planning Director.
9. The owner/applicant shall be required to participate in a Mitigation Monitoring Program (MMP) pursuant to Public Resources Code Section 21081.6 and as outlined in condition no.s 10 - 25.

Mitigation Monitoring Program

10. A thorough site-walk of the project site shall be conducted to determine the presence or absence of the coast horned lizard and the following special-status plants during the appropriate bloom season: Sierra bluegrass (blooms April – June), western viburnum (blooms May – July), and Stebbin’s phacelia (blooms May – July). The site-walk shall be conducted by a qualified biologist prior to any clearing or site work. (MM BIO-1)
11. If any tree removal or adjacent construction activity takes place during the associated breeding/nesting season for raptors (typically February through August), preconstruction surveys shall be conducted by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, CDFW shall be contacted to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then proceed. This survey shall not be necessary if tree removal and vegetation clearing occur outside of the nesting period. (MM Bio-2)
12. If archaeological or paleontological resources are discovered during ground disturbing activities for the proposed project, work shall be halted in that area within 50 feet of the find and a qualified paleontologist shall be notified immediately to evaluate the find. (MM CUL-1)
13. If human remains are discovered during ground disturbing activities for the proposed project, work shall be halted and the County Coroner shall be notified of the find immediately. No further work shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the human remains are determined to be of Native American origin, the County Coroner shall notify the NAHC, which will determine and notify the a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. (MM CUL-2)
14. The applicant of the proposed project shall be responsible for preparing an Erosion and Sediment Control Plan prior to any construction activities. (MM GEO-1)
15. Grading shall not be performed during the rainy season, between October 15 and April 15. (MM GEO-2)

16. A revegetation plan shall be prepared by a licensed landscape architect to be submitted with the improvement plans for approval. The plan shall address all disturbed areas on the site, revegetation materials, methodology, schedule, proposed irrigation systems for open space areas, and the landscaping along Iowa Hill Road. All cut and fill areas shall be revegetated as soon as possible following grading activities, using native seed mixed and compatible plantings. (MM GEO-3)
17. Fill within two feet of finished grade in building areas supporting conventional foundations shall consist of relatively low expansive soil, defined as having an Expansion Index less than 50. Expansive soil shall not be placed in the upper two feet of building pads. Potentially expansive soil shall be blended with soil that is more granular or weathered rock to create relatively low expansive conditions. (MM GEO-4)
18. The proposed project shall implement the following measures to reduce operational GHG emissions: (MM GHG-1)
 - a. Install a photovoltaic system within the multi-family community; resulting in at least an approximately 40 percent reduction in electrical GHG emissions for the apartment community portion of the project.
 - b. If item “a” above is deemed unfeasible, the owner/applicant may, prior to occupancy, purchase 10 metric tons of CO₂e offset credits from an ARB or PCAPCD approved registry. The applicant shall purchase the 10 metric tons of CO₂e offset credits annually for a maximum of 20 years or until the year in which the project’s emissions will be below the PCAPCD GHG significance threshold of 5.5 metric tons per service population per year. The applicant may elect to purchase all of the required credits prior to project occupancy, a one-time purchase of 200 metric tons of CO₂e offset credits (10 metric tons of CO₂e x 20 years). The applicable fee per ton varies by registry and charges over time, therefore the actual amount to be paid per metric ton shall be the rate in effect at the selected registry at the time of purchase.
 - c. Only energy efficient appliances shall be installed, including Energy Star refrigerators, clothes washers, dishwashers, and ceiling fans.
 - d. Only low-flow bathroom and kitchen faucets, toilets, and showers shall be installed.
 - e. All public street, area, and residential lighting (including all rooms in residences) installed on the site shall be considered high efficiency lighting.
 - f. All landscaping equipment (lawnmower, leaf blower, and chainsaw) shall be electric.
19. The applicant shall submit a final Drainage Study with the proposed project improvement plans. The final Drainage Study shall meet the requirements for submittals contained in the Placer County Flood Control and Water Conservation District’s Stormwater Management Manual. (MM HYD-1)

20. Drainage facilities shall be designed and constructed in accordance with the Placer County Flood Control and Water Conservation District's Stormwater Management Manual, latest edition, Placer County Land Development Manual, latest edition, and the City's requirements. Improvement plans shall be submitted to the Flood Control District for review and approval of the drainage facilities. (MM HYD-2)
21. Detention basins and the drainage system shall be designed to maintain runoff from the site at pre-development rates. The final Drainage Study shall include a detailed analysis of the ability of the detention basins to attenuate flood flows (pre- and post-development hydrograph comparison) and a discussion of the significance of the proposed reduction of flood flows offsite of the proposed site using the 2-, 10- and 25-year flows. (MM HYD-3)
22. The stormwater drainage collection system shall be designed to intercept runoff at all intersections, and at intermediate locations as required so that gutter flow does not exceed a run of four hundred feet before reaching a drain inlet. The total length of run tributary to a drain inlet from each direction shall not exceed six hundred feet. (MM HYD -4)
23. The minimum allowable pipe diameter for the storm drainage system shall be 12 inches. (MM HYD-5)
24. The applicant of the proposed project shall contribute its fair share to needed road improvements by paying City adopted fees. (MM TRA-1)
25. The applicant of the proposed project shall be responsible for constructing the following improvements: (MM TRA-2)
 - Install Placer County Plate R-17 improvements including acceleration and deceleration tapers on Iowa Hill Road at the project site access.

PUBLIC WORKS/ENGINEERING

26. The applicant shall be responsible for all City map check, plan check and inspection costs. The Applicant shall establish a Developer Deposit Account with the City upon the initiation of plan check services. The amount of the initial deposit shall be determined by the City Engineer. Additional funds may be required based upon actual plan check and inspection costs.
27. All improvements shall be designed in accordance with the City of Colfax Municipal Code, and applicable City, County and Placer County Water Agency (PCWA) public works standards (Public Works Standards), except as specifically noted otherwise in these conditions. Approvals depicting improvements that do not conform to the City's Municipal Code or the Public Works Standards do not constitute approval of an exceptions this requirement unless explicitly authorized herein or in another City resolution.

28. All existing and proposed new utilities to serve the project, both on-site and along project frontages, shall be placed underground. Exceptions may be allowed for surface mounted transformers, pedestal mounted terminal boxes and meter cabinets.
29. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Placer County Department of Environmental Health or other designated agency. If there are none, the project engineer shall provide a letter documenting and describing the scope of the search done to make this determination.
30. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential geologic hazards in the area, potential historic mine shafts and vents, possible presence of asbestos-bearing rock, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.
31. Dust control specifications shall be included on the improvement plans to minimize dust nuisance during construction. Dust control measures shall be developed to take into account the possible presence of asbestos bearing rock formations and the measures necessary to deal with this type of dust.
32. The applicant shall re-vegetate cut and fill areas as soon as possible using native seed mixes and compatible plantings as specified by the City Engineer and the Soil Conservation Service.
33. The applicant shall conduct all soil stabilization activities pursuant to City Engineering Department and Soil Conservation Service practices and techniques. Stabilization details shall be shown on the improvement plans for temporary and permanent conditions.
34. Any retaining walls necessary as a part of the site grading shall be included on the grading plan for review and approval of the City Engineer. Any retaining walls in excess of 3-ft in exposed height or that may be influenced by adjacent structures (existing or future structures) shall have design calculations prepared and submitted to the City Engineer and Building Department for review.
35. A drainage report prepared by a California Registered Civil Engineer shall be submitted for review with the initial submittal of the Improvement Plans for the entire subdivision. The report shall include hydrologic and hydraulic calculations to support the design and sizing of all public and private drainage facilities including storm drains, detention facilities and weirs.
36. The drainage plans shall include ditches or swales as required by the City Engineer to eliminate cross lot drainage to the extent possible. Cross lot drainage is allowed in areas

where drainage easements are provided in any recorded CCRs and Maintenance Agreements.

37. Storm-water detention shall be provided per the requirements of the final on-site project drainage analysis and meet local and State drainage requirements. Design of storm water detention facilities shall be subject to City standards and the review and approval of the City Engineer. Stormwater plans shall include the following:
- a. The velocity of concentrated storm flows from impervious surfaces should be reduced by the use of energy dissipaters. These structures should be placed so that the velocity reduction occurs before water enters existing erodible areas such as wetlands, creeks or ditches.
 - b. Water pollution control devices shall be placed at the appropriate locations in the project's drainage system. The design and placement of the devices should be performed by a qualified engineer with demonstrated experience in the design of Storm Drainage Best Management Practices. The placement of the devices should be such that drainage from large paved areas is intercepted prior to discharge to the natural on-site or off-site drainage systems. These systems may be eliminated with the adequate use of water quality basins as approved by the City Engineer.
 - c. Any proposed on-site (outside of public right-of-way) storm drainage systems shall be private. The maintenance of the on-site system shall be the responsibility of the appropriate property owner or a responsible owners' association in accordance with recorded CCRs or Maintenance Agreements.
 - d. The developer shall be responsible for the acquisition of all storm drain easements that are required for the construction and maintenance of any perimeter and/or off-site drainage improvements.
 - e. The perimeter of the development shall be protected against surface runoff from adjacent properties in a manner acceptable to the City Engineer.
38. A detailed Post-Construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review approval. The Plan shall be prepared in accordance with the latest requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2013-0001 DWQ).
39. A Post Construction Stormwater Operations and Maintenance Plan that provides a color-coded plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing

maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner shall enter into an agreement (recorded with the County Recorder and transferrable to future Homeowner's Association) with the City that provides the terms, conditions, and security associated with the ongoing requirements of the Post Construction Stormwater Best Management Practices.

40. For the construction phase, the applicant shall comply with Placer County Air Pollution Control District regulations.
41. The project applicant shall prepare a Fugitive Dust Control Plan to acknowledge the state and local fugitive dust emission laws and approved fugitive dust control measures for implementation. The Plan shall be submitted prior to issuance of grading permits.
42. A Final Map, as defined in the Subdivision Map Act, shall be prepared by a licensed surveyor or civil engineer for the entire project or for each proposed phase. Final Maps shall show all parcels, rights-of-way, and easement(s), and shall be submitted to the City Engineer for review. Final Maps shall be in substantial conformance with the approved Vesting Tentative Map and all applicable conditions of approval. Final Maps are not valid until they have been approved by the City and recorded. Closure calculations shall be provided at the time of initial Final Map submittal. All calculated points within the map shall be based upon one common set of coordinates. All information shown on the Final Map shall be directly verifiable by information shown on the closure calculation printout. The point(s) of beginning shall be clearly defined. All lot acreages shall be shown on the Final Map and shall be verifiable from information shown on the closure calculation printout. A current title report (within past 30 days) shall be submitted at the time of initial Final Map submittal.
43. The Applicant shall secure all necessary rights-of-way and public and private easements for both onsite and offsite improvements to the satisfaction of the City Engineer. Rights-of-way shall and easements shall be dedicated on the map or granted by separate instrument. The Applicant shall prepare all necessary legal descriptions and deeds.
44. To the extent any offsite public improvements require the acquisition of property not currently owned by the Applicant, City or County, the Applicant shall first make a good-faith effort to acquire the necessary property rights, however if the Applicant makes such an effort and is unable to acquire such rights, then the Applicant may request the City acquire the necessary property rights through the exercise of eminent domain provided that the Applicant enters first into an agreement with the City to pay for all costs incurred by the City to acquire such rights and if the City does not acquire the rights necessary to allow the offsite public improvements to be completed by the Applicant within statutory timeline provided by law, then the Applicant shall be relieved of the obligation to construct those off-site improvements only to the extent they

require property not currently owned by the Applicant or the City. The Applicant shall make a good-faith effort to identify and acquire the necessary property rights at the earliest opportunity.

45. The Applicant shall transmit by certified mail a copy of the conditionally approved Vesting Tentative Map together with a copy of Section 66436 of the State Subdivision Map Act to each public entity or public utility that is an easement holder of record.
46. Applicant shall submit site Improvement Plans, prepared by a registered Civil Engineer, for review and approval of the City. No final grading or other construction shall be performed until the Improvement Plans have been approved. The applicant shall not begin clearing, grubbing, or rough grading at the site prior to approval of the Improvement Plans, unless explicitly approved by the City through the standard grading and utilities only permit process. Securities for grading, erosion control, winterization operations and site restoration and any necessary inspection fees shall be posted prior to permit issuance.
47. If construction includes blasting or the use of controlled explosives, the grading contractor and the applicant shall comply with all applicable laws and regulations and the conditions provided by the City, which include, but are not limited to, the following:
 - a. Make all test hole logs available to road and underground contractors.
 - b. Require that the blasting contractor be licensed, bonded and insured.
 - c. Contractor shall communicate in person and in writing with occupants of all neighboring properties to advise them of the estimated schedule for blasting and to explain the warning signals.
 - d. Insure that the conventional OSHA signals for blasting are followed prior to and while firing each shot, with a sufficient air whistle that can be heard for a minimum of 2,000 feet.
 - e. Set signs indicating a blasting area on nearby streets. Flag persons shall be used.
 - f. Cover shallow shots on exposed rock with soil and/or a blasting mat to mitigate flying rock. Soil should be free of round boulders or cobbles.
 - g. A pre-blast survey of all surrounding structures and facilities shall be prepared along with a blasting program including blast peak velocity limits at various points for the blasting required to create roads and major utility lines. The blasting program and pre-blast survey shall be kept on file with the Police Department. Blasting operations shall be coordinated with the Fire Chief.
 - h. The contractor must secure a valid blasting permit prior to using explosives.
48. An Encroachment Permit is required for any work within City or County rights-of-way. Encroachment Permits will not be issued prior to the approval of the Improvement Plans.

49. All private streets, water mains, sewer mains, and storm drains shall be clearly labeled as "Private" on the Improvement Plans, along with clear demarcation points where they become public.
50. All public water service laterals or services (domestic water and fire water supply) shall include approved backflow prevention devices.
51. The Applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.
52. The developer, at his sole expense, shall repair existing public and private facilities damaged during the course of construction to the satisfaction of the City Engineer.
53. If any hazardous material is encountered during the construction of this project, all work shall be immediately stopped and the Cal Fire, Placer County Department of Environmental Health or other designated agency, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.
54. Prior to final preparation of the road subgrade and placement of road base materials, all underground utilities shall be installed and service connections terminated (stubbed-out) to a point at least behind the planned sidewalk or, in the case where no sidewalk is planned, a point should be a minimum of 5 feet beyond the edge of the street or road. Public utilities, Cable TV, sanitary sewers, and water lines, shall be installed in a manner that will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.
55. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. Additionally, if field conditions warrant installation of any subdrains, the location, size and construction details must be provided to the City for review and approval prior to construction and documented on as-built plans.
56. All new fire hydrants shall be securely covered with burlaps sacks or heavy duty plastic until the hydrants have been tested and found to be in conformance with City flow requirements. No storage of combustible materials or construction of building shall be permitted until all hydrants meet City flow requirements.
57. Prior to placing the final lift of asphalt, all public/private storm drain and sanitary sewer lines shall be video inspected at the Applicant's expense. All video tapes shall be

submitted to the City Engineer for review. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.

58. All streets, curbs, gutters, sidewalks or other public facilities damaged in the course of construction associated with this Project shall be the responsibility of the Applicant and shall be repaired to the satisfaction of the City Engineer at the Applicant's expense.
59. After all of the new underground utilities within existing public streets have been installed, the affected areas shall be milled and repaved (overlaid) to present a neat finished and smooth pavement area. Multiple trench patches are not acceptable.
60. All construction stormwater pollution prevention best management practices (BMP's) shall be installed as the first order of work and in accordance with the *State Water Resources Control Board's General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ)* and the Applicant's Storm Water Pollution Prevention Plan (SWPPP). All stormwater BMP's shall be maintained to the satisfaction of the Qualified SWPPP Developer (QSD), Qualified SWPPP Practitioner (QSP), and the City Engineer.
61. All construction and grading activities on the site shall be governed by the City's noise ordinance and be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work on weekends and holidays requires written approval from the City Engineer. If weekends and holiday work is approved, construction and grading activities on the site shall be limited to between 8:00 a.m. to 5:00 p.m. on Saturdays, Sundays as well as State and Federal holidays.
62. The applicant shall submit improvement plans prepared by a registered Civil Engineer (Engineer of Record) in substantial conformance with the Vesting Tentative Map, prepared by RFE Engineering, Inc., dated November 15 2016 (VTM).
63. All on-site (defined as: within the subdivision boundaries) streets, sidewalks, streetlights, domestic water facilities, sewers, storm drain facilities and stormwater quality facilities shall be privately owned and maintained with the exception of the following on-site Public Improvements:
- Existing and new City-owned sewer main and manholes.
 - PCWA water distribution facilities
 - Any underground power and communication facilities
64. Rough grading shall be performed over the subdivision for future building pads to the extent necessary to prevent the need for grading across newly created lot lines.

65. The Applicant shall construct all of the on-site and off-site **Public Improvements** generally shown on the Vesting Tentative Map and/or more specifically described below.

a. Colfax-Iowa Hill Road Improvements:

- Construction of a public sidewalk along the entire subdivision frontage of Colfax-Iowa Hill Road. Sidewalk shall be the same width and join the existing sidewalk near the northwesterly corner of the subdivision.
- Widening of Colfax-Iowa Hill Road at the new intersection created for the entry for the subdivision to the satisfaction of the City Engineer and Placer County. The widening shall provide sufficient distance for the safe entry and exit from the subdivision including deceleration, acceleration, and pedestrian crossings as well as stopping distance and decision sight distance in accordance with the latest edition of the Caltrans Highway Design Manual.
- Provide a sight-distance diagram and calculations at the intersection of Colfax-Iowa Hill Road and the subdivision entrance. Sight distance diagram shall show the location and size of any vertical obstructions that may be obstructing the line of sight of motorists entering or exiting the subdivision, including trees, vegetation, road signs, utilities and monument signs.
- Roadway culverts shall be designed and installed to convey roadside drainage along Colfax-Iowa Hill Road. Design shall include pipe materials, slope, pipe strength calculations, and end treatments to the satisfaction of the City Engineer.
- Pedestrian curb ramps meeting the most recent ADA standards shall be provided at all intersections corners adjacent to sidewalks and at the limits of the improvements where they do not adjoin existing sidewalk improvements. Sidewalk warps shall be provided as necessary to allow a minimum clearance of four-foot wide walkway at all any obstructions including areas where mailboxes, streetlights, and fire hydrants.

b. Rehabilitation, Upsizing or Replacement of Sewer Mains in the Project Vicinity:

Based on an engineering evaluation by the City, the Applicant may be required to rehabilitate, upsize or replace existing City owned sewer mains and manholes that are within or in the vicinity of the Project. The extent of the sewer improvements is to be established within 45 days of tentative map approval. Once the extent of sewer improvements are established by the City, the Applicant shall enter into a reimbursement agreement defining the scope of the improvements, estimated costs and terms of reimbursement for the design and construction of said improvements. The applicant will be responsible for constructing any sewer improvement and the City shall be responsible for

reimbursing the Applicant for any costs associated with said improvements that are not the direct result of the subdivision. The City may reimburse the Applicant directly, though fee credits or other means acceptable to both parties.

c. Hill Haven Drive Emergency Access:

A private 20-foot fire road easement for the purpose of providing emergency access through the properties between Iowa Hill Road and the existing gate on the south property line of Parcel 2, shall be provided on the Final Parcel Map. The location of the fire road easement may be revised subsequent to the recording of the Parcel Map and any such change shall be approved in writing by an authorized agent of the City of Colfax.

d. Pinetop Homeowners Association Emergency Access:

Supplemental emergency ingress and egress shall be provided at the northwesterly corner of the Village Oaks Subdivision through the adjacent parcel (Parcel A, 19 P.M. 105) to Colfax-Iowa Hill Drive. The access shall include a paved surface at least 20-feet in width as approved by the City Engineer and Cal Fire. All necessary easements to the nearest public street shall be obtained from the affected property owner.

e. PCWA Water System Improvements:

The applicant shall fund the design and construction of water mains and a pressure reducing station between Canyon Way and Grand View Way in the existing system to the satisfaction of PCWA and the City Engineer. Water system improvement shall be designed to serve the proposed development and the surrounding area.

f. Fire Hydrants:

Fire hydrants shall be installed in the public right-of-way at locations and in a manner as approved by Cal Fire.

66. The Applicant shall construct all of the on-site **Private Improvements** generally shown on the Vesting Tentative Map and more specifically described below. All private streets, water, sewer, recycled water, storm drainage and stormwater quality improvements shall be designed in accordance with the City standards, except as specifically noted otherwise in these conditions.

a. Street Improvements:

The private on-site streets identified on the Vesting Tentative Map as Sierra Oaks Drive, Village Oaks Drive, Sierra Oaks Court, Chase Court and Rubicon Court shall be constructed on the Vesting Tentative Map and as approved by the City Engineer.

Private streets shall have signage and/or red painted curbs or pavement markings prohibiting parking along both sides of the streets.

b. Water Mains:

All water mains shall be constructed to meet PCWA standards. Larger services from water mains may be required to achieve adequate fire flow for fire sprinkler systems. Sample fire flow calculations shall be submitted with water infrastructure improvement plans to demonstrate that fire flow to residential and commercial buildings can be achieved with the proposed system.

c. Sewer Collection Facilities:

The on-site private sewer collection facilities shall be separated from the City's sewer system by establishing a definitive point of connection by the installation of a manholes where private sewer collection mains connect to City mains. All sanitary sewer mains shall be constructed with a minimum 8-inch diameter pipe with 4-inch minimum laterals.

d. Storm Drain Facilities:

Construct private on-site drainage facilities, detention facilities, weirs and other appurtenances to collect and convey all surface drainage to an approved outfall. Provide for the positive drainage of all adjacent upstream or upgrade properties to prevent ponding. Off-site peak storm water discharge shall not exceed 90% of the undeveloped peak flow from the 24-hour, 100-year event.

e. Stormwater Quality Facilities:

Permanent on-site private post-construction stormwater treatment BMPs shall be designed and constructed in accordance with the approved SWCP and contained in easements in favor, control of, maintenance of, and responsibility of the HOA.

67. Prior to SUBMITTAL OF THE IMPROVEMENT PLANS, the applicant shall:

- a. Pay an initial cash deposit for City plan check services in amount to be determined by the City prior to the time of submittal. The Project engineer shall contact City staff to discuss submittal details to determine initial deposit amount.
- b. Pothole and physically determine (by way of a survey performed by the Engineer of record) the actual horizontal location and vertical depth of all existing underground utilities throughout the proposed area of work and provide the design of all new utility installations required to serve the project including a schedule for implementation of such work as to prevent disrupting of utility service to adjacent properties.

- c. Provide a preliminary report and schematic plan prepared by a registered Civil Engineer of the proposed public potable water system with sufficient detail for PCWA to perform a hydraulic model of the proposed improvements to verify its ability to meet all of the system requirements.
- d. Provide a report, including calculations, demonstrating sufficient water pressure and flow for operation of fire hydrants and individual fire sprinklers systems to each building can be provided.

68. Prior to APPROVAL OF THE IMPROVEMENT PLANS, the applicant shall:

- a. Provide written acknowledgment by the Geotechnical Engineer of Record that the Plans incorporate all design and construction criteria specified in the Geotechnical Report.
- b. Furnish proof of the acquisition of all rights of entry and/or temporary and permanent easements necessary to construct the project and the location of all such rights on the Plans.
- c. Furnish proof that any permits that are required by the California Department of Fish & Wildlife, State and Regional Water Quality Control Board, US Army Corps of Engineers and any other regulatory agencies with jurisdiction over the proposed construction have been obtained.
- d. Submit a copy of the Notice of Intent and WDID# for coverage under the State Water Resources Control Board' General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ).
- e. To the satisfaction of the PCWA, provide a final PS&E (plans, specifications, and estimate) package for the water system improvements including pressure reducing station, mains, valves and all associated piping.
- f. Provide the following:
 - 1) Public Street Repair Plan
 - 2) Utility Plan and Joint Trench Plan
 - 3) Construction Storm Water Pollution Prevention Plan (SWPPP)
 - 4) Drainage Report
 - 5) Post-Construction Stormwater Runoff Management Plan (SRMP)
 - 6) Geotechnical Report
 - 7) Construction Traffic Control Plan.

69. Prior to COMMENCEMENT OF CONSTRUCTION ACTIVITIES, the Applicant shall:

- a. Pay off all current cash deposit account balances with the City.
 - b. Pay an inspection fee in an amount to be determined at the time of commencement for the City's inspection of the public improvements.
 - c. Conduct a pre-construction meeting with representatives of the City whereby the Applicant, the Legally Responsible Party (LRP), Qualified SWPPP Practitioner (QSP), Qualified SWPPP Developer (QSD), and/or the Contractor provides the following:
 - (1) Six (6) full-size bond copies of the approved Improvement Plans for the City's use.
 - (2) One (1) job-site copy of the latest edition of the Public Works Standards for the Contractor use.
 - (3) One (1) job-site copy of the SWPPP for use by the LRP, QSP, QSD, and Contractor.
70. Prior to RECORDATION OF THE FINAL MAP, the Applicant shall:
- a. Record the Lot Line Adjustment between Parcel 2, Parcel 3, and Parcel 4.
 - b. Construct all public and private improvements to the satisfaction of the City Engineer. Alternatively, the Applicant may enter into a Subdivision Improvement Agreement with the City agreeing for completion all of the public and private Improvements prior to occupancy of the first unit. Such an agreement will require the Applicant to provide bonds, proof of workers compensation insurance, and general liability insurance in the forms and amounts as deemed satisfactory to the City.
 - c. Establish a Homeowner's Association (HOA) in accordance with State law with recorded Codes, Covenants, & Restrictions (CC&Rs) that are satisfactory to the City to provide long-term and ongoing maintenance of all of the private improvements identified above. Specifically, the HOA will be responsible for the long-term and ongoing maintenance of the private streets, sidewalks, streetlights, storm drain facilities (including the detention basin) and stormwater quality facilities within the limits of the subdivision. The City will have enforcement authority over the HOA's maintenance obligations and the obligation to review and approved proposed changes amendments to the CC&R's. The CC&R's shall require the HOA to create and maintain a separate maintenance reserve fund in the amount of a percentage of the cost of constructing the HOA maintained improvements listed above. Said percentage will be determined by the City prior to recordation of the CC&Rs.

- d. Generally, in substantial conformance with that which is shown on the approved Vesting Tentative Map, convey all easements and dedications, public and private, for the construction, use and/or maintenance of, roads, trails, or other access, on the Final Map, or by separate instrument recorded concurrently and referenced on the Final Map. All dedications to the City shall be Irrevocable Offers of Dedication. Dedications to the City over the adjacent parcels for emergency access shall be made by separate instrument.
- e. Abandon any existing easements that are relocated or otherwise no longer needed.
- f. Submit signed deeds with Certificates of Acceptance for all dedications to the City of Colfax.

71. Prior to APPROVAL OF A BUILDING PERMIT, the Applicant shall:

- a. Pay all cash deposit account balances and current City, PCWA, School and Fire fees (Mitigation & Capacity) based on the rate in effect at the time of permit issuance, irrespective of the date of vesting of the Vesting Tentative Map.
- b. Complete the required PCWA water system improvements including the pressure reducing station and all necessary piping up to, and including the points of connection to the private water system. Said improvements shall be tested to the satisfaction of the PCWA, City Engineer and Fire.

72. Prior to OCCUPANCY OF ANY BUILDING, the Applicant shall:

- a. Submit an inspector's punch list indicating that all of the improvements for each phase are constructed to the satisfaction of the City Engineer.
- b. Restore all adjacent off-site road surfaces to pre-project conditions.
- c. Submit a certification by the Geotechnical Engineer of Record that all the work has been completed in substantial conformance with the recommendations in Soils Investigation/Geotechnical Report.
- d. Submit testing certification all backflow devices installed.
- e. Provide a Mylar and digital copy of the Improvement Plans that include all as-built or field changes, in digital AutoCAD (.dwg) and (.shp) format (void of any AutoCAD block entities preventing full editing capabilities of the drawings), compatible with the City's current version, and tied to the City's coordinate system.

- f. Provide a letter stating that all of the Developer's Conditions of Approval have been met.
- g. Provide a letter from the Civil Engineer of Record certifying that all the site improvements were constructed and inspected in substantial conformance with the approved plans and City Standards.
- h. Provide letter(s) from the Architect of Record, Structural Engineer of Record and all other design professionals who signed the building permit plan submittal indicating that all the building improvements have been constructed in substantial conformance with their plans.
- i. Either enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City that shall be transferrable to the established HOA, or include the post construction stormwater operations and maintenance obligation in the CC&Rs.

END OF CONDITIONS

**SIERRA OAKS ESTATES, A SINGLE FAMILY
RESIDENTIAL COMMUNITY & VILLAGE OAKS, A
MULTIFAMILY RESIDENTIAL COMMUNITY**

Initial Study/Mitigated Negative Declaration

Prepared for:

November 2016

**City of Colfax
Planning Department
33 S Main Street
Colfax, CA 95713**

Prepared by:

**RCH Group
11060 White Rock Road, Suite 150-A
Rancho Cordova, CA 95670
916.782.4427**

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ENVIRONMENTAL CHECKLIST

Initial Study/Mitigated Negative Declaration

1. **Project Title:** Sierra Oaks Estates, A Single Family Residential Community & Village Oaks, A Multifamily Residential Community
2. **Lead Agency Name and Address:** City of Colfax
Planning Department
33 S Main Street
Colfax, CA 95713
3. **Contact Person and Phone Number:** Amy Feagans
Planning Director
(530) 346-2313
4. **Project Location:** APN 101-170-013-000
Iowa Hill Road & Grand View Way
Colfax, CA 95713
5. **Project Sponsor's Name and Address:** Pinetop Properties, LLC
Eric Stauss
9724 Wedgewood Drive
Granite Bay, CA 95746
6. **General Plan Designation(s):** Medium Density Residential
7. **Zoning Designation:** R-1-10 Single-Family Residential (2.25 DU/acre)
RM-1 Multi-Family Residential (7 DU/acre)

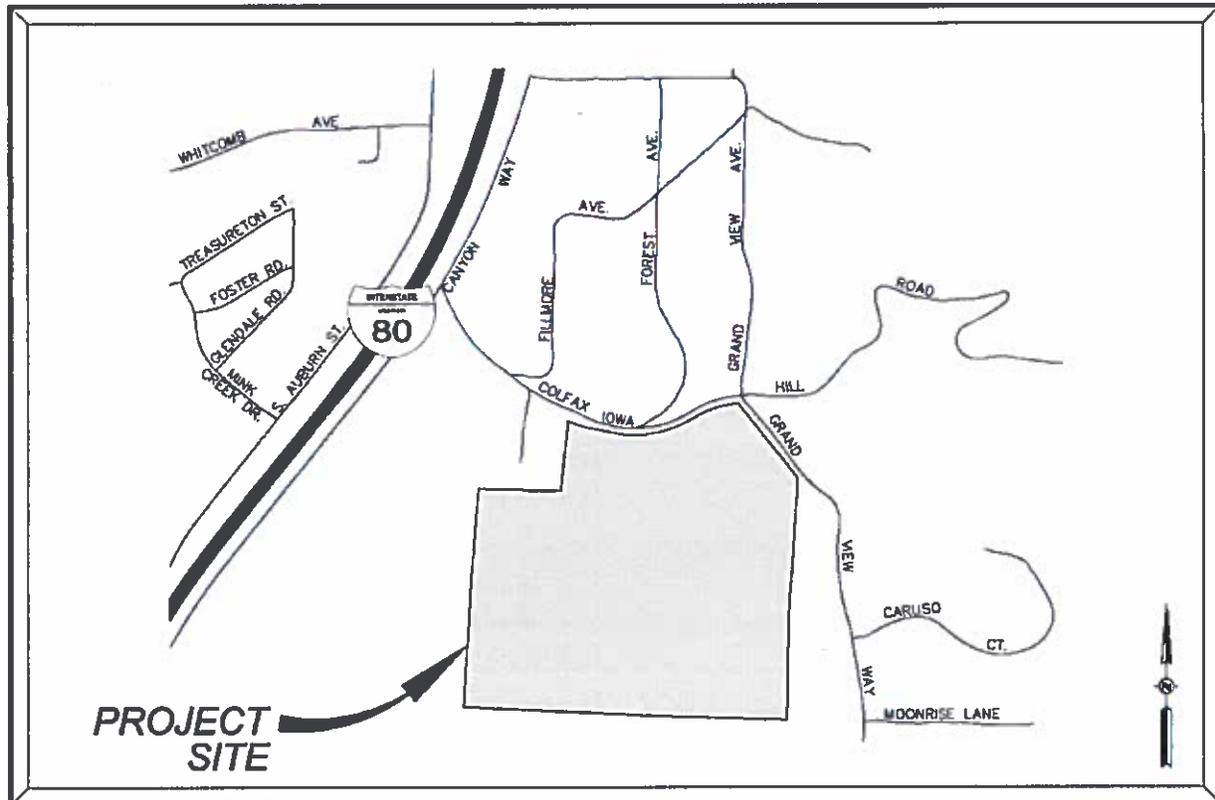
8. Description of Project and Existing Setting:

Introduction

Pinetop Properties, LLC (the Applicant) proposes to develop on two of the three parcels recently created on what was formerly known as Placer County APN 101-170-013, an undeveloped 34.7-acre site located near the southwest corner of Iowa Hill Road and Grand View Way in the City of Colfax. The proposed project includes a vesting tentative map for a 34-lot single-family residential neighborhood on the 18-acre Parcel 2 (Sierra Oaks Estates), and a vesting tentative map and Design Review approval for five lots containing a 76-unit multi-family residential community in 19 buildings on the 13-acre Parcel 4 (Village Oaks), and utility improvements on Parcel 3. Variances for the Sierra Oaks Estates are requested for the minimum lot widths and rear and side yard setbacks, a sign permit requested for the Iowa Hill entry, and a building height

variance is requested for the Village Oaks Apartments. Additionally, Minor Boundary Line Adjustments (MBLA) are requested for the common boundary between Parcels 2 and 4 and between Parcels 2 and 3. **Figure 1** shows the regional location of the proposed project and **Figure 2** shows the site plan of the proposed project, as well as the two MBLAs.

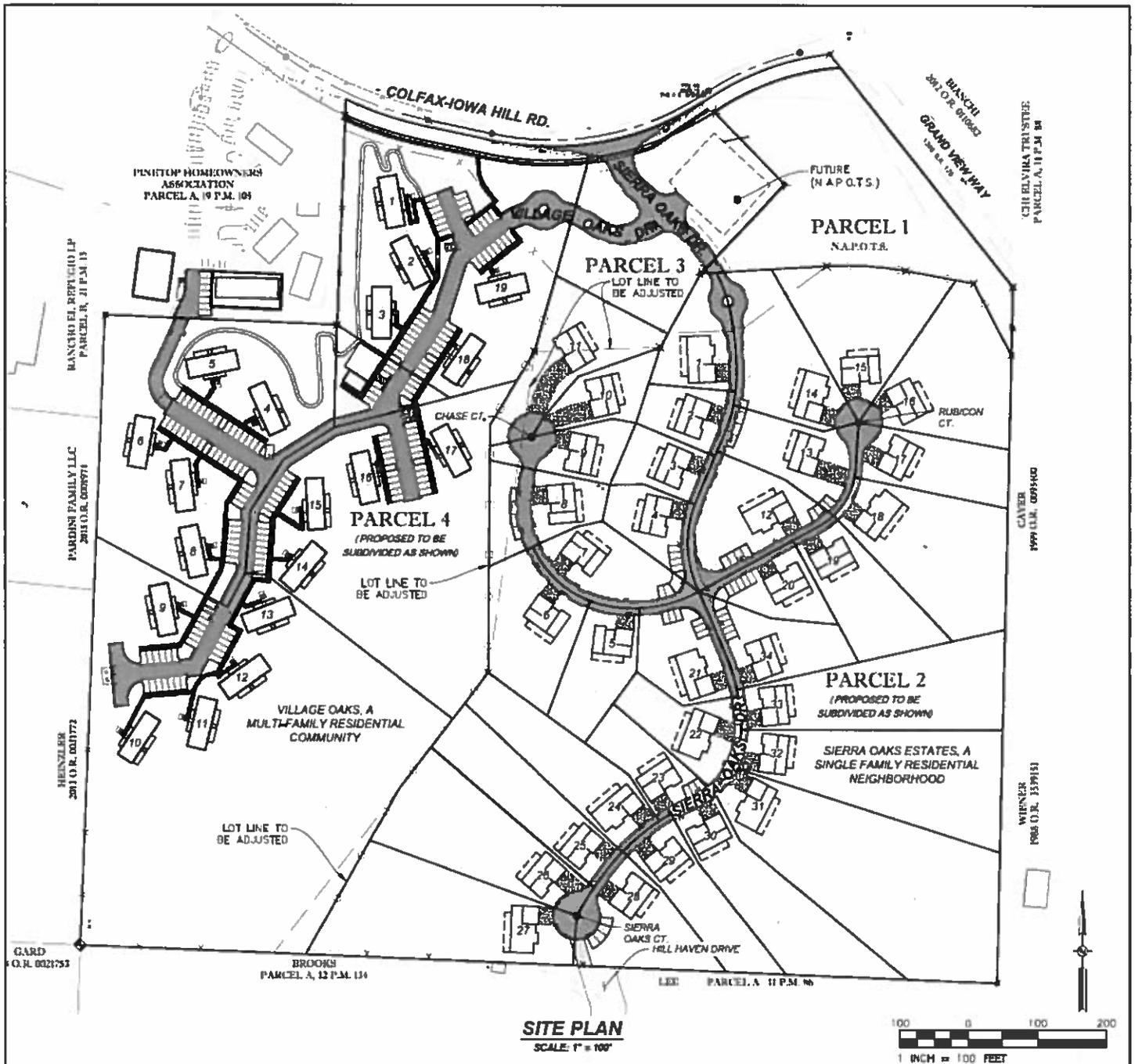
Figure 1: Regional Location



Source: RFE Engineering, 2016

A single access off Iowa Hill would serve the proposed project with a shared entry road through Parcel 3. No other uses are currently proposed for Parcel 3, which is zoned RM-1. However, it is anticipated that after the proposed project is substantially occupied, a building with neighborhood commercial uses would be proposed for Parcel 3. The proposed project would drain southwest and northeast through existing and mutual drainage easements. The roadways have been designed to follow the rolling topography and preserve the views. Overall, approximately 57 percent of the site will remain undisturbed by the proposed project, with trail systems meandering through the permanent open space within each of the proposed residential communities.

Figure 2: Site Plan



Source: RFE Engineering, 2016

Sierra Oaks Estates is planned to be a unique single-family neighborhood targeting, but not restricted to, empty nesters with the focus on foothill living in a minimal development footprint. Covenants, conditions and restrictions (CC&Rs) enforced by a homeowner's association would address community operations, architectural controls and standards, and front and rear yard maintenance. The neighborhood would have private roads and a gated entry. A cost sharing and maintenance agreement between all three parcels would address the Iowa Hill frontage landscaping, the entry roads, and shared utilities, including the drainage and retention areas. Sierra Oaks residents would pay for the maintenance of their entry gates, private roads, and entry and front yard landscaping.

The density for Sierra Oaks would be approximately 1.8 units per acre, with lot sizes ranging from 10,000 to 70,441 square feet. Lots would not have fences, thus the property lines would not be emphasized. A variance is requested to allow for reduced lot frontage widths of less than the 80 feet required by City Code, and a variance for side yard setbacks of five feet, as compared with eight feet, as required for a more typical subdivision. The CC&Rs would ensure protection of the existing woodlands, all landscaping, the trail system and a fuel management zone in the rear yards. The neighborhood would include a walking trail system, which would meander through the trees and open spaces of Parcel 2. Future homes are anticipated to range between 1,900 and 2,400 square feet, offering one and two story floor plans with the primary living zones on the ground level. The streets would be private and 20-foot wide to maintain the rural character of the setting, with parking only allowed in driveways and the 43 off-street spaces provided in key locations along the roadways. The roadways and parking would be designed to take advantage of the rolling topography and preserve the views. An Emergency Vehicle Access (EVA) easement would be provided at the south boundary of the proposed neighborhood.

