

CITY OF COLFAX

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

APRIL 17, 2014

NOTICE IS HEREBY GIVEN pursuant to California Public Resources Code Section 21092 and CEQA Guidelines Section 15072 that the City of Colfax has prepared and proposes to adopt a Negative Declaration in connection with the project described in this notice.

PROJECT TITLE: Pinetop Estates (#TPM-03-13)

PROJECT LOCATION: Iowa Hill Road & Grand View Way, Colfax, Placer County, California

PROJECT DESCRIPTION: #TPM-03-13/Pinetop Estates. The proposed project is a minor land division for a 35+ acre undeveloped residentially zoned site. The proposed parcel areas vary in size from 3.2 acres to 15 acres. Each of the four proposed parcels directly front existing public roads and there are no major roadway or infrastructure improvements proposed. Each parcel will have its own individual driveway access. Proposed parcel 1 will have a drainage easement encumbering the parcel and each of the other proposed parcels will have rights to drain to and into the drainage easement via the proposed parcel map. Additionally, the City will process a zoning amendment to correct inadvertent designation of two different zoning districts on one parcel (APN 101-170-013-000 – the originating parcel that is the subject of this parcel map application). The originating parcel contains both R-1-10 (single family residential) and RM-1 (multi-family residential) zoning designations. The amendment will re-designate the zoning on proposed parcels 1 and 2 as R-1-10 and re-designate the zoning on proposed parcels 3 and 4 as RM-1 to properly follow resultant parcel boundary lines.

A copy of the draft Negative Declaration will be available for review at the City of Colfax Planning Department located at 33 S. Main Street, Colfax, CA 95713 during normal public business hours. It is also accessible to the public by visiting www.colfax-ca.gov under the page “Reports & Documents.”

Written Comments on the Negative Declaration must be addressed to the City of Colfax Planning Department, P.O. Box 702, Colfax, CA 95713. The public review period begins **April 17, 2014**. All comments must be received by 5:00 p.m. on **May 7, 2014**.

The Public Hearing on this project is anticipated to be held on May 14, 2014 at City Hall, located at 33 S. Main Street, Colfax, CA.

Contact: City of Colfax Planning Department (530) 346-2313

CITY OF COLFAX

PROPOSED NEGATIVE DECLARATION

In accordance with the California Environmental Quality Act, the City of Colfax has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the City finds that the proposed project will not have a significant adverse effect on the environment and will not require the preparation of an Environmental Impact Report. Therefore, this Negative Declaration has been prepared.

LEAD AGENCY: City of Colfax
33 S. Main Street
Colfax, CA 95713

Contact: Planning Department (530) 346-2313

PROJECT APPLICANT: Jack Remington
Andregg Geomatics
11661 Blocker Drive, Suite 200
Auburn, CA 95603

Contact: Jack Remington (530) 885-7072

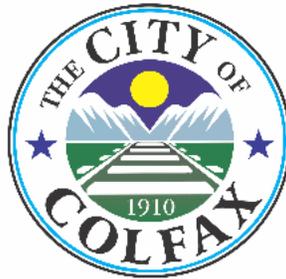
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REVIEW PERIOD: April 17, 2014 to May 7, 2014

Initial Study

PINETOP ESTATES (#TPM-03-13)
VESTING TENTATIVE MAP-PARCEL MAP



JANUARY 2014

Prepared by:

CITY OF COLFAX PLANNING DEPARTMENT

TABLE OF CONTENTS

A. BACKGROUND 1

B. SOURCES..... 2

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED..... 2

D. DETERMINATION 3

E. BACKGROUND AND INTRODUCTION..... 5

F. PROJECT DESCRIPTION 5

G. ENVIRONMENTAL CHECKLIST 6

I. AESTHETICS.7

II. AGRICULTURE & FORESTRY RESOURCES.....7

III. AIR QUALITY.....8

IV. BIOLOGICAL RESOURCES.11

V. CULTURAL RESOURCES.....12

VI. GEOLOGY AND SOILS.14

VII. GREENHOUSE GAS EMISSIONS.....15

VIII. HAZARDS AND HAZARDOUS MATERIALS.....17

IX. HYDROLOGY AND WATER QUALITY.19

X. LAND USE AND PLANNING.20

XI. MINERAL RESOURCES.....21

XII. NOISE.....22

XIII. POPULATION AND HOUSING.23

XIV. PUBLIC SERVICES.23

XV. RECREATION.....25

XVI. TRANSPORTATION AND CIRCULATION.....26

XVII. UTILITIES AND SERVICE SYSTEMS.....27

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.....29

INITIAL STUDY

January 2014

A. BACKGROUND

1. Project Title: Pinetop Estates (#TPM-03-13)
Vesting Tentative Map-Parcel Map
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: Brigit S. Barnes, Planning Director
(530) 346-2313
planning@colfax-ca.gov
4. Project Location: City of Colfax
5. Project Applicant's Name and Address: Jack Remington
Andregg Engineering
11661 Blocker Drive
Auburn, CA 95603
6. Project Owner's Name and Address: Eric R. Stauss
9724 Wedgewood Place
Granite Bay, CA 95746-6711
7. General Plan Designation: Medium Density Residential
8. Existing Zoning: RM-1 and R-1-10
9. Proposed Zoning: RM-1 and R-1-10

10. Project Description Summary: The proposed project is a minor land division for a 35+ acre undeveloped residentially zoned site. The proposed parcel areas vary in size from 3.2 acres to 15 acres. Each of the four proposed parcels directly front existing public roads and there are no major roadway or infrastructure improvements proposed. Each parcel will have its own individual driveway access. Proposed parcel 1 will have a drainage easement encumbering the parcel and each of the other proposed parcels will have rights to drain to and into the drainage easement via the proposed parcel map. Additionally, the City will process a zoning amendment to correct inadvertent designation of two different zoning districts on one parcel (APN 101-170-013-000 – the originating parcel that is the subject of this parcel map application). The originating parcel contains both R-1-10 (single family residential) and RM-1 (multi-family residential) zoning designations. The amendment will re-designate the zoning on proposed parcels 1 and 2 as R-1-10 and re-designate the zoning on proposed parcels 3 and 4 as RM-1 to properly follow resultant parcel boundary lines.

