

CHAPTER 10
APPENDIX

Appendix A

**City of Colfax
Hillside Development Guidelines**

RESOLUTION NO. 29 -93

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLFAX
ADOPTING HILLSIDE DEVELOPMENT GUIDELINES

WHEREAS, the City Council is authorized by Section 9-1.1685 of the Colfax Municipal Code to adopt Hillside Development Guidelines by resolution

NOW, THEREFORE, the City Council of the City of Colfax does hereby resolve to adopt the attached Hillside Development Guidelines.

PASSED AND ADOPTED this 13th day of April, 1993 by the following roll call vote:

AYES: Councilpersons Farrell, Hodges & Miller

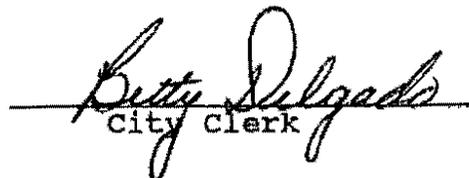
NOES: Councilpersons Ralphy & Chadd

ABSENT: None



Mayor

ATTEST:



City Clerk

CITY OF COLFAX HILLSIDE DEVELOPMENT GUIDELINES

Statement of Purpose

Section 1.

The following Hillside Development guidelines are intended to ensure the appropriate development of hillside areas. The guidelines are for the use, development, or alteration of land in Hillside areas. The Guidelines are to be utilized to provide direction to encourage development which is sensitive to the unique characteristics common to hillside properties. The purpose for the Guidelines is to protect existing hillsides and to encourage innovation, to the extent that the end result is one which respects the hillside and is consistent with the goals and policies of these guidelines. The guidelines shall be used by the Planning Commission and the City Council in evaluating those development proposals. We expect developments will innovate beyond the minimum guidelines herein specified.

The purpose of these guidelines is:

- A. To preserve and protect hillside areas in order to maintain the identity, image and environmental quality of the City of Colfax;
- B. To maintain an environmental equilibrium consistent with the native vegetation, animal life, geology, slopes, and drainage patterns;
- C. To facilitate hillside preservation through appropriate development guidelines of hillside areas. The guidelines are intended to provide direction and encourage development which is sensitive to the unique characteristics common to hillside properties including land form, vegetation and scenic quality among others. Innovation in design is encouraged as long as the end result is one which respects the hillside and is consistent with the purposes expressed in this section and in the goals and objectives of the General Plan;
- D. To ensure that development in the hillside areas shall be concentrated in those areas with the least environmental impact and shall be designed to fit the existing land form; consideration should be given to clustered housing.
- E. To preserve significant features of the natural topography, including swales, canyons, knolls, ridgelines, and rock outcrops. Development may necessarily affect natural features by, for example, roads crossing ridgelines. Therefore, a major design criterion shall be the minimization of such impacts;

- F. To provide a safe means of ingress and egress for vehicular and pedestrian traffic to and within hillside areas, with minimum disturbance to the natural terrain;
- G. To correlate intensity of development with the steepness of terrain in order to minimize grading, removal of vegetation, land instability and fire hazards;
- H. To provide in hillsides, alternative approaches to conventional flat land development practices by achieving land use patterns and intensities that are consistent with the natural characteristics of hill areas such as slopes, land form, vegetation and scenic quality; and
- I. To encourage the planning, design and development of home sites that provide maximum safety with respect to fire hazards, exposure to geological and geotechnic hazards, drainage, erosion and siltation, and materials of construction; provide the best use of natural terrain; and to prohibit development what will create or increase fire, flood, slide, or other safety hazards to public health, welfare, and safety.
- J. The intention of these Guidelines is not necessarily to reduce density, but to insure a viable product, clustering should be considered, any unreasonable density will be questioned.

Section 2.

- A. **Definitions:** The following definitions shall apply to this Section:

CONTOUR: A line drawn on a plan which connects all points of equal elevation.

CONTOUR GRADING: A grading technique designed to result in earth forms which resemble natural terrain characteristics. Horizontal and vertical curve variations are often used for slope banks. Contour grading does not necessarily minimize the amount of cut and fill occurring.

CUT: The mechanical removal of earth material.

CUT AND FILL: The excavating of earth material in one place and depositing of it as fill in an adjacent place.

DRIVEWAY: A means of access over private property to a single residential unit.

EFFECTIVE BULK: The effective visual bulk of a structure when seen from a distance of from below.

ELEVATION: Height or distance above sea level.

EROSION: The process by which the soil and

rock components of the earth's crust are worn away and removed from one place to another by natural forces such as wind and water.

FILL: A deposit of earth material placed by artificial means.

FINISH GRADE: The final elevation of the ground surface after development, which is in conformity with the approved plan.

GRADING: To bring an existing surface to a designed form by excavating, filling, or smoothing operations.

HILLSIDE: Refers to a parcel of land which contains grades in excess of 10%

NATURAL SLOPE: A slope which is not man-made. A natural slope may retain natural vegetation during adjacent grading operations or it may be partially or completely removed and replanted.

PAD: A level area created by grading to accommodate development.

RIDGE: A long, narrow, conspicuous elevation of land.

ROADWAY: A means of access over private property to more than one residential unit.

SLOPE: An inclined ground surface, the inclination of which is expressed as a ratio of horizontal distance (run) to vertical distance (rise), or change in elevation. The percent of any given slope is determined by dividing the rise by the run, multiplied by 100.

SLOPE, MAN-MADE: A manufactured slope consisting wholly or partially of either cut or filled material.

SLOPE TRANSITION: The area where a slope bank meets the natural terrain or a level graded area either vertically or horizontally.

B. Hillside Designation

The following are guidelines for hillside slope categories to ensure that development will complement the character and topography of the land. The guidelines for one category may be applied to limited portions of the property in an adjacent category when a project is developed on property in more than one slope category. Clustering should be considered.

<u>Slope Category</u>	<u>% Natural Slope</u>	<u>Site Guidelines</u>
1	10 to 20	Special hillside architectural and design techniques that minimize grading are desired in this Slope Category. Structures shall conform to the natural topography and

natural grade by using techniques such as split level foundations of greater than 18 inches, stem walls, stacking and clustering. Conventional grading may be considered by the city for limited portions of a project when its plan includes special design features, extensive open space or significant use of green belts.

2. 20 to 30

Development within this category shall be restricted to those sites where it can be shown that safety, environmental and aesthetic impacts can be minimized. Use of large lots, variable setbacks and variable building structural techniques such as stepped foundations are expected. Structures shall be designed to minimize the visual impact of their bulk and height. The shape, materials, and colors of structures shall blend with the natural environment. The visual and physical impact of driveways and roadways shall be minimized by eliminating sidewalks, and reducing their widths to the minimum required for emergency access and following natural contours, using grade separations where necessary and otherwise minimizing grading.

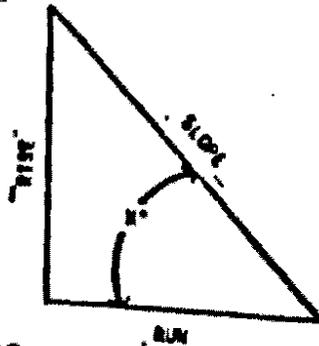
3. 30 & over

This is an excessive slope conditions and development is extremely limited.

C. Density Within Single-Family Residential Zones

The maximum number of residential dwelling units which may be permitted to be constructed on a given parcel of land shall be the calculated base zoning development limit less the number eliminated due to environmental constraints as determined pursuant to these guidelines.

RATIO RUN/RISE
 PERCENT RUN/RISE
 DEGREE ANGLE BETWEEN RUN/RISE



Average % of Slope
 In Natural Condition

Zoning Density Allowed
 If No Clustering is Presented

0 - 10%	.....	100%
10.1 - 15%	.....	80%
15.1 - 20%	.....	60%
20.1 - 25%	.....	40%
25.1 - 30%	.....	20%
over 30%	.....	0%

The combined maximum "percentage of base zoning density allowed" shall not reduce total number of units to less than 25% of maximum base zoning for an individual project.

1. Environmental Constraints - The maximum number of residential dwelling units shall be as determined by environmental assessment, unless such development constraints can be shown to have been eliminated or mitigated to the satisfaction of the Planning Commission or of the City Council on appeal.
2. Exemption - Other provisions of this subsection to the contrary notwithstanding, lots of record as of the date of adoption of these guidelines shall be entitled to a minimum of one dwelling unit, provided that required zoning and land development criteria are met.
3. Administration - These guidelines shall be administered in conjunction with the provisions of Title 9, Chapter 20 of the Colfax Municipal Code. Where a conflict or inconsistency exists, the more restrictive regulation shall apply.

D. Hillside Development Guidelines.

The following Hillside Development Guidelines are intended to ensure the appropriate development of hillside areas. The Guidelines are for the use, development, or alteration of land in Hillside areas. The Guidelines are to be utilized to provide direction to encourage development which is sensitive to the unique characteristics common to hillside properties.

The purpose for the Guidelines is to protect existing hillsides and to encourage innovation, to the extent that the end result is one which respects the hillside and is consistent with the goals and policies of these guidelines. The Guidelines shall be used by the Planning Commission and the City Council in evaluating those development proposals in which it is proposed to go beyond the minimum density standards herein specified.

Section 3.

Application Filing Requirements

For all site development applications requiring Planning Commission review, the following information shall be submitted for proposed development areas in which topography exceeds 10%:

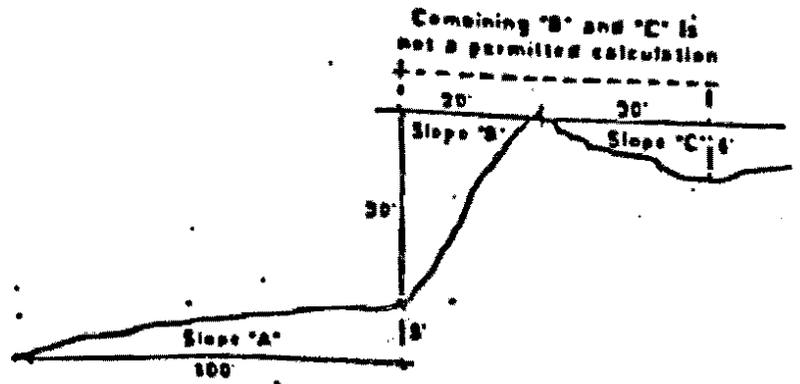
- A. A natural features map, which shall identify all existing slope banks, ridgelines, canyons, natural drainage courses, federally recognized blue line streams, rock outcroppings, and existing vegetation or accomplished by aerial photograph or site visit.