Sierra Oaks will include 34 single-family residences with the following preliminary mix and floor plans:

- Twenty homes with three-bedrooms and two-and-a-half bathrooms (approximately 2,500 square feet)
- Nine homes with three-bedrooms and two-and-a-half bathrooms (approximately 1,982 square feet)
- Five homes with three-bedrooms and two-and-a-half bathrooms (approximately 2,283 square feet)

The Village Oaks multi-family residential community would include 5 lots containing 76 one, two, and three-bedroom units in 19 two-story 4-plex buildings, and a separate building containing the manager's office with mailboxes, common meeting and recreation space, restrooms, and an outdoor play area, with architecture designed to complement the wooded setting. One hundred sixty-one (161) uncovered parking spaces would be provided (140 required), and a mutually beneficial EVA easement would be provided through the existing Pinetop Apartments. The community proposes a density of approximately 5.8 units per acre, and would include a walking trail system that meanders through the trees and open space of Parcel 4.

The roadway and parking would be designed to take advantage of the rolling topography and preserve the views.

Proposed plans for Village Oaks include 19, two-story buildings with the following floor plans:

- Fifteen buildings (4,144 square feet each), each with four, two-bedroom, two-bathroom units (1,036 square feet)
- Four buildings (3,900 square feet each), each with two, three-bedroom, two-bathroom units (1,248 square feet) and two, one-bedroom, one bathroom units (702 square feet).

Construction of the proposed project would be phased, and is expected to begin in May 2017 with grading along the project frontage and of the development envelope of the project site, including Sierra Oaks Estates and Village Oaks. Offsite improvements would include:

- Approximately 1,000-feet of 12-inch water pipe to provide a looped supply to the proposed project, including required isolation valves, air valves, and blow-off valves. The new pipe would be aligned between the existing 10-inch line located 500-feet west of the site entrance on Iowa Hill Road and the existing 6-inch line located 500-feet northeast of the site entrance on Grand View Avenue.
- A new water valve cluster at the intersection of Iowa Hill Road and Grand View Avenue.
- Two new fire hydrants on Iowa Hill Road along the new pipeline.
- A new pressure reducing station in the public right of way near the intersection of Canyon Way and Iowa Hill Road.
- An 8-inch water line through the existing Pinetop Apartment parking lot providing increased pressure and redundancy by creating a loop system with the proposed project.
- A tee and service valve on Iowa Hill Road at the entrance to the project site.

On-site utilities and paving for the entry road from Iowa Hill Road and roads across Parcel 3 providing access and utility stubs to Sierra Oaks Estates (Parcel 4) and Village Oaks (Parcel 2) is expected to begin after grading is completed in July 2017. Site work for both Sierra Oaks Estates and Village Oaks is estimated to begin in late 2017 or early 2018 after grading is completed. Vertical construction for both Sierra Oaks Estates and Village Oaks would follow, with anticipated buildout of both by late 2020, subject to market conditions.

Approximately 14 acres of the project site would be disturbed by site preparation and/or grading activities. Approximately 50,000 cubic yards of soil material would be cut and fill, and would be balanced entirely on the project site.

9. Surrounding Land Uses and Setting:

The project site is located on the south side of Iowa Hill Road east of Interstate 80 and Canyon Way. The site fronts Iowa Hill Road, which is a Placer County-owned public road and Grandview Way, just east of the property, is a private road in Placer County. The site is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and rural

residential uses to the north, east and south. The site is bordered by Placer County property on all sides except along the western boundary, which is within the Colfax city limits.

10. Other Public Agencies

The following permits and regulations are applicable to the proposed project and involve other public agencies whose approval may be required:

- National Pollutant Discharge Elimination Permit (NPDES) General Construction Stormwater Permit, Central Valley Regional Water Quality Control Board
- Dust Control Plan Approval, Placer County Air Pollution Control District

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Amy Feagans
Signature

11/17/16
Date

Amy Feagans
Printed Name

City of Colfax
For

Aesthetics

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **No Impact.** The project site is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and rural residential uses to the north, east and south. No scenic vistas would be affected by the proposed project. Therefore, the proposed project would have no impact.
- b) **No Impact.** The project site is not within or near a designated state scenic highway. No scenic resources within a state scenic highway would be affected by the proposed project. Therefore, the proposed project would have no impact.
- c) **Less-than-Significant Impact.** The project site is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and rural residential uses to the north, east and south. The roadways of the proposed project would be designed to follow the rolling topography and preserve the views. Overall, approximately 57 percent of the site would remain undisturbed by the proposed project, with a significant open space buffer adjacent to the existing single family uses, and a trail systems meandering through the permanent open space within each of the proposed single and multi-family neighborhoods. The proposed project would comply with all applicable building, design, landscaping, and lighting requirements found in the Municipal Code of the City of Colfax. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, the proposed project would have a less-than-significant impact.
- d) **Less-than-Significant Impact.** The proposed project would change the landscape of the project site from an undeveloped environment to one that is urbanized, which would result in the introduction of significant sources of light and potential glare. These sources include automobile headlights, structure lighting, and streetlights. The proposed project would follow lighting design guidelines in the Community Design Element of the City of

Colfax 2020 General Plan. Therefore, the proposed project would have a less-than-significant impact.

References

City of Colfax, 2020 General Plan Community Design Element, September 1998.

Agricultural and Forest Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
2. AGRICULTURAL AND FOREST RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** There is no farmland located on or near the project site. The proposed project would have no impact.
- b) **No Impact.** The project site is not zoned for agricultural use and is not subject to a Williamson Act contract. The proposed project would have no impact.
- c) **No Impact.** The project site is not zoned for forest land or timberland. The proposed project would have no impact.

- d) **Less-than-Significant Impact.** Forest land [as defined by Public Resources Code section 12220(g)] is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site is zoned residential but could qualify as forest land depending on interpretation of the definition in Public Resources Code section 12220(g).

The City of Colfax understands as development of vacant land occurs, loss of some tree cover may be unavoidable. Approximately 400 trees would be removed due to mass grading; however, approximately 33 of these 400 trees were recommended for removal due to compromised health or structural instability (Sierra Nevada Arborists, 2015). The City of Colfax Tree Preservation Ordinance regulates all trees over six inches in diameter as measured four and one-half feet from the ground. The final number of impacted trees regulated by the Tree Preservation Ordinance would be determined during preparation of improvement plans and will be subject to tree preservation requirements and tree replacement requirements when tree removal is unavoidable, resulting in 1:1 replacement of each tree removed.

Overall, approximately 57 percent of the project site would remain undisturbed by the proposed project and rough grading of dirt roads has previously occurred on the project site. Trail systems meandering through the permanent open spaces within each community of the proposed project would provide aesthetic and recreational resources, and other public benefits. Based upon the vast amount of existing forest land within and surrounding the City of Colfax, the conversion of approximately 43 percent of the project site to non-forest use would not be considered a significant impact. The proposed project would also comply with the City of Colfax Tree Preservation Ordinance. Therefore, this impact would be less than significant.

- e) **No Impact.** The proposed project would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forestland to non-forest use. The proposed project would have no impact.

References

City of Colfax. *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014

Department of Conservation, *California Important Farmland Finder*, 2014.

Sierra Nevada Arborists. *Initial Arborist Report and Tree Inventory Summary, Pinetop Estates Project Site*, October 12, 2015.

Air Quality

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
3. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** The Placer County Air Pollution Control District (PCAPCD) along with other local air districts in the Sacramento region are required to comply and implement the State Implementation Plan (SIP) to demonstrate how and when the region can attain the federal ozone standards. Accordingly, the Sacramento Metropolitan Air Quality Management District (SMAQMD) prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008, with input from the other air districts in the region. The PCAPCD adopted the Plan on February 19, 2009. The California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as revision to the SIP. An update to the Plan, the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions)*, has been prepared and was approved and adopted on September 26, 2013. The *2013 SIP Revisions Plan* is the applicable air quality plan for the proposed project.

A conflict with, or obstruction of, implementation of the 2013 Plan could occur if a project generates greater emissions than what has been projected for the site in the emissions inventory of the 2013 Plan. Emissions inventories are developed based on projected increases in population, employment, regional vehicle miles traveled, and associated area sources within the region, which are based on regional projections that are, in turn, based on the Placer County General Plan and zoning designations for the region. The project site is currently zoned residential. Therefore, the proposed project would not generate greater emissions than what has been projected for the site in the

emissions inventory of the *2013 SIP Revisions Plan*, thus no impact on the applicable air quality plan.

The proposed project would support the primary goals of the *2013 SIP Revisions Plan*, it would be consistent with all applicable *2013 SIP Revisions Plan* control measures, and would not disrupt or hinder implementation of any *2013 SIP Revisions Plan* control measures. Therefore, there would be a less-than-significant impact associated with, conflicting with, or obstructing implementation of the applicable air quality plan.

b) **Less-than-Significant Impact.**

Construction Impacts

The emissions generated from these construction activities include:

- Dust (including particulate matter less than 10 micrometers (coarse or PM₁₀), particulate matter less than 2.5 micrometers (fine or PM_{2.5})) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling and travel on unpaved surfaces; and
- Combustion emissions of criteria air pollutants (carbon monoxide (CO), nitrogen oxides (NO_x), sulfur dioxide (SO₂), volatile organic compounds (VOC) as reactive organic gases (ROG), PM₁₀, and PM_{2.5}) primarily from operation of heavy off-road construction equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated).

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM₁₀ concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM₁₀, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Poor construction practices could result in substantial emissions of fugitive dust that would be a nuisance and could create localized health impacts. The PCAPCD requires construction projects to comply with District Rules & Regulations for Construction. Compliance with the District Rules & Regulations for construction would prevent and control fugitive dust emissions.

This air quality analysis is consistent with the methods described in the PCAPCD’s *Air Quality Handbook* (dated October 2012) and PCAPCD’s *Justification Report for CEQA Thresholds of Significance* (dated September 2016). Estimated maximum daily emissions of criteria pollutants emissions that would be generated by construction of the proposed

project are shown in **Table 1**. Construction emissions were estimated using the California Emission Estimator Model (CalEEMod) Version 2013.2.2. As shown in **Table 1**, criteria pollutant emissions from construction would be below the PCAPCD's maximum daily significance thresholds for ROG, NO_x, and PM₁₀. There is no significance threshold for CO or PM_{2.5}.

Table 1 provides the estimated short-term construction emissions that would be associated with the proposed project and compares those emissions to the PCAPCD's significance thresholds for construction-related emissions. The construction emissions inventory is based on conservative (overestimating) assumptions associated with the construction duration, intensity of equipment usage, and type/amount of equipment. Therefore, actual construction emissions are likely to be less than the estimated values. The proposed project would comply with all PCAPCD Rules & Regulations. Therefore, air quality impacts from construction would be less than significant. The supporting information, assumptions, methodologies, and detailed results used in the air quality analysis are provided in **Appendix A: Air Quality Technical Report**.

Table 1: Estimated Maximum Daily Construction Emissions (pounds)

Year	ROG	NO _x	PM ₁₀
2017	6.20	69.81	21.79
2018	3.14	24.87	2.44
2019	2.76	22.45	2.23
2020	56.42	20.37	2.06
Maximum Daily Emissions	56.42	69.81	21.79
Significance Threshold	82	82	82
Potentially Significant (Yes or No)?	No	No	No

Source: CARB CalEEMod Version 2013.2.2.

The following measures would reduce short-term construction-related air quality impacts and are required under PCAPCD Rules & Regulations for Construction:

- During construction, emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area, shall be controlled so that dust does not remain visible in the atmosphere beyond the boundary line of the emission source (proposed project property line).
- Operational watering trucks shall be on-site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of the project site shall be carried out in compliance with all pertinent PCAPCD rules.
- All exposed soils be watered a minimum of once every two hours of active operation or sufficiently often to keep the area adequately wetted.
- When wind speeds result in dust emissions crossing the proposed project property line, and despite the application of dust control measures, grading and earthmoving operations shall be suspended and inactive disturbed surface areas shall be stabilized.

- Fugitive dust generated by active operations, open storage piles, or from a disturbed surface area shall not result in such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as dark or darker in shade as that designated as No. 2 on the Ringlemann Chart (or 40 percent opacity).
- Any visible track-out on a paved road where vehicles enter and exit the work area must be removed at the end of the workday or at least one time per day. Removal shall be accomplished by using wet sweeping or a HEPA filter equipped vacuum device. Dirt from vehicles exiting shall be removed through the use of a gravel pad, a tire shaker, a wheel wash system, or a pavement extending for not less than 50 feet from the intersection with the paved public road.
- Off-road construction equipment shall meet or exceed either CARB Tier 2 off-road emission standards.
- Off-road construction equipment shall meet or exceed CARB Level 2 Verified Diesel Emissions Control Strategy. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.
- During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- During construction the contractor shall minimize idling time to a maximum of five minutes for all diesel-powered equipment.
- Low VOC paint shall be utilized for both the interiors and exteriors of the building. To limit the quantity of VOC in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the PCAPCD, all projects must comply with Rule 218.

Operational Impacts

The proposed project is a mix of single-family detached residences (34 units) on the 18-acre Parcel 2 (Sierra Oaks) and a 76-unit multifamily community in 19 buildings on the 13-acre Parcel 4 (Village Oaks Apartments). CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste landfilling and transport.

Estimated daily (summer and winter) operational emissions that would be associated with the proposed project are presented in **Table 2** and are compared to PCAPCD's thresholds of significance. As indicated in **Table 2**, the estimated proposed project operational emissions would be below the PCAPCD's significance thresholds and would be less than significant.

Table 2: Estimated Maximum Daily Operational Emissions (pounds)

Condition	ROG	NO _x	PM ₁₀
Summer Daily Emissions	19.8	24.5	20.4
Winter Daily Emissions	20.5	26.9	20.4
Maximum Daily Emissions	20.5	26.9	20.4
Significance Threshold	55	55	82
Potentially Significant (Yes or No)?	No	No	No

Source: CARB CalEEMod Version 2013.2.2.

Project traffic would increase concentrations of carbon monoxide along streets providing access to the project site. CO is a local pollutant (i.e., high concentrations are normally only found very near sources). The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations (i.e. hotspots), therefore, are usually only found near areas of high traffic volume and congestion.

The CO screening approach outlined in the PCAPCD's *CEQA Air Quality Handbook* was used to estimate whether or not the proposed project's traffic impacts (see Appendix D – KD Anderson Traffic Study, February 2016) would cause a potential CO hotspot. The CO screening approach uses the following screening criteria:

- The traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, C, or D) to an unacceptable LOS (e.g., LOS E or F); or
- The traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

If the answer to the screening criteria is "yes", then the proposed project can be said to have the potential to create a violation of the CO standard and further modeling is warranted. If the answer to the screening criteria is "no", then further modeling is not warranted and the proposed project would not create a violation of the CO ambient air quality standards.

The proposed project examined Level of Service (LOS) for the road segments and intersections affected by the proposed project. The Existing Plus Project condition does not "Substantially worsen" the nearby intersections because it would not include an increase in delay of 10 seconds or more when project-generated traffic is included to the No Project condition. Since the project is within an attainment area for CO (ambient air quality standards are currently attained) and in an area with low background concentrations, changes in CO levels resulting from the proposed project would not result

in violations of the ambient air quality standards, and would represent a less-than-significant impact.

- c) **Less-than-Significant Impact.** The PCAPCD cumulative significance thresholds are the same as the project-level significance thresholds. Therefore, a project would have a significant cumulative impact if the project exceeds the project-level significance thresholds. As disclosed in this air quality analysis, the proposed project would not result in individual significant air quality impacts. The proposed project would be consistent with all applicable *2013 SIP Revisions Plan* control measures and would be consistent with all PCAPCD requirements. Therefore, the proposed project would not generate cumulatively considerable air emissions and the cumulative impact would be less than significant.
- d) **Less-than-Significant Impact.** Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups.

Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time outside their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. The project site is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and rural residential uses to the north, east and south.

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TAC that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

The proposed project would constitute a new emission source of diesel particulate matter (DPM¹) due to construction activities. Studies have demonstrated that DPM from diesel-

¹ In August of 1998, CARB identified particulate emissions from diesel-fueled engines as a toxic air contaminant. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. The

fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. The proposed project would also locate sensitive receptors near Interstate 80, a source of DPM due to truck activities.

CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide information to local planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial and mobile sources of air pollution. The CARB Handbook indicates that mobile sources continue to be the largest overall contributors to the State's air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious pollutants on a statewide basis include DPM, benzene, and 1,3-butadiene, all of which are emitted by motor vehicles. These mobile source air toxics are largely associated with freeways and high traffic roads. Non-mobile source air toxics are largely associated with industrial and commercial uses such as dry cleaners and gasoline stations.

Based on guidance from the PCAPCD and the CARB, when siting sensitive land uses (residential, schools, hospitals, playgrounds, etc.) within 500 feet of a high volume roadway (such as Interstate 80 in the vicinity of the proposed project), additional analysis through a health risk assessment should be conducted. Research findings indicate that roadways generally influence air quality within a few hundred feet – e.g., about 500 to 600 feet downwind from the vicinity of heavily traveled roadways or along corridors with significant truck traffic. This distance will vary by location and time of day or year, prevailing meteorology, topography, nearby land use, traffic patterns, as well as the individual pollutant. The distance between the project site and Interstate 80 is approximately 1,300 feet, beyond the referenced 500-foot screening distance, so there is no need for the proposed project to conduct a health risk assessment. Implementation of the proposed project would not result in an increased exposure of sensitive receptors to localized concentrations of TAC. The proposed project would have a less-than-significant impact relative to health impacts.

e) **Less-than-Significant Impact.**

Any project with the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact. As a general matter, the types of development that pose potential odor problems include agriculture, food processing, dairies, rendering, refineries, chemical plants, wastewater treatment plants,

document represents a proposal to reduce diesel particulate emissions, with the goal to reduce emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low sulfur diesel fuel on diesel-fueled engines.

Diesel particulate matter (DPM) is the most complex of diesel emissions. Diesel particulates, as defined by most emission standards, are sampled from diluted and cooled exhaust gases. This definition includes both solid and liquid material that condenses during the dilution process. The basic fractions of DPM are elemental carbon; heavy hydrocarbons derived from the fuel and lubricating oil and hydrated sulfuric acid derived from the fuel sulfur. DPM contains a large portion of the polycyclic aromatic hydrocarbons found in diesel exhaust. Diesel particulates include small nuclei particles of diameters below 0.04 micrometers (μm) and their agglomerates of diameters up to 1 μm .

landfills, composting facilities, and transfer stations. No such odiferous uses would be a part of the proposed project. This is a residential project and residential projects do not frequent odor problems. Therefore, odor impacts associated with the location of the proposed project would be less than significant.

References

California Air Resources Board, *CalEEMod User's Guide Version 2013.2*, July 2013, <http://www.aqmd.gov/docs/default-source/caleemod/usersguide.pdf?sfvrsn=2>

Placer County Air Pollution Control District, *CEQA Air Quality Handbook*, October 2012. <http://www.placer.ca.gov/departments/air/landuseceqa>

Placer County Air Pollution Control District, *CEQA Thresholds of Significance Justification Report*, September 2016, <http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds>

Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. June 2014. <http://www.airquality.org/ceqa/ceqaguideupdate.shtml>

Sacramento Metropolitan Air Quality Management District, *2013 Update to the 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, January 29, 2015, <http://www.arb.ca.gov/planning/sip/planarea/sacsip/sacmetsip.htm#2013update>

US Environmental Protection Agency. *Near Roadway Air Pollution and Health: Frequently Asked Questions*. August 2014. <http://www3.epa.gov/otaq/documents/nearroadway/420f14044.pdf>

Biological Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
4. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) **Less-than-Significant Impact with Mitigation.**

Introduction

The analysis presented in this section is based on a Biological and Wetlands Constraints Assessment conducted by an independent biological consultant, Salix Consulting, Inc. (Salix Consulting, 2016).

The vacant project site is entirely Sierran Mixed Conifer habitat type, but with two phases, dense and thin. About two-thirds of the site has a very sparse understory from vegetation management. The dense areas have not been maintained to the same degree as the sparse areas. This habitat type contains abundant conifers including ponderosa pine, Douglas fir, and hardwoods including canyon live oak and black oak. The shrub layer is quite variable and in most areas the shrub layer has been regularly managed. Common shrub species include French broom, scotch broom, white leaf manzanita, coyote bush, and Himalayan blackberry. Herbaceous species are primarily grasses and include hedgehog dogtail, ripgut brome, and blue wild rye. Sky lupine is abundant, particularly on the east-facing hillsides in the western portion of the site.

The project site is expected to support a variety of common wildlife species adapted to occurring in rural wooded settings. Several species of birds were observed including dark-eyed junco, Anna’s hummingbird, white-crowned sparrow, California towhee, white-breasted nuthatch, northern flicker, acorn woodpecker, western scrub jay, black phoebe, spotted towhee, Western gray squirrel, and western fence lizard.

Special-status plant species may occur on the project site. Four special-status plants could not be ruled out for their possible presence on the project site but they are unlikely

because only marginal habitat is present. These species include Sierra bluegrass (blooms April – June), western viburnum (blooms May-July), Stebbin’s phacelia (blooms May – July), and brownish beaked-rush (blooms July- August). Since no development would occur on the parcel with the seep wetland, the brownish beaked-rush would not be affected if it occurs on the project site (Glazer, 2016). **Mitigation Measure BIO-1** would reduce any potentially significant impacts to less than significant.

Three special-status animals are known to occur within a 5-mile radius of the site. Only one species could not be ruled out for its possible presence on the project site, the coast horned lizard, but is unlikely to occur because there is only marginal habitat present (exposed, sandy substrates with scattered shrubs). The project site does not have sandy soils and is mostly shaded. **Mitigation Measure BIO-1** would reduce any potentially significant impacts to less than significant.

The potential for raptors and migratory birds to nest within or directly adjacent to the project site is possible. **Mitigation Measure BIO-2** would reduce any potentially significant impacts to less than significant.

Potentially significant impacts on biological resources would be reduced to less-than-significant levels with the implementation of **Mitigation Measure BIO-1 and BIO-2**.

Mitigation Measure BIO-1: A thorough site-walk of the project site shall be conducted to determine the presence or absence of the coast horned lizard and the following special-status plants during the appropriate bloom season: Sierra bluegrass (blooms April – June), western viburnum (blooms May – July), and Stebbin’s phacelia (blooms May – July). The site-walk shall be conducted by a qualified biologist prior to any clearing or site work.

Mitigation Measure BIO-2: If any tree removal or adjacent construction activity takes place during the associated breeding/nesting season for raptors (typically February through August), preconstruction surveys shall be conducted by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, CDFW shall be contacted to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then proceed. This survey shall not be necessary if tree removal and vegetation clearing occur outside of the nesting period.

- b, c) **Less-than-Significant Impact.** One area that may qualify as waters of the United States and consists of less than 0.1 acre of seep wetland, located in the northeast corner on Parcel 1, which is not part of the proposed project. The seep/discharge area is located in one area and flows down a narrow swale offsite into a roadside ditch along Grand View Drive and through a culvert under the road to the northeast (Salix, 2016). The previous wetland evaluation of the site also only showed a wetland feature in the northeast corner and nowhere else on the project site (Western Botanical Services, 1997). No development

would occur on Parcel 1 as part of the proposed project and the area would not be disturbed. No other riparian habitat or sensitive natural community is present on the project site; therefore, this impact would be less than significant.

- d) **Less-than-Significant Impact.** Overall, approximately 57 percent of the site will remain undisturbed by the proposed project, with trail systems meandering through the permanent open space within the proposed neighborhood and apartments. The project site is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and rural residential uses to the north, east and south. The proposed project would be consistent with the surrounding area and would not substantially affect wildlife movement. There are no watercourses or native wildlife nursery sites on the project site. Therefore, the proposed project would have a less-than-significant impact.
- e) **Less-than-Significant Impact.** The City of Colfax understands as development of vacant land occurs, loss of some tree cover may be unavoidable. Approximately 400 trees would be removed due to mass grading; however, approximately 33 of these 400 trees were recommended for removal due to compromised health or structural instability (Sierra Nevada Arborists, 2015). The City of Colfax Tree Preservation Ordinance regulates all trees over six inches in diameter as measured four and one-half feet from the ground. The final number of impacted trees regulated by the Tree Preservation Ordinance would be determined during preparation of improvement plans and will be subject to tree preservation requirements and tree replacement requirements when tree removal is unavoidable, resulting in 1:1 replacement of each tree removed. The proposed project would comply with the City of Colfax Tree Preservation Ordinance; therefore, this impact would be less than significant.
- f) **No Impact.** The City of Colfax does not have an adopted Habitat Conservation Plan. Therefore, the proposed project would have no impact.

References

- City of Colfax, *2020 General Plan, Appendix A Hillside Development Guidelines*, September 1998.
- City of Colfax, *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014
- Glazer, Jeff. Personal Communication with Jeff Glazer, Salix Consulting, September 12, 2016.
- Salix Consulting. *Biological and Wetlands Constraints Assessment*, May 23, 2016.
- Sierra Nevada Arborists. *Initial Arborist Report and Tree Inventory Summary, Pinetop Estates Project Site*, October 12, 2015.
- Western Botanical Services. *Wetlands Identification and Delineation*, July 1997.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a) **Less-than-Significant Impact.**

Introduction

The analysis presented in this section is based on a Cultural and Paleontological Resources Inventory for the proposed project conducted by an independent cultural resources consultant, Natural Investigations Company, Inc. (Natural Investigations Company, 2016).

No archaeological or built environment resources were identified or recorded during the survey in September 2016, and no cultural resources were previously recorded within the project area (Natural Investigations Company, 2016). Thus, the proposed project does not have the potential to cause a significant impact on any resource that currently qualifies as a historical resource, or that has been recommended eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Therefore, the proposed project would have a less-than-significant impact on historical resources.

- b, c) **Less-than-Significant Impact with Mitigation.** The potential for discovery of buried archaeological or paleontological resources is considered low (Natural Investigations Company, 2016). No unique geologic features are known to exist with the project area (Natural Investigations Company, 2016). Should any archaeological or paleontological resources be discovered during ground disturbing activities for the proposed project the implementation of **Mitigation Measure CUL-1** would reduce impacts to a less-than-significant level.

Mitigation Measure CUL-1: If archaeological or paleontological resources are discovered during ground disturbing activities for the proposed project, work shall be

halted in that area within 50 feet of the find and a qualified paleontologist shall be notified immediately to evaluate the find.

- d) **Less-than-Significant Impact with Mitigation.** Although unlikely, grading and excavation could potentially uncover human remains. Should human remains be discovered during ground disturbing activities for the proposed project the implementation of **Mitigation Measure CUL-2** would reduce impacts to a less-than-significant level.

Mitigation Measure CUL-2: If human remains are discovered during ground disturbing activities for the proposed project, work shall be halted and the County Coroner shall be notified of the find immediately. No further work shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the human remains are determined to be of Native American origin, the County Coroner shall notify the NAHC, which will determine and notify the a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

References

- City of Colfax, *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014
- Natural Investigations Company. Draft Cultural and Paleontological Resources Inventory for the Sierra Oak Estates and Village Oaks Apartments Projects, September 2016.
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Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

ai) **Less-than-Significant Impact.**

Introduction

The analysis presented in this section is based on a Geotechnical Report conducted by ENGEO (ENGEO, 2016). The 2016 Geotechnical Report concluded that the project site is suitable for the proposed project. In 2006, ENGEO performed a geotechnical exploration on the eastern portion of the site (ENGEO, 2006). The 2006 Geotechnical Report concluded that the eastern portion of the project site is suitable for residential development.

The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones by the California Department of Conservation, Geological Survey (CGS, formerly known as the California Division of Mines and Geology [CDMG]) along sufficiently active and well-

defined faults.² The purpose of the Act is to restrict construction of structures intended for human occupancy along traces of known active faults. Alquist-Priolo Zones are designated areas most likely to experience surface fault rupture, although fault rupture is not necessarily restricted to those specifically zoned areas.

The City of Colfax has not been identified as a city that would be affected by the Alquist-Priolo Act. Rupture of the surface has not resulted from faulting associated with earthquakes in Placer County. The most recent listing of Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act does not include either the City of Colfax or Placer County (City of Colfax, 2014). The 2016 Geotechnical Report concluded that ground rupture is unlikely at the project site (ENGE0, 2016). As the project site is not located in an Alquist-Priolo Earthquake Fault Zone and is not located on or immediately adjacent to an active fault, there would be a less-than-significant impact related to fault rupture hazards.

- a.ii, a.iii) **Less-than-Significant Impact.** 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. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, and fine-grained sands. Due to the presence of relatively shallow rock and dense to hard nature of the soil above rock, the potential for liquefaction at the project site would be negligible during seismic ground shaking (ENGE0, 2016). The proposed structures would be designed using sound engineering judgment and would meet the latest California Building Code (CBC) requirements, which contain seismic design provisions (ENGE0, 2016). The project site is not known to be in the proximity of any active faults; therefore, seismic impacts would be less than significant.
- a.iv) **Less-than-Significant Impact.** Slope failure due to mass movement processes under the influence of gravity can occur without an earthquake. Some of the most common conditions leading to slope failure include the types of materials (unconsolidated, soft sediments or surficial deposits will move downslope more easily than consolidated, hard bedrock), structural properties of materials, steepness of slopes, water, vegetation type, and earthquake-generated ground shaking. The project site contains relatively shallow rock and dense to hard soil above the rock (ENGE0, 2016). The project site has a rolling topography and is moderately hilly. The City of Colfax's Hillside Development guidelines are in place to mitigate for landslides and mudflows due to development. Therefore, this impact would be less than significant.

² An active fault is defined by the State of California is a fault that has had surface displacement within Holocene time (approximately the last 11,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

- b) **Less-than-Significant Impact with Mitigation.** Approximately 14 acres of the project site would be disturbed by site preparation or grading activities. Approximately 50,000 cubic yards of soil material would be cut and filled, and balanced on the project site. The amount of grading and soil movement creates a potentially significant impact related to substantial risk of erosion or loss of topsoil. This potentially significant impact on geology and soils would be reduced to a less-than-significant level with the implementation of **Mitigation Measure GEO-1**.

Mitigation Measure GEO-1: The applicant of the proposed project shall be responsible for preparing an Erosion and Sediment Control Plan prior to any construction activities.

Mitigation Measure GEO-2: Grading shall not be performed during the rainy season, between October 15 and April 15.

Mitigation Measure GEO-3: A revegetation plan shall be prepared by a licensed landscape architect to be submitted with the improvement plans for approval. The plan shall address all disturbed areas on the site, revegetation materials, methodology, schedule, proposed irrigation systems for open space areas, and the landscaping along Iowa Hill Road. All cut and fill areas shall be revegetated as soon as possible following grading activities, using native seed mixed and compatible plantings.

- c) **Less-than-Significant Impact.** The 2016 Geotechnical Report concluded that the risk of landslides, lateral spreading, subsidence, liquefaction or collapse is low to negligible (ENGEO, 2016). The City of Colfax's Hillside Development guidelines (Appendix A of the City of Colfax General Plan) are also in place to mitigate for landslides and mudflows due to development. The proposed project would not expose people or structures to unstable earth conditions or changes in geologic substructures, therefore this impact would be less than significant.
- d) **Less-than-Significant Impact with Mitigation.** Most of the subsurface exploration encountered near surface clayey sand and sandy clay to approximate depths of two to eleven feet. Visual classification and laboratory tests indicated the near-surface soils at the project site exhibit low to medium plasticity with a low to moderate expansion potential (ENGEO, 2016). Expansive soil can cause distress to foundations, floor slabs, pavements, sidewalks, and other improvements that are sensitive to soil improvements. **Mitigation Measure GEO-4** would reduce the potential for damage to the planned structures supported by conventional foundations and would reduce expansive soil impacts to less than significant.

Mitigation Measure GEO-4: Fill within two feet of finished grade in building areas supporting conventional foundations shall consist of relatively low expansive soil, defined as having an Expansion Index less than 50. Expansive soil shall not be placed

in the upper two feet of building pads. Potentially expansive soil shall be blended with soil that is more granular or weathered rock to create relatively low expansive conditions.

- e) **No Impact.** The proposed project does not require the use of septic tanks or any other alternative wastewater disposal system. Therefore, the proposed project would have no impact related to the support of septic systems.

References

City of Colfax, *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014

ENGEO. *Geotechnical Report, Colfax Pines LLC, Colfax, California*. May 26, 2006.

ENGEO. *Geotechnical Report, Village Oaks and Sierra Oaks Estates, Colfax, California*. September 14, 2016.

Hart, E.W. and W.A. Bryant, *Fault Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zones Act of 1972 with Index to Special Studies Zone Maps*. California Division of Mines and Geology, Special Publication 42, 1990. Revised and updated 1997.

United States Geological Survey (USGS) Working Group on California Earthquake Probabilities (WG07), *Fact Sheet 2008-3027, Forecasting California's Earthquakes – What Can We Expect in the Next 30 Years?*, <http://pubs.usgs.gov/fs/2008/3027/fs2008-3027.pdf>, 2008.

Greenhouse Gas Emissions

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact with Mitigation.** The CalEEMod model was used to quantify GHG emissions associated with proposed project construction activities, as well as long-term operational emissions produced by motor vehicles, natural gas combustion for space and water heating, electricity use, and landscape maintenance equipment. CalEEMod incorporates GHG emission factors for the central electric utility serving the project area and mitigation measures based on the California Air Pollution Control

Officer's Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures and the California Climate Action Registry General Reporting Protocol*.

CalEEMod is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to fuel efficiency standards and low carbon fuels. The operational year of 2021 was analyzed since it is the first full year that the proposed project could conceivably be occupied. Default rates for energy consumption were assumed in the model. Emissions rates associated with electricity consumption were adjusted to account for Pacific Gas & Electric utility's projected 2020 CO₂ intensity rate. This 2020 CO₂ intensity rate is based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. The 2020 CO₂ intensity rate of 290 pounds of CO₂ per megawatt of electricity produced was used (PG&E, 2015).

Estimated construction GHG emissions are presented in **Table 3**. The estimated construction GHG emissions are less than the significance threshold of 1,100 metric tons of CO₂e per year. The 30-year amortized construction GHG emissions would be 47.6 metric tons of CO₂e. Construction GHG emissions are a one-time release and are therefore, not typically expected to generate a significant contribution to global climate change in the long-term. Thus, the construction emissions from the proposed project would be a less-than-significant impact on climate change.

Table 3: Estimated Greenhouse Gas Emissions (metric tons of CO₂e)

Source	Annual CO ₂ e Metric Tons
2017 Construction Emissions	320
2018 Construction Emissions	426
2019 Construction Emissions	420
2020 Construction Emissions	264
PCAPCD Significance Threshold	1,100
Potentially Significant (Yes or No)?	No
Operational Emissions (Unmitigated)	
Area Sources	75.8
Energy	185.8
Mobile	1,873.9
Solid Waste	38.2
Water	16.1
Total Operational Emissions	2,190
<i>PCAPCD Significance Threshold</i>	1,100
Potentially Significant (Yes or No)?	Yes
Total Operational Emissions per Service Population	6.02
<i>PCAPCD Significance Threshold</i>	5.5
Potentially Significant?	Yes
Operational Emissions (Mitigated)	
Area Sources	75.3
Energy	112.0
Mobile	1,757.9
Solid Waste	38.17
Water	13.19
Total Operational Emissions	1,997
<i>PCAPCD Significance Threshold</i>	1,100
Potentially Significant (Yes or No)?	Yes
Total Operational Emissions per Service Population	5.49
<i>PCAPCD Significance Threshold</i>	5.5
Potentially Significant?	No

Source: CARB CalEEMod Version 2013.2.2.

Notably, the 2016 Building Energy Efficiency Standards (Title 24) will lead to 46 percent less energy consumption for residential buildings over 2008 Energy Standards (PCAPCD, 2016). Public transit (i.e., Amtrak) is within one mile of the proposed project, which has the potential to reduce motor vehicle trips and emissions. The proposed project would also incorporate solar panels in the apartment community, which would also reduce emissions. As shown in **Table 3**, the estimated unmitigated operational GHG emissions are 2,190 metric tons of CO₂e, which is above the significance threshold of

1,100 metric tons of CO₂e per year. A large majority of the GHG emissions (approximately 80 percent) is related to motor vehicle usage. Therefore, the proposed project is potentially significant with regard to GHG emissions. The supporting information, assumptions, methodologies, and detailed results used in the GHG analysis are provided in **Appendix A: Air Quality Technical Report**.

The unmitigated operational GHG emissions would be 6.02 metric tons per service population (approximately 364 residents) per year, which is slightly above the PCAPCD threshold of 5.5 metric tons per service population per year. Thus, the proposed project impacts on climate change would be potentially significant.

Implementation of **Mitigation Measure GHG-1** would reduce GHG emissions associated with project operation. The requirements of **Mitigation Measure GHG-1** would achieve a reduction in GHG emissions of 193 metric tons of CO₂e per year and the proposed project impacts on climate change would be less than significant.

Mitigation Measure GHG-1: The proposed project shall implement the following measures to reduce operational GHG emissions:

- Install a photovoltaic system within the multi-family community; resulting in at least an approximately 40 percent reduction in electrical GHG emissions for the apartment community portion of the project.
- Only energy efficient appliances shall be installed, including Energy Star refrigerators, clothes washers, dishwashers, and ceiling fans.
- Only low-flow bathroom and kitchen faucets, toilets, and showers shall be installed.
- All public street, area, and residential lighting (including all rooms in residences) installed on the site shall be considered high efficiency lighting.
- All landscaping equipment (lawnmower, leaf blower, and chainsaw) shall be electric.

As shown in **Table 1**, the estimated mitigated operational GHG emissions are 1,997 metric tons of CO₂e, which is above the significance threshold of 1,100 metric tons of CO₂e per year. Therefore, the proposed project is potentially significant with regard to GHG emissions. The mitigated operational GHG emissions would be 5.49 metric tons of CO₂e per service population (approximately 364 residents) per year, which is less than the PCAPCD threshold of 5.5 metric tons per service population per year. Thus, the proposed project impacts on climate change would be less than significant with mitigation incorporated.

- b) **Less-than-Significant Impact.** Placer County is currently in the process of drafting a Climate Action Plan (CAP) regarding the reduction of GHG emissions. The applicable regulation adopted for the purpose of reducing the emissions of GHGs is AB 32. The

proposed project would result in a significant impact if it would be in conflict with AB 32 State goals. The assumption is that AB 32 will be successful in reducing GHG emissions and reducing the cumulative GHG emissions statewide by 2020. The State has taken these measures, because no project individually could have a major impact (either positively or negatively) on the global concentration of GHG. The proposed project has been reviewed relative to the AB 32 measures and it has been determined that the proposed project would not conflict with the goals of AB 32. Therefore, this impact would be less than significant.

References

California Air Pollution Control Officers Association. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008. <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>

California Air Pollution Control Officer's Association, *Quantifying Greenhouse Gas Mitigation Measures and the California Climate Action Registry General Reporting Protocol*, August, 2010, <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

California Air Resources Board. *California Emissions Estimator Model (CalEEMod) User's Guide*. July 2013. <http://www.caleemod.com/>

Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. October 2012. <http://www.placer.ca.gov/departments/air/landuseceqa>

Placer County Air Pollution Control District. *CEQA Thresholds of Significance Justification Report*. September 2016. <http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds>

KD Anderson and Associates. *Traffic Impact Analysis for Pinetop Estates*. February 10, 2016.

PG&E. *Greenhouse Gas Emission Factors: Guidance for PG&E Customers*, November 2015, http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf

Hazards and Hazardous Materials

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b) **Less-than-Significant Impact.** During construction of the proposed project, the use of hazardous substances would be limited in nature and subject to standard handling and storage requirements. The proposed project does not propose to use or store hazardous materials. Therefore, the proposed project would have a less-than-significant impact.
- c) **No Impact.** There are no existing or proposed schools within one-quarter mile of the proposed project. Therefore, the proposed project would have no impact.
- d) **No Impact.** The Department of Toxic Substances Control and State Water Resources Control Board compile and update lists of hazardous material sites pursuant to Government Code Section 65962.5. The project site is not included on the databases

maintained by the Department of Toxic Substances Control (Envirostor) and the State Water Resources Control Board (Geotracker) (DTSC, 2016 and SWRCB, 2016).