B. SOURCES

The following are referenced information sources utilized by this analysis:

1. City of Colfax, City of Colfax General Plan, September 1998.
2. City of Colfax, City of Colfax Municipal Code (current edition).
3. National Register of Historic Places/State Historic Preservation Office, December 2013.
4. Placer County Sheriff's Office, Sergeant Ty Conners, December 2013.
5. City of Colfax Fire Department, Fire Marshal Brad Albertzazzi, December 2013.
6. California Department of Forestry and Fire Protection, Fire Chief Chris Paulus, December 2013; April 2014.
7. City Clerk's Office, December 2013 and April 2014.
8. County of Placer, County of Placer General Plan, August 1994.
9. California Department of Conservation Important Farmland Map for Placer County 2010.
10. Official Maps (Alquist-Priolo Earthquake Fault Zones), California Department of Conservation Geological Survey, December 2010.
11. Hazardous Waste and Substances Sites (Cortese) List, DTSC, 2013.
12. FEMA FIRM, Map Number 06061C0125F.
13. USGS, Mineral Resources Spatial Data, December 2013.
14. California Air Resources Board website resources, December 2013.
15. USEPA website resources December 2013.
16. City of Colfax Sewer Evaluation and Capacity Assurance Plan, Ponticello Enterprises, July 2010

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

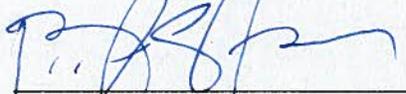
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

D. DETERMINATION

On the basis of this initial study:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Brigit S. Barnes, Planning Director
Printed Name

April 9, 2014
Date

City of Colfax
For

Figure 1
Regional Location Map

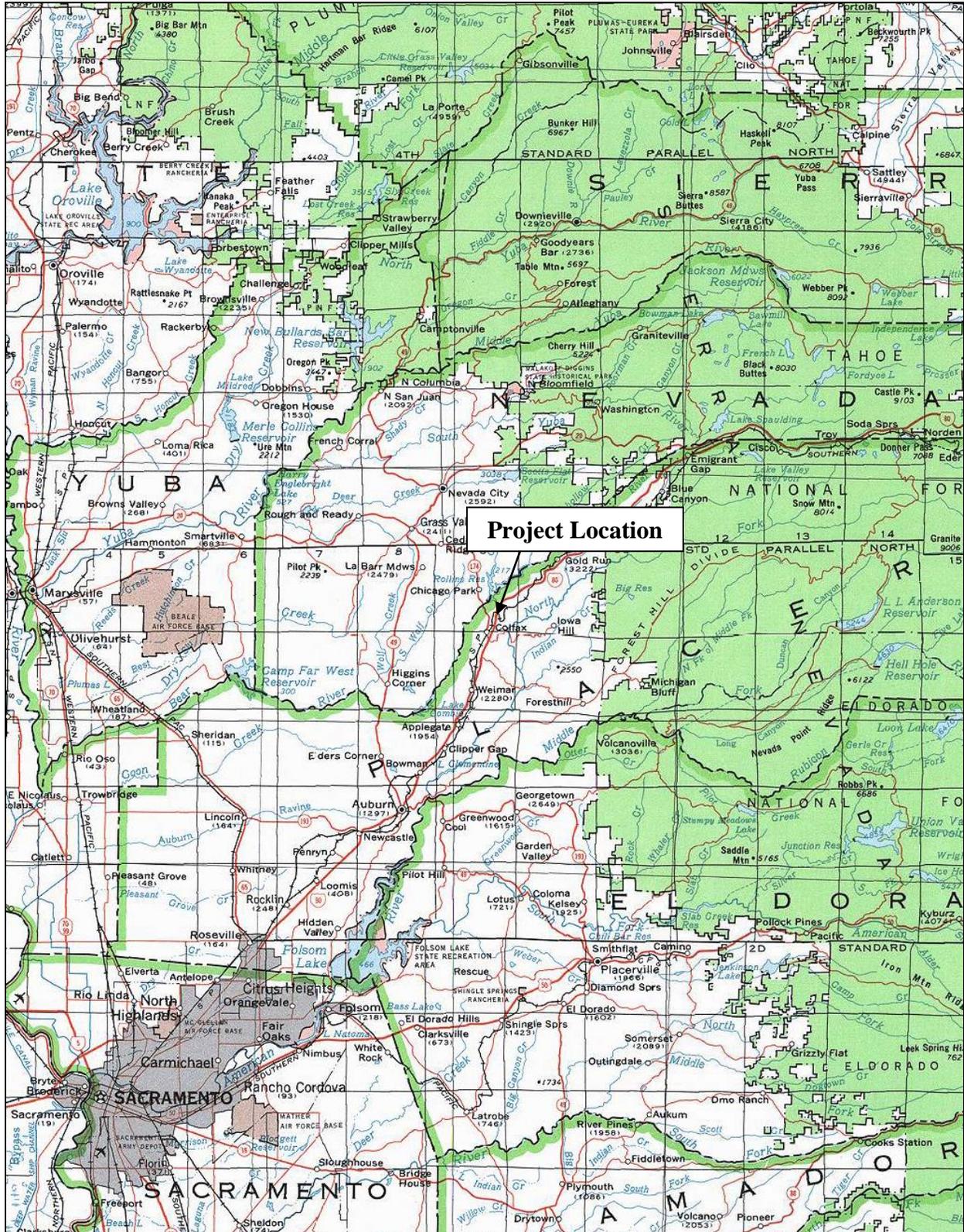


Figure 2
Project Location Map



E. BACKGROUND AND INTRODUCTION

The City received an application to divide real property located on the Southwest corner of Iowa Hill Road and Grandview Way (Assessor's Parcel No. 101-170-013-000) in the City of Colfax, Placer County, California. The subject parcel 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 Colfax property.