- B. A conceptual grading plan, which shall include the following items in addition to those required by the Municipal Code or as part of the Submittal Requirements Checklist:
 - 1. A legend with appropriate symbols which should include, but not be limited to, the following items: significant retaining walls and curbs and burms, significant trees, spot elevations as identified by paragraph A, pad and finished floor elevations, and change in direction of drainage.
 - 2. A map with proposed fill areas colored in brown and cut areas colored in red.
 - 3. Contours shall be shown for existing and natural land conditions and proposed work. Existing contours shall be depicted with a dashed line with every fifth contour darker, and proposed contours shall be depicted as above except with a solid line. Contours shall be shown according to the following schedule:

<u>Natural Slope</u>	<u>Maximum Interval Feet</u>
0% to 20%	2
Above 20%	5

- C. A slope analysis map for the purpose of determining the amount and location of land as it exists in its natural

state falling into each slope category as specified below. For the slope map, the applicant shall use a base topographical map of the subject site, prepared and signed by a registered civil engineer or licensed land surveyor, which shall have a scale of not less than 1 inch to 100 feet and a contour interval may be 5 feet when the slope is more than 20 percent. This base topographical map shall include all adjoining properties within 150 feet of the site boundaries. Delineate slope bands in the range of to 10 percent, 10 up to 20 percent, 20 up to 30 percent, 30 percent or greater. Also included shall be a tabulation of the land/area in each slope category specified in acres.



SLOPE FORMULA

- Average Cross Slope - Slope "A" $8/100 = .08 = 8\%$
- Slope "B" $30/20 = 1.50 = 150\%$
- Slope "C" $8/30 = .27 = 27\%$

The exact method for computing the percent slope and area of each slope category should be sufficiently described and presented so that a review can be readily made. Also, a heavy, solid line indicating the 10 percent grade differential shall be clearly marked on the plan, and an additional copy of the map shall be submitted with the slope percentage categories depicted in contrasting colors.

- D. Provide a sufficient number of slope profiles to clearly illustrate the extent of the proposed grading. A minimum of 3 slope profiles shall be included with the slope analysis. The slope profiles shall include the greatest topographical relief or differences as possible; more may be requested based on the project.
 - 1. At least two of the slope profiles shall be roughly parallel to each other and roughly perpendicular to existing contour lines.

- E. Both the slope analysis and slope profiles shall be stamped and signed by either a registered landscape architect, civil engineer, or land surveyor indicating

the datum, source, and scale of topographic data used in the slope analysis and slope profiles, and attesting to the fact that the slope analysis and slope profiles have been accurately calculated and identified.

- F. Tentative maps and final maps shall accurately depict the building envelope for each lot when required by the Planning Director or Planning Commission.
- G. Exceptions to the filing requirements shall be determined by the City Planner or Planning Commission.

Section 4. Public Safety Standards.

A. Fire Protection Standards

- 1. Review plans and obtain comments from Fire Marshall/Fire Chief.

B. Grading

The following standards define basic grading techniques which are consistent with the guidelines and avoid unnecessary cut and fill. Refer also to Code sections for site development.

1. Standards.

- a. Grading shall be phased so that prompt revegetation or construction will control erosion. Where possible, only those areas which will be built on, resurfaced, or landscaped shall be disturbed. Top soil shall be stockpiled during rough grading and used on cut and fill slopes. Revegetation of cut and fill slopes shall occur within three (3) months (weather permitting) to the satisfaction of the City.
- b. Grading operations shall be planned to avoid the rainy season, October 15 to April 15.
- c. Cut slopes for purposes of establishing building pads shall not exceed twenty (20) feet in height and fill slopes shall not exceed eight (8) feet in depth at any point on the site.
- d. Retaining walls associated with lot pads are limited to:
 - i. Upslope (from the structure) walls not to exceed six (6) feet in height. Terraced retaining structures may be utilized which are separated by a minimum of three (3) feet and appropriate landscaping.

i Downslope (from structure), walls not to exceed three and 1/2 (3 1/2) feet in height. Where an additional retained portion is necessary due to unusual or extreme conditions, (such as lot configuration, steep slope or road design) then the use of terraced retaining structures shall be considered on an individual lot basis. Terraced walls shall not exceed three (3) feet in height and shall be separated by a minimum of three (3) feet and appropriate landscaping. Terracing shall not be used as a typical solution within a development.

iii. Retaining walls which are an integral part of the structure shall not exceed eight (8) feet in height. Their visual impact shall be mitigated through contour grading and landscape techniques.

e. Contour grading techniques should be used to provide a variety of slope percentage and slope direction in a three dimensional undulating pattern similar to existing, adjacent terrain. Hard edges left by cut and fill operations should be given a rounded appearance that closely resembles the adjacent natural contours.

f. Where possible, graded areas should be designed with manufactured slopes located on the uphill side of structures, thereby, hiding the slope behind the structure.

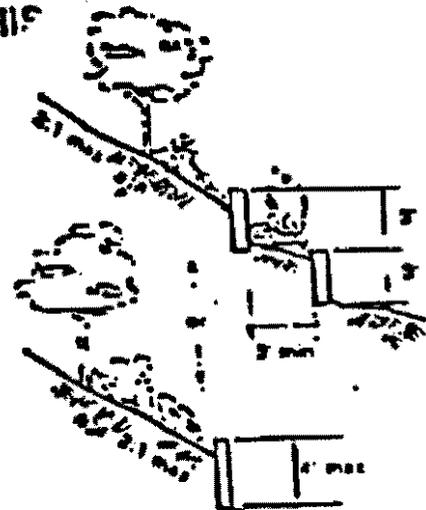
THIS

Larger manufactured slopes should be located on the uphill side of the structure to reduce the appearance of grading from the street

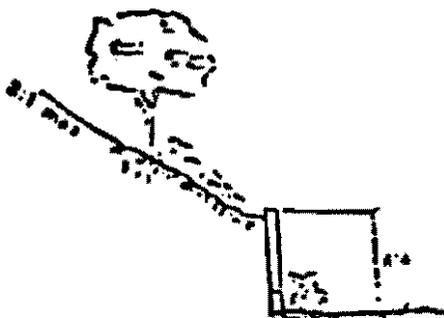


Slopes should be rounded to provide a more natural appearance

THIS



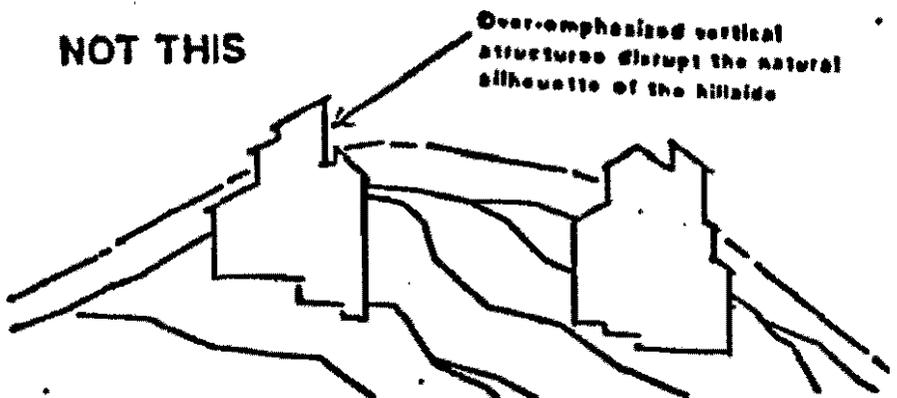
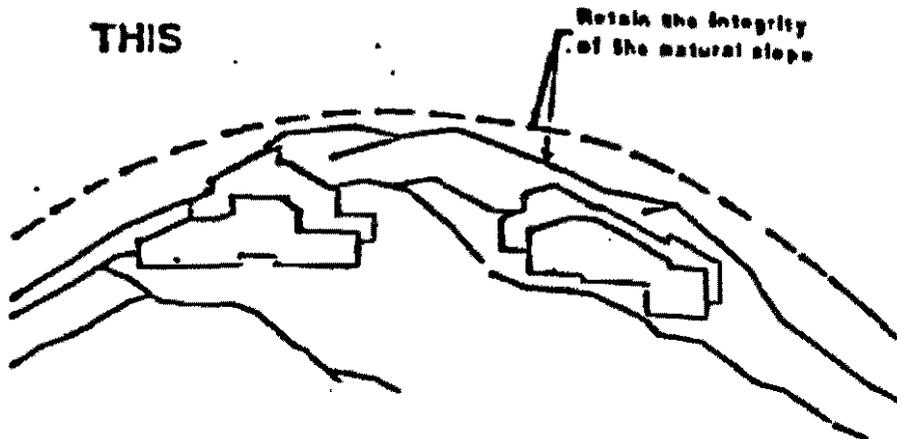
NOT THIS



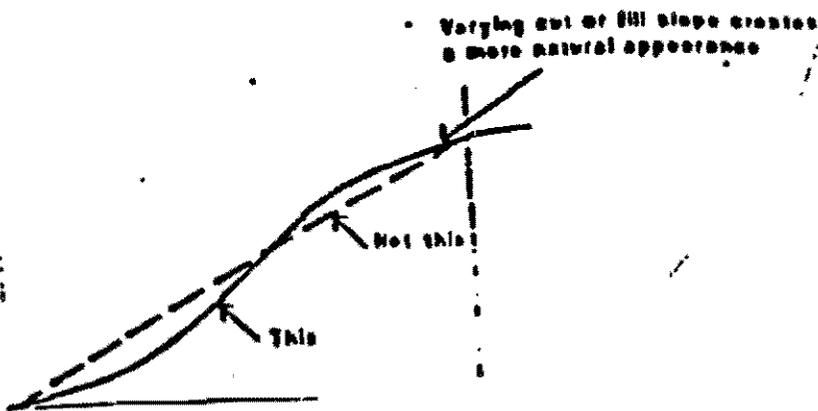
- g. The following factors shall be taken into consideration in the design of a project:
- a. When space and proper drainage requirements can be met with approval by the City Engineer, rounding of slope tops and bottoms shall be accomplished.
 - b. When slopes cannot be rounded, vegetation shall be used to alleviate a sharp, angular appearance.
 - c. A rounded and smooth transition shall be made when the planes of man-made and natural slopes intersect.
 - d. When significant landforms are "sliced" for construction, the landforms shall be rounded as much as possible to blend into natural grade.
 - e. Manufactured slope faces shall be varied to avoid excessive "flat-planed" surfaces.
- h. No manufactured slope shall exceed 30 feet in height between terraces or benches.