- e) **No Impact.** The project site is not within two miles of a public airport. The nearest airport, Auburn Municipal Airport, is approximately 12 miles southwest of the project site. Therefore, the proposed project would have no impact.
- f) **No Impact.** There are no known private airstrips within two miles of the project site. Therefore, the proposed project would have no impact.
- g) **No Impact.** The proposed project would not interfere with emergency response plans or evacuation plans. The proposed project would not impede or require diversion of rescue vehicles or evacuation traffic in the event of a life-threatening emergency; in fact additional EVAs are proposed to be added. Therefore, the proposed project would have no impact.
- h) **No Impact.** The project site is bordered by commercial and residential uses. Development of the proposed project would require removal of unhealthy trees and vegetation thinning, which would reduce the risk of wildland fires. No impact would occur.

References

City of Colfax, *2020 General Plan Safety Element*, September 1998.

Department of Toxic Substances Control (DTSC), *DTSC's Envirostor Database*, http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640,480&mt=m&findaddress=True&city=colfax&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true, accessed September 12, 2016.

State Water Resources Control Board (SWRCB), *Geotracker*, <http://geotracker.waterboards.ca.gov/map/>, accessed September 12, 2016.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,f) **Less-than-Significant Impact.** The Clean Water Act (CWA) has nationally regulated the discharge of pollutants to waters of the U.S. from any point source since 1972. In 1987, amendments to the CWA added section 402(p), which established a framework for regulating non-point source stormwater discharges under the National Pollutant Discharge Elimination System (NPDES). Projects that disturb one or more acres are required to obtain coverage under the General Permit for Discharges of Stormwater

Associated with Construction Activity Construction General Permit (CGP) Order 2009-0009-DWQ.

General Permit applicants are required to submit (to the appropriate regional board) Permit Registration Documents, which include a Notice of Intent, an annual fee, and a Stormwater Pollution Prevention Plan (SWPPP). Additional requirements include compliance with post construction standards focusing on Low Impact Development (LID), preparation of Rain Event Action Plans, and specific certification requirements for specific project personnel. The SWPPP must include implementing Best Management Practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges.

Contaminated runoff from the project site could potentially cause negative water quality impacts. Potential water quality impacts may occur during proposed project construction and after project development. During construction, the increased area of disturbed soils would result in increased erosion and potentially introduce sediment into stormwater during rain events. After construction is completed, the increased runoff from areas of new impervious surfaces would increase the potential for erosion and the amount of sediment in stormwater runoff. Post construction runoff from the proposed project could potentially contain urban contaminants such as oil and grease, coliform bacteria, gas and diesel fuels, nitrogen, phosphorus, heavy metals, and suspended solids. Therefore, the polluted water runoff from the proposed project could have a potentially significant impact.

Coverage under the General Construction Stormwater Permit would be obtained prior to performing any land disturbing activities. As part of the requirements of the General Permit, a SWPPP would be prepared for the proposed project. The SWPPP would be designed to reduce or eliminate pollutant discharges to waters. The SWPPP practices would apply to both the original construction and the subsequent home site improvements. It would specify the implementation of site-specific BMPs. Monitoring of the BMPs would be performed pursuant to the requirements of the General Permit. Implementation of BMPs would help meet stormwater discharge water quality criteria for the proposed project by capturing pollutants before they enter the waterways.

Monitoring of BMPs would be performed during construction under the General Construction Stormwater Permit. Monitoring consists of performing routine and storm-based site inspections and making specific recommendations to the project manager, such as installing additional BMPs and performing maintenance on existing BMPs. Typical construction-related (temporary) BMPs that could be implemented as part of the proposed project include, but are not limited to, the following:

- Application of a street-sweeping program to remove potential contaminants from street and roadway surfaces before they reach drainage inlets or discharge locations.

- Proper installation of erosion control measures to all disturbed areas including, but not limited to, the installation of straw mulch, hydraulic mulch, hydroseed, and erosion control blankets.
- Proper installation of sediment control measures below all areas that have a moderate to high potential for erosion. Sediment control measures to be installed on-site include, but are not limited to, silt fence, straw wattles, gravel bag check dams, sediment traps, drainage inlet (DI) bags and gravel bags.

The implementation of BMPs would help meet stormwater discharge water quality criteria for the proposed project by capturing urban runoff pollutants before they can enter the area waterways. Coverage under the General Construction Stormwater Permit and preparation of a SWPPP would ensure no water quality or waste discharge requirements are violated and reduce the potential for substantially degrading water quality. This impact would be less than significant.

- b) **Less-than-Significant Impact.** The City of Colfax is not heavily reliant on groundwater. The Placer County Water Agency (PCWA) would supply water for the proposed project. Water from the Yuba-Bear and American River watersheds and snow pack runoff supplement the PCWA. The proposed project would have a less than significant impact.
- c, d, e) **Less-than-Significant Impact with Mitigation.** The proposed project would follow the existing drainage pattern of the project site and vicinity, and would not alter the course of any stream or river. The proposed project would drain southwest and northeast through existing and mutual drainage easements. However, the proposed project would increase impervious surfaces on the project site because of the construction of proposed roadways, new residences and driveways. Increased impervious surfaces would increase the rate and volume of stormwater runoff on the project site. This increased surface runoff could contribute to localized or downstream flooding and substantial erosion or siltation and result in a potentially significant impact. The implementation of **Mitigation Measures GEO-1 through GEO-3 and Mitigation Measures HYD-1 through HYD-5** below would reduce the impacts to drainage and water runoff to less than significant.

Mitigation Measure HYD-1: The applicant shall submit a final Drainage Study with the proposed project improvement plans. The final Drainage Study shall meet the requirements for submittals contained in the Placer County Flood Control and Water Conservation District's Stormwater Management Manual.

Mitigation Measure HYD-2: Drainage facilities shall be designed and constructed in accordance with the Placer County Flood Control and Water Conservation District's Stormwater Management Manual, latest edition, Placer County Land Development Manual, latest edition, and the City's requirements. Improvement plans shall be submitted to the Flood Control District for review and approval of the drainage facilities.

Mitigation Measure HYD-3: Detention basins and the drainage system shall be designed to maintain runoff from the site at pre-development rates. The final Drainage Study shall include a detailed analysis of the ability of the detention basins to attenuate flood flows (pre- and post-development hydrograph comparison) and a discussion of the significance of the proposed reduction of flood flows offsite of the proposed site using the 2-, 10- and 25-year flows.

Mitigation Measure HYD-4: The stormwater drainage collection system shall be designed to intercept runoff at all intersections, and at intermediate locations as required so that gutter flow does not exceed a run of four hundred feet before reaching a drain inlet. The total length of run tributary to a drain inlet from each direction shall not exceed six hundred feet.

Mitigation Measure HYD-5: The minimum allowable pipe diameter for the storm drainage system shall be 12 inches.

- g) **No Impact.** The City of Colfax is not located within a 100-year flood hazard area, therefore the proposed project would have no impact.
- h) **No Impact.** The City of Colfax is not located within a 100-year flood hazard area, therefore the proposed project would have no impact.
- i) **No Impact.** The City of Colfax is not located near a dam or levee, therefore the proposed project would have no impact.
- j) **Less-than-Significant Impact.** A tsunami is a sea wave or a series of waves caused by submarine earth movement, by either an earthquake or volcanic eruption. A seiche is an oscillation of the surface of a lake or landlocked sea. The City of Colfax is not in close proximity to the ocean or a landlocked sea; therefore the City is not at risk of inundation from these phenomena. Colfax is not located near a lake that is identified as having a potential threat from a seiche. The City of Colfax is mountainous and hilly and has experienced mudflows in the past. The City of Colfax's Hillside Development guidelines are in place to mitigate for landslides and mudflows due to development. Therefore, this impact would be less than significant.

References

City of Colfax, *2020 General Plan Safety Element*, September 1998.

City of Colfax, *2020 General Plan, Appendix A Hillside Development Guidelines*, September 1998.

City of Colfax, *Colfax Pines Subdivision Conditions of Approval*, 1998.

City of Colfax, *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014

United States EPA, National Pollutant Discharge Elimination System General Permit for Discharges from Construction Activities, February 6, 2012

Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would not physically divide an established community. There would be no impact.
- b) **Less-than-Significant Impact.** The project site is designated Medium Density Residential in the Colfax General Plan and is zoned R-1-10 Single-Family Residential (2.25 DU/acre) and RM-1 Multi-Family Residential (7 DU/acre). A sign permit is requested for the Iowa Hill entry, and variances for Sierra Oaks are requested for the minimum lot widths and rear and side yard setbacks, , and a building height variance is requested for Village Oaks. With the sign permit and variance approvals, the proposed project would not alter the existing General Plan land use designations or zoning, nor would new land use designations or zones be created. The proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, thus this impact would be less than significant.
- c) **No Impact.** The City of Colfax does not have an adopted Habitat Conservation Plan or Natural Community Conservation plan. Therefore, the proposed project would have no impact.

References

City of Colfax. *2020 General Plan Land Use Element*, September 1998.
 City of Colfax. *Municipal Code City of Colfax California, Title 17 Zoning*.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-b) **No Impact.** The California Department of Conservation maps contained in the *Mineral Land Classification of Placer County* (DMG 1995) do not identify any documented mines on the project site. The City of Colfax has three known mineral deposit sites: Colfax Claim, Colfax Mine, and Colfax Shale Quarry. None of these sites are within the vicinity of the proposed project and there are no known mineral resources of value on the project site. The project site does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impact on mineral resources is anticipated.

References

City of Colfax, *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014

Department of Conservation, Division of Mines and Geology (DMG), *Mineral Land Classification of Placer County, California*, 1995.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) Less-than-Significant Impact.

Introduction

Potential noise impacts associated with the proposed project would be from noise generated from construction and/or operation of the proposed project, and the land use noise compatibility of siting residential receptors at the project site. The applicable noise descriptors, significance criteria for any increased noise, and the potential impacts are discussed below.

Noise Descriptors

To describe noise environments and assess potential impacts on noise-sensitive areas, a frequency weighting measure, which simulates human perception, is commonly used. It has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA)³ is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise. Decibels are logarithmic units that conveniently compare the wide range of sound intensities to which the human ear is sensitive. **Table 4** identifies decibel levels for common sounds heard in the environment.

³ A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called “sound level”) measured in dB. An A-weighted decibel (dB) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.

Table 4: Typical Noise Levels

Noise Level (dB)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80-90	Diesel truck at 50 feet	Loud television at 3 feet
70-80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60-70	Commercial area	Normal speech at 3 feet
40-60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20-40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10-20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

Source: (modified from Caltrans Technical Noise Supplement, 1998)

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (L_{eq});⁴ average day-night 24-hour average sound level (L_{dn});⁵ with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL),⁶ also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

Noise Attenuation

Stationary point sources of noise, including stationary mobile sources such as idling vehicles or onsite construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). Widely distributed noise, such as a large industrial facility spread over many

⁴ The Equivalent Sound Level (L_{eq}) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.

⁵ L_{dn} is the day-night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

⁶ CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 P.M., and an addition of a 10-decibel penalty in the night between 10:00 P.M. and 7:00 A.M.

acres or a street with moving vehicles (known as a “line” source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, which also depends on ground absorption (Caltrans, 1998b). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, will increase the attenuation in addition to the attenuation that occurs by distance alone.

The project site is bordered by residential apartments to the northwest, commercial uses to the west/southwest, and rural residential uses to the north, east and south. Based upon review of the project site, there are no major stationary noise sources in the area. The project site is rural and quiet; the only noise sources are noises from the surrounding residences and traffic on the bordering roadways.

Noise Standards

City of Colfax Noise Ordinance

Chapter 8.28 of the City of Colfax municipal code (noise ordinance) is applicable to the proposed project:

8.28.010 Noise Standards.

It is unlawful for any person to make or continue or cause to be made or continued, any loud, unnecessary or unusual noise or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health, safety or peace of others within the city when not in the normal or usual conduct of commercial or industrial business.

Construction or Repair of Buildings

- a. The performance of any construction, alteration or repair activities which require the issuance of any building, grading, or other permit may occur only during the following hours:
 - i. Monday through Friday: six a.m. to six p.m.;
 - ii. Saturdays: eight a.m. to five p.m.;
 - iii. Sundays and observed holidays: eight a.m. to five p.m.
- b. Any noise from the above activities, including from any equipment used therewith, shall not produce noise levels in excess of the following:
 - i. Saturdays: eight (80) dBA when measured at the property line or at a distance of twenty-five (25) feet, whichever is greater.
 - ii. Sundays and observed holidays: seventy (70) dBA when measured at the property line or at a distance of twenty-five (25) feet, whichever is greater.
- c. The building official may grant a permit for building activities during other periods for emergency work or extreme hardship. "Emergency work" means work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger. Any

permit so granted shall be of specified limited duration and may be subject to any conditions necessary to limit or minimize the effect of any noise permitted thereby.

City of Colfax General Plan 2020 Noise Element

The Colfax General Plan Noise Element identifies the normally acceptable range for low-density residential uses as less than 60 dB, while the conditionally acceptable range is 55 – 70 dB. The normally acceptable range for medium and high-density residential uses is identified as Ldn values below 65 dB, while the conditionally acceptable range is identified as 60 -70 dB.

Existing Sensitive Receptors and Noise Sources/Levels

Noise sensitive receptors (land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. The nearest sensitive receptor to the proposed project are the Pinetop apartments approximately 50 feet from the proposed project. There are also rural residential single-family homes in the project vicinity, the closest being approximately 150 feet from the proposed project.

To quantify existing ambient noise levels in the immediate project vicinity, short-term measurements of existing noise were taken at three locations (Sites 1-3). Noise measurements were made using Metrosonics db308 Sound Level Meters. The noise measurement locations were selected to capture existing noise levels at the project site. The noise measurements are summarized in **Table 5** and noise measurement locations are shown in **Appendix B: Noise Appendix**.

Overview of Existing Noise Levels

As summarized in **Table 5**, measured noise levels in the area had 5-minute average noise levels of 42-52 dB. All of the noise at Site 1 and 3 was effectively from traffic noise on Iowa Hill Road. All of the noise at Site 2 was effectively from traffic noise on I-80.

Table 5: Existing Noise Measurements

Location	Time Period Thursday 8/25/2016	Leq (dB)	Noise Sources
Site 1. 50 feet south of Iowa Hill Road	10:15 – 10:25 A.M.	5-minute Leqs: 44, 42 dB 5-minute Lmaxs: 53, 53 dB	Background noise level with no traffic: 41.3 dB. Truck on Iowa Hill Rd: 51 dB. SUV on Iowa Hill Rd: 53 dB. Car on Iowa Hill Rd: 51 dB. Heavy construction equipment north of Iowa Hill Rd: 46 dB.
Site 2. 170 feet south of Pinetop Apartments and 980 feet southeast of I-80	10:35 – 10:40 A.M.	5-minute Leq: 52 dB 5-minute Lmax: 59 dB	I-80 noise: 52-57 dB. Back-up beeper at Hills Flat Lumber Co to west masked by I-80 noise.
Site 3. 100 feet south of Iowa Hill Road	10:53 – 11:03 A.M.	5-minute Leqs: 46, 45 dB 5-minute Lmaxs: 65, 60 dB	Background noise level with no traffic: 41.3 dB. Train horn: 43 dB. Dog barking: 53-56 dB. SUV on Iowa Hill Rd: 47 dB. Truck on Iowa Hill Rd: 60 dB.

Source: RCH Group, 2016

Note: See Noise Appendix for a map of noise measurement site locations.

Potential Noise Impacts from the Proposed Project

Potential impacts associated with the proposed project could include impacts from construction activities and increased traffic on Iowa Hill Road.

Proposed project construction would result in a temporary increase in ambient noise levels in the project vicinity. Construction activities associated with the proposed project would be temporary and would move throughout the project site. As shown in Table 6, noise levels from construction typically range from 81 to 88 dB Leq at 50 feet depending on the construction phase. Construction activities could only be performed during the hours set out by Chapter 8.28 of the City of Colfax municipal code. Since proposed project construction would comply with the City of Colfax construction hours, construction noise would result in a less-than-significant impact.

Table 6: Typical Construction Activities Noise Levels

Construction Phase	Noise Level (dB Leq at 50 feet)
Ground Clearing	83
Excavation	88
Foundations	81
Erection	81
Finishing	88

Notes: Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Leq = equivalent sound level

Source: U.S. Environmental Protection Agency, Legal Compilation, 1973

Impacts of Existing Noise Levels on Future Residents

As discussed above, existing noise sources at the project site include traffic noise on I-80, Iowa Hill Road, and Grand View Way. The average noise level at the closest proposed residential structures near these noise sources ranged from 42 to 52 dB Leq. The Colfax General Plan Noise Element identifies the normally acceptable noise level to be 60 dB Ldn for low-density developments and 65 dB Ldn for medium- and high-density developments. Noise levels at the proposed project would be consistent with the City of Colfax General Plan Noise Element and land use noise compatibility impacts would be less than significant.

- b) Less-than-Significant Impact.** In contrast to airborne noise, groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment (FTA, 2006). The effects of groundborne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings.

For architectural or building damage, vibration is expressed in peak particle velocity (PPV) commonly measured in inches/second (in/sec). A vibration level of 0.08 in/sec could affect extremely sensitive structures such as ruins and ancient monuments. Vibration levels that exceed 0.2 in/sec are the lowest levels that can affect normal structures. Given these vibration levels, extreme care must be taken when sustained pile driving occurs within 7.5 m (25 ft) of any building, and 15-30 m (50-100 ft) of a historical building, or building in poor condition (Caltrans, 2002 and Caltrans, 2004). There are no adopted local policies for groundborne vibration levels.

The proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels because it would not include major construction

within 25 feet of any building or 100 feet of a historic building. Therefore, this impact would be less than significant.

- c) **Less-than-Significant Impact.** After construction, impacts from the proposed project would include any noise generated by the residents that would affect surrounding land uses. In general, residences are one of the quietest land uses (other than open space), and noise from the residential uses would be considered compatible with the surrounding residences. Any permanent increase in ambient noise levels in the project vicinity would not be substantially greater than existing levels without the proposed project and would result in a less-than-significant noise increase.

The increase in traffic from the proposed project would result in up to 800 daily vehicle trips, including 62 a.m. peak hour and 78 p.m. peak hour trips (KD Anderson & Associates, 2016). Existing peak hour trips on Iowa Hill Road are 95 a.m. peak hour trips and 77 p.m. peak hour trips. The proposed project could potentially result in a 3 dB increase during the p.m. peak hour due to a doubling of traffic on Iowa Hill Road. The proposed project would result in less than a 3 dB increase during the a.m. peak hour. Noise levels 50 feet from the centerline of Iowa Hill road are approximately 42 to 44 dB Leq. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dB (Caltrans, 1998a). Noise levels 50 feet from the centerline of Iowa Hill road would be increasing from 42-44 dB Leq to 45-47 dB Leq and would be compatible with all City of Colfax noise standards. Therefore, this change would be a less-than-significant noise increase.

- d) **Less-than-Significant Impact.** Proposed project construction would result in a temporary increase in ambient noise levels in the project vicinity. Construction activities associated with the proposed project would be temporary and would move throughout the project site. Construction activities could only be performed during the hours set out by Chapter 8.28 of the City of Colfax municipal code. Since proposed project construction would comply with the City of Colfax construction hours, temporary construction noise would result in a less-than-significant impact.
- e) **No Impact.** The project site is not located within an airport land use plan or within two miles of a public or public use airport. The proposed project would not expose people working or visiting in the project area to excessive airport noise levels and no impact would occur.
- f) **No Impact.** There are no private airstrips located near the project site and, therefore, the proposed project would not expose future employees and visitors to excessive aircraft noise levels. The proposed project would not increase onsite exposure to aircraft noise. Thus, no impact would occur.

References

Caltrans, Technical Noise Supplement, 1998.

Caltrans, *Transportation Related Earthborne Vibrations*, prepared by the Division of Environmental Analysis, Office of Noise, Air Quality, and Hazardous Waste Management, 2002.

Caltrans, *Transportation- and Construction-Induced Vibration Guidance Manual*, Prepared by Jones & Stokes, 2004

City of Colfax, *General Plan Noise Element*, accessed 9/06/2016 at (http://www.colfax-ca.gov/documents/generalplan/04_Noise.pdf)

City of Colfax, *Municipal Code, Chapter 8.28 Noise Standards*, accessed 9/06/2016 at (http://www.colfax-ca.gov/municipal_code/2015/067.pdf)

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06)*, 2006

KD Anderson & Associates, *Traffic Impact Analysis for Pinetop Estates*, February 10, 2016.

U.S. Environmental Protection Agency, 1973. *Legal Compilation*, 1973.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** The proposed project would construct residences, which would induce population growth directly, but such growth was already planned for and anticipated in accordance with residential zoning. The proposed project would have a less-than-significant impact on population and housing.
- b-c) **No Impact.** The proposed would not displace any existing housing units or people, necessitating the construction of replacement housing elsewhere. The proposed project would have no impact.

Public Services

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i) **Less-than-Significant Impact.** Two fire departments provide fire protection services to the City of Colfax. The Colfax Fire Department is at 33 West Church Street and Colfax Station (operated by Cal Fire during fire season and Placer County Fire during winter season) is at 24020 Fowler Road. Other agencies that support the City with mutual aide are the Placer Hills Fire District in Meadow Vista and the Chicago Park/Peardale Fire Departments. Colfax Station is approximately 350 feet north of the project site and is approximately one-third mile to the proposed project entry using Fowler Avenue to Iowa Hill Road. The proposed project would be required to pay applicable impact fees for fire protection services, which would fund additional fire personnel and equipment. The proposed project would have a less-than-significant impact on fire protection services.
- a.ii) **Less-than-Significant Impact.** The City of Colfax contracts its law enforcement needs through the Placer County Sheriff's Office at 10 Culver Street. The Colfax Substation is manned by a Sergeant, four City dedicated deputies, two resident deputies and senior volunteers. The main Placer County Sheriff's Office at 2929 Richardson Drive in Auburn. The nearest California Highway Patrol station is in the town of Gold Run and their units are available to Colfax. The proposed project would be required to pay applicable impact fees for police protection services, which would fund additional police personnel and equipment. The proposed project would have a less-than-significant impact on police protection services.
- a.iii) **Less-than-Significant Impact.** Colfax Elementary School District provides educational services for the City of Colfax. Colfax Elementary is at 24825 Ben Taylor Road. Colfax High School is part of the Placer Union School District. Colfax High School is at 24995 Ben Taylor Road. The proposed project would be required to pay applicable impact fees

for schools, which would fund additional staff and materials. The proposed project would have a less-than-significant impact on school services.

a.iv) **Less-than-Significant Impact.** The City of Colfax currently has four parks totaling 3.26 acres. The City of Colfax has adopted a standard requiring four acres of open space per 1,000 residents. The proposed project would include meandering trail systems through extensive permanent open space. Overall, approximately 57 percent of the approximately 34-acre site would remain undisturbed. The proposed project would be required to pay impact fees for parks and recreation facilities and trail systems (the City of Colfax would need to determine if the proposed trail systems and permanent open space would qualify for potentially park fee credits); therefore, the proposed project would have a less-than-significant impact.

a.v) **Less-than-Significant Impact.** The proposed project would have no impact on the provision of any other public facilities. Growth was planned for and anticipated in accordance with residential zoning of the project site. The proposed project would have a less-than-significant impact on other public facilities.

References

City of Colfax, *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b) **Less-than-Significant Impact.** The proposed project would construct 34 single-family homes and 76 multi-family units. The City of Colfax has an adopted standard requiring four acres of open space per 1,000 residents. The proposed project would include two separate meandering trail systems through each of the respective community’s permanent open spaces. Overall, approximately 57 percent of the approximately 34-acre site would remain undisturbed. The proposed project would be required to pay impact fees for parks

and recreation facilities and trail systems (the City of Colfax would need to determine if the proposed trail systems and permanent open space would qualify for potentially park fee credits); therefore, the proposed project would have a less-than-significant impact.

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION AND TRAFFIC —				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-b) **Less-than-Significant Impact with Mitigation.**

Introduction

The analysis presented in this section is based on a Traffic Impact Analysis conducted by KD Anderson & Associates (KD Anderson & Associates, 2016).

The project site fronts Iowa Hill Road, which is a Placer County-owned public road and just east of the property Parcel 1 is contiguous to Grandview Way, a private road located in Placer County. The project would access Iowa Hill Road to Canyon Way, which in turn links the site with Interstate-80 (I-80) to the east and downtown Colfax via the State Route (SR) 174 interchange. Project access to Iowa Hill Road would be provided by a

new intersection located roughly 360 feet west of the Iowa Hill Road/Grandview Way intersection, east of the Forest Avenue intersection.

Existing intersection peak hour levels of service (LOS) were studied and the following locations exceed the City of Colfax’s LOS C minimum:

1. South Auburn Street/ Central Street (LOS E A.M. Peak Hour)
2. South Auburn Street/ SR 174 Overcrossing (LOS E A.M. Peak Hour, LOS D P.M. Peak Hour)
3. South Auburn Street/ WB I-80 Ramps (LOS E A.M. Peak Hour)

Roundabout intersections or signalization would be needed to deliver LOS C or better conditions at these intersections, and improvements to the S Auburn Street intersections are addressed by the City of Colfax’s traffic impact mitigation fee program.

Table 7 identifies trip generation forecasts for the proposed project based on trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition*. As shown, the proposed project could generate 800 daily trips with 62 trips occurring during the a.m. peak hour and 78 trips occurring during the p.m. peak hour.

Table 7: Proposed Project Trip Generation

Description	Unit	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Residential	31 DU	295	6	17	23	20	11	31
Apartments	76 DU	505	8	31	39	31	16	47
Total		800	14	48	62	51	27	78

Source: KD Anderson & Associates, 2016

Development of the proposed project would increase the volume of traffic on Colfax streets slightly. While LOS would not change at any location, the average delays at the three-study area intersections above that already exceed LOS C would become incrementally longer because of proposed project traffic. This potentially significant impact on City of Colfax streets would be reduced to a less-than-significant level with the implementation of **Mitigation Measure TRA-1**.

Mitigation Measure TRA-1: The applicant of the proposed project shall contribute its fair share to needed road improvements by paying adopted fees.

Development of the proposed project would increase the volume of traffic on Iowa Hill Road, which currently does not meet Placer County design standards for new construction. Conflicts between through traffic and vehicles entering and exiting the

project site could occur, which would be a potentially significant impact. However, the proposed access point has been reviewed by Placer County for sight distance, and this potentially significant impact on Iowa Hill Road would be reduced to a less-than-significant level with the implementation of **Mitigation Measure TRA-2**.

Mitigation Measure TRA-2: The applicant of the proposed project shall be responsible for constructing the following improvements:

- Install Plate R-17 improvements including acceleration and deceleration tapers on Iowa Hill Road at the project site access.

Cumulative Impacts

The proposed project and other future development would add traffic to the study area roadway system, and without roadway improvements three study area intersections would operate at a LOS that exceeds the City of Colfax's LOS C minimum standard. These intersections would carry traffic volumes that satisfy peak hour traffic signal warrants. The City of Colfax's existing traffic impact mitigation fee program addresses the South Auburn Street intersections with Central Street, the SR 174 Overcrossing, and the WB I-80 ramps. Roundabout intersections or signalization would be needed to deliver LOS C or better conditions at these intersections. This potentially significant cumulative impact on City of Colfax streets would be reduced to a less-than-significant level with the implementation of **Mitigation Measure TRA-1**.

- c) **No Impact.** The nearest public airport, Auburn Municipal Airport, is approximately 12 miles southwest of the project site. The nearest private airport, Alta Sierra Airport, is approximately 6 miles to the west. The proposed project would have no impact on air traffic patterns.
- d) **Less-than-Significant Impact.** The proposed project would not involve any new hazardous design features or introduce any new uses that may be incompatible with transportation. **Mitigation Measure TRA-2** would install Plate R-17 frontage improvements at the site access on Iowa Hill Road. These improvements would involve acceleration and deceleration tapers that would widen the road by 12 feet at the access and extend for 100 feet in each direction beyond the project driveway. Plate R-17 standards identify a desirable sight distance of 385 feet for a 35 mph zone, although Placer County guidelines note that terrain may sometimes make achieving this goal difficult. At a minimum, Caltrans safe stopping sight distance must be provided, which is a sight distance of 250 feet for a 35 mph zone. Project access on Iowa Hill Road would satisfy the 385-foot sight distance standard. The proposed project would therefore have a less-than-significant impact on transportation hazards.
- e) **No Impact.** The proposed project would not result in inadequate emergency access. The proposed project would include an EVA easement at the south boundary and at the north

boundary through the existing Pinetop Apartments. There would be no impact on emergency response and access.

- f) **No Impact.** The proposed project would include walking trail systems. The streets would be 20-foot wide to maintain the rural character of the setting and parking would only be allowed in driveways and in key locations along roadways, creating a suitable walking/cycling environment. There would be no decreased performance or safety of alternative transportation facilities. The proposed project would not affect transit, bicycle or pedestrian circulation or safety. There would be no impact.

References

KD Anderson & Associates, *Traffic Impact Analysis for Pinetop Estates*, February 10, 2016.

Utilities and Service Systems

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
17. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a, b, e) **Less-than-Significant Impact.** Sewer service in the City of Colfax is handled by the City of Colfax Wastewater Treatment Plant (WWTP). The WWTP is permitted by the Regional

Water Quality Control Board, Central Valley Region, under the National Pollution Discharge Elimination System (NPDES) permit, No. CA0079529, Order R-5-2013-0045. Under the permit, the City of Colfax is allowed to operate the WWTP at an average daily dry weather discharge flow of 0.275 million gallons per day. A Sewer Evaluation and Capacity Assurance Plan (SECAP) was completed by the City in 2010. The study analyzed the dry weather and wet weather flow in the wastewater collection system. The system capacity was found to be sufficient to handle current and future usage based on 20-year growth assumptions.

The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The proposed project would connect to the City's sewer system and would pay the City's sewer impact fee. The type of wastewater to be produced by the proposed project is typical of wastewater already collected and treated at the WWTP. The WWTP is capable of handling and treating residential wastewater to the treatment requirements of the Central Valley Regional Water Quality Control Board. Wastewater impacts would be less than significant.

- c) **Less-than-Significant Impact with Mitigation.** The proposed project would drain southwest and northeast through existing and mutual drainage easements. The proposed project would include the construction of on-site stormwater drainage features including culvert under driveways, drainage inlets, flare end sections with rock slope protection, detention basins and stormwater bioretention basins, and vegetative swale BMPs. Construction of these features would involve physical changes to the site, such as excavation and soil disruption, which have the potential to negatively impact water quality. Coverage under the General Construction Stormwater Permit and preparation of a SWPPP would ensure no water quality or waste discharge requirements are violated and reduce the potential for substantially degrading water quality. Furthermore, the implementation of **Mitigation Measure GEO-1 through GEO-3 and Mitigation Measures HYD-1 through HYD-5** would ensure that potentially significant impacts from construction of stormwater drainage facilities would be reduced to a less-than-significant level.
- d) **Less-than-Significant Impact.** The proposed project would be served by the Placer County Water Agency (PCWA). The proposed project would connect to two existing points of connection to the PCWA system: an existing ten-inch mainline in Iowa Hill Road near the Pinetop Apartments and an existing six-inch mainline in Grandview Avenue. Various other improvements would be needed such as installation of water pipeline on the project site, new fire hydrants, a new pressure reducing station on Canyon Way, and service valves. The PCWA makes commitments for service only upon execution of a facilities agreement and payment of all fees required by the PCWA. The proposed project would enter into a facilities agreement and pay all applicable fees, therefore the proposed project would have a less-than-significant impact.

- f, g) **Less-than-Significant Impact.** Solid waste in the City of Colfax is collected by Recology and disposed of for sorting at the Western Placer County Regional Materials Recovery Facility. Any solid waste not recycled or composted would be disposed of at the Western Regional Sanitary Landfill. Solid waste collection is a “demand responsive” service and current service levels can be expanded and funded through user fees without difficulty. The proposed project would comply with all federal, state and local statutes and regulations related to solid waste. The proposed project would be required to pay garbage collection fees and landfill equity buy-in fees, therefore, the proposed project would have a less-than-significant impact.

References

- City of Colfax. *Sewer Evaluation and Capacity Assurance Plan*, 2010.
- City of Colfax. *Initial Study Pinetop Estates (#TPM-03-13) Vesting Tentative Map- Parcel Map*, January 2014

Mandatory Findings of Significance

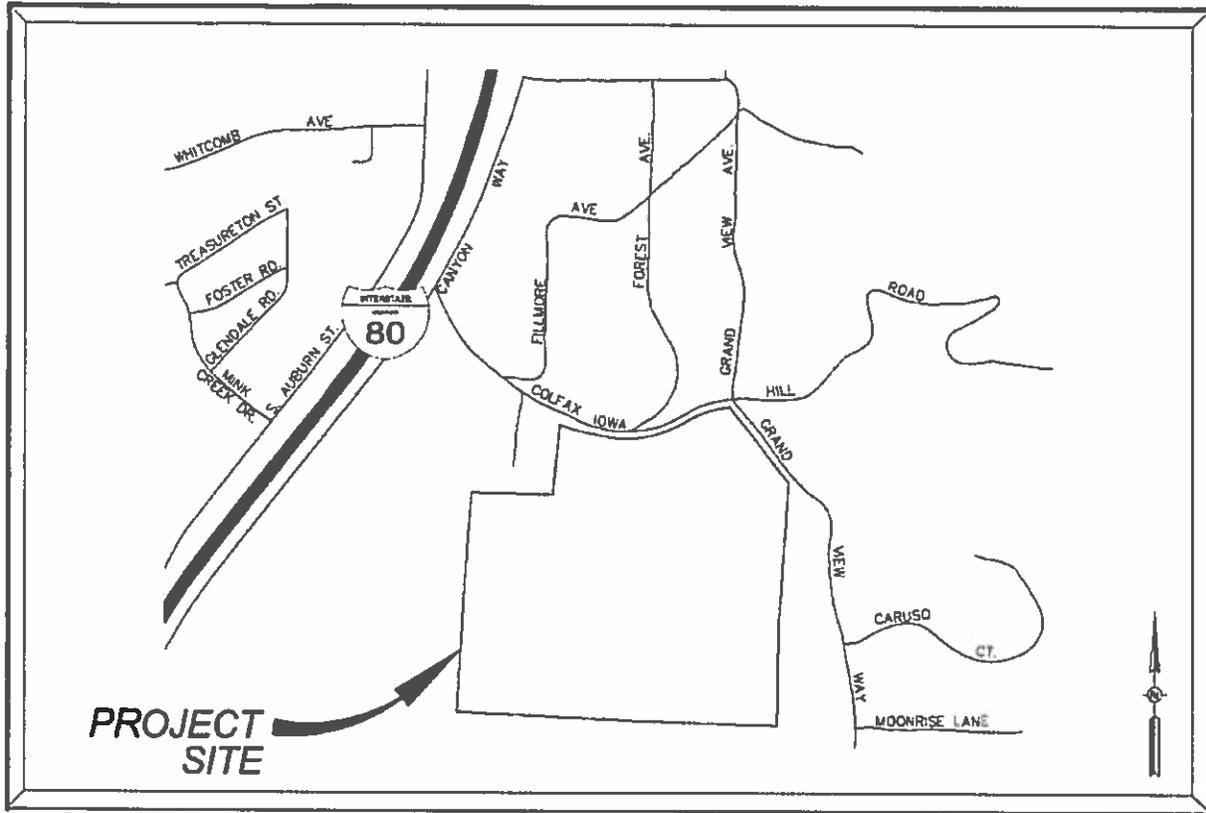
<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
18. MANDATORY FINDINGS OF SIGNIFICANCE —				
Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant with Mitigation.** The project site is currently undeveloped and the proposed project would involve disturbances to the site such as grading, excavation and soil disruption. The proposed project would also increase impervious surfaces on the project site because of the construction of proposed roadways, new residences and

driveways. With implementation of Mitigation Measures **BIO-1**, **BIO-2**, **GEO-1** through **GEO-4**, and **HYD-1** through **HYD-5** the proposed project would not substantially degrade the quality of the environment, reduce habitat, or restrict the range of a rare or endangered plant or animal, or eliminate a plant or animal community. The proposed project would not affect any historic structures.

- b) **Less-than-Significant Impact.** The proposed project would not have a cumulatively considerable impact on any of the environmental factors discussed above. This would result in a less than significant impact.
 - c) **Less-than-Significant Impact.** The proposed project would not result in impacts to human beings that would result in substantial adverse effects on human beings, directly or indirectly. This would result in a less than significant impact.
-

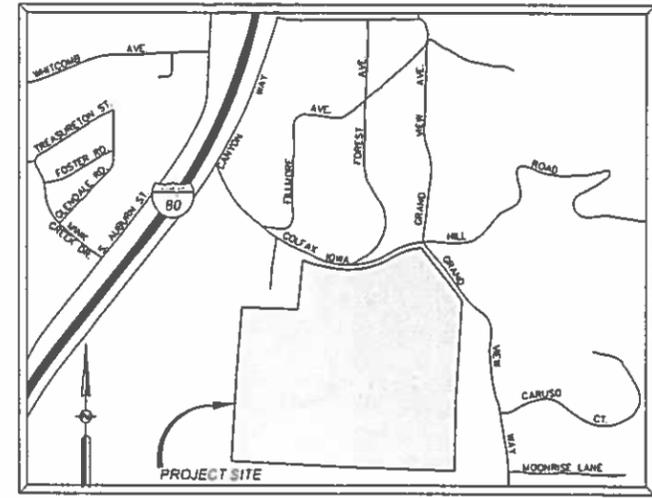


Source: RFE Engineering, 2016

VICINITY MAP

VILLAGE OAKS & SIERRA OAKS ESTATES

COLFAX IOWA HILL ROAD
COLFAX, CA 95713
APN: 101-170-013



SHEET INDEX:

- CIVIL**
 - C1 TITLE SHEET
 - C2 PRELIMINARY SITE PLAN - OVERALL
 - C3 EXISTING CONDITIONS - OVERALL
 - C4 VESTING TENTATIVE SUBDIVISION MAP - SIERRA OAKS ESTATES
 - C5 TREE REMOVAL PLAN - OVERALL
 - C6 PRELIMINARY GRADING AND DRAINAGE PLAN - OVERALL
 - C7 PRELIMINARY UTILITY PLAN - OVERALL
 - C8 SECTIONS & DETAILS - OVERALL
- LANDSCAPE**
 - P1 PRELIMINARY LANDSCAPING PLAN - OVERALL
 - P2 PRELIMINARY LANDSCAPING PLAN ENLARGEMENTS
- ARCHITECTURAL**
 - A1 COVER SHEET, SITE PLAN, PROJECT INFO, & MAPS
 - A2 2B2B/2B2B FOURPLEX STORY FLOOR PLAN
 - A3 2B2B/2B2B FOURPLEX ST. & L SIDE EXT. ELEVATIONS
 - A4 2B2B/2B2B FOURPLEX REAR & R SIDE EXT. ELEVATIONS
 - A5 3B2B/1B1B FOURPLEX STORY FLOOR PLAN
 - A6 3B2B/1B1B FOURPLEX ST. & L SIDE EXT. ELEVATIONS
 - A7 3B2B/1B1B FOURPLEX REAR & R SIDE EXT. ELEVATIONS
 - A8 COMMUNITY CENTER FLOOR PLAN & EXT. ELEVATIONS
 - A9 TYP. PROPOSED MATERIAL & COLOR BOARD

PROPERTY OWNER / DEVELOPER

PINETOP PROPERTIES, LLC
6611 FOLSOM AUBURN RD. STE N
FOLSOM, CA 95630
PHONE (916) 808-8052

GEOTECHNICAL REPORT:

JURISDICTION:
CITY OF COLFAX
CITY HALL
33 SOUTH MAIN STREET
COLFAX, CA 95713

ARBORIST REPORT:

TOPOGRAPHIC SURVEY:
CENTER POINT ENGINEERING, INC.
1217 PLEASANT GROVE BLVD. STE 130
ROSEVILLE, CA 95678
(916) 773-4006
JOB NO 153100
SURVEY DATE 09-26-2015

BENCHMARK:

PER CENTER POINT ENGINEERING, INC. THE BENCHMARK USED ON THIS TOPOGRAPHIC SURVEY WAS A TEMPORARY BENCHMARK (TBM) SET BY ANDREGG GEOMATICS ON IOWA HILL ROAD. THE DRAWING WHICH LOCATES THE BENCHMARK IS DATED OCTOBER 23, 2007 AND IS LISTED AS A R.R. SPIKE AT ELEVATION 2296.15

BASIS OF BEARINGS

THE LINE BETWEEN THE FOUND CENTERLINE MONUMENTS OF COLFAX-IOWA HILL ROAD AS SHOWN ON THE PARCEL MAP FILED IN BOOK 19 OF PARCEL MAPS, AT PAGE 105, OF PLACER COUNTY RECORDS. THE BEARING OF WHICH IS CALCULATED AS SOUTH 85°26'28" EAST

FIRE DEPARTMENT:

CALIFORNIA
FLOOD NOTE:
THE PROJECT LOCATION IS OUTSIDE THE FLOOD PLAIN PER FEMA FLOOD RATE INSURANCE MAP 06061C0125F THE SITE IS IN "ZONE X" WHERE IT IS OUTSIDE THE 500-YEAR FLOOD-PLAIN

CERTIFICATE:

I (WE) HEREBY AGREE TO THIS TENTATIVE MAP REFLECTING A BOUNDARY LINE ADJUSTMENT AND HEREBY AGREE TO COMPLY WITH THE PROVISIONS OF CHAPTER 16.20 OF THE CITY OF COLFAX CODE OF ORDINANCES AND THE CALIFORNIA SUBDIVISION MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF THE LOT LINE ADJUSTMENT MAP.

