



**REGULAR CITY COUNCIL MEETING  
WEDNESDAY, JANUARY 8, 2019**

**Regular Meeting - 6:30 PM**

**City Hall – Beryl P. Robinson, Jr. Conference Room  
317 Broad Street, Nevada City, CA 95959**

**MISSION STATEMENT**

*The City of Nevada City is dedicated to preserving and enhancing its small town character and historical architecture while providing quality public services for our current and future residents, businesses and visitors.*

**Reinette Senum, Mayor**

**Duane Strawser, Council Member  
David Parker, Council Member**

**Erin Minett, Vice Mayor  
Valerie Moberg, Council Member**

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The City Council welcomes you to its meetings which are scheduled at 6:30 PM on the 2<sup>nd</sup> and 4<sup>th</sup> Wednesdays of each month. Your interest is encouraged and appreciated. This meeting is recorded on DVD and is televised on local public television Channel 17. Other special accommodations may be requested to the City Clerk 72 hours in advance of the meeting. Please turn off all cell phones or similar devices. Action may be taken on any agenda item. Agenda notices are available at City Hall. Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Hall at 317 Broad Street, Nevada City, CA during normal business hours.

**ANY MEMBER OF THE PUBLIC DESIRING TO ADDRESS THE COUNCIL ON ANY ITEM ON THIS AGENDA:** After receiving recognition from the Mayor, give your name and address, and then your comments or questions. Please direct your remarks to the Councilmembers. In order that all interested parties have an opportunity to speak, please limit your comments to the specific item under discussion. All citizens will be afforded an opportunity to speak, consistent with their Constitutional rights. Time limits shall be at the Mayor's discretion. **IF YOU CHALLENGE** the Council's decision on any matter in court, you will be limited to raising only those issues you or someone else raised at the meeting or Public Hearing described on this agenda, or in written correspondence delivered to the City Council at, or prior to, the meeting or Public Hearing.

**CLOSED SESSION: None**

**Under Government Code Section 54950 members of the public are entitled to comment on the closed session agenda before the Council goes into closed session.**

**REGULAR MEETING – 6:30 PM - Call to Order**

**Roll Call:** Mayor Senum, Vice Mayor Minett, Council Members Moberg, Parker and Strawser

**PLEDGE OF ALLEGIANCE**

**PROCLAMATIONS:**

**PRESENTATIONS:** “Life Saving Award” – Police Officers Luke Holdroft and Chris Lewis

## BUSINESS FROM THE FLOOR

### 1. PUBLIC COMMENT

Under Government Code Section 54954.3, members of the public are entitled to address the City Council concerning any item within the Nevada City Council's subject matter jurisdiction. Comments on items NOT ON THE AGENDA are welcome at this time.

Normally, public comments are limited to no more than three minutes each. **Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.**

### 2. COUNCIL MEMBERS REQUESTED ITEMS AND COMMITTEE REPORTS:

#### 3. CONSENT ITEMS:

All matters listed under the Consent Calendar are to be considered routine by the City Council and will be enacted by one motion in the form listed. There will be no separate discussion of these items unless, before the City Council votes on the motion to adopt, members of the Council, City staff or the public request specific items to be removed from the Consent Calendar for separate discussion and action.

**A. Subject:** Accounts Payable Activity Report – December 2019

**Recommendation:** Receive and file.

**B. Subject:** Fire Activity Report – November 2019

**Recommendation:** Receive and file.

**C. Subject:** Request for Additional In-Kind Sponsorship of the Wild and Scenic Film Festival

**Recommendation:** Approve additional request to provide in-kind sponsorship of the Wild and Scenic Film Festival January 16-19 for the use of the Veteran's Building downstairs space.

**D. Subject:** 1st Quarter Financial Update, Fiscal Year (FY) 19/20

**Recommendation:** Receive and file.

### 4. APPROVAL OF ACTION MINUTES:

**A.** City Council Meeting – December 10, 2019

### 5. DEPARTMENT REQUESTED ACTION ITEMS AND UPDATE REPORTS:

**A. Subject:** Nevada County Last-Mile Broadband Grant Application

**Recommendation:** City Council to review and consider the Nevada County Last Mile Broadband Project information provided and provide staff direction as to how the Council may or may not want to support the proposed project.

**B. Subject:** Monthly Update on City Council Six-Month Strategic Objectives

**Recommendation:** Receive and file.

**C. Subject:** A Resolution of Application for Recreational Trail Program Grant Funds  
**Recommendation:** Pass Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, Authorizing Application for Recreational Trail Program Grant Funds and approval of the application.

**D. Subject:** Old Airport Concept Plan

**Recommendation:** Accept Old Airport Concept Plan and provide staff direction on next steps for development of a Master Plan for the property.

## **6. PUBLIC HEARINGS:**

**A. Subject:** Ordinance for the Regulation of Accessory Dwelling Units

**Recommendation:** Waive reading of Ordinance, read title only and introduce for first reading, Ordinance 2020-XX to amend Section 17.72.020 through Section 17.72.038 in order to update the City's Ordinance pertaining to Accessory Dwelling Units in compliance with adopted State legislation.

1. Pass Resolution 2020-XX finding that Draft Ordinance 2020-XX is Exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15282(h), 15303, 15305, and 15061.
2. Hold first reading of Draft Ordinance 2020-XX to amend Section 17.72.020 through Section 17.72.038 in order to update the City's Ordinance pertaining to Accessory Dwelling Units in compliance with adopted State legislation

## **7. OLD BUSINESS:**

**A. Subject:** Conversion of York Street and Commercial Street to One-Way Streets

**Recommendation:** Provide staff direction to implement permanent posting of one-way streets at York Street (between Broad and Commercial) and Commercial Street (between Main and Broad).

## **8. NEW BUSINESS:**

**A. Subject:** Feasibility Study for One-Way at Clark Street

**Recommendation:** Provide direction to City staff to perform a feasibility study for one-way at Clark Street.

**B. Subject:** Critical Matters Related to the PG&E Bankruptcy

**Recommendation:** City Council to review and consider the proposal from the City of San Jose Mayor Sam Liccardo and over 50 local elected officials from PG&E's service area to restructure PG&E from an investor-led company one that is customer-owned and to provide staff direction as to how the Council may or may not want to support this proposal.

**C. Subject:** Appeal of Planning Commission Decision to Deny an Architectural Review Application by John Conger for 224 Church Street

**Recommendation:** After holding a Public Hearing, Council shall make a decision whether to uphold, overturn or modify the Planning Commission decision to deny the Architectural Review Application.

**9. CORRESPONDENCE:**

**10. ANNOUNCEMENTS:**

**11. CITY MANAGER’S REPORT:**

**12. ADJOURNMENT**

**Certification of Posting of Agenda**

I, Loree’ McCay, Administrative Services Manager/Deputy City Clerk for the City of Nevada City, declare that the foregoing agenda for the January 8<sup>th</sup>, 2020 Regular Meeting of the Nevada City City Council was posted January 3<sup>rd</sup>, 2020 at the entrance of City Hall. The agenda is also posted on the City’s website [www.nevadacityca.gov](http://www.nevadacityca.gov).

Signed January 3<sup>rd</sup>, 2020, at Nevada City, California

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Loree’ McCay, Administrative Services Manager/Deputy City Clerk

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**CITY OF NEVADA CITY  
City Council  
Long Range Calendar**

January 8, 2020	Regular Council Meeting
January 20, 2020	Holiday
January 22, 2020	Regular Council Meeting
February 10, 2020	Strategic Planning
February 12, 2020	Regular Council Meeting
February 17, 2020	Holiday
February 26, 2020	Regular Council Meeting
March 11, 2020	Regular Council Meeting
March 25, 2020	Regular Council Meeting
March 31, 2020	Holiday
April 8, 2020	Regular Council Meeting
April 22, 2020	Regular Council Meeting

NOTE: This list is for planning purposes; items may shift depending on timing and capacity of a meeting.

**NOTICE:** *As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening or personally abusive while addressing said Council and to enforce the rules of the Council.*

## REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE:** Accounts Payable Activity Report – December 2019

**RECOMMENDATION:** Receive and file.

**CONTACT:** Loree' McCay, Administrative Services Manager

**BACKGROUND / DISCUSSION:**

The attached Accounts Payable Activity Report includes all the cash disbursements associated with the citywide expenditures for the month of December 2019.

**ENVIRONMENTAL CONSIDERATIONS:** Not applicable.

**FISCAL IMPACT:** Varies Monthly

**ATTACHMENTS:**

- ✓ Accounts Payable Activity Report – December 2019

REPORT.: Dec 31 19 Tuesday  
 RUN...: Dec 31 19 Time: 14:20  
 Run By.: Desirae Andresen

City of Nevada City  
 Month End Payable Activity Report  
 Report for 12-19

PAGE: 001  
 ID #: PY-AC  
 CTL.: NEV

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-19	49E01 (49ER COMMUNICATIONS)	51495	12/09/19	/ /		515.00	RADIO REPAIR
		51554	12/13/19	/ /		47.69	RADIO REPAIR
		Vendor's Total ----->				562.69	
12-19	4LE01 (4LEAF, INC.)	J3652M	11/21/19	/ /		650.00	NATIONAL HOTEL INSPECTION
12-19	ADV11 (ADVANTAGE GEAR, INC.)	25681	12/13/19	/ /		289.47	S.GOODSPEED UNIFORM ALLOWANCE
12-19	ALB01 (ALBANESE WELDING, INC)	3439	12/07/19	/ /		280.00	FLOC & PADDLE REPAIR
		3442	12/18/19	/ /		280.00	CLARIFIER #1 TENSION ROD REPAIR
		Vendor's Total ----->				560.00	
12-19	ALH02 (ALHAMBRA & SIERRA SPRINGS)	121219	12/12/19	/ /		39.59	DPW WATER
12-19	ALL25 (ALL STAR AUTOMOTIVE)	21620	12/09/19	/ /		928.68	#29 REPAIR/NEW MUFFLER
12-19	AMA00 (SYNCB/AMAZON)	434658555	10/11/19	/ /		111.60	STATION SUPPLIES
		464544737	12/02/19	/ /		140.88	RAIN GEAR
		473666757	10/11/19	/ /		14.03	CLOCK
		545585438	11/26/19	/ /		613.72	GARAGE DOOR MOTOR
		576774939	10/10/19	/ /		41.09	STATION SUPPLIES
		668337949	10/02/19	/ /		9.48	FITTINGS
		749577867	10/10/19	/ /		77.56	STATION SUPPLIES
		766573785	10/24/19	/ /		80.20	COMPUTER BACKUP BATTERY
		996993657C	11/04/19	/ /		14.03	-CLOCK DAMAGED-RETURN 10/23/19
		Vendor's Total ----->				1074.53	
12-19	AME19 (AMERICAN FIDELITY)	D099839	12/18/19	/ /		755.50	STD/LTD BENEFITS DEC 2019
12-19	AME24 (AMERICAN UNITED LIFE INSURA DEC 2019		12/16/19	/ /		409.23	LIFE INS 12/01-12/31/19
12-19	ARA01 (ARAMARK)	637113168	11/07/19	/ /		71.69	CITY HALL/DPW MATS
		637140548	11/21/19	/ /		88.67	MATS/LINENS
		637154129	11/28/19	/ /		62.48	MATS/LINENS
		637167151	12/05/19	/ /		107.30	MATS/LINENS
		637180879	12/12/19	/ /		58.09	MATS/LINENS
		Vendor's Total ----->				388.23	
12-19	ARR00 (ARROWHEAD SCIENTIFIC, INC.)	120587	11/13/19	/ /		123.48	EVIDENCE SUPPLIES
12-19	AT&15 (AT&T CALNET 3)	14012396	12/10/19	/ /		1018.55	11/10-12/09/19 BAN #9391023504
12-19	AT&16 (AT&T - WWTP)	11291228	11/28/19	/ /		102.50	WWTP INTERNET SVC 11/29-12/28/19
12-19	ATO01 (A TO Z SUPPLY)	363614	11/08/19	12/08/19	A	166.61	SWEEPER
		364075	11/19/19	12/19/19	A	367.98	CLARIFIER BRUSH PROJECT
		364302	11/25/19	12/25/19	A	863.30	PVC PIPE FREEZE PROTECTOR METERIAL
		364521	12/03/19	01/02/20	A	7.70	PVC PARTS
		364836	12/11/19	01/10/20	A	21.80	PIPE STRAP
		Vendor's Total ----->				1427.39	
12-19	B&C01 (B & C TRUE VALUE HOME CTR)	398642	11/14/19	12/14/19	A	4.68	SHOOTING RANGE STAPLES
		398797	11/15/19	12/15/19	A	115.62	HAND TOOLS
		398951	11/16/19	12/16/19	A	36.93	PAINT
		399662	11/22/19	12/22/19	A	39.47	BATHROOM REPAIR
		399705	11/22/19	12/22/19	A	117.17	BASEMENT SUMP PUMP
		400016	11/25/19	12/25/19	A	277.16	SNOW PREP
		400042	11/25/19	12/25/19	A	9.75	TAPE
		400201	11/26/19	12/26/19	A	17.43	GUTTER
		400689	12/02/19	01/01/20	A	19.52	RAIN GEAR
		400716	12/02/19	01/01/20	A	59.71	BATTERIES
		400747	12/02/19	01/01/20	A	20.48	YARD MISC
		400783	12/02/19	01/01/20	A	372.64	BUILDING REPAIR
		400920	12/03/19	01/02/20	A	18.76	GAS LIGHT REPAIR
		401614	12/09/19	01/08/20	A	29.08	MISC SIGNS
		401734	12/10/19	01/09/20	A	48.81	FRONT OFFICE HEATER
		401771	12/10/19	01/09/20	A	28.25	BATTERIES/CONTROL SWITCH

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City of Nevada City  
 Month End Payable Activity Report  
 Report for 12-19

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-19	B&C01 (B & C TRUE VALUE HOME CTR)	402013	12/12/19	01/11/20	A	14.02	BLEACH
		402235	12/13/19	01/12/20	A	52.71	SHOWER HEAD REPLACEMENT
		K02138	12/13/19	01/12/20	A	28.65	OFFICE MISC
		Vendor's Total ----->				1310.84	
12-19	BAN01 (JOHN PEKAREK, BANNER COMMUN	9047	10/29/19	11/28/19	A	981.93	RADIO
		9121	11/25/19	12/25/19	A	129.86	RADIO EQUIPMENT
		36458	11/01/19	12/01/19	A	50.00	WTP RADIO REPEATERS OCT 2019
		36564	12/01/19	12/31/19	A	50.00	WTP RADIO REPEATERS NOV 2019
		Vendor's Total ----->				1211.79	
12-19	BEA02 (BEAM SECURITY SYSTEMS)	R201942	12/01/19	/ /		126.00	COMMERCIAL FIRE INSPECT/MONITOR 12/01-02/29/
12-19	BEA07 (BEAR YUBA LAND TRUST)	121819	12/18/19	/ /		1567.12	PER CONTRACT 08/22-12/31/19
12-19	BLU05 (BLUE SHIELD OF CALIFORNIA)	JAN 2020	12/16/19	/ /		58947.03	HEALTH INS JAN 2020 INV #193500034823
12-19	BUC01 (BUCKMASTER OFFICE SOLUTIONS)	384409	11/27/19	/ /		317.71	CONTRACT USAGE 10/29-11/28/19
12-19	BUS02 (BUSINESS CARD/B OF A VISA)	NOV 2019	12/06/19	/ /		2011.57	MISC DEPT PURCHASES 11/07-12/06/19
12-19	CAL09 (CALIFORNIA ASSOC OF CODE)	200010701	10/14/19	/ /		430.00	CODE COMPLIANCE 10/21-10/25/19 A.KYSAR
		200010774	11/01/19	/ /		126.00	CANNABIS TRAINING 12/12/19 A.KYSAR
		Vendor's Total ----->				556.00	
12-19	CAN03 (SYLVIA J. CANO)	112519	11/25/19	/ /		400.00	JANITOR VETS HALL NOV 2019
12-19	CAR09 (KEVIN CARTZDAFNER)	120719	12/07/19	/ /		728.49	NLTFPD PARAMEDIC REFRESHER REIMB 12/04/19
12-19	CEN05 (CENTRAL VALLEY ENGINEERING)	14993	10/22/19	/ /		88120.35	MEASURE S PAVING FOR 2019
12-19	CEN08 (CENTRAL SIERRA POLICE CHIEF)	120519	12/05/19	/ /		40.00	MEMBERSHIP DUES FY 19/20
12-19	CHE08 (CHEMTRADE CHEMICALS US LLC)	92787441	12/02/19	/ /		2247.83	WTP ALUM
12-19	CIT01 (CITY OF GRASS VALLEY)	NCPD-0305	11/08/19	12/08/19	A	500.00	GVPD RANGE USE PAYMENT 1Q FY 19/20
12-19	COM08 (COMCAST CABLE)	1202/0101	11/27/19	/ /		90.16	DPW MNTHLY SVC INTERNET 12/02-01/01/20
		122011920	12/15/19	/ /		32.22	MNTHLY TV CHG/MTG REC 12/20-01/19/20
		Vendor's Total ----->				122.38	
12-19	COM09 (COMMERCIAL PUMP SERVICE, IN	10747	12/13/19	/ /		2355.00	CLARIFIER BRUSH SYSTEM INSTALL
12-19	COO01 (COOLER ZONE)	52528	12/01/19	/ /		49.00	COOLER RENTAL DEC 2019
12-19	COR01 (CORBIN WILLITS SYSTEMS)	B911151	11/15/19	12/15/19	A	432.01	MNTHLY OPS SYS DEC 2019
		B912151	12/15/19	01/14/20	A	432.01	MNTHLY OPS SYS JAN 2020
		Vendor's Total ----->				864.02	
12-19	COR08 (DAN CORTINOVIS)	320-4	11/30/19	/ /		960.00	PERMIT COMPLIANCE CONSULTING NOV 2019
12-19	COU06 (COUNTY OF NEVADA)	JAN 2020	12/16/19	01/15/20	A	9489.07	DISPATCH SVCS JAN 2020
12-19	COU23 (NEVADA COUNTY COLLECTIONS)	NOV 2019	12/16/19	01/15/20	A	3578.00	PARKING TIX/POC NOV 2019
		NOV-2019	12/24/19	01/23/20	A	33.00	RESIDUAL AMOUNT FROM CHK #36762 NOV 2019
		Vendor's Total ----->				3611.00	
12-19	CRA01 (CRANMER ENGINEERING, INC.)	GBL0048	11/30/19	12/30/19	A	137.50	WATER TESTING
		GBL0049	11/30/19	12/30/19	A	4558.95	WATER TESTING

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City of Nevada City  
 Month End Payable Activity Report  
 Report for 12-19

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-19	CRA01 (CRANMER ENGINEERING, INC.)	GBL0050	11/30/19	12/30/19	A	2574.30	WASTEWATER TESTING
			Vendor's Total ----->			7270.75	
12-19	CSF02 (CALIFORNIA STATE FIRE-)	11360	12/05/19	/ /		412.50	MEMBERSHIP DUES 01/01/20-12/31/20
12-19	CUR03 (CURTIS BLUE LINE)	INV336722	11/18/19	/ /		657.32	NEW HIRE UNIFORM S.HOLLAND
		INV338109	11/22/19	/ /		1245.30	PROTECTIVE EQUIPMENT
		INV338766	11/25/19	/ /		30.85	EQUIPMENT S.HOLLAND
		INV339010	11/25/19	/ /		444.11	EQUIPMENT & UNIFORM S.HOLLAND
		INV341112	12/03/19	/ /		648.80	T.BROKAW NEW HIRE UNIFORMS
		INV343150	12/10/19	/ /		69.59	B.FISH GEAR
		INV344425	12/16/19	/ /		320.37	K.STOFLETH NEW HIRE UNIFORMS
			Vendor's Total ----->			3416.34	
12-19	DAM01 (TRENT DAMBLY)	1115-1129	12/12/19	/ /		120.00	FIRE INTERN SVCS 11/15-11/29/19
		1116-1129	12/02/19	/ /		120.00	FIRE INTERN SVCS 11/16-11/29/19
			Vendor's Total ----->			240.00	
12-19	DAR01 (ZACHARY DARROW)	121819	12/18/19	/ /		100.00	SL 12/14/19 HONEYBOOK ZACHARY DARROW
12-19	DAT01 (DATA TICKET, INC.)	107762	12/12/19	01/11/20	A	1433.14	TICKET PROCESSING NOV 2019
12-19	DAV13 (PEGGY DAVIDSON)	120419	12/04/19	/ /		100.00	SL 11/24/19 PEGGY DAVIDSON WILBUR
12-19	DEL08 (DELTA INDUSTRIAL SOLUTIONS)	26868	08/06/19	/ /		91.34	STATION SUPPLIES
		27619	11/18/19	/ /		1677.33	SUPPLIES
			Vendor's Total ----->			1768.67	
12-19	DEP13 (DEPARTMENT OF JUSTICE)	408749	10/03/19	/ /		245.00	FINGERPRINTS APPS SEPT 2019
		411920	10/04/19	/ /		105.00	BLOOD & ALCOHOL ANALYSIS SEPT 2019
		418178	11/06/19	/ /		105.00	BLOOD & ALCOHOL ANALYSIS OCT 2019
		424421	12/10/19	/ /		70.00	BLOOD & ALCOHOL ANALYSIS NOV 2019
		424477	12/10/19	/ /		35.00	BLOOD & ALCOHOL ANALYSIS OCT 2019
			Vendor's Total ----->			560.00	
12-19	DOK01 (DOKKEN ENGINEERING)	35899	12/05/19	/ /		3870.82	NEVADA ST BRIDGE DESIGN PROJ #2244 NOV 2019
12-19	FER05 (FERGUSON ENTERPRISES, INC.)	1506364	11/08/19	/ /		828.66	WATER BOXES
		1506364-1	12/04/19	/ /		736.95	LIDS
			Vendor's Total ----->			1565.61	
12-19	FIR19 (FIRE SAFE COUNCIL OF NEV. C	120419	12/04/19	/ /		100.00	SL 12/04/19 FIRE SAFE COUNCIL NEVADA COUNTY
12-19	GAL01 (GALLS, LLC)	014314118	11/20/19	12/20/19	A	245.71	MEDALS
		100016031	10/15/19	11/14/19	A	270.21	CODE COMPLIANCE UNIFORMS A.KYSAR
			Vendor's Total ----->			515.92	
12-19	GLO05 (GLOBAL MACHINERY INT. WEST	06034352	12/02/19	/ /		927.71	PUMP FOR VACTRON
12-19	GOL02 (RENTAL GUYS)	742531-7	12/05/19	01/04/20	A	537.07	TREE REMOVAL @ CORP YARD
12-19	GOL19 (GOLDEN STATE FLOW)	19010012	01/01/19	/ /		2144.94	WATER METERS TECH
12-19	GOO02 (SAM GOODSPEED)	120519A	12/05/19	01/04/20	A	16.24	2020 STATION CALENDARS
		120519B	12/05/19	01/04/20	A	121.49	DISHWASHER PARTS
			Vendor's Total ----->			137.73	
12-19	GRA01 (GRAY ELECTRIC COMPANY)	051352	11/26/19	12/26/19	A	26.00	CITY HALL ALARM SVC DEC 2019
		051353	11/26/19	12/26/19	A	28.00	SEAMANS LDGE ALARM SVC DEC 2019
			Vendor's Total ----->			54.00	

REPORT.: Dec 31 19 Tuesday  
 RUN...: Dec 31 19 Time: 14:20  
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City of Nevada City  
 Month End Payable Activity Report  
 Report for 12-19

