COLFAX California

OUTLINE GENERAL PLAN 1990



WILLIAMS, COOK & MOCINE CITY & REGIONAL PLANNING

1045 SANSOME STREET SAN FRANCISCO CALIFORNIA 94111

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WILLIAMS, COOK & MOCINE CITY & REGIONAL PLANNING

1045 SANSOME STREET SAN FRANCISCO CALIFORNIA 94111 TELEPHONE 415 433-4433

September 26, 1966

City Council of Colfax City Hall Colfax, California

Gentlemen:

Pursuant to our contract with the State of California, we are pleased to submit the Outline General Plan as a guide to future development for the City of Colfax and the surrounding unincorporated area.

The Outline General Plan is the first planning step. It indicates the scale of probable population increase and physical growth and recommends a general organization of land uses for future development. After public hearings, the Plan should be adopted by the City and by Placer County which has jurisdiction over the unincorporated area.

The Plan is not an end in itself, but should be the beginning of a continous planning program. The adoption of the proposed zoning ordinance for the City, which was prepared as part of this initial program, is an essential next step. As development becomes more intense, the Outline General Plan will need to be refined and made more specific. It should be reviewed annually to keep it up-to-date and responsive to changing conditions and to determine areas where special study is indicated.

Many people have assisted us in our work during the program. We wish to particularly thank the members of the Citizens' Committee who worked long and conscientiously to formulate the goals and objectives on which the Plan is based. The assistance given by Mr. Justin F. Barber, Jr., Placer County Planning Director, and by Mr. Thomas McMahan of his staff was invaluable throughout the whole course of the work. Their review at each stage was careful and useful. The high level of interest and the concern in the community contributed greatly to the Plan and made the entire program a stimulating experience as well.

Sincerely,

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CORWIN R. MOCINE, A.I.P.

In the Census County Division, almost one-quarter of the homes are seasonal-occupied only part of the year. At the present time, concentrations of seasonal homes are generally at higher elevations than Colfax. The following figures, cited in the "Outdoor Recreation Resources Review Committee's Report to Congress" indicate some factors which will intensify the demand for second homes throughout the nation in future years.

	1960		2000
Average Paid Vacation	2.0 weeks	2.8 weeks	3.7 weeks
Average Per Capita Disposable Income	\$1,970	\$2,900	\$4,100
Average Work Week	39.0 hours	36.0 hours	32.0 hours

While income and leisure are on the increase, land availability is decreasing close to the prime mountain recreation areas. Areas such as Colfax, where good climate and pleasant rural setting are available, will attract more and more seasonal residents. For the families desiring to acquire seasonal homes with a potential for future retirement, Colfax would be very attractive indeed.

AGE COMPOSITION IN 1960 AND IN THE FUTURE

Age Composition--1960

Table 1 in the Appendix compares 1960 age composition of Colfax, Placer County, California and the Nation. A study of age composition in 1960 shows that Colfax had a smaller proportion of its population in the pre-school age than the County, the State or the Nation. Most significant, however, is the high percentage of people over 65 living in Colfax (close to double the percentage in the State). This emphasizes Colfax's attractiveness to people in retirement.

Future Age Composition

It appears that Colfax will receive an influx of varied families. Some will be workers with families; some will be retired couples whose average age will be over 60. Age composition will probably be modified only slightly in the future. In line with statewide projections and those recently made for neighboring Nevada County, the percentage of the population of school age may fall slightly to about 22 per cent.

FUTURE EMPLOYMENT OF PLACER COUNTY LABOR FORCE

Industrial growth in western Placer County will continue to expand and provide the needed industrial jobs to support expected Placer County growth. The Loomis Valley Plan, prepared by the County Planning Department in 1962, estimates that between 90,000 and 125,000 new jobs will be needed in eastern Placer County to support the population forecast for the year 2000.

Another future employment field for rural Placer County residents will be in recreation and services connected to recreational visitors. At a conference on Regional Recreation in 1963, the State Division of Recreation stated:

"California's recreation problem is caused by a spiraling imbalance of demand over supply. Better living is creating a recreation demand, which conservatively, is increasing 400% while the population is increasing but 100%. The available land for recreation is decreasing as communities spread over the landscape and as land is being put to other uses. We can expect the curve of demand for recreation to continue to increase sharply in the next 20 years. This is caused by available leisure time, which will be up 15%; discretionary income up 30% and mobility up 50%."