F. PROJECT DESCRIPTION

The proposed project is a minor land division for a 35+ acre undeveloped residentially zoned site. The proposed parcel areas vary in size from 3.2 acres to 15 acres. Each of the four proposed parcels directly front existing public roads and there are no major roadway or infrastructure improvements proposed. Each parcel will have its own individual driveway access. Proposed parcel 1 will have a drainage easement encumbering the parcel and each of the other proposed parcels will have rights to drain to and into the drainage easement via the proposed parcel map. Additionally, the City will process a zoning amendment to correct inadvertent designation of two different zoning districts on one parcel (APN 101-170-013-000 – the originating parcel that is the subject of this parcel map application). The originating parcel contains both R-1-10 (single family residential) and RM-1 (multi-family residential) zoning designations. The amendment will re-designate the zoning on proposed parcels 1 and 2 as R-1-10 and re-designate the zoning on proposed parcels 3 and 4 as RM-1 to properly follow resultant parcel boundary lines.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Potentially Significant Unless Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The City of Colfax is located in Placer County near Interstate 80 in the Sierra Nevada Mountain Range. The core of Colfax consists of residential, commercial, and industrial uses. The area surrounding the City of Colfax primarily consists of rural undeveloped land. The Bear River runs along the northwestern edge of Colfax and the North Fork of the American River is located beyond the Colfax City Limits towards the southeast. State Highway 174, which runs through the City, has not been identified as a State scenic highway. The subject property is surrounded by existing commercial and multi-family buildings to the West, and existing and/or vacant residential uses to the North, East and South.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific impacts relating to aesthetics is not possible. Future development applications submitted for the parcels would be required to comply with the City’s development standards and would be subject to applicable, site-specific environmental review, which would ensure that impacts relating to aesthetics are minimized. In addition, future projects would be subject to applicable building, design, landscaping, and lighting requirements found in the Municipal Code of the City of Colfax. City regulations regarding aesthetics include, but are not limited to, the following: Section 16.56, regarding design and improvement standards for subdivisions; Title 17, Chapter 17.72, regarding residential zones; and Title 17, Chapter 17.116, regarding design guidelines. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts relating to aesthetics are *less-than-significant*.

II. AGRICULTURE & FORESTRY RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURE & FORESTRY RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

There are no areas in or adjacent to the City that are mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland). [California Department of Conservation Important Farmland Map for Placer County, 2010]. Williamson Act contract lands do not exist within the Colfax City Limits. The subject property is not zoned agricultural use. The City has no land that is zoned for Timberland Production (TPZ). [Fire Chief Paulus, December 2013]

Impact Analysis

The Project does not propose the rezoning of any forest land or timberland. The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific impacts regarding loss or conversion of or other impacts to forest land [as defined in Public Resources Code section 12220(g)] is not possible. Future development applications submitted for the parcels would be required to comply with the City’s development standards and would be subject to applicable, site-specific environmental review, which would ensure that impacts to agriculture and forestry resources are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to agriculture and forestry resources are *less-than-significant*.

III. AIR QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input 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 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	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

III. AIR QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
precursors)?				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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

The City of Colfax is located within the Mountain County Air Basin (MCAB), which is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD), and experiences most of its air quality impacts from pass through traffic along I-80 and CA-174. The MCAB consists of the eastern two-thirds of Placer County and lies between the Sierra Nevada Mountain Range and the Sacramento Valley. The MCAB is designated as nonattainment for federal and state ozone (O3) standards, and nonattainment for the state particulate matter standard (PM10).

The air quality management agencies of direct importance in Placer County are the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (ARB), and the Placer County Air Pollution Control District (PCAPCD). The EPA has established national ambient air quality standards (NAAQS) for which the ARB and the PCAPCD have primary implementation responsibility. The ARB and the PCAPCD are also responsible for ensuring that the California ambient air quality standards (CAAQS) are met. PCAPCD manages air quality in the Placer County portion of the MCAB; it has jurisdiction over air quality issues in the county and administers air quality regulations developed at the federal, state, and local levels. It is also responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development. State and federal standards for a variety of pollutants are summarized in **Appendix AIR-I**.

Area Pollutants

State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone, particulate matter (particulate matter of less than 10 microns in diameter [PM10] and particulate matter less than 2.5 microns in diameter [PM2.5]), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. The pollutants of greatest concern in the MCAB are ozone, particulate matter, and CO. Carbon dioxide (CO2) and toxic air contaminants (TACs) also affect climate change and human health, respectively, but no state or federal ambient air quality standards exist for these pollutants.

- **Ozone:** Ozone is a respiratory irritant and an oxidant that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, called reactive organic gases (ROG), and oxides of nitrogen (NOX) react in the atmosphere in the presence of sunlight to form ozone. Ozone is primarily a summer air pollution problem, and high ozone levels often occur downwind of the emission source. Ozone conditions in Placer County result from a combination of locally generated emissions and transported emissions.
- **Inhalable Particulate Matter:** The federal and state ambient air quality standard for particulate matter applies to two classes of particulates: PM10 and PM2.5. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Particulates also reduce visibility and corrode materials. Sources of PM10 in the

MCAB are both rural and urban, and include agricultural burning, discing of agricultural fields, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

- **Carbon Monoxide:** Carbon monoxide is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.
- **Carbon Dioxide:** Carbon dioxide is an anthropogenic greenhouse gas (GHG) and accounts for more than 75% of all anthropogenic GHG emissions. Its long atmospheric lifetime (on the order of decades to centuries) ensures that atmospheric concentrations of CO₂ will remain elevated for decades. Increasing CO₂ concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.
- **Mobile Source Air Toxics/Toxic Air Contaminants:** Toxic air contaminants (TACs) are pollutants that may result in an increase in mortality or serious illness, or that may pose a present or potential hazard to human health. ARB identified particulate matter from diesel-fueled engines as a TAC, which is estimated to be responsible for about 70% of the total ambient air toxics risk (California Air Resources Board 2002).

Monitoring Data

Ozone concentrations are measured at a local monitoring station in the City of Colfax. The monitoring station for Colfax is located at 33 South Main Street. A review of the Colfax monitoring station for the year 2012 (the last year that complete data is available) shows that the monitoring station has experienced 1 violation of the state 1-hour ozone standard, 7 violations of the federal 8-hour ozone standard and 16 violations of the state 8-hour ozone standard during 2012.

Attainment Status

If monitored pollutant concentrations meet state or federal standards over a designated period of time, the area is classified as being in attainment for that pollutant. If monitored pollutant concentrations violate the standards, the area is considered a nonattainment area for that pollutant. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated as unclassified. The USEPA has designated Placer County as a nonattainment area for the 8 hour ozone standard (USEPA April 2012). The USEPA has designated Placer County as a non-attainment area for the PM_{2.5} standard (USEPA October 2009). The California ARB has designated Placer County as a nonattainment area for ozone and PM₁₀ standards (ARB February 2012). For the CO and PM_{2.5} standards, the California ARB has designated Placer County as unclassified (ARB February 2012). The PCAPCD has an adopted emission thresholds of 82 pounds per day for ROG, NO_x, and PM₁₀.