PAGE: 004  
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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-19	GRA02 (GRASS VALEY CHEVRON)	112419	11/24/19	/ /		400.00	PATROL CAR WASHES 03/13-11/16/19
12-19	GRA14 (CITY OF GRASS VALLEY FIRE)	DFD2119009	11/19/19	12/19/19	A	9740.45	STRIKE TEAM BACKFILL KINCADE FIRE
		FD2119011	12/02/19	01/01/20	A	5195.25	PAULUS FMLA
		FD2119012	12/02/19	01/01/20	A	6845.32	CARTZDAFNER VACATION LEAVE
		FD2119013	12/02/19	01/01/20	A	1294.11	BACKFILL 10/29/19
		FD2119014	12/17/19	01/16/20	A	1359.16	SALARY NON PERM OT COVERAGE D.PAULUS
		Vendor's Total ----->				24434.29	
12-19	GRE17 (GREAT AMERICA FINANCIAL SVC)	26072922	12/09/19	/ /		384.46	COPIERS CONTRACT 12/01-12/31/19
12-19	HAC01 (HACH COMPANY)	11758582	12/12/19	01/11/20	A	537.13	CALIBRATION KITS FOR TURBIDIMETERS
12-19	HDL00 (HINDERLITER, deLLAMAS & ASS0032598IN)		12/02/19	/ /		989.00	CONTRACT SVC SALES TAX Q4 AUDIT SVC SALES Q2
12-19	HIL02 (HILLS FLAT LUMBER CO.)	606628/1	11/19/19	12/19/19	A	276.90	C.WICK UNIFORM ALLOWANCE
		608385/1	12/02/19	01/01/20	A	175.55	RAIN GEAR
		608919/1	12/04/81	01/03/82	A	118.81	FLOOR SQUEEGEES
		609071/1	12/05/19	01/04/20	A	45.80	WTP SHELF
		842519/1	12/04/19	01/03/20	A	148.18	RAIN GEAR
		Vendor's Total ----->				765.24	
12-19	HIR00 (HIRERIGHT, LLC)	H0174404	11/30/19	/ /		149.94	NEW HIRE BACKGROUND NOV 2019
12-19	HOL04 (HOLT OF CALIFORNIA)	030099139	11/28/19	/ /		3298.36	BATTERIES & CHARGER 240 WWTP GENERATOR
12-19	HOP01 (HOPKINS TECHICAL PRODUCTS, 361930130)		11/08/19	/ /		2021.27	CHEMICAL INJECTION QUILLS CHLORINE BLG PROJ
12-19	HUN01 (HUNT & SONS, INC.)	362324	11/30/19	/ /		61.82	FD FUEL NOV 2019
12-19	HYD01 (HYDROTEX)	411130	11/08/19	12/08/19	A	303.28	OIL
12-19	INS04 (INSEEGO NORTH AMERICA, LLC)	30163624	09/03/19	/ /		1064.62	NEW MODEM UNIT #23
		30163686	09/23/19	/ /		303.45	MODEM ANTENNA UNIT #23
		Vendor's Total ----->				1368.07	
12-19	JAC03 (JACKSON LEWIS P.C.)	7440298	11/20/19	/ /		590.00	OUTSIDE ATTONEY-INVESTIGATION C.HURST
12-19	JEN01 (TRAVIS JENKINS)	120519	12/05/19	/ /		577.36	FINAL CHECK PAY PERIOD 11/06-11/29/19
12-19	JEN02 (JENSEN PRECAST)	99004488	02/19/19	/ /		317.11	DRAINAGE
12-19	JKA01 (JK ARCHITECTURE ENGINEERING)	4857	12/04/19	/ /		2000.00	OLD AIRPORT CONSULTANT
12-19	JON00 (JONES & MAYER)	113019	11/30/19	/ /		8067.50	LEGAL SVCS NOV 2019
12-19	KIM01 (KIMBALL MIDWEST)	7543564	11/13/19	/ /		27.64	WEDGE ANCHOR
12-19	KNI01 (KNIGHTS PAINT STORE)	292113/1	11/21/19	12/21/19	A	9.74	GAS LIGHTS
12-19	KPR00 (KP RESEARCH SERVICES)	2622	12/04/19	/ /		500.00	NEW HIRE BACKGROUND J.HODGES
12-19	KYS01 (AMANDA KYSAR)	121019	12/10/19	/ /		159.00	THOUSAND PALMS REGULATING MARIJUANA MEAL ADV
		121719	12/17/19	/ /		80.61	REGULATING MARIJUANA TRAINING REIMB
		Vendor's Total ----->				239.61	
12-19	LES03 (LESTER ENTERPRISES)	1218	12/10/19	/ /		6485.00	TREE REMOVAL OVER CITY VEHICLE PARKING AREA
		1219	12/10/19	/ /		4780.00	TREES OVER CHLORINE CONTACT CHANNELS FILTER
		1223	12/12/19	/ /		500.00	OLD DOWNIEVILLE EMPTY/OPEN SPACE
		Vendor's Total ----->				11765.00	

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12-19	LEX01 (RELX INC. DBA LEXIS NEXIS)	309233121	11/30/19	/ /		115.00	ONLINE ATTORNEY SVC NOV 2019
12-19	L1F01 (LIFE ASSIST)	961707	12/12/19	01/11/20	A	500.17	MEDICAL SUPPLIES
		961746	12/12/19	01/11/20	A	102.82	MEDICAL SUPPLIES
		961916	12/13/19	01/12/20	A	232.05	MEDICAL SUPPLIES
		Vendor's Total ----->				835.04	
12-19	LSA01 (LSA ASSOCIATES, INC.)	169135	12/09/19	/ /		266.73	NEAVDA ST BRIDGE ENVIRO NOV 2019
12-19	MAT04 (MATCO CONSTRUCTION)	120419A	12/04/19	/ /		6000.00	MILL BUILDING
		120419B	12/04/19	/ /		5625.00	MILL BUILDING
		Vendor's Total ----->				11625.00	
12-19	MCA00 (BRYAN MCALISTER)	112719	11/27/19	/ /		484.30	ENGINEERING MISC REIMB 50%
		112719B	11/27/19	/ /		287.05	ENGINEERING REIMB & MILEAGE SEPT-NOV 2019
		Vendor's Total ----->				771.35	
12-19	MCC02 (LOREE MCCAY)	120619	12/06/19	/ /		59.95	PARSAC MILEAGE REIMB
12-19	MIN02 (PETER MINETT)	121119	12/11/19	/ /		100.00	SL 12/04/19 PETER MINETT
12-19	MIW01 (MIWALL CORPORATION)	8215	11/11/19	12/11/19	A	350.45	AMMO-RANGE DAY
		8269	12/05/19	01/04/20	A	376.25	BINOCULARS FOR RANGE DAY
		Vendor's Total ----->				726.70	
12-19	MUN05 (MUNICIPAL EMERGENCY SERVICE)	IN1400067	11/21/19	/ /		406.41	PROTECTIVE EQUIPMENT
		IN1406391	12/12/19	/ /		77.64	RESPIRATOR STRAP
		Vendor's Total ----->				484.05	
12-19	MUS05 (MUSTANG FIREARMS & SPORTING)	120319	12/03/19	/ /		374.37	PUBLIC SAFETY EQUIP LOAN-FIREARM S.MASON
12-19	NCC02 (NCCSIF)	2197	01/01/20	/ /		66411.00	3RD QTR FY 19/20 WORK COMP
12-19	NCT00 (NEVADA CO. DIGITAL MEDIA CE)	931	12/10/19	/ /		820.00	VIDEO SVCS NOV 2019
12-19	NEV02 (NEVADA IRRIGATION DISTRICT)	1105*1203	12/03/19	01/02/20	A	20.50	WATER SVC 5 KIDDER 11/05-12/03/19 ACCT#38626
		1105+1203	12/03/19	01/02/20	A	36.83	WATER SVC KIDDER 11/05-12/03/19 ACCT #38493
		1105-1203	12/03/19	01/02/20	A	155.50	WATER SVC 201 PROV 11/05-12/03/19 ACCT #3725
		1105/1203	12/03/19	01/02/20	A	19.25	WATER SVC 201 PROV 11/05-12/03/19 ACCT #3739
		Vendor's Total ----->				232.08	
12-19	NEV03 (NEVADA CITY CHAMBER)	111519	11/15/19	12/15/19	A	3000.00	COMMUNITY ECONOMIC SUPPORT PROG FY 19/20
12-19	NEV17 (NEVADA COUNTY FIRE AGENCY)	2020-1	11/21/19	12/21/19	A	1034.90	MEMBERSHIP DUES FY 19/20
12-19	NEV91 (NEVADA COUNTY PUBLIC HEALTH)	112119	11/21/19	/ /		440.00	HEP A & B CLINIC
12-19	NOR30 (NORTH STATE CONSULTING)	19-11	12/01/19	/ /		5056.00	ENGINEER CONSULT NOV 2019
12-19	OFF06 (OFFICE DEPOT, INC.)	402749682	11/14/19	/ /		80.18	PD PAPER
		406629126	11/22/19	/ /		70.49	MISC OFFICE SUPPLIES
		Vendor's Total ----->				150.67	
12-19	OWE01 (OWEN EQUIPMENT)	00047569	11/08/19	/ /		5436.04	SWEEPER RENTAL
12-19	P.S00 (P. SCOTT BROWNE, ATTORNEY)	PE 111519	11/15/19	/ /		4094.10	NC B&B LIT 10/16-11/15/19
12-19	PAC02 (PACIFIC GAS & ELECTRIC)	1017/1115	11/15/19	12/15/19	A	42825.58	GAS/ELECT SVC 10/17-11/15/19
		1031\1130	12/03/19	01/02/20	A	1305.21	GAS SVC 10/31-11/30/19
		Vendor's Total ----->				44130.79	

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12-19	PET02 (PETER SCHACK CONSTRUCTION E	PW-46	12/08/19	/ /		2000.00	MILL BUILDING
		PW-47	12/23/19	/ /		4420.00	BLOWER SIDTRIBUTION REPAIR
		Vendor's Total ----->				6420.00	
12-19	PIT03 (PITNEY BOWES SUPPLIES)	101450010	12/09/19	/ /		113.79	EQUIP RENTAL #0040064476 9/29-12/29/19
		101450958	12/11/19	/ /		184.50	SLA SVC AGREEMENT #0040253435 7/1-12/31/19
		Vendor's Total ----->				298.29	
12-19	PIT04 (PITNEY BOWES POSTAGE BY PHO	120519	12/05/19	/ /		958.00	GENERAL POSTAGE & BILLING SEPT/OCT 2019
12-19	PLA01 (PLAZA TIRE CO., INC.)	3243517	11/06/19	12/06/19	A	71.52	SKID STEER FLAT REPAIR
		3244480	11/22/19	12/22/19	A	1009.02	#35 REPAIRS
		3244541	11/25/19	12/25/19	A	757.70	#28 TIRES
		3244800	12/09/19	01/08/20	A	714.07	UNIT #26 TIRES
		3245435	12/18/19	01/17/20	A	20.00	UNIT #23 TIRE REPAIR
		Vendor's Total ----->				2572.31	
12-19	PLA13 (PLATT )	X630088	11/15/19	/ /		20.35	ELECTRICAL PARTS CHLORINE BLG PROJ
		X650538	11/19/19	/ /		186.08	CHLORINE BLG PROJ
		X678041	11/22/19	/ /		98.60	UNION LIGHT
		X762740	12/04/19	/ /		274.65	COMM LOT LIGHTING
		X809518	12/11/19	/ /		44.05	CITY HALL LIGHT
		Vendor's Total ----->				623.73	
12-19	PRE05 (PREMIER ACCESS INSURANCE CO JAN 2020		12/11/19	/ /		2775.35	DENTAL BENEFITS JAN 2020
12-19	RAG01 (RAGNASOFT, INC.)	0004104	10/01/19	/ /		1225.00	SCHEDULE SOFTWARE 1 YEAR SUBSCRIPTION
12-19	RAY01 (RAY MORGAN CO)	2784429	12/04/19	/ /		70.44	CONTRACT USAGE 11/01-11/30/19
12-19	REA00 (REAL GRAPHIC)	71407u	12/16/19	/ /		11.62	Ck# 036363 Reversed
		71407y	12/16/19	/ /		11.62	Ck# 036744->036363 Replacement
		71443u	12/16/19	/ /		36.90	Ck# 036363 Reversed
		71443y	12/16/19	/ /		36.90	Ck# 036744->036363 Replacement
		Vendor's Total ----->				.00	
12-19	REE02 (REED'S LOCKSMITHING, INC.)	4234	12/16/19	01/15/20	A	15.19	CABINET LOCKS
12-19	R1E02 (RIEBE'S NAPA AUTO PARTS)	104116	11/30/19	12/30/19	A	18.61	CAR CARE SUPPLIES
		850706	11/01/19	12/01/19	A	15.16	FLEET
		851298	11/06/19	12/06/19	A	22.48	VEH MAINT
		851336	11/06/19	12/06/19	A	30.06	VEH MAINT
		851545	11/08/19	12/08/19	A	10.50	CAR WASH
		852328	11/15/19	12/15/19	A	27.21	VACTRON
		852497	11/18/19	12/18/19	A	49.18	#40
		852624	11/19/19	12/19/19	A	63.15	GEN TRAILER PSPS
		852706	11/19/19	12/19/19	A	64.99	GENERATOR OIL
		852979	11/21/19	12/21/19	A	15.76	SHOP TOWELS
		853085	11/22/19	12/22/19	A	72.93	AIR HOSE
		853124	11/22/19	12/22/19	A	28.08	HOSE/STOP
		853287	11/25/19	12/25/19	A	33.60	SNOW PLOWS
		853288	11/25/19	12/25/19	A	10.30	POOL RESTROOMS
		853593	11/26/19	12/26/19	A	136.81	FLEET WIPER BLADES
		Vendor's Total ----->				598.82	
12-19	RJR01 (RJ RICCIARDI, INC)	11523	11/30/19	/ /		540.00	AUDIT SVCS ENDING 11/30/19
12-19	ROB03 (ROBINSON ENTERPRISES, INC.)	25063	11/07/19	12/07/19	A	249.29	DPW BACK HOE CUST#141100 INV#IN00025063
		25312	11/19/19	12/19/19	A	331.75	SKID STEER CUST#141221 INV#IN00025312
		25443	11/20/19	12/20/19	A	1307.60	WWTP DIESEL EMERGENCY GEN C#141130 I#IN00025
		25537	11/26/19	12/26/19	A	296.51	DAY TANK MIXER OIL CUST#141130 INV#IN0002553
		25819	11/30/19	12/30/19	A	1615.96	BIO-SOLIDS CUST#141130 INV#IN00025819
		25822	12/10/19	01/09/20	A	169.66	FLOC PADDLES SIDE B CUST#141130 INV#IN000258
		25823	12/10/19	01/09/20	A	289.23	240 GENERATOR CUST#141130 INV#IN00025823
		19101396	10/15/19	11/14/19	A	1393.99	PD FUEL CUST#141120 INV#FI19101396
		19102411	10/31/19	11/30/19	A	1788.33	PD FUEL CUST#141120 INV#FI19102411
		19111388	11/15/19	12/15/19	A	1002.78	DPW FUEL CUST#141100 INV#FI19111388
		19111389	11/15/19	12/15/19	A	1503.66	PD FUEL CUST#141120 INV#FI19111389

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12-19	ROB03 (ROBINSON ENTERPRISES, INC.)	19111390	11/15/19	12/15/19	A	65.08	WWTP FUEL CUST#141130 INV#FI19111390
		19112397	11/30/19	12/30/19	A	990.69	DPW FUEL CUST#141100 INV#FI19112397
		19112398	11/30/19	12/30/19	A	1573.73	PD FUEL CUST#141120 INV#FI19112398
		19112399	11/30/19	12/30/19	A	111.13	WWTP FUEL CUST#141130 INV#FI19112399
		19112403	11/30/19	12/30/19	A	574.20	FD FUEL CUST#141217 INV#FI19112403
		19121373	12/15/19	01/14/20	A	1276.99	PD FUEL CUST#141120 INV#FI19121373
		19121378	12/15/19	01/14/20	A	605.88	FD FUEL CUST#141217 INV#FI19121378
		Vendor's Total ----->				15146.46	
12-19	ROC03 (W. MARTIN ROCHE)	50	12/01/19	/ /		1040.00	WATER CONSULTING 11/01-11/30/19
		51	12/18/19	/ /		1280.00	WATER CONSULTING 12/01-12/18/19
		Vendor's Total ----->				2320.00	
12-19	ROD01 (RYAN RODRIGUEZ)	1116-1129	12/04/19	/ /		150.00	FIRE INTERN SVCS 11/16-11/29/19
		1130-1213	12/12/19	/ /		120.00	FIRE INTERN SVCS 11/30-12/13/19
		Vendor's Total ----->				270.00	
12-19	SCI02 (SCI CONSULTING GROUP)	C8824	11/20/19	/ /		4506.25	MISC CANNABIS PERMIT APPLICATIONS 11/11-11/11
12-19	SIE64 (SIERRA NEVADA MEMORIAL)	120519	12/05/19	/ /		250.00	SHADOW BOX FOR PD PATCHES
12-19	SIE67 (SIERRA STREAMS INST.)	121119	12/11/19	/ /		786.00	BROWNSFIELD QUARTZ MILL SSI NOV 2019
12-19	SMA02 (SMARTERBROADBAND, INC.)	80621	12/16/19	/ /		140.00	BROADBAND MNTHLY SVC JAN 2020
12-19	SPD01 (SPD MARKETS)	04554881	11/12/19	12/12/19	A	26.50	STATION KITCHEN SUPPLIES
12-19	SPD02 (SPD SAW SHOP)	114188	11/05/19	12/05/19	A	536.40	BLOWER
		114253	11/12/19	12/12/19	A	47.64	CUT OFF WHEELS
		114289	11/18/19	12/18/19	A	45.51	WEED EATING
		Vendor's Total ----->				629.55	
12-19	STA46 (STANTEC CONSULTING SERVICES)	1588521	11/20/19	/ /		7229.00	PERMIT ASSISTANCE CHANGE ORDER #5 10/25/19
		1588526	11/20/19	/ /		1275.00	PERMIT ASSISTANCE CHANGE ORDER #7 10/25/19
		Vendor's Total ----->				8504.00	
12-19	STE12 (STERICYCLE, INC.)	300490947	12/01/19	/ /		22.76	SHARPS MNTHLY COLLECTION/MED WSTE DEC 2019
12-19	SUN01 (SUNRISE ENVIRONMENTAL)	103690	11/11/19	12/11/19	A	534.40	SUPPLIES
		103738	11/13/19	12/13/19	A	615.33	WASP SPRAY & SHOP TOWELS
		103884	11/18/19	12/18/19	A	141.52	CLEANER
		103972	11/21/19	12/21/19	A	541.67	STATION SUPPLIES
		104160	11/29/19	12/29/19	A	191.86	SUPPLIES
		104204	12/03/19	01/02/20	A	295.74	SUPPLIES
		Vendor's Total ----->				2320.52	
12-19	TEI01 (TEICHERT CONSTRUCTION)	20077	12/10/19	/ /		11000.00	2012 FORD
		20078	12/10/19	/ /		14000.00	2014 FORD
		Vendor's Total ----->				25000.00	
12-19	THE10 (THE AUTO SHOP)	27793	10/18/19	/ /		38.69	UNIT #25 OIL CHANGE
		28313	12/16/19	/ /		99.48	UNIT #28 OIL CHANGE
		Vendor's Total ----->				138.17	
12-19	TJM01 (KEVIN TIMMS)	112819	11/28/19	/ /		218.67	FLOC DRIVE SHAFT PACKING
12-19	TOM01 (RODNEY TOMLINSON)	1116-1129	12/02/19	/ /		120.00	FIRE INTERN SVCS 11/16-11/29/19
		1130-1213	12/12/19	/ /		120.00	FIRE INTERN SVCS 11/30-12/13/19
		Vendor's Total ----->				240.00	
12-19	TOO01 (THE TOOL SHED)	92776	11/20/19	12/20/19	A	291.87	LEVEL FOR ADA COMPLIANCE

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12-19	UN101 (THE UNION)	I00511197	12/02/19	01/01/20	A	91.30	BID NOTICE AD #511197-01
		I00522151	12/12/19	01/11/20	A	157.19	PH CITY COUNCIL AD #522151-01
		Vendor's Total ----->				248.49	
12-19	UPS01 (UPS STORE 5417/DJE CONSULTA)	21980	11/25/19	/ /		10.12	DOJ & COP SHOP SHIPPING
		21995	11/26/19	/ /		9.92	EQUIPMENT RETURN SHIPMENT
		Vendor's Total ----->				20.04	
12-19	USA01 (USA BLUE BOOK)	066351	11/13/19	12/13/19	A	617.39	WATER BITS
		071648	11/19/19	12/19/19	A	50.94	LIME RECIRC PUMP SEAL
		076941	11/25/19	12/25/19	A	360.61	LAB, TSS FILTERS
		080627	12/02/19	01/01/20	A	424.24	LIME FEED PUMP TUBES
		087069	12/09/19	01/08/20	A	267.56	BUFFERS, WWTP LAB
		088199	12/10/19	01/09/20	A	24.76	COTTON SWABI
		Vendor's Total ----->				1745.50	
12-19	USB02 (US BANK)	111519	11/15/19	/ /		1859.20	CALCARD-HOTEL FEES STRIKE TEAM XNE4104C
12-19	USD02 (U.S. DEPT. OF AGRICULTURE)	100119A	10/01/19	10/31/19	A	31061.25	WWTP#14 JAN 2020 INTEREST ONLY
		100119B	10/01/19	10/31/19	A	37995.00	WWTP#12 JAN 2020 INTEREST ONLY
		Vendor's Total ----->				69056.25	
12-19	USD05 (USDI, BUREAU OF LAND MGMT)	202000476	10/28/19	11/27/19	A	17609.04	ROW 01/01/20-12/31/20 BILL#2020004763 CACA00
12-19	VAL08 (VALLEY TOXICOLOGY SERV)	3551	10/31/19	/ /		1295.00	BLOOD & ALCOHOL ANALYSIS OCT 2019
		3581	11/30/19	/ /		915.00	BLOOD & ALCOHOL ANALYSIS NOV 2019
		Vendor's Total ----->				2210.00	
12-19	VER01 (VERIZON WIRELESS)	FD NOV19	11/23/19	/ /		114.03	FD IPAD 10/24-11/23/19 INV#9842881660
		PD NOV19	11/23/19	/ /		910.16	PD CELL SVC 10/24-11/23/19 INV#9842881658
		DPW NOV19	11/23/19	/ /		76.02	DPW IPAD MAPPING 10/24-11/23/19 INV#98428816
		W-W NOV19	12/07/19	/ /		64.28	WWTP&WTP ON CALL CELL 11/8-12/7/19 INV#98436
		Vendor's Total ----->				1164.49	
12-19	VIR01 (ERIKA VIRGA)	121619	12/16/19	/ /		136.15	MISSED DAY FINAL PAYCHECK PERIOD 11/30-12/13
		1130-1213	12/12/19	/ /		306.34	FINALY PAYCHECK PAY PERIOD 11/30-12/13/19
		Vendor's Total ----->				442.49	
12-19	VIS01 (VISTA COMPLETE CARE)	509K8214	11/01/19	/ /		610.00	NEW HIRE MEDICAL EXAMS OCT 2019
		531K8214	12/01/19	/ /		443.48	NEW HIRE MEDICAL EXAMS NOV 2019
		Vendor's Total ----->				1053.48	
12-19	WAL01 (WALKER'S OFFICE SUPPLY)	2077513-0	10/18/19	11/17/19	A	60.91	WALL CALENDARS
		2082808-0	11/20/19	12/20/19	A	45.93	RECORDER SOFTWARE
		2082808-0C	12/03/19	01/02/20	A	45.93	RECORDER SOFTWARE-RETURNED
		2083382-0	11/22/19	12/22/19	A	39.32	STAMP PAD & CALENDAR
		2083433-0	11/22/19	12/22/19	A	185.31	RECORDER-PLANNING
		2083726-0	11/25/19	12/25/19	A	24.01	CALENDARS
		2085207-0	12/06/19	01/05/20	A	7.10	PLANNER
		2086071-0	12/10/19	01/09/20	A	3.43	NOTE BOOKS
		2086316-0	12/11/19	01/10/20	A	267.09	PD OFFICE SUPPLIES
		2087044-0	12/17/19	01/16/20	A	35.40	MISC OFFICE SUPPLIES
		2087490-0	12/17/19	01/16/20	A	28.06	PD OFFICE SUPPLIES
		Vendor's Total ----->				650.63	
Total of Purchases -->						586958.32	=====

# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City, CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE:** Fire Activity Report – November 2019

**RECOMMENDATION:** Receive and file.

**CONTACT:** Sam Goodspeed, Division Chief

SG

**BACKGROUND / DISCUSSION:** The attached Fire Activity Report reviews the monthly responses including incident type, location and participation for Nevada City Fire Station 54.