Placer County contains some of the prime recreational areas in the State. While Colfax itself is not in one of the prime recreation areas, there will be many opportunities for employment in recreation and visitor oriented businesses in the future. While jobs will expand in the Colfax area, a large number of people living in Colfax will commute elsewhere in the County to work, to industrial jobs near Roseville and to recreation areas in the higher elevations.

RECREATION POTENTIAL IN THE COLFAX PLANNING AREA

A State grant, under the Davis Grunsky Act, has just been received by the Nevada Irrigation District for the development of recreation facilities. A total of \$4,693,000 will be spent to develop facilities at the four reservoir sites in Nevada County. Rollins Reservoir, just three miles north of Colfax, is the most accessible of the four sites and, having the lowest elevation, will have the longest season of use. Each camp site here is expected to be used 120 days per year as compared with 100 days at Scotts Flat, 75 at Jackson Meadow and 60 days at Faucherie. The day-use season will be somewhat longer at all four reservoirs.

If Colfax takes advantage of its established position as a local trade center, it could become a gateway for visitors to the Rollins Reservoir recreation area and gain in both trade and employment. However, unless Colfax makes definite efforts to attract this business, new service centers will be built elsewhere. For instance, a proposed freeway running north of Colfax from Highway 80, past the Reservoir to Grass Valley, is now being discussed by Nevada County. In preliminary discussion with the State Highway Department, it appears to be a needed regional con-

MAJOR PROPOSALS OF THE OUTLINE GENERAL PLAN

Residential. The Plan shows two rural densities and three urban densities of residential development. At the density shown, the existing City of Colfax would approximately double its population by 1990. Close to the City, small areas of high density are shown where apartments and possibly limited transient accommodations would be appropriate. Hilly terrain is generally shown in the rural, low density categories.

Commercial. A major proposal of the Plan is to retain the existing downtown as the community shopping center. Modernization and expansion, including off-street parking, is recommended. Other centers shown on the Plan are neighborhood convenience centers or specialized centers for highway-oriented uses. For the highway commercial areas, controls regulating signs, parking, land-scaping and general appearance will be particularly important. A visitor commercial center is shown north of Colfax on the proposed freeway.

Industrial. The Plan shows over 100 acres of industrial land to be reserved for future needs. A variety of uses including warehousing, distributing facilities and light manufacturing should be acceptable in this area.

<u>Circulation</u>. The Plan shows an integrated system of major and secondary roads to serve the entire Planning Area. The County origin and destination survey now in progress and other detailed studies will indicate the number of lanes needed and standards to which each of these roads should be developed in the future.

The Plan recommends a new freeway, more or less paralleling existing State Route 174, from Interstate 80 to Grass Valley where a connection would be made with the adopted freeway, Route 20. This proposal would complete the regional system in the Colfax Area and, besides being of local convenience, would make the City easily accessible from most of Northern California. The new freeway would be an important route for vacation travel.

Public Facilities. The existing Colfax elementary school site is shown as a future civic center. New school sites are shown, consistent with modern standards and the projected population. Neighborhood parks are shown adjacent to the school sites. Additional community park area is shown on the Bear River and the North Fork of the American River. Rollins Dam and the new Wildlife Conservation Area on the Bear River will serve local people as well as visitors and vacationers from other areas. The Bunch Creek Reservoir, to be built about 1985, should also be developed for local and regional recreation.

POPULATION

HISTORICAL GROWTH AND FORECASTS FOR THE FUTURE

Placer County population since 1930 is plotted on the graph opposite and projections made by the County Planning Department are shown to the year 2000. Seasonal or part-time population is not included in the projection.

Western Placer County (Auburn, Loomis Basin-Folsom Lake, Roseville and the West Valley Census County Divisions) contained approximately 80 per cent of the County's population in 1960. Projections shown for this area were made by the County for the Loomis Basin Plan. Eastern Placer County (Colfax-Summit, Tahoe, and Foresthill-Back Country Census County Divisions) contained approximately 20 per cent or 10,369 people in 1960. Colfax-Summit Division runs from Clipper Gap up Highway 40 to Donner Summit. A proportion of the eastern County's anticipated growth was first allocated to the Colfax-Summit Division. Slightly less than one-half the Division's growth was then allocated to the Colfax Planning Area itself. The projection assumes that, if the high projection for the County were to be reached, growth of permanent population in the Tahoe area would be accelerated. While the high projection would increase population in the Colfax area modestly, the rate of growth in Colfax would not jump in proportion to over-all County growth. In other words, Colfax's growth rate is expected to be more or less steady and will remain within narrow limits whether County growth reaches the high or low projection.