RAW EARTHWORK SUMMARY - SFR & MFR

CUT: 50,000 CY
FILL: 50,000 CY
NET: 0 CY (NO NET IMPORT/EXPORT)

ABBREVIATIONS:

- AB AGGREGATE BASE
- AC ASPHALT CONCRETE
- ARV AIR RELEASE VALVE
- BC BEGIN CURVE
- BCR BEGIN CURVE RETURN
- BLDG BUILDING
- BOC BACK OF CURB
- BOW BACK-OF WALK
- BVC BEGIN VERTICAL CURVE
- BW BOTTOM OF WALL
- CAB CABINET
- CONC CONCRETE
- C&G CURB & GUTTER
- CHORD CHORD
- CH CENTERLINE
- CMP CORRUGATED METAL PIPE
- CR CURB RETURN
- CTV CABLE TV
- DCDA DOUBLE CHECK DETECTOR
- ASSEMBLY
- DI DRAIN / DROP INLET
- DP DUCTILE IRON PIPE
- DS DOWN SPOUT
- (E) EXISTING
- EC END CURVE
- ECR END CURB RETURN
- EP EDGE OF PAVEMENT
- ETW EDGE OF TRAVELED WAY
- EVC END OF VERTICAL CURVE
- FDC FIRE DEPARTMENT CONNECTION
- FF FINISH FLOOR
- FG FINISHED GRA/UND
- BOW BACK-OF WALK
- FH FIRE HYDRANT
- FL FLOW LINE
- FDC FACE OF CURB
- FP FINISH PAVEMENT
- FS FIRE SPRINKLER
- GB GRADE BREAK
- GR GRATE ELEVATION
- GV GATE VALVE
- GVW GROSS VEHICLE WEIGHT
- HC HANDICAP
- HCR HANDICAP RAMP
- HDPE HIGH DENSITY POLYETHYLENE
- HP HIGH POINT
- IRR IRRIGATION
- INVT INVERT
- JP JOINT POLE
- L LENGTH
- LF LINEAL FEET
- LIP LIP OF GUTTER
- LP LOW POINT
- LT LEFT TURN OR LEFT
- MAX MAXIMUM
- MFR MULTI-FAMILY RESIDENTIAL
- MH MAINTENANCE HOLE
- MIN MINIMUM
- NE NORTHEAST
- NW NORTHWEST
- ON CENTER
- OH OVERHEAD
- OHTE OVERHEAD TELEPHONE & ELECTRIC
- OMP OPEN METAL PIPE
- (P) PROPOSED
- PCC PORTLAND CEMENT CONCRETE
- OR POINT OF COMPOUND CURVE
- PG PROFILE GRADE
- PV POST INDICATOR VALVE
- R PROPERTY LINE
- PC POINT OF CONNECTION
- PRC POINT OF REVERSE CURVE
- PT POINT OF TANGENCY
- PUE PUBLIC UTILITY EASEMENT
- PVI POINT OF VERTICAL INTERSECTION
- RC RELATIVE COMPACTON
- RCP REINFORCED CONCRETE PIPE
- RDW RIGHT-OF-WAY
- RT RIGHT TURN OR RIGHT
- RPPA REDUCED PRESSURE
- MAX MAXIMUM
- RW RETAINING WALL
- SDMH STORM DRAIN MANHOLE
- SD STORM DRAIN
- SE SOUTHEAST
- SFR SINGLE FAMILY RESIDENTIAL
- SS SANITARY SEWER
- SSCO SANITARY SEWER CLEAN OUT
- SSMH SANITARY SEWER MANHOLE
- SWCUT SAWCUT
- SW SIDEWALK OR SOUTHWEST
- STA STATION
- TC TOP OF CURB
- TP TOP OF PAVEMENT
- TS TOP OF SIDEWALK
- TW TOP OF WALL
- UNO UNLESS NOTED OTHERWISE
- W WATER
- WV WATER VALVE
- WM WATER METER
- WWF WELDED WIRE FABRIC
- VCP VITRIFIED CLAY PIPE
- VIF VERIFY-IN-FIELD

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- WM WATER METER
- WWF WELDED WIRE FABRIC
- VCP VITRIFIED CLAY PIPE
- VIF VERIFY-IN-FIELD

PROPERTY INFORMATION	
LOCATION:	APN: 101-170-013 COLFAX, CA 95713
PROPERTY AREA:	34.7 AC (NET) PARCEL 2: 18.00 AC PARCEL 3: 1.32 AC PARCEL 4: 13.09 AC
ZONE:	BASED ON TPM-03-13 PARCEL 2: R-1-10 PARCEL 3: RM-1 PARCEL 4: RM-1
USE:	PARCEL 2: SINGLE FAMILY RESIDENTIAL PARCELS 3 & 4: MULTI-FAMILY RESIDENTIAL
MFR BUILDINGS:	(4) 3 BED, 2 BATH BLDGS. WITH (4) UNITS PER BLDG. = 16 UNITS (15) 2 BED, 2 BATH BLDGS. WITH (4) UNITS PER BLDG. = 60 UNITS TOTAL = 76 UNITS
SFR BUILDINGS:	34 HOMES (PLANS SHOWN HEREON ARE CONCEPTUAL ONLY AND SUBJECT TO CHANGE)

R-1-10 ZONING DISTRICT (SFR)	
ITEM	REQUIREMENTS
MINIMUM PARCEL AREA	10,000 SF
MINIMUM WIDTH	80 FT. (SOME LOTS < 80'; SEE NOTE 2)
RESIDENTIAL DENSITY	1 DWELLING PER LOT
MAX. BUILDING HEIGHT	2-1/2 STORIES OR 30 FT. (VARIANCE TBD)
DENSITY	1.78 DU/AC
SETBACKS	
REQUIREMENTS	
MINIMUM FRONT	20 FT
MINIMUM SIDES	8 FT (5 FT PROVIDED, SEE NOTE 2)
MINIMUM REAR	30 FT (SOME LOTS < 30', SEE NOTE 2)

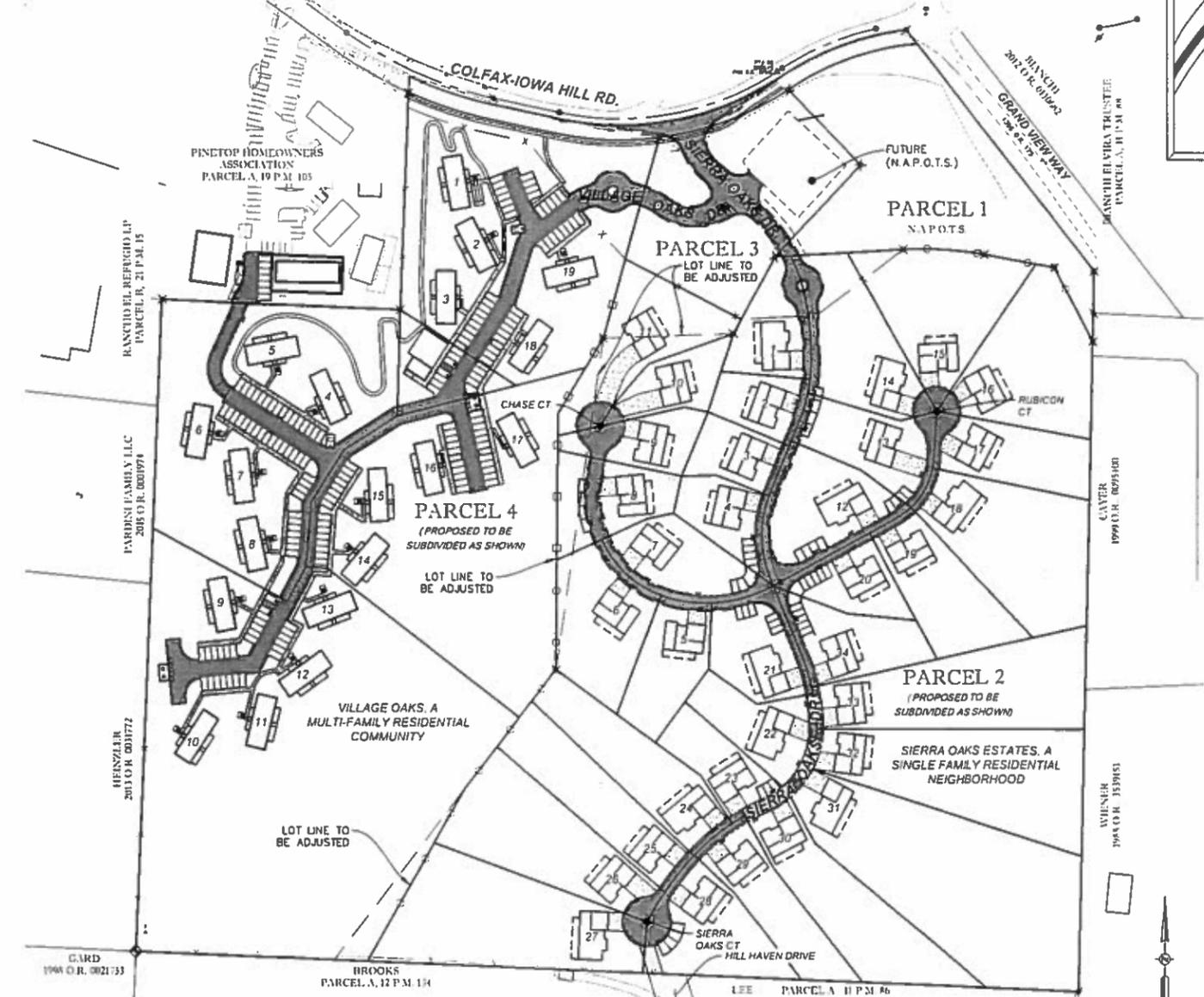
RM-1 ZONING DISTRICT (MFR)	
ITEM	REQUIREMENTS
MINIMUM PARCEL AREA	6,000 SF
MINIMUM WIDTH	N/A
RESIDENTIAL DENSITY	N/A
MAX. BUILDING HEIGHT	2-1/2 STORIES OR 30 FT. (VARIANCE TBD)
MAXIMUM SITE COVERAGE	40%
MINIMUM USABLE OPEN SPACE PER DWELLING UNIT	400 SF
DENSITY	5.8 DU/AC
SETBACKS	
REQUIREMENTS	
MINIMUM FRONT	N/A
MINIMUM SIDES	N/A
MINIMUM REAR	N/A

NOTE:
1. REFERENCE IS MADE TO THE CITY OF COLFAX ZONING CODE SECTION 17.72.030
2. THIS ZONING REQUIREMENT IS REQUESTED AS A "VARIANCE" REQUIRING PLANNING APPROVAL.

PARKING INFORMATION		
ITEM	REQUIREMENTS	PROVIDED
BUILDING SIZE		7,842 SF
PARKING REQUIRED	MFR: (4) 3B, 2B BLDGS W/(4) UNITS EA. = 16 UNITS X 2 = 32 SPACES (15) 2B, 2B BLDGS W/(4) UNITS EA. = 60 UNITS X 2 = 120 SPACES (76) TOTAL UNITS/10 = 7.6 = 8 GUEST SPACES REQUIRED SPACES = 140 SPACES TOTAL PARKING SPACES = 139 SPACES SFR: 2 PER DWELLING GUESTS: PROJECTS WITH 10+ UNITS SHALL PROVIDE 1 SPACE PER 10 UNITS SFR: (34) HOUSES = 34 X 2 = 68 SPACES PROVIDED IN 2-CAR GARAGE GUEST PARKING = 34/10 = 3.4 = 4 SPACES REQ'D (45 PROVIDED) TOTAL PARKING SPACES = 113 SPACES	
MINIMUM PARKING DIMENSIONS	18 FT X 9 FT STD. 90° 22 FT X 9 FT PARALLEL 11 FT X 8 FT. COMPACT	18 FT X 9 FT STD. 90° 22 FT X 9 FT. PARALLEL NO COMPACTS PROVIDED
MIN. DRIVEWAY WIDTH	24 FT	25 FT
HANDICAP SPACES	MFR: 2% OF ALL UNITS SFR: N/A	MFR: 2% OF 76 UNITS = 2 SPACES (4 SPACES PROVIDED)

REFERENCE IS MADE TO THE CITY OF COLFAX ZONING CODE SECTION 17.108.040

NOV 16 2016
CITY OF COLFAX



SITE PLAN
SCALE: 1" = 100'

TOTAL AREA DISTURBED
~14.0 ACRES

RAW EARTHWORK SUMMARY - SFR & MFR

CUT: 50,000 CY
FILL: 50,000 CY
NET: 0 CY (NO NET IMPORT/EXPORT)

CERTIFICATE:

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SIGNATURE _____	SIGNATURE _____
NAME _____	NAME _____
DATE _____	DATE _____



Know what's below.
Call before you dig.
or (800) 227-2600

REVISION NO. _____ DATE BY APPROVD

DESIGN TEE RFE
DRAWN TEE RFE
QUANT. _____

PRELIMINARY PLAN DRAFT - NOT FOR CONSTRUCTION

ORIGINAL SCALE IS IN INCHES

1" = 100'

2" = 100'

4" = 100'

8" = 100'

16" = 100'

32" = 100'

64" = 100'

128" = 100'

256" = 100'

512" = 100'

1024" = 100'

2048" = 100'

4096" = 100'

8192" = 100'

16384" = 100'

32768" = 100'

65536" = 100'

131072" = 100'

262144" = 100'

524288" = 100'

1048576" = 100'

2097152" = 100'

4194304" = 100'

8388608" = 100'

16777216" = 100'

33554432" = 100'

67108864" = 100'

134217728" = 100'

268435456" = 100'

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1661534994731145104927697742876672" = 100'

3323069989462290209855395485753344" = 100'

6646139978924580419710790971506688" = 100'

1329227995784916083942158194301376" = 100'

2658455991569832167884316388602752" = 100'

5316911983139664335768632777205504" = 100'

10633823966279328671537265554410008" = 100'

21267647932558657343074531108820016" = 100'

42535295865117314686149062217640032" = 100'

85070591730234629372298124435280064" = 100'

170141183460469258744596248870560128" = 100'

340282366920938517489192497741120256" = 100'

680564733841877034978384995482240512" = 100'

1361129467683754069956769990964481024" = 100'

2722258935367508139913399981928962048" = 100'

5444517870735016279826799963857924096" = 100'

10889035741470032559653599927715848192" = 100'

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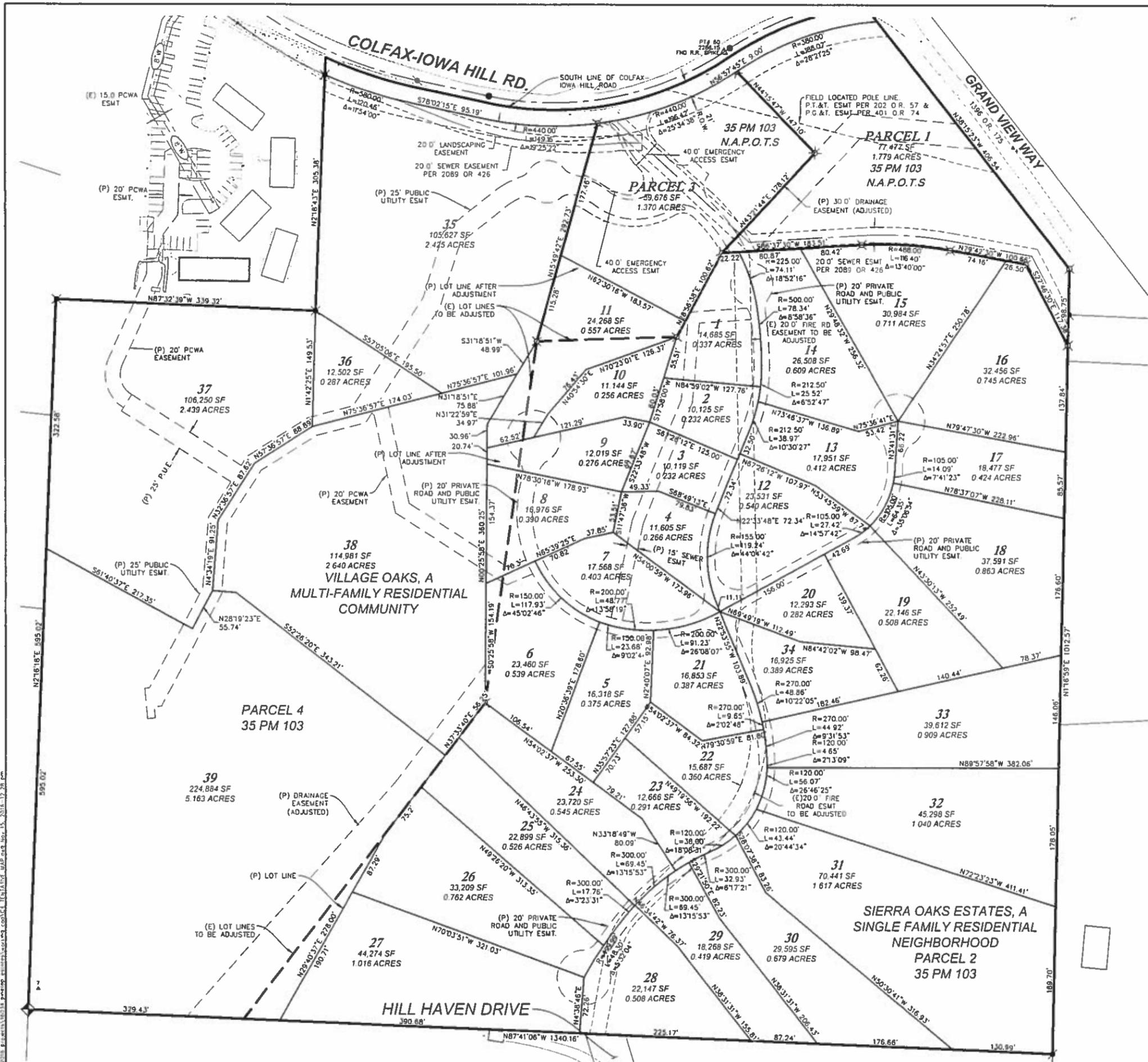
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892029807941225067286822906078482820016" = 100'

1784059615882450134573645812156965640032" = 100'

356811



LOT TABLE		
LOT #	AREA (sf)	AREA (ac)
1	14,685	0.337
2	18,125	0.232
3	10,119	0.232
4	11,605	0.266
5	16,318	0.375
6	23,460	0.539
7	17,568	0.403
8	16,976	0.390
9	12,019	0.276
10	11,144	0.256
11	24,268	0.557
12	23,531	0.540
13	17,951	0.412
14	26,808	0.609
15	30,984	0.711
16	32,456	0.745
17	18,477	0.424
18	37,591	0.863
19	22,146	0.508
20	12,293	0.282
21	16,853	0.387
22	15,687	0.360
23	12,666	0.291
24	23,720	0.545
25	22,899	0.526
26	33,209	0.762
27	44,274	1.016
28	22,147	0.508
29	18,268	0.419
30	29,595	0.679
31	70,441	1.617
32	45,298	1.040
33	39,612	0.909
34	16,925	0.389
35	105,627	2.425
36	12,502	0.287
37	106,250	2.439
38	114,981	2.640
39	224,884	5.163

LOT TABLE		
(E) PARCEL #	BEFORE (ac)	AFTER (AC)
PARCEL 2	17.995	18.242 (SEE NOTE 2)
PARCEL 3	1.648	1.418
PARCEL 4	13.086	13.070 (SEE NOTE 3)

NOTE:
 1. AREAS ARE 'GROSS' AREAS
 2. INCLUDES LOTS 1 THROUGH 34
 3. INCLUDES LOTS 25-39

NO.	DATE	BY	APPROV.
1			

DESIGN: []
 DRAWN: []
 CHECKED: []
 APPROVED: []

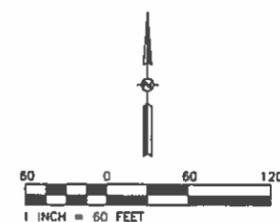


RFE ENGINEERING, INC.
 6741 E. BROADWAY, SUITE 100, DENVER, CO 80231
 PHONE: (303) 751-1881

PINETOP PROPERTIES, LLC
 6611 FOLSON AUBURN RD., STE N
 FOLSOM, CA 95630
 PHONE: (916) 808-8052

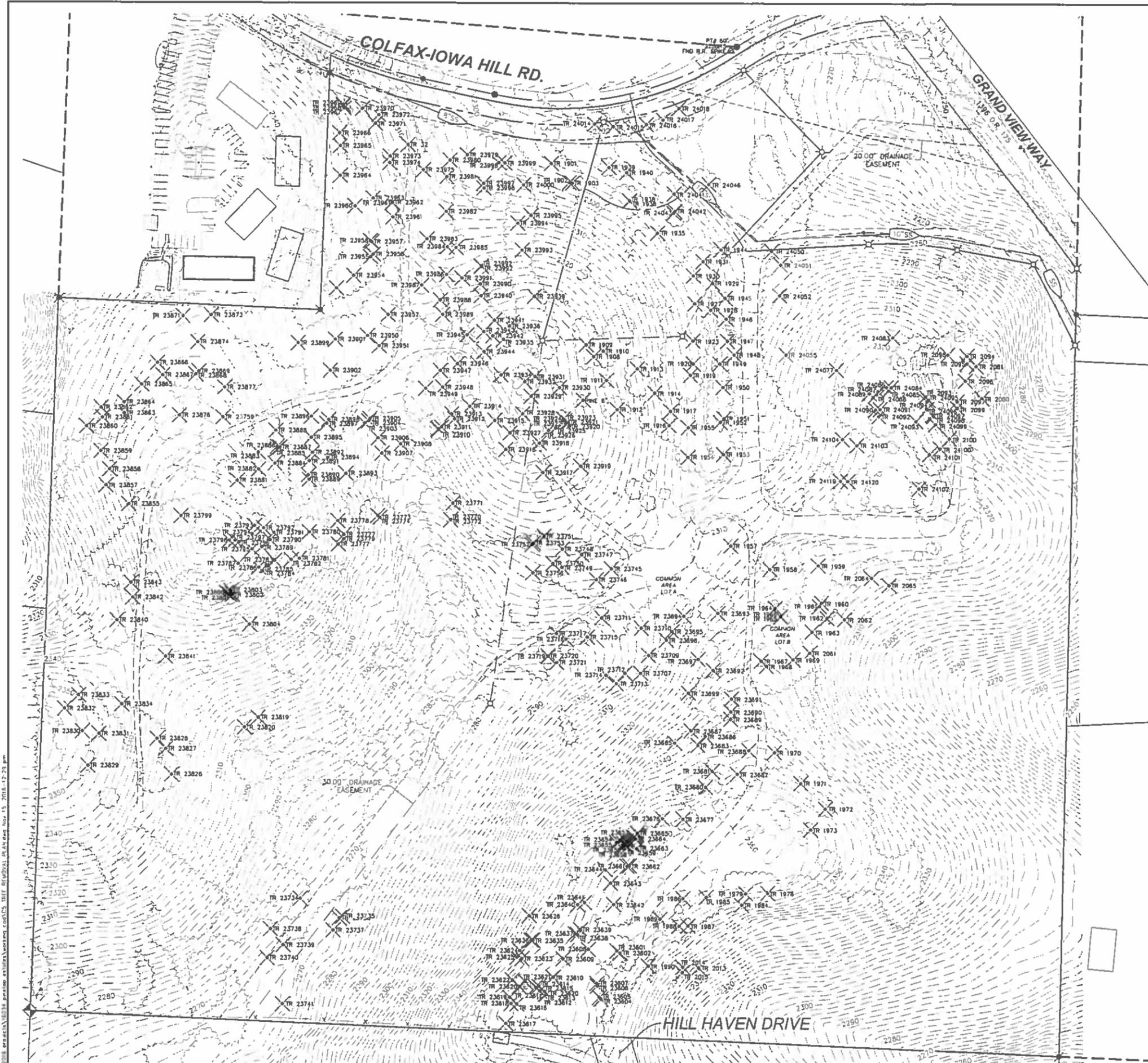
VILLAGE OAKS & SIERRA OAKS ESTATES
 APN: 101-170-013
 VESTING TENTATIVE SUBDIVISION MAP

Drawing	Sheet
	C4
of	of
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811
 Know what's below.
 Call before you dig.
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Attachment 5d



LEGEND

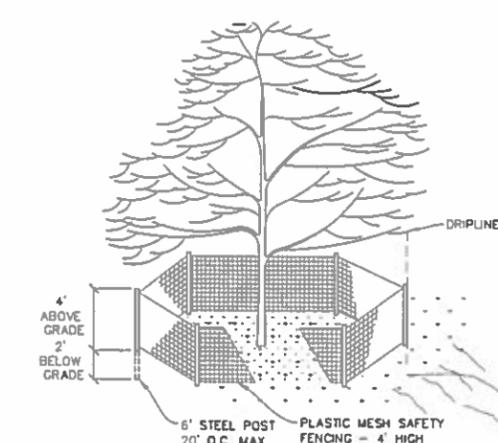
- PROPERTY LINE
- TREE & NUMBER: TR 1000
- TREE TO BE REMOVED: TR 1000
- INDEX CONTOUR
- INTERMEDIATE CONTOURS
- DRIPLINE
- BUILDING

ARBORIST REPORT / TREE INVENTORY:

SIERRA NEVADA ARBORISTS
 1425 WEST 4TH STREET
 RIO LINDA, CA 95673
 (916) 878-0299
 DATE: 10-12-2015

NOTES

1. TREES OUTSIDE DEVELOPMENT FOOTPRINT WERE NOT SURVEYED AND WILL BE PRESERVED
2. THE TOTAL NUMBER OF TREE REMOVED IS 401 TREES. THIS INCLUDES ONLY THE TREES IMPACTED BY MASS GRADING AND DOES NOT TAKE INTO ACCOUNT SINGLE FAMILY HOUSES TO BE BUILT IN THE FUTURE. APPROXIMATELY 50% OF THE TREES MAY BE REPLANTED ON SITE



TREE PROTECTION AND MITIGATION

TREE PROTECTION - ALL EXISTING TREES OR GROUPINGS OF TREES SHALL BE FENCED PRIOR TO ANY CONSTRUCTION ACTIVITIES. FENCING AND TREE PROTECTION SHALL BE AS FOLLOWS:

- A. PLASTIC MESH SAFETY FENCING SHALL BE TIED SECURELY TO 6" STEEL POSTS 20' ON CENTER MAXIMUM OR OTHER MEANS ACCEPTABLE TO THE COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO COMMENCEMENT OF WORK
- B. FENCING SHALL BE PLACED AT THE APPROXIMATE DRIPLINE OF THE TREE CANOPY OR THE LIMIT OF GRADING, WHICHEVER IS APPROPRIATE. SEE PLAN FOR APPROXIMATE FENCING LOCATIONS.
- C. FENCING SHALL REMAIN INTACT UNTIL CONSTRUCTION IS COMPLETED AND MAY NOT BE REMOVED WITHOUT THE WRITTEN APPROVAL OF THE COMMUNITY DEVELOPMENT DIRECTOR
- D. ANY EXCAVATION, CUTTING, FELING, PAVING OR COMPACTION OF THE EXISTING GROUND SURFACES WITHIN THE PROTECTED ZONE SHALL BE MINIMIZED. NO ADVERSE SIGNIFICANT CHANGE IN EXISTING GROUND LEVEL SHALL OCCUR WITHIN THE DRIPLINE OF ANY PROTECTED TREE
- E. CONSTRUCTION EQUIPMENT SHALL NOT BE STORED WITHIN THE PROTECTED ZONE. NO OIL, GAS, CHEMICALS OR OTHER SUBSTANCES THAT MAY BE HARMFUL TO TREES WILL NOT BE STORED OR DUMPED WITHIN THE PROTECTED ZONE, OR ANY OTHER LOCATION ON THE SITE FROM WHICH SUCH SUBSTANCES MIGHT ENTER THE PROTECTED ZONE
- F. TRENCHING, INCLUDING UNDERGROUND TRENCHING WITHIN THE PROTECTED ZONE SHALL BE AVOIDED TO THE GREATEST EXTENT POSSIBLE. UNDERGROUND TRENCHING FOR UTILITIES SHALL AVOID MAJOR SUPPORT AND FEEDER ROOTS OF PROTECTED TREES TO THE GREATEST EXTENT POSSIBLE. IF AVOIDANCE IS IMPRACTICAL, TUNNELS SHALL BE MADE BELOW THE ROOTS

DESIGN	DATE	BY	REVISION	NO.	DATE	BY	APPROVD
DRAWN		TEE				TEE	
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ORIGINAL SCALE IS IN INCHES

PRELIMINARY PLAN DRAFT - NOT FOR CONSTRUCTION

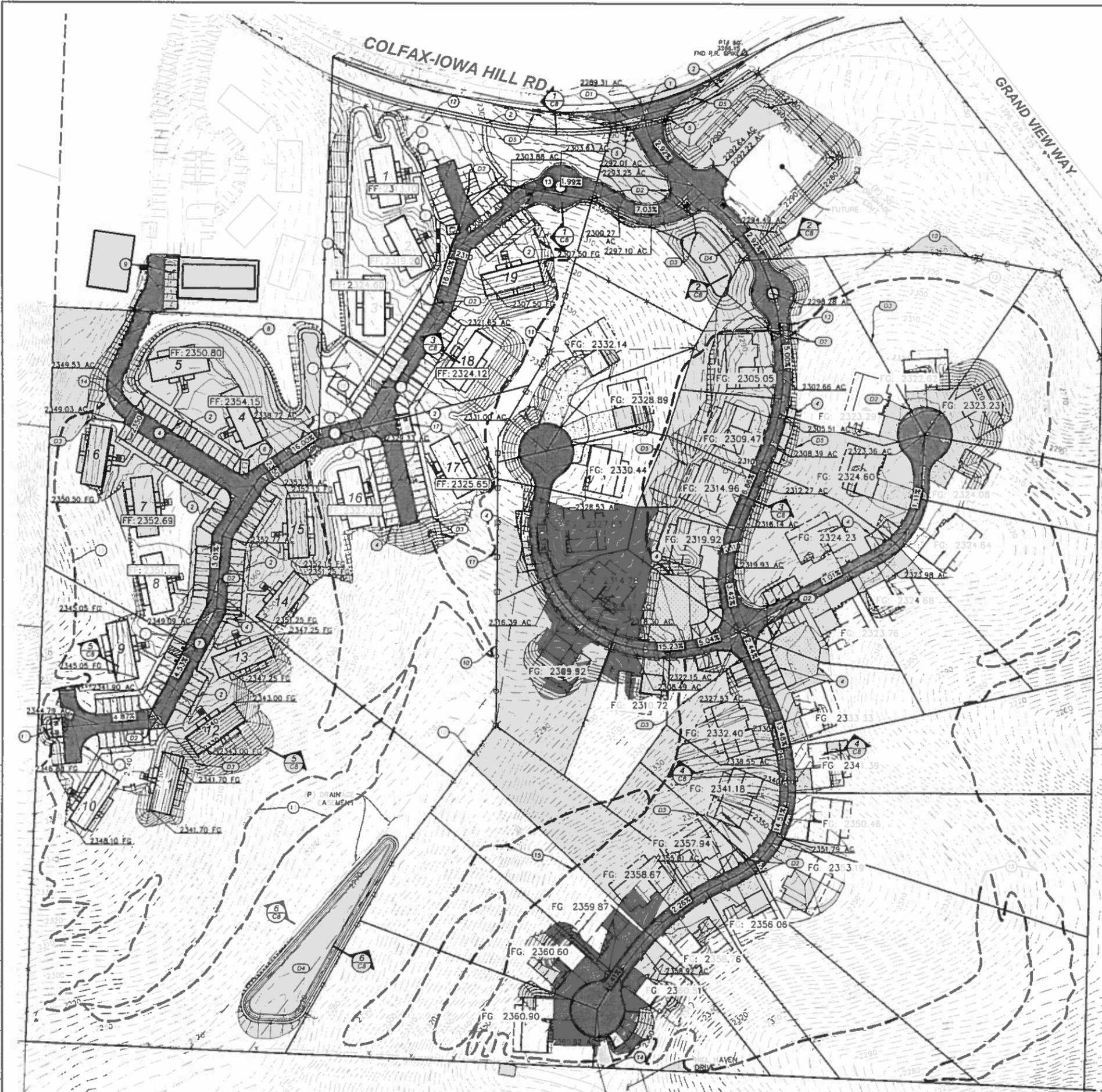
811
Know what's below.
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PINETOP PROPERTIES, LLC
6811 FOLSOM AUBURN RD. STE N
FOLSOM, CA 95630
PHONE: (916) 808-8052

VILLAGE OAKS & SIERRA OAKS ESTATES
APN: 101-170-013
TREE REMOVAL PLAN

RFE ENGINEERING, INC.
Civil Engineers, Planners & Surveyors
2240 Douglas Blvd., Suite 100, Roseville, CA 95678
Phone: (916) 776-1110
www.rfengineering.com

Attachment 5e



LEGEND

MATCH EXISTING PROPERTY FENCE STYLE		
8-FOOT SOLID WALL FENCING		
5-FOOT WROUGHT IRON FENCE		
HEAVY DUTY A.C.		(7) x (3) 3" AC / 6" CL 3 AB
LIGHT DUTY A.C.		(7) x (3) 3" AC / 4" CL 3 AB
HEAVY DUTY P.C.		(7) x (3) 6" AC / 6" CL 3 AB
LANDSCAPING		
FG = FINISHED GRADE @ BACK OF GARAGE SLAB (SFR)		FG 2300.00
FG = FINISHED GRADE @ EXTERIOR BLDG. (MFR)		FG 2300.00
FF = FINISHED FLOOR OF SLAB ON GRADE		FF 2300.00

GRADING CONSTRUCTION KEYNOTES

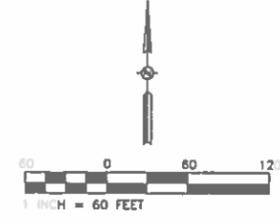
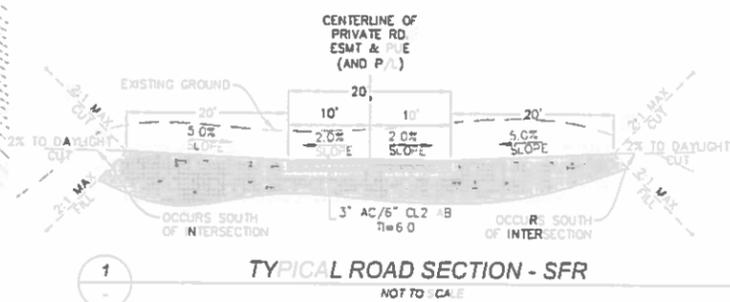
- (1) DRIVEWAY ENTRANCE PER PLACER COUNTY PLATE R-1
- (2) (P) SIDEWALK
- (3) (P) PLAY AREA - SEE LANDSCAPE PLANS
- (4) (P) 6" VERTICAL CURB
- (5) (P) ADA ACCESSIBLE CURB RAMP
- (6) (P) TRASH ENCLOSURE 14' x 11' IN SIZE (2 TOTAL)
- (7) (P) ADA ACCESSIBLE PARKING STALLS
- (8) (P) 5-FOOT ASPHALT PEDESTRIAN PATH
- (9) (P) EVA ROAD CONNECTION & 6' PARKING STALLS
- (10) (P) FENCE - MATCH EXISTING FENCE IN KIND
- (11) (P) FENCE - 8-FOOT SOLID WALL FENCING
- (12) (P) FENCE - 5-FOOT WROUGHT IRON FENCE
- (13) (P) ENTRANCE GATE
- (14) (P) EMERGENCY VEHICLE ACCESS GATE
- (15) (P) WALKING TRAIL - TRAIL LOCATION APPROXIMATE. EXACT LOCATION TO BE FIELD FIT TO MINIMIZE TREE IMPACT
- (16) (P) MANAGEMENT OFFICE BUILDING
- (17) (P) TRASH ENCLOSURE 21' 33" x 14' IN SIZE (2 TOTAL)

DRAINAGE CONSTRUCTION KEYNOTES:

- (D1) (P) CULVERT UNDER DRIVEWAY
- (D2) (P) DRAINAGE INLET
- (D3) (P) FLARED END SECTION WITH ROCK SLOPE PROTECTION
- (D4) (P) DETENTION BASIN AND 5' DRAINAGE BIORETENTION BASIN
- (D5) (P) VEGETATIVE SWALE BMP

NOTES:

1. SFR FOOTPRINTS ARE CONCEPTUAL ONLY
2. ROUGH GRADING WILL BE DONE IN FIRST PHASE FOR ENTIRE SITE. SFR & MFR THEN SFR IMPROVEMENTS WILL FOLLOW
3. A SWPPP WILL BE REQUIRED FOR A BUILDING PERMIT AND AN EROSION AND SEDIMENT CONTROL PLAN WILL BE PREPARED PRIOR TO CONSTRUCTION



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REVISION	DATE	BY	APPROVED	PRELIMINARY PLAN DRAFT - NOT FOR CONSTRUCTION
NO				
BY CHECK	DATE	BY	DATE	
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CHECKED	DATE	BY	DATE	