EXAMPLES OF DESIGN:

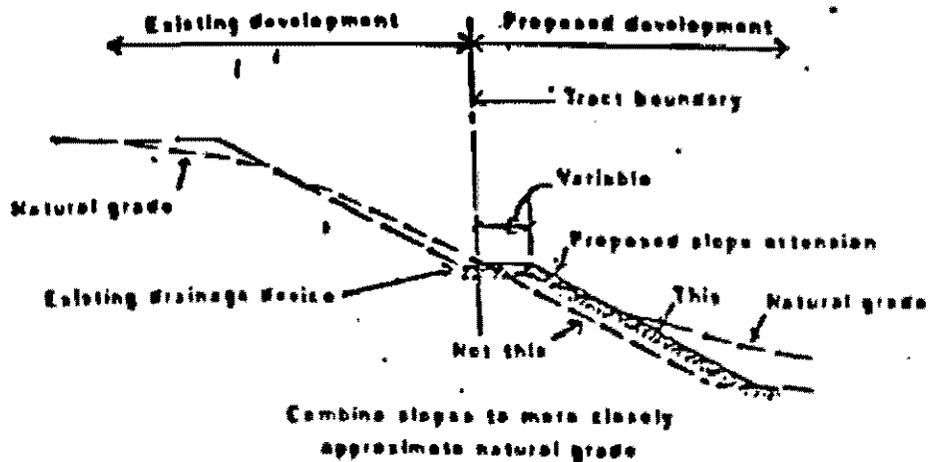
- a. Maintain roof lines below crest of ridgelines



- b. Where cut or fill conditions are created, slopes should be varied rather than left at a constant angle which may be unstable or create an unnatural, rigid, "man-made" appearance.



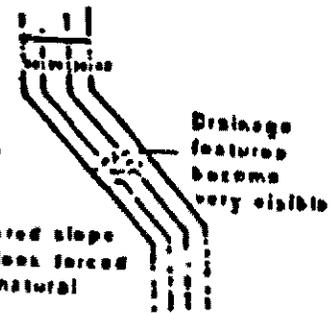
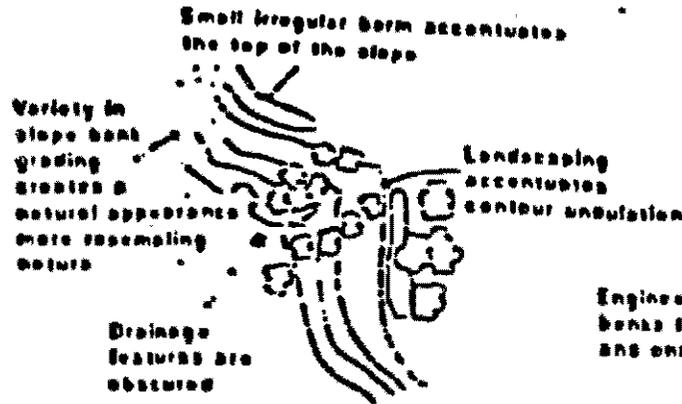
- c. The angle of any graded slope should be gradually adjusted to the angle of the natural terrain.



- d. Hard edges left by cut and fill operations should be given a rounded appearance that closely resembles the natural contours of the land.

THIS

NOT THIS



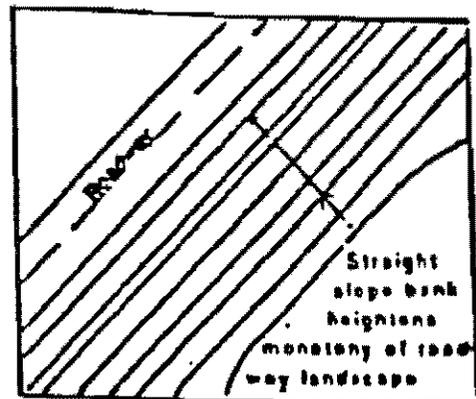
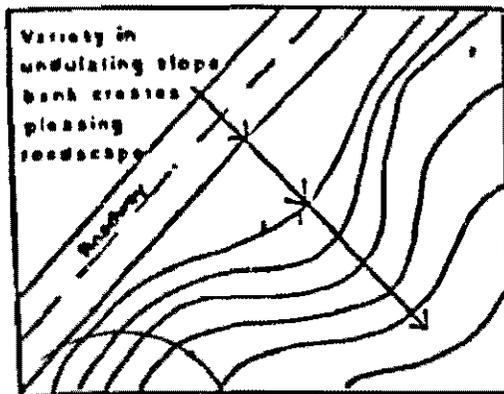
Use of radii and uneven slopes

Use of angles and uniform slopes

- d. Manufactured slopes adjacent to roadways should be modulated by sufficient berming, regrading, and landscaping to create visually interesting and pleasing streetscapes.

THIS

NOT THIS



Section 5.

Drainage

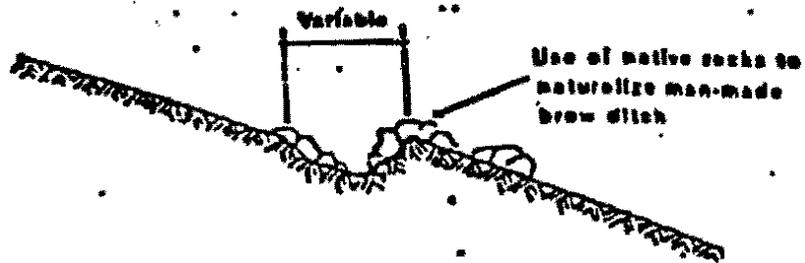
A. Where a conflict exists between the provisions of this section and Chapter 70 of the Uniform Building Code, the drainage, soils and geology provisions of Chapter 70 shall prevail, unless in the opinion of the City Engineer, the provisions of this section meet sound engineering standards consistent with the standards of Chapter 70.

B. Standards.

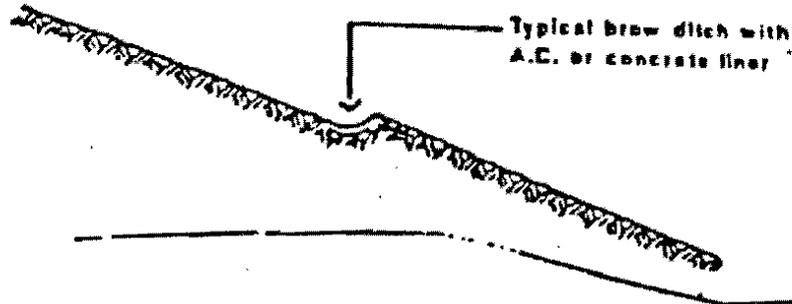
1. Debris basins, rip rap, and energy dissipating devices shall be provided where necessary to reduce erosion when grading is undertaken. Except for necessary flood control facilities, significant natural drainage courses shall be protected from grading activity. In instances where crossing is required, a natural crossing and bank protection shall be preferred over steel and concrete systems. Where brow ditches are required, they shall be naturalized with plant materials and native rocks.
2. Building and grading permits shall not be issued for construction on any site without an approved location for disposal of runoff waters, including but not limited to such facilities as a drainage channel, public street or alley, or private drainage easement.
3. All cuts shall be protected from erosion.
4. The use of cross lot drainage shall be subject to Planning Commission review and may be approved after demonstration that this method will not adversely affect the proposed lots or adjacent properties, and that it is absolutely required in order to minimize the amount of grading which would result with conventional drainage practices. Where cross lot drainage is utilized, the following shall apply:
 - a. Project Interiors - Drainage facilities may cross lots if an easement is provided and either within an improved, open V-swale gutter, which has a naturalized appearance, or within a closed drainage pipe which shall be a minimum twelve (12) inches in diameter. This drainage shall be conveyed to either a public street or to a drainage easement. If drainage is conveyed to a private easement, it shall be maintained by a homeowners association, otherwise the drainage shall be conveyed to a public easement. The easement width shall be determined on an individual basis and shall be dependent on appropriate hydrologic studies and access requirements.
 - b. Project Boundaries - Onsite drainage shall be conveyed in an improved open V-swale, gutter, which has a naturalized appearance or within an underground pipe in either a private drainage easement, which is to be maintained by a homeowner's association, or it shall be conveyed in a public easement. The easement width shall be dependent on appropriate hydrologic studies and access requirements.

DESIGN EXAMPLE: BROW DITCH @ TOP OF SLOPE.