Future growth in the Colfax area will come primarily from three sources: retirement population, new working families who will find employment in the growing industrial complexes near Roseville and Auburn or in recreation areas, and people attracted by new employment opportunities in Colfax. Seasonal homes, while not adding directly to the permanent population, will contribute to over-all economic growth by creating local employment opportunities.

Retirement Population

Colfax already has a significantly large retirement population (see section on age composition). Although proportionally the projected State increase in people over 65 (8.9 per cent in 1960 to 10.3 per cent in 1990) does not seem large, the total number of retired people in the State and the Nation will increase dramatically as a result of increased longevity and earlier retirement. Between 1965 and 1990, the increase in actual number of people over 65 in California is projected to be almost 1-1/2 million. These retirees will not settle evenly throughout all parts of the State but will tend to concentrate in various areas which are particularly amenable to their needs and desires. The small foothill communities are one type of area that has proved attractive to retired people.

Retirement housing developments have taken new forms in recent years. Sometimes whole new communities are built catering only to the older age group. In California, these have ranged from luxury homes and condominium apartments with extensive recreational facilities to more modest subdivisions and individual homes. Whether living in new retirement communities or in

individual income and employment is shown below.

Regional Impact

	Imported	Local Income	Wages & Salary	Employment in <u>Man Years</u>	Additional Employees Per Season
Before 1970	\$250,000	\$300,000- \$20 375,000 25	00,000- 50,125	50 to 63'	150 to 189
Completion (2000+)	\$475,000	\$570,000- \$38 712,500 47	30,190- 75,238	95 to 119	285 to 357

Impact on Colfax (Assumed 1/3 Total)

	Imported	Local Income	Wages & Salary	Employment in Man Years	Additional Employees Per Season
Before 1970	\$ 83,333	\$208,333	\$ 60,417	15	. 42
Completion (2000+)	\$158,333	\$395,833	\$114,791	29	86

While the 1970 local income increase would be significant--representing an increase of about 14 per cent of 1965 taxable retail sales--it would not in itself be enough to cause a sizable expansion in the economic base of Colfax.

There will be recreation needs to be filled in addition to those provided by the public agencies; for example, additional camp sites. Other facilities such as resort hotels and lodges are normally provided by private enterprise. Colfax could expand its economic base and development by concentrating on providing private recreation facilities.

This can best be done by private initiative encouraged and supported by public policies and assistance. If the community organizes its resources and talents to investigate all methods of encouraging the type of recreation development it desires and to create an atmosphere which will attract visitors and generate investment, it will have a good basis for succeeding. First and most important, those qualities which make Colfax attractive for vacationing must be recognized as an extremely valuable and irreplaceable asset. All development should enhance rather than destroy this environment. The investment, income and the employment offered by various types of facilities should be compared. There is a need for more camp sites which require a relatively low investment. Motels and lodges require a vastly different scale of investment but bring equivalently more revenue to the area. As the snow country continues to grow in popularity and land at snow elevations becomes scarcer, there will be an increasing shortage of housing for skiers. If a skier from San Francisco could drive to Colfax and find a good lodge and entertainment facilities and be provided with transportation to and from the summit during the day, this might provide a significant source of revenue to Colfax. The difficulties of financing a

For a small rural town, Colfax has a relatively large amount of local employment. It is a small market and service center for the surrounding country-side. In the future, as the hinterland population grows and tourism and recreation increase, Colfax should be able to increase employment opportunities in business, personal services and trade.

RETAIL TRADE IN COLFAX, 1960-1965 AND FORECAST FOR THE FUTURE

Trade, 1960-1965

The Planning Area population was estimated to be approximately 1,800 in 1965. Excluding automobiles, taxable retail sales per capita then were approximately \$833. In the County as a whole, per capita sales for the same categories were about \$726 in 1964 and were probably about \$750 in 1965. This indicates that Colfax, though a small and limited retail center, has a relatively high level of commercial activity.

The graph following shows retail trade by quarter and by year since 1960. Since the dip in the first half of 1961, the over-all trend has been definitely upward. However, the first quarter which is the prime winter sports season has shown the most sizable gain since 1961. The first quarter's per cent of the yearly retail sales was slightly above the average in the State in 1964.