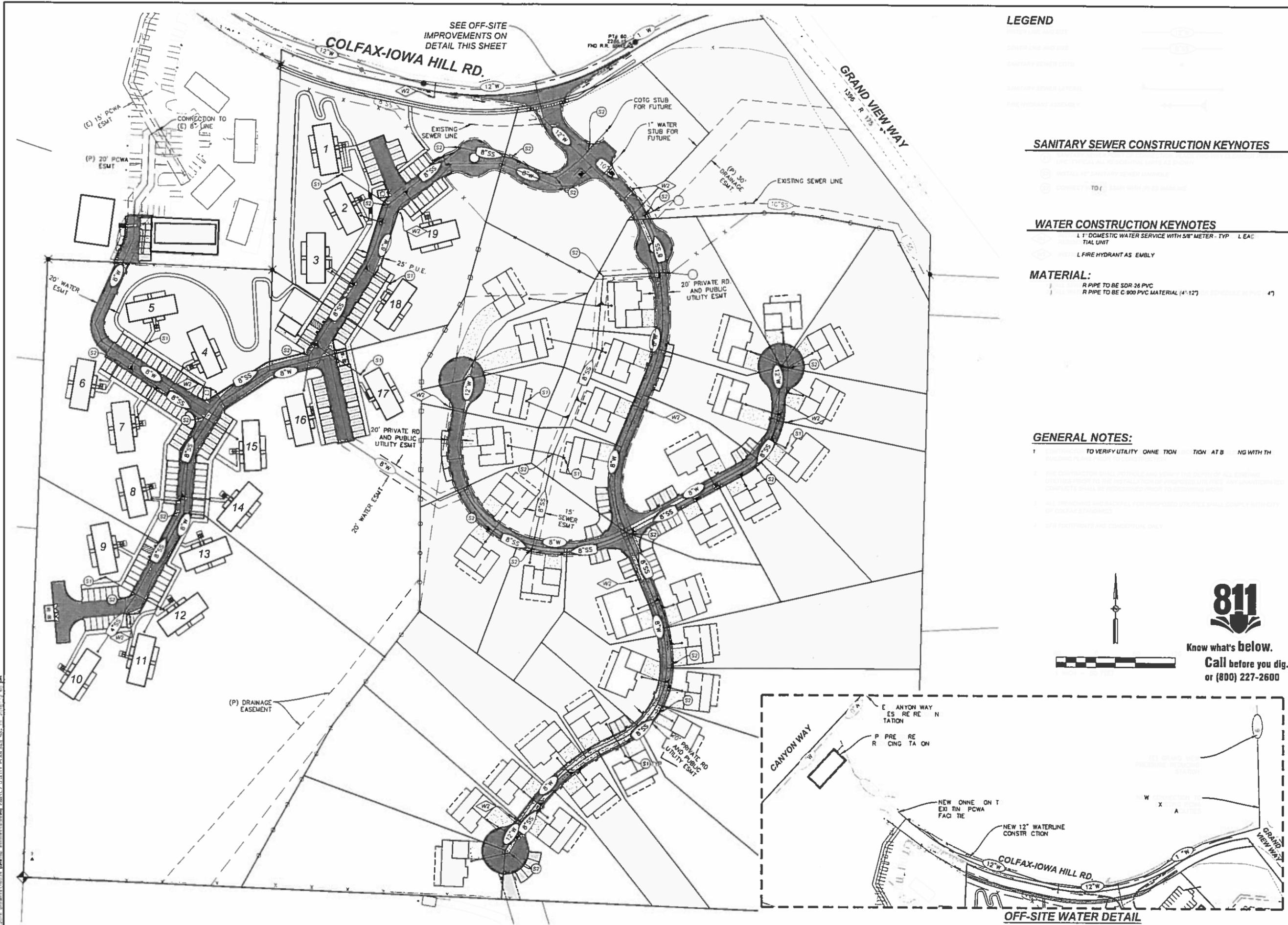
RFE ENGINEERING, INC.
Civil Engineers, Planners, Surveyors
6811 FOLSOM AUBURN RD., STE 111
FOLSOM, CA 95630
PHONE: (916) 808-9032

P NETOP PROPERTIES, LLC
6811 FOLSOM AUBURN RD., STE 111
FOLSOM, CA 95630
PHONE: (916) 808-9032

VILLAGE OAKS & SIERRA OAKS ESTATES
A/N 11-170-013
PRELIMINARY GRADING & DRAINAGE PLAN

Drawing No.	C6
Sheet No.	8

Attachment 5f



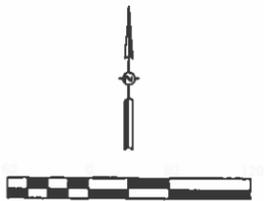
LEGEND

SANITARY SEWER CONSTRUCTION KEYNOTES

WATER CONSTRUCTION KEYNOTES

MATERIAL:

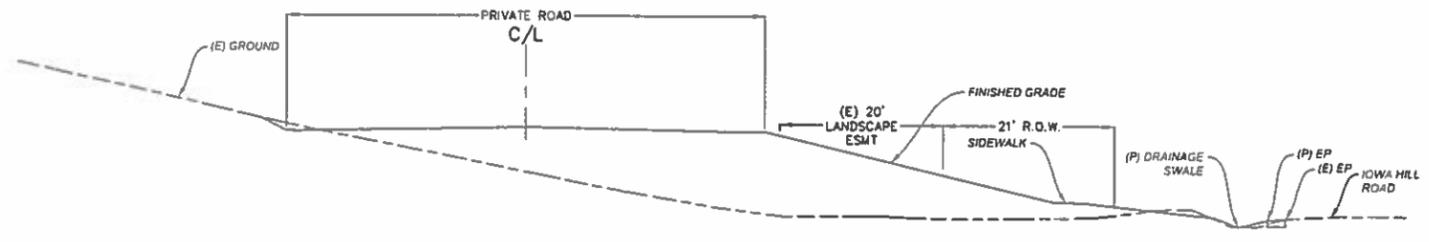
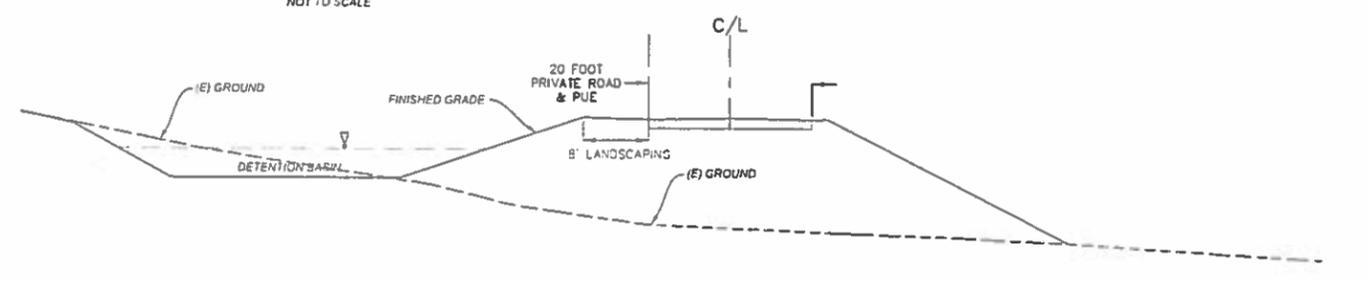
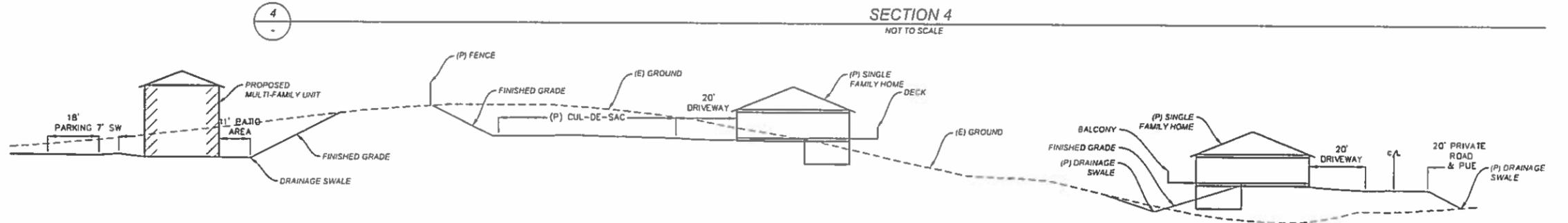
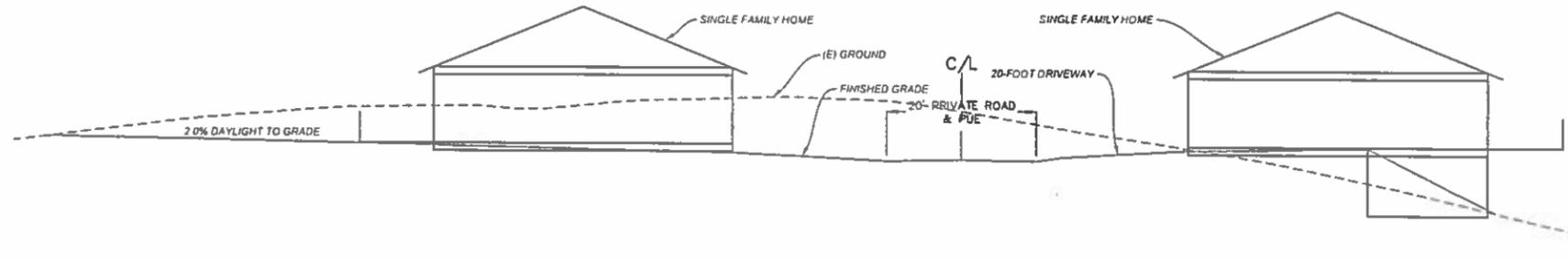
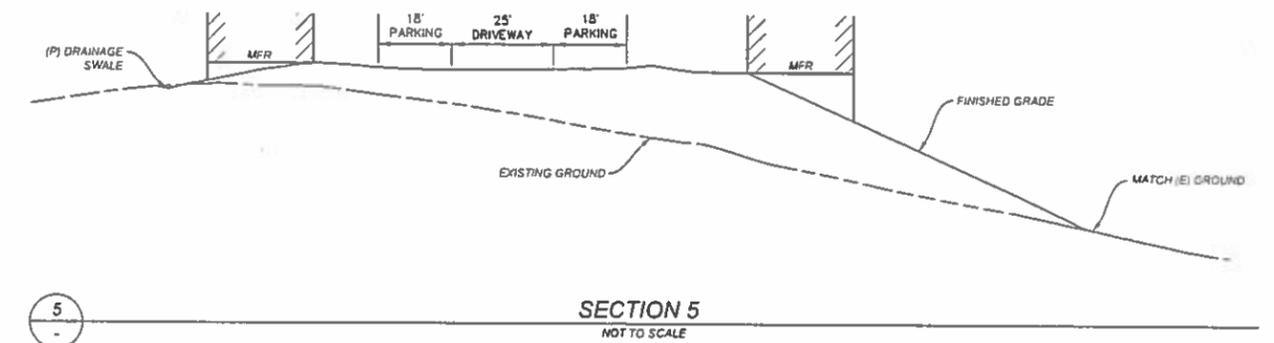
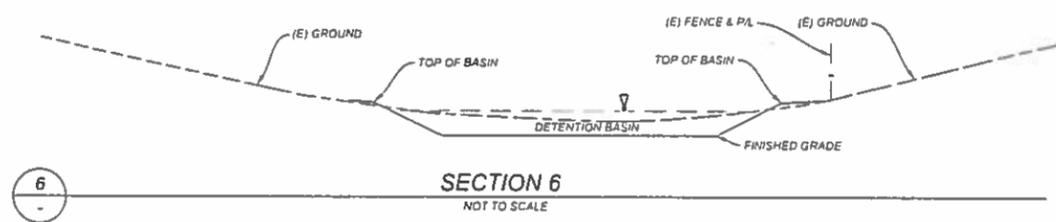
GENERAL NOTES:



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APPROVED	DATE	BY	APPROVED
REVISION	NO.	CHECK	NO.
DESIGN	AWN	TEL	AN
RFE ENGINEERING, INC. Civil Engineers - Planners - Surveyors 11111			
PINETOP PROPERTIES LLC 611 F OAK AUBURN RD. TEN F OAK CA 95 PHONE: 1			
VILLAGE OAKS & SIERRA OAKS ESTATES APN: 101-170-013 PRELIMINARY WATER & SANITARY SEWER PLAN			
0	5	She	C7
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Attachment 5g



NO	REVISION	DATE	BY	APPROVD
1				
2				

PRELIMINARY PLAN DRAFT - NOT FOR CONSTRUCTION



RFE ENGINEERING, INC.
 Civil Engineers, Planners & Surveyors
 1750 Douglas Blvd., Suite 100, Redwood, CA 95561
 Phone: 530.772.7800 Fax: 530.772.7804
 www.rfe-engineering.com

PINETOP PROPERTIES, LLC
 6611 FOLSON AUBURN RD., STE N
 FOLSOM, CA 95620
 PHONE: (916) 808-8052

VILLAGE OAKS & SIERRA OAKS ESTATES
 APN: 101-170-013
SECTIONS & DETAILS

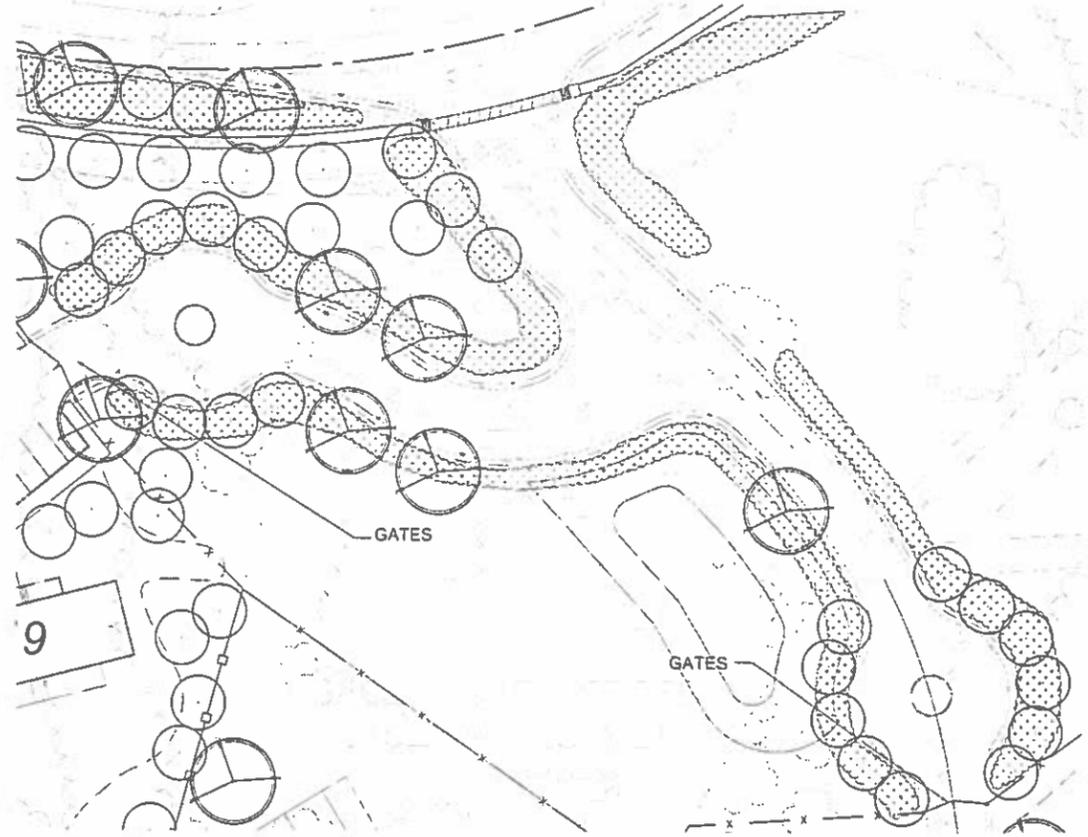
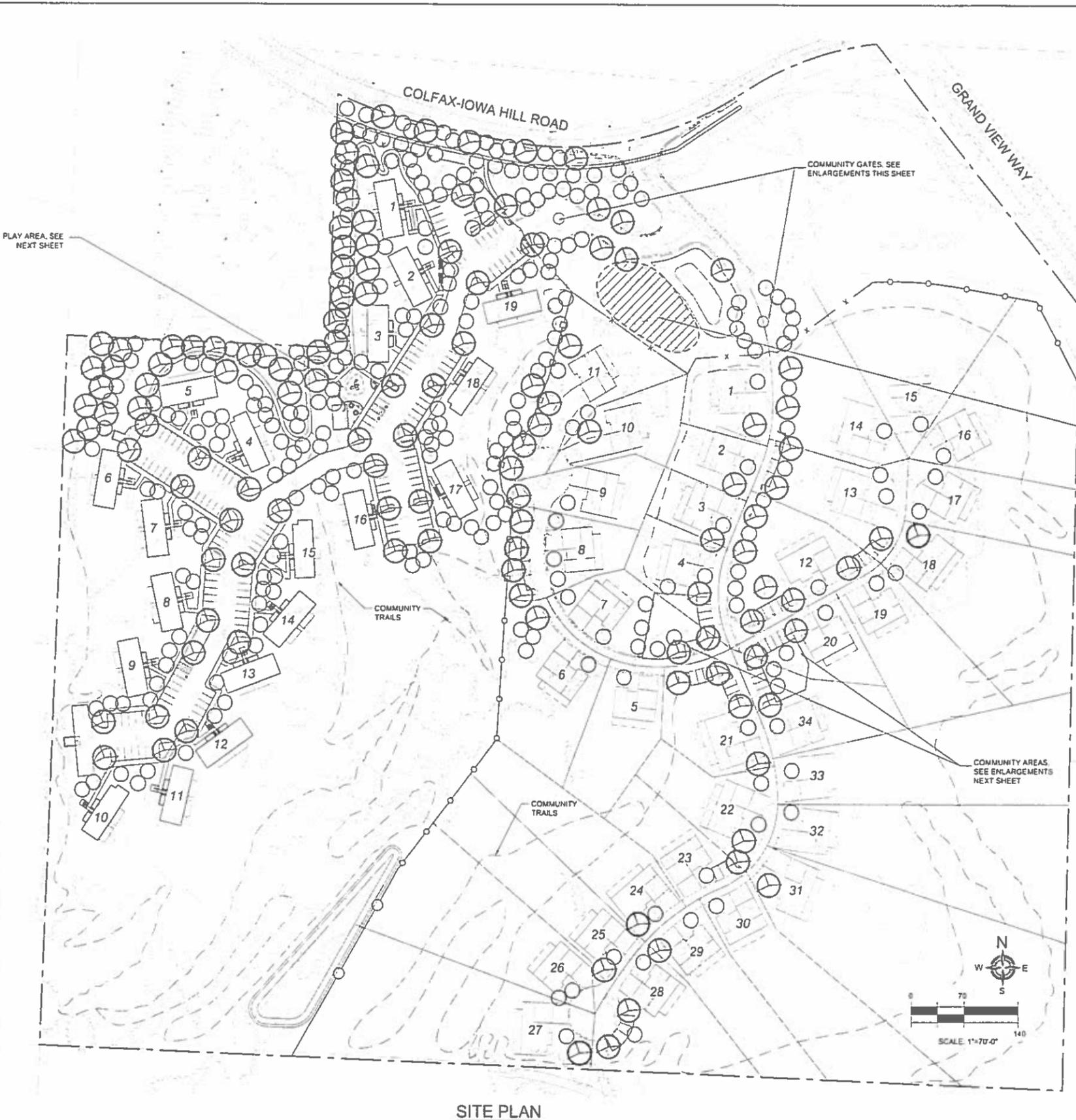
Drawing	Sheet
of	08
Total	00

Attachment 5h

\p\m\projects\101-170-013\101-170-013-SECTION 5 & DETAILS.dwg, 2018.12.12, 10:00 AM

LANDSCAPE INSTALLATION
 LANDSCAPING INSTALLATION TO BE PHASED WITH SITE IMPROVEMENTS (E.G. FRONTAGE ENTRY, MULTIFAMILY AREAS, SINGLE FAMILY LOTS AND FRONT YARDS, ETC.)

PLANT LEGEND			
SYM	BOTANICAL/COMMON NAME	SIZE	QTY
	TREES		
	AESCULUS CALIFORNICA	5 AND 15 GAL	387
	CERCIS OCCIDENTALIS		
	PINUS PONDEROSA		
	QUERCUS KELLOGGII		
	UMBELLULARIA CALIFORNICA		
	SHRUBS		
	ACHILLEA MILLEFOLIUM	1 GAL	
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	5 GAL	
	ARCTOSTAPHYLOS EMERALD CARPET	1 GAL	
	GROUNDCOVER MANZANITA		
	ERIODACTYON CRASSIFOLIUM	1 GAL	
	ERICAMERIA ARBORESCENS	1 GAL	
	HETEROMELES ARBUTIFOLIA	1 GAL	
	LUPINUS ALBIFRONS	1 GAL	
	MUHLENBERGIA RIGENS DEERGRASS	5 GAL	
ROSA CALIFORNICA	5 GAL		
	SEED		
	CALOCHORTUS AMOENUS	1 GAL	



ENTRY GATE AREA ENLARGEMENTS

SITE PLAN

PINETOP PROPERTIES, LLC
 6611 FOLSOM AUBURN RD. STE N
 FOLSOM, CA 95630
 PHONE: (916) 808-8052

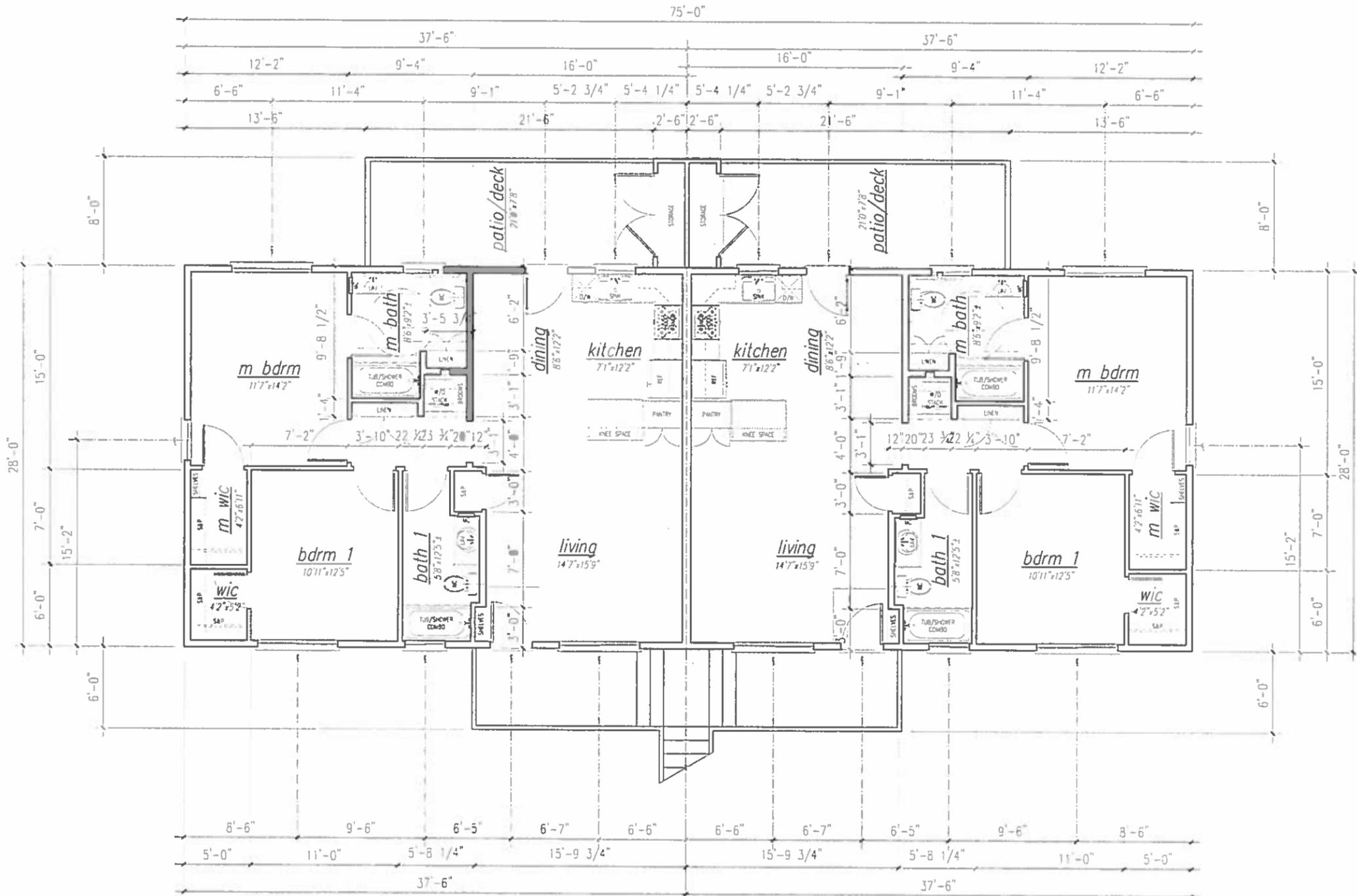
SIERRA OAKS ESTATES
 APN: 101-170-013 COLFAX, CALIFORNIA
PRELIMINARY LANDSCAPE PLAN

MSLA
 LANDSCAPE ARCHITECTURE
 306 Canyon Falls Dr Folsom, CA 95630
 ph: 916 989 3372 www.msladesign.com



SHEET
P1
 OF
 TOTAL
2
 7.6.16

Attachment 6a



2 bed 2 bath
1,036sf (this unit)

2 bed 2 bath
1,036sf (this unit)

Accessible Building 'A'
2,072sf footprint

SCALE: 1/4" = 1'-0"

ELAINE M. LIESKE
ARCHITECT

P.O. BOX 1502
GRASS VALLEY, CA
95945
(530) 272-4781
www.emlieske.com

PRELIMINARY
NOT FOR
CONSTRUCTION

PROJECT DESCRIPTION:
VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS	
1	DATE
2	DATE
3	DATE
4	DATE

SHEET DESCRIPTION	
...	
FOUR-PLEX APARTMENT HOMES	
2 BED, 2 BATH	
CONCEPTUAL	
ACCESSIBLE	
BUILDING FLOOR PLAN	

FILE DESCRIPTION	
JOB NUMBER	16103
SP #	101-170-013
DESIGN BY	EM
SCALE	AS NOTED
DATE	2016.01.08

SHEET NUMBER
A2
of 9 ARCHITECTURAL SHTS

Attachment 7a

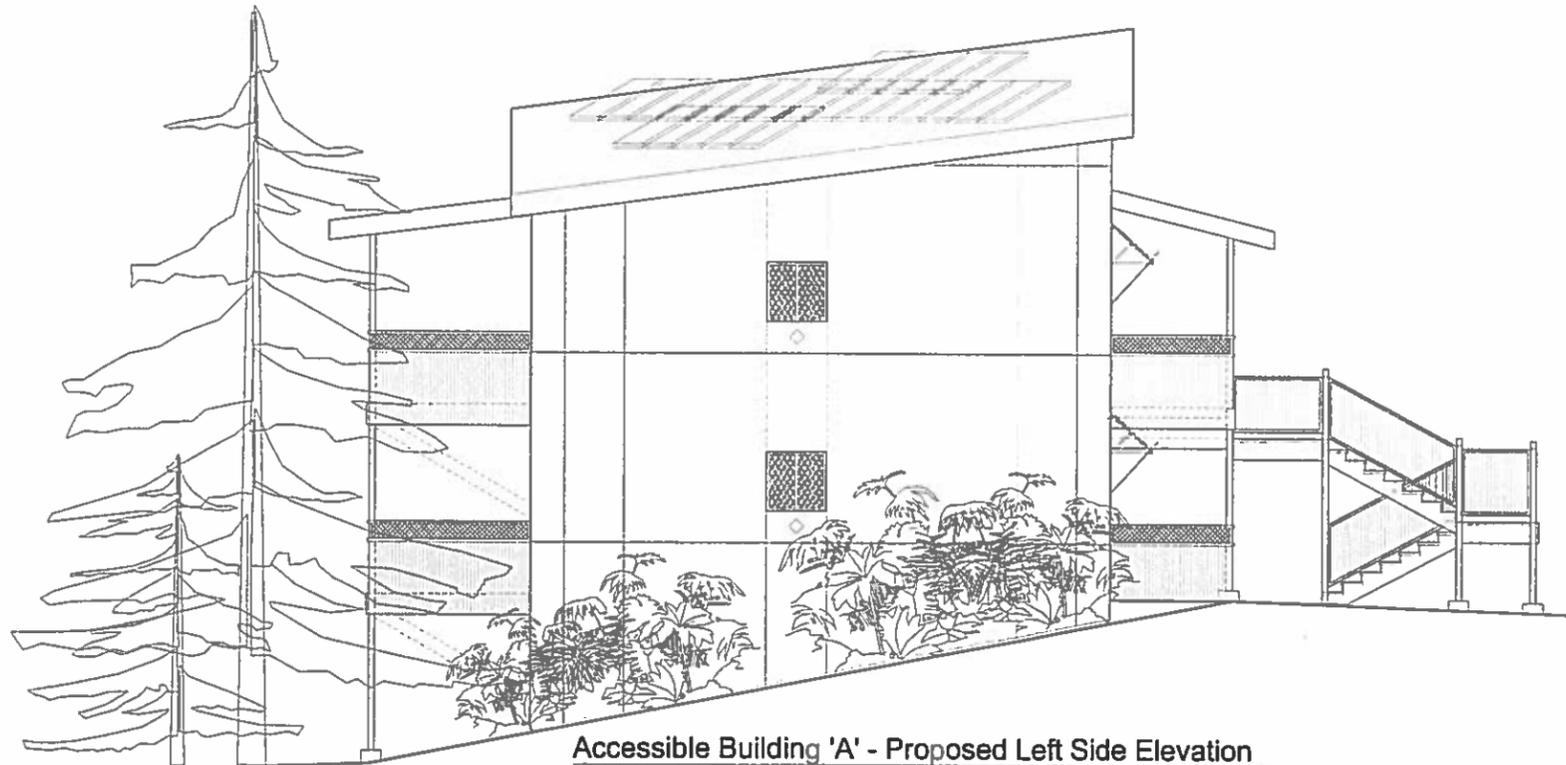
1) THIS SHEET IS PART OF A SET AND IS NOT TO BE USED ALONE. 2) THIS SHEET IS NOT TO BE USED FOR CONSTRUCTION UNLESS THE ARCHITECT'S AND/OR ENGINEER'S STAMP AND ORIGINAL SIGNATURE APPEAR ON THE DRAWING. 3) THESE PLANS AND PRINTS THEREOF AS INSTRUMENTS OF SERVICE ARE OWNED BY ELAINE M. LIESKE, ARCHITECT AND ARE FOR USE ON THIS PROJECT ONLY. REPRODUCTION OR OTHER DISTRIBUTION WITHOUT THE WRITTEN CONSENT OF ELAINE M. LIESKE, ARCHITECT IS STRICTLY PROHIBITED. COPYRIGHT HELD BY ELAINE M. LIESKE, ARCHITECT © 2016.

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Accessible Building 'A' - Proposed Street Elevation

SCALE: 1/4" = 1'-0"



Accessible Building 'A' - Proposed Left Side Elevation

SCALE: 1/4" = 1'-0"

ELAINE M. LIESKE
ARCHITECT

P.O. BOX 1502
GRASS VALLEY, CA
95945
(530) 272-4781
www.emlieske.com

PRELIMINARY
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CONSTRUCTION

VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS

SHEET DESCRIPTION

...
FOUR-PLEX APARTMENT
HOMES
2 BED, 2 BATH
CONCEPTUAL
ACCESSIBLE
BUILDING EXTERIOR
ELEVATIONS

FILE DESCRIPTION

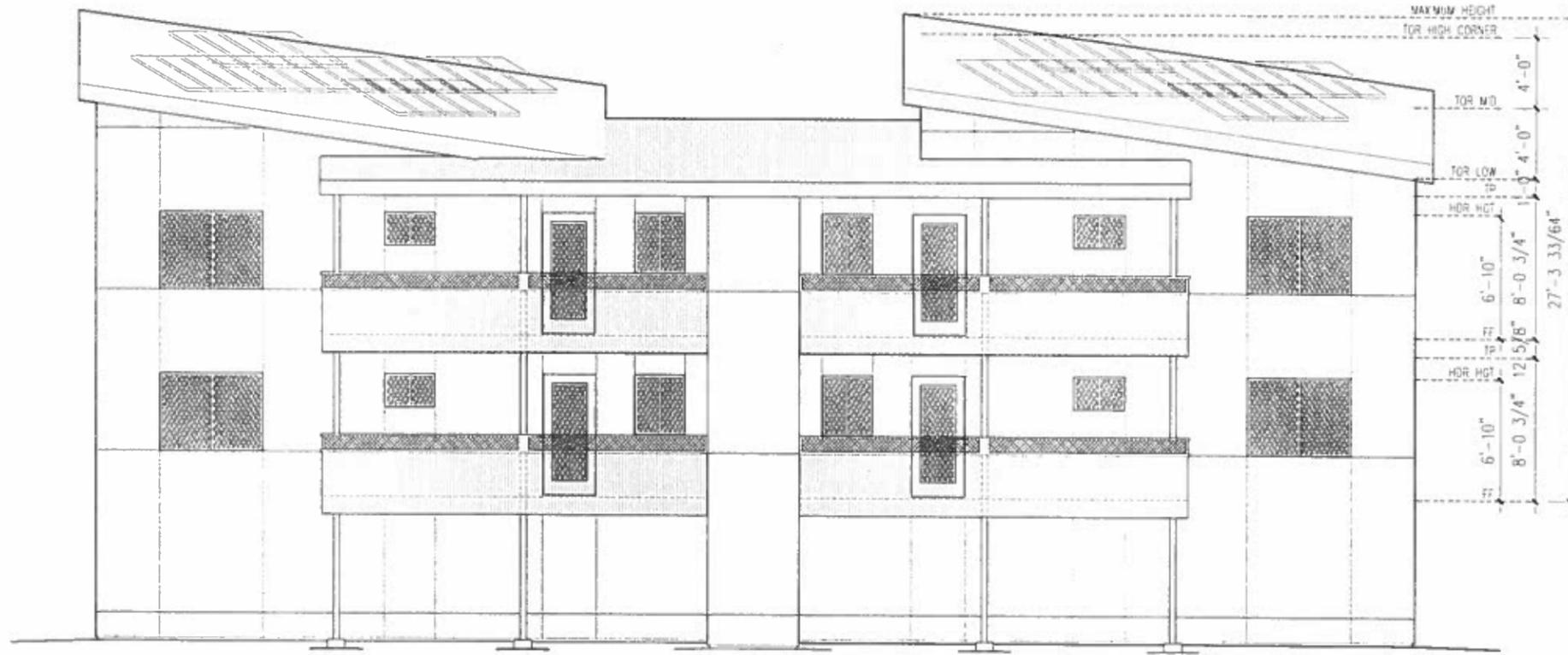
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SCALE: AS NOTED
DATE: 2016.01.05

SHEET NUMBER

A3

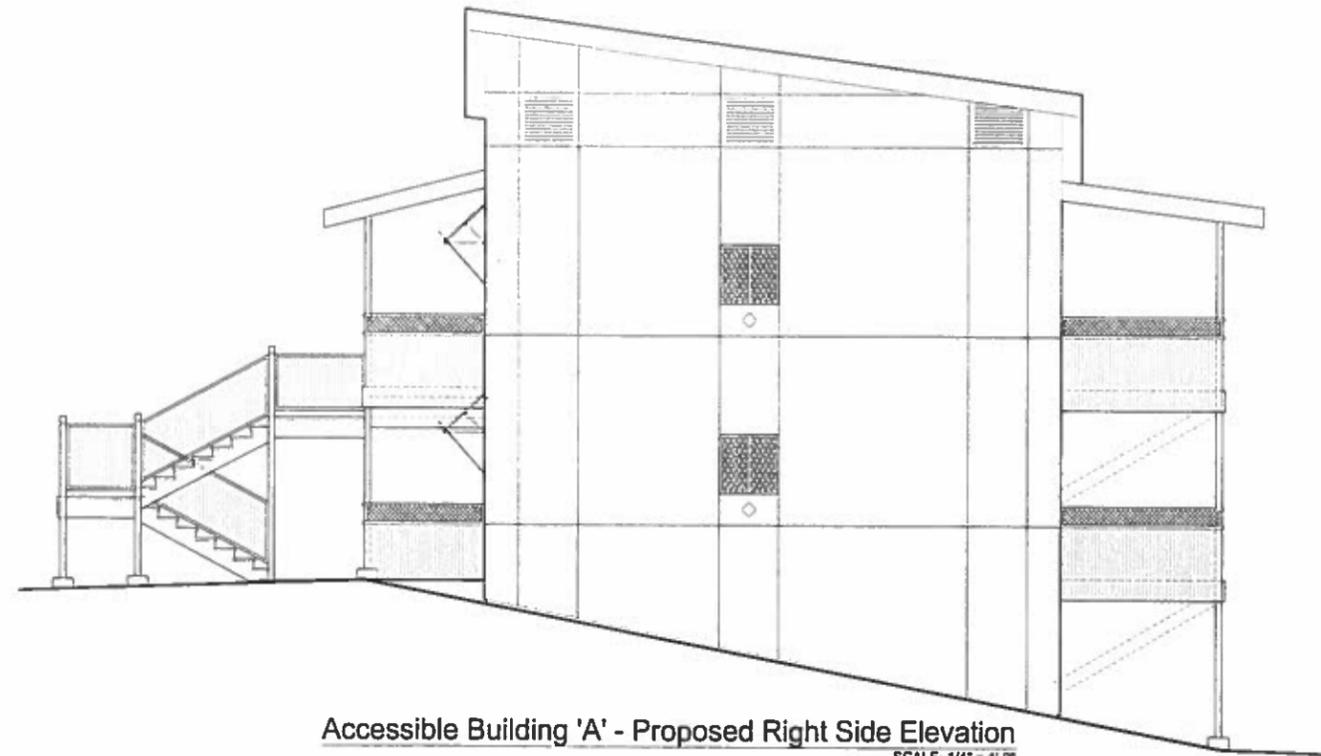
Attachment 7b

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Accessible Building 'A' - Proposed Rear Elevation

SCALE: 1/4" = 1'-0"



Accessible Building 'A' - Proposed Right Side Elevation

SCALE: 1/4" = 1'-0"

ELAINE M. LIESKE
ARCHITECT

P.O. BOX 1502
GRASS VALLEY, CA
95945
(530) 272-4781
www.emlieske.com

'PRELIMINARY'
NOT FOR
CONSTRUCTION

PROJECT DESCRIPTION:
VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS:

SHEET DESCRIPTION:
...
FOUR-FLEX APARTMENT HOMES
2 BED, 2 BATH
CONCEPTUAL
ACCESSIBLE
BUILDING EXTERIOR
ELEVATIONS

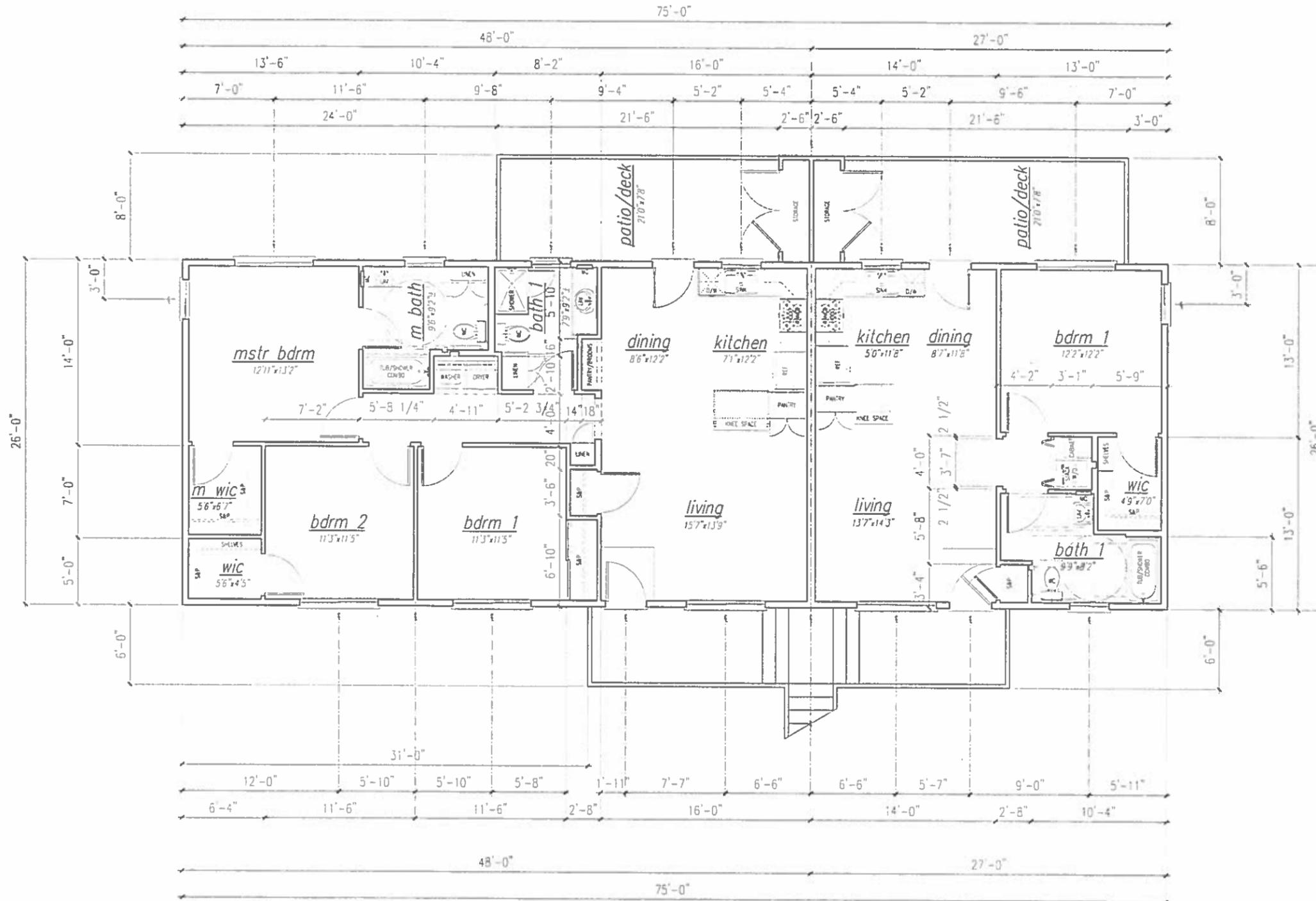
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AP # 101-170-013
DRAWN BY: em
SCALE: AS NOTED
DATE: 2018/JUN/28