PCAPCD Adopted Rules

The PCAPCD has adopted a number of District Rules that apply to both the construction and operational phases of any given proposed project. A project's conditions of approval include a condition requiring compliance with PCAPCD's rules, as applicable.

Impact Analysis

There are no sensitive receptors (such as a school, day care center or senior living facility) located within the vicinity of the proposed project area. Therefore, there is no impact to sensitive receptors. The

proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific air quality impacts is not possible. The Placer County Air Pollution Control District is requiring that their standard conditions of approval be included for this project relating to construction and operation-related air quality impacts, although no development is proposed at this time. Future development applications submitted for the parcels would be required to comply with federal, State, and local air quality standards and be consistent with the goals, policies, and standards established within the General Plan that are intended to protect air quality. Future development applications submitted for the parcels would also be subject to applicable, site-specific environmental review, which would ensure that impacts to air quality are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to air quality are *less-than-significant*.

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Habitat types within the City of Colfax include chaparral and shrub communities, woodland communities, conifer forest communities, and sierra mixed conifer forest. Under the tree canopy are scrub-oak, manzanita, deer brush, and a variety of herbs and grasses. The natural vegetation supports various wildlife including, but not limited to, California quail, gray fox, mule deer, California thrasher, western rattlesnake, brush rabbit, dusk-footed wood rat, western gray squirrel, California ground squirrel, bobcat,

raccoon, scrub jay, golden mantled ground squirrel, and mountain lion. State or federally listed rare or endangered animal species are not known to exist in the City, or the City’s Sphere of Influence (See Natural Environment Element, 6.2-6.3). The City of Colfax does not have an adopted Habitat Conservation Plan.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific impacts to biological resources is not possible. Although the subject property contains many trees, there are no trees proposed to be removed at this time, as no development of the site is being proposed. Future development applications submitted for the parcels would be required to comply with the City’s development policies and standards that are intended to protect biological resources (such as the City’s Tree Preservation Guidelines) and would be subject to applicable, site-specific environmental review, which would ensure that impacts to biological resources are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to biological resources are *less-than-significant*.

V. CULTURAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input 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 type="checkbox"/>	✘	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

Colfax is located off of Interstate 80 in Placer County, California, near the City of Auburn. During the prehistoric period the Maidu and the Miwok Native Americans lived in the Colfax area. Whether the Native Americans had permanent settlements located in what is present day Colfax is undetermined; however, all new construction is monitored by an archeological expert, in case prehistoric artifacts are uncovered. The history of Colfax began in a little valley just below Colfax on the southern side of the Southern Pacific Railroad. Along a bend in the valley known as Alder Grove, miners first congregated as early as the spring of 1849. The area became the distributing point of supplies for all of the surrounding mining camps. As a commercial area, Alder Grove ranked with Dry Diggings (Auburn) until late in the fall of 1849, when fear of a harsh winter in the upper canyon area discouraged winter trading activity. The site for the town, today known as Colfax, was laid out by the Central Pacific Railroad in 1865. The City of Colfax was incorporated in 1910.

Cultural resources are places, structures, or objects that are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. Cultural resources include historic and prehistoric archaeological sites, architectural remains, engineering structures, and artifacts that provide evidence of past human activity. They also include places, resources, or items of importance in the traditions of societies and religions.

CEQA Guidelines Section 15064.5 define historic resources as any object, building, structure, site, area, place, record, manuscript or other resource listed or determined to be eligible for listing by the State

Historical Resources Commission, a local register of historic resources, or the lead agency. Generally a resource is considered to be “historically significant” if the resource meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of important persons in the past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Approximately 19 historic sites have been recorded in Placer County according to the National Registry of Historic Places, of which three are located within the City of Colfax. The Colfax Freight Depot (7 Main Street), registration number 99001564, was built in 1880 by Central Pacific Railroad Company. The freight depot served as the transfer point a terminus for the Nevada County Narrow Gauge Railroad (NCNG). The NCNG transported passengers, mining supplies, gold and fruit from April 20, 1876 to July 10, 1942. The Freight Depot was retired from railroad use in 1963.

The Colfax Passenger Depot (Main Street & Railroad Avenue), registration number 98001605, was built in 1905 by Southern Pacific Railroad. The Depot structure replaced the original Central Pacific Depot, constructed in 1865. The Depot included the Western Union Telegraph Office, Wells Fargo Express Office and a restaurant. The depot was destroyed by fire in September 1905 and later rebuilt. The station was the terminus for the NCNG Railroad from 1876 to 1945. The NCNG hauled gold, lumber, fruit and passengers to the main line of the Transcontinental Railroad. The Depot is the only remaining depot of this type in Placer County and remained in operation until April 30, 1971.

Steven’s Trail (Secret Ravine ridge area), registration number 02001391, was originally owned and surveyed by gold miner John Rutherford. Rutherford soon partnered with another miner, Truman A. Stevens, to build the road connecting Colfax and Iowa Hill, separated by the steep canyon of the North Fork of the American River. Their toll road was active from 1870 until 1895. Steven’s Trail now serves as a hiking trail from Colfax to the confluence of Secret Ravine and the North Fork of the American River.

Impact Analysis

The proposed project area is not located in the vicinity of the three Colfax Historic Places discussed above. The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific cultural resources impacts is not possible. A standard condition of approval will be included that states if, during any construction associated with these parcels, any archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a SOPA-certified (Society of Professional Archaeologists) archaeologist retained to evaluate the deposit and remain onsite for the duration of project completion. Future development applications submitted for the parcels would be required to comply with City, County, State, and federal standards and guidelines related to the protection/preservation of cultural resources and would be subject to applicable, site-specific environmental review, which would ensure that impacts to cultural resources are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to cultural resources are *less-than-significant*.

VI. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 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 type="checkbox"/>	✘
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input 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 type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input 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"/>

Discussion

The City of Colfax has not been identified as a city which would be affected by the Alquist-Priolo Act. Rupture of the surface has not resulted from faulting associated with earthquakes in Placer County. The nearest fault line is the Stampede Valley fault that was last active in 1966 during the Truckee earthquake. 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. [Official Maps, California Department of Conservation Geological Survey, December 2010]

Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction is defined as "the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure. The Colfax General Plan Safety Element identifies the bed of streams or sloped exposures as areas of the City of Colfax that are the most susceptible to liquefaction. (Colfax General Plan, 7-3).