Retail Sales--Percentage Yearly Total by Quarter--1964

Quarter	Colfax	<u>California</u>
lst .	23.4	22.4
2nd	25.2	24.7
3rd	24.7	25.3
4th	26.7	27.6

It appears that these extra sales in the first quarter can be attributed to skiers and travelers to the snow country who pass through Colfax.

Estimated Floor Area and Taxable Sales--Colfax, 1965

	Approximate Square Feet of Sales or Office Space $\frac{1}{2}$	Estimated Taxable Sales <u>2</u> /	Estimated Taxable Sales Per Square Foot
Retail, excluding automotive Automotive Retail,	35,000	\$1,500,000	\$42.86
including parts Other Outlets Offices Vacant Stores or offices	10,000 12,000 9,000 3,000	$\frac{3}{3}$ /	

^{1/} Survey of Space by City of Colfax - 1965.

^{2/} Estimated on basis of first three quarters for 1964 which have been reported and on local information.

^{3/} Information unavailable.

The sales figures for retail outlets do not include all transactions. For instance, food for home consumption is non-taxable and is therefore not included. Normally, in a vigorous business center, these taxable sales will fall in a range of between \$50 and \$60 per square foot. Colfax's slightly low figure of about \$43 indicates that the area has a potential capacity which has not been attained.

The gross area in the present downtown area (west of the railroad) is approximately 5-1/4 acres.

Forecast of Future Retail Trade

Colfax's present level of sales per capita is relatively high for so small a town. While tourism may play a small role in sales, the major portion of the business in Colfax comes from the City itself and the surrounding rural countryside. In order to maintain this high level of sales, the downtown area must be modernized to meet competition from other areas and to discourage businesses from attempting to form new shopping centers in outlying locations. Only by doing this will Colfax maintain its position as a rural market center for the surrounding countryside and continue to serve the residents of the Planning Area.

If the City maintains its present per capita sales, total retail sales (excluding automotive) would be around eleven million dollars by 1990. At sales of \$60 per square foot, about 183,000 square feet of retail floor area would be needed. To provide the off-street parking necessary for a healthy modern business district, the following areas would be needed:

	Acres	Parking <u>R</u> atio	Sq. Ft. <u>Floor Area</u>	Sq. Ft. Parking Area Including <u>Landscaping</u>
Downtown	10	2:1	143,000	292,600
Neighborhood Center	_4	3:1	40,000	134,240
Total	14		183,000	426,840

In addition to the areas above, Colfax should reserve certain areas for motels and transient facilities. Limited retail uses should be located within these areas and closely related to the facilities.

Automotive and highway-oriented uses will need a small area--four to six acres--close to the freeway. Once again, these uses should not be allowed to scatter randomly along major streets or the freeway. They should be limited to one area. Heavier commercial or semi-industrial uses such as wholesaling and warehousing should be located within the industrial area.

All California residents have seen the deleterious effects of uncontrolled commercial development strung out along our highways. Unsightly sprawl and inconvenient shopping are often two results. Sometimes vitality is

THE OUTLINE GENERAL PLAN

Colfax has been a small rural town since its inception. Over the past decades, the slow and even pace of growth did not disturb the quiet and peaceful life of the community. The rail yards, the orchards and fruit processing, and the retail stores serving the surrounding countryside were -- and still are -- the economic life of the town. Now, Colfax is aware that growth will accelerate and more rapid change will occur in the near future. The City has recognized its need for a plan to coordinate all the aspects of future urban growth, in order to preserve the beauty of its mountain environment while making Colfax a city of new opportunity and an even better place to live.

The General Plan is the first step in the planning process. It consists of a map and accompanying text which together express a set of policies for land use, population density, public facilities and traffic circulation. When adopted, the Plan will be an advisory, not mandatory, guide for citizens and developers as well as the basis for ordinances and official acts.

OBJECTIVES OF THE OUTLINE GENERAL PLAN

City planning begins with general policy decisions which can be translated into plans and developed into programs. To be valid and useful, these policies must represent the desires of the citizens of the community while taking into account the economic and social facts found by the planners' research. The City Council of Colfax appointed a Citizens' Committee to study their environment and make meaningful choices among the many alternative directions that future development might take. The Committee's work and the research of the Consultants served as the basis for the Plan. The major objectives of the Citizens' Committee have been summarized in a separate report and are included in the appendix as well.