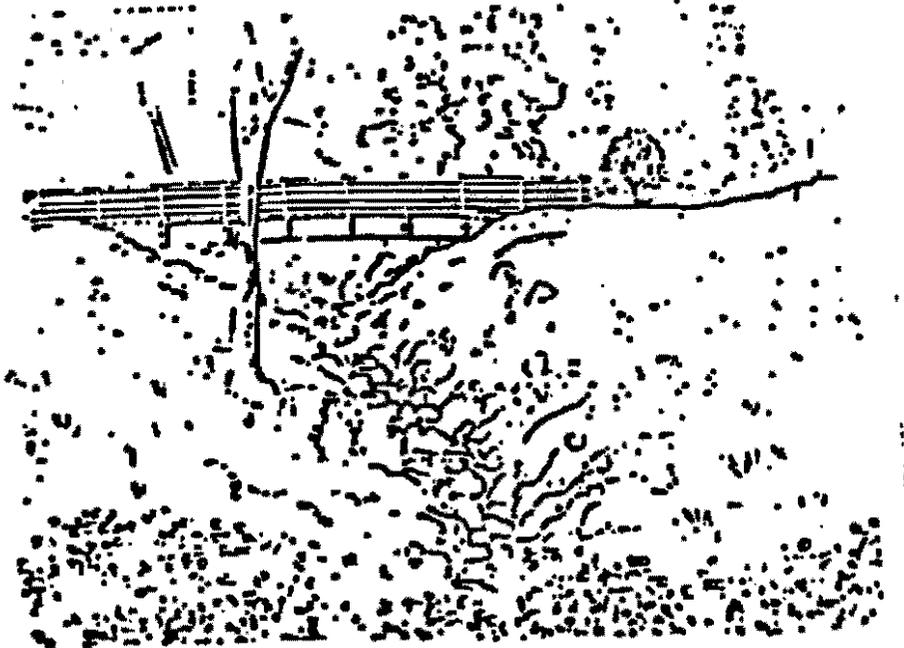
. THIS



NOT THIS



- C. Where possible, drainage channels should be placed in inconspicuous locations, and more importantly, they should receive a naturalizing treatment including native rock, colored concrete and landscaping, so that the structure appears as an integral part of the environment.



- D. Natural drainage courses should be preserved and enhanced to the extent possible. Rather than filling them in, drainage features should be incorporated as an integral part of the project design.

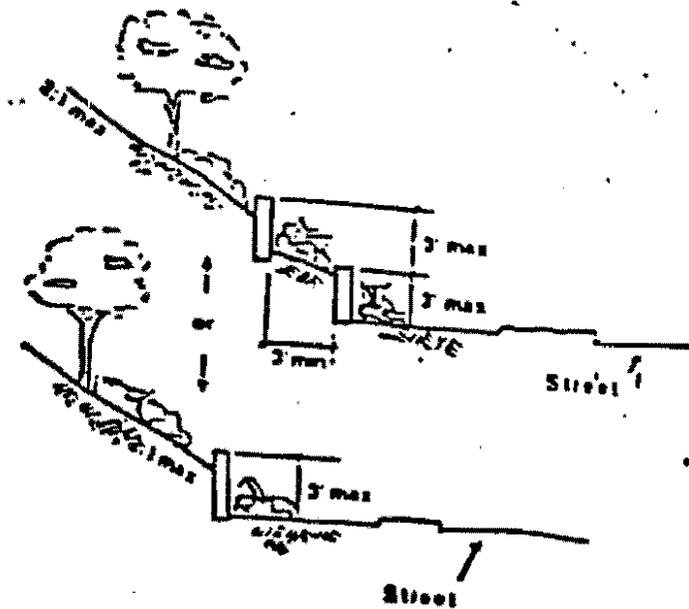
Section 6.

Access and Parking

A. Standards.

1. Normal driveway slopes should not exceed 15%. Driveway grades up to a maximum of twenty (20) percent may be permitted under severe grading circumstance if approved by the City Engineer, and shall be aligned with the natural contours of the land. Proper design considerations shall be employed, including such items as vertical curves and parking landings. In any case, parking landings shall be utilized on all drives over ten (10) percent grade.
2. Grooves for traction shall be incorporated into the construction of driveways with a slope of twenty (20) percent or combine a coarse paving matter into the construction.

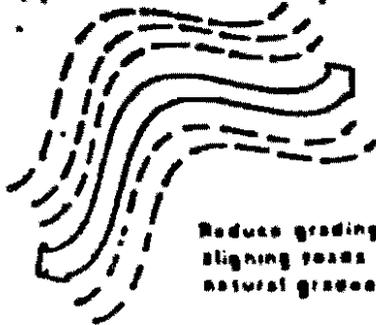
THIS



3. Where retaining walls are necessary adjacent to roadways or within street setbacks, they shall be limited to three (3) feet in height in order to avoid obstruction of motorists' and pedestrians' field of view, and to create an aesthetically pleasing streetscape. No more than three (3), three (3) foot high terraced or stepped retaining wall shall be utilized which are separated by a minimum of three (3) feet and appropriate landscaping. Slopes not greater than fifty (50) percent (or 2:1) will be permitted upon review and approval by the Fire Marshall.
4. Driveways shall enter public/private streets maintaining adequate line of sight.
5. Cul-de-sacs to a maximum of 750 feet in length may be permitted with a maximum of 30 dwelling units, and to a maximum of 1000 feet in length with a maximum of 20 dwelling units and shall terminate with a turn around area not less than 35 feet in radius to curb face. Interim dead-end roads which will be extended in the future shall not be defined as cul-de-sacs.

6. In major subdivisions with only one (1) primary access, a secondary emergency access shall be provided.
7. All other street improvement standards shall conform to standard plans and specifications for public streets of the City of Colfax, or as approved for each individual project.
8. The Planning Commission or City Council may approve modifications to the above right-of-way design standards provided such modifications are in substantial conformance with the objectives stated in this section, without the need for a variance application.
9. Roadways and driveways, where feasible, should conform to the natural landform. They should not greatly alter the physical and visual character of a hillside by creating large notches in ridgelines or by defining wide straight alignments or by building switch-backs on visually prominent hillside, split sections and parking bays should be utilized in the layout of hillside streets.

THIS



Reduce grading by
slighting roads along
natural grades

NOT THIS

Roads and hillside grading



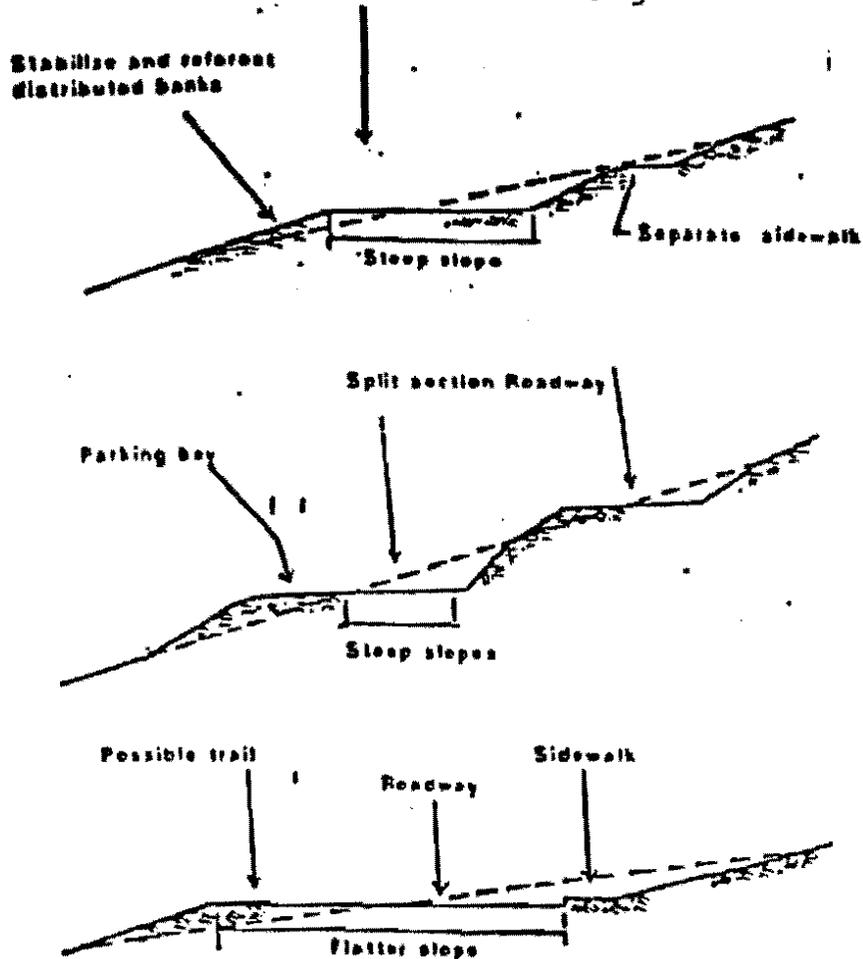
Avoid running counter
to steep grades



To get from A to B, route selection would
be somewhere between perpendicular and
parallel to the contours

10. Where road construction is permitted in hillside areas, the extent of vegetation disturbance and visual disruption should be minimized by the combined use of retaining structures and regrading to approximate the natural slope. The following techniques should be used where feasible:

- a. Utilize landform planting in order to create a natural appearance and provide a sense of privacy.
- b. Reduce the visual and safety impacts by use of terraced retaining walls and landscaping.
- c. Split roadways increase the amount and appearance of landscaping and the median can be used to handle drainage.