Landslide can occur with or without an earthquake. These slope failures can be attributed to the type of material, structural properties of that material, steepness of slope, water, vegetation type, and proximity to areas of active erosion. Within Colfax, landslides are attributed to both erosion and the steepness of slope. The City of Colfax’s Hillside Development guidelines are in place to mitigate for landslides due to development.

The Placer County General Plan Background Report identifies Colfax and the surrounding area as having soils that present a moderate to high erosion hazard. Due to this risk, parcels that have gradients of more than 10 percent are subject to the City’s Hillside Development guidelines. The Guidelines define certain grading and drainage standards which are meant to encourage the planning, design, and development of home sites that provide maximum safety with respect to exposure to geological and geotechnical hazards, drainage, erosion and siltation.

Expansive soils have the potential for shrinking and swelling with changes in moisture content, which can cause damage to overlying structures. According to the Colfax General Plan Initial Study, much of the Colfax Planning Area contains soils that have low to moderate expansive soils.

Septic systems are not allowed in the City of Colfax.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of most potential site-specific impacts relating to geology and soils is not possible. All grading requires a Grading Permit as set forth in the Conditions of Approval. The subject property consists of approximately: 20 percent slopes of 30% or more; 38 percent slopes between 20-30%; 30 percent slopes between 10-20%, and 12 percent slopes less than 10%. As discussed above, the City’s Hillside Development Guidelines apply to any property with slopes greater than 10%. The Guidelines prohibit development on slopes greater than 30%. One of the purposes of the grading and drainage standards that are required by the Guidelines is to encourage the planning, design, and development of home sites that provide maximum safety with respect to exposure to geological and geotechnical hazards, drainage, erosion and siltation. Future development applications submitted for the parcels would be required to comply with the City’s Hillside Development Guidelines and any other applicable City, County, State and federal standards and guidelines relating to geology and soils impacts, including, but not limited to, compliance with National Pollution Discharge Elimination System (NPDES) permit requirements and Uniform Building Code (UBC) seismic safety standards. Such requirements are designed and intended to ensure that new development or construction does not expose people to significant geological impacts. Furthermore, future development applications submitted for the parcels would be subject to applicable, site-specific environmental review, which would ensure that impacts relating to geology and soils are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts relating to geology and soils are *less-than-significant*.

VII. GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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

I. *Global Climate Change:* Climate change is a shift in the “average weather” that a given region experiences. This is measured by changes in temperature, wind patterns, precipitation, and storms.

Global climate is the change in the climate of the earth as a whole. It can occur naturally, as in the case of an ice age, or occur as a result of anthropogenic activities. The extent to which anthropogenic activities influence climate change has been the subject of extensive scientific inquiry in the past several decades. The Intergovernmental Panel on Climate Change (IPCC), recognized as the leading research body on the subject, issued its Fourth Assessment Report in February 2007, which asserted that there is “very high confidence” (by IPCC definition 9 in 10 chance of being correct) that human activities have resulted in a net warming of the planet since 1750.

The California Environmental Quality Act (CEQA) requires local agencies to engage in forecasting “to the extent that an activity could reasonably be expected under the circumstances”. The agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal (CEQA Guidelines Section 15144, *Office Associate v. Regents of the University of California* (1988) 47 Cal.3d 376).

II Greenhouse Gas Emissions: Recent concerns over global warming have created a greater interest in greenhouse gases (GHG) and their contribution to global climate change (GCC). However, at this time there are no generally accepted thresholds of significance for determining the impact of GHG emissions from an individual project on GCC. Thus, the City may develop policies and guidance to ascertain and mitigate, to the extent feasible, the effect of GHG, for CEQA purposes, without the normal degree of accepted guidance by case law. The City of Colfax currently has not developed nor established a policy for this.

The potential effect of greenhouse gas emissions on global climate change is an emerging issue that warrants discussion under CEQA. Unlike the pollutants discussed in Section III of this report (Air Quality) that may have regional and local effects, greenhouse gases have the potential to cause global changes in the environment. In addition, greenhouse gas emissions do not directly produce a localized impact, but may cause an indirect impact if the local climate is adversely changed by its cumulative contribution to a change in the global climate. Individual development projects contribute relatively small amounts of greenhouse gases that when added to other greenhouse gas producing activities around the world would cumulatively result in an increase in these emissions that have led many to conclude is changing the global climate. However, no threshold has been established for what would constitute a cumulatively considerable increase in greenhouse gases for individual development projects that might be considered significant. The State of California has taken several actions that help to address potential global climate change impacts.

In 2006, the State of California adopted Assembly Bill 32 which requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions by 25 percent by 2020. Statewide mandatory caps began in 2013 for significant sources to meet the 2020 goals.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific greenhouse gas emissions impacts is not possible. Future development applications submitted for the parcels would be required to comply with City, County, State, and federal standards and guidelines that are intended to protect the environment from impacts related to greenhouse gas emissions and would be subject to applicable, site-specific environmental review, which would ensure that impacts from greenhouse gas emissions are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to greenhouse gas emissions are *less-than-significant*.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input 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"/>	✘
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"/>	✘
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"/>	✘
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"/>	✘
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"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

Hazardous materials are used in Colfax for a variety of purposes including manufacturing, service industries, small businesses, agriculture, medical clinics, schools and households. In addition, hazardous materials are transported through the City via the transportation routes that traverse the City of Colfax including Interstate 80, State Highway 174, and the Union Pacific Railroad. The City of Colfax does not have direct authority to regulate the transportation of hazardous materials on State highways and rail lines, but the U.S. Department of Transportation (DOT) regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. In addition, the California Health Services Department regulates the haulers of hazardous waste, but does not regulate all hazardous materials.

There are no active sites in the City of Colfax that are included on the Hazardous Waste and Substances Sites (Cortese) List [DTSC, 2013]. Airports are not located within the City of Colfax. Two airports are located relatively near the City of Colfax: the closest is the Nevada County Airport, which is approximately 12 miles from the Colfax; the second is the Auburn Airport, which is approximately 15

miles from Colfax. State Law charges Nevada County with administering an Airport Land Use Plan (ALUP) for the airports.