In general, the goals and policies of the Citizens' Committee looked forward to progress and growth while emphasizing that Colfax must preserve and enhance the natural beauty of its setting. A desire for high standards of development while providing for diversity and individuality runs through all the reports. THE REPORT OF THE PARTY OF THE

DESCRIPTION OF THE OUTLINE GENERAL PLAN

Future Population

The graph which precedes page 1 shows the Planning Area's permanent population projected to the year 2000 when between 14,000 and 18,000 people are expected to reside in the Colfax Area. The projection is based on regional growth and Colfax's expected share of that growth.

The General Plan looks to the year 1990 and describes the amount of land which would be developed to accommodate the projected population. At the densities of residential development shown on the General Plan, approximately 5,500 permanently occupied dwelling units and about 15,000 residents could be accommodated. In addition, there could be between 3,000 and 4,000 part-time or seasonal residents. Full development at the densities shown would not be approached until sometime after 1990.

School District which maintains one school (K-8) in Colfax. Enrollment is about 350 at the present time. The school site is about 3.5 acres. In addition, a site of roughly 11 acres has been acquired for an intermediate school (7-8). These sites are barely adequate for present needs. They are both small in comparison with the standards maintained by most school districts in California. When enrollment is increased, larger sites should be considered in order to maintain a good standard of classrooms and facilities.

The Colfax High School, which is part of the Placer Joint Union High School District, serves an enrollment close to 400 from an attendance area extending from Clipper Gap to Emigrant Gap. The high school site is about 13 acres. Expansion of this existing site will be needed as well.

Since a major portion of any community's public expenditures is for education, predicting the needs for additional school facilities is an important part of any General Plan. Under-estimating for these needs can be costly, both in money and in the quality of education. The table below indicates the needs for the Colfax Planning Area in 1990 based on the high projection of 14,000 permanent residents (1960 California figures are given as a comparison).

ESTIMATED FUTURE SCHOOL POPULATION AND SCHOOLS NEEDED - 1990

DOTEMED FOLDING	SCHOOL	Colfax - 1990	California - 1960
	Number	Per Dwelling Unit	Per Dwelling Unit
Total Population	14,000	2.73	3.05
Total School Age	3,080	0.60	0.74
Kindergarten-6th Grade	1,910	0.37	0.44
Schools Needed	3 to 4		•
7th & 8th Grades	462	0.09	0.10
Schools Needed	1		•
9th-12th Grades	708	0.14	0.20
Schools Needed	1.		•

Elementary school sites generally range from 8 to 10 acres in California cities. Increased enrollment in Colfax will necessitate acquisition of at least 3 sites of this size in the future. The Plan does not show the existing 3.5 acres as elementary school but recommends its eventual abandonment as a school site.

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Intermediate schools which meet the State standards for facilties and courses offered generally require an enrollment of about 800 students to be economically feasible. A site of between 15 and 20 acres is needed. An intermediate school of this capacity would serve the Planning Area until after 1990 and have capacity for about 300 students from outside the area. The existing 11-acre site will be sub-standard in size before the useful life of the proposed new school is over. It is not well located in relation to existing or proposed land uses or to the circulation system. While the existing site is shown on the Plan, it is the recommendation of the consultants that a larger and better located site be sought as an alternative. The criteria for the site should include:

- 1. relatively level land
- 2. adequate size to serve the Planning Area for the foreseeable future
- 3. good and safe access from major street system

In the future, most of the presently undeveloped hillsides and canyons will be committed to private development. The State Wildlife Conservation Board has recently acquired some 260 acres of recreation land on both sides of the Bear River in Nevada and Placer Counties. This project, approximately a mile and a half south of Colfax, is an exceptionally fortunate public acquisition and will preserve some four miles of the Bear River frontage for public use. The proposed park on the North Fork of the American River (primarily on Bureau of Land Management property) and the additional park on the Bear River should be acquired to preserve other portions of this scenic rugged area for community recreation purposes. Rather than providing active recreation, these areas should be devoted to family and group picnic areas, hiking trails and passive recreation. In addition, a system of hiking trails is shown throughout the Planning Area. These trails would connect recreation facilities and make scenic areas accessible to walkers.

Civic Center. The Colfax Citizens' Committee recommended that the City plan for a civic center site to accommodate a City Hall, Library, Post Office and County Justice Court building. In the future, such a civic group would be very appropriate for Colfax. Besides providing convenient and efficient space for needed public functions, a civic center would help to give Colfax a symbolic identity. Grouped on one site, the suggested uses and possibly others in the future would have a greater visual and psychological impact than they would on small, separate sites.