**ENVIRONMENTAL CONSIDERATIONS:** Not applicable.

**FISCAL IMPACT:** Not applicable.

**ATTACHMENTS:**

- ✓ Station 54 Incident Responses
- ✓ Nevada City Incident Responses
- ✓ Station 54 Incident Type Summary
- ✓ Year to Date Incident Participation

## Station 54 Incident Responses

**Alarm Date Between {11/01/2019} And {11/30/2019}**

Alm Date	Alm Time	Location	Incident Type
11/01/2019	13:28:00	321 Dorsey DR /Grass Vall	331 Lock-in (if lock out , use 5
11/01/2019	16:42:00	Loma Rica DR & Evening St	622 No Incident found on arrival
11/02/2019	00:42:00	841 Old Tunnel RD /60 Uni	611 Dispatched & cancelled en ro
11/02/2019	09:48:00	12655 Butterfly DR /Nevad	300 Rescue, EMS incident, other
11/03/2019	01:09:00	13355 Grass Valley AVE /F	710 Malicious, mischievous false
11/03/2019	07:02:00	18849 Jones Ridge RD /Gra	300 Rescue, EMS incident, other
11/03/2019	15:40:00	2054 Nevada City HWY /Gra	300 Rescue, EMS incident, other
11/03/2019	17:44:00	775 Old Tunnel RD /314/Gr	300 Rescue, EMS incident, other
11/03/2019	18:02:00	12789 Red Dog RD /Nevada	111 Building fire
11/03/2019	22:59:00	107 Catherine LN /Grass V	300 Rescue, EMS incident, other
11/04/2019	07:24:00	15273 Via Colina DR /Neva	300 Rescue, EMS incident, other
11/04/2019	13:35:00	880 Sutton WAY /Grass Val	320 Emergency medical service, o
11/04/2019	15:30:00	12386 Charles DR /Grass V	320 Emergency medical service, o
11/05/2019	13:10:00	742 Zion ST /Nevada City,	440 Electrical wiring/equipment
11/05/2019	13:35:00	228 Sutton WY /Grass Vall	411 Gasoline or other flammable
11/05/2019	15:51:00	State Highway 20 /West of	322 Motor vehicle accident with
11/05/2019	18:37:00	10000 Banner Lava Cap RD	320 Emergency medical service, o
11/06/2019	04:25:00	12019 Charles DR /Grass V	700 False alarm or false call, O
11/06/2019	10:14:00	1005 Sutton WAY /Grass Va	320 Emergency medical service, o
11/06/2019	12:51:00	360 Sutton WAY /Grass Val	733 Smoke detector activation du
11/06/2019	17:32:00	821 ZION ST /Nevada City,	320 Emergency medical service, o
11/06/2019	22:30:00	310 Carol DR /Grass Valle	137 Camper or recreational vehic
11/07/2019	20:45:00	Along the Deer creek acce	622 No Incident found on arrival
11/08/2019	01:49:00	426 Jordan ST /Nevada Cit	611 Dispatched & cancelled en ro
11/08/2019	14:44:00	14006 Liquidambar LANE /G	300 Rescue, EMS incident, other
11/09/2019	07:58:00	14997 Scotts Flat Pines R	324 Motor Vehicle Accident with
11/09/2019	08:42:00	State Highway 49 HWY & Ba	320 Emergency medical service, o
11/09/2019	16:29:00	Broad ST & N Pine ST /Nev	320 Emergency medical service, o
11/09/2019	16:53:00	12442 Palmer RD /Nevada C	322 Motor vehicle accident with
11/09/2019	18:34:00	State Highway 20 HWY & Br	300 Rescue, EMS incident, other
11/09/2019	21:23:00	18355 Lazy Dog RD /Nevada	463 Vehicle accident, general cl
11/10/2019	10:56:00	841 Old Tunnel RD /60 Uni	320 Emergency medical service, o
11/10/2019	17:43:00	State Hwy 49 HWY & Newtow	323 Motor vehicle/pedestrian acc
11/11/2019	15:14:00	115 Sparrow CIR /Grass Va	320 Emergency medical service, o
11/12/2019	20:22:00	524 Railroad AVE /Nevada	320 Emergency medical service, o
11/13/2019	09:50:00	17079 Cooper RD /Nevada C	320 Emergency medical service, o
11/13/2019	13:22:00	114 ARGALL WAY /Nevada Ci	320 Emergency medical service, o
11/13/2019	13:54:00	10754 Eagle CIR /Nevada C	554 Assist invalid
11/14/2019	23:21:00	305 SPRING ST /Nevada Cit	745 Alarm system activation, no
11/15/2019	00:20:00	North Bloomfield RD & Ato	323 Motor vehicle/pedestrian acc
11/15/2019	14:02:00	13624 North Bloomfield RD	324 Motor Vehicle Accident with
11/16/2019	14:42:00	9 Kidder /Nevada City, CA	320 Emergency medical service, o
11/16/2019	18:28:00	Willow Valley RD & Scotts	463 Vehicle accident, general cl
11/16/2019	18:49:00	Willow Valley & Nursery /	352 Extrication of victim(s) fro
11/17/2019	09:09:00	Evergreen Court and Everg	622 No Incident found on arrival
11/17/2019	23:20:00	13140 Greenhorn RD /Grass	611 Dispatched & cancelled en ro
11/18/2019	11:29:00	15632 Lake Vera Purdon RD	320 Emergency medical service, o
11/20/2019	05:34:00	201 Gold Flat CT /Nevada	735 Alarm system sounded due to
11/20/2019	18:58:00	10998 Sutter WAY /Nevada	111 Building fire

## Station 54 Incident Responses

**Alarm Date Between {11/01/2019} And {11/30/2019}**

Alm Date	Alm Time	Location	Incident Type
11/21/2019	10:58:00	145 BOST AVE /Nevada City	320 Emergency medical service, o
11/21/2019	21:16:00	988 Plaza DR /Grass Valle	611 Dispatched & cancelled en ro
11/22/2019	01:57:00	Greenhorn RD & Pine Peak	611 Dispatched & cancelled en ro
11/22/2019	12:31:00	E Main ST & W Berryhill D	463 Vehicle accident, general cl
11/22/2019	14:28:00	2106 Nevada City HWY /210	745 Alarm system activation, no
11/22/2019	19:46:00	109 Olympia Park RD /Gras	320 Emergency medical service, o
11/23/2019	05:16:00	121 Dorsey DR /Grass Vall	745 Alarm system activation, no
11/23/2019	17:44:00	17506 Incense CT /Penn Va	611 Dispatched & cancelled en ro
11/24/2019	10:39:00	330 Alexander ST /Nevada	554 Assist invalid
11/25/2019	06:20:00	Highway 20 1/2 mile east	600 Good intent call, Other
11/25/2019	08:13:53	N/B Hwy. 20/49 & Idaho-Ma	324 Motor Vehicle Accident with
11/25/2019	10:42:00	13267 Woodstock DR /Nevad	320 Emergency medical service, o
11/25/2019	13:34:00	11761 Ridge RD /Grass Val	320 Emergency medical service, o
11/26/2019	00:29:00	355 Joerschke DR /27B/Gra	320 Emergency medical service, o
11/26/2019	06:00:00	203 Gold Flat CT /Nevada	735 Alarm system sounded due to
11/26/2019	12:04:00	11003 Bandolier WAY /Neva	561 Unauthorized burning
11/26/2019	13:35:00	North Bloomfield RD & Sta	324 Motor Vehicle Accident with
11/26/2019	14:30:00	State Highway 49 @ the So	463 Vehicle accident, general cl
11/26/2019	16:39:00	870 Gold Flat RD /Nevada	322 Motor vehicle accident with
11/26/2019	18:41:00	120 Yuba River CT /Grass	320 Emergency medical service, o
11/26/2019	19:21:00	10492 Whispering Oaks LAN	815 Severe weather or natural di
11/26/2019	21:13:47	11254 Burjer RD /Nevada C	440 Electrical wiring/equipment
11/27/2019	06:34:00	339 Clay ST /Nevada City,	320 Emergency medical service, o
11/27/2019	08:44:00	Heigen CT & Jupiter DR /G	440 Electrical wiring/equipment
11/27/2019	10:36:00	14969 Julia Ranch RD /Nev	611 Dispatched & cancelled en ro
11/27/2019	13:20:00	State Highway 49 HWY & Ol	463 Vehicle accident, general cl
11/27/2019	17:18:00	North Bloomfield RD & Sta	324 Motor Vehicle Accident with
11/27/2019	20:42:00	Hwy 20 & Dorsey DR /Grass	324 Motor Vehicle Accident with
11/28/2019	06:32:00	214 Park AVE /Nevada City	730 System malfunction, Other
11/28/2019	17:09:00	125 Glenwood AVE /Grass V	320 Emergency medical service, o
11/29/2019	00:39:00	17405 Greenhorn RD /Nevad	611 Dispatched & cancelled en ro
11/29/2019	10:06:00	301 Sacramento ST /Nevada	622 No Incident found on arrival
11/30/2019	07:33:00	304 Sutton WAY /Grass Val	741 Sprinkler activation, no fir
11/30/2019	14:48:00	825 Old Tunnel RD /208/Gr	740 Unintentional transmission o
11/30/2019	23:15:00	13346 Grass Valley AVE /A	735 Alarm system sounded due to

**Total Incident Count      84**

**Nevada County Consolidated Fire District**

**Nevada City Incident List**

**Alarm Date Between {11/01/2019} And {11/30/2019}**

<b>Alm Date</b>	<b>Alm Time</b>	<b>Location</b>	<b>Incident Type</b>
11/01/2019	01:58:00	108 N Pine Street /Nevada	320 Emergency medical service, other
11/02/2019	20:00:00	Coyote ST & Alexander ST	320 Emergency medical service, other
11/03/2019	21:00:00	418 Commercial ST /Nevada	553 Public service
11/04/2019	03:11:00	311 BROAD ST /Nevada City, CA	320 Emergency medical service, other
11/04/2019	03:15:00	124 Grove ST /Nevada City, CA	611 Dispatched & cancelled en route
11/04/2019	14:52:00	238 American Hill RD /Nevada	622 No Incident found on arrival at
11/05/2019	13:10:00	742 Zion ST /Nevada City, CA	440 Electrical wiring/equipment
11/05/2019	22:21:00	325 SPRING ST /Nevada City,	320 Emergency medical service, other
11/06/2019	17:32:00	821 ZION ST /Nevada City, CA	320 Emergency medical service, other
11/07/2019	20:45:00	Along the Deer creek access	622 No Incident found on arrival at
11/08/2019	01:49:00	426 Jordan ST /Nevada City,	611 Dispatched & cancelled en route
11/09/2019	06:53:00	317 BROAD ST /Nevada City, CA	320 Emergency medical service, other
11/09/2019	07:15:00	251 Willow Valley RD /Nevada	320 Emergency medical service, other
11/09/2019	16:29:00	Broad ST & N Pine ST /Nevada	320 Emergency medical service, other
11/10/2019	11:30:00	303 BROAD ST /Nevada City, CA	320 Emergency medical service, other
11/12/2019	00:21:00	950 Maidu AVE /Nevada City,	320 Emergency medical service, other
11/12/2019	20:22:00	524 Railroad AVE /Nevada	320 Emergency medical service, other
11/13/2019	13:22:00	114 ARGALL WAY /Nevada City,	320 Emergency medical service, other
11/14/2019	10:39:00	347 Nile ST /22/Nevada City,	320 Emergency medical service, other
11/14/2019	23:21:00	305 SPRING ST /Nevada City,	745 Alarm system activation, no fire
11/16/2019	09:20:00	418 Commercial ST /Nevada	554 Assist invalid
11/16/2019	14:42:00	9 Kidder /Nevada City, CA	320 Emergency medical service, other
11/16/2019	18:49:00	Willow Valley & Nursery	352 Extrication of victim(s) from
11/17/2019	01:27:00	226 BROAD ST /Nevada City, CA	320 Emergency medical service, other
11/17/2019	15:41:00	232 COMMERCIAL ST /Nevada	320 Emergency medical service, other
11/17/2019	17:31:00	Sacramento ST /Nevada City,	622 No Incident found on arrival at
11/18/2019	10:16:00	640 Coyote Street /Nevada	321 EMS call, excluding vehicle
11/19/2019	10:58:00	640 Coyote /Nevada City, CA	320 Emergency medical service, other
11/19/2019	19:26:00	330 Alexander Street /Nevada	553 Public service
11/20/2019	05:34:00	201 Gold Flat CT /Nevada	735 Alarm system sounded due to
11/20/2019	22:14:00	Commercial ST & N Pine ST	611 Dispatched & cancelled en route
11/21/2019	10:58:00	145 BOST AVE /Nevada City, CA	320 Emergency medical service, other
11/23/2019	17:44:00	17506 Incense CT /Penn	611 Dispatched & cancelled en route
11/24/2019	10:25:00	418 Commercial Street /Nevada	554 Assist invalid
11/24/2019	10:39:00	330 Alexander ST /Nevada	554 Assist invalid
11/24/2019	13:20:00	925 Maidu Ave /Nevada City,	611 Dispatched & cancelled en route
11/26/2019	06:00:00	203 Gold Flat CT /Nevada	735 Alarm system sounded due to
11/26/2019	16:39:00	870 Gold Flat RD /Nevada	322 Motor vehicle accident with
11/26/2019	17:40:00	353 Old Downieville HWY	444 Power line down
11/27/2019	06:34:00	339 Clay ST /Nevada City, CA	320 Emergency medical service, other
11/27/2019	08:38:00	925 MAIDU AVE /Nevada City,	320 Emergency medical service, other
11/27/2019	11:49:00	403 S Pine ST /Nevada City,	444 Power line down
11/27/2019	12:42:00	Broad ST & Commercial ST	320 Emergency medical service, other
11/27/2019	14:45:00	10544 C ST /Grass Valley, CA	444 Power line down
11/28/2019	06:32:00	214 Park AVE /Nevada City, CA	730 System malfunction, Other

Nevada County Consolidated Fire District

Nevada City Incident List

Alarm Date Between {11/01/2019} And {11/30/2019}

Alm Date	Alm Time	Location	Incident Type
11/29/2019	00:39:00	17405 Greenhorn RD /Nevada	611 Dispatched & cancelled en route
11/29/2019	09:09:00	202 Park AVE /Nevada City, CA	444 Power line down
11/29/2019	10:06:00	301 Sacramento ST /Nevada	622 No Incident found on arrival at
11/29/2019	19:37:00	504 Broad ST /Nevada City, CA	320 Emergency medical service, other
11/30/2019	22:54:00	582 Main ST /Nevada City, CA	320 Emergency medical service, other
11/30/2019	23:31:00	235 Commercial ST /Nevada	320 Emergency medical service, other
Total Incident Count		51	

## Nevada City Incident Type Summary

Alarm Date Between {11/01/2019} And {11/30/2019}

District	False	Fire	Good	Hazard	Overpressu	Rescue	Service	Special
01	0	1	0	0	0	0	0	0
02	5	0	2	2	0	12	0	0
1	0	0	0	0	0	1	0	0
54	2	0	6	1	0	14	1	0
84	1	2	0	5	0	10	1	0
86	0	0	0	0	0	1	0	0
NCCFD	0	0	1	0	0	0	0	0
NEV	4	0	3	1	0	6	1	0
PNV	0	0	1	0	0	0	0	0
	12	3	13	9	0	44	3	0

Nevada County Consolidated Fire District

NEV Year-to-date Incident Participation

Activity Date Between {07/01/2019} And  
{11/30/2019}

Staff Id/Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Percent
NEV-03 Cartzdafner, Kevin L	0	0	0	0	0	0	35	36	25	17	29	0	142	20.40
NEV-65 Chau, Michael	0	0	0	0	0	0	18	9	11	3	0	0	41	5.89
NEV-I023 Dambly, Trenton	0	0	0	0	0	0	28	31	22	32	24	0	137	19.68
NEV-71 Ellison, Connor	0	0	0	0	0	0	0	1	8	41	39	0	89	12.78
NEV-72 Foster, Sean	0	0	0	0	0	0	0	0	10	52	56	0	118	16.95
NEV-09 Goodspeed, Samuel J	0	0	0	0	0	0	1	1	1	1	1	0	5	0.71
NEV-69 McDaniel, Jesse	0	0	0	0	0	0	40	25	17	7	0	0	89	12.78
NEV-70 Otani, Alex	0	0	0	0	0	0	28	29	15	0	0	0	72	10.34
NEV-15 Paulus, Daniel H	0	0	0	0	0	0	30	20	4	0	36	0	90	12.93
NEV-I024 Rodriguez, Ryan	0	0	0	0	0	0	22	37	48	36	18	0	161	23.13
NEV-I022 Rubinson, Jake	0	0	0	0	0	0	6	3	0	0	0	0	9	1.29
NEV-74 Stark, Blake	0	0	0	0	0	0	0	0	0	0	54	0	54	7.75
NEV-I025 Tomlinson, Rodney	0	0	0	0	0	0	13	26	20	23	35	0	117	16.81

Total Runs by Month											
Jan	0	Feb	0	Mar	0	Apr	0	May	0	Jun	0
Jul	98	Aug	98	Sep	107	Oct	178	Nov	215	Dec	0

Grand Total Runs: 696

# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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## **TITLE: Request for Additional In-Kind Sponsorship of the Wild and Scenic Film Festival**

**RECOMMENDATION:** Approve additional request to provide in-kind sponsorship of the Wild and Scenic Film Festival January 16-19 for the use of the Veteran's Building downstairs space.

**CONTACT:** Catrina Olson, City Manager  
Dawn Zydonis, Parks & Recreation Manager

## **BACKGROUND / DISCUSSION:**

On September 25, 2019, the City Council approved the following in-kind sponsorship of the Wild and Scenic Film Festival:

1. Waive fees for the use of the Veteran's Building (upstairs).
2. Waive fees for the use of the City Hall Council Chambers.
3. Approve the street closure request for York Street and waive applicable fees.
4. Approve 1-3 food trucks downtown during the event.
5. Approve placing of signage around town during the event.
6. Approve loan of City stage for performances on York Street.

The 18<sup>th</sup> Annual Wild and Scenic Film Festival will occur January 17 – 20, 2020 (the 16<sup>th</sup> is a set-up day). The Wild and Scenic is organized and produced by the South Yuba River Citizens League (SYRCL). The Wild & Scenic Film Festival puts the group's local work into the broader environmental and social context, and serves to remind people that they all are participants in a global movement for a more wild and scenic world. The 18th Annual Wild & Scenic Film Festival brings together another incredible selection of films to change your world. Each year, Wild & Scenic draws top filmmakers, celebrities, leading activists, social innovators and well-known world adventurers to the historic downtown areas of Nevada City and Grass Valley, California.

The Wild and Scenic Film Festival is normally headquartered at the Reiki Kitchen location on Commercial Street. The tenant of Reiki Kitchen notified Film Festival staff that the business was closing. This presented the need for a new venue for the headquarter location. Jorie Emory, Film Festival Director has requested the use of the downstairs of the Veteran's Building. The downstairs of the Veteran's Building is available beginning 4:00 PM on January 16, 2020 through the end of the event.

Staff is looking for Council approval for the additional sponsorship request and fee waivers.

## **FISCAL IMPACT:**

The previously approved fee waiver equates to \$1,230 for the 4 days of the Festival. The additional fee waiver request for use of the downstairs of the Veteran's Building for a total of an additional \$780. SYRCL is to still provide a completed Contract for each space, a \$100 cleaning deposit for the Veteran's Building, \$100 cleaning deposit for City Hall Council Chambers (\$200 total) and proof of insurance for the two facilities.

## **ATTACHMENTS:**

- ✓ Email request from Jorie Emory, Film Festival Director for the additional sponsorship

**From:** [Jorie Emory](#)  
**To:** [Catrina Olson](#)  
**Cc:** [Melinda Booth](#)  
**Subject:** Vets Hall for Wild & Scenic Film Festival  
**Date:** Saturday, December 7, 2019 1:46:25 PM

---

Hi Catrina,

I hope this finds you well. I'm reaching out to ask about adding an additional venue rental to our agreement with the City for film festival in January. We are suddenly needing to locate a new venue for our festival headquarters after hearing from the tenant at Reiki Kitchen that his business is closing. After exploring a small handful of options, we'd determined that the basement of Vets Hall will work the best, and fortunately it's available, per Dawn.

I am wondering if you think the City Council would be agreeable to waiving the fee for 4 days of rental of the basement of Vets (\$195 per day), and if so, would we need to make our request at a council meeting, or would an email request suffice? Any advice you have on this is very much appreciated.

Thanks and have a great weekend,  
Jorie

**Jorie Emory**

**Film Festival Director**

Wild & Scenic Film Festival

[313 Railroad Ave Suite 101, Nevada City, CA 95959](#)

(530) 265-5961 x 208 | [jorie@wildandscenicfilmfestival.org](mailto:jorie@wildandscenicfilmfestival.org)

-

[Save the date for Wild & Scenic Film Festival: January 16-20, 2020.](#)

# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City, CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE:** 1st Quarter Financial Update, Fiscal Year (FY) 19/20

**RECOMMENDATION:** Receive and file.

**CONTACT:** Loree' McCay, Administrative Services Manager

## **BACKGROUND / DISCUSSION:**

As of September 30, 2019, the City has a cumulative cash total of \$3.4 million vs. \$3.2 million September 30, 2018, including \$509k in the Local Agency Investment Fund (LAIF) yielding 2.45%, and \$1.2 million in Certificates of Deposit (CD's) with an average portfolio maturity of 2.5 years and an average yield of 2.43%. The increased cash flow year over year (YOY) is significantly tied to an increase in cash in the general fund.

The City's General Fund has \$258k remaining in long term debt from obtaining a loan with Tri Counties Bank for the purchase of 425 Nimrod Nevada City, CA 95959.

The City's Measure "C" Fund has \$368k remaining in long term debt from obtaining a lease/purchase of a new Fire Truck needed to replace an aged engine.

The City's Enterprise Fund long term debt was \$3.6 million as of September 30, 2019 vs. \$3.7 million as of September 30, 2018, \$139k lower, associated to regular principal reduction payments.

As of September 30, 2019, General Fund revenues were \$1.0 million vs. \$680k September 30, 2018, an increase of \$335k YOY associated to an increase of sales tax, excise, and cannabis business permit fees. General Fund revenues received at \$1.0 million were 21% of the \$4.8 million budget.

As of September 30, 2019, General Fund expenditures were at \$1.5 million vs. \$1.4 million September 30, 2018 an increase of \$172k YOY. General Administration expenditures at \$304k were 28% of the \$1.1 million operational budget. The Fire Department expenditures at \$243k were 36% of the \$677k operational and capital. 1<sup>st</sup> quarter YOY comparison of the decreased costs in the Fire Department are associated to a reduction of "Strike Team" involvement in the current fiscal year which reduced the costs associated with Non-permanent Salary and overtime needed for the assistance provided by the Nevada City Fire Department at several fires that occurred in the State of California (Strike Team) The State has paid the City for participation on the "Strike Teams". The Police Department expenditures at \$683k were 33% of the \$2.1 million budget. 1<sup>st</sup> quarter YOY comparison the increased costs in the Police Department are tied to department salary and benefits associated to having previously vacant positions filled, as well as, an increase in Capital Outlay for the purchase of a replacement vehicle. The Police Department is currently fully staffed. The Department of Public Works expenditures at \$117k were 18% of the \$653k operational and capital budget. The Parks and Recreation Department

expenditures at \$141k were 37% of the \$383k budget. Veteran's Building expenditures at 17k were 27% of the \$64k budget. Typically at the completion of the 1<sup>st</sup> quarter, departmental expenditures should be approximately 25% of budget. Overall operational expenditures at \$1.5 million were 31% of the \$5.0 million operational and capital outlay budget.

The General Fund had expenditures exceeding revenues of \$531k as of September 30, 2019, Lower than FY 18/19 at \$693k. The City has a positive unassigned fund balance of \$345k ending FY 17/18 down from \$396k ending FY 16/17. It continues to be crucial that City Staff monitor incoming revenues and prioritize and review program expenditures to support preserving and improving the current financial status.

As of September 30, 2019, Special Fund revenues were \$673k and were 15% of the \$4.3 million budget. The City's special tax measures have been performing on budget. The City has received \$195k in Measure "S" sales tax revenues or 21% of the \$923k budget and \$138k in Measure "C" sales tax revenues or 30% of \$458k budget. Most Special Fund revenues are tied to the timing of expenditures by the City and reimbursement based.

As of September 30, 2019, the Special Fund expenditures including capital outlay were \$354k or 8% of the overall \$4.2 million budget. Special Fund expenditures are all timing related.

As of September 30, 2019, Water Fund revenues were \$182k vs. \$205k September 30, 2018. Water Fund revenues received at \$182k were 21% of the \$879k budget.

As of September 30, 2019, the Water Fund expenditures were at \$173k vs. \$146k September 30, 2018. The increase of \$27k in Water Fund expenditures was associated to increased capital outlay costs of plant improvements associated to a chlorine Building project and an NID Cross Connect project and outside services. The Water Department and Water Distribution Fund with expenditures of \$173k were 20% of the \$875k operational and capital budget.