The Colfax/Placer Hills community has been identified as an area of extreme fire susceptibility within the West Slope Placer County Community Wildfire Protection Plan (2013). This area also falls within Very High and High Fire Hazard Severity Zones as mapped by CAL FIRE (2007). Residential development in the fire dependent ecosystem has created hazardous firefighting and life safety considerations for first responders. Long narrow roads intermixed with residential and rural development on parcels ranging from one to 20 acres dominates with larger properties within canyons where vehicle access is limited. The communities are permeated by steep south aspect canyons. Below these communities lie federal lands (BOR, BLM) where high recreational use is common. This area has an active large fire history and continues to experience endemic levels of bug kill and storm damage which influences the fuel loading and availability for ignition. [Fire Chief Paulus, April 2014]

Impact Analysis

Regarding questions c) and f) above, the area is not located within ¼ mile of a school or proposed school or within the vicinity of a private airstrip. The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of most potential site-specific hazards or hazardous materials impacts is not possible. With respect to hazards relating to potential wildlands fires, as conditions of approval, the City Fire Department is requiring, among other things, that: (1) one fire hydrant with a 6,000 gallon tank be provided for fire protection; (2) and that defensible space standards be met pursuant to Public Resources Code Section 4291. In addition, the City Fire Department is requiring that future development of the resultant parcels provide the following:

- a. 100 foot break from the city boundary to meet the intent of PRC 4291.
- b. Water for fire protection equal to the original four parcel split, per parcel, as long as the parcels are 2.5 acres or greater.
- c. If parcel splits are less than 2.5 acres then a fixed water system with hydrants will be required.
- d. If parcels splits are less than 2.5 acres a 20 foot road easement from Iowa Hill to Tree Farm Road is required.
- e. Multifamily development on any parcels requires a fixed water system with hydrants.
- f. All splits 2.5 acres or greater road standards shall meet PRC 4290 criteria.
- g. Splits less than 2.5 acres, and/or multifamily development, roads to be all weather all season (paved).

Future development applications submitted for the parcels would be required to comply with the Fire Department's Conditions of Approval as stated above, and City, County, State, and federal standards and guidelines intended to protect the environment from hazards or hazardous materials and would be subject to applicable, site-specific environmental review, which would ensure that impacts from hazards or hazardous materials are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to hazards and hazardous materials are *less-than-significant*.

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

Discussion

Under Section 402 of the Clean Water Act, the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste dischargers to “waters of the nation.” Waters of the nation include rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of one or more acres requires a NPDES permit. Construction project proponents are required to prepare a Stormwater Pollution Prevention Plan (SWPPP).

Water quality for all surface water and groundwater for Placer County is regulated under the jurisdiction of the Placer County Water Agency (PCWA). The City of Colfax is located within Zone 3 of the five geographical zones that the PCWA services. Approximately 20 percent of the water supplied by the PCWA is treated drinking water and about 80 percent is used for irrigation. Information provided by the PCWA reports that the drinking water supplied to the residents of the City of Colfax meets or exceeds state and federal public health standards. [Placer County Water Agency, *Water Quality Report, Volume 26, Number 2*, April-May 2012]

The City of Colfax is not located within a 100-year flood hazard area [FEMA FIRM, Map Number 06061C0125F]. The City of Colfax is not located near a dam or levee. A tsunami is a sea wave or a series of sea 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. However, mudflows typically occur in mountainous or hilly terrain. The City of Colfax is mountainous and hilly and has experienced mudflows in the past.

The City of Colfax is not heavily reliant on groundwater. The Placer County Water Agency supplies water for the majority of the City of Colfax. Water from the Yuba-Bear and American River watersheds and snow pack runoff supplement the PCWA.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of most potential site-specific impacts to hydrology and water quality is not possible. There is an existing drainage area located in the Northeast corner of the property. Proposed parcel 1 will have a drainage easement encumbering the parcel and each of the other proposed parcels will have rights to drain to and into this drainage area via the easements established through the parcel map process, if approved. The City Engineer is requiring that the applicant record a reciprocal storm drainage maintenance agreement against proposed parcels 1, 2, 3 and 4 for the operation and maintenance of storm drainage and storm water run-off associated with the parcels. Future development applications submitted for the parcels would be required to comply with City, County, State, and federal standards and guidelines intended to protect hydrology and water quality (such as implementation of Best Management Practices (BMPs) as specified by any applicable NPDES permit and the approval of a SWPPP, if applicable). Future development applications submitted for the parcels would also be subject to applicable, site-specific environmental review, which would ensure that impacts hydrology and water quality are minimized., Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts to hydrology and water quality are *less-than-significant*.

X. LAND USE AND PLANNING. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

X. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

The City of Colfax does not currently participate in a habitat conservation plan or natural community conservation plan.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. As part of the proposed project, the City is processing a zoning amendment to correct split-zoning on the property. The originating parcel is currently designated as both RM-1 (multi-family residential) and R-1 (single-family residential) zoning. The proposed project will assign the existing R-1 zoning to resultant parcels 1 and 2 and the existing RM-1 zoning to resultant parcels 3 and 4. As such, the proposed project would not alter existing General Plan land use designations or zoning, nor would new land use designations or zones be created.

Future development applications submitted for the parcels would be required to comply with City standards, policies and guidelines relating to land use and would be subject to applicable, site-specific environmental review, which would ensure that impacts to land use and planning are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to land use and planning are *less-than-significant*.

XI. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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"/>
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"/>

Discussion

Currently, within the City of Colfax, inactive mines exist that may still contain trace amounts of the mineral gold. The City has three known mineral deposit sites: (1) the “Colfax Claim” site (primary commodity: Gold); (2) the “Colfax Mine” site (primary commodity: Clay); and (3) the “Colfax Shale Quarry” site (primary commodity: Crushed/Broken Stone). [USGS, Mineral Resources Spatial Data, December 2013] None of these sites are within the vicinity of the proposed project area.

Impact Analysis

The proposed project area is not located in the vicinity of the three known mineral deposit sites. The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific impacts to mineral resources is not possible. Future development applications submitted for the parcels would be required to comply with City, County, State, and federal standards and guidelines intended to protect/preserve mineral resources and would be subject

to applicable, site-specific environmental review, which would ensure that impacts to mineral resources are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to mineral resources are *less-than-significant*.