The existing elementary school site is shown on the Plan as a future civic center. It is centrally located and its 3.5 acres are sufficient to meet Colfax's foreseeable needs for civic buildings. An attractive grouping of buildings with landscaping and off-street parking for employees and visitors could be provided. Immediately adjacent to the downtown area but outside the expected retail expansion area, it would be readily accessible to business and professional offices as well as to the general citizenry. When the elementary school is ready to abandon the site for more adequate space, the existing school building might be utilized for other public purposes until it is possible to invest in new buildings.

Commercial Development

Policy Decision. The analysis of Colfax's commercial area and of the present level of retail trade, which is included in the research section of this report, indicates that additional retail area will be required to serve the population expected in the Colfax Planning Area and the surrounding countryside. While research indicates that the most desirable pattern would be expansion of the downtown, expansion could occur in at least three different patterns. Each pattern would have a different impact on the structure of Colfax, and therefore, decisions concerning commercial expansion should be made with full consideration as to the effect on the City and the needs of the citizens. Three patterns are discussed briefly in the following paragraphs.

The first possible pattern of expansion would be a logical extension of the existing retail area. The heart of present day Colfax is the existing downtown area - the traditional market center for the town and the surrounding countryside. It is an exceptionally vigorous and prosperous center for a community of Colfax's size. It has a sense of "place" and gives an identity to Colfax.

it should be abandoned to its fate. Progress will be gradual and change will occur over many years. However, in five years time the downtown area should give evidence of moving in the direction of a modern downtown area. Its coordinated plan of expansion and improvement must show evidence of feasibility and support. If this does not appear so after five years, consideration should be given to amending the General Plan.

Description of the Downtown Portion of the Plan. The Plan shows the downtown area expanded to the west as far as Culver and Kneeland Streets and into a portion of the railroad yards. The total area west of the railroad, excluding streets, is approximately 10 acres. An additional two acres are shown east of the tracks for offices. This will allow the downtown area to develop into an efficient and economic community center which can serve the residents of Colfax and the surrounding rural area for the foreseeable future. Camping supply stores, sporting goods stores and restaurants should locate downtown and would receive a significant portion of their business from visitors.

In order to function as a modern community center, off-street parking has to be provided. Although the General Plan program does not include detailed studies of exactly where and how parking should be provided, a policy regarding the provision of off-street parking is included in the Plan recommendations. One possible schematic arrangement was presented earlier to the City along with recommendations for improved circulation around the downtown area. The ratio* of parking to first floor store area is 2:1 as shown on the schematic plan. While this is normally considered adequate for existing downtown areas, which have controlled on-street parking as well, it is considered a minimum and very modest goal for Colfax. In the proposed office area of approximately two acres, at least one half the site should be devoted to parking. As the Plan indicates, the downtown area will continue to serve the daily need for convenience goods, as well as serving a wider area with additional services and goods. One new neighborhood center is shown east of the freeway to serve the future population in that section of the Planning Area. This should be limited to a maximum of eight acres and should not be anticipated to compete with the downtown area. Its use should be limited to the "daily convenience goods" level - food stores, cleaners and laundromats, small drug and sundries stores and the like. The retail uses now scattered around the freeway interchange should be encouraged to group into a compact, modern and convenient shopping center on the east of the freeway interchange. This will satisfy commercial needs for 14,000 permanent residents and the seasonal population as well.

Certain commercial uses such as auto sales and drive-in restaurants cannot be properly located either downtown or in the neighborhood center but need special locations. Two highway commercial areas are shown to accommodate these uses: Illinois Town, where a scattering of commercial uses exist, and an additional 3-3/4 acres at the major entrance to Colfax from the freeway. Special regulations regarding off-street parking, signs, lighting and landscaping will be necessary to ensure that an attractive entrance is developed rather than a chaotic neon and asphalt jumble. There is no reason why these uses, when properly developed, cannot be as attractive as any other. A sign ordinance, limiting size and brightness of illumination, will eliminate the possibility of a "sign war" (bigger and bigger signs as businesses compete to be seen). Such sign competition is destructive to the environment, does

^{*} gross areas

Reservoir close to the intersection of U.S. Highway 80 and the proposed new freeway to Grass Valley is well located to become such a center if future demand warrants. Once again, such specialized commercial uses should be concentrated and not allowed to string out along the highways or scatter in unrelated, random locations.

Speculation as to the long-range future of recreation should consider the possibility that the railroad may sometime be utilized as a rapid transit line from the urban centers to the mountain area. Colfax might then become a point where people would leave the railroad and rent automobiles for trips into the recreation areas, begin hiking trips, or stop for short vacations. Rest homes and health resorts might flourish as a result of convenient public transportation.