SHEET NUMBER
A4
of 9 ARCHITECTURAL SHEETS

Attachment 7c,

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3 bed 2 bath
1,248sf (this unit)

1 bed 1 bath
702sf (this unit)

Accessible Building 'B'
1,950sf footprint

SCALE: 1/4" = 1'-0"

ELAINE M. LIESKE
ARCHITECT

P.O. BOX 1502
GRASS VALLEY, CA
95945
(530) 272-4781
www.emlieske.com

'PRELIMINARY'
NOT FOR
CONSTRUCTION

PROJECT DESCRIPTION:
VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS:

SHEET DESCRIPTION
...
FOUR-PLEX APARTMENT HOMES
3 BED, 2 BATH and
1 BED, 1 BATH
CONCEPTUAL
ACCESSIBLE
BUILDING FLOOR PLAN

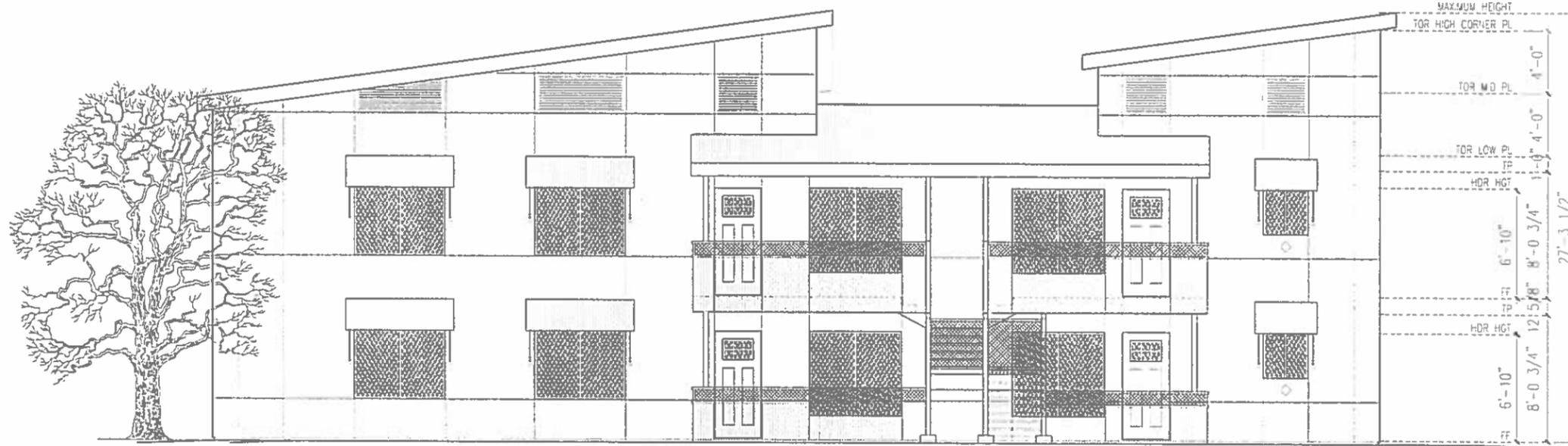
FILE DESCRIPTION:
JOB NUMBER: 18108
APP # 101-170-013
DRAWN BY: em
SCALE: AS NOTED
DATE: 2/16/2018

SHEET NUMBER
A5
of 9 ARCHITECTURAL SHEETS

Attach ment: 7d

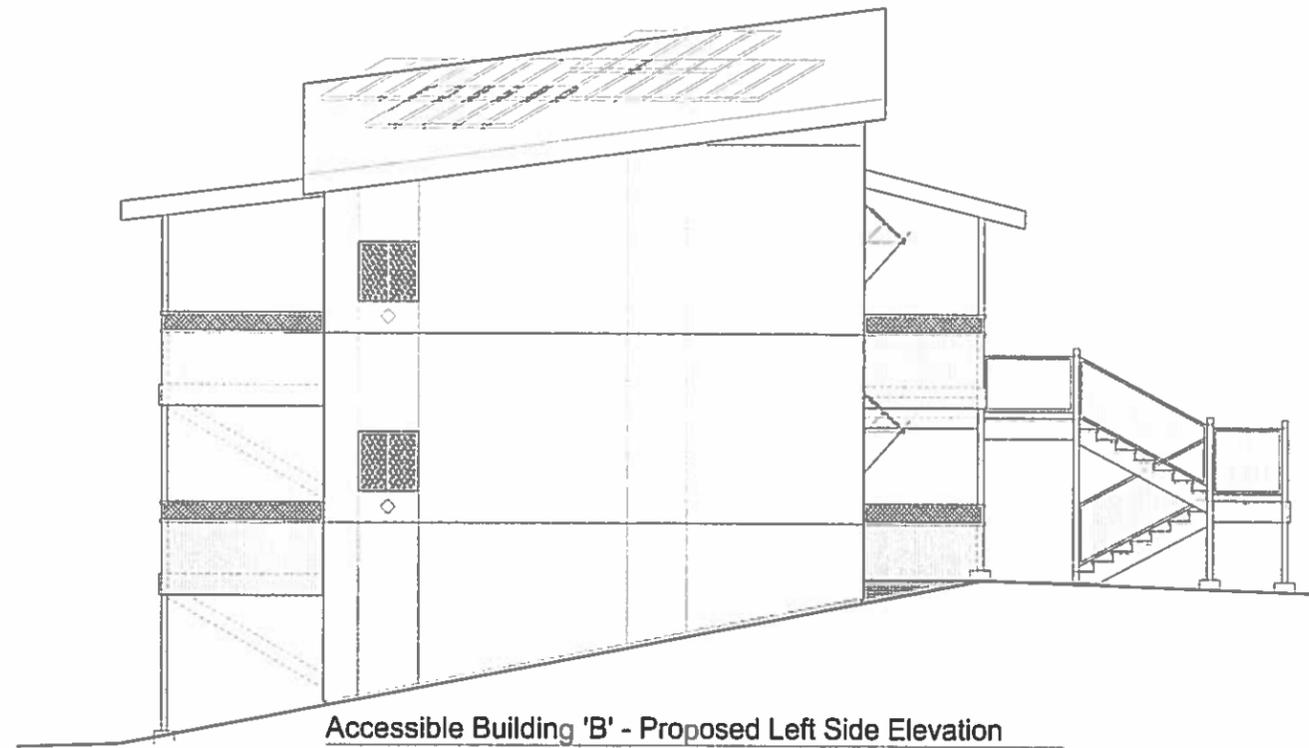
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Accessible Building 'B' - Proposed Street Elevation

SCALE: 1/4" = 1'-0"



Accessible Building 'B' - Proposed Left Side Elevation

SCALE: 1/4" = 1'-0"

ELAINEM. LIESKE

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'PRELIMINARY'
NOT FOR
CONSTRUCTION

PROJECT DESCRIPTION:
VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS:

SHEET DESCRIPTION:

...
FOUR-PLEX APARTMENT
HOMES
3 BED, 2 BATH and
1 BED, 1 BATH
CONCEPTUAL
ACCESSIBLE
BUILDING EXTERIOR
ELEVATIONS

FILE DESCRIPTION:

LOG NUMBER: 18103

AP # 100-170-013

DRAWN BY: em

SCALE: AS NOTED

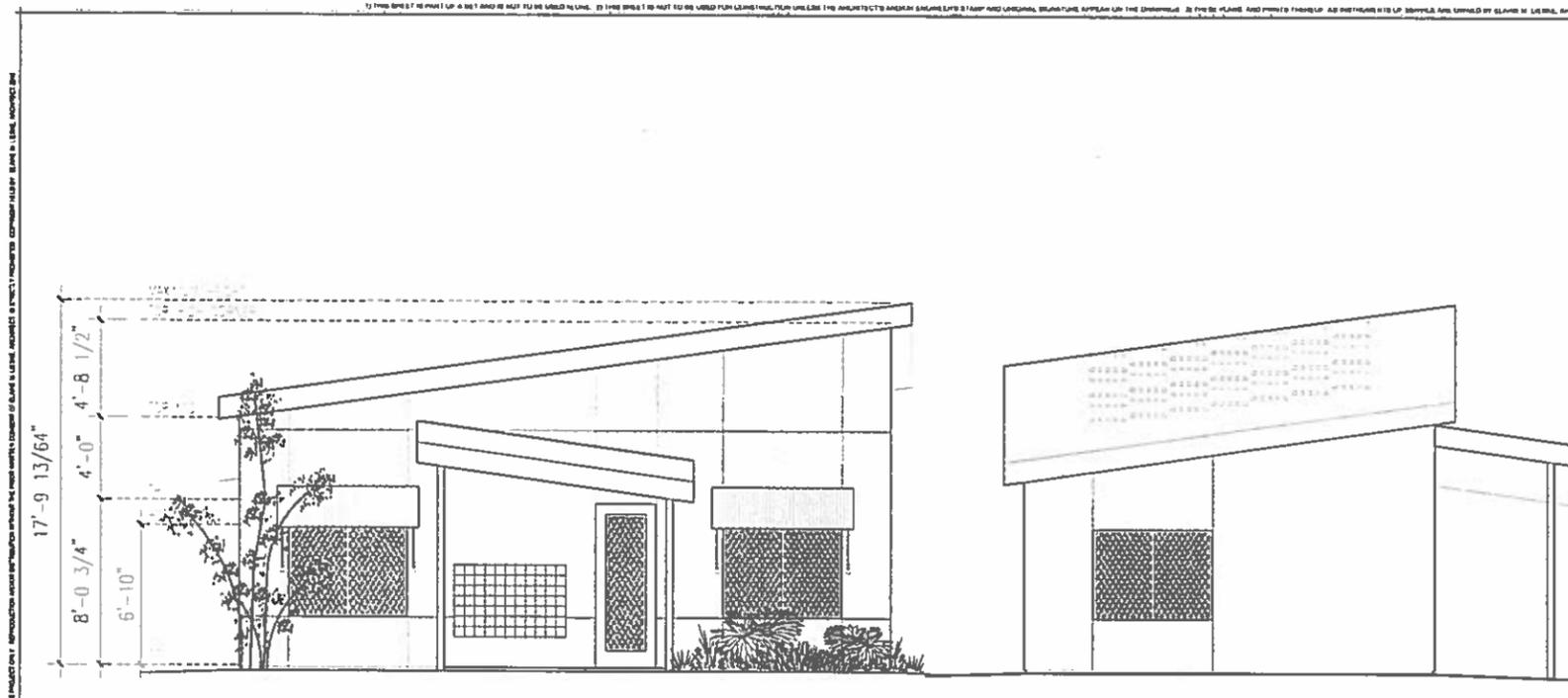
DATE: 2016 JULY 08

SHEET NUMBER

A6

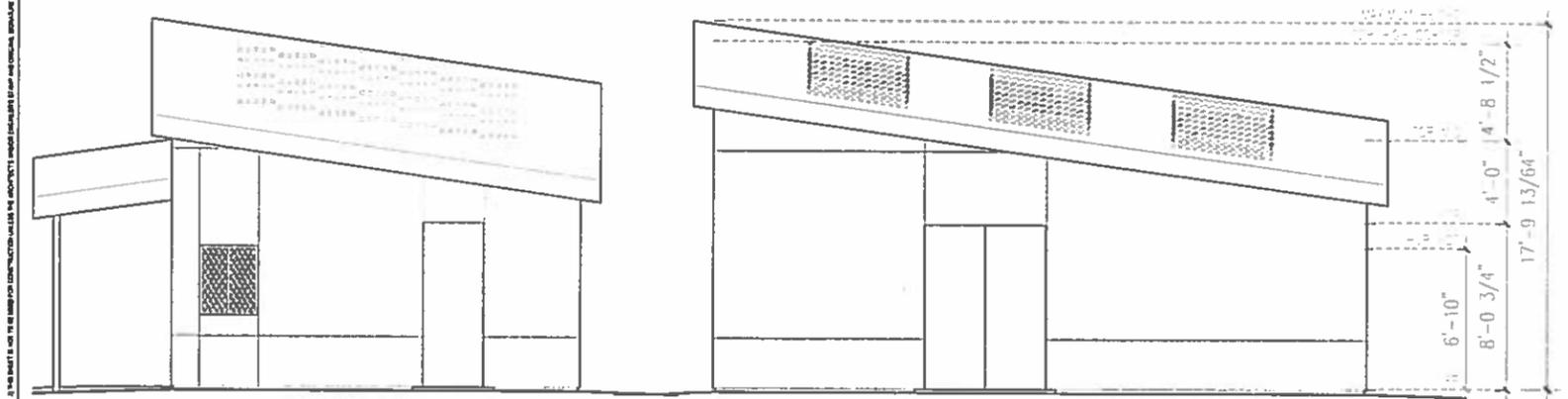
OF 3 ARCHITECTURAL SHEETS

Attachment 7e



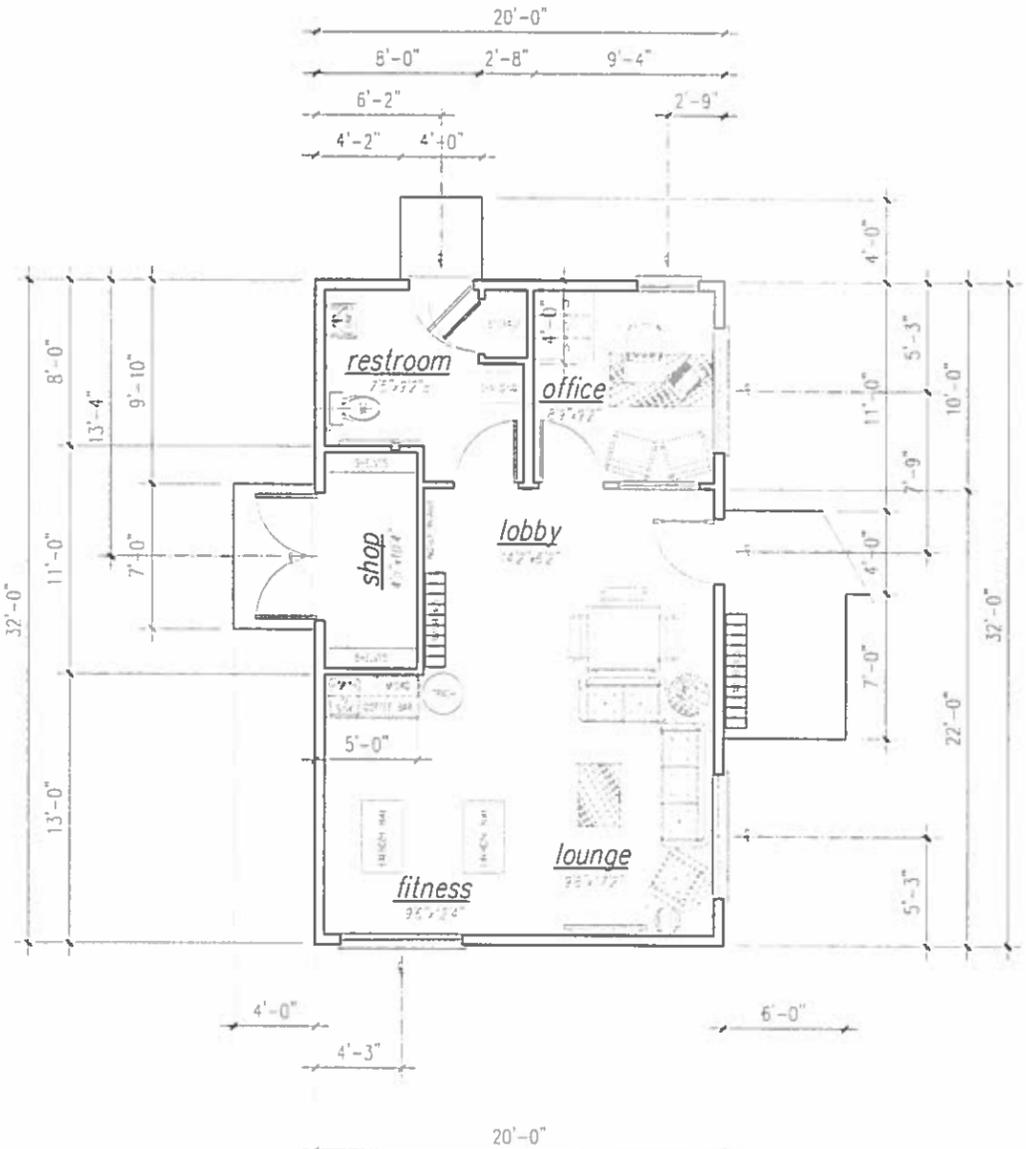
Community Center - Proposed Front (East) Elevation
SCALE: 1/4" = 1'-0"

Community Center - South Elevation
SCALE: 1/4" = 1'-0"



Community Center - North Elevation
SCALE: 1/4" = 1'-0"

Community Center - Proposed Rear (West) Elevation
SCALE: 1/4" = 1'-0"



Community Center
640sf footprint SCALE: 1/4" = 1'-0"

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CONSTRUCTION

PROJECT DESCRIPTION:
VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS
▲ 1A
▲ 2A
▲ 3A
▲ 4A

SHEET DESCRIPTION:
COMMUNITY CENTER
FLOOR PLAN and
EXTERIOR ELEVATIONS

FILE DESCRIPTION:
JOB NUMBER: 15109
4P / 10'-170-013
DRAWN BY: em
SCALE: AS NOTED
DATE: 2016JULY05

SHEET NUMBER
A8
of 9 ARCHITECTURAL SHEETS

Attachment 7e

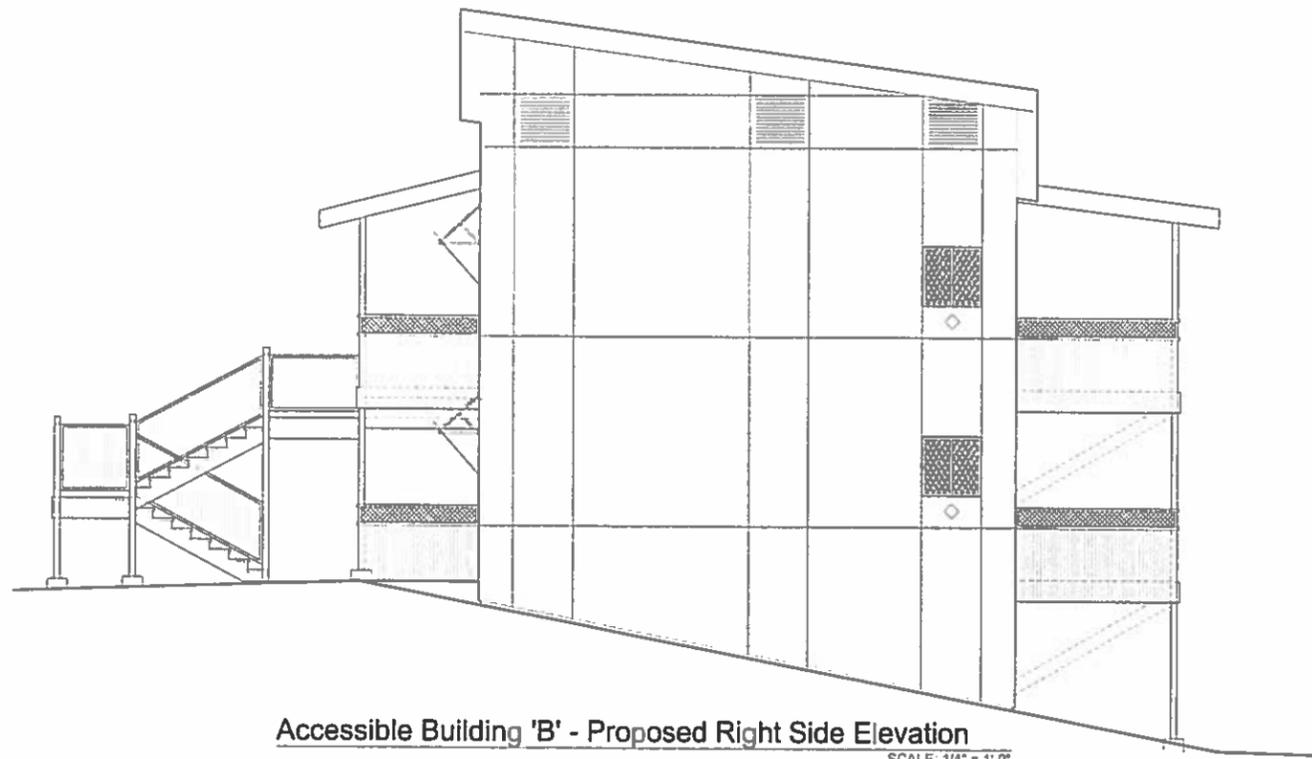
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Accessible Building 'B' - Proposed Rear Elevation

SCALE: 1/4" = 1'-0"



Accessible Building 'B' - Proposed Right Side Elevation

SCALE: 1/4" = 1'-0"

ELAINE M. LIESKE

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'PRELIMINARY'
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CONSTRUCTION

VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS
Δ DATE

SHEET DESCRIPTION:
...
FOUR-PLEX APARTMENT HOMES
3 BED, 2 BATH and
1 BED, 1 BATH
CONCEPTUAL
ACCESSIBLE
BUILDING EXTERIOR
ELEVATIONS

FILE DESCRIPTION:
JOB NUMBER: 15102
AP # 151-170-013
DRAWN BY: em
SCALE: AS NOTED
DATE: 2016 JULY 05

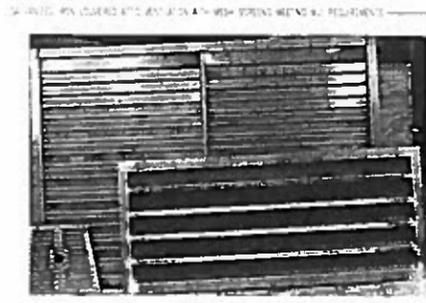
SHEET NUMBER
A7
of 3 ARCHITECTURAL SHEETS

Attachment 7f

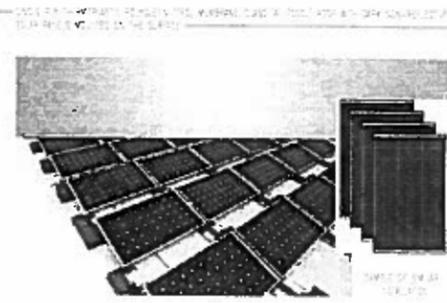
THIS SHEET IS PART OF A SET AND IS NOT TO BE USED ALONE. IT IS NOT TO BE USED FOR CONSTRUCTION UNLESS THE ARCHITECT'S AND/OR ENGINEER'S STAMP AND ORIGINAL SIGNATURE APPEAR ON THE DRAWINGS. IN THESE PLANS AND PRINTS THEREOF, AS INSTRUMENTS OF SERVICE ARE OWNED BY ELAINE M. LIESKE, ARCHITECT, AND ARE FOR USE ON THIS PROJECT ONLY. REPRESENTATION AND/OR DETAILING WITHOUT THE PRIOR WRITTEN CONSENT OF ELAINE M. LIESKE, ARCHITECT, IS STRICTLY PROHIBITED. COPYRIGHT HELD BY ELAINE M. LIESKE, ARCHITECT 2016.

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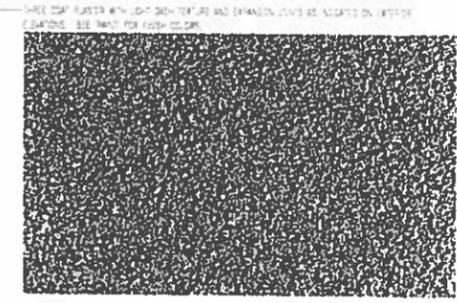
GALVANIZED IRON VENTS:



SINGLE PLY ROOFING WITH SOLAR PANELS:



BUILDING BODY PLASTER FINISH TEXTURE:



8 VENTS

5 LOW SLOPE ROOFING and SOLAR PANELS

1 PLASTER FINISH/STUCCO

VINYL WINDOWS:



9 WINDOWS

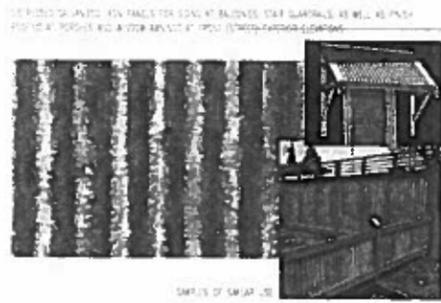
BUILDING IDENTIFICATION/ADDRESSING:

LIST OF IDENTIFICATION LETTERS IN SMALL BLOCK LETTERS WITH 1/2" SPACING

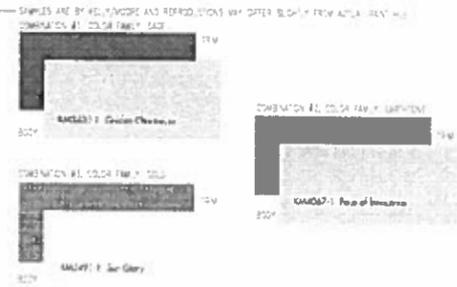


2 IDENTIFICATION/ADDRESSING

CORRUGATED METAL PANELS:



THREE COMBINATIONS OF BODY COLOR AND TRIM:



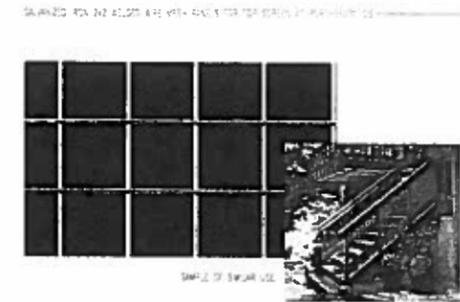
10 CORRUGATED METAL



Typical Exterior Elevation

SCALE: NONE

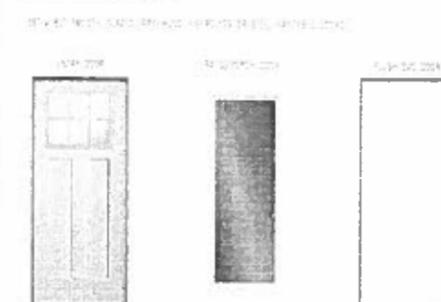
WELDED WIRE MESH PANELS:



EXTERIOR LIGHTING:



PANTED EXTERIOR DOORS:



7 WELDED WIRE MESH

6 LIGHTING

4 DOORS

ELAINE M. LIESKE
ARCHITECT

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'PRELIMINARY'
NOT FOR
CONSTRUCTION

PROJECT DESCRIPTION
VILLAGE OAKS APARTMENTS
FOURPLEX APARTMENT HOMES
COLFAX, CALIFORNIA 95713

REVISIONS

SHEET DESCRIPTION:

FILE DESCRIPTION:

JOB NUMBER	10176
DATE	01/16
DRAWN BY	ELM
SCALE	AS NOTED
DATE	2/15/2016

SHEET NUMBER

A9

ELM ARCHITECTURE, INC.

Attachment 7F

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BLAINE MUESKE
ARCHITECT

P.O. BOX 1862
CANGAS WILLET, CA
95028
(925) 233-4761
www.blainemueske.com

**"PRELIMINARY"
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CONSTRUCTION**

**SIERRA OAKS ESTATES
VILLAGE OAKS APARTMENTS
COLIFAX, CALIFORNIA 95713**

REVISIONS:

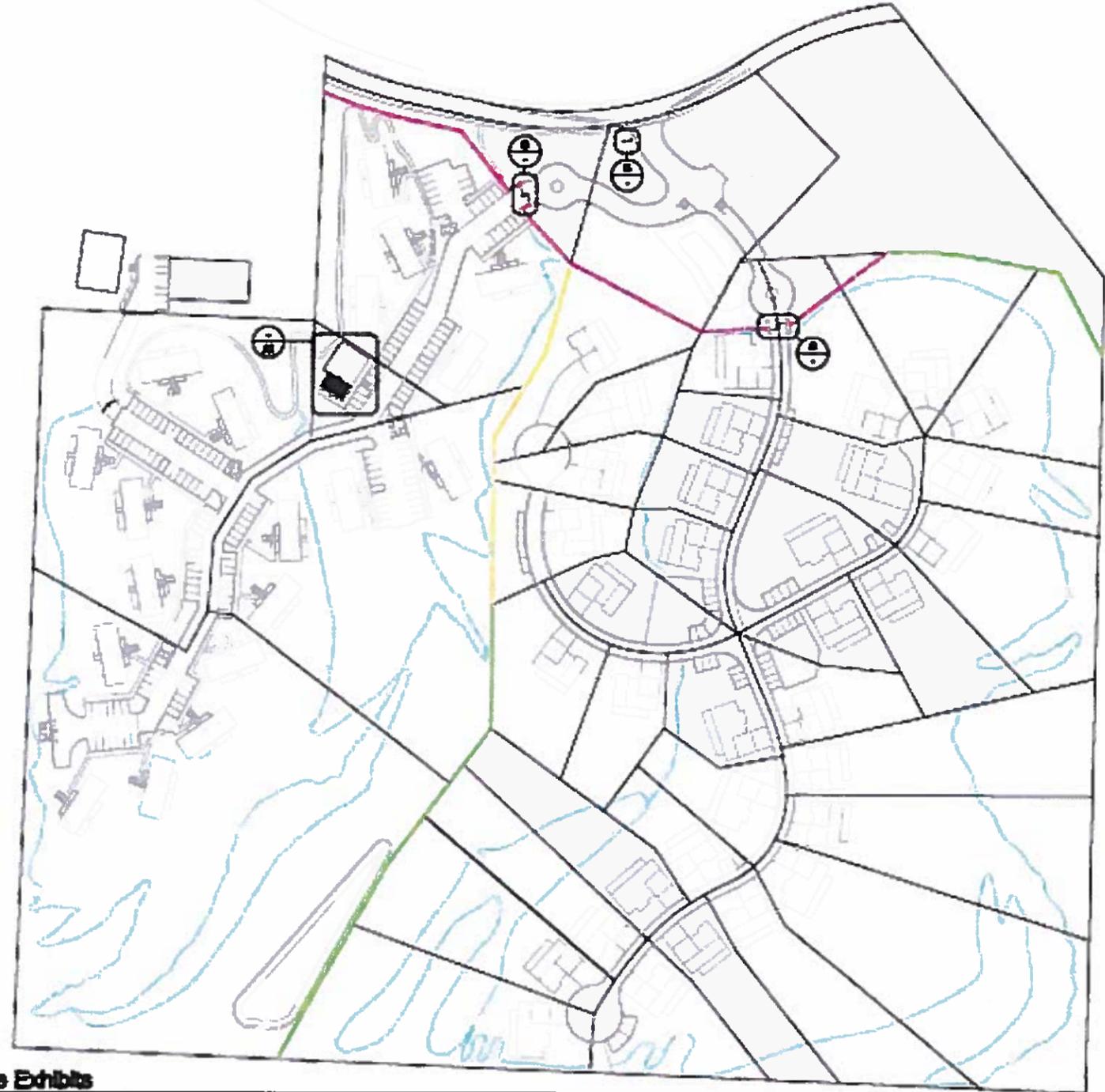
DATE	

SHEET DESCRIPTION:

NO. OF SHEETS

FILE DESCRIPTION:
JOB NUMBER: 18108
AP # 181-L10-C23
DRAWN BY: dmj
SCALE: AS NOTED
DATE: 2/28/2017

SHEET NUMBER:
A10
OF 1 ARCHITECTURAL SHEETS



Site Exhibits

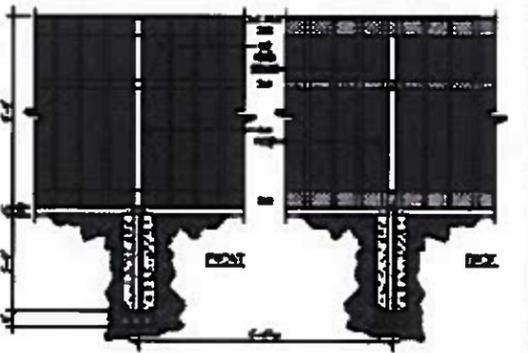
- FENCE TYPE KEY:**
- (N) 6'-0" FENCE TO MATCH (E) (see detail 1/-)
 - (N) 6'-0" SOLID WOOD FENCE (see detail 2/-)
 - (N) 6'-0" WROUGHT IRON FENCE (see detail 4/-)



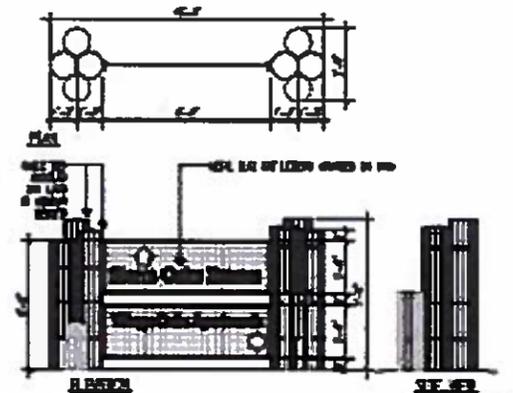
SYMBOL KEY



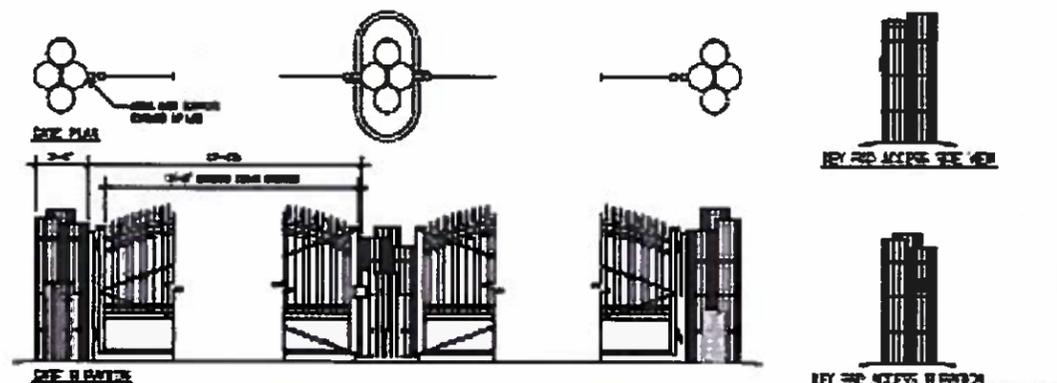
1 WWM and WOOD POST FENCE to MATCH (E)



2 PROPOSED SOLID WOOD FENCE



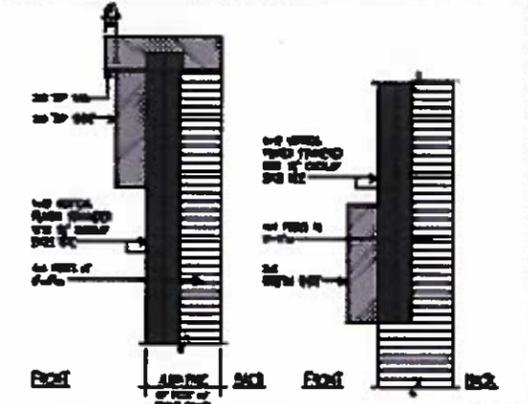
6 MONUMENT SIGN



5 GATE ENTRY



4 PROPOSED OPEN IRON FENCE



3 PROPOSED SOLID FENCE TOP and BOTTOM RAILS

Attachment 8

PLACER COUNTY WATER AGENCY
SINCE 1957

BUSINESS CENTER

144 Ferguson Road

MAIL

P.O. Box 6570

Auburn, CA 95604

PHONE

530.823.4850

800.464.0030

WWW.PCWA.NET

August 22, 2016
File No.: FA 2645
Map No.: 48-A-05, & -06

Colfax Planning Department
Attn: Amy Feagans
P.O. Box 702
Colfax, CA 95713

SUBJECT: Pinetop Estates design review

Dear Ms. Feagans:

Thank you for the opportunity to review and comment on the Pinetop Estates design review. This letter is written in response to your request received July 22, 2016 wherein you solicited comments about the proposed development located at APN 101-170-023, -024, -025, and -026 in Colfax, California.

The purpose of this letter is to provide preliminary design review of the provided preliminary plans submitted with the Referral/Request for Comments by the City of Colfax. The Agency does not reserve water for prospective customers and this letter in no way confers any right or entitlement to receive water service in the future. The Agency makes commitments for service only upon execution of a facilities agreement and the payment of all fees and charges required by the Agency.

Prior to issuing a Water Availability letter, the owner and/or the owner's representative will need to schedule a meeting with Agency Staff to discuss the project and determine specific Agency requirements.

There is no Agency treated water service to the above mentioned parcel. Water can be available from the Agency's 10-inch treated water main located in Iowa Hill Road and 6-inch treated water main located in Grand View Drive. In order to obtain service, the developer will have to enter into a facilities agreement with the Agency to provide any on site or off site pipelines or other facilities, including a pressure reducing station, needed to supply water for domestic and/or fire protection purposes and pay all fees and charges required by the Agency, including the Water Connection Charges.

Attachment
9a

All water facilities shall be installed in accordance with the California Division of Drinking Water and the Agency's standards, which include but are not limited to the following:

- a. Separation of treated water lines from other utilities.
 1. Separation of water and sanitary sewer facilities must maintain a minimum of 10 feet horizontal and 1 foot vertical with water above.
 2. Separation of water and storm drain facilities must maintain a minimum of 4 feet horizontal and 1 foot vertical with water above.
 3. Water facilities and joint trench must have a minimum separation of 2 feet between trench walls.
 4. All wet utilities crossing water facilities must cross with a maximum 45 degree crossing angle from what would be perpendicular. Water facilities must cross above all wet utilities.
- b. Treated water mains shall be located within public rights-of-way or easement. Structures, trees, and large shrubs shall be kept outside of easements containing water mains. The Agency's minimum easement width is 20 feet centered over public facilities, with 10 feet minimum each side of the facilities. Clearly show and label all easements and rights-of-ways on all plans showing water facilities.
- c. Water mains within roadways, alleyways, parking lot drive isles, and other travel ways shall be located under pavement and at a minimum 3' from the edge of pavement.
- d. Treated water main sizing for the distribution systems is based on the Agency's velocity maximum of 5 feet per second (fps) for maximum day demand in gallons per day (gpd) and 7 fps for fire flow demand.
 1. Fire hydrant placement, spacing, and flow rate requirements are dictated by the local fire protection district and reviewed by the Agency to ensure compliance with the Agency's maximum pipe velocity standards.
 - i. Verify with the local fire protection district any fire hydrant spacing and flow rate requirements as well as fire sprinkler flow rate requirements.
- e. Commercial or Multi-family water services shall be located adjacent to the building they serve.
 1. All domestic services shall have reduced pressure principle (RP) backflow device constructed to Agency standards.
 2. All fire services shall have a double check detector assembly (DCDA) backflow device constructed to Agency standards.
- f. Site landscaping greater than 5,000 square feet requires a separately metered landscape service from the domestic service.
 1. The landscape architect's calculations in conformance with the State of California's Model Water Efficient Landscape Ordinance (MWELO) are required to determine maximum day demand (in gpd) for the landscape service.
- g. The Agency's standards are available online at <http://www.pcwa.net/working-with-pcwa/new-development-process.html>.

All water availability is subject to the limitations described above and the prior use by existing customers.

If you have any questions, please call me at the Engineering Department at (530) 823-4886.