XII. NOISE. <i>Would the project result in:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed project is not located within an airport land use plan, within two miles of a public airport or public use airport, nor within the vicinity of a private airstrip. Therefore, aircraft operations are typically not audible in the City and existing and future operations are not identified as a potential noise source within the City.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Certain Conditions of Approval for this project require improvements to be constructed upon future development of the parcels (i.e., water and sewer-related infrastructure) which would require the use of construction equipment, and therefore generate an increase in noise levels, as well as potential groundborne vibration. Short-term construction-related noise levels would be higher than current ambient noise levels in the project area, but would be temporary in nature. Activities associated with construction would typically generate maximum noise levels ranging from 85 to 90 decibels (dB) at a distance of 50 feet. However, because construction activities would be temporary and would occur during normal daytime working hours, significant adverse public reaction to construction noise would not be anticipated. In addition, construction activities could only be performed during the hours set out by Title 8, Chapter 8.28 of the Colfax Municipal Code. Future development applications submitted for the parcels would be required to comply with City, County, State, and federal standards and guidelines intended to protect the environment from noise impacts and would be subject to applicable, site-specific environmental review, which would ensure that impacts from noise are minimized. Applicable, site-specific environmental

review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to noise are *less-than-significant*.

XIII. POPULATION AND HOUSING. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Impact Analysis

The proposed project is a minor land division of vacant property and does not propose any development of a specific project. The proposed project will not displace substantial numbers of existing housing, or necessitate the construction of replacement housing. The subject property is located within City limits and is zoned multi-family and single-family residential with nearby major infrastructure available to serve residential development. As such, potential future construction of residences on the parcels would induce population growth directly, but such growth is already planned-for and anticipated in accordance with the residential zoning. Future development applications submitted for the parcels would be required to comply with City, County, State, and federal standards and guidelines intended to protect existing residential housing and would be subject to applicable, site-specific environmental review, which would ensure that impacts to population and housing are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements would ensure that impacts related to population and housing are *less-than-significant*.

XIV. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Fire Protection

Two different fire departments provide fire protection services to the City of Colfax. The Colfax Fire Department (CFD) is located at 33 Main Street and currently houses one fire engine, four available apparatuses for volunteers, one fire chief, 15 firefighters, and one fire inspector. [Colfax Fire Department, Fire Marshal Brad Albertazzi, December 2013] The current service ratio is one firefighter per 131 residents. The CFD goal response time is five minutes and the CFD reports a current average response time of less than five minutes. Cal Fire operates a second fire station located at 24020 Fowler Road in the City of Colfax's sphere of influence. Cal Fire has one fire engine available, one chief, two firefighters available in the winter and three firefighters available in the summer months. Other agencies that support the CFD and Cal Fire with mutual aid are the Placer Hills Fire District in Meadow Vista, and the Chicago Park/Peardale Fire Departments.

Police Protection

Currently, police protection in the City of Colfax is provided by the Placer County Sheriff's Office substation within the City Limits. The Sheriff's Office's substation in Colfax is located at 33 Main Street. The main Placer County Sheriff's Office is located at 2929 Richardson Drive in Auburn, California. The Placer County Sheriff's Office has a total of 232 sworn officers, including deputies such as 12 lieutenants, 38 sergeants, and five captains. The current ratio is approximately one sheriff per 12,500 residents in Placer County. The Sheriff's Office has a goal of one sheriff per 10,000 residents. The Placer County Sheriff's Office substation in the City of Colfax currently employs four deputies and one sergeant. All Special Teams (SWAT, Bomb Squad, K9, Air Ops, Hostage Negotiation, Mounted, Dive Team, Search and Rescue) from Auburn are available to the City of Colfax. The nearest California Highway Patrol station is located in the town of Gold Run and their units are made available to Colfax. The approximate response time for emergency situations within the City of Colfax is three to five minutes and the average response time to a non-emergency situation varies depending on the particular situation. According to the Placer County Sheriff's Office, the current substation location is believed to be adequate to accommodate the current population of Colfax. However, as Colfax develops outward, the necessity may arise in the future to construct new facilities in order to maintain acceptable response times. The City of Colfax and the Placer County Sheriff's Office are currently renovating a new station for the City of Colfax. The new station will be at 10 Culver Street. The projected move in date is in Summer of 2014. [City Clerk's Office, April 2014] This move will not decrease response times, however the Sheriff's Office is adding on more volunteers to man the front counter and 5 days a week for 4 hours a day and installing a direct line phone to dispatch for when the office is not being staffed. This will provide better service to the City of Colfax.

Schools

Colfax Elementary School District (CESD) provides educational services for the City of Colfax. The Colfax ESD district has approximately 350 students. [Colfax Elementary School District, Kate Karlberg, December 2013] Colfax Elementary School is located at 24825 Ben Taylor Road in the City of Colfax. CESD has a total of 50 staff employees and 20 certificated personnel. Portable classrooms are available on-site in the event of any overcrowding.

Colfax High School is part of the Placer Union School District. Colfax High School is located at 24995 Ben Taylor Road in the City of Colfax. According to school officials, the High School has approximately 662 students with a maximum capacity of 1,000 students. [Placer Union School District, Kristen Nave, December 2013] The High School has 25 staff employees and 32 certificated personnel. Colfax High School is expecting a decreased in enrollment for the fall semester in 2014.

In 1998, the State legislature passed Senate Bill (SB) 50, which inserted new language into the Government Code (Sections 65995.5-65995.7) authorizing school districts to impose fees on developers of new residential construction, in excess of the mitigation fees already authorized by Government Code 66000. School districts must meet a list of specific criteria, including the completion and annual update of a School Facility Needs Analysis, in order to be legally able to impose the additional fees. According to the District, Colfax Elementary School District is qualified to impose a fee of \$1.78 per square foot of new residential units constructed. The Placer Union School District states that the existing school developer fee is \$1.42 per square foot of new residential units constructed.

Parks

The City of Colfax currently has a total of four parks totaling 3.26 acres. All local-serving park and recreation lands within the City are owned and operated by the City. [City Clerk’s Office, December 2013] The parks include a baseball field, a basketball court, a splash park, picnic areas, gazebos, and other amenities. The City of Colfax has adopted a standard which requires 4 acres of open space area per 1,000 residents (Colfax 1998 General Plan Natural Environment Element Policy 6.2.4.1). The Placer County General Plan requires 4 acres of improved park land area and 5 acres of passive park land (open space) per 1,000 residents. The City of Colfax Parks & Recreation Master Plan that was adopted in 2008 recommends that the City impose the same requirements as the County, however this recommendation has not been adopted by the City Council. The City has established and collects impact fees for Parks & Recreation facilities and Trail systems from new development to achieve the current standard.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Future development applications submitted for the parcels would be required to pay applicable impact fees and comply with City, County, State, and federal standards and guidelines intended to address impacts relating to public services and would be subject to applicable, site-specific environmental review, which would ensure that impacts to public services are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements, would ensure that impacts related to public services are *less-than-significant*.