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Special Study Corridors

The General Plan defines certain areas as "Special Study Corridors". In these areas very careful attention should be given to protecting the natural, scenic and recreational resources and to encouraging limited development which will enhance the "corridor" and the entire region. Some parts of the corridor should be preserved in their natural state; in others, carefully controlled development for recreation - either public or private - should be encouraged. Institutions - a junior college, for instance - could be permitted where appropriate; on the other hand, billboards should be absolutely prohibited.

The preservation of scenic beauty in these areas is doubly important. First, since these rugged mountains, canyons and wooded slopes are the backdrop which make the foothills attractive, they are important to every resident of Colfax; second, properly controlled development which will harmonize with the natural setting and attract visitors to the area can be an economic asset to the community.

Examples of uncontrolled exploitation of areas of natural beauty are all too common in California. Polluted rivers, garish construction and ugliness have too often been the result. Rather than being a long-term asset, such development is often a liability to the community. This should not be allowed to occur in the Colfax Planning Area. Following the adoption of the General Plan, it is recommended that Colfax, in cooperation with the Placer County Planning Department, define the values it wants to preserve and move jointly to formulate an effectuation program for the conservation and enhancement of the Special Study Corridors. The program might include a development study, designation of county scenic highways, special zoning legislation and a program to improve access to isolated areas.

Circulation

As pointed out previously, Colfax is well located in relation to transportation facilities and future improvements could make Colfax a major junction in the regional circulation system. This strategic location should be exploited for the benefit of the community. One very important consideration, however, is the protection of the environment from the possible deleterious effects of increased traffic, congestion, noise, and highway clutter of all types. The Plan proposes a system of local major and collector roads integrated with the regional system. Such an integrated system would tend to channelize traffic,

should be developed at a high standard with two lanes of moving traffic and parking lanes. Curbs, gutters and sidewalks should be required. Other minor residential streets should serve only the houses fronting them and should be laid out so that they will not provide short cuts which will attract traffic unrelated to the houses served.

Several studies will be made in the near future which will allow Colfax and Placer County to refine road alignments and to arrive at tentative conclusions regarding needed future highway capacities. The origin-destination study now being conducted by the County will be the most significant. Future studies by the United States Bureau of Reclamation and by the State Division of Beaches and Parks may make some additional alignments or modification of the proposed system advisable as well.

APPENDIX B

COLFAX CITIZENS' COMMITTEE

Chairman: Charles Prince

From the City of Colfax:

From the Unincorporated Area:

C. L. Davidson
A. R. Chase
Clinton Haywood
J. B. McCleary
Armando Chelini
John H. Williams
Walter Haenny
Oswald Marson

William H. Fisher Joseph Peart Walter Woolley Douglas Duff Charles Prince Richard Ballenger Stella Reub Darrell Payne

Goals and Policies
(As Adopted March 31, 1966)

HISTORY

Emphasize railroad background.

APPEARANCE

- . Need "Paint Up, Fix Up" program throughout older parts of City.
- . Improve "entrance" to City from Highway 80.
- . Clean-up--especially 2-acre lot has junk, debris, old building, water heaters, refrigerators, used cars. City will be widening block of Auburn Street this summer.
- . Improve appearance of central area.
- . Future development should respect natural topography.
- . Signs should only be permitted where necessary (held to a minimum), and large signs should be avoided; provide for uniformity of size.

RESIDENTIAL

- . Provide mixed lot sizes.
- . Lot size range should be related to family income and use.
- Adequate off-street parking should be provided with all residential development.
- Community attractiveness and individuality are desired--especially re small houses on small lots, and apartment developments.

- . Sufficient appropriate industrial sites should be reserved for future development.
- . The most significant future employment impact will probably be the recreation industry and should be adequately provided for.
- . Should provide adequate off-street parking and loading.
- Should have architectural review to prevent ugly development. Aesthetics should be considered in granting a use permit.

COMMUNITY FACILITIES

- Recommend City Council create a civic complex, including the Justice Court, Post Office, Library and, in time, City Hall, and for any other County agencies.
- . Community Youth Center site should be improved for parking and attractively landscaped.
- . Community swimming pool and baseball field site should be improved with better access, parking and landscaping. Feasibility of opening alley down ravine to Culver Street should be considered.
- . Desire to provide for a college campus (if feasible in or near Colfax).
- . Urge second entrance to Colfax from freeway.