Sincerely,



Josh Leiko
Engineering Technician

JL:jh

pc: Don Kellner
Field Services
Customer Service
Wes Heathcock, City of Colfax Community Services Director
Enc: Map No. 48-A-05, &-06





TO: Amy Feagans, Colfax Planning Department

DATE: July 29, 2016

FROM: Rebeca Solomon,
Department of Public Works and Facilities – Transportation Division

SUBJECT: Village Oaks & Sierra Oaks Estates Project Comments

The project submittal plans dated 07-06-2016 propose using Plate R-17 for the northern access onto Iowa Hill Road. Sight distance at this proposed driveway location has been evaluated and approved by DPWF and therefore, there are **NO IMPACTS** identified.

Attachment
9b

Amy Feagans

From: Ryan Woessner <RWoessne@placer.ca.gov>
Sent: Wednesday, September 07, 2016 2:38 PM
To: Amy Feagans; Ty Conners
Subject: RE: Sierra Estates Tentative Subdivision Map

Ty, Amy,

Correct me if I'm wrong but isn't this Pine Top? The access and egress are my main concerns. My hydrant spacing and location is correct. The road widths are correct. Question.

1. Can you show me the widths and encroachments to the secondary egress to the south?
2. Can you explain what looks like an alternate egress from a future parking lot?

Other than those two items everything looks good from here.

Thank you

Ryan

From: Amy Feagans [<mailto:amy.feagans@colfax-ca.gov>]
Sent: Tuesday, September 06, 2016 2:04 PM
To: Ty Conners; Ryan Woessner
Subject: Sierra Estates Tentative Subdivision Map

Hi Ty and Ryan

I'm sorry you guys didn't get the first set of plan we sent out in mid-July. Attached is a copy of the information that was in that packet. I am also going to send the multifamily plans in a separate email.

I'm particularly interested in any comments you may have that we would want to add as conditions to the tent map approval.

Thanks!

Amy

Amy Feagans
Planning Director
City of Colfax

Phone (530) 346-2313 | Fax (530) 346-6214



CITY of COLFAX
CALIFORNIA
33 S Main Street, PO Box 702, Colfax, CA 95713
www.Colfax-CA.gov

Please note: I am in the office Tuesdays and Thursdays 9:00 – 4:30

Attachment
9c

Amy Feagans

From: Kathryn von Seeburg <KvonSeeburg@recology.com>
Sent: Tuesday, September 13, 2016 4:10 PM
To: amy.feagans@colfax-ca.gov
Subject: FW: Village Oaks & Sierra Oaks Estates

Believe you may have been looking for this.... Have a great evening!

Kathryn von Seeburg

Office Manager

Recology™ Auburn Placer

12305 Shale Ridge Road | P.O. Box 6566 | Auburn, CA 95604

T: 530.885.3735

kvonseeburg@recology.com

WASTE ZERO

From: Kathryn von Seeburg
Sent: Tuesday, July 26, 2016 3:33 PM
To: 'amy.feagans@ca-colfax.gov' <amy.feagans@ca-colfax.gov>
Cc: 'wes.heathcock@colfax.ca.gov' <wes.heathcock@colfax.ca.gov>
Subject: Village Oaks & Sierra Oaks Estates

We reviewed the plans for these developments. The enclosure locations in Village Oaks are all good and can be serviced. However, we would like to see the enclosure specifications prior to issuing a will serve letter (if that is one of your requirements.)

For the Sierra Oaks Estates portion of the development, the turn around looks good so we would be able to provide the service. We do understand that there will be individual enclosures for residential style containers. If this is the case, they would need to be large enough for a 96 gallon container as service levels can vary from 32 to 96 gallons depending on the resident's preference. In addition, our operations staff has requested that the enclosure opening face the street.

Please let me know if you have any questions and we look forward to working with you.

Kathryn von Seeburg

Office Manager

Recology™ Auburn Placer

12305 Shale Ridge Road | P.O. Box 6566 | Auburn, CA 95604

T: 530.885.3735

kvonseeburg@recology.com

WASTE ZERO

Attachment

9d

EDMUND G. BROWN JR.
GOVERNORMATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

RECEIVED
AUG 18 2016
CITY OF COLFAX

15 August 2016

Amy Feagans
City of Colfax Planning Department
P.O. Box 702
Colfax, CA 95713

CERTIFIED MAIL
91 7199 9991 7035 8422 2881

COMMENTS TO REQUEST FOR REVIEW FOR THE VILLAGE OAKS AND SIERRA OAKS ESTATES PROJECT, PLACER COUNTY

Pursuant to the City of Colfax Planning Department's 20 July 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review* for the Village Oaks and Sierra Oaks Estates Project, located in Placer County.

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

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) the United States Environmental Protection Agency (USEPA). Basin Plans only become effective after they have been approved by the OAL and ir

Attachment

9e

USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

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

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:

http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

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

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

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

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

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

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

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

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

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

Clean Water Act Section 404 Permit

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

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

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

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

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

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

Village Oaks and Sierra Oaks Estates Project - 6 -
Placer County

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist



PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Ken Grehm, Executive Director
Brian Keating, District Manager
Brad Brewer, Development Coordinator

August 22, 2016

Amy Feagans
City of Colfax
Planning Department
PO Box 702
Colfax, CA 95713

RE: Village Oaks & Sierra Oaks Estates

Amy:

We have reviewed the Preliminary Plan Draft dated July 6, 2016 for the subject project. The proposed project has the potential to create increases in peak flow and volume runoff from the site. The applicant is referred to the District's 1990 Stormwater Management Manual for applicable drainage related design standards in this area, a copy of which is available for download off the Placer County website. We will look forward to reviewing the project improvement plans and corresponding drainage report when they are available.

Please call me at (530) 745-7541 if you have any questions.

A handwritten signature in blue ink, appearing to read "Brad Brewer".

Brad Brewer, M.S., P.E., QSD/P
Development Coordinator

t:\dpw\fcfd\development review\letters\to\other\cn 16-107 village oaks sierra oaks estates (colfax).docx

Attachment
9f



Miwok MAIDU United Auburn Indian Community of the Auburn Rancheria

Gene Whitehouse
Chairman

John L. Williams
Vice Chairman

Danny Rey
Secretary

Jason Camp
Treasurer

Calvin Moman
Council Member

August 26, 2016

Amy Feagans
City of Colfax
PO Box 702
Colfax, CA 95713

RECEIVED
SEP 06 2016
CITY OF COLFAX

Subject: Village Oaks & Sierra Oaks Estates Project

Dear Amy Feagans,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes.

The UAIC's preservation committee has identified cultural resources in and around your project area, and would like to request a site visit to confirm their locations. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Attachment
9g



MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse
Chairman

John L. Williams
Vice Chairman

Danny Rey
Secretary

Jason Camp
Treasurer

Calvin Moman
Council Member

RECEIVED
OCT 06 2016

CITY OF COLFAX

September 14, 2016

Amy Feagans
City of Colfax
PO Box 702
Colfax, CA 95713

Subject: TSM - DR 16-01 Sierra Oaks Estates/Village Oaks Apartment

Dear Amy Feagans,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction. The UAIC would like to consult on this project.

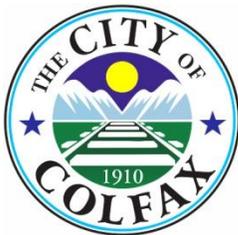
In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes.

The UAIC's preservation committee has identified cultural resources in and around your project area, and would like to recommend that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 COUNCIL MEETING

FROM: John Schempf, City Manager

PREPARED By: Wes Heathcock, Community Services Director

SUBJECT: Public Works Vehicle Purchase

<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT: \$88,300	FROM FUND: 100-500
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RECOMMENDED ACTION: Adopt Resolution 49-2016 approving the purchase of two public works vehicles from Winner Chevrolet in an amount not to exceed \$88,300.

DISCUSSION AND SUMMARY:

The City of Colfax Public Works Department vehicles have aged to a point that they are no longer dependable. In anticipation of the vehicle replace needs of the Department, staff proposed the purchase of new vehicles in the 2016/17 fiscal budget year. Council approved two vehicle capital expenditure purchases during the budget adoption in June of 2016.

The vehicles that are scheduled for replacement are the 1992 Chevrolet 4x4 1-ton and 1998 Chevrolet 4x4 ¾-ton. The goal is to replace them with a more suitable vehicle application. The trucks that will replace the aforementioned vehicles will be 2500 Chevrolet (¾ - ton) 4x4 equipped with utility box bed and Meyer Snow Plow attachment. The 2500 Chevrolet application provides for a more effective use of labor resources by stocking the vehicles with the basic tools and the ability to tow the Department's equipment.

Staff approached Winner Chevrolet and Downtown Ford for competitive government bids. The Winner Chevrolet bid was \$44,127 per vehicle. The Downtown Ford quote totaled \$54,031 per vehicle for the same vehicle application. Staff is recommending Council approve the purchase through Winner Chevrolet based on the cost savings.

The purchase includes a 5-year bumper to bumper extended warranty through Old Republic Insured Automotive Services. The warranty covers vehicle repairs not covered under the basic powertrain coverage. Items not covered are parts intended to wear or maintenance services. Conversely, oil changes are part of the initial service provided by the dealer every 12,000 miles up to 24,000 miles or the after 2-years of the vehicle purchase. Staff did not pursue a scheduled maintenance (oil changes) plan because there was no cost savings in the plan.

FINANCIAL AND/OR POLICY IMPLICATIONS:

The vehicle purchase will be funded from the capital expenditures line item 100-500 approved in the Fiscal Year Budget 2016/17. The total budget for the item was \$80,000 during this year; therefore, the vehicle purchases exceed the estimated budget. Conversely, the approved Public Works vehicle purchase in the 2017/18 fiscal will be significantly discounted given the vehicle will not need to be equipped with a \$7000 Meyer Snow Plow. In the combined 2-year budget, the cost overage is approximately 4-percent (\$5000), which is not significant enough to warrant a budget amendment.

ATTACHMENTS:

1. Resolution 49-2016
2. Proposals
3. Extended Warranty

City of Colfax

City Council

Resolution № 49-2016

APPROVING THE PURCHASE OF TWO PUBLIC WORKS VEHICLES FROM WINNER CHEVROLET IN AN AMOUNT NOT TO EXCEED \$88,300

WHEREAS, the public works vehicles have aged to a point that they are no longer dependable; and,

WHEREAS, at the June 8, 2016, City Council approved the purchase of two public works vehicles in the 2016/17 budget; and,

WHEREAS, City staff consulted Winner Chevrolet and Downtown Ford for competitive government bids; and,

WHEREAS, the City staff is recommending approving the purchase from Winner Chevrolet for maintenance convenience and the City's benefit in sales tax revenue from the purchase.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Colfax approves the purchase of two public works vehicles from Winner Chevrolet in the amount not to exceed \$88,300.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at a regular meeting of the City Council of the City of Colfax held on the 14th day of December, 2016 by the following vote of the Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Parnham, Mayor

ATTEST:

Lorraine Cassidy, City Clerk

Municipal Bid Quote

CITY OF COLFAX

2016 SILVERADO 2500HD REGULAR CAB

2017 MODEL FACTORY ORDER

Discounted truck price:	\$34,520.00
knapeide utility	\$6,800.00
meyers snow plow	\$6,900.00
<u>Total DISC Price</u>	<u>\$48,220.00</u>

GOV BID ASSISTANCE	\$9,000.00
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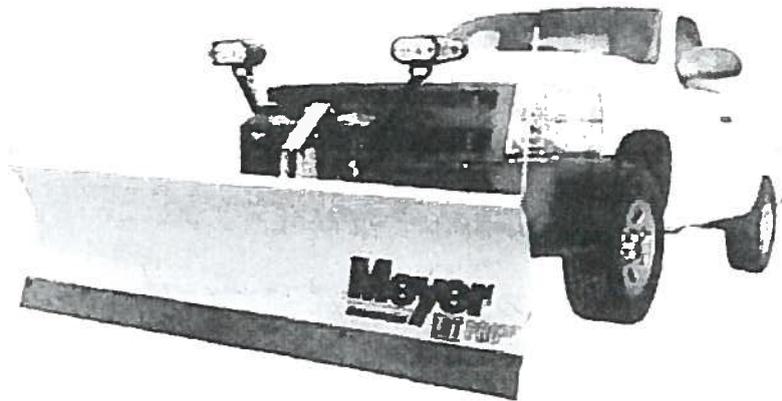
Purchase Price:	\$39,220.00
CA Sales Tax	\$2,947.50
license exempt	\$0.00
Dlr Doc Fee	\$80.00
CA TIRE FEE	\$8.75
5 year or 100K mile	\$1,870.00
<u>"Out the Door" TOTAL</u>	<u>\$44,126.25</u>

supreme coverage extended svc contract

NO 2016 TRUCKS EXIST EQUIPPED THIS WAY

MUST BE 2017 FACTORY ORDER 6 - 8 WEEK LEAD TIME

TRUCK PRICE WITHOUT UTILITY AND SNOW PLOW: \$25520



www.meyersproducts.com

Dave Gard's
WINNER CHEVROLET
SALES • SERVICE • BODY SHOP • PARTS • TOWING



www.WinnerChevy.com

SALES: (530) 349-4152
SERVICE: (530) 349-4147

Supreme Plan Coverage

Supreme Plan Coverage

Supreme is our most comprehensive coverage plan.

The Supreme Plan complements your vehicle's factory warranty provided by the manufacturer. In fact, the Supreme Plan provides mechanical breakdown protection for all original equipment factory installed mechanical and electrical parts and assemblies of your vehicle, EXCEPT for those parts and services listed under the "General Exclusions" section of the service contract.

Supreme Wrap Plan Coverage

Supplemental protection for vehicles with extended factory powertrain coverage.

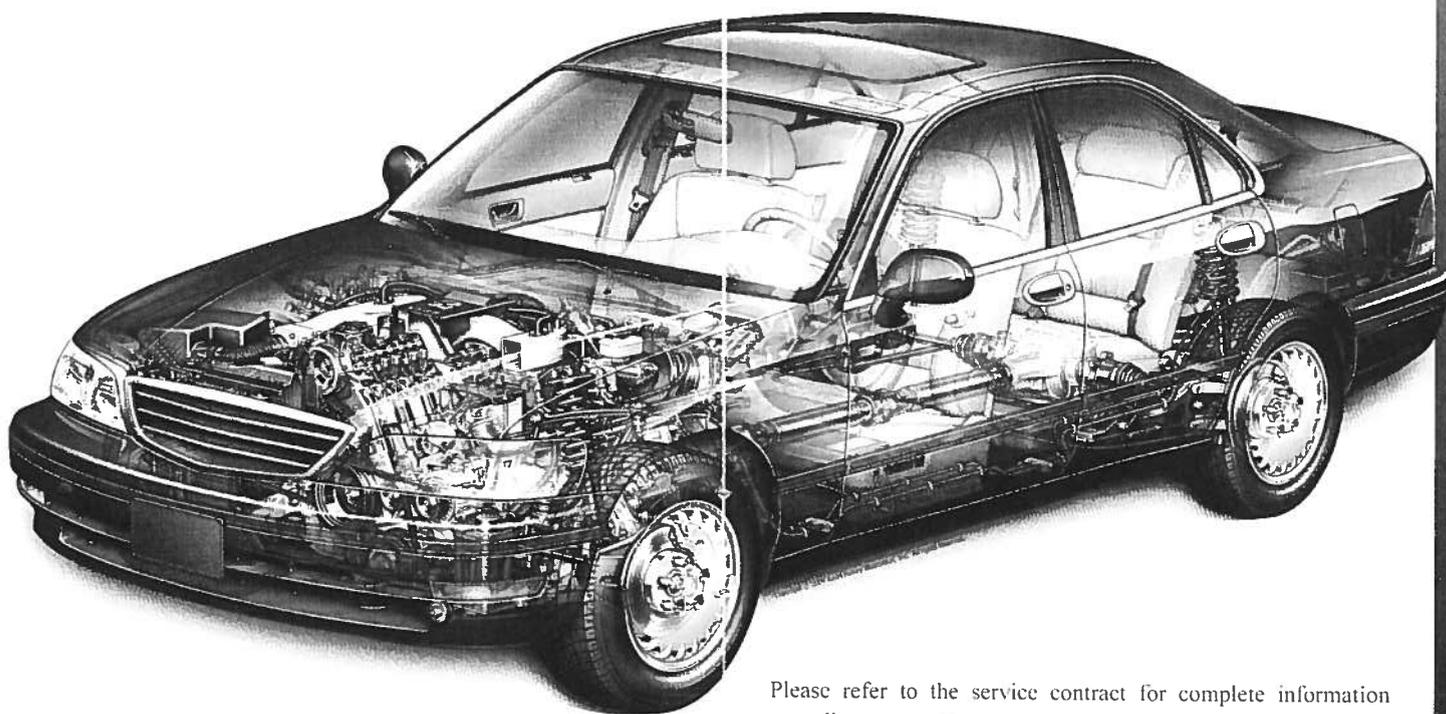
Supreme Wrap "wraps around" the vehicle manufacturer's warranty by providing coverage for all original NON-POWERTRAIN factory installed mechanical and electrical parts and assemblies of your vehicle for mechanical breakdown, EXCEPT for parts and services listed under the "General Exclusions" section of the service contract.

Examples of parts and services not covered are:

Adjustments and cleaning, battery and cables, drive belts, coolant and vacuum hoses, brakes: brake drums, shoes, linings, disc rotors and pads, exhaust system (including catalytic converter), filters, fluids (except in conjunction with a covered repair), glass, lights (bulbs, sealed beams and lenses), lubricants, manual clutch components, shock absorbers or MacPherson struts, spark plugs and wires, squeaks and rattles, tune-ups, wheel balancing and alignment, wiper blades, coolant, wheels, wheel studs, door and window handles, cellular phones, any component or equipment not installed by the vehicle manufacturer

and

Maintenance services recommended by your vehicle manufacturer.



Please refer to the service contract for complete information regarding coverage.

Additional Benefits

In addition to the coverages detailed, you have the advantage of extra benefits such as:

Towing:

In the event of a breakdown covered by this contract, all Total Vehicle Protection Plans provide for reimbursement of receipted towing expenses up to seventy-five dollars (\$75) per occurrence.

Car Rental:

If your vehicle incurs a covered breakdown, you may also be eligible to receive reimbursement for a portion of your car rental costs. The amount depends upon the total authorized cost of covered repairs for each repair visit, as shown in the table below:

Repair Cost	\$200 – \$500	\$501 – \$1,000	\$1,001 – \$1,500	\$1,501 – \$2,000	\$2,001+
Reimbursement	\$50	\$100	\$150	\$200	\$250

Trip Interruption:

In case of a mechanical breakdown that occurs more than one hundred (100) miles from home and results in a repair facility keeping your vehicle overnight, you can rest easier knowing the contract will reimburse for receipted hotel and restaurant expenses. You could be reimbursed up to one hundred dollars (\$100) per day for a maximum of three (3) days and a total benefit per occurrence of three hundred dollars (\$300).

Roadside Assistance*:

All of our plans provide reimbursement for Roadside Assistance, subject to a fifty dollars (\$50) per occurrence limitation. The emergency services for which this would apply are:

- Lock-Out Assistance
- Fuel Delivery Services
- Flat Tire Assistance
- Battery Service

*Not available in some states.

Tire Road Hazard:

The Tire Road Hazard benefit provides coverage for the repair, or if necessary, the replacement of any of your vehicle's tires which have become damaged or unsafe for use due to a road hazard loss for the entire term of this contract. Tire coverage covers up to two hundred dollars (\$200) per occurrence or eight hundred dollars (\$800) during the term of the contract.

No Deductible applies to the additional benefits.

Please refer to the service contract for complete information regarding coverage.

THIS IS YOUR QUOTE

DOWNTOWN FORD SALES
 525 N16th Street, Sacramento, CA 95811
 916-442-6931 fax 916-491-3138

S120716 1254

QUOTATION

Customer

Name WES HEATHCOCK
 Address CITY OF COLFAX
 City _____ State CA
 Phone VIA EMAIL

Date 12/7/2016
 REP SANDRA
 Phone 916-442-6931
 FOB SACRAMENTO

Qty	Description	Unit Price	TOTAL
1	2017 FORD F250 4X4 REG CAB PICKUP STATE OF CALIFORNIA CONTRACT 1-16-23-20A CLIN 18 RANK 2	\$23,916.00	\$23,916.00
1	HARBOR SERVICE BODY - SEE ATTACHED	\$16,992.00	\$16,992.00
1	MEYER 'LOT PRO' SNOW PLOW PKG - SEE ATTACHED	\$8,916.00	\$8,916.00
1	DOC FEE	\$80.00	\$80.00
PLEASE SEE SUPPORTING DOCUMENTS ATTACHED THANK YOU			

Payment Details

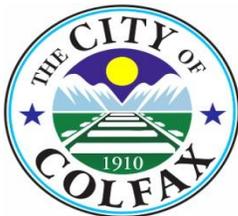
- Cash
- Check
- Credit Card

Name _____
 CC # _____
 Expires _____

Subtotal	\$49,904.00
Delivery	\$375.00
Taxes	
PLACER	\$3,742.80
CA Tire Tax	\$8.75
TOTAL	\$54,030.55

Office Use Only

\$500 DISCOUNT WITH PAYMENT IN 20 DAYS



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 COUNCIL MEETING

FROM: John Schempf, City Manager
PREPARED BY: John Brownlee, Building Official
DATE: December 6, 2016
SUBJECT: Introduction and first reading of Ordinance 531: an Ordinance of the City Council of the City of Colfax repealing and amending chapter 15.04 and 15.08 of the Colfax Municipal Code and adopting by reference the most recent editions of the following standard codes: the California Building Standards Code (Cal. Code Of Regs. Title 24) including the California Administrative Code (Part 1), the California Building Code (Part 2), the California Residential Code (Part 2.5), the California Electrical Code (Part 3), the California Mechanical Code (Part 4), the California Plumbing Code (Part 5), the California Energy Code (Part 6), the California Historical Building Code (Part 8), the California Fire Code (Part 9), the California Existing Building Code (Part 10), the California Green Building Standards Code (Part 11- Cal Green) & the California Referenced Standards Code (Part 12) together with amendments and additions to the various codes providing for penalties for the violation thereof, repealing all other ordinances in conflict therewith

<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT:	FROM FUND:
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RECOMMENDED ACTION: Introduce the proposed ordinance by title only, waive the first reading and schedule a public hearing for second reading and adoption at the January 11, 2017 regularly scheduled City Council Meeting to be effective 30 days thereafter.

BACKGROUND AND SUMMARY:

On January 1, 2017 the new California Construction Codes will go into effect necessitating the revision of our municipal code which references the 2013 California codes. The changes being proposed will eliminate the need to update the municipal code every three years as the California Construction Codes change. In addition this opportunity provides a chance to eliminate old municipal code sections that no longer apply such as the Colfax Water, Fire and Police departments, and the recent change in the jurisdiction of mobile home and recreational vehicle parks.

FISCAL IMPACT: Cost savings for not updating the municipal code every three years.

ATTACHMENTS:

Ordinance 531 and exhibits

City of Colfax

City Council

Ordinance N^o 531

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COLFAX REPEALING AND AMENDING CHAPTER 15.04 AND 15.08 OF THE COLFAX MUNICIPAL CODE AND ADOPTING BY REFERENCE THE MOST RECENT EDITIONS OF THE FOLLOWING STANDARD CODES: THE CALIFORNIA BUILDING STANDARDS CODE (CAL. CODE OF REGS. TITLE 24) INCLUDING THE CALIFORNIA ADMINISTRATIVE CODE (PART 1), THE CALIFORNIA BUILDING CODE (PART 2), THE CALIFORNIA RESIDENTIAL CODE (PART 2.5), THE CALIFORNIA ELECTRICAL CODE (PART 3), THE CALIFORNIA MECHANICAL CODE (PART 4), THE CALIFORNIA PLUMBING CODE (PART 5), THE CALIFORNIA ENERGY CODE (PART 6), THE CALIFORNIA HISTORICAL BUILDING CODE (PART 8), THE CALIFORNIA FIRE CODE (PART 9), THE CALIFORNIA EXISTING BUILDING CODE (PART 10), THE CALIFORNIA GREEN BUILDING STANDARDS CODE (PART 11- CAL GREEN) & THE CALIFORNIA REFERENCED STANDARDS CODE (PART 12) TOGETHER WITH AMENDMENTS AND ADDITIONS TO THE VARIOUS CODES PROVIDING FOR PENALTIES FOR THE VIOLATION THEREOF, REPEALING ALL OTHER ORDINANCES IN CONFLICT THEREWITH

The City Council of the City of Colfax does ordain as follows:

Section 1:

Colfax Municipal Code is amended in accordance with the Ordinance attached hereto as Exhibit A which is incorporated herein by this reference.

Section 2. Superseding Provisions

The provisions of this Ordinance and any resolution adopted pursuant hereto shall supersede and repeal any previous Ordinance or resolution to the extent the same is in conflict herewith.

Section 3. Severability

If any section, phrase, sentence or portion of this Ordinance is for any reason held invalid or unconstitutional by the final judgment of any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision; and such holding shall not affect the validity of the remaining portions hereof.

Section 4. Effective Date

This ordinance shall be in full force and effect thirty (30) days from and after its adoption.

This ordinance shall, within 15 days after its adoption, be published or posted in accordance with Section 36933 of the Government Code of the State of California with the names of those City Council members voting for and against it.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Colfax held on the 14th day of December, 2016, and passed at a regular meeting of the City Council held on the 11th day of January, 2017, at a duly held regular meeting of the City of Colfax, by the following vote:

AYES:

NOES:

ABSENT:

Steve Harvey, Mayor

APPROVED AS TO FORM:

ATTEST:

Alfred Cabral, City Attorney

Lorraine Cassidy, City Clerk

City of Colfax

City Council

Ordinance Nº 531

AN ORDINANCE OF THE CITY OF COLFAX AND AMENDING CHAPTER 15.04 AND 15.08 OF THE COLFAX MUNICIPAL CODE AND ADOPTING BY REFERENCE THE MOST RECENT EDITIONS OF THE FOLLOWING STANDARD CODES: THE CALIFORNIA BUILDING STANDARDS CODE (CAL. CODE OF REGS. TITLE 24) INCLUDING THE CALIFORNIA ADMINISTRATIVE CODE (PART 1), THE CALIFORNIA BUILDING CODE (PART 2), THE CALIFORNIA RESIDENTIAL CODE (PART 2.5), THE CALIFORNIA ELECTRICAL CODE (PART 3), THE CALIFORNIA MECHANICAL CODE (PART 4), THE CALIFORNIA PLUMBING CODE (PART 5), THE CALIFORNIA ENERGY CODE (PART 6), THE CALIFORNIA HISTORICAL BUILDING CODE (PART 8), THE CALIFORNIA FIRE CODE (PART 9), THE CALIFORNIA EXISTING BUILDING CODE (PART 10), THE CALIFORNIA GREEN BUILDING STANDARDS CODE (PART 11- CAL GREEN) & THE CALIFORNIA REFERENCED STANDARDS CODE (PART 12) TOGETHER WITH OTHER AMENDMENTS

The City Council of The City of Colfax does ordain as follows:

Section 1.

The following sections of Colfax Municipal Code Chapter 15.04 and 15.08 are hereby repealed: Sections 15.04.010, 15.04.015, 15.04.020, 15.04.025, 15.04.030, 15.04.035, 15.04.040, 15.04.045, 15.04.050, 15.04.055, 15.04.060, 15.04.100, 15.04.130, 15.08.010, and 15.08.020.

Section 2. Purpose and Authority.

The purpose of this Ordinance is to adopt by reference the most recent editions of the California Building Standards Code (California Code of Regulations Title 24, Parts 1, 2, 2.5, 3, 4, 5, 6, 8, 9, 10, 11 and 12), as periodically amended, to repeal provisions inconsistent therewith, and to provide minimum requirements and standards for the protection of the public safety, health, property and welfare of the City of Colfax. This Ordinance is adopted under the authority of Government Code Section 50022.2 and Health and Safety Code Section 18941.5. All changes to the Colfax Municipal Code adopted by this Ordinance, and all subsequent amendments to the Codes incorporated by reference, shall apply and be incorporated into all forms and documents to which they relate.

Section 3. Conflicts with Other Laws, Rules and Regulations.

In the event of any conflict between this Code and any law, rule or regulation of the Federal or State Government, that requirement which establishes the higher standard of safety shall govern. Failure to comply with such standard of safety shall be a violation of this Code.

Section 4. Code Adoption By Reference.

The following Codes are hereby adopted:

15.04.10 California Building Standards Code Adopted.

The most recent edition of the California Building Standards Code (California Code of Regulations Title 24), as periodically amended, is hereby adopted by reference, including the following Parts:

California Building Standards Administrative Code (Cal. Code Regs. Title 24, Part 1)
California Building Code (Cal. Code Regs. Title 24, Part 2)
California Residential Code (Cal. Code Regs. Title 24, Part 2.5)
California Electrical Code (Cal. Code Regs. Title 24, Part 3)
California Mechanical Code (Cal. Code Regs. Title 24, Part 4)
California Plumbing Code (Cal. Code Regs. Title 24, Part 5)
California Energy Code (Cal. Code Regs. Title 24, Part 6)
California Historical Building Code (Cal. Code Regs. Title 24, Part 8)
California Fire Code (Cal. Code Regs. Title 24, Part 9)
California Existing Building Code (Cal. Code Regs. Title 24, Part 10)
California Green Building Standards Code (Cal. Code Regs. Title 24, Part 11)
California Referenced Standards Code (Cal. Code Regs. Title 24, Part 12)

There is one copy of each code on file in the office of the building official for use and examination by the public.

Section 5. Water Service System Repealed.

Colfax Municipal Code Chapter 13.04 “Water Service System” is repealed in its entirety.

Section 6. Colfax Municipal Code Chapter 15.12 Amended.

Colfax Municipal Code Chapter 15.12 “Encroachment Building Permits” is amended as reflected in Exhibit B hereto

Section 7. Colfax Municipal Code Chapter 15.16 Amended.

Colfax Municipal Code Chapter 15.16 “Manufactured Buildings And Mobilehome Parks” is amended as reflected in Exhibit C hereto.

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.12 ENCROACHMENT BUILDING PERMITS

Chapter 15.12 ENCROACHMENT BUILDING PERMITS**Sections:**

Article I. - General Provisions

Article II. - Encroachment Permits

Article I. General Provisions

[15.12.010 Denial—Grounds.](#)

[15.12.020 Issuance—Building access required.](#)

[15.12.030 Issuance—Improvements required.](#)

[15.12.040 Reimbursement for costs of improvements.](#)

15.12.010 Denial—Grounds.

No building or occupancy permit shall be issued when the council or a properly delegated authority, gives notice to the building official to withhold such permit where such action is deemed to be in the public interest, for the protection of the public health and safety or for the general public welfare, including noncompliance by the applicant with any law or any agreement with the city or the planning commission or which would constitute an improper land use. Any such denial of a permit shall contain a provision for the issuance of the permit upon the completion of the designated corrective action by the applicant.

(Prior code § 8-3.01)

15.12.020 Issuance—Building access required.

Before a building permit shall be granted for any use other than a single-family residence, a committee of the planning commission shall make a written finding that the lot in question has adequate frontage upon a dedicated public street or upon a recorded private easement determined by the director of public works or the planning director to be adequate for purposes of access, including access for emergency vehicles, reasonably sufficient for the intended use.

(Prior code § 8-3.02)

15.12.030 Issuance—Improvements required.

- A. Curbs, gutters, drainage facilities, sidewalks and driveways for other than single-family dwellings: following a finding that a lot has adequate frontage as set forth in Section 15.12.020 of this chapter, no building permit for other than a single-family residential use shall be granted until the applicant has either installed, at his or her own expense, curbs, gutters, drainage facilities, sidewalks and a driveway, all according to the Standard Specifications of the city, in and on all street frontage lots to be used in conjunction with the building to be constructed or improved or, in the alternative, has entered into an improvement agreement with the city, in which the applicant agrees to install the improvements required by this subsection, either prior to the final inspection or prior to the issuance of a certificate of occupancy or upon a date not more than one year from the date of the improvement agreement, agreeing to hold the city and its agents, officers and employees free and

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.12 ENCROACHMENT BUILDING PERMITS

harmless from all claims of any nature whatsoever arising in any way from the use and occupancy of the property or from the condition of the property. Such improvement agreement shall be in a form approved by the city. Unless it is waived by the city, the applicant shall furnish a performance bond in the amount deemed reasonably adequate by the **director of public works** or the **planning director** to secure full and complete performance of such agreement by the applicant.

- B. Curbs, gutters, drainage facilities, sidewalks and streets for single-family residential uses: whenever a lot is without standard curbs, gutters, drainage facilities, sidewalks or a paved street or any one of them and the building official determines that any one or more of them have already been constructed on forty (40) percent of the occupied frontage on the same side of the street as the property for which a building permit is sought, the applicant shall construct such improvements, according to the Standard Specifications of the city, before a building permit shall be granted for single-family residential uses. For the purpose of computing such percentage, the percentage shall be of the block not to exceed two hundred fifty (250) feet on either side of the property to a street corner.
- C. Paved streets: following a finding that the lot has adequate frontage as set forth in Section 15.12.020 of this chapter and upon a joint finding by the chief of police and the director of public works that the proposed occupancy of the premises is such that it will result in an increase in traffic or create any hazardous condition so that a paved street is reasonably necessary in order to protect the public, the applicant shall be required to pave, according to the Standard Specifications of the city, one-half the width of such street prior to the issuance of a building permit for other than single-family residential uses; provided, however, that such paving need not exceed thirty-three (33) feet in width. Where the frontage is on a private easement, the chief of police and the director of public works, upon such a joint finding, may require the entire width of such private easement to be so paved and adequate drainage to be provided.
- D. Street widening and corner rounding: following a finding that a lot has adequate frontage, as set forth in Section 15.12.020 of this chapter and in all cases where the council determines, because of increased traffic caused by the intended use, that street widening or corner rounding is required, the property owner shall deed to the city, at no cost to the city, an adequate right-of-way therefor prior to the granting of a building permit for other than single-family residential uses.
- E. Fire hydrants: following a finding that a lot has adequate frontage, as set forth in Section 15.12.020 of this chapter and if there is not, within two hundred fifty (250) feet of all parts of the proposed building, a fire hydrant approved by the fire chief as providing reasonably suitable fire protection for such building, the applicant shall be required, as a condition of the issuance of a building permit for other than single-family residential uses, to construct a fire main from the nearest existing city fire main to a point within two hundred fifty (250) feet of all parts of the proposed building and to establish one fire hydrant at such point in a location to be designated by the fire chief, together with such additional fire hydrants in locations as designated by the fire chief, for each twenty-five thousand (25,000) square feet of building space. Such fire main and hydrant shall be located, installed and constructed in accordance with the existing standards of the Pacific Fire Rating Bureau for such installations. If requested by the applicant, the decision of the fire chief shall be given in writing within ten (10) days after the request is made and the applicant shall thereupon have the right to appeal to the council by filing a notice of appeal in letter form with a filing fee of ten dollars (\$10.00). The council shall thereupon hear the appeal within a reasonable time and may sustain, modify or reverse in any particular the decision of the **fire chief**.

(Prior code § 8-3.03)

15.12.040 Reimbursement for costs of improvements.

Any applicant for a building permit who is required to construct public improvements pursuant to this chapter, which improvements would benefit other property owners who would otherwise be required to construct such improvements, may enter into an agreement with the city for the reimbursement of a pro

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Chapter 15.12 **ENCROACHMENT** ~~BUILDING~~-PERMITS

rata share of the initial cost of constructing such improvements from such other property owners upon the development of real property by such other benefiting property owners.

(Prior code § 8-3.04)

Article II. Encroachment Permits

[15.12.050 Permit—Required.](#)

[15.12.060 Permit—Application.](#)

~~[15.12.070 Permit—Fee.](#)~~

[15.12.080 Permit—Deposit or bond.](#)

[15.12.090 Permit—Major project surety and fee.](#)

[15.12.100 Permit—Insurance certificate.](#)

[15.12.110 Permit—Secured when.](#)

[15.12.120 Permit—Transferability—Work start and completion.](#)

[15.12.130 Permit—Refusal.](#)

[15.12.140 Permit—Revocation.](#)

[15.12.150 Scope of excavation—Notice and inspection hours.](#)

[15.12.160 Excavation restrictions—Restoration standards.](#)

[15.12.170 Passage—Emergency facilities access.](#)

[15.12.180 Safety—Devices.](#)

[15.12.190 Safety—Legal compliance.](#)

[15.12.200 Violation—Penalty.](#)

15.12.050 Permit—Required.

It is unlawful for any person to make or cause or permit to be made any excavation in or under the surface of any public street, alley, sidewalk or other public place for the installation, repair or removal of any tank, pipe, conduit, duct or tunnel or for any other purposes without first obtaining from the building inspector a written permit to make such excavations and making a deposit and executing a bond as provided in this chapter.

(Prior code § 8-4.01)

15.12.060 Permit—Application.

Application for encroachment permits shall be made on a form provided by the city. The application shall state the name and address of the applicant and shall state the location, type and purpose of the proposed excavation or encroachment and, if requested, shall provide a drawing and other information showing the location and extent of excavation.

(Prior code § 8-4.02)

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Chapter 15.12 ENCROACHMENT BUILDING PERMITS

15.12.070 Permit—Fee.

The city shall collect a fee in the amount set forth below before issuing any encroachment permit.

Valuation of Construction Cost or Contract Price	Fee
\$1.00 to \$5,000.00	\$60.00
\$5,001.00 to \$10,000.00	\$90.00
\$10,001.00 or more	1% of valuation or contract, whichever is higher
Residential driveway encroachments	\$30.00

(Prior code § 8-4.03)

15.12.080 Permit—Deposit or bond.

The applicant shall post with the city building official a cash deposit or a good and sufficient approved corporate surety bond in the amount of one thousand dollars (\$1,000.00) to guarantee the faithful and proper performance of the work before any encroachment permit shall be issued. However, if the applicant can show evidence of financial ability satisfying the Public Works Director building official, it will not be necessary for the applicant to post a bond.

(Prior code § 8-4.04)

15.12.090 Permit—Major project surety and fee.

If the proposed work is of major consideration, then the fees and bond shall be as set by the Public Works Director city engineer. A "major project" means the installation or replacement of any underground facility other than a service from an existing main to a single user. However, if the applicant can show evidence of financial ability satisfying the Public Works Director city engineer, it will not be necessary for the applicant to post a bond.

(Prior code § 8-4.05)

15.12.100 Permit—Insurance certificate.

The permittee shall file with the city a certificate of insurance showing that the permittee has in effect public liability insurance for bodily injury in the amount of one hundred thousand dollars (\$100,000.00) for each person and three hundred thousand dollars (\$300,000.00) for each accident and twenty thousand dollars (\$20,000.00) for property damage, before being issued a permit, excepting those persons, corporations or companies that are permissively self-insured under the laws of the state.

(Prior code § 8-4.06)

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Chapter 15.12 ENCROACHMENT BUILDING PERMITS

15.12.110 Permit—Secured when.

All required permits shall be secured at least two working days prior to the time the work under such permit is proposed; except that where an emergency street cut is to be made, the applicant shall immediately give prior notice to the Public Works Director building inspector and shall make application for such work on the next working day.

(Prior code § 8-4.07)

15.12.120 Permit—Transferability—Work start and completion.

No permit shall be transferable. Every permit shall be void unless the proposed work is commenced within fifteen (15) days from the date of issuance of the permit and the work is completed within a reasonable time of commencement unless prior arrangements are made with the city.

(Prior code § 8-4.08)

15.12.130 Permit—Refusal.

The city shall have the right to refuse to issue a permit to any person who is in violation of or who has failed to comply with any provision of this chapter in connection with the permit being applied for or any previous permit.

(Prior code § 8-4.09)

15.12.140 Permit—Revocation.

The city may revoke any permit issued for noncompliance with any of the provisions of this chapter.

(Prior code § 8-4.10)

15.12.150 Scope of excavation—Notice and inspection hours.

- A. Excavations shall be confined to the work described in the permits.
- B. Each permittee shall notify the building inspector when excavation under the permit will be commenced and such notice shall be given at least twenty-four (24) hours prior to such commencement. All work under any permit shall be done and completed under the inspection of the Public Works Director building inspector or city engineer.
- C. Except in cases of emergency, no work shall be done at any other time than between the hours of eight a.m. and five p.m. from Monday through Friday, unless prior arrangements have been made at the time the permit is issued or in the case of an emergency.