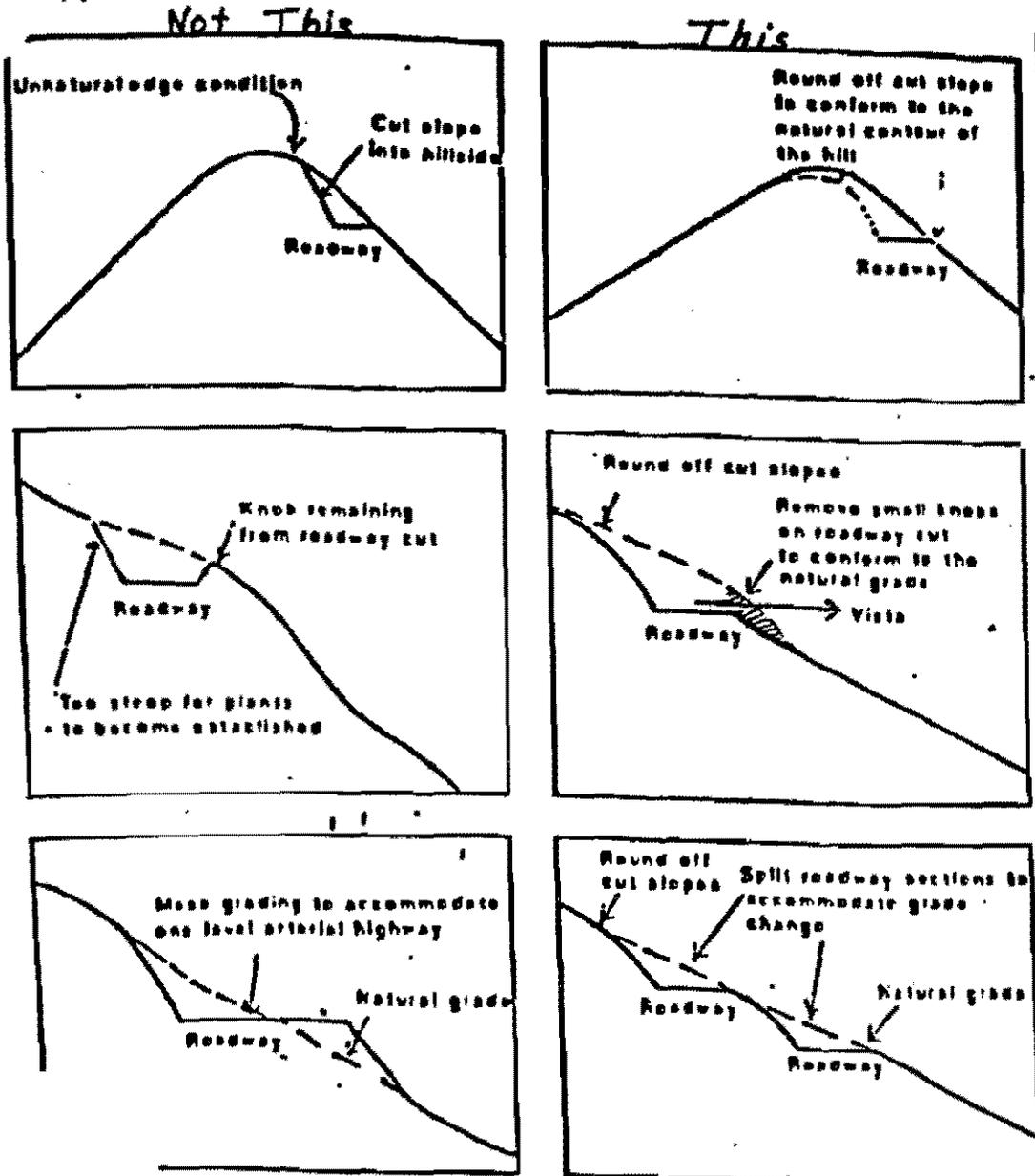


Section 7.

Trails

A. Trails are encouraged to be an integral part of a hillside area and can provide recreation areas for equestrian, hiking and biking uses. They can also function as a means to take up grade or to convey drainage.

In hillside areas, it is not always necessary to provide full improvements for trails. A more natural experience may be achieved, and the amount of grading required can be reduced, by providing minimal improvements in appropriate areas, such a undevelopable, steep slopes.



Section B.

Site Design

A. Standards.

1. The dimensions of a building parallel to the contour lines shall be maximized in order to limit the amount of cutting and filling and to better fit the house to the natural terrain.

THIS

Terraced decks do not increase building bulk

Effective bulk with or without decks



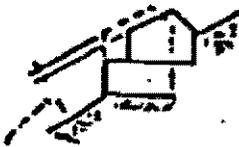
Building correctly fits into the ground and minimizes the effect on the hillside



Use of roof decks, low level decks, and side of building decks

Terracing reduces bulk

Effective Bulk



Effective bulk

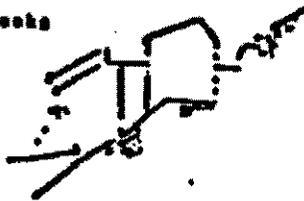


Smaller overhangs for individual floors or windows help break-up mass and protect against excessive sunlight

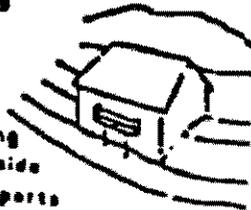
NOT THIS

Overhanging decks make building seem more massive

Effective bulk



High profile building stands out on the hillside



Avoid decks hanging from the downhill side with long pole supports

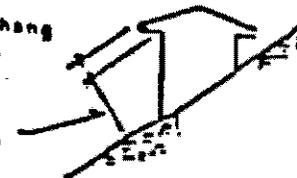
Cantilever makes building appear taller, more monumental

Effective Bulk



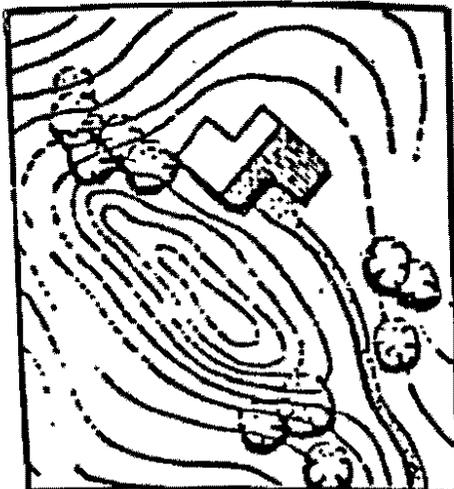
Excessive roof overhang results in additional visual bulk

Effective Bulk

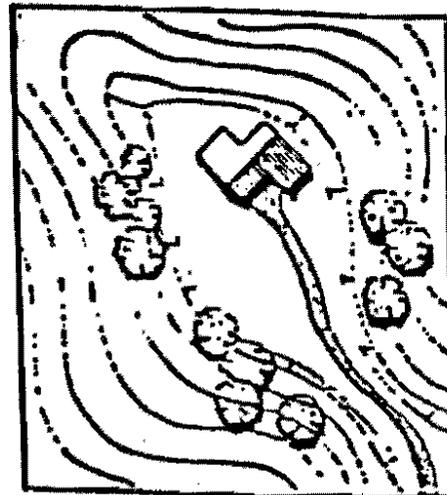


2. Design of building sites should be sensitive to the natural terrain. Structures should be located in such a way as to minimize necessary grading and to preserve natural features such as prominent knolls or ridgelines.
3. Views of significant visual features as seen from both within and outside a hillside development should be preserved. The following provisions shall be taken into consideration:
 - a. Dwelling should be oriented to allow view opportunities, although such views may be limited. Residential privacy should not be unreasonably sacrificed.
 - b. Any significant public vista or view corridor as seen from a secondary, collector or major arterial should be protected.
4. Projects should incorporate variable setbacks, multiple orientations and other sit planning techniques to preserve open spaces, protect natural features and offer views to residents.

This



Not This



Section 9.

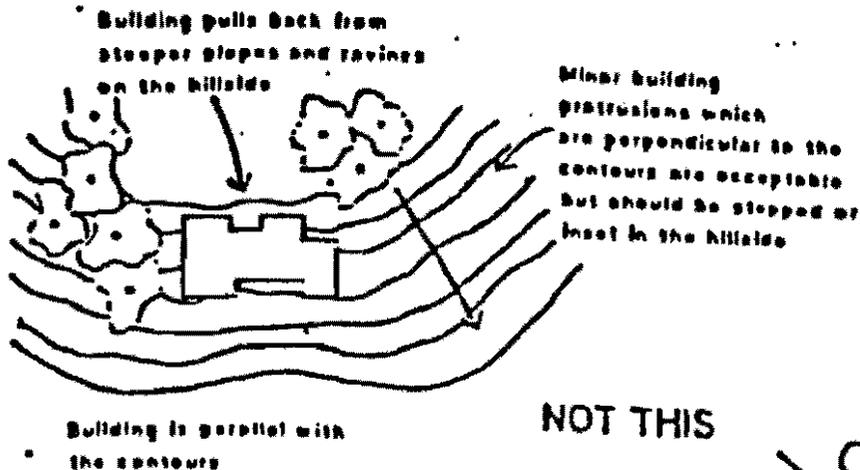
Architecture.

A. Standards.

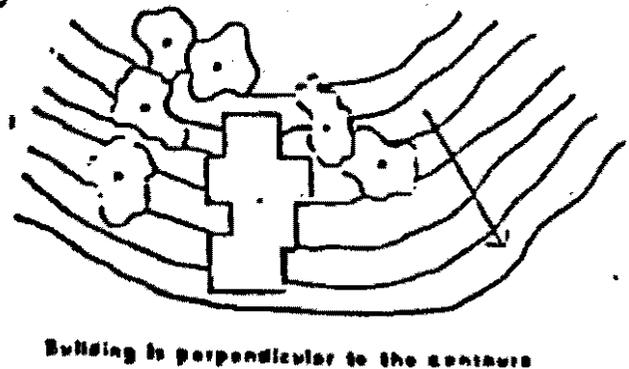
1. The form, mass and profile of the individual buildings and architectural features should be designed to blend with the natural terrain and preserve the character and profile of the natural slope. Some techniques which may be considered include:
 - a. Split pads, stepped footings and grade separations to permit structure to step up the natural slope.
 - b. Detaching parts of a dwelling such as a garage.
 - c. Avoid the use of gable ends on downhill elevations. The slope of the roof should be oriented in the same direction as the natural slope and should not exceed natural slope contour by twenty (20) percent.
2. Avoid excessive cantilevers on downhill elevations.
3. Excavate underground or utilize below grade rooms to reduce effective bulk and to provide energy efficient and environmentally desirable spaces. However, the visible area of the building shall be minimized through a combined use of regrading and landscaping techniques.
4. Use roofs on lower levels for the deck open space of upper levels.
5. Building materials and color schemes should blend with the natural landscape of earth tones and natural chaparral vegetative growth.
6. To the extent possible, the width of a building measured in the direction of the slope, shall be

minimized in order to limit the amount of cutting and filling and to better "fit" the house to the natural terrain.

THIS



NOT THIS



Section 10.

Fences and Landscaping.