RECREATION AND TOURISM

- . Provide for Roadside Rest and Information Center at freeway interchange.
- . Provide for best development of tourist and recreation facilities consistent with the long-term betterment of the Colfax community.

APPENDIX C

RECONNAISSANCE REPORT SEWAGE TREATMENT FACILITIES COLFAX, CALIFORNIA

INTRODUCTION

A reconnaissance study has been made of sewage treatment facilities in the Colfax, California area with a view to determining the following information:

- a. Determination of existing sewage treatment plant capacity.
- b. Evaluation of existing sewage treatment plant in relation to future requirements.
- c. Recommendations for future type of sewage treatment.
- d. Recommended location for future sewage treatment facilities.

EXISTING SEWAGE TREATMENT PLANT

The existing sewage treatment plant consists of primary and secondary sedimentation tanks, digester and biofilter together with appurtenances such as sludge drying beds, chlorination equipment, measuring weir, pumps and minor appurtenances. The plant is approximately seventeen years old and was designed to serve a population of approximately 2,500. The capacity of the plant has been reviewed and the design population verified by current calculations.

The Colfax sewage treatment plant is exceptionally well maintained and the general housekeeping is of top quality. The plant is capable of operating at maximum design capacity. With proper routine maintenance of the quality that this plant is now receiving, the plant should give excellent service for at least 40 to 50 years insofar as its physical components are concerned.

POPULATION SERVED BY EXISTING SEWAGE TREATMENT PLANT

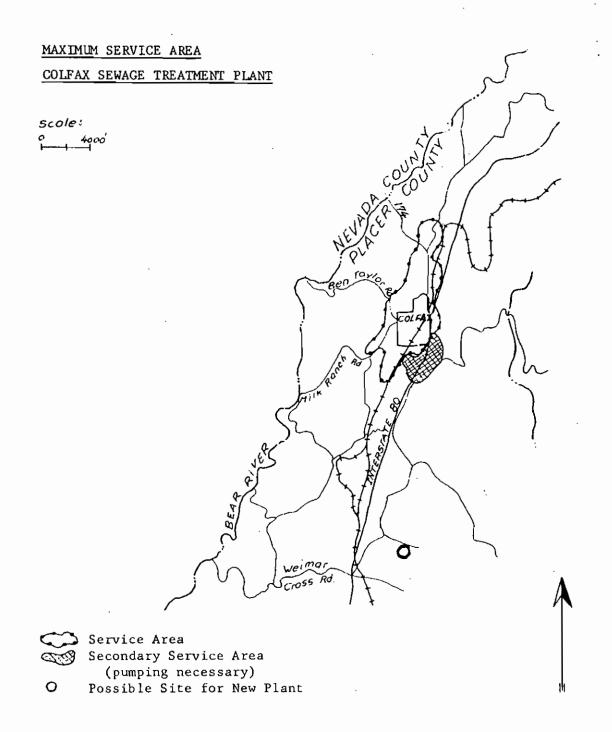
The existing Colfax sewage treatment plant is presently serving a population of approximately 900. There are 311 sewer connections tributary to the plant; three of these connections consist of one 21-unit motel; one 25-unit trailer court and one 20-unit Southern Pacific Railroad housing facility; all other connections are either single residence connections, apartment connections or commercial type connections. There are no present industries being served by the plant.

PRESENT SEWAGE FLOW

Records maintained at the Colfax sewage treatment plant indicate that the inflow to the plant during peak hours is approximately 100 gallons per

^{*} Prepared by McCreary-Koretsky-Engineers, San Francisco, California

In determining location for the future plant, consideration should also be given to the final disposal of the effluent from the existing Colfax sewage treatment plant. This effluent is now being discharged into a watercourse adjacent to the treatment plant and is of such quality that it is causing no nuisance whatever. However, it is possible that with increasing population the present point of discharge might come to be somewhat of a nuisance, even if only psychologically. It may be necessary in the future to pipe this effluent downstream and eventually discharge it in approximately the same location as may be chosen for the future plant in the southerly end of the area.



CONSULTING STAFF

Sydney H. Williams

Robert W. Cook

Corwin R. Mocine

Project Leader - Margaret W. Rusche

Rudolph R. Platzek

George N. Kinnell

Michael Wornum

Vibeke Kristensen

Ramon Rodriguez

Michael L. Fischer

Patricia Douglas

Gloría J. Abbott

Kay Kinnear