The Water Fund had revenues exceeding expenditures of \$9k as of September 30, 2019. The Water Fund had been experiencing an improved unrestricted financial position, however, with the increases in expenditures for necessary repairs it is critical that City Staff explore efficiencies in operations and reductions in expenditures to maintain the improving financial position of the Water Fund.

As of September 30, 2019, the Wastewater Fund revenues were \$225k vs. \$255k September 30, 2018. The decrease in Wastewater Fund revenues of \$30k was associated to the decrease in program income from Leachate hauling. Wastewater Fund revenues received at \$225k were 16% of the \$1.4 million budget.

As of September 30, 2019, the Wastewater Fund expenditures were at \$456k vs. \$425k September 30, 2018. The increase of \$31k in Wastewater Fund expenditures was primarily associated increased costs of liability insurance and outside services for sewer line replacement. The Wastewater Department and Wastewater Distribution Fund with expenditures of \$456k were 27% of the \$1.7 million operational and capital outlay budget.

The Wastewater Fund had expenditures exceeding revenues of \$231k as of September 30, 2019. The Wastewater Fund continues to maintain a positive fund position with an approximate unrestricted balance of \$1.6 million ending FY 18/19. However, the last 5 fiscal years the fund has experienced significant erosion. City staff will need to closely monitor incoming revenues and review and prioritize operational and capital expenditures to support preserving the Wastewater Fund financial status.

**ATTACHMENTS:**

- Fund Financial Status Report
- Statement of Condition
- Revenue and Expenditure Report (General Fund, Special Funds, Water Fund & Sewer Fund)
- Major Revenue Graphs

**CITY OF NEVADA CITY**  
**Fund - Financial Status Report**  
**September 30, 2019**

Cash Balances as of  
September 30, 2019

1) Checking Account Tri Counties	\$	1,382,627.09	
2) Core Account	\$	207,395.00	
3) LAIF	\$	508,704.22	
4) Fire Department	\$	71,096.76	
5) Certificates of Deposit	\$	<u>1,233,000.00</u>	see attachment A

**Total City Cash Accounts**

**\$ 3,402,823**    **\*\*Ties to Fund balances**

6) Petty Cash	\$	<u>500.00</u>	Admin \$100/PD\$400
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**Other Cash Accounts**

500.00

**TOTAL CASH**

**\$ 3,403,323.07**

General Fund Balances:

		<u>FY 17-18 Activity to</u> <u>September 30, 2019</u>	<u>FY 16-17 Activity to</u> <u>September 30, 2018</u>	<u>\$ Change</u>
100 GENERAL FUND	\$	1,135,926	\$ 828,304	\$ 307,622
<b>Subtotal General Funds</b>	<b>\$</b>	<b>1,135,926</b>	<b>\$ 828,304</b>	<b>\$ 307,622</b>

Special Revenues:

200 AB1600	\$	62,809	\$ 85,589	\$ (22,780)
201 P&R QUIMBY	\$	306	\$ 29,084	\$ (28,778)
205 DONATION PRJT	\$	8,848	\$ 23,449	\$ (14,601)
209 NEVADA/MAIN PRJ	\$	(200,905)	\$ (66,731)	\$ (134,174)
210 GAS TAX-STREETS	\$	154,408	\$ 58,904	\$ 95,504
212 RSTP/STIP	\$	-	\$ (1)	\$ 1
213 LOCAL PED&BIKE	\$	-	\$ -	\$ -
215 RURAL PLANNING	\$	(47,893)	\$ (314,435)	\$ 266,542
216 TRAFFIC RELIEF	\$	7,347	\$ 3,658	\$ 3,689
217 REG.TRAFFIC MIT	\$	2,624	\$ 8,762	\$ (6,138)
218 FEMA	\$	(15,962)	\$ 899	\$ (16,861)
219 CEC GRANT	\$	-	\$ -	\$ -
220 INDIAN TRAILS	\$	46,461	\$ 45,940	\$ 521
221 UST PROJECT	\$	-	\$ (30)	\$ 30
223 CALFIRE GRANT	\$	-	\$ (10,751)	\$ 10,751
224 LCWF POOL REHAB	\$	25,020	\$ -	\$ 25,020
227 LITTLE DEER CRK	\$	(114,431)	\$ (16,821)	\$ (97,610)
229 BROWNSFIELD '10	\$	8,181	\$ 1,583	\$ 6,598
230 TAX - FIRE DEPT	\$	1,683	\$ -	\$ 1,683
231 2003 FIRE TAX	\$	3,238	\$ -	\$ 3,238
241 NC REC/QUIMBY	\$	-	\$ (4,363)	\$ 4,363
250 CDBG ENTERPRISE	\$	(16,652)	\$ (25,652)	\$ 9,000
265 CABY - NEV CITY	\$	-	\$ (5,778)	\$ 5,778
266 CABY- MISC AGENCY	\$	(324,341)	\$ (319,053)	\$ (5,288)
271 PROP 172	\$	107,857	\$ 82,077	\$ 25,780
272 MATHIVET	\$	10,792	\$ 37,064	\$ (26,272)
280 MEASURE "L"	\$	79,894	\$ 220,646	\$ (140,752)
285 MEASURE "C"	\$	151,017	\$ 267,871	\$ (116,854)
273 SLESF	\$	168	\$ 71,134	\$ (70,966)
710 CONSTITUTION DAY PARADE	\$	(441)	\$ (1,602)	\$ 1,161
715 MEASURE "S"	\$	178,830	\$ 107,431	\$ 71,399
770 BECKER	\$	18,742	\$ 18,530	\$ 212
<b>Subtotal Special Revenues</b>	<b>\$</b>	<b>147,600</b>	<b>\$ 297,404</b>	<b>\$ (149,804)</b>

Enterprise Funds:

600 WATER FUND	\$	383,586	\$ 274,220	\$ 109,366
614 WATER-AB1600	\$	36,286	\$ 35,880	\$ 406
625 WTP - UPGRADE	\$	-	\$ (1)	\$ 1
650 SEWER FUND	\$	1,675,131	\$ 1,724,630	\$ (49,499)
654 SEWER-AB1600	\$	24,293	\$ 24,022	\$ 271
<b>Subtotal Enterprise Funds</b>	<b>\$</b>	<b>2,119,296</b>	<b>\$ 2,058,751</b>	<b>\$ 60,545</b>

**TOTAL OF FUNDS**    **\$ 3,402,822**    **\$ 3,184,459**    **\$ 218,363**

**City of Nevada City - Investment Schedule 2018/19**  
**Attachment A**

<u>Institution</u>	<u>Amount</u>	<u>Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Term</u>	<u>FDIC Ins.</u>
Wells Fargo Bank	\$249,000	2.60%	4/12/2019	4/12/2022	3 yr	Yes
Citibank National Association	\$246,000	3.00%	8/3/2018	8/3/2021	3 Yr	Yes
Morgan Stanley Private Bank	\$246,000	2.85%	9/20/2018	9/21/2020	2 Yr	Yes
BMW Bank of North America	\$246,000	3.00%	9/21/2018	9/21/2021	3 Yr	Yes
Morgan Stanley Private Bank	\$246,000	2.85%	2/14/2019	2/14/2022	3 yr.	Yes
<b>Total</b>	<b>\$1,233,000</b>					

**Sep 30, 2019**

General Checking	\$1,382,627.09
Core Money Market	\$207,395.00
LAIF	\$508,704.22
<b>Cash On Hand</b>	<b>\$ 2,098,726.31</b>

CD's \$1,233,000

**Total Cash \$ 3,331,726.31**

**City of Nevada City  
Statement of Condition  
September 30, 2019**

<b><u>Cash &amp; Investments</u></b>	<b><u>Actual</u></b> <b><u>September 30, 2019</u></b>	<b><u>Actual</u></b> <b><u>September 30, 2018</u></b>
Checking	\$ 1,382,627	\$ 1,349,647
Core	\$ 207,395	\$ 4,482
LAIF	\$ 508,704	\$ 496,608
Certificates of Deposit	\$ 1,233,000	\$ 1,234,000
Fire Department	\$ 71,097	\$ 99,720
Petty Cash	\$ 500	\$ 900
<b>Total Cash &amp; Investments</b>	<b>\$ 3,403,323</b>	<b>\$ 3,185,357</b>

<b><u>Debt Governmental Activities</u></b>	<b><u>Balance</u></b> <b><u>September 30, 2019</u></b>	<b><u>Balance</u></b> <b><u>September 30, 2018</u></b>	<b><u>Comments</u></b>
<b>Leases:</b>			
REV Financial Services, LLC	\$ 368,457	\$ -	Fire Engine - KME Predator Severe Service 1500 GPM Pumper
<b>Loans:</b>			
Tri Counties Bank	\$ 258,360	\$ 270,229	Mortgage - 425 Nimrod Nevada City CA 95959
<b>Total Governmental Debt</b>	<b>\$ 258,360</b>	<b>\$ 270,229</b>	

**Debt Business Type Activities (Water&Wastewater)**

<b>COP's:</b>			
Citizens - Wastewater Treatment Plant Refunding 2008	\$ 284,314	\$ 356,727	Payments made twice yearly Jun/Dec
USDA - Wastewater COP's Series 2005	\$ 1,788,000	\$ 1,825,000	Payments made twice yearly Dec/July (1st pmt Int only/2nd pmt princ. & int)
USDA - Wastewater COP's Series 2007	\$ 1,506,000	\$ 1,536,000	Payments made twice yearly Dec/July (1st pmt Int only/2nd pmt princ. & int)
<b>Loan:</b>			
First Security Finance - Water Plant Bond Refi	\$ -	\$ -	Payments made twice yearly Mar/Sept
<b>Total Business Type Debt</b>	<b>\$ 3,578,314</b>	<b>\$ 3,717,727</b>	

**PERs projected Contribution Rates:**

	<b><u>Empl. Contrib. 18/19</u></b>	<b><u>Empl. Contrib. 19/20</u></b>	<b><u>Unfunded Accrued Liability as of 6/30/19</u></b>
Miscellaneous Employees	33.150%+ 8%	41.944%+8%	\$ 2,164,705
Safety Employees	38.843%+ 9%	43.254%+ 9%	\$ 2,662,500

**2nd Tier Retirement (employee contributes 5% towards 7% employee portion)**

Miscellaneous Employees (2% @60)	8.271%+7%	9.063%+7%	\$ 10,559
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**City of Nevada City  
Revenues & Expenditures General Fund  
September 30, 2019**

	<u>Actual</u> <u>September 30, 2019</u>	<u>Actual</u> <u>September 30, 2018</u>	<u>Adopted Annual Budget</u> <u>FY 19/20</u>	<u>\$\$</u> <u>Annual Budget</u>	<u>%</u>
<b><u>Revenues - Governmental Activities</u></b>					
Sales Taxes	\$ 330,056	\$ 253,090	\$ 1,050,000	\$ (719,944)	31%
Property Taxes (includes prop tax in lieu of VLF)	\$ 74,161	\$ 73,635	\$ 1,715,438	\$ (1,641,277)	4%
Transient Occupancy Taxes	\$ 108,150	\$ 120,806	\$ 420,000	\$ (311,850)	26%
Measure "F" Cannabis Tax	\$ 129,973	\$ -	\$ 240,000	\$ (110,027)	54%
Franchises	\$ 30,180	\$ 28,197	\$ 165,000	\$ (134,820)	18%
Licenses & Permits	\$ 134,597	\$ 43,109	\$ 149,600	\$ (15,003)	90%
Planning & Inspection Fees	\$ 17,544	\$ 15,350	\$ 98,500	\$ (80,956)	18%
Parks & Recreation	\$ 56,195	\$ 50,087	\$ 140,500	\$ (84,305)	40%
Veteran's Building	\$ 4,978	\$ 6,468	\$ 23,500	\$ (18,522)	21%
Parking Meters	\$ 26,975	\$ 31,267	\$ 270,000	\$ (243,025)	10%
Safety (Includes PD POST, Fire Department/Strike, Asset Forfeiture/mvlf etc)	\$ 64,539	\$ 29,163	\$ 188,000	\$ (123,461)	34%
Grants	\$ 5,000	\$ 5,000	\$ 10,000	\$ (5,000)	50%
Sale of Real Property/Proceeds from Debt	\$ -	\$ -	\$ -	\$ -	N/A
All Other Revenues	\$ 32,921	\$ 24,349	\$ 366,790	\$ (333,869)	9%
<b>Total Governmental Revenue</b>	<b>\$ 1,015,268</b>	<b>\$ 680,519</b>	<b>\$ 4,837,328</b>	<b>\$ (3,488,191)</b>	<b>21%</b>

**Funds from Other Financing Sources**

Transfers In (fire taxes, CABY Admin., SLESF, Prop 172, Measure 'L') \$ - \$ - \$ 200,000

**TOTAL GENERAL FUND REVENUES** \$ **1,015,268** \$ **680,519** \$ **5,037,328**

**Expenditures - Governmental Activities**

General Government (Finance & Administration)	\$ 125,434	\$ 122,274	\$ 491,855	\$ (366,421)	26%
Capital Outlay	\$ 29,450	\$ -	\$ 14,400	\$ 15,050	
A-87 Cost Allocation Adjustment	\$ -	\$ -	\$ (208,868)		
City Council	\$ 3,132	\$ 1,392	\$ 22,250	\$ (19,118)	14%
A-87 Cost Allocation Adjustment	\$ -	\$ -	\$ 1,668		
Planning Commission	\$ 1,180	\$ 771	\$ 5,260	\$ (4,080)	22%
A-87 Cost Allocation Adjustment	\$ -	\$ -	\$ 467		
City Attorney	\$ 19,912	\$ 22,905	\$ 137,175	\$ (117,263)	15%
Capital Outlay	\$ 1,565	\$ -	\$ 1,400	\$ 165	
City Planner	\$ 65,302	\$ 44,317	\$ 202,590	\$ (137,288)	32%
Capital Outlay	\$ 7,800	\$ -	\$ 1,800	\$ 6,000	
A-87 Cost Allocation Adjustment	\$ -	\$ -	\$ 18,311		
City Manager	\$ 87,849	\$ 65,255	\$ 225,625	\$ (137,776)	39%
Capital Outlay	\$ -	\$ -	\$ -	\$ -	
A-87 Cost Allocation Adjustment	\$ -	\$ -	\$ (28,936)		
City Clerk&Treasurer	\$ 696	\$ 696	\$ 2,584	\$ (1,888)	27%
Fire Department	\$ 242,766	\$ 285,405	\$ 676,645	\$ (433,879)	36%
Capital Outlay	\$ -	\$ -	\$ -	\$ -	
A-87 Cost Allocation for Administrative Staff - Charge to FD	\$ -	\$ -	\$ 30,407		
Police Department	\$ 682,940	\$ 556,491	\$ 2,096,760	\$ (1,413,820)	33%
Capital Outlay	\$ -	\$ -	\$ -	\$ -	
A-87 Cost Allocation for Administrative Staff - Charge to PD	\$ -	\$ -	\$ 70,201		
Public Works (b&g, streets)	\$ 116,419	\$ 109,954	\$ 467,795	\$ (351,376)	25%
Capital Outlay	\$ 1,041	\$ -	\$ 185,000	\$ (183,959)	1%
A-87 Cost Allocation for Administrative Staff - Charge to PW	\$ -	\$ -	\$ 56,192		
Community Agency Support	\$ 1,979	\$ 6,865	\$ 61,550	\$ (59,571)	3%
Parks and Recreation (p&r, pool, summer prg.)	\$ 139,186	\$ 140,401	\$ 382,072	\$ (242,886)	36%
Capital Outlay	\$ 2,105	\$ -	\$ 1,400	\$ 705	
A-87 Cost Allocation for Administrative Staff - Charge to P&R	\$ -	\$ -	\$ 55,369		
Veteran's Building	\$ 17,084	\$ 17,273	\$ 64,075	\$ (46,991)	27%
A-87 Cost Allocation for Administrative Staff - Veteran's Building	\$ -	\$ -	\$ 1,192	\$ (1,192)	
<b>Total General Fund Expenditures</b>	<b>\$ 1,545,839</b>	<b>\$ 1,373,999</b>	<b>\$ 5,036,239</b>	<b>\$ (3,447,406)</b>	<b>31%</b>

**NET GENERAL FUND REVENUES/EXPENDITURES** \$ **(530,572)** \$ **(693,480)** \$ **1,089**

**City of Nevada City  
Revenues & Expenditures Committed Funds  
September 30, 2019**

<b><u>Revenues - Special</u></b>	Fund	<b><u>Actual</u></b> <b><u>September 30, 2019</u></b>	<b><u>Adopted Annual Budget</u></b> <b><u>FY 19/20</u></b>	<b><u>Variance to</u></b> <b><u>Budget</u></b>
AB1600 Mitigation Fees	200	\$ 1,130	\$ 23,490	\$ (22,360)
P&R Quimby	201	\$ -	\$ 1,810	\$ (1,810)
Donation Projects	205	\$ 228	\$ 2,150	\$ (1,922)
Highway Bridge Grant Project	209	\$ -	\$ 2,100,000	\$ (2,100,000)
Gas Tax	210	\$ 37,164	\$ 151,670	\$ (114,506)
NCTC RSTP & Local Ped & Bike	212/213	\$ -	\$ 40,000	\$ (40,000)
CMAQ Streets and Roads	215	\$ 275,402	\$ 140,000	\$ 135,402
Traffic Relief	216	\$ -	\$ 3,670	\$ (3,670)
Regional Traffic Mitigation	217	\$ -	\$ 7,565	\$ (7,565)
Brownsfield '10 Grant Reimbursement	229	\$ 7,814	\$ 55,000	\$ (47,186)
Fire Tax	230/231	\$ 4,921	\$ 100,500	\$ (95,579)
CDBG-Enterprise	250	\$ -	\$ 185,000	\$ (185,000)
Prop 172	271	\$ 11,618	\$ 38,000	\$ (26,382)
SLESF - Supplemental Law Enforcement	273	\$ -	\$ 100,200	\$ (100,200)
Measure "L" Sales Tax	280	\$ 596	\$ 5,600	\$ (5,004)
Measure "C"	285	\$ 137,571	\$ 458,000	\$ (320,429)
Constitution Day	710	\$ 2,000	\$ 8,000	\$ (6,000)
Measure "S" Sales Tax	715	\$ 194,841	\$ 922,750	\$ (727,909)
Special Revenue Interest		\$ -	\$ 700	\$ (700)
<b>Total Special Revenue</b>		<b>\$ 673,286</b>	<b>\$ 4,344,105</b>	<b>\$ (3,670,119)</b>

**Expenditures - Special Revenue Activities**

Donation Projects	205	\$ 16,183	\$ 2,000	\$ 14,183
Highway Bridge Grant Project	209	\$ -	\$ -	\$ -
<i>Capital Outlay</i>		\$ 31,301	\$ 2,100,000	\$ (2,068,699)
Gas Tax	210	\$ 32,830	\$ 100,000	\$ (67,170)
<i>Capital Outlay</i>		\$ -	\$ -	\$ -
NCTC RSTP & Local Ped & Bike	212/213	\$ -	\$ 40,000	\$ (40,000)
<i>Capital Outlay</i>		\$ -	\$ -	\$ -
CMAQ - ST&RD	215	\$ -	\$ -	\$ -
<i>Capital Outlay</i>		\$ 6,360	\$ 140,000	\$ (133,641)
Regional Traffic Mitigation	217	\$ -	\$ 7,565	\$ (7,565)
Indian Trails	220	\$ -	\$ 1,000	\$ (1,000)
Little Deer Creek	227	\$ 315	\$ -	\$ 315
Brownsfield '10	229	\$ 849	\$ 55,000	\$ (54,151)
Fire Tax	230/231	\$ -	\$ 100,500	\$ (100,500)
CDBG	250	\$ -	\$ -	\$ -
<i>Capital Outlay</i>		\$ -	\$ 185,000	\$ (185,000)
Prop 172	271	\$ 2,902	\$ 38,000	\$ (35,098)
SLESF - Supplemental Law Enforcement	273	\$ 24,999	\$ 100,000	\$ (75,001)
Measure "L"	280	\$ -	\$ -	\$ -
<i>Capital Outlay</i>		\$ -	\$ 95,000	\$ (95,000)
Measure "C"	285	\$ 189,024	\$ 482,690	\$ (293,666)
Constitution Day	710	\$ 4,518	\$ 8,000	\$ (3,482)
Measure "S"	715	\$ 29,158	\$ 112,195	\$ (83,037)
<i>Capital Outlay</i>		\$ 15,743	\$ 701,500	\$ (685,757)
<i>A-87 Cost Allocation for Administrative Staff - Charge to</i>		\$ -	\$ 27,000	\$ (27,000)
<b>Total Special Revenue Expenditures</b>		<b>\$ 354,180</b>	<b>\$ 4,295,450</b>	<b>\$ (3,941,270)</b>

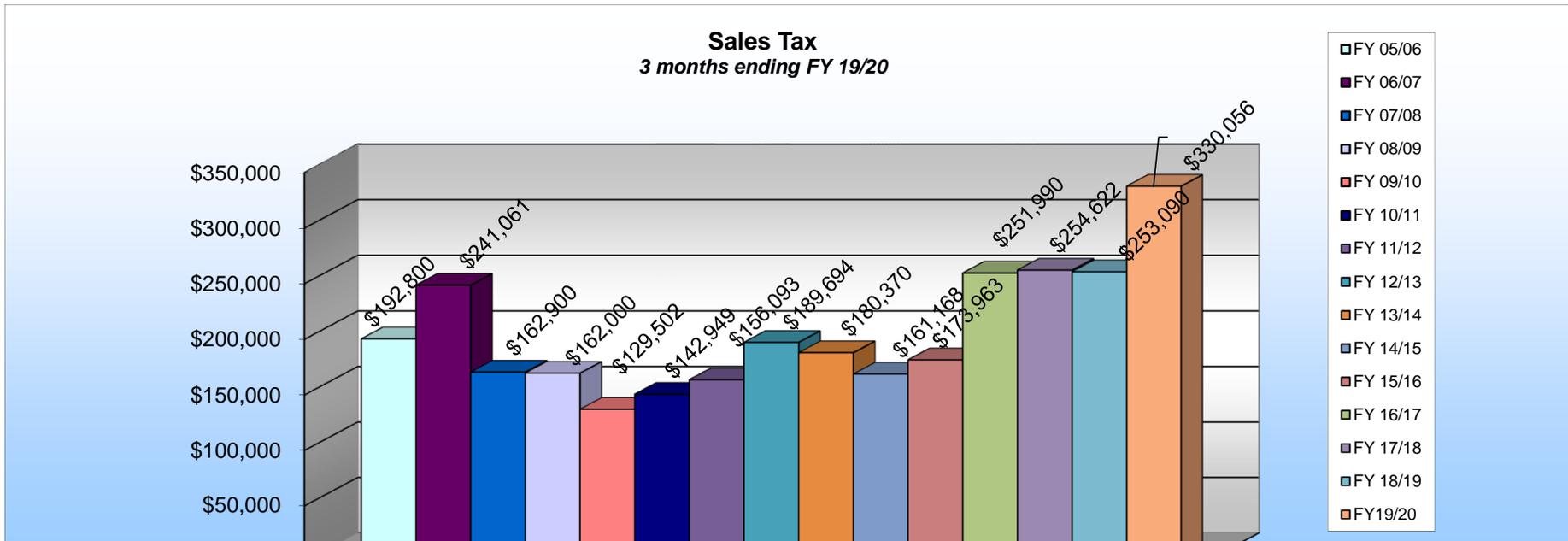
**City of Nevada City  
Revenues & Expenditures Enterprise Funds  
September 30, 2019**