A. Standards.

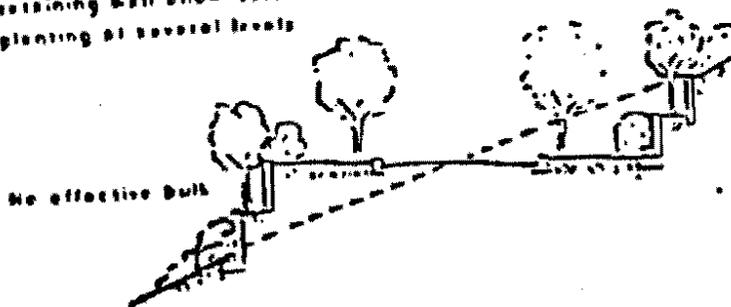
1. Within the front yard (street to structure), walls and fencing, not exceeding six (6) feet in height, visible from roadways or public rights-of-way shall be visually open and non-opaque.
2. Privacy walls and fences, not exceeding six (6) feet in height, are permitted adjacent to structures or in rear yards, in order to provide a private outdoor area. Walls and fences shall be

of materials and colors compatible with the structure's facade.

3. Native or naturalized plants or other plant species that blend with the landscape shall be utilized in all areas with required planting.
4. Fire retardant plant materials shall be utilized. Plants selected as ground cover, shrubs or trees shall be from the list as approved by the City.
5. A permanent irrigation system, for purposes of establishing and maintaining required planting, shall be installed on all slopes. The emphasis shall be toward using plant materials that will eventually need minimal irrigation. Water and energy conservation techniques shall be utilized including but not limited to such items as drip irrigation.

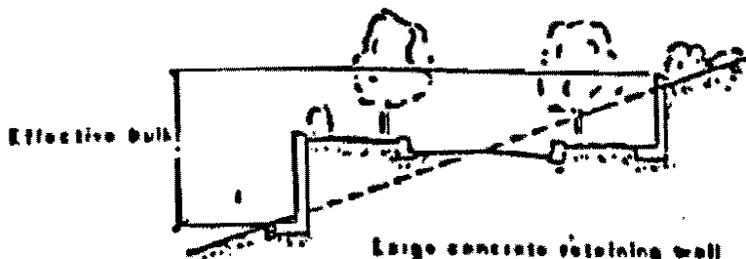
THIS

Planting pockets on stepped retaining wall allow screen planting at several levels



NOT THIS

No planting possible due to top of retaining wall



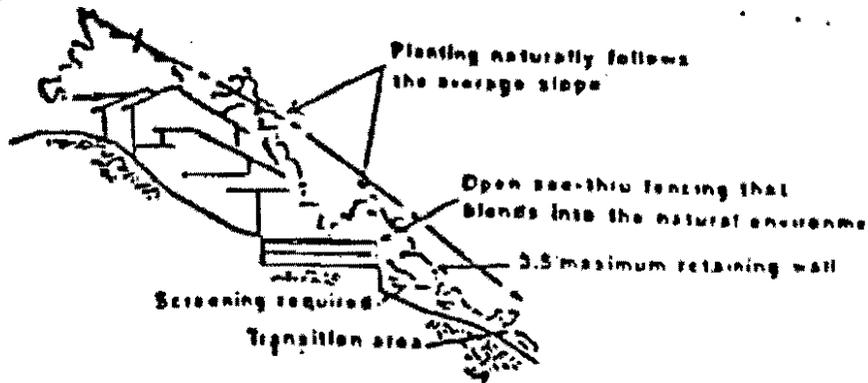
Large concrete retaining wall surfaces can be seen for miles and take years to conceal with planting and trees

6. Slopes with required planting shall be planted with informal clusters of trees and shrubs to soften and vary the slope plane. Where slopes are 2:1 and five (5) feet or greater in height, jute netting shall be used to help stabilize planting

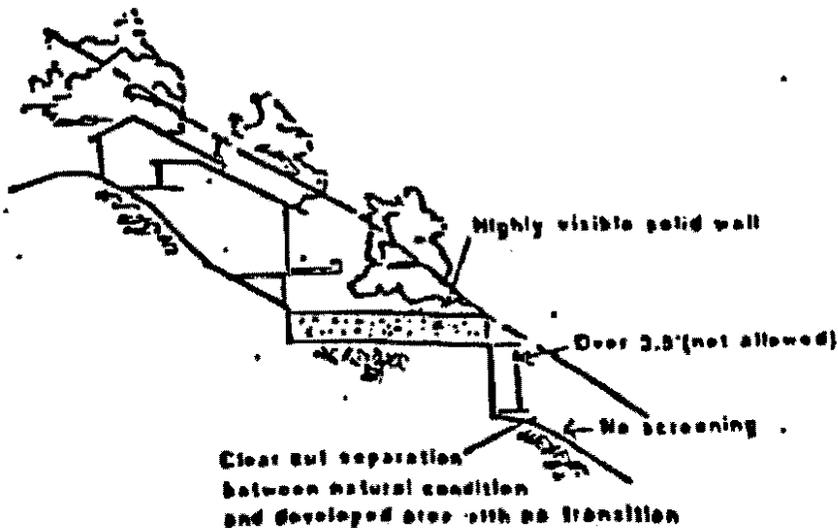
and minimize soil erosion.

7. Native vegetation shall be retained and supplemented within canyons and along natural drainage courses as allowed by state and federal resource agencies (State Department of Fish & Game, U.S. Fish and Wildlife, U.S. Army Corp. of Engineers).

THIS

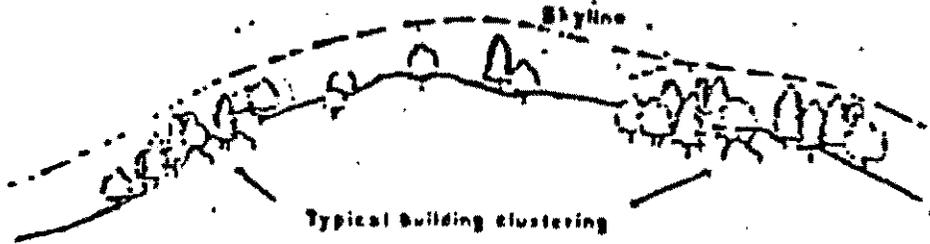


NOT THIS



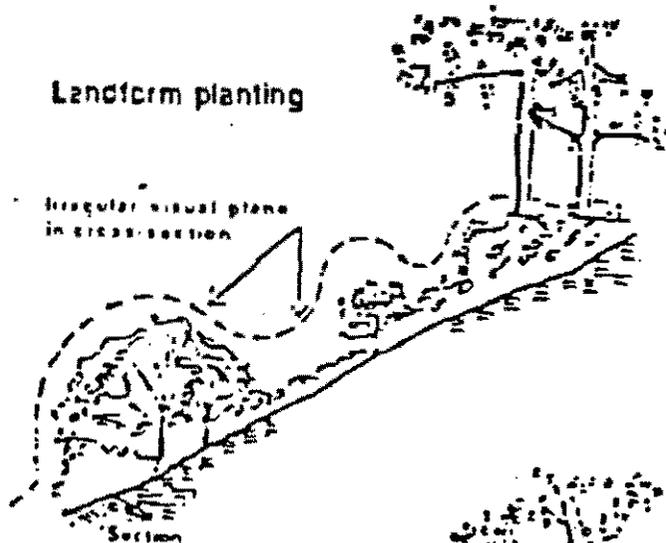
8. Natural landform planting should be used to soften manufactured slopes, reduce impact of development on steep slopes or ridgelines, and provide erosion control.
9. Maintain a "vegetative backdrop" by replanting with approved trees. The vegetation should screen structures to the extent possible at maturity and

preserve the appearance of the natural hillside.

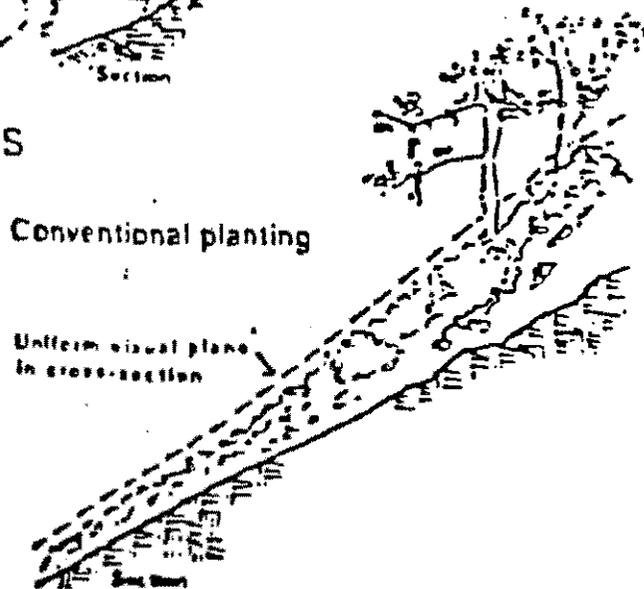


10. Natural landform planting should be used to soften manufactured slopes, reduce the impact of development on steep slopes or ridgelines, and provide erosion control.

THIS



NOT THIS



City of Colfax

Initial Study and Impact Checklist

I. Background

1. **Name of Project:** City of Colfax General Plan 2020
2. **Lead Agency Name and Address:** City of Colfax
P.O. Box 702
33 S. Main Street
Colfax, CA 95713
3. **Contact Person and Phone Number:** Arturo de la Cerda, City Manager
(530) 346-2313
4. **Project Location:** The City of Colfax .
5. **Project Sponsor's Name and Address:** City of Colfax
P.O. Box 702
33 S. Main Street
Colfax, CA 95713
Placer County, California

II. Project Description:

The physical characteristics of the City are described in the Introduction, Land Use and Natural Environmental of the General Plan. The social and economic characteristics of the community are described in the Land Use Element and Housing Element, (adopted in 1993), specific characteristics of the City such as transportation facilities, natural hazards, and noise sources are found in the Circulation, Safety, Noise and Natural Environment Elements.

The Land Use Element identifies the spatial arrangement of existing and proposed uses of the land including public lands and facilities. It lays out the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, objectives, policies and implementation measures to promote the wise use of land to promote the welfare of the community. A goal is an unquantified ideal future condition toward which the community works. Objectives are measurable and expected outcomes. Policies are statements used to guide decisions and implementations measures are specific actions, programs and techniques which are meant to bring about change or a desired result. The measures are intended to carry out the plan and are the primary subject of evaluation of potential environmental impacts in this Initial Study.