(Prior code § 8-4.11)

15.12.160 Excavation restrictions—Restoration standards.

All excavations and back filling shall be done in the following manner:

- A. No excavation shall be made on any street in any way to constitute a traffic hazard.
- B. All excavated material shall be removed from the public right-of-way and disposed of off the public right-of-way or as directed by the Public Works Director building inspector.

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Chapter 15.12 ENCROACHMENT BUILDING PERMITS

- ~~C. All excavation shall be filled with clean sand to within eight inches of the existing or established street surface elevation and shall be thoroughly flooded.~~
- ~~D. After flooded sand has become firm and sufficiently dry, the ditch shall be filled with six inches of aggregate base rock plus three inches of asphaltic plan mix surfacing.~~
- ~~E. Permittee shall attain ninety (90) percent relative compaction as determined using the most recent A.A.S.H.O. method.~~
- ~~F. A minimum of thirty (30) inches of cover shall be provided over all pipes and conduits unless prior approval has been given by the Public Works Director city engineer.~~
- G. All material used as provided in this section shall conform to the Placer County Standard Specifications applicable sections of the most recent issue of the State Division of Highways and Standard Specifications.

(Prior code § 8-4.12)

15.12.170 Passage—Emergency facilities access.

- A. The permittee shall at all times maintain at least one safe crossing and unobstructed passage for vehicle traffic and pedestrians around any excavations.
- B. Free access must be provided to all fire hydrants and other public service structures and property that may be required for emergency purposes.

(Prior code § 8-4.13)

15.12.180 Safety—Devices.

The permittee shall provide and maintain during the performance of the work such barricade, warning directional signals, flares and other safety devices which are required by law or are deemed necessary for the safety and protection of the public.

(Prior code § 8-4.14)

15.12.190 Safety—Legal compliance.

The permittee shall obey and enforce all safety orders, rules and recommendations of the Division of Industrial Safety of the state applicable to the work and permittee shall comply with all applicable state and local laws and ordinances.

(Prior code § 8-4.15)

15.12.200 Violation—Penalty.

Any person, firm or corporation violating any provision of this article is guilty of a misdemeanor and upon conviction shall be punished as provided in Chapter 1.24 of this code.

(Prior code § 8-4.16)

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Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

The State Housing and Community Development Department (HCD) has the authority over Manufactured Buildings and requires that Building Departments enforce the provisions of the State Housing Law, Mobilehome Parks Act, Special Occupancy Parks Act, Employee Housing Act and the Factory-Built Housing Law unless the local jurisdiction returns such authority to the State.

The City of Colfax returned the jurisdiction of these parks to the Department of Housing and Community Development on December 1, 2016 per Ordinance 530 passed on September 28, 2016.

Sections: Article I - Manufactured Building Construction and Installation

~~Article II - Mobilehome Park and Mobilehome Subdivision Construction Permits~~

~~Article III - Regulation of Temporary Occupancy of Mobilehomes, Trailers or Recreational Vehicles~~

Article I Manufactured Building Construction and Installation

~~[15.16.010 Definition.](#)~~

~~[15.16.020 Permit required.](#)~~

~~[15.16.030 Permit fees.](#)~~

~~[15.16.040 Inspections, investigations and other fees.](#)~~

15.16.010 Definition.

~~"Manufactured building" means any manufactured, pre-manufactured, modular or mobilehome building, dwelling or structure, including miscellaneous accessory buildings or structures or appurtenances thereto: (1) not constructed on-site; or (2) not constructed under the provisions of the applicable Uniform Building Codes.~~

~~(Ord. 419 § 4 (part), 1994: prior code § 8-5.01)~~

15.16.0120 Permit required.

~~A permit shall be required for the construction and installation of all manufactured buildings on private property. Only Manufactured Homes as defined in the Health and Safety Code (HSC) Section 18007 and Commercial Modular as defined in HSC § 18001.8 will be allowed.~~

~~(Ord. 419 § 4 (part), 1994: prior code § 8-5.02)~~

15.16.030 Permit fees.

~~The fees for a permit to install, assemble, alter, add to, repair or construct each manufactured building, miscellaneous accessory structure and electrical, plumbing and mechanical installation, shall be as follows:~~

~~A. Plan Review Fee. Forty five dollars (\$45.00) per hour, with a minimum charge of one-half hour.~~

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Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

~~B. Installation/Construction Fee. The permit fee shall be based upon the total contract price or the total valuation of all work, whichever is greater, as follows:~~

Total Valuation/Contract	Fee
Up to \$1,500.00	\$30.00
\$1,501.00 to \$3,000.00	\$45.00
\$3,001.00 to \$25,000.00	\$55.00 or 1.25% of valuation, whichever is greater.
\$25,000.00 and greater	\$321.50 or 1.0% of valuation, whichever is greater.

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~~C. Accessory Building or Structures.~~

1. Each cabana or ramada	\$95.00
2. Each private garage	\$110.00
3. Each awning garage	\$45.00
4. Each porch, deck	\$45.00
5. Each storage shed	\$30.00

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~~(Ord. 419 § 4 (part), 1994; prior code § 8-5.03)~~

15.16.040 Inspections, investigations and other fees.

~~A. All construction, installation or work shall be inspected as required by the Uniform Building Code, including Section 305.~~

~~B. Fees for other than normal inspections, field or office technical services shall be as specified by the Uniform Building Code, Table No 3-A.~~

~~C. Whenever any work for which a permit is required has been commenced without first obtaining the permit, a special investigation shall be made before a permit may be issued for such work. An investigation fee shall be collected and shall be an amount equal and in addition to the amount of the permit fee required.~~

~~(Prior code § 8-5.04)~~

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

Article II Mobilehome Park and Mobilehome Subdivision Construction Permits

[15.16.050 Permit required.](#)

[15.16.060 Permit fees.](#)

[15.16.070 Other inspections and fees.](#)

15.16.050 Permit required.

~~A permit shall be required for the construction and installation of all improvements made to a mobilehome subdivision or mobilehome park.~~

~~(Ord. 419 § 5 (part), 1994; prior code § 8-6.01)~~

15.16.060 Permit fees.

~~The fees for a permit to construct, install, enlarge, alter or repair any improvement within a mobilehome park or mobilehome subdivision shall be as follows:~~

A. Plan Review Fee (minimum charge 1/2 hour)	\$45.00 per hour
B. Electrical Permit Fees:	
1. Each park service	37.50
—2. Each unit substation or secondary distribution transformer	18.50
—3. Each alteration or replacement of a service or transformer	18.50
—4. Each individual lot service	18.50
—5. Each alteration, repair or replacement of individual lot service equipment	18.50
—6. Each street light, including the conduit, conductors and controls	18.50
—7. Other electrical apparatus, circuits, conduits and conductors for which a permit is required, but for which no fee is set forth herein	11.00
—8. Permit Issuance	

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Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

—For issuing each permit	15.00
—For issuing each supplemental permit	4.50
9. Minimum electrical permit fee	30.00
C. Plumbing Permit Fees	
1. Each park drain system	14.00
—2. Each private sewage disposal system or park treatment installation	40.00
—3. Each individual lot sewer	15.00
—4. Each alteration or repair of drainage or vent piping	7.00
—5. Each water service	7.00
—6. Each backflow prevention device	7.00
—7. Each alteration, repair or replacement of water fixtures or equipment	7.00
—8. Each lawn sprinkler system	7.00
—9. Each fire hydrant or riser	7.00
—10. Each gas piping system	7.00
—11. Each installation of a LPG tank of 60 gallons capacity or more	7.00
—12. Each mobilehome lot gas riser	7.00
—13. Each alteration, repair or replacement of gas distribution equipment	7.00
—14. Each installation of equipment for which no fee is listed	7.00
—15. Permit Issuance	

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Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

—For issuing each permit	20.00
—For issuing each supplemental permit	10.00
— 16. Minimum plumbing permit	30.00

~~(Ord. 419 § 5 (part), 1994: prior code § 8-6.02)~~

~~15.16.070 Other inspections and fees.~~

- ~~A. All construction, installation and work shall be inspected as required by state law and/or the Uniform Building Code, including Section 305.~~
- ~~B. Fees for work not covered herein and fees for other than normal inspection, field or office technical services shall be as specified in Chapter 15.04 of this title.~~
- ~~C. Whenever any work for which a permit is required has been commenced without first obtaining the permit, a special investigation shall be made before a permit may be issued for such work. An investigation fee shall be collected and shall be equal to and in addition to, the amount of the permit fee required.~~

~~(Ord. 419 § 5 (part), 1994: prior code § 8-6.03)~~

Article III Regulation of Temporary Occupancy of Mobilehomes *Manufactured Homes, Trailers or Recreational Vehicles*

~~15.16.080 Definitions.~~

~~15.16.090 Temporary occupancy permits—When required.~~

~~15.16.100 Conditions of approval for temporary occupancy permits.~~

~~15.16.110 Duration of temporary occupancy permits.~~

~~15.16.120 Application or refund of deposit.~~

~~15.16.130 Fees.~~

~~15.16.140 Appeals.~~

~~15.16.150 Violation of article—Penalty.~~

15.16.080 Definitions.

For the purpose of this article, unless otherwise apparent from the context, certain words and phrases used, in this article are defined as follows:

~~"Mobilehome" shall be as defined in Section 17.08.540 of this code.~~

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

"Moveable vehicle," "trailer" and "recreational vehicle" means any motorhome, trailer, travel trailer, tent trailer, fifth wheel trailer, camp car, van or van conversion, camper shell or unit (whether or not it is truck mounted) or other similar vehicles (motorized or not) not built or intended for permanent fixed situs occupancy.

"Occupation" or "occupancy" means the use of a mobilehome, trailer or recreational vehicle as a place of human habitation or as a dwelling, when used by one or more individual or family for living and sleeping.

~~(Prior code § 8-7.01)~~

15.16.090 Temporary occupancy permits—When required.

- A. No permit shall be required for the occupation of a moveable vehicle for less than twenty-one (21) days; provided, that in the discretion of the building official, health, safety and sanitation requirements of the city are met and that a nuisance to surrounding properties is not created. In the event the building official determines a temporary occupancy for less than twenty-one (21) days violates health, safety or sanitation ordinances or regulations or a nuisance is created for surrounding properties he or she shall take action or refer the matter for appropriate corrective action pursuant to other provisions of this code.
- B. A permit shall be required for occupation of a moveable vehicle on a site or sites, on public or private property, within city limits for a time period exceeding twenty-one (21) days within any three hundred sixty-five (365) day period.
- C. Nothing herein shall authorize the occupancy of an automobile for any period.

~~(Prior code § 8-7.02)~~

15.16.100 Conditions of approval for temporary occupancy permits.

- A. Applications for temporary occupancy permits, when required, shall be submitted to the city building official and shall be granted only upon review and consideration of the following:
 - 1. Compliance with health and safety regulations;
 - 2. Potential for disturbance to adjacent property uses;
 - 3. The applicant's justification for the request; and
 - 4. The specific length of time of proposed occupancy.
- B. The building official may issue a temporary occupancy permit for ~~only when all of~~ the following conditions: ~~are met:~~
 - 1. When for construction-related temporary occupancy, a building permit for a permanent dwelling or building has been issued;
 - 2. The proposed temporary siting does not violate any valid existing deed restrictions or applicable covenants, conditions or restrictions (CC&Rs) of record;
 - 3. ~~The mobilehome, trailer or recreational vehicle will, at all times, be connected to the approved permanent water supply and sewage disposal facility;~~
 - 4. The building permit and temporary occupancy permit holder shall agree in writing to hold the city harmless for any damages or injuries which may result from the approval of a temporary occupancy permit;

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Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

5. The applicant shall deposit a bond or cash amount equal to the cost of removal of the mobilehome, trailer or recreational vehicle, but in no event less than two hundred fifty dollars (\$250.00).

(Prior code § 8-7.03)

15.16.110 Duration of temporary occupancy permits.

- A. Temporary occupancy permits shall not exceed the following periods:
 1. For non-construction-related temporary occupancy, three months, with no more than three renewals upon approval by the building official and payment of the fees for each renewal;
 2. For construction-related temporary occupancy, a maximum of one year, provided that after issuance, the building permit shall be maintained in a current status. In the event that the building permit expires or is suspended or revoked, any mobilehome, trailer or recreational vehicle shall be removed from the parcel within thirty (30) days and occupancy shall immediately terminate. Any building permit extension or reapplication may not include a temporary occupancy permit for the same use previously granted.
- B. If, in the opinion of the building official, the terms and conditions of a temporary occupancy permit are violated, the building official may suspend or revoke the permit.

(Prior code § 8-7.04)

15.16.120 Application or refund of deposit.

- A. The deposit or bond required by Section 15.16.100(B)(5) of this chapter shall be refunded upon the removal of the mobilehome, trailer or recreational vehicle from the site for which a temporary permit has been issued on or before the date of the expiration of the permit or within thirty (30) days from the suspension or revocation of the permit or the related building permit, whichever date is sooner.
- B. In the event that the mobilehome, trailer or recreational vehicle is not removed from the site for which a temporary occupancy permit has been granted at the expiration of the permit or within thirty (30) days from the suspension or revocation of the permit or the related building permit, the deposit may be applied by the city to the actual cost of removal and any storage or related fees incurred by the city. Any costs reasonably incurred by the city not covered or satisfied by the deposit shall be paid to the city as a condition of recovery of possession of the mobilehome, trailer or recreational vehicle.

(Prior code § 8-7.06)

15.16.130 Fees.

~~The fee for temporary occupancy permits shall be seventy-five dollars (\$75.00) per each three-month period provided for in the term of permit. The city council may increase such fees as deemed necessary in the future by resolution.~~

~~(Prior code § 8-7.07)~~

15.16.140 Appeals.

Any decision of the building official pursuant to this article may be appealed to the planning commission by any applicant for or holder of a temporary occupancy permit or other party adversely affected by such decision by the filing of a written notice of appeal stating the grounds for the appeal with the building official or city clerk. The planning commission shall hear and decide any appeal at the next

Title 15 - BUILDINGS AND CONSTRUCTION

Chapter 15.16 MANUFACTURED BUILDINGS AND MOBILEHOME PARKS

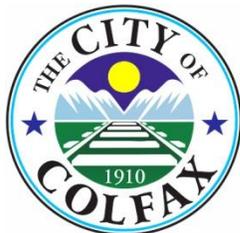
regularly scheduled commission meeting to be held more than seventy-two (72) hours following the filing of a notice of an appeal. A copy of the notice of appeal shall be given to the permit holder by personal service or certified mail if the appeal is filed by any other party. The filing of an appeal shall not stay the suspension or revocation of a temporary occupancy permit.

(Prior code § 8-7.08)

15.16.150 Violation of article—Penalty.

Notwithstanding any other provisions of this article, any violation of this article or any modification thereto, shall be punishable as an infraction, as provided in Chapter 1.24 of this code.

(Prior code § 8-7.09)



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 COUNCIL MEETING

FROM: John Schempf, City Manager

PREPARED BY: Amy Feagans, Planning Director

DATE: December 6, 2016

SUBJECT: Acceptance of Donated Property

<input type="checkbox"/>	N/A	<input type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT:	FROM FUND:
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RECOMMENDED ACTION: Adopt Resolution 50-2016 accepting the property identified as 433 N. Main Street, APN 006-010-015

BACKGROUND AND SUMMARY:

The parcel at 433 N. Main Street is roughly a 3,959 square foot parcel currently under the ownership of the Neil Wheeler Living Trust. Recently, the City was notified by the Successor Trustee that the subject parcel was to be donated to the City as part of the Trust Settlement Agreement. For the City to officially acquire the property, the City Council must take formal action accepting the donation on behalf of the City.

The 3,959 ± square foot parcel is located at the north end of Main Street just south of State Highway 174 (refer to Exhibit 2 - Location Map). The relatively level property is zoned IG (Industrial Greenbelt) and free of debris and weeds however its development potential is limited due to its small size and industrial zoning designation.

ENVIRONMENTAL REVIEW

This action by the City Council is exempt from environmental review pursuant to Sections 15325 (preservation of open space, habitat or historical resources) of the California Environmental Quality Act.

FINANCIAL AND/OR POLICY IMPLICATIONS

A review of Placer County records indicates that property taxes for the 2016 year were approximately \$207 of which the City received a small percentage (no more than one percent), therefore accepting the property will not significantly impact the revenue to the City due to loss of tax income.

While this is a donation to the City, there may be maintenance and upkeep costs in the future. Given the small size of the parcel these are expected to be minimal.

ATTACHMENTS:

Resolution 50-2016

Location Map

Site Photographs

Assessor's Parcel Map Page 6-01

City of Colfax

City Council

Resolution № 50-2016

ACCEPTING THE DONATION OF THE PARCEL OF LAND IDENTIFIED AS 433 N. MAIN STREET (APN 006-010-015)

WHEREAS, the property at 433 N. Main Street is a 3,959 square foot parcel located at the north end of Main Street just south of State Route 174; and

WHEREAS, ownership of the parcel is currently held in the Trust of Mr. Neil Wheeler; and

WHEREAS, the Trust of Mr. Wheeler establishes that the Parcel be donated to the City; and

WHEREAS, transfers of ownership of interests in land to the City is exempt from CEQA review; and

WHEREAS, the City appreciates the generosity of the Owner donating the Property to the City.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Colfax that the proposed donation of the property known as 433 N. Main Street from the Owner to the City is hereby approved, and that the City Manager is authorized to accept the Property on behalf of the City.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED at a regular meeting of the City Council of the City of Colfax held on the 14th day of December 2016 by the following roll call vote of the Council:

Ayes:

Noes:

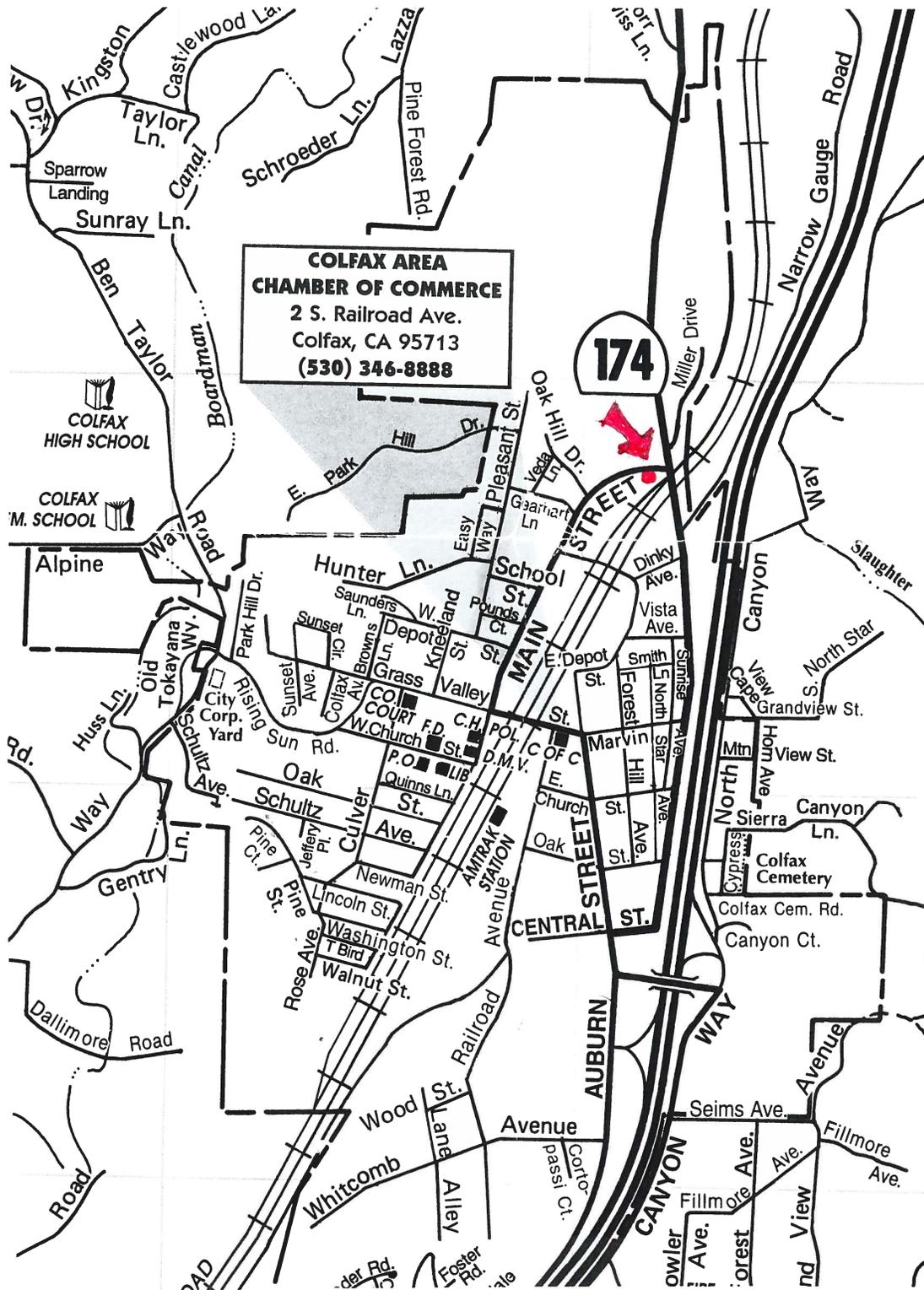
Absent:

Abstain:

Tom Parnham, Mayor

ATTEST:

Lorraine Cassidy, City Clerk



**COLFAX AREA
CHAMBER OF COMMERCE**
2 S. Railroad Ave.
Colfax, CA 95713
(530) 346-8888

174

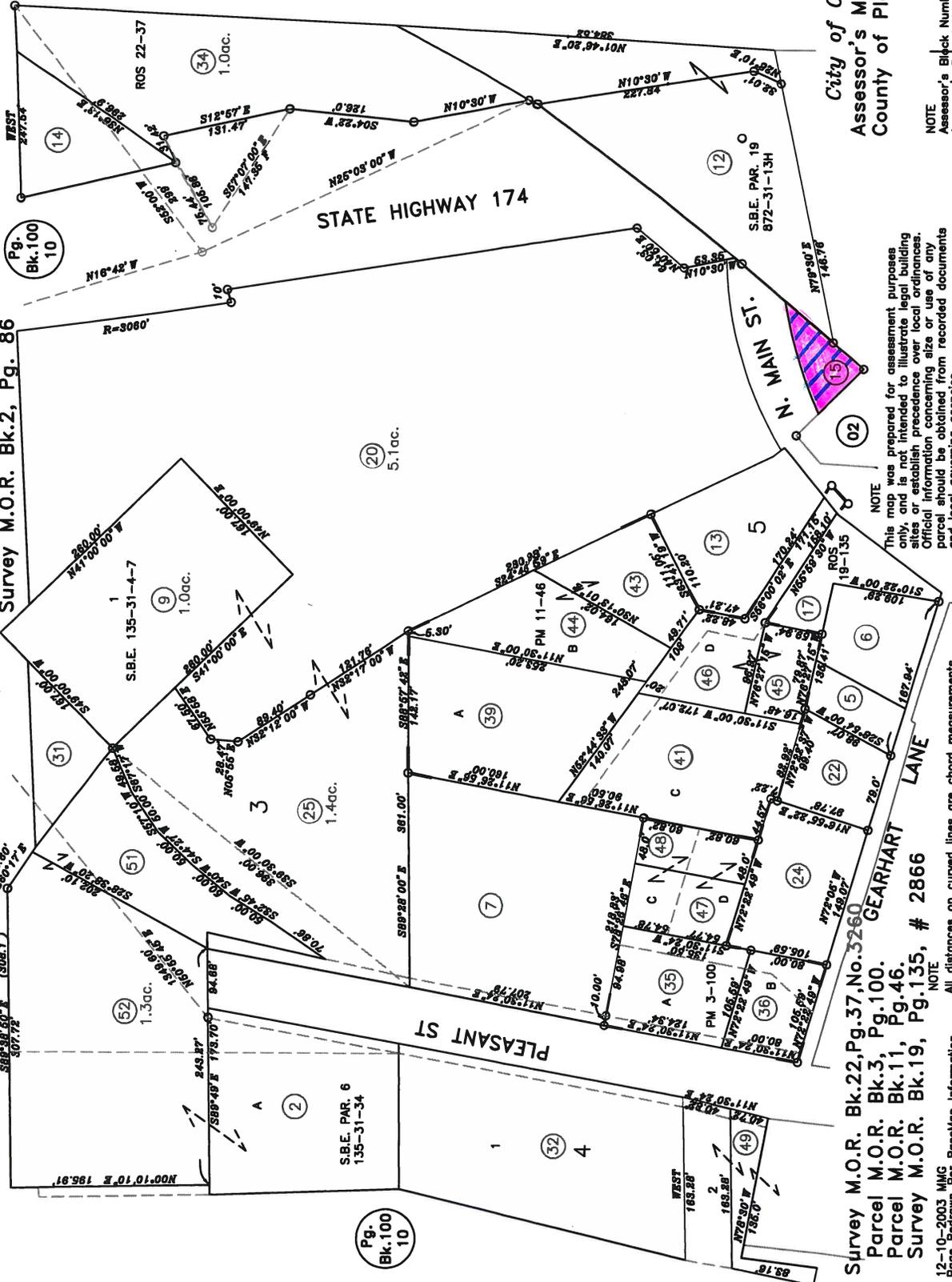
**433 N. Main Street
APN 006-010-015**





POR. S.E.1/4 SEC.34, T.5N., R.9E., M.D.B.&M.
Survey M.O.R. Bk.2, Pg. 86

6-01



City of Colfax
Assessor's Map Bk.6 Pg.01
County of Placer, Calif.

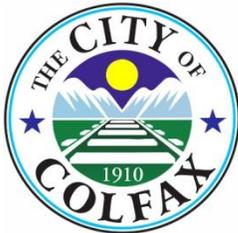
NOTE
Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

NOTE
This map was prepared for assessment purposes only, and is not intended to illustrate legal building sites or establish precedence over local ordinances. Official information concerning size or use of any parcel should be obtained from recorded documents and local governing agencies.

Survey M.O.R. Bk.22, Pg.37, No.3260
Parcel M.O.R. Bk.3, Pg.100.
Parcel M.O.R. Bk.11, Pg.46.
Survey M.O.R. Bk.19, Pg.135, # 2866

NOTE
All distances on curved lines are chord measurements.

12-10-2003 MMG BaseMap Information
Page Redrawn Per



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 COUNCIL MEETING

FROM: Lorraine Cassidy, City Clerk
PREPARED By: Lorraine Cassidy
DATE: December 8, 2016
SUBJECT: Results of November 8, 2016 Election of City Council Members and City Treasurer, and Voter Response to Measure H

<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT: N/A	FROM FUND: N/A
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RECOMMENDED ACTION: Adopt Resolution 51-2016: Declaring Results Of The General Municipal Election Held On November 8, 2016.

BACKGROUND:

A general municipal election was held on November 8, 2016. That election was consolidated with the statewide general election as allowed by law.

In Colfax, 1129 votes were cast for the office of City Council Member. Four candidates ran to fill two seats. One candidate ran to fill the office of City Treasurer and 604 votes were cast for that position. Measure H was also on the ballot, garnering 805 votes. Measure H reads:

Shall the City of Colfax adopt an ordinance which allows and regulates marijuana dispensaries, cultivation, delivery and use, and imposes a sales tax of up to fifteen percent (15%) on the sale of marijuana and marijuana products, which shall be in addition to established municipal and state taxes on such sales, and dedicates all revenues derived from such tax to reduce City business and residential sewer service charges.

Measure H must have 2/3 (66.67%) of the vote to go into effect. A 2/3 vote was required because the City Council restricted the use of the proceeds of the proposed tax to reducing sewer use charges. That made the tax a "special tax" under California Constitution Article XIII C, Section 1(d): "'Special tax' means any tax imposed for specific purposes, including a tax imposed for specific purposes which is placed into a general fund." A 2/3 vote is required for cities to impose a special tax. See California Constitution Article XIII A, Section 4.

The result of the official canvass of the votes is:

Candidate for City Council Member	Number of Votes	Percent of Votes Cast
Kim A Douglass	324	28.70%
Wally Costa	313	27.72%
Marnie Mendoza	270	24.71%
Nicole Maldonado	207	18.33%

Six (6) votes were cast for write-in candidates.

Candidate for City Treasurer	Number of Votes	Percent of Votes Cast
Timothy D Ryan	592	98.01%

Twelve (12) votes were cast for write-in candidates.

Measure H	Number of Votes	Percent of Votes Cast
Yes	514	63.85%
No	291	36.15%

The official canvass of the votes establishes that Kim A. Douglass and Wally Costa were duly elected to the office of Member of the Colfax City Council; Timothy D. Ryan was duly elected to the office of City Treasurer and Measure H did not pass. The official canvass of the votes was timely submitted as required by law.

California law requires the City Council to adopt a resolution declaring the fact of the election, the total votes cast, the names of the persons voted for, the office for which each person was voted for and the number of votes given to each person. See Elections Code Section 10263. The Resolution must be adopted before the new Council Members are administered the oath of office. The attached Resolution meets all legal requirements.

Since this was a consolidated election, the City Council is required to declare the results of the election no later than its first regular meeting after the official canvass of election returns. December 14 is the first regular City Council meeting after the official canvass and is the appropriate time to adopt the proposed Resolution.

City of Colfax

City Council

Resolution № 51-2016

DECLARING RESULTS OF THE GENERAL MUNICIPAL ELECTION HELD ON NOVEMBER 8, 2016

Whereas, a General Municipal Election was held in the City of Colfax on Tuesday, November 8, 2016 as required by law; and

Whereas, notice of said election was duly and regularly given, voting precincts were properly established and furnished, and in all respects said election was held and conducted and the votes cast thereat received and canvassed and the returns thereto made, determined and declared in time, form and manner as required by the laws of the State of California providing for and regulating municipal elections in general law cities; and

Whereas, the City Council has received the canvass of the County Clerk certifying the results of said election and finds that the number of votes cast, the names of the persons voted for and other matters required by law, to be as hereinafter stated.

Now, Therefore, Be It Resolved And Declared by the City Council of the City of Colfax as follows:

1. A General Municipal Election was held and conducted in the City of Colfax on Tuesday, the 8th day of November 2016 in time, form and manner as required by law with the following results.

2. There were 2 voting precincts established in the City of Colfax for the purpose of holding said election.

3. The total number of votes cast in the City of Colfax at said election was 1129 for members of the City Council, 604 votes for the office of City Treasurer, and 805 concerning measure H.

4. The names of the persons receiving votes, the offices for which they received votes and the number of votes received by each of said persons are as follows:

Candidate	Office Sought	Number of Votes
Kim A Douglass	City Council Member	324
Wally Costa	City Council Member	313
Marnie Mendoza	City Council Member	279
Nicole Maldonado	City Council Member	207
Write – in	City Council Member	6
Timothy D. Ryan	City Treasurer	592
Write – in	City Treasurer	12

5. At the General Municipal Election held in the City of Colfax on November 8, 2016, Kim A Douglass and Wally Costa were duly elected to the office of City Council Member for the full term of four (4) years from and after November 8, 2016 and until their successors are elected and qualified, as determined by a majority of the votes cast.

6. At the General Municipal Election held in the City of Colfax on November 8 2016, Timothy D. Ryan was duly elected to the office of City Treasurer for the full term of four (4) years from and after November 8, 2016 and until a successor is elected and qualified, as determined by a majority of the votes cast.

7. At the General Municipal Election held in the City of Colfax on November 8, 2016, Measure H: Shall the City of Colfax adopt an ordinance which allows and regulates marijuana dispensaries, cultivation, delivery and use, and imposes a sales tax of up to fifteen percent (15%) on the sale of marijuana and marijuana products, which shall be in addition to established municipal and state taxes on such sales, and dedicates all revenues derived from such tax to reduce City business and residential sewer service charges was considered by the voters. As a measure imposing a special tax, the measure required a 2/3 vote. 805 votes were cast regarding Measure H.

Measure H Vote Distribution	
YES	514 Votes (63.85%)
NO	291 Votes (36.15%)

Measure H did not pass

The foregoing Resolution was duly and regularly adopted at a regular meeting of the City Council of the City of Colfax held on the 14th of December by the following vote of the Council:

AYES:

NOES:

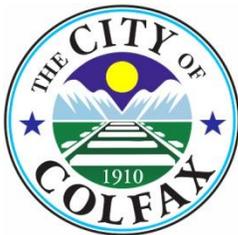
ABSENT:

ABSTAIN:

Tom Parnham, Mayor

ATTEST:

Lorraine Cassidy, City Clerk



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE DECEMBER 14, 2016 COUNCIL MEETING

FROM: Mick Cabral, City Attorney

DATE: December 6, 2016

SUBJECT: Rotation of City Council Officers: Mayor and Mayor Pro Tem

<input checked="" type="checkbox"/> X	N/A	<input type="checkbox"/>	FUNDED	<input type="checkbox"/>	UN-FUNDED	AMOUNT: N/A	FROM FUND: N/A
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RECOMMENDED ACTION: By Separate Motions, Select Mayor and Mayor Pro Tem

The ceremonial nature of the first Colfax City Council meeting in December after a general election usually involves administering the oath of office to the successful candidates and rotating the Mayor and Mayor Pro Tem chairs. To a limited extent, that process is statutory. Government Code §36801 requires the City Council to meet at the meeting at which the declaration of the election results is made and, after the declaration of the election results and the installation of the elected officials, to choose a Mayor and a Mayor Pro Tem.

The order in which this is done is therefore established by statute. December 14 will be the meeting at which the election results are declared. Once that occurs, the newly elected officials will be administered the oath of office. The Mayor and Mayor Pro Tem are thereafter selected by vote of the Council.

Government Code §36801 dictates what must be done in that a Mayor and Mayor Pro Tem must be selected but it does not dictate how the Mayor and Mayor Pro Tem are selected. In December, 2002, the Colfax City Council adopted a policy whereby the rotation occurs by seniority on the Council, excepting those who have already served. That policy provides, in relevant part:

“...the Office of the Mayor is rotated yearly according to seniority on the Council with the exception of those already having served, while this Council sits.”

That policy was reiterated in the December 14, 2004 minutes and was written into the agenda for the December 12, 2006 meeting. The only deviation from the policy occurred in December 2005, when a resolution was adopted honoring the request of the then Mayor Pro Tem not to rotate into the Mayor’s seat. The December, 2005 resolution provides that the established rotation policy was not being modified on a permanent basis.

The December, 2002 action was only to adopt a policy, not an ordinance binding on future Councils. Policies by their nature provide guidance but are not binding. In the case of selection of the Mayor and Mayor Pro Tem, the Council can follow any process it chooses for selection of its Mayor and Mayor Pro Tem for 2017.

The phrase “while this Council sits” injects ambiguity into what the 2002 Council intended because the phrase “this Council” is subject to interpretation. On one hand, if “this Council” is interpreted in its narrow, literal sense to refer only to the 2002 Council that adopted the policy, then application of the policy is limited to the members of the 2002 Council. That would make sense if, for example, there was disagreement between the 2002 Council members over who should next sit as Mayor and Mayor Pro Tem.

Aside from being a literal interpretation of the language selected, this narrow interpretation is consistent with the general proposition that a Council cannot bind future Councils on matters of policy. Each Council has the right to decide which of its members will serve as Mayor and Mayor Pro Tem. The law only requires that those offices be filled. How those offices are filled is a matter of Council policy.

On the other hand, if “this Council” is broadly interpreted to mean “the Colfax City Council”, then the policy adopted in 2002 is arguably intended to apply to future Councils. It has apparently been followed by Councils after 2002, with limited exception. Again, however, it is only a policy, not a binding ordinance.

The rotation “according to seniority” also injects ambiguity into the process. If seniority was the only criteria, then the two Council members with the longest tenure would continue to rotate into and out of the Mayor and Mayor Pro Tem offices. That would not make sense and would not be in keeping with Colfax’s typical practice.

“Seniority” can refer to the total amount of time a member of the Council sits if, for example, a Council member is elected to successive terms. It can also refer to the amount of time a member sits since his or her most recent election. The latter is how the Council has historically interpreted “seniority”.

For example, Mr. Douglass and Mr. Parnham were elected to office in November, 2012. Donna Barkle became Mayor for 2013 because she had most recently been appointed in lieu of an unopposed election in November, 2010 and therefore had the most seniority on the Council. Mr. Hesch was appointed Mayor Pro Tem for 2013 because he had been appointed to fill Suzanne Roberts’ vacancy in September, 2012 and had the second most “seniority” on the Council, having been there before Kim and Tom were elected.

Mr. Hesch became Mayor for 2014. Since Mr. Douglass received the most votes at the November, 2012 election, he was made Mayor Pro Tem for 2014. It was Kim’s turn to serve as Mayor for 2015 and Tom, who was next in line, became 2015’s Mayor Pro Tem and 2016’s Mayor.

Mr. Delfino, Mr. Harvey and Mr. Hesch were elected at the November, 2014 election. Ken received the highest number of votes, followed by Steve and then by Tony. If Ken had remained on the Council, it would have been his turn to serve as Mayor Pro Tem in 2016 and Mayor in 2017 because, based on past Council practice, he would have been the most “senior”. When Ken resigned, Steve became the highest in “seniority” because he received more votes than Tony in 2014 and, based on past practice, was made Mayor Pro Tem in 2016.

Following that practice, Mr. Harvey would be next in line to serve as Mayor in 2017. Mr. Hesch would be next in line to serve as Mayor Pro Tem for 2017 because he was most recently elected in 2014, before Mr. Stockwin’s appointment, and therefore has more “seniority” on the Council. If the Council decides to follow the same historical practice, Mr. Hesch will serve as Mayor in 2018 and Mr. Stockwin will be Mayor Pro Tem in 2018. Will would precede Mr. Douglass and Mr. Costa into that office because Will was on the Council before Mr. Douglass and Mr. Costa were elected, or re-elected as the case may be, in 2016.

There appear to be two basic scenarios from which the Council must chose to resolve this issue:

Scenario 1: Selection Based On Tenure On The Council From A Member's Most Recent Election.

Under this scenario, Mr. Harvey and Mr. Hesch were elected at the same time but Mr. Harvey is “senior” because he secured more votes. Mr. Stockwin is third in seniority because he was appointed before the November 8, 2016 election. Mr. Douglass would be fourth because he was newly elected (or newly re-elected) on November 8, 2016 and received more votes than Mr. Costa. This creates the following rotation:

2016 Mayor Parnham, Mayor Pro Tem Harvey
 2017 Mayor Harvey, Mayor Pro Tem Hesch
 2018 Mayor Hesch, Mayor Pro Tem Stockwin
 2019 Mayor Stockwin, Mayor Pro Tem Douglass
 2020 Mayor Douglass, Mayor Pro Tem Costa
 2021 Mayor Costa, Mayor Pro Tem depends on composition of the Council.

Scenario 2: Selection Based On Rotation.

Under this scenario, Mr. Stockwin has never served as Mayor or Mayor Pro Tem. Mr. Stockwin has more seniority on the Council than Mr. Costa so Mr. Stockwin would serve as Mayor Pro Tem before Mr. Costa because the two remaining members of the Council (Mr. Douglass and Mr. Hesch) have already held both offices. This, again, depends upon when “seniority” begins to accrue. I started with 2014 because two members of the current Council served as Mayor and Mayor Pro Tem beginning that year.

2014 Mayor Hesch, Mayor Pro Tem Douglass
 2015 Mayor Douglass, Mayor Pro Tem Parnham
 2016 Mayor Parnham, Mayor Pro Tem Harvey
 2017 Mayor Harvey, Mayor Pro Tem Stockwin
 2018 Mayor Stockwin, Mayor Pro Tem Costa
 2019 Mayor Costa, Mayor Pro Tem Hesch
 2020 Mayor Hesch, Mayor Pro Tem Douglass
 2021 Mayor Douglass, Mayor Pro Tem Harvey

This issue is exclusively for the City Council to decide. The history is interesting, if not a bit confusing, but selection of Mayor and Mayor Pro Tem is a policy issue for the Council, not staff or the City Attorney. I recommend that Council clarify this process for the future benefit of all involved.