XV. RECREATION. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

The City of Colfax currently has a total of four parks totaling approximately 3.26 acres. All local-serving park and recreation lands within the City are owned and operated by the City. [City Clerk’s Office, December 2013] The parks include a baseball field, a basketball court, a splash park, picnic areas, gazebos, and other amenities. The City of Colfax has adopted a standard which requires 4 acres of open space area per 1,000 residents (Colfax 1998 General Plan Natural Environment Element Policy 6.2.4.1). The Placer County General Plan requires 4 acres of improved park land area and 5 acres of passive park land (open space) per 1,000 residents. The City of Colfax Parks & Recreation Master Plan that was adopted in 2008 recommends that the City impose the same requirements as the

County. The City has established and collects impact fees for Parks & Recreation facilities and Trail systems from new development.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific impacts to recreational facilities is not possible. Future development applications submitted for the parcels would be required to pay applicable impact fees and comply with City, County, State, and federal standards and guidelines intended to address impacts relating to recreational facilities and would be subject to applicable, site-specific environmental review, which would ensure that impacts relating to recreational facilities are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements, would ensure that impacts related to recreational facilities are *less-than-significant*.

XVI. TRANSPORTATION AND CIRCULATION.		Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>					
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 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 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 result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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"/>

Discussion

The subject property is fronted by Iowa Hill Road and Grand View Way, which are both public roads maintained by the County of Placer.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of most potential site-specific impacts relating to transportation and circulation is not possible. Because of the terrain and horizontal and vertical curves of Iowa Hill Road in the project vicinity, as well as the speed of travelers on Iowa Hill Road (approx. 35 mph), the Placer County Public

Works Department is requiring as a condition of approval that each new driveway encroachment demonstrate adequate sight distance, as well as paved radii and transitions. Future development applications submitted for the parcels would be required to comply with these conditions of approval and would be reviewed to ensure consistency with all regional and local transportation plans and policies. Future development applications would be required to pay applicable impact fees, comply with City, County, State, and federal standards and guidelines intended to address impacts relating to transportation and circulation and would be subject to applicable, site-specific environmental review, which would ensure that impacts relating to transportation and circulation are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements, would ensure that impacts related to transportation and circulation are *less-than-significant*.

XVII. UTILITIES AND SERVICE SYSTEMS.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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 type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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 type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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 type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

Wastewater infrastructure is available to all the parcels within the City of Colfax. Collection system (WCS) and wastewater treatment plant (WWTP) capacity is discussed in more detail below. The available capacity during dry weather flow is sufficient for current and projected 20 year growth, based on information provided in the City’s 2010 SECAP. [City of Colfax Sewer Evaluation and Capacity Assurance Plan, Ponticello Enterprises, July 2010] This same report identifies capacity deficiencies during 10-year, 36-hour storms due to inflow and infiltration (I&I); however, the City has completed two major I&I mitigation project to eliminate the deficiencies.

WWTP

The City of Colfax Wastewater Treatment Plant was originally built in 1978 with secondary treatment and irrigation fields. The plant was converted to a tertiary treatment facility in 2009. The plant is permitted by the Regional Water Quality Control Board, Central Valley Region, (RWQCB) under the National Pollution Discharge Elimination System (NPDES) permit, No. CA0079529, Order R5-2013-0045. Under the permit, the City is allowed to operate the WWTP at an average daily dry weather discharge flow of 0.275 million gallons per day.

Collection System Capacity Study

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. Dry weather flows, which represent the demand on the collection system from its residential, commercial, and industrial users, was found to be insignificant relative to the wet weather flows. The system capacity is sufficient to handle current and future usage based on 20-year growth assumptions.

Sufficient capacity exists to support the development of an additional approximately 425 EDU's (including both commercial and residential).

Water in the Colfax Planning Area is provided by the Placer County Water Agency. The PCWA does not reserve water for prospective customers. The PCWA makes commitments for service only upon execution of a facilities agreement and the payment of all fees and charges required by the PCWA.

Solid waste collection in the City is currently handled by Recology. Solid waste collection is a "demand-responsive" service and current service levels can be expanded and funded through user fees without difficulty. All future development within the City is required to comply with applicable elements of the California Solid Waste Reuse and Recycling Access Act of 1991.

Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of most potential site-specific impacts relating to utilities and service systems is not possible. Currently, there is no water service to the subject property. Water could be made available to the property via PCWA's treated water main in Iowa Hill Road, but the water main does not front the subject property. As a condition of approval, PCWA is requiring that future parcel owners or developers enter into a facilities agreement with PCWA to provide on- and off-site improvements to provide water for domestic and fire protection purposes. The City Engineer is requiring that each parcel connect to the City's sewer system and PCWA's water system prior to the issuance of any building permit. Future development applications submitted for the parcels would also be required to pay applicable impact fees and comply with City, County, State, and federal standards and guidelines intended to address impacts relating to utilities and service systems and would be subject to applicable, site-specific environmental review, which would ensure that impacts to utilities and service systems are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements, would ensure that impacts related to utilities and service systems are *less-than-significant*.

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

Discussion/Impact Analysis

The proposed project is a minor land division and does not propose any development of a specific project. Therefore, an assessment of potential site-specific direct and cumulative impacts relating to the environment, biological habitat, historical resources and human beings is not possible. Future development applications submitted for the parcels would be required to pay applicable impact fees and comply with City, County, State, and federal standards and guidelines intended to address these types of impacts and would be subject to applicable, site-specific environmental review (including analyzing cumulative effects) which would ensure that these types of impacts are minimized. Applicable, site-specific environmental review of future development applications and adherence to the above-mentioned requirements, would ensure that these types of impacts are *less-than-significant*.

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁸	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM _{2.5}) ⁸	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ⁹	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹⁰	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹⁰	—	
Lead ^{11,12}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹³	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹¹	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page ...

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.