The study area for the General Plan and the Initial Study includes the corporate limits and the Sphere-of-Influence of the City, which surrounds the corporate limits. These boundaries

and the land uses within them are presented in the Land Use Map found within the Land Use Element. Large Copies of the Land Use Map are available for examination at the City Hall.

The Housing Element, adopted in 1993, provides information about present housing conditions in the community, identifies needs and opportunities for the development of improved housing and provides a setting for future decision making about housing issues. Since this Element is not being revised or amended at this time it is not necessary to provide an initial study for this Element.

The Circulation Element evaluates the adequacy of present and future transportation and pedestrian systems in the City. This element provides ideas for reducing dependence on automobile travel and /or reduced vehicle trips. There is an evaluation of current LOS for the main roadways and intersections, as well consideration of future conditions with buildout.

The Natural Environment Element of the General Plan constitutes the required Conservation and Open Space components of California's general plan requirements. Resources discussed in these Elements are: vegetation, wildlife, endangered species, water geology, soils, air quality, minerals, and open space. As with the other Elements, this initial study evaluates potential impacts of plan implementation and measures for mitigation.

The purpose of the Safety Element is to make the City decision makers and citizens aware of any natural or human induced hazards including waste water treatment or safety problems so that planning decisions may be influenced by this knowledge, and to encourage adoption of developmental and emergency-planning practices designed to reduce loss of life, injuries, property damage, and economic and social dislocation which may result.

The Safety Element includes the environmental setting of the City's potential natural hazards including geology, soils, topography, drainage and climate. It also discusses the causes and possible effects of seismic, geologic, flood and fire hazards. City and county public protection services and wastewater treatment facilities are then described. Finally, goals, objectives, policies, and implementation measures for dealing with these topics are offered.

The purpose of the Noise Element is to protect the health and welfare of the community by promoting development, which is compatible with accepted noise standards. Toward that end, the Noise Element contains information about the effects of environmental noise on people, how the noise problems are identified and managed. Also addressed are noise issues in Colfax, and goals, policies and implementation measures for dealing with these noise issues.

All of the Elements are directly compatible and complementary to the other elements of the General Plan particularly the Land Use Element which structures the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, policies and implementation measures to promote a wise use of land to promote the welfare of the community.

The recommended programs and implementation measures are intended to carry out the plan and are the primary subjects of evaluation of potential environmental impacts in this Initial Study.

The Community Design Element promotes thoughtful and responsible design, which is consistent with the City's character. Design guidelines encourage innovative design within a framework of approved design policies and implementation measures.

The Economic Development Element evaluates the economic strengths and weaknesses of the City. It provides for the development of a plan to improve the City's economic base to better provide for the needs of the City and its citizens.

For major development projects proposed in the City of Colfax, project specific environmental analysis will be required. When specific details of new major development projects are submitted to the City an initial study in conformance with the California Environmental Quality Act is required. The initial study may identify the need for preparation of an environmental impact report or may, in itself, contain necessary background information and proper mitigation measures so as to file a Negative Declaration. The "mitigated negative declaration" will contain a list of specific conditions for permit approval.

There are approximately 664 acres contained within the City limits of which about 20% is vacant. This vacant land provides potential for future growth. Current trends show an average annual growth rate of 2.5 %. This rate is far below the potential for buildout within the City and the SOI. It is very unlikely that the potential for growth will take place in the immediate future. Consumer demand, infrastructure capacity, public attitude toward growth and regional economic development are limiting factors to potential buildout. Realistic growth for the City is 25 – 30 persons per year or about 10 housing units per year. These are the assumptions used for this environmental analysis. Specific projections can be found in the current Housing Element (1993), the Land Use Element, and traffic projections in the Circulation Element.

- 9. Surrounding Land Uses and Setting:** The City of Colfax is located on the I-80 corridor east of the City of Auburn. It is approximately 50 miles east of Sacramento. Colfax is surrounded by unincorporated land of Placer County. The majority of land around the City is forested and undeveloped.

Environmental Factor Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact: as indicated by the checklist on the following pages.

- Land Use and Planning
- Transportation/Circulation
- Public Services
- Population and Housing
- Biological Resources
- Utilities and Service Systems
- Geological Problems
- Energy and Mineral Resources
- Aesthetics
- Water
- Hazards
- Cultural Resources
- Air Quality
- Noise
- Recreation
- Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

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

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

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Marne Cottriel

August 12, 1998

Marne Cottriel, Project Manager

City of Colfax

Issues (and Supporting Information sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

I. LAND USE AND PLANNING. Would the proposal

- a) Conflict with general plan designation or zoning?

The present zoning designation for the City are displayed on the Existing Zoning and Land Use Map. Any changes or alterations as suggested in the Land Use Element are compatible with existing conditions and would reduce any potential conflicts and would not produce an adverse affect.

Every proposed zoning changes in City would be subject to review by the Planning Commission. They can impose conditions and requirements for these changes.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

There are no current nor are there any foreseen conflicts with applicable environmental plans or policies adopted by agencies with jurisdiction over the project area.

- c) Be incompatible with existing land use in the vicinity?

The proposed uses of the General Plan will not be incompatible with the existing surrounding land uses which is a mixture of commercial and residential land uses. The Land Division Standards, zoning ordinance, and Specific Plan Design Guidelines have established requirements for commercial lands abutting residential uses. The changes suggested in land use will bring more consistency to the City's land use policies.

- d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?

There is no land within the City limits that is actively involved in Agriculture.

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community?)

The planning area currently has mixed land uses. There is a large amount of land available within the city for residential development. The changes proposed in densities for the City will give ample land inventory for development of all income levels. This will not disrupt or divide any existing community characteristics.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

II. POPLULATION AND HOUSING. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Cumulatively exceed official regional or local population projections? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
| c) Displace existing housing, especially affordable housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

There is a large amount of land available within the City for residential development. Commercial, light industrial, manufacturing, and other compatible uses combined with residential development would be permissible on the parcels designated for acceptable uses. Increased density levels also enable the development of housing at all income levels within the City.

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impact involving:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Fault rupture? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| c) Seismic ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| d) Seiche, tsunami, or volcanic hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| e) Landslides or mudflows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |

Projects that have potential for causing erosion must conform to City grading, drainage, and ground cover policies as specified in City documents such as the Municipal Code grading requirements (Chapter 1, Article 20), and the Hillside Development Guidelines. When followed the impact on the environment is reduced to less than significant. A Construction Activity Storm Water Permit may be required from the State Water Resources Control Board if project disturbance is five or more acres. Construction activity that results in a land disturbance of less than five acres, but is part of a larger common plan of development, also requires a permit. Each new project that may have an impact must file documentation that will describe mitigation measures that will address and solve the potential impact on the environment.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- | | | | | |
|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| g) Subsidence of the land? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| h) Expansive soils? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |

The soil types within the Study Area have low to moderate expansive soils. Proposed developments should determine the soil type and development conditions should include mitigation for potential impacts of expansive soils. The City's grading policies and Hillside Development Guidelines provide for the mitigation of these problems and when followed result in the minimizing of these conditions.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| i) Unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|---|

IV. WATER. Would the proposal result in:

- | | | | | |
|--|--------------------------|---|--------------------------|--------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|---|--------------------------|--------------------------|

Without mitigation, the grading of streets, building pads, and other development features in new projects could change drainage patterns. Pavement, roofs, and other impermeable surfaces would decrease soil percolation and increase surface runoff. Runoff concentration time would increase and peak flood levels would increase slightly.

It is the intention of the City to prevent such impacts through the implementation of its Zoning Ordinance and policies in the General Plan Land Use Element. It is a requirement of each project within the City that drainage plans and other mitigation measures be devised to minimize the impact on the environment. The City's responsibility is to evaluate these drainage plans and mitigation measures to rule on their effectiveness before permits and approval is granted. If this procedure is followed, the environmental impact and flooding potential can be minimized.

- | | | | | |
|--|--------------------------|--------------------------|---|--------------------------|
| b) Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
|--|--------------------------|--------------------------|---|--------------------------|

Much of the City's runoff is directed through its storm water drainage system. Proper maintenance of creek channels and drains in the City will reduce possible flooding in the Study Area. Any new development is required by the Planning Commission to provide drainage plans and disposal methods for increased run off potential. The City's responsibility is to evaluate drainage plans and disposal methods to rule on their effectiveness before permits and approval is granted. If this procedure is followed, the potential for flooding can be minimized.

The continued practice of setting up barricades on roadways during flooding will also serve to protect residents from potential safety hazards.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>c) Discharge into surface water or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?</p> <p>Grading during wet weather creates a high potential for siltation and turbidity of nearby waterways. Implementation of erosion and sediment control plans and drainage impact studies as mentioned in Municipal Code Grading requirements will mitigate this potential problem.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>d) Changes in the amount of surface water in any water body?</p> <p>There are no lakes or similar water body within the Study Area that is considered to be "waters" of the U.S. There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would change the amount of surface water in any water body.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>e) Changes in currents, or the course or direction of water movements?</p> <p>There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would change the current or course or direction of water movements in any water body.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?</p> <p>The General Plan states that the City's water supply comes from the Placer County Water Agency. They have adequate supplies for future development. The majority of those in the Study area that use well water are out of the area served by PCWA. The groundwater table is at a level of 150-300 feet. The water table ranges from high potential for development to unpredictable depending on the location and season. There are no changes in the quantity of water created by the adoption of the General Plan.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>g) Altered direction or rate of flow of groundwater?</p> <p>There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would alter the direction or rate of flow of groundwater.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>h) Impact to groundwater quality?</p> <p>There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would impact groundwater quality.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

See items IV. a and c above.

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
--	--------------------------	--------------------------	---	--------------------------

The General Plan provides for alternative transportation modes, including pedestrian and bikeways which serve to reduce automobile trips. By also improving the street intersections to accommodate the high amount of truck traffic and reduce intersection congestion will help reduce the concentration of emissions from idling vehicles. The City has a limited number of intersections that would experience any congestion problems. These include South Auburn Street at S.R. 174 with existing level "E" and South Auburn Street at the over crossing on the north side of I-80. The major source of congestion is a result of the rail road crossing at Grass Valley Street . There is no potential or practical solution for this problem. As build out continues into the undeveloped areas of the City new capital improvements in the infrastructure including the circulation system will be needed. This is especially true of Placer Hills Rd. that provides only a "D" LOS at buildout. The City must monitor these conditions and provide these improvements to maintain at least a "C" LOS. These lower LOS contribute to emissions related to poor air quality. The mitigation measures in the Circulation Element and the Natural Environment Element will minimize the impact on air quality with the adoption of the General Plan.