	<u>Actual</u> <u>September 30, 2019</u>	<u>Actual</u> <u>September 30, 2018</u>	<u>Annual Budget</u> <u>FY 19/20</u>	<u>\$\$</u> <u>Annual Budget</u>	<u>%</u>
<b><u>Water Fund Revenues</u></b>					
Water Fund (includes interest)	\$ 181,763	\$ 201,848	\$ 879,480	\$ (697,717)	21%
Water AB1600 Mitigation	\$ -	\$ 2,811	\$ -		
<b>Total Water Revenues</b>	<b>\$ 181,763</b>	<b>\$ 204,659</b>	<b>\$ 879,480</b>	<b>\$ (697,717)</b>	<b>21%</b>
<b><u>Water Fund Expenditures</u></b>					
Water Plant	\$ 71,532	\$ 98,817	\$ 350,820	\$ (279,288)	20%
Capital Outlay	\$ 52,578	\$ 1,280	\$ 65,000	\$ (12,422)	81%
Water Distribution	\$ 48,451	\$ 45,440	\$ 167,020	\$ (118,569)	29%
Capital Outlay	\$ -	\$ -	\$ 200,000	\$ (200,000)	
<i>A-87 Cost Allocation for Administrative Staff - Charge to Water</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 93,000</i>	<i>\$ (93,000)</i>	
<b>Total Water Expenditures</b>	<b>\$ 172,562</b>	<b>\$ 145,537</b>	<b>\$ 875,840</b>	<b>\$ (703,278)</b>	<b>20%</b>
<b>NET WATER FUND REVENUES/EXPENDITURES</b>	<b>\$ 9,202</b>	<b>\$ 59,122</b>	<b>\$ 3,640</b>		
<b><u>Wastewater Fund Revenues</u></b>					
Wastewater Plant (includes interest)	\$ 206,406	\$ 209,577	\$ 1,336,270	\$ (1,129,864)	15%
Wastewater - Program Income	\$ 18,240	\$ 45,120	\$ 60,000	\$ (41,760)	
Wastewater AB1600 Mitigation	\$ -	\$ 1,653	\$ -		
<b>Total Wastewater Revenues</b>	<b>\$ 224,646</b>	<b>\$ 256,349</b>	<b>\$ 1,396,270</b>	<b>\$ (1,171,624)</b>	<b>16%</b>
<b><u>Wastewater Fund Expenditures</u></b>					
Wastewater Plant	\$ 394,053	\$ 385,316	\$ 1,051,095	\$ (657,042)	37%
Capital Outlay	\$ -	\$ 59	\$ 75,000	\$ (75,000)	0%
Wastewater Collection	\$ 61,124	\$ 39,962	\$ 201,885	\$ (140,761)	30%
Capital Outlay	\$ 711	\$ -	\$ 200,000	\$ (199,289)	0%
<i>A-87 Cost Allocation for Administrative Staff - Charge to Wastewater</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 130,000</i>		
<b>Total Wastewater Expenditures</b>	<b>\$ 455,887</b>	<b>\$ 425,337</b>	<b>\$ 1,657,980</b>	<b>\$ 1,202,093</b>	<b>27%</b>
<b>NET WASTEWATER FUND REVENUES/EXPENDITURES</b>	<b>\$ (231,241)</b>	<b>\$ (168,987)</b>	<b>\$ (261,710)</b>		

**YTD Analysis Sales Tax (includes property in lieu of sales tax)**

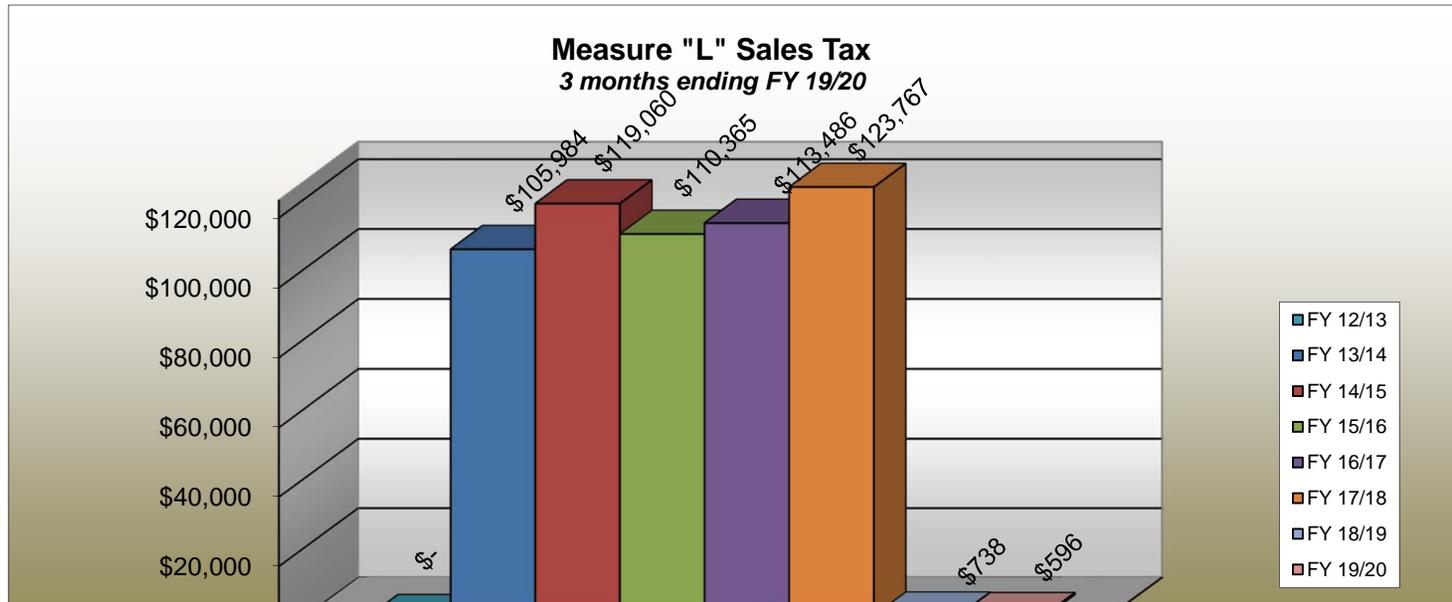
**3200-107**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 05/06	\$ 82,600	\$ 110,200	\$ -	\$ 94,004	\$ 73,700	\$ 114,885	\$ 202,709	\$ 105,000	\$ -	\$ 99,035	\$ 212,337	\$ 89,076	\$ 1,183,547
FY 06/07	\$ 75,600	\$ 100,800	\$ 64,661	\$ 62,700	\$ 83,700	\$ 117,358	\$ 206,922	\$ 101,300	\$ -	\$ 150,002	\$ 200,622	\$ 91,491	\$ 1,255,156
FY 07/08	\$ 69,800	\$ 93,100	\$ -	\$ 137,713	\$ 58,800	\$ 64,326	\$ 261,046	\$ 107,800	\$ 42,475	\$ 45,700	\$ 241,146	\$ 109,416	\$ 1,231,322
FY 08/09	\$ -	\$ 78,700	\$ 83,300	\$ 50,100	\$ 66,800	\$ 120,161	\$ 162,516	\$ 81,400	\$ -	\$ -	\$ 106,987	\$ 152,525	\$ 902,489
FY 09/10	\$ 56,100	\$ 66,500	\$ 6,902	\$ 51,400	\$ -	\$ 73,747	\$ 154,471	\$ -	\$ 97,734	\$ 28,400	\$ 148,071	\$ 31,725	\$ 715,050
FY 10/11	\$ 36,500	\$ 48,700	\$ 57,749	\$ 35,100	\$ 46,800	\$ 96,873	\$ 123,798	\$ 63,700	\$ 36,695	\$ 34,100	\$ 125,998	\$ 62,874	\$ 768,887
FY 11/12	\$ 41,800	\$ 55,800	\$ 58,493	\$ 44,800	\$ 44,000	\$ 79,233	\$ 154,208	\$ 62,200	\$ 59,591	\$ 35,900	\$ 155,408	\$ 75,347	\$ 866,780
FY 12/13	\$ 43,800	\$ 58,400	\$ 87,494	\$ 52,200	\$ 69,600	\$ 35,096	\$ 164,179	\$ 67,700	\$ 44,530	\$ 41,500	\$ 168,679	\$ 66,270	\$ 899,448
FY 13/14	\$ 52,300	\$ 69,700	\$ 58,370	\$ 46,300	\$ 61,700	\$ 56,847	\$ 161,122	\$ 65,900	\$ 60,167	\$ 36,100	\$ 159,922	\$ 97,309	\$ 925,737
FY 14/15	\$ 54,200	\$ 72,200	\$ 34,768	\$ 45,500	\$ 60,700	\$ 75,592	\$ 179,747	\$ 71,000	\$ 49,672	\$ 45,200	\$ 186,647	\$ 80,897	\$ 956,123
FY 15/16	\$ 48,264	\$ 63,800	\$ 61,898	\$ 49,600	\$ 66,200	\$ 52,000	\$ 51,300	\$ 68,500	\$ 75,726	\$ 57,700	\$ 76,800	\$ 87,926	\$ 759,715
FY 16/17	\$ 62,100	\$ 82,800	\$ 107,090	\$ 60,800	\$ 81,200	\$ 114,963	\$ 68,800	\$ 91,700	\$ 72,127	\$ 50,100	\$ 66,700	\$ 109,486	\$ 967,866
FY 17/18	\$ 68,100	\$ 90,800	\$ 95,722	\$ 66,600	\$ 88,700	\$ 119,070	\$ 68,100	\$ 90,700	\$ 134,705	\$ 53,100	\$ 89,986	\$ 83,345	\$ 1,048,928
FY 18/19	\$ 85,257	\$ 80,063	\$ 87,770	\$ 139,114	\$ 32,443	\$ 131,570	\$ 118,553	\$ 96,625	\$ 65,260	\$ 81,673	\$ 106,826	\$ 138,932	\$ 1,164,086
FY19/20	\$ 106,826	\$ 141,823	\$ 81,407	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,056



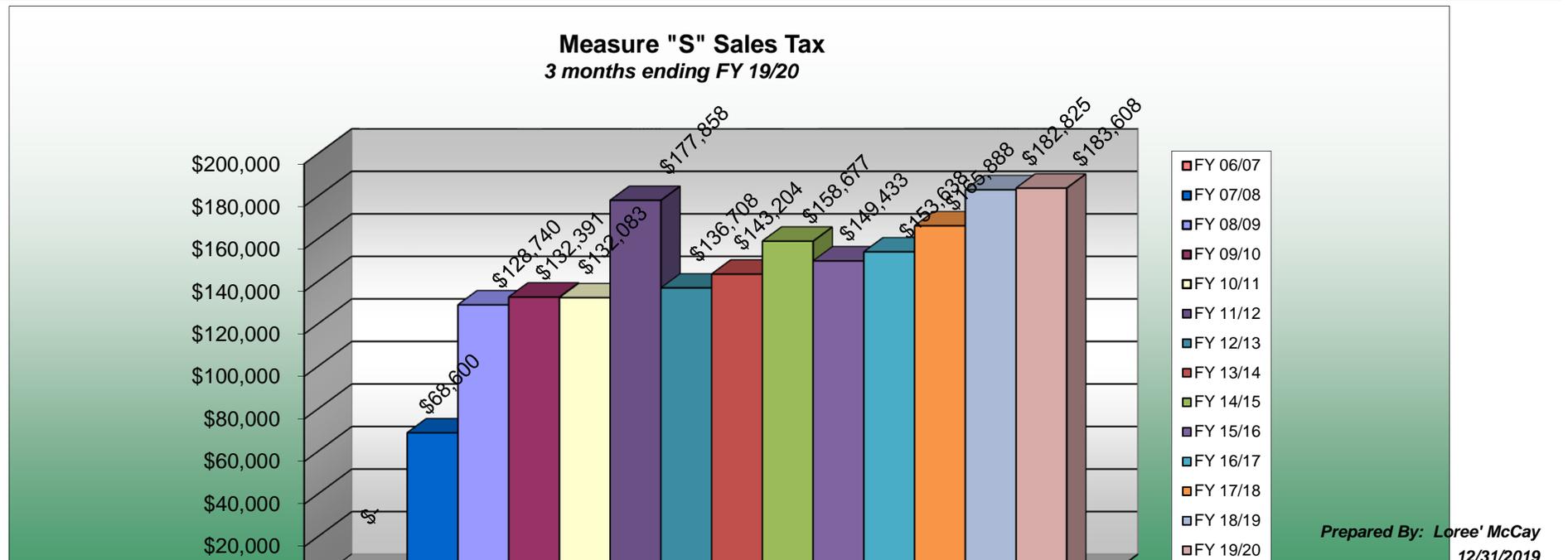
**YTD Analysis Measure "L" Sales Tax  
3200-107**

<u>Year</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Total</u>
FY 12/13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,822	\$ 26,400	\$ 35,200	\$ 88,422
FY 13/14	\$ 26,400	\$ 35,200	\$ 44,384	\$ 30,200	\$ 40,200	\$ 36,796	\$ 30,500	\$ 40,700	\$ 45,879	\$ 31,700	\$ 42,200	\$ 20,971	\$ 425,130
FY 14/15	\$ 29,100	\$ 38,800	\$ 51,160	\$ 30,400	\$ 40,500	\$ 45,730	\$ 33,000	\$ 44,000	\$ 26,978	\$ 25,500	\$ 34,000	\$ 61,573	\$ 460,741
FY 15/16	\$ 33,200	\$ 44,200	\$ 32,965	\$ 32,600	\$ 43,500	\$ 22,286	\$ 32,800	\$ 43,700	\$ 36,510	\$ 28,100	\$ 37,500	\$ 23,889	\$ 411,250
FY 16/17	\$ 30,300	\$ 40,400	\$ 42,786	\$ 29,800	\$ 39,800	\$ 52,729	\$ 32,400	\$ 43,200	\$ 39,589	\$ 25,500	\$ 34,000	\$ 49,276	\$ 459,779
FY 17/18	\$ 30,500	\$ 40,600	\$ 52,667	\$ 33,100	\$ 44,200	\$ 45,586	\$ 33,100	\$ 44,200	\$ 39,757	\$ 27,500	\$ 41,991	\$ (62,886)	\$ 370,315
FY 18/19	\$ -	\$ -	\$ 738	\$ 360	\$ 373	\$ 1,452	\$ -	\$ 915	\$ 372	\$ 711	\$ 257	\$ 195	\$ 5,374
FY 19/20	\$ 257	\$ 195	\$ 144										\$ 596



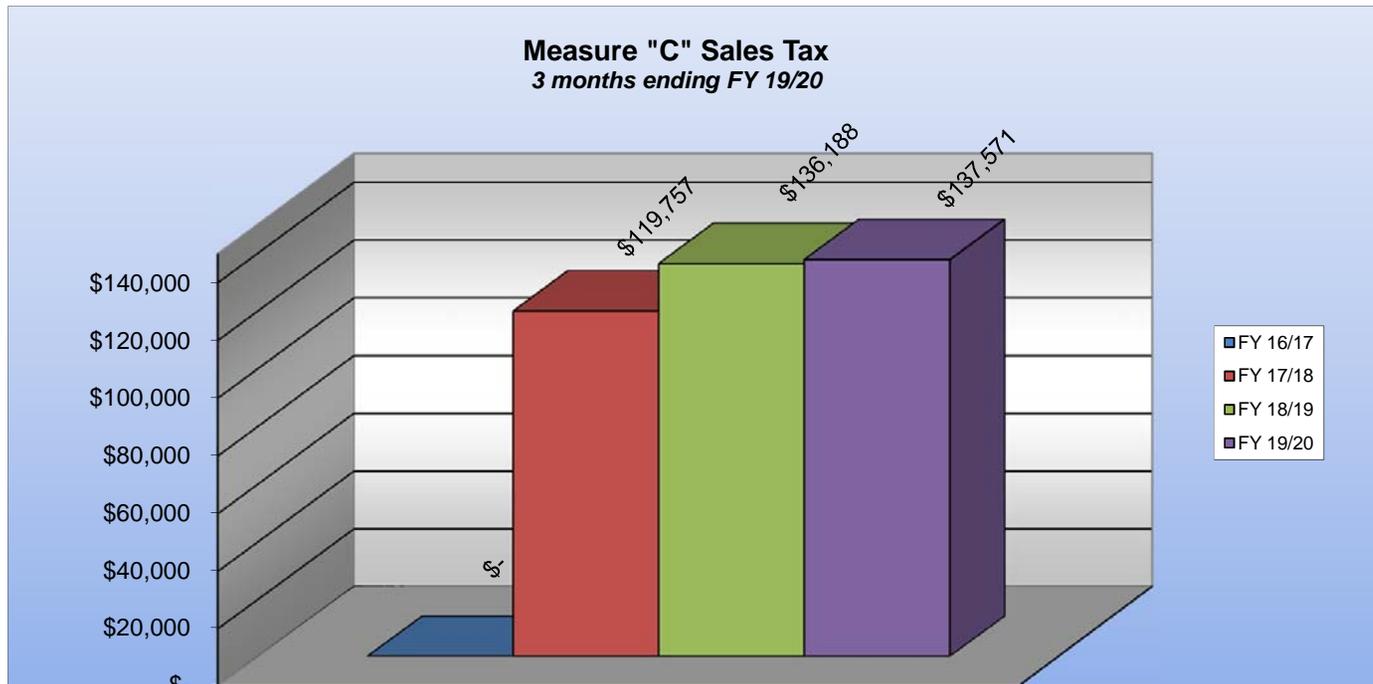
**YTD Analysis Measure "S" Sales Tax  
3200-107**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 06/07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,800	\$ 58,800
FY 07/08	\$ 29,400	\$ 39,200	\$ -	\$ 79,769	\$ 42,100	\$ 100,974	\$ 40,100	\$ 53,400	\$ 79,588	\$ 22,600	\$ 30,100	\$ 137,228	\$ 654,459
FY 08/09	\$ -	\$ 48,800	\$ 79,940	\$ 45,200	\$ 60,200	\$ 63,900	\$ 51,400	\$ 56,300	\$ -	\$ 47,701	\$ 33,100	\$ 101,532	\$ 588,073
FY 09/10	\$ 37,200	\$ 49,600	\$ 45,591	\$ 40,200	\$ 44,700	\$ 41,377	\$ 38,000	\$ -	\$ 86,066	\$ 28,100	\$ 41,000	\$ 43,297	\$ 495,131
FY 10/11	\$ 35,100	\$ 46,800	\$ 50,183	\$ 36,800	\$ 49,000	\$ 51,244	\$ 38,300	\$ 51,100	\$ 44,096	\$ 30,100	\$ 44,200	\$ 52,610	\$ 529,534
FY 11/12	\$ 37,600	\$ 50,100	\$ 90,158	\$ 37,000	\$ 49,300	\$ 65,276	\$ 41,100	\$ 54,800	\$ 44,133	\$ 32,300	\$ 43,100	\$ 93,994	\$ 638,861
FY 12/13	\$ 51,300	\$ 68,400	\$ 17,008	\$ 43,500	\$ 58,000	\$ 51,363	\$ 42,400	\$ 56,400	\$ 41,623	\$ 33,600	\$ 44,800	\$ 34,587	\$ 542,981
FY 13/14	\$ 41,900	\$ 55,800	\$ 45,504	\$ 45,900	\$ 61,200	\$ 34,106	\$ 42,700	\$ 56,900	\$ 48,950	\$ 35,400	\$ 47,200	\$ 43,217	\$ 558,777
FY 14/15	\$ 40,600	\$ 54,100	\$ 63,977	\$ 40,900	\$ 54,600	\$ 61,086	\$ 44,200	\$ 58,900	\$ 38,774	\$ 34,400	\$ 45,800	\$ 39,251	\$ 576,588
FY 15/16	\$ 44,700	\$ 59,600	\$ 45,133	\$ 44,000	\$ 58,600	\$ 29,429	\$ 44,000	\$ 58,600	\$ 52,555	\$ 38,500	\$ 51,300	\$ 31,193	\$ 557,609
FY 16/17	\$ 40,800	\$ 54,400	\$ 58,438	\$ 40,000	\$ 53,300	\$ 71,113	\$ 43,700	\$ 58,200	\$ 53,134	\$ 34,600	\$ 46,100	\$ 61,254	\$ 615,039
FY 17/18	\$ 40,800	\$ 54,400	\$ 70,688	\$ 44,400	\$ 59,200	\$ 60,865	\$ 44,300	\$ 59,100	\$ 53,192	\$ 36,800	\$ 56,572	\$ 58,028	\$ 638,345
FY 18/19	\$ 52,185	\$ 84,848	\$ 45,792	\$ 53,653	\$ 61,877	\$ 54,674	\$ 46,893	\$ 56,249	\$ 35,240	\$ 54,749	\$ 70,907	\$ 51,465	\$ 668,532
FY 19/20	\$ 70,907	\$ 51,465	\$ 61,236										\$ 183,608



**YTD Analysis Measure "C" Sales Tax  
3200-107**

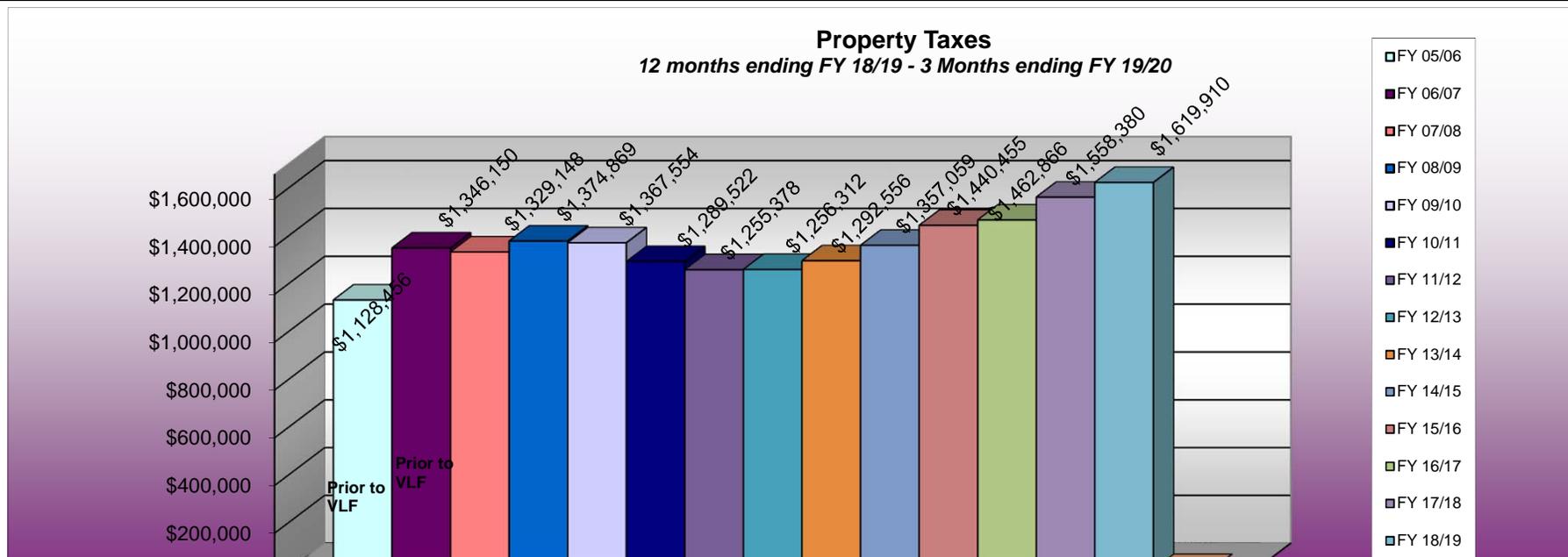
<u>Year</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Total</u>
<b>FY 16/17</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,449	\$ 26,400	\$ 35,200	<b>\$ 88,049</b>
<b>FY 17/18</b>	\$ 26,400	\$ 35,200	\$ 58,157	\$ 29,000	\$ 38,700	\$ 55,231	\$ 30,900	\$ 41,200	\$ 46,573	\$ 28,400	\$ 36,568	\$ 52,373	<b>\$ 478,702</b>
<b>FY 18/19</b>	\$ 39,393	\$ 63,393	\$ 33,402	\$ 40,016	\$ 45,807	\$ 40,738	\$ 35,955	\$ 42,141	\$ 24,370	\$ 41,024	\$ 52,771	\$ 38,561	<b>\$ 497,572</b>
<b>FY 19/20</b>	\$ 52,771	\$ 38,561	\$ 46,239										<b>\$ 137,571</b>



# YTD Analysis Property Taxes

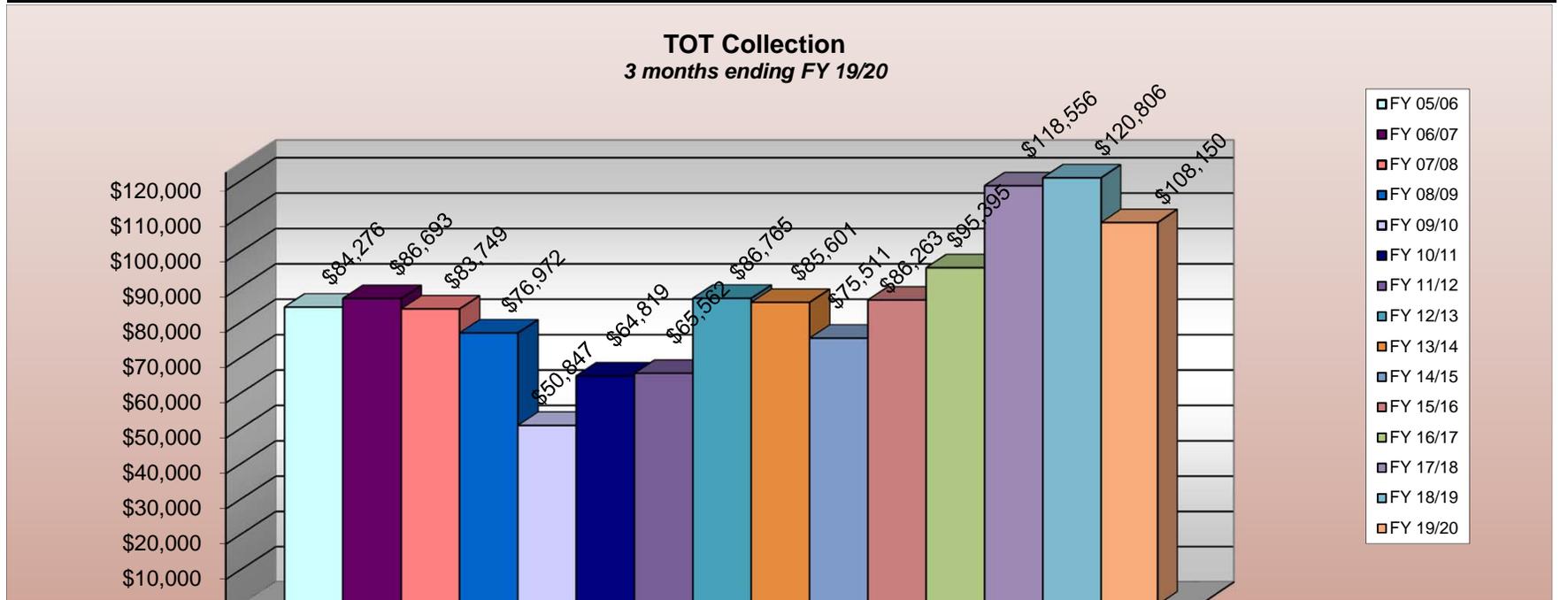
3100 3200-112

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 05/06							\$ 615,649				\$ 439,110	\$ 73,696	\$ 1,128,456
FY 06/07							\$ 775,021				\$ 505,087	\$ 66,041	\$ 1,346,150
FY 07/08							\$ 725,621				\$ 541,000	\$ 62,527	\$ 1,329,148
FY 08/09							\$ 757,317				\$ 555,497	\$ 62,054	\$ 1,374,869
FY 09/10							\$ 744,833				\$ 567,056	\$ 55,666	\$ 1,367,554
FY 10/11							\$ 705,616				\$ 534,009	\$ 49,896	\$ 1,289,522
FY 11/12							\$ 686,226				\$ 522,126	\$ 47,026	\$ 1,255,378
FY 12/13							\$ 689,971				\$ 515,379	\$ 50,963	\$ 1,256,312
FY 13/14							\$ 704,881				\$ 530,673	\$ 57,001	\$ 1,292,556
FY 14/15							\$ 746,043				\$ 557,144	\$ 53,873	\$ 1,357,059
FY 15/16							\$ 763,539				\$ 615,353	\$ 61,563	\$ 1,440,455
FY 16/17							\$ 795,443				\$ 605,782	\$ 61,641	\$ 1,462,866
FY 17/18							\$ 842,202				\$ 642,543	\$ 73,635	\$ 1,558,380
FY 18/19							\$ 875,731				\$ 670,018	\$ 74,161	\$ 1,619,910
FY 19/20							\$ -				\$ -	\$ -	\$ -



**YTD Analysis Transient Occupancy Tax  
3200-106**

<u>Year</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Total</u>
<b>FY 05/06</b>	\$ 3,412	\$ 72,828	\$ 8,036	\$ 78,308	\$ 4,509	\$ 10,105	\$ 66,086	\$ 18,053	\$ 4,631	\$ 4,849	\$ 53,530	\$ 2,921	<b>\$ 327,268</b>
<b>FY 06/07</b>	\$ 19,279	\$ 59,088	\$ 8,326	\$ 74,099	\$ 20,238	\$ 16,328	\$ 17,162	\$ 57,461	\$ 6,273	\$ 19,647	\$ 35,888	\$ 10,656	<b>\$ 344,444</b>
<b>FY 07/08</b>	\$ 22,782	\$ 53,480	\$ 7,486	\$ 75,807	\$ 7,784	\$ 6,829	\$ 63,626	\$ 4,068	\$ 4,522	\$ 28,673	\$ 15,264	\$ 3,893	<b>\$ 294,215</b>
<b>FY 08/09</b>	\$ 17,503	\$ 51,500	\$ 7,969	\$ 24,812	\$ 43,993	\$ 7,987	\$ 25,032	\$ 7,618	\$ 7,358	\$ 18,375	\$ 10,039	\$ (18,827)	<b>\$ 203,360</b>
<b>FY 09/10</b>	\$ 18,178	\$ 25,562	\$ 7,107	\$ 32,603	\$ 8,556	\$ 11,546	\$ 18,366	\$ 13,477	\$ 6,930	\$ 12,371	\$ 8,627	\$ 16,976	<b>\$ 180,299</b>
<b>FY 10/11</b>	\$ 36,641	\$ 13,936	\$ 14,242	\$ 34,421	\$ 10,348	\$ 13,916	\$ 20,191	\$ 11,108	\$ 4,775	\$ 12,078	\$ 15,478	\$ (201)	<b>\$ 186,933</b>
<b>FY 11/12</b>	\$ 20,422	\$ 32,092	\$ 13,049	\$ 39,416	\$ 15,389	\$ 19,049	\$ 33,209	\$ 18,064	\$ 5,239	\$ 26,328	\$ 14,286	\$ 31,110	<b>\$ 267,654</b>
<b>FY 12/13</b>	\$ 30,720	\$ 26,910	\$ 29,135	\$ 44,698	\$ 22,224	\$ 11,635	\$ 34,497	\$ 15,100	\$ 7,129	\$ 17,782	\$ 16,834	\$ 14,218	<b>\$ 270,883</b>
<b>FY 13/14</b>	\$ 43,388	\$ 20,864	\$ 21,350	\$ 139,377	\$ 6,414	\$ 17,386	\$ 41,066	\$ 3,571	\$ 8,612	\$ 11,378	\$ 21,373	\$ 5,989	<b>\$ 340,766</b>
<b>FY 14/15</b>	\$ 52,346	\$ 13,222	\$ 9,943	\$ 25,243	\$ 42,520	\$ 14,207	\$ 26,458	\$ 34,115	\$ 5,217	\$ 41,202	\$ 1,664	\$ 21,457	<b>\$ 287,593</b>
<b>FY 15/16</b>	\$ 46,582	\$ 21,775	\$ 17,906	\$ 7,732	\$ 55,544	\$ 13,882	\$ 23,931	\$ 54,258	\$ 4,625	\$ 50,453	\$ 12,864	\$ 14,261	<b>\$ 323,814</b>
<b>FY 16/17</b>	\$ 57,419	\$ 20,595	\$ 17,380	\$ 92,630	\$ 18,835	\$ 19,822	\$ 63,347	\$ 12,167	\$ 6,658	\$ 46,098	\$ 11,472	\$ 35,192	<b>\$ 401,616</b>
<b>FY 17/18</b>	\$ 35,639	\$ 63,502	\$ 19,415	\$ 86,233	\$ 39,397	\$ 15,925	\$ 23,001	\$ 54,609	\$ 9,736	\$ 49,274	\$ 11,659	\$ 15,928	<b>\$ 424,317</b>
<b>FY 18/19</b>	\$ 72,511	\$ 28,465	\$ 19,830	\$ 30,650	\$ 67,005	\$ 13,556	\$ 21,976	\$ 59,639	\$ 5,566	\$ 13,449	\$ 42,176	\$ 20,038	<b>\$ 394,861</b>
<b>FY 19/20</b>	\$ 33,707	\$ 47,738	\$ 26,704										<b>\$ 108,150</b>



Prepared By: Loree' McCay  
12/31/2019

**YTD Business Licenses  
3300-120**

Year	\$ YTD
------	--------

**FY 05/06** \$ 67,465 *(accrued for 05/06 audit \$35389.50)*

**FY 06/07** \$ 33,795 *(reverse for 05/06 accrual \$35389.50 the \$35k was an unrealized overaccrual)*

**FY 07/08** \$ 58,598

**FY 08/09** \$ 54,924

**FY 09/10** \$ 59,466

**FY 10/11** \$ 59,831

**FY 11/12** \$ 62,055

**FY 12/13** \$ 61,304

**FY 13/14** \$ 62,891

**FY 14/15** \$ 63,719

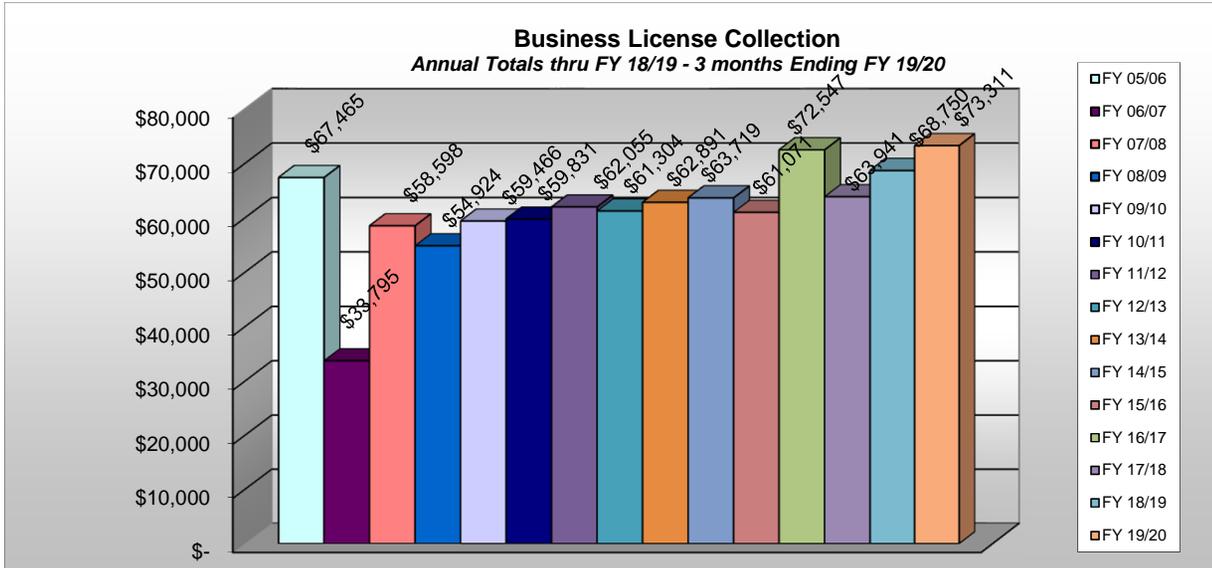
**FY 15/16** \$ 61,071

**FY 16/17** \$ 72,547

**FY 17/18** \$ 63,941

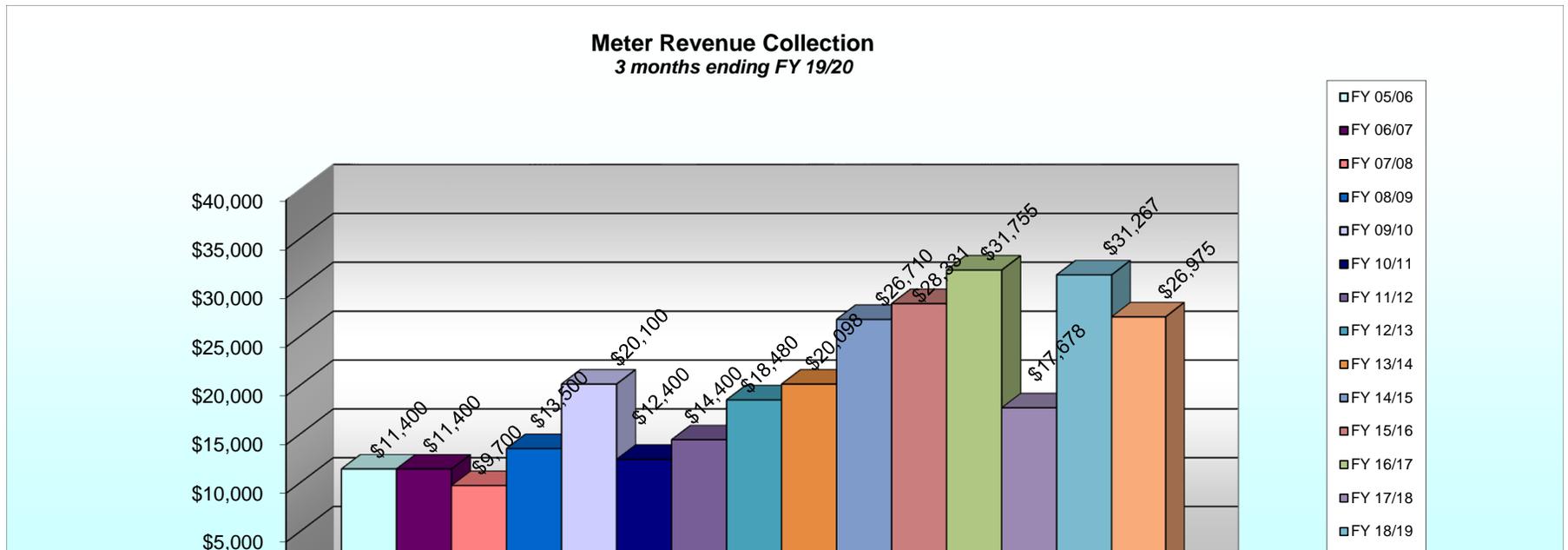
**FY 18/19** \$ 68,750

**FY 19/20** \$ 73,311



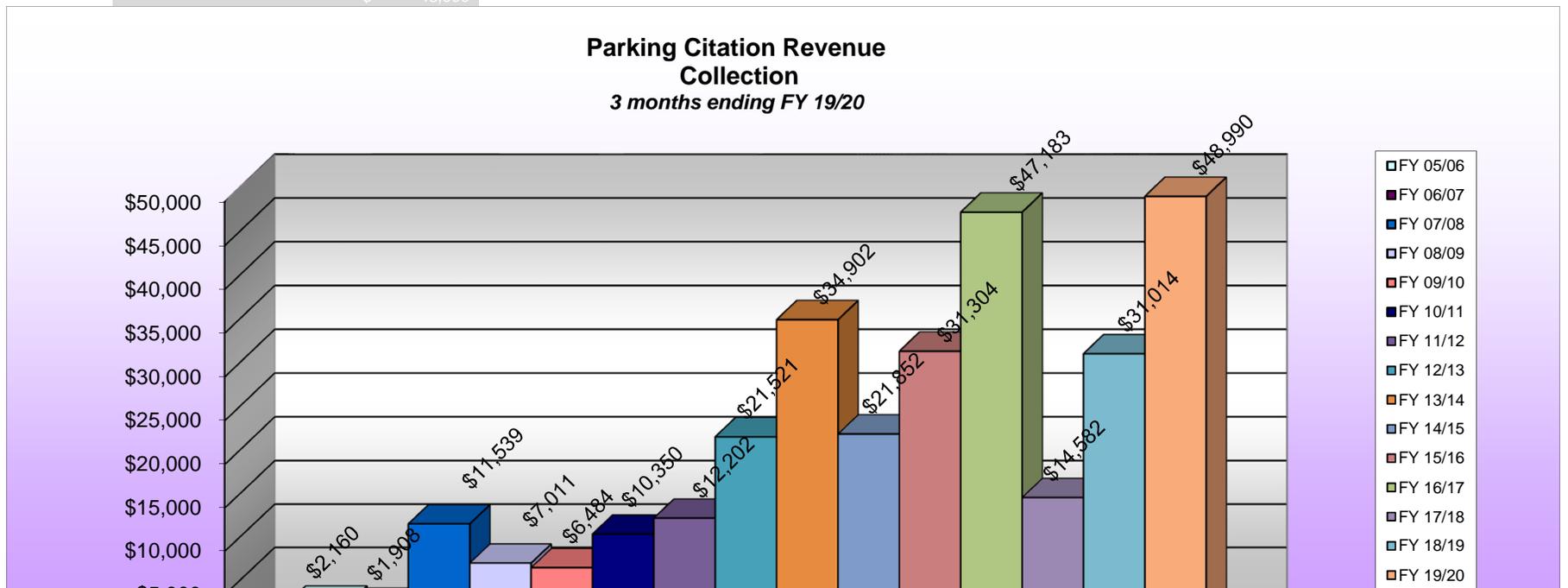
**YTD Analysis Parking Meter Collection  
3700-166**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 05/06	\$ 4,700	\$ 4,700	\$ 2,000	\$ 4,700	\$ 5,400	\$ 5,205	\$ -	\$ 3,700	\$ 5,700	\$ -	\$ 5,200	\$ 4,700	\$ 46,005
FY 06/07	\$ -	\$ 7,700	\$ 3,700	\$ 4,200	\$ -	\$ 7,400	\$ 4,000	\$ -	\$ 5,400	\$ 5,700	\$ 4,000	\$ 7,300	\$ 49,400
FY 07/08	\$ 2,200	\$ 7,500	\$ -	\$ 10,200	\$ 5,000	\$ -	\$ 5,500	\$ 4,125	\$ -	\$ 7,500	\$ 5,500	\$ 9,742	\$ 57,267
FY 08/09	\$ 3,500	\$ 5,000	\$ 5,000	\$ 6,200	\$ 5,500	\$ 11,400	\$ 6,700	\$ 7,200	\$ -	\$ 6,200	\$ 6,200	\$ 13,078	\$ 75,978
FY 09/10	\$ 8,200	\$ 6,700	\$ 5,200	\$ 8,200	\$ 8,200	\$ 5,200	\$ 7,200	\$ 9,215	\$ 6,200	\$ 7,385	\$ 7,200	\$ 1,822	\$ 80,722
FY 10/11	\$ 4,000	\$ 8,400	\$ -	\$ 7,200	\$ 7,200	\$ 7,200	\$ 7,200	\$ 6,400	\$ -	\$ 7,200	\$ 7,200	\$ 15,400	\$ 77,400
FY 11/12	\$ -	\$ 8,200	\$ 6,200	\$ 6,200	\$ 6,200	\$ 7,200	\$ 7,400	\$ 8,200	\$ 5,200	\$ 7,200	\$ 7,200	\$ 13,049	\$ 82,249
FY 12/13	\$ 3,080	\$ 8,200	\$ 7,200	\$ 7,200	\$ 7,200	\$ 7,400	\$ 7,200	\$ 5,200	\$ 6,919	\$ 7,200	\$ 8,108	\$ 12,747	\$ 87,653
FY 13/14	\$ 6,285	\$ 6,886	\$ 6,927	\$ 7,513	\$ 7,582	\$ 6,789	\$ 12,321	\$ 60	\$ 13,092	\$ 7,026	\$ 6,310	\$ 11,088	\$ 91,879
FY 14/15	\$ 6,491	\$ 7,514	\$ 12,705	\$ 9,941	\$ 6,502	\$ 9,163	\$ 7,498	\$ 7,683	\$ 7,968	\$ 7,592	\$ 8,112	\$ 3,456	\$ 94,626
FY 15/16	\$ 7,587	\$ 14,291	\$ 6,453	\$ 8,440	\$ 7,532	\$ 6,155	\$ 6,995	\$ 6,158	\$ 8,594	\$ 8,781	\$ 8,945	\$ 5,600	\$ 95,531
FY 16/17	\$ 8,025	\$ 9,003	\$ 14,727	\$ 6,802	\$ 8,196	\$ 8,547	\$ 7,920	\$ 7,858	\$ 7,106	\$ 9,629	\$ 8,751	\$ 8,440	\$ 105,004
FY 17/18	\$ 8,165	\$ 9,313	\$ 200	\$ 8,340	\$ 9,346	\$ 9,295	\$ 16,798	\$ -	\$ 8,048	\$ 15,551	\$ 6	\$ 16,786	\$ 101,847
FY 18/19	\$ 10,189	\$ 9,217	\$ 11,860	\$ -	\$ 12,020	\$ 9,322	\$ 12,478	\$ 2	\$ 12,353	\$ 10,319	\$ 8,725	\$ 3,880	\$ 100,366
FY 19/20	\$ 8,286	\$ 8,586	\$ 10,103										\$ 26,975



**YTD Analysis Parking Citations Collection  
3700-162**

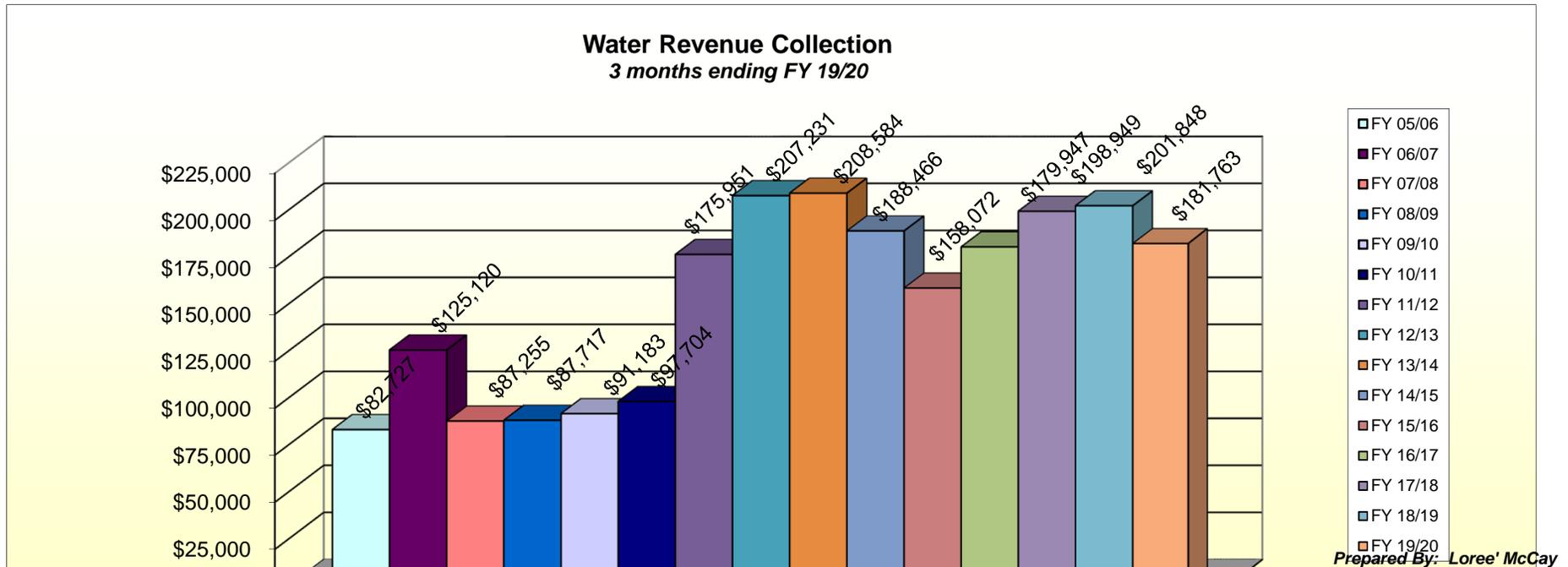
Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 05/06	\$ 584	\$ 987	\$ 589	\$ 997	\$ 902	\$ 1,705	\$ 205	\$ 765	\$ 612	\$ 452	\$ 270	\$ 885	\$ 8,953
FY 06/07	\$ 681	\$ 716	\$ 511	\$ 1,839	\$ 2,048	\$ 2,085	\$ 1,535	\$ 1,561	\$ 965	\$ 472	\$ 865	\$ 2,170	\$ 15,448
FY 07/08	\$ 4,367	\$ 7,172	\$ -	\$ 5,300	\$ 6,101	\$ 2,356	\$ 1,370	\$ 3,353	\$ 3,684	\$ 3,125	\$ 4,450	\$ 4,265	\$ 45,543
FY 08/09	\$ 1,735	\$ 3,366	\$ 1,910	\$ 3,210	\$ 2,805	\$ 1,715	\$ 1,243	\$ 2,766	\$ 4,045	\$ 3,480	\$ 2,240	\$ 3,379	\$ 31,894
FY 09/10	\$ 1,566	\$ 3,881	\$ 1,037	\$ 1,261	\$ 1,475	\$ 1,172	\$ 740	\$ 1,460	\$ 4,011	\$ 6,860	\$ 3,095	\$ 2,980	\$ 29,538
FY 10/11	\$ 1,934	\$ 4,484	\$ 3,932	\$ 4,563	\$ 1,361	\$ 2,559	\$ 1,104	\$ 2,557	\$ 1,862	\$ 2,658	\$ 3,128	\$ 2,321	\$ 32,463
FY 11/12	\$ 2,406	\$ 5,767	\$ 4,029	\$ 1,709	\$ 3,904	\$ 5,180	\$ 1,730	\$ 3,511	\$ 2,575	\$ 4,086	\$ 3,802	\$ 3,618	\$ 42,317
FY 12/13	\$ 8,740	\$ 2,053	\$ 10,728	\$ 6,705	\$ 9,054	\$ 3,161	\$ 4,436	\$ 4,165	\$ 4,718	\$ 5,760	\$ 2,752	\$ 2,309	\$ 64,581
FY 13/14	\$ 7,983	\$ 13,950	\$ 12,969	\$ 10,788	\$ 12,784	\$ 9,367	\$ 8,422	\$ 10,165	\$ 12,348	\$ 10,014	\$ 11,345	\$ 9,648	\$ 129,783
FY 14/15	\$ 1,648	\$ 12,581	\$ 7,623	\$ 6,727	\$ 8,345	\$ 5,098	\$ 3,490	\$ 2,461	\$ 7,385	\$ 8,053	\$ 8,721	\$ 8,729	\$ 80,861
FY 15/16	\$ 8,681	\$ 13,166	\$ 9,457	\$ 68	\$ 11,294	\$ 20,396	\$ 15,149	\$ 14,996	\$ 21,626	\$ 17,617	\$ 20,457	\$ 25,428	\$ 178,335
FY 16/17	\$ 18,065	\$ 15,188	\$ 13,930	\$ 13,994	\$ 11,254	\$ 12,068	\$ 3,636	\$ 13,711	\$ 13,068	\$ 9,890	\$ 6,151	\$ 1,279	\$ 132,234
FY 17/18	\$ 4,545	\$ 4,055	\$ 5,982	\$ 4,567	\$ 5,127	\$ 5,345	\$ 4,354	\$ 8,159	\$ 10,506	\$ 11,404	\$ 13,028	\$ 23,002	\$ 100,074
FY 18/19	\$ 8,916	\$ 11,521	\$ 10,577	\$ 12,754	\$ 8,663	\$ 7,511	\$ 5,107	\$ 9,825	\$ 14,038	\$ 14,190	\$ 14,736	\$ 19,702	\$ 137,539
FY 19/20	\$ 14,547	\$ 18,343	\$ 16,100										\$ 48,990



Prepared By: Loree' McCay  
12/31/2019

**YTD Analysis Water Revenue**  
**600-3800**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 05/06	\$ -	\$ 83,311	\$ (585)	\$ 79,214	\$ -	\$ 76,535	\$ (52)	\$ 74,947	\$ -	\$ 78,957	\$ -	\$ 76,286	\$ 468,613
FY 06/07	\$ -	\$ 127,617	\$ (2,497)	\$ 60,253	\$ -	\$ 80,008	\$ (25)	\$ 78,836	\$ 25	\$ 80,749	\$ -	\$ 114,814	\$ 539,779
FY 07/08	\$ 945	\$ 86,117	\$ 192	\$ 81,508	\$ (180)	\$ 83,030	\$ (72)	\$ 82,701	\$ 138	\$ 87,953	\$ 144	\$ 70,900	\$ 493,375
FY 08/09	\$ -	\$ 87,007	\$ 710	\$ 84,937	\$ 1,264	\$ 83,911	\$ (2,880)	\$ 99,508	\$ 18	\$ 83,642	\$ (72)	\$ 79,284	\$ 517,329
FY 09/10	\$ 41	\$ 91,030	\$ 112	\$ 91,078	\$ 985	\$ 90,376	\$ 831	\$ 1,958	\$ 88,554	\$ 2,885	\$ 93,589	\$ 89,907	\$ 551,345
FY 10/11	\$ -	\$ 3,945	\$ 93,760	\$ 3,888	\$ 90,748	\$ 92,387	\$ -	\$ 103,460	\$ (2,074)	\$ 93,604	\$ (605)	\$ 130,156	\$ 609,269
FY 11/12	\$ 37	\$ 180,527	\$ (4,613)	\$ 135,509	\$ (220)	\$ 100,593	\$ 1,290	\$ 112,159	\$ 54	\$ 95,213	\$ (71)	\$ 154,609	\$ 775,088
FY 12/13	\$ 304	\$ 207,380	\$ (452)	\$ 172,393	\$ (1,858)	\$ 109,805	\$ (688)	\$ 104,465	\$ 144	\$ 111,234	\$ 854	\$ 167,830	\$ 871,410
FY 13/14	\$ 243	\$ 208,697	\$ (355)	\$ 158,209	\$ 50	\$ 121,659	\$ 1,581	\$ 103,964	\$ 434	\$ 110,258	\$ 102	\$ 151,242	\$ 856,083
FY 14/15	\$ 251	\$ 188,177	\$ 38	\$ 152,804	\$ 767	\$ 107,031	\$ (303)	\$ 107,307	\$ 4,832	\$ 103,012	\$ (467)	\$ 142,414	\$ 805,863
FY 15/16	\$ 110	\$ 157,962	\$ -	\$ 166,095	\$ 47	\$ 76,372	\$ (732)	\$ 104,136	\$ 41	\$ 113,052	\$ 174	\$ 127,315	\$ 744,573
FY 16/17	\$ 237	\$ 179,478	\$ 233	\$ 167,947	\$ (597)	\$ 114,832	\$ 200	\$ 102,843	\$ 35	\$ 102,303	\$ 357	\$ 177,985	\$ 845,852
FY 17/18	\$ 123	\$ 198,911	\$ (85)	\$ 162,614	\$ 347	\$ 119,860	\$ (23)	\$ 116,903	\$ 2,287	\$ 119,325	\$ (360)	\$ 166,018	\$ 885,921
FY 18/19	\$ 75	\$ 204,372	\$ (2,599)	\$ 182,917	\$ (6,464)	\$ 124,611	\$ 468	\$ 112,304	\$ (483)	\$ 164,406	\$ (1,832)	\$ 112,498	\$ 890,272
FY 19/20	\$ 3,740	\$ 178,064	\$ (40)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,763

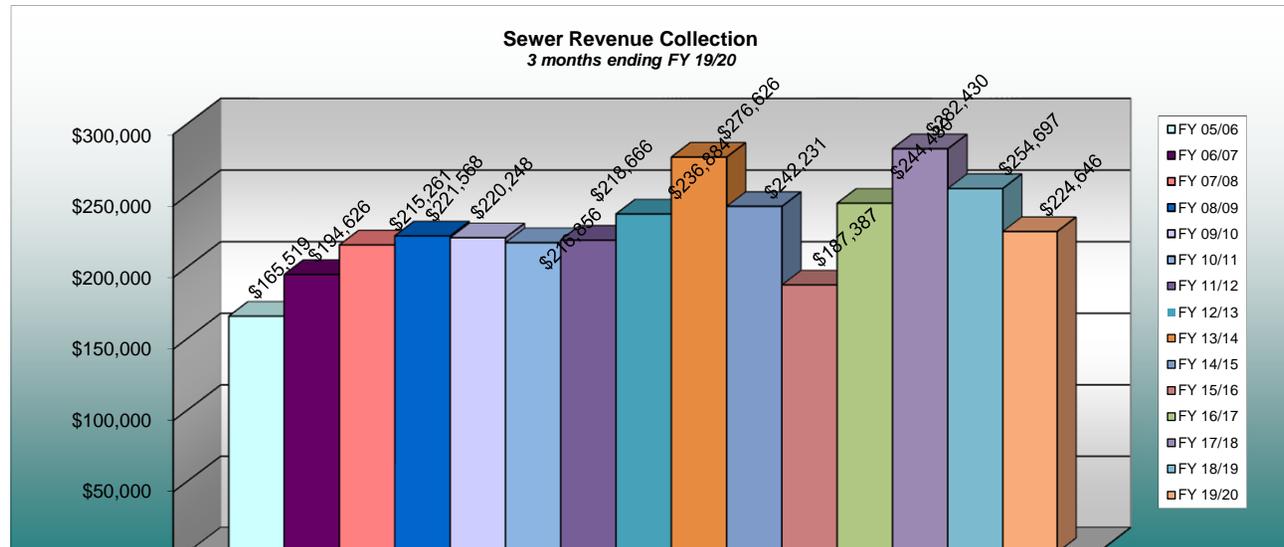


Prepared By: Loree' McGay

12/31/2019

**YTD Analysis Sewer Revenue  
650-3800**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	
FY 05/06	\$ -	\$166,688	\$ (1,169)	\$129,604	\$ -	\$ 158,910	\$ (70)	\$174,912	\$ 59,445	\$ 210,454	\$ 52,975	\$224,723	\$ 1,176,471	\$205,437 program income
FY 06/07	\$ -	\$197,031	\$ (2,405)	\$200,755	\$ 22,900	\$ 217,871	\$ 11,070	\$191,778	\$ -	\$ 193,793	\$ -	\$214,798	\$ 1,247,591	\$90,590 program income
FY 07/08	\$ (1,011)	\$216,250	\$ 22	\$246,719	\$ (180)	\$ 230,033	\$ 12,411	\$213,604	\$ -	\$ 252,356	\$ 22,146	\$261,574	\$ 1,453,923	\$109,870 program income
FY 08/09		\$221,389	\$ 180	\$218,946	\$ -	\$ 225,508	\$ 11,148	\$220,233	\$ -	\$ 243,601	\$ 24,396	\$205,915	\$ 1,371,316	\$44,020 program income
FY 09/10	\$ 1,900	\$218,419	\$ (71)	\$219,086	\$ 4,785	\$ 217,537	\$ (25)	\$ 843	\$ 219,737	\$ 4,496	\$218,201	\$218,286	\$ 1,323,195	\$9,965 program income
FY 10/11	\$ (3)	\$ 343	\$216,516	\$ 2,049	\$217,466	\$ (179)	\$303,269	\$259,607	\$ 12,472	\$ 219,547	\$ 63,426	\$294,548	\$ 1,589,061	\$276,435 program income
FY 11/12	\$ 130	\$218,474	\$ 63	\$219,975	\$ -	\$ 218,792	\$ 3,343	\$220,465	\$ 42	\$ 220,026	\$ (53)	\$237,589	\$ 1,338,845	\$17,145 program income
FY 12/13	\$ 72	\$236,619	\$ 193	\$221,841	\$ 68	\$ 236,121	\$ 9,298	\$219,176	\$ 2,502	\$ 281,899	\$ 46,273	\$321,680	\$ 1,575,743	\$248,876 program income
FY 13/14	\$ 53,301	\$223,197	\$ 128	\$228,948	\$ 20	\$ 223,796	\$ 1,499	\$219,455	\$ 5,051	\$ 219,724	\$ 141	\$209,630	\$ 1,384,889	\$56,520 program income
FY 14/15	\$ 55	\$239,871	\$ 2,305	\$220,141	\$ 118	\$ 226,522	\$ 5,280	\$244,755	\$ 5,741	\$ 229,881	\$ 557	\$224,204	\$ 1,399,428	\$46,560 program income
FY 15/16	\$ 320	\$186,993	\$ 74	\$170,840	\$ 8,454	\$ 183,462	\$ 14,577	\$188,060	\$ 1,033	\$ 257,845	\$ 50,366	\$261,886	\$ 1,323,909	\$118,872 program income
FY 16/17	\$ 12,389	\$232,359	\$ (318)	\$231,373	\$ (717)	\$ 218,433	\$ (1,654)	\$227,985	\$ 78,379	\$ 279,987	\$ 2,130	\$317,481	\$ 1,597,828	\$263,640 program income
FY 17/18	\$ 36,709	\$245,220	\$ 501	\$215,686	\$ 15,215	\$ 221,971	\$ 13,497	\$234,915	\$ 25,901	\$ 239,273	\$ 24,680	\$172,473	\$ 1,446,041	\$163,800 program income
FY 18/19	\$ -	\$253,221	\$ 1,476	\$215,366	\$ 23,853	\$ 212,689	\$ 4,616	\$241,374	\$ 27,745	\$ 283,497	\$ 57,043	\$234,788	\$ 1,555,668	\$225,400 program income
FY 19/20	\$ 17,588	\$207,213	\$ (155)										\$ 224,646	\$18,240 program income



**CITY OF NEVADA CITY  
ACTION MINUTES  
REGULAR CITY COUNCIL MEETING OF DECEMBER 10, 2019**

**NOTE:** This meeting is available to view on the City's website [www.nevadacityca.gov](http://www.nevadacityca.gov) – Go to Quick Links and Click on Agendas & Minutes and find the Archived Videos in the middle of the screen. Select the meeting date and Click on Video to watch the meeting. For website assistance, please contact Loree' McCay, Deputy City Clerk at (530) 265-2496, ext 134.

- City Council Meetings are available on DVD. To order, contact City Hall - cost is \$15.00 per DVD.
- Closed Session Meetings are not recorded.

**CLOSED SESSION – 6:15 PM**

1. Pursuant to Government Code Section 54956.9 the City Manager, Catrina Olson and City Attorney, Hal DeGraw are requesting a closed session conference to confer on litigation involving the City in the case of Friends of Spring Street vs. Nevada City, et al., Nevada County Superior Court Case No. CIV 1304393, Appellate Case No. C081195.

**Action:** Staff to proceed as directed.

**REGULAR MEETING – 6:30 PM - Call to Order**

**Roll Call:** Present: Mayor Senum, Vice Mayor Minett, Council Members Parker, Moberg and Strawser

**PLEDGE OF ALLEGIANCE**

**PROCLAMATIONS:**

**PRESENTATIONS:**

**BUSINESS FROM THE FLOOR:**

**1. PUBLIC COMMENT** (Per Government Code Section 54954.3)

Please refer to the meeting video on the City's website at [www.nevadacityca.gov](http://www.nevadacityca.gov).

**2. COUNCIL MEMBERS REQUESTED ITEMS AND COMMITTEE REPORTS:**

**3. CONSENT ITEMS:**

**A. Subject:** Accounts Payable Activity Report – November 2019

**Recommendation:** Receive and file.

**B. Subject:** Bear Yuba Land Trust (BYLT) Trail Maintenance Contract

**Recommendation:** Pass Resolution 2019-67, a Resolution of the City of Nevada City adopting 2020 trail Maintenance Contract with Bear Yuba Land Trust (BYLT) and authorize the City Manager to sign.

**C. Subject:** Award of Contract for Pioneer Park Picnic Area Bathroom Improvements in Nevada City

**Recommendation:** Pass Resolution 2019-68, a Resolution of the City Council of the City of Nevada City to award a contract to Barsotti Contracting in the amount of \$43,900.00 plus \$7,000.00 in contingencies for Pioneer Park Picnic Area Bathroom Improvements in Nevada City and authorize the Mayor to sign.

**D. Subject:** Award of Contract for Roof Replacement at 775 Zion Street

**Recommendation:** Pass Resolution 2019-69, a Resolution of the City Council of the City of Nevada City to award a contract to Matco Construction in the amount of \$37,500 plus \$6,000 contingencies for Roof Replacement at 775 Zion Street in Nevada City and authorize the Mayor to sign.

**Action:** Motion by Strawser, seconded by Parker to approve consent item 3A, 3C and 3D as presented. A member of the public pulled item 3B for discussion.

**(Approved 5 – 0)**

**Action:** Motion by Strawser, seconded by Parker to approve consent item 3B after discussion occurred.

**(Approved 5 – 0)**

#### **4. APPROVAL OF ACTION MINUTES:**

**A. Subject:** City Council Meeting – November 13, 2019

**Action:** Motion by Strawser, seconded by Minett to approve the City Council meeting minutes of November 13, 2019 as presented.

**(Approved 5 – 0)**

**B. Subject:** Special City Council Meeting – December 2, 2019

**Action:** Motion by Strawser, seconded by Minett to approve the Special City Council meeting minutes of December 2, 2019 as presented.

**(Approved 5 – 0)**

#### **5. DEPARTMENT REQUESTED ACTION ITEMS AND UPDATE REPORTS:**

**A. Subject:** A Resolution for the Purchase of (2), Ford F-250's from Teichert Construction Co. for the Water and Wastewater Department

**Recommendation:** Pass Resolution 2019-70, a Resolution of the City Council of the City of Nevada City to award purchase from Teichert Construction Co. for \$25,000.00 for (2) vehicles (2012 Ford F-250 and 2014 Ford F-250) for the City of Nevada City Water and Wastewater Departments.

**Action:** Motion by Strawser, seconded by Moberg Pass Resolution 2019-70, a Resolution of the City Council of the City of Nevada City to award purchase from Teichert Construction Co. for \$25,000.00 for (2) vehicles (2012 Ford F-250 and 2014 Ford F-250) for the City of Nevada City Water and Wastewater Departments.

**B. Subject:** City Letter Acknowledging Compliance with Settlement Agreement to Allow Terra Alta to Proceed with Map Recordation for the First 7 Lots of Deer Creek Park II A

**Recommendation:** Review, approve and authorize the Mayor to sign the letter of compliance for Deer Creek Park II.

**Action:** Motion by Strawser, seconded by Parker to approve and authorize the Mayor to sign the letter of compliance for Deer Creek Park II.

**(Approved 5 – 0)**

**6. PUBLIC HEARINGS:**

**7. OLD BUSINESS:**

**8. NEW BUSINESS:**

**A. Subject:** Request for Placement of a Menorah Display in Robinson Plaza from December 22-30, 2019

**Recommendation:** Approve placement of the Menorah display.

**Action:** Motion by Minett, seconded by Strawser to approve the placement of the Menorah display in the Robinson Plaza from December 22-30, 2019.

**(Approved 5 – 0)**

**B. Subject:** Consideration of Removal or Sanctioning of the Current Mayor

**Recommendation:** Consider, discuss and possibly act on the removal or sanctioning of the current Mayor. Additionally, or in the alternative, provide direction to staff on whether amendments to the City Code of Conduct are desired.

**Action:** Discussion occurred, there was no action taken to remove or sanction the current Mayor. City Council did not take action to amend to the Code of Conduct.

**9. CORRESPONDENCE:**

**A. Subject:** Thank you Nevada City Police Department

**10. ANNOUNCEMENTS:**

**11. CITY MANAGER'S REPORT:** The City Manager provided a written report that was attached to the agenda packet.

**12. ADJOURNMENT:** - 10:37 PM

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**ATTEST:**

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**Reinette Senum, Mayor**

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**Niel Locke, City Clerk**

# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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## **TITLE: Nevada County Last-Mile Broadband Grant Application**

**RECOMMENDATION:** City Council to review and consider the Nevada County Last Mile Broadband Project information provided and provide staff direction as to how the Council may or may not want to support the proposed project.

**CONTACT:** Catrina Olson, City Manager  
Bryan McAlister, City Engineer  
Michael Anderson, Clientworks

## **BACKGROUND/DISCUSSION:**

City Council and City staff have discussed the necessity for the City to explore opportunities to provide fiber technology in the City of Nevada City. The City Engineer, Bryan McAlister and City Manager, Catrina Olson met with Michael Anderson of Clientworks, Inc. on December 17, 2019 to discuss the Nevada County Last-Mile Broadband Project (a fiber project), The Northern Sierra Fiber Broadband Coop., a utility cooperative and a grant application that was submitted for the project.

The name of the project is the Nevada City Fiber Hub for Base Industry and Opportunity Residential. The project will utilize single-mode fiber to the premise technology. The project will be 100% underground, with an active Ethernet topology and fuel cell backup power to provide continuous uptime capability during power outages. The POP (point of presence) will be located in a vault at the corner of Reward and Zion Street in the Seven Hills District of Nevada City, with a mini-NOC (network operation center) located in the Liberty Hill Building. The boundary streets for the project are Zion Street to the east, the service loop road for the old Grass Valley Group buildings to the west, Reward Street to the north, and Providence Mine Road to the south (a map is provided in the grant application).

If implemented the installation of this broadband infrastructure could potentially provide service to approximately 75 households, 100 businesses and 5 anchors. The Northern Sierra Fiber Broadband Coop. is the grant applicant and the entity that would be initiating the project and once complete managing the utility as a cooperative. The projects estimated cost is \$924,800 and the grant request from Nevada County is for \$25,000.

Staff is seeking Council direction on how the City may or may not want to support the proposed project.

**ENVIRONMENTAL CONSIDERATIONS:** None.

**FINANCIAL CONSIDERATIONS:** None.

## **ATTACHMENT:**

- ✓ Nevada County Broadband Strategy – Approved by the Board of Supervisors October 2019
- ✓ Nevada County Broadband Strategy Appendix
- ✓ Nevada County Broadband Grant Application – Northern Sierra Fiber Broadband Cooperative
- ✓ Nevada County Broadband Grant Application
- ✓ Nevada County Broadband Grant Guidelines

# Nevada County Broadband Strategy



October, 2019

## **Contents**

- 1 Executive Summary**
- 2 Nevada Co Broadband Priorities & Impact**
- 3 Implementation Strategy**
- 4 Policy Recommendations**
- 5 Appendix**
  - a. Broadband Terms and Abbreviations
  - b. Priority areas – Underserved and Served per CPUC Maps
  - c. Active ISPs in Nevada County
  - d. Funding Opportunities – grants and loans
  - e. Relevant Broadband Legislation
  - f. Success Stories and Best Practices
  - g. Sample Telecommunication Element for General Plans

## 1. EXECUTIVE SUMMARY

This strategy is tactically practical and visionary in that it focuses on local solutions where Nevada County can have direct impact on increasing broadband connectivity for the benefit of its residents. The broadband plan considers state and federal policy where appropriate for compliance or inclusion in Nevada County's General Plan, however it is largely focused on County specific policy recommendations that address the unique challenges of the county.

The broadband landscape in Nevada County can best be described as challenging. While there are areas of the county that have sufficient speeds for daily work and home life, there are still large swaths of the county with no coverage or coverage so slow, it has become prohibitive to perform daily, essential tasks. As the connected world moves on with access to high-speed, real-time information, unconnected and under-connected residents in Nevada County are left behind by the great digital divide. The same topography that brought Nevada County great wealth during the Gold Rush is now impeding the county's broadband connectivity. The hard rock beneath the towns is difficult and expensive to dig through; dense forests obstruct the line-of-site needed for wireless technology; and the rural nature of the county's landscape doesn't support the population density needed to show return on investment for most broadband projects.

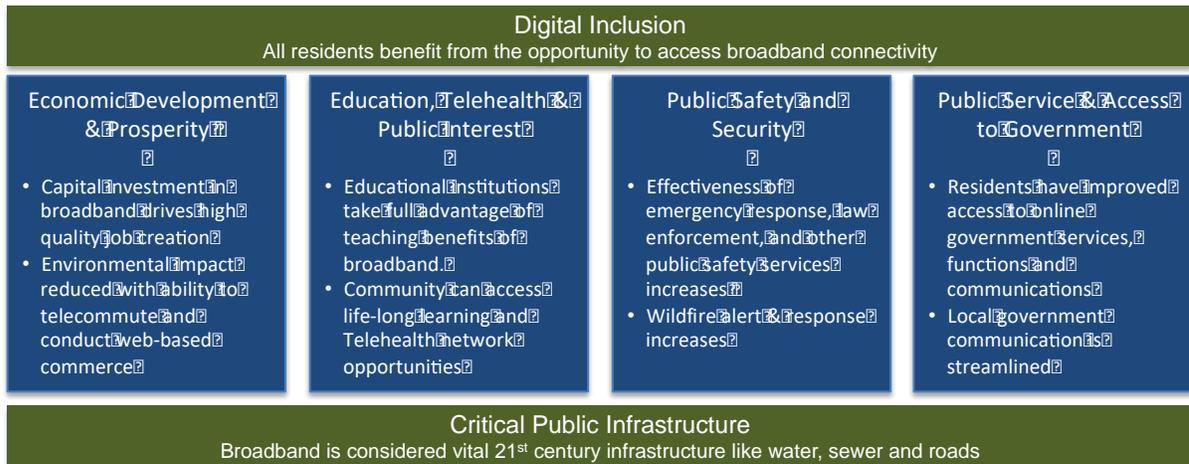
As Nevada County moves forward in overcoming these obstacles, there are best practices that can be incorporated to facilitate successful broadband projects. Supporting efforts to brand Nevada County as a digital leader and declaring broadband essential infrastructure for the lives of all county residents is essential. Adopting policies and procedures at a local level that support and ensure broadband deployment will be much more effective than relying solely on state or federal assistance. Municipalities sometimes dismiss the idea of open-access fiber networks as they do not want to play the part of the Internet Service Provider (ISP). That being said, there are models to be considered that place the municipality in the role of builder and owner while private providers lease the network and provide the service. Open-access networks in other areas have proven successful as competition and service in their areas went up as prices came down.

Ultimately, the right solution for Nevada County will likely combine multiple approaches that leverage existing fiber infrastructure, wireless opportunities and custom micro mesh networks. Broadband networks are not a one-size-fits-all product and this plan acknowledges this fact.

Nevada County has always been a place where difficult tasks are met with innovative ideas and good, old-fashioned grit. This region pulled gold out of granite and laid rails through mountains. Nevada County is now in a position to meet the 21st century by laying the groundwork for the new Silk Road: high-speed Internet. This plan focuses on bridging the digital divide and amplifying economic development to ensure that all residents have access to healthcare, education, safety networks, an elevated quality of life and the opportunity to compete in a workforce of 21<sup>st</sup> century jobs.

## 2. NEVADA CO BROADBAND GOALS AND IMPACT

This plan was developed with a focus on impactful strategies that prioritize actions within the County’s control, specifically local policy and planning, local funding mechanisms and partnerships that will advance broadband coverage within Nevada County. High-speed Internet access is integral to the success of local businesses, advancing education opportunities, optimizing results from telehealth, ensuring public safety and improving access to government services. Rural communities have struggled to secure the benefits of broadband at the expense of these areas. Rather than rely primarily on support and funding from federal and state sources, this plan is designed to take a “county first” approach and considers actionable strategies that can be leveraged through outside agencies and partners. The overarching goal of this plan is to expand and improve coverage in the county to support economic development, public safety, education, telehealth and public services while amplifying general prosperity and equity through Digital Inclusion. This plan envisions creating impact in the following priority sectors:



This plan is tactically practical while being visionary for long-term success. It is heavily goal based and identifies the following goals in support of broadband expansion for the county:

- 1. Codify Policy:**
- 2. Prioritize Effort:**
- 3. Elevate Economic Development Needs:**
- 4. Connect Everyone and Ensure Public Safety:**
- 5. Partner and Collaborate:**

These goals were developed from stakeholder interviews, review of best practices and a high-level analysis of practical application in comparable communities.

### 3. IMPLEMENTATION STRATEGY & PRIORITY ACTION STEPS

This plan focuses on implementation strategies that prioritize actions within the County's control, specifically local policy and planning, local funding mechanisms and partnerships. From a best practices implementation perspective, the most successful projects tend to be driven through local initiatives, rather than relying on state or federal incentives, policy or funding. To that end, the following priority action steps are focused on what Nevada County can do within its own control while leveraging state and federal resources where feasible.

#### 1. Codify Policy

The County will have the most impact by codifying specific local planning and development policies that encourage the responsible expansion of broadband infrastructure. Adoption of effective local policies will immediately impact new development projects, ongoing infrastructure projects and the future prosperity of the County. Nevada County's General Plan includes vague language that could be built upon for more impactful results. Recommended policy language is appended to this plan. The current General Plan includes the following policy in the Land Use element:

**Policy 1.7.18** *Encourage and support a sustainable and technologically current high-speed broadband transmission system that reliably connects Nevada County businesses and residences to national networks as a means to reduce transportation impacts, improve air quality, enhance citizens' quality of life, and promote economic development.*

**Program 1.7.1** *The County will develop site standards requiring new residential and commercial development projects to include the broadband infrastructure components and adequate bandwidth speeds necessary to support current communication technologies.*

While this general plan language is a solid start and provides a base for more innovative policy, it lacks urgency. The following recommendations build upon the general plan intent with actionable steps:

#### Best Practice Example: Dig Once Policies

The most impactful dig once policies are designed to maximize the conduit included in trenching projects while reducing the overall costs to participating entities. For example, under Boston's policy, the first company to request a trench must invite other entities to add additional shadow conduit and mandates that all telecoms install their conduit "in the same trench, at the same time, on a shared-cost basis." The conduit becomes the property of the municipality, and may be rented to private telecoms. The policy also obtains advance notice of private utility projects, and incorporates the specifications for conduit installation in the design phase as an efficient and cost-effective way to gradually build out a network of publicly owned broadband.

In addition, data centralization and tracking of scheduled underground projects is a key element of the policy that can circumvent the secrecy surrounding ISP fiber line extensions. Precise mapping of existing broadband projects identifies infrastructure that can be leveraged to expand access.

*See section 4 and appendix for a more depth explanation of dig one policy implementation.*

**1. Codify Policy Action Steps**

Facilitate integration of broadband planning into County plans and policies

<b>Impact Strategy</b>	<b>Priority Actions</b>
Adopt a broadband policy for Nevada County	<ul style="list-style-type: none"> <li>○ Review, amend as appropriate, and adopt the attached suggestion for a county-wide policy</li> </ul>
Ensure building and development codes include broadband	<ul style="list-style-type: none"> <li>○ Require the provision of broadband infrastructure in all public buildings, major transportation and other infrastructure projects, commercial development projects, and residential neighborhoods</li> <li>○ Require new or renovated residential and commercial development projects to provide broadband connectivity and include the infrastructure components necessary to support optimal broadband connectivity</li> <li>○ Incorporate into conditional use permits the requirements to ensure continuity of broadband service and periodic upgrades to state-of-the-art broadband technologies</li> </ul>
Ease access to county-owned right-of-ways (ROW), poles, and vertical assets	<ul style="list-style-type: none"> <li>○ Adopt ordinances and develop procedures to facilitate and streamline the approval of permits to use ROW or public facilities</li> <li>○ Create checklists and best practices for the review and approval of permits, including timelines and deadlines for application review, process, and access</li> <li>○ Checklists should include which assets could be available and what to consider when negotiating access agreements</li> <li>○ Create a database of public ROW and public facilities that can be used for broadband deployment and develop procedures to streamline the approval of easement encroachment permits</li> </ul>
Create Dig Once and One Touch Make Ready policies to reduce the amount of times ROW are disturbed, reduce permitting costs, and better manage encroachments	<ul style="list-style-type: none"> <li>○ Design and implement a Dig Once and a One Touch Make Ready (OTMR) Policy. Additional information on One Touch Make Ready in Appendix</li> <li>○ Maximize the opportunity for broadband infrastructure installation by leveraging the opportunity to lay conduit and/or cables during road building or expansion projects</li> <li>○ Allow better management of the ROW by reducing number of intrusions and determining appropriate pathways</li> <li>○ Consider opportunities for cost-effective development of municipally-owned fiber networks and /or</li> </ul>

## 2. PRIORITIZE EFFORT

Implementing this broadband plan will require dedicated leadership. Nevada County has already taken important steps to prioritize broadband, however for high-speed, future-proof broadband to take hold, best practices indicate that prioritizing the effort on the human scale with a true champion is one of the most important steps to take.

By identifying a point person to interact with county, region, state agencies and providers to broaden awareness of statewide broadband support, public safety initiatives and funding opportunities, Nevada County can ensure accountability to goals and adoption. A major hurdle for many small towns has been challenge by incumbents. It is a time-tested strategy that large telecoms simply wear smaller, rural communities down with their relentless protests and lawsuits. In many cases, the community and subscribers standing up for overall better service from local providers can overcome this type of challenge. A strong advocate at the county level who can organize the coalition has had success in communities like Wilson, North Carolina and Clear Lake, California.

### Community Advocate Leads Effort for Community Owned ISP

*Greenlight - Wilson, North Carolina*

Wilson's city manager forged a path for Greenlight, a community-owned, symmetrical gigabit, Fiber-to-the-Home network. The City's fiber network passes every home and business in the city, and continues to spread deeper into Wilson County. The system includes hotspots in strategic locations to further expand wireless transmission. This community-owned and operated ISP represents the ultimate form of public-sector leverage in the broadband market but does require the municipality to operate an ISP as a business and compete directly with the private sector.

*More information on Greenlight can be found at [www.greenlightnc.com](http://www.greenlightnc.com)*

## 2. Prioritize Effort Action Steps

Identify point person at Nevada County to implement plan

Impact Strategy	Priority Actions
Designate staff to implement the County's broadband plan and policies	<ul style="list-style-type: none"> <li>○ Ensure County economic development plans, general plans, and area specific plans include broadband</li> <li>○ Monitor broadband deployment in the local jurisdiction and update relevant plans to ensure infrastructure is adequate for future applications and consumer demand</li> </ul>
Support efforts to brand Nevada County as a digital leader	<p>Monitor communications regarding broadband as essential infrastructure for:</p> <ul style="list-style-type: none"> <li>○ Economic development, job creation and prosperity</li> <li>○ Public safety &amp; Telehealth</li> <li>○ Decreased environmental impacts</li> <li>○ Bridging homework gap and access to educational opportunities</li> </ul>
Support project implementation & manage communications	<ul style="list-style-type: none"> <li>○ Act as liaison between developers and County for new broadband projects</li> <li>○ Keep Board of Supervisors and key staff updated as to new broadband technologies, needs and developments</li> </ul>

### 3. ELEVATE ECONOMIC DEVELOPMENT NEEDS

Advanced broadband utilization and a workforce with digital skills are crucial to the growth and retention of businesses in the 21<sup>st</sup> century. By acknowledging that broadband is a critical component of economic development and necessary to become a world class innovation ecosystem, the County will experience the systemic benefits of a more stable year-round economy, growing middle class and opportunities for youth to remain in the region.

One of the most promising best practice examples comes from Nevada County itself with the Beckville Network. The network is a 501(c)3 nonprofit corporation operating in the neighborhood along Newtown Road in western Nevada County. Critical to the success of the network is the close proximity to middle-mile fiber infrastructure from Vast Networks and willingness for the community to invest and participate. This is an excellent example of an innovative public / private solution that can be replicated in other areas of the county.

#### Local Success in Nevada Co

##### *Beckville Network*

The network serves 15 homes using 5 gigahertz wireless technology. It can supply downstream service at an average of 80 Mbps, and prices have never exceeded \$70/ mo. When the network reaches its capacity of 20 homes, the price is expected to reduce to \$40 per month.

The Beckville system runs off wireless transmitters strategically mounted for line of sight on houses and trees in the neighborhood. This network has no data or bandwidth caps, and rarely experiences service interruptions.

#### Elevate Economic Development Needs Action Steps

Prioritize actions that promote equitable economic development

Impact Strategy	Priority Actions
Design and implement a County broadband grant program	<ul style="list-style-type: none"> <li>○ Nevada County currently in the process of implementing \$225,000 last-mile broadband grant pilot</li> <li>○ Reserve additional funds to expand pilot as appropriate</li> </ul>
Support micro-mesh networks for incremental economic development	<ul style="list-style-type: none"> <li>○ Support micro-enterprise neighborhood networks (such as the Beckville Network) which leverage proximity to middle mile fiber and community willingness to invest</li> <li>○ Encourages and supports home-based businesses with high-speed broadband needs</li> </ul>
Leverage and incentivize investment in future-proof infrastructure	<ul style="list-style-type: none"> <li>○ Reduce barriers to broadband deployment by incentivizing expansion of existing fiber such as Vast Networks and Race Communications project</li> <li>○ Maximize the number of fiber-optic strands deployed by laying additional dark fiber strands (or conduit) while the ground is open or while attaching to poles. Capacity will eventually be a concern and the cost of extra fiber is minimal compared to the cost of trenching or attaching to poles</li> </ul>

#### 4. CONNECT EVERYONE AND ENSURE PUBLIC SAFETY

Digital Inclusion and equity is the fastest way to build prosperity in a community. Public safety disasters are fastest way to destroy it. Nevada County must commit to an ongoing understanding and response to ensure underserved communities in the county are connected and every neighborhood has access to communications during natural disasters or man-made emergencies such as power shut-off.

Ideally, the goal of 100% served in Nevada County would be supported by the state’s CASF and the federal CAFII funding opportunities. However, the reality is that incumbent telecom providers who have little incentive to connect low-density rural communities, dominate these programs. The experience with both programs has been one of delayed project timelines, litigation and frustration. While this plan still includes the CASF and CAFII programs (with priority areas identified in Appendix B) a long-term alternative to consider is an open access network such as that of Ammon, Idaho. Originally, an unlikely contender for best practice, Ammon, Idaho is considered the model for a financially responsible public works managed open-access network. The city realized it would be cheaper to build its own fiber infrastructure to connect city water department sites than hire a private contractor. The initial project expanded to other public agencies and then private sector businesses and wireless ISPs who needed fiber lines to serve their cell towers. Ultimately, the City was able to expand the network to residential communities who opted...and just about everyone did, making the project both successful and profitable for the community.

##### Open-Access Networks

###### *City of Ammon, Idaho*

The City financed the project through cost savings and local improvement district revenues. The City has experienced substantial economic growth, with businesses choosing to locate to Ammon, rather than neighboring communities, due to the availability of fiber-optic Internet connections. The City owns the fiber optic lines that serve homes, businesses, and public agencies, but does not offer Internet service over those lines. Instead, private-sector ISPs pay to use the fiber optic lines, and compete to offer service to customers over the same town-owned infrastructure. Municipal Open-Access Networks are the ideal for creating market competition and they remove the most serious barrier to entry into the market for new Internet service providers: the construction of infrastructure.

#### Connect Everyone Action Steps

Commit to connecting underserved communities and prioritizing public safety

Impact Strategy	Priority Actions
Prioritize Public Safety	<ul style="list-style-type: none"> <li>Identify neighborhoods most at risk for losing communications during power shut off or natural disaster.</li> </ul>
Work with ISPs to evaluate and leverage public funding opportunities	<ul style="list-style-type: none"> <li>CASF eligible areas still exist in the county and may be attractive to certain ISPs for grant funded projects.</li> <li>CAFII funds allotted to AT&amp;T and Cal.net project areas are designed to reach underserved populations. Work with providers to ensure project success</li> </ul>
Continue to work with Gold Country Broadband Consortium	<ul style="list-style-type: none"> <li>Prioritize and track CASF underserved eligible areas for project viability (see Appendix B)</li> <li>Coordinate with GCBC for communications with ISPs interested in pursuing other state or federal grant funding for projects</li> <li>Explore emerging technology applications such as TV Whitespace and advanced satellite broadband access</li> </ul>

## 5. PARTNER AND COLLABORATE

The most expedient way for any rural community to make progress is to collaborate with public and private partners to leverage funding, share resources, opportunities, best practices, and solutions. The recently submitted draft Sierra Comprehensive Economic Development Strategy (CEDS) identifies expanding broadband infrastructure as one of its core goals.

The finalized and approved CEDS will be helpful in implementing broadband strategies and potentially qualifying for broadband infrastructure financing that is consistent with the EDA's goals of creating jobs and facilitating economic development

### Public Sector Funding Partners

The EDA Public Works program helps facilitate development of key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities.

Past EDA funded projects include enabling OneCommunity and the City of Cleveland to construct a 100 Gbps fiber network through the city's Health-Tech Corridor and expanding high-speed broadband infrastructure at the Indiana Enterprise Center, which is expected to create 230 jobs and spur \$710 million in private investment

### Partner and Collaborate Action Steps

Identify key funding and implementation partners

Impact Strategy	Priority Actions
Work with EDA, USDA, RCRC and other partners to leverage funding opportunities	<ul style="list-style-type: none"> <li>○ Consider EDA Public Works program funding</li> </ul>
Support non-traditional methods of deployment	<ul style="list-style-type: none"> <li>○ Open Access Fiber Networks</li> <li>○ Consider funding and building open access models for municipal fiber as described in the appendix</li> <li>○ Innovative Neighborhood Programs</li> <li>○ Create a mechanism within the county to track and respond to community requests.</li> </ul>

## 5. POLICY RECOMMENDATIONS

This strategy hinges on a progressive and contemporary broadband policy. The following is a recommended policy, prepared specifically for Nevada County based on the California Emerging Technologies Fund Directive.

### Broadband Sample Policy

#### Findings and Declarations

Nevada County hereby finds and declares that high-speed Internet access—referred to as “broadband” (which includes both wireline and wireless technologies)—is essential 21<sup>st</sup> Century infrastructure in a digital world and global economy. It is vital to the economic prosperity and quality of life for residents in Nevada County and throughout California.

The ability to access broadband and be connected instantly to information, services and digital tools is critical for access to healthcare, education, jobs, and economic opportunities. The deployment and adoption of broadband is a major strategy to spur economic development because it improves productivity, which attracts more capital investment and generates jobs, while saving both time and money for consumers.

Broadband is a “green technology” that can significantly reduce impacts on the environment, shrink the carbon footprint, and decrease dependence on fossil fuels by offsetting vehicle trips, decreasing the use of resources, and saving energy in keeping in-line with Nevada County’s Energy Action Plan.

Nevada County is committed to operating government functions as cost-efficiently as possible and recognizes that information technologies and broadband can greatly assist in achieving that goal. Additionally, Nevada County is committed to Digital Inclusion and increasing citizen participation in the public process and making services available online for the convenience and benefit of residents as well as to reduce impacts on the environment. Residents should be able to transact business with our local government agencies, such as obtaining and paying for building permits or business licenses or accessing official documents.

Nevada County is committed to helping residents be healthy, productive and self-sufficient. It is recognized that the use of broadband can save both time and money for residents while helping them bridge the economic divide. Therefore, it is important that all residents within Nevada County have high-speed Internet access, particularly those living in lower-income households and publicly-supported housing.

Nevada County is committed to helping students obtain the highest-quality education possible and understands that while area students have access to broadband in the classroom, there is a significant homework gap once they

leave campus. The availability of internet access and computing devices both at school and at home are critical teaching and learning tools for academic achievement.

Nevada County is committed to Digital Inclusion and increasing citizen participation in the public process through expanded engagement using broadband.

Therefore, it shall be the policy of Nevada County to facilitate the deployment and adoption of broadband to provide our residents with opportunities, quality of life, and convenience. Further, it is recognized that the speed of data and image transmission capability of the broadband infrastructure is vital to drive adoption: higher speeds enable more applications that are necessary for our residents' daily lives. Thus, it also shall be the policy of Nevada County to encourage and facilitate upgrades to existing broadband infrastructure to ensure that the public and private sectors have access to sufficient broadband speeds to support consumer demand for new and evolving applications that save time, money and resources.

## **SUGGESTED POLICY ELEMENTS**

Nevada County shall incorporate these findings and declarations into the General Plan and all relevant elements, area specific plans, and community sustainability plans and shall adopt the following implementation strategies and actions:

### *Land Use and Broadband Infrastructure*

- Ensure a level playing field for all broadband providers – private and public, wireline and wireless – making the use of public assets available to all providers on a competitive basis, commensurate with adopted policies regarding public benefits.
- Maintain consistency and comparability for protection of visual aesthetics as it pertains to broadband facilities with requirements for other infrastructure such as street lighting, traffic light control equipment, and power generation.
- Encourage broadband providers to size underground and overhead facilities to accommodate future expansion, changes in technology, and where possible the facilities of other telecommunications and utility providers.
- Allow for upgrades and expansions of existing broadband infrastructure and appurtenance facilities to the extent that it is adequately justified through radio frequency propagation (wireless service coverage area) maps and other means. And to the extent that the construction does not unduly impact nearby residential and historically significant areas. Consider “evergreen” permits that provide a right to providers to enter specified easements to upgrade their infrastructure for an indefinite or significant period of time to upgrade the broadband service consistent with the adopted policies.
- Locate and operate broadband infrastructure and appurtenant facilities to protect cultural and scenic resources. Site facilities at the lowest possible point along ridge lines in order to minimize visual and aesthetic impacts. Minimize the size and extent of appurtenant facilities,

such as antennas, dishes, and equipment buildings while still providing room for growth and co-location of future providers.

- Continue to require cohabitation on all new tower/pole builds
- Submit notification and information about all major infrastructure and construction projects, including transportation projects and new residential subdivisions, to a shared regional and/or statewide web-based data base so that broadband and other utility providers have the opportunity to coordinate infrastructure deployment in shared tranches, conduit, poles and towers, and other appurtenances to facilitate cost and time savings and minimize duplicative construction.
- Require as a condition of approval the timely removal of broadband towers and equipment when they are no longer needed.

### *Housing*

- Require all new residential subdivisions to be served with state-of-the-art broadband infrastructure with sufficient transmission rates to support applications relevant to residential consumers and home-based businesses.
- Require all publicly-subsidized housing development projects to adopt policies to promote and support affordable housing with advanced communications networks whenever their public funds are used to subsidize the construction and provision of housing for lower-income residents.

### *Designation of Broadband Leader*

- Direct the County Executive Officer to identify and designate an appropriate individual within management as a coordinator to be responsible for implementing policies related to broadband, information technologies, and Digital Inclusion. This designated leader shall implement the Nevada County Broadband Plan to increase and sustain the use of broadband and information technologies within the county. The coordinator shall prepare and submit a progress report annually to the Board of Supervisors.
- Direct the broadband coordinator to monitor broadband deployment and adoption within the jurisdiction of Nevada County and report rates and trends to the Board of Supervisors.

### *Interagency Cooperation*

- Request that the County Executive Officer outline a process for ensuring inter-agency and inter-jurisdictional cooperation which shall include: sharing this policy with other jurisdictions in the region; meeting with them to explore common needs for infrastructure; exploring opportunities to collaborate on broadband applications such as telehealth, educational networks, and safety networks; and notifying neighboring jurisdictions about major infrastructure projects such as transportation improvements along shared corridors.
- Explore opportunities to work with other public and private entities such as schools, special districts, utilities, and health and medical providers to cooperate and joint-venture on broadband deployment projects and adoption programs.

## Appendix A - Broadband Terms, Abbreviations and Definitions:

### *Broadband downstream and upstream speeds:*

Throughout this document, broadband download speeds are often referred to as “down” and broadband upload speeds are referred to as “up.” For example, Smarter Broadband, in the area along Willow Valley Road, provides “wireless with 15 down, 4 up.” Unless otherwise stated, speeds are measured in megabits per second (Mbps). In addition, the combination of download and upload speeds is referred to using the following simplified format: (down/up). For example, the above speeds of Smarter Broadband along Willow Valley Road could be written as (15/4).

### *Definitions:*

- **WIRES/ WIRED:** These terms may be used interchangeably, and refer to any communications service that is delivered exclusively using physical wires.
- **WIRELESS:** Wireless service is any communications service that is delivered using electromagnetic signals that travel through the air, rather than physical wires.
  - 4G – or fourth generation – is a mobile communications standard allowing wireless internet access at a higher speed than the previous generation.
  - 5G is the fifth generation cellular network technology
- **FIXED WIRELESS:** Fixed Wireless service is any wireless service that is delivered consistently from one fixed location to another fixed location. This is in contrast to mobile service, which is delivered to devices that do not have a fixed location.
- **CABLE:** The term cable is used to describe coaxial cable, the traditional wired technology used by cable television companies.
- **FIBER:** The term “fiber” is used to describe fiber optic cables. This is by far the most modern and most efficient delivery method for broadband Internet, and falls into the category of wireline service. Fiber optic cables are the normal technology used for middle-mile and Internet backbone infrastructure.
- **INTERNET BACKBONE:** This refers to the principal physical connections which make up the foundation of the Internet. These high-capacity connections allow for communications over long distances. In order to be connected to the global Internet, all other Internet connections must ultimately be connected to the Internet backbone.
- **MIDDLE-MILE/BACKHAUL:** These terms can be used interchangeably, and refer to the infrastructure that connects communities and businesses to the Internet backbone. Middle-mile infrastructure is not meant to reach customers directly, but rather serves to connect last mile networks to the Internet backbone.
- **LAST-MILE:** Last-mile infrastructure, or last-mile networks, carry Internet communications from a middle-mile network to the end customer. It is the most local of the three major structural levels of the Internet.
- **SATELLITE BROADBAND:** Network connectivity provided through low-earth-orbit or

geostationary satellites.

- **TV WHITE SPACE:** Refers to the unused television channels between the active channels in the VHF and UHF spectrum

*Abbreviations (listed alphabetically)*

- **AB:** Assembly Bill (California State Assembly)
- **CAFII:** Connect America Fund Phase II Auction
- **CASF:** California Advanced Services Fund
- **CENIC:** Corporation for Education Network Initiatives in California
- **CETF:** California Emerging Technology Fund
- **CTC:** California Transportation Commission
- **DSL:** Digital Subscriber Line
- **FCC:** Federal Communications Commission
- **Gbps:** gigabits per second
- **ISP:** Internet Service Provider
- **ISRF:** Infrastructure