The development of commercial and industrial areas in the City must be monitored to evaluated their impact on air quality. The General Plan calls for the adoption of the Placer County 1991 Air Quality Attainment Plan (or updated version). This plan provides for monitoring and mitigation to reduce stationary and transportation source emissions. With increased commercial and industrial activity in the City there is potential negative impact on air quality. The Placer County Air Quality Attainment Plan that is to be adopted by the City as part of the General Plan. This plan provides mitigation and evaluation tools to monitor and limit emissions from industrial and commercial development. These mitigation measures can have a positive effect on air quality. By cooperating with local, state and federal agencies the impact on air quality can be minimized with the adoption of the General Plan.

b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would cause any of the above effects.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- d) Create objectionable odors?

Approval of new industries or other land uses that may create objectionable odors is subject to the City's environmental review and permitting processes. However, there are currently no specific regulations for odor producing activities in the City nor is there a perceived immediate need for such regulations at the present time.

VI. TRANSPORTATION/CIRCULATION,

Would the proposal result in:

- a) Increased vehicle trips or traffic congestion?

The effects of population and employment growth in terms of trip generation and distribution in the Study Area are presented in the Circulation Element of the General Plan. Levels of service at the main roadways and primary intersections will be lowered (See Circulation Element). The General Plan also addresses the environmental impacts of growth on the circulation system. The principal effects of increased traffic are the decreased capacities and lower LOS on the existing system. The system may be extended beyond design capacity. All new developments should be required to pay for infrastructure improvements through development fees. These fees are necessary when a project's direct result is to lower the LOS below "C". The mitigation measures in the Circulation Element provide for a minimizing of impact on the circulation system in the City.

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- c) Inadequate emergency access or access to nearby uses?

- e) Hazards or barriers for pedestrians or bicyclists?

- f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- g) Rail, waterborne or air traffic impacts?

VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

- a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?

No State or Federally listed rare or endangered animal species are known to exist in the City, the City's Sphere of Influence, or the planning area.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

The Natural Environment Element addresses habitat areas. Preservation of these areas is provided for through the goals, policies and mitigation in this element.

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| a) Conflict with adopted energy conservation plans? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

Energy conservation is addressed in the existing Housing Element, Chapter 8. This involves new development as well as retrofit projects.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| b) Use non-renewable resources in a wasteful and inefficient manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

IX. HAZARDS. Would the proposal involve:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

The risk of accidental explosion is site specific and is dependent upon the type of development on an individual parcel. All proposed projects will comply with City and other safety and building codes for development. All project plans will also be reviewed by the City Fire Chief.

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

- | | | | | |
|--|--------------------------|--------------------------|---|--------------------------|
| b) Possible interference with an emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
|--|--------------------------|--------------------------|---|--------------------------|

The Safety Element of the General Plan addresses Police and Fire protection services. As buildout continues, the City must monitor potential changes in service by Fire and Police. By following the goals, policies, and implementation measures, the safety of the community will be maintained.

The impact of growth on the circulation system in the City can also have an affect on emergency response. The implementation measures of the Circulation Element will help minimize the impact on response time by increasing the efficiency of the circulation system.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| c) The creation of any health hazard or potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

No health related effects resulting from the adoption of the General Plan are foreseen.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| d) Exposure of people to existing sources of potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|---|

The adoption of the General Plan will not create or expose individuals to any potential health hazard.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| e) Increased fire hazard in areas with flammable brush, grass, or trees? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|---|

X. NOISE. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|---|--------------------------|
| a) Increases in existing noise levels? (1) | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
|--|--------------------------|--------------------------|---|--------------------------|

Expected growth and development in Colfax will increase ambient noise levels along principal, and collector roadways and will expose people to them. The Noise Element of the General Plan indicates that much of the Study Area falls within the 65 decibel contour line, which is below the normally acceptable range for commercial uses of 70 decibels. Areas of future development that are within the 72 decibel contour are in close proximity to I-80 as well as the rail line. Development and design issues are addressed in the Noise Element. These include the use of barriers and design criteria to mitigate excessive noise exposure.

The Land Use Element provides for industrial and commercial uses in the areas of higher decibel ranges. New development in these areas must meet City noise standards for development and provide mitigation to decrease potential risk for surrounding areas as provided in the Noise Element.

Potentially

Issues (and Supporting Information sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

- b) Exposure of people to severe noise levels?

Noise studies are required of project development applications located near identified noise sources. Mitigation of noise impacts is required as part of the City environmental review process before the issuance of any building permits. Construction noises in early morning, late evening, or weekend hours that may cause complaints are mitigated by controlling work hours.

XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a) Fire protection?

As buildout occurs the City will need to monitor service levels and response times to determine when additional fire protection services are needed and what measures must be taken to accomplish necessary improvements.

- b) Police protection?

As buildout occurs the City will need to monitor service levels and response times to determine when additional police protection services are needed and what measures must be taken to accomplish necessary improvements.

- c) Schools?

The City is served by the Colfax School District with 530 elementary pupils enrolled and Placer Union High School District with 840 high school pupils. The schools that serve the City are located outside the City limits. The existing Housing Element addresses the potential need for expansion and the development fees charged to provide for needed expansion. The leadership in the School Districts will need to monitor population growth as buildout takes place to provide for expansion of facilities.

- d) Maintenance of public facilities, including roads?

It is anticipated that increasing demands on the maintenance of streets and other facilities will be partially met with increased property and sales tax revenues. If this is not the case, reduction in levels of service and maintenance may be anticipated. Capital improvements within the transportation system of the City will need to be accomplished as the City expands. The Circulation Element addresses some of these issues.

- e) Other governmental services?

For all of the above services the City will charge new developments various impact fees that have been developed and approved by City Council for the expressed purpose of offsetting development impacts in the City of Colfax. These impact fees will continue to be monitored to provide accurate accounting costs to increase fees when necessary.

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XII. UTILITIES AND SERVICE SYSTEMS.

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

As the Study Area grows over the next few years, new power and propane delivery systems will be required. These services are provided by public and private companies. These facilities and services are provided with electric power by Pacific Gas and Electric. The gas needs of the study are supplied by local propane suppliers. New installation and service will be paid for by new project management. Thereafter, owners or tenants will pay for utilities services.

- | | | | | |
|----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

These services are provided by private companies and are not the responsibility of the City.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The City of Colfax relies on the Placer County Water Agency for its water supply. There will be minimal constraints for future development in the study area for water supply and delivery. New installation and service will be paid for by new project management. There after , owners or tenants will pay for utility service. See Section IV. f above.

- | | | | | |
|---------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|

The City owns and operates a wastewater treatment plant (WWTP). The Safety Element addresses the increased growth directed by the Land Use Element. The most current data on the WWTP reveals that the plant is operating at about 85% of its inflow certification. This provides opportunity for growth in the planning area. The current growth trend in Colfax is 2.5% per year. When limitations of the Hillside Development Guidelines and current growth trends are incorporated into the planning process, the WWTP can provide service for the next 7-10 years. The life of the General Plan is to be 20 years. Mitigation measures in the Safety Element will increase the City's potential capacity to treat and discharge wastewater. There is sufficient time for the City to develop a long range capital improvement program to increase capacity of wastewater inflow. This will provide for wastewater treatment for growth and development.

- | | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| e) Storm water drainage? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|

The City's requires new development to provide for drainage collection and distribution. The City only approves development when these conditions are in compliance with existing City storm drainage system. The City continues to upgrade, maintain and repair its storm drainage system. By following these policies and practices the potential for hazard from flooding can a minimized.

See Sections IV. a and b above

Issues (and Supporting Information sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

f) Solid waste disposal? X
 The City presently relies on the Placer County Solid Waste Management Plan and the Western Regional Sanitary Landfill to dispose of its solid waste. The landfill has capacity for several more years, however, the utility master plan calls for aggressive conservation measures.

g) Local or regional water supplies? X
 See Section IV above.

XIII. AESTHETICS. Would the proposal:

a) Affect a scenic vista or scenic highway? X
 Future development in the Study Area includes the potential for degradation of the scenic environment. Any potential impact will be addressed by the Design Review Commission through the permit process.

b) Have a demonstrable negative aesthetic effect? X
 See Item a above.

c) Create light or glare? X
 New street lighting and night traffic will increase light levels in the City but this will not create a significant negative impact on present or future residents of the area. Any potential impact is mitigated by the implementation standards in the Community Design Element.

XIV. CULTURAL RESOURCES. Would the proposal:

a) Disturb paleontological resources? X
 There are no current nor are there any foreseen projects or activities related to the adoption of the General Plan that would disturb cultural resources. If potential cultural resources are uncovered during development operations, the Anthropology Department at California State University, Chico should be contacted for evaluation of the circumstances.

b) Disturb archaeological resources? X
 See Item XIV a above.

c) Affect historical resources? X
 See Item XIV a above.

Issues (and Supporting Information sources):	Potentially Significant Impact	Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? See Item XIV. a above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Restrict existing religious or sacred uses with the potential impact area? See Item XIV. a above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XV. RECREATION. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|---|

The Natural Environment Element addresses the need for additional open space for recreation. Goals, policies, and implementations Measures provide for increased open space for recreation. As further development takes place these measures will provide for the recreational needs of the neighborhoods.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| b) Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|---|

See Item XV a above.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

Issues (and Supporting Information sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XVII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

No earlier analyses were used.

LIST OF SOURCES

1. Draft City of Colfax General Plan 2020
2. City of Colfax General Plan
3. Current Land Use and Zoning Overlay Map
4. General Plan Map
5. City of Colfax Hillside Development Guidelines
6. Placer County General Plan Background Report 1994
7. Placer County General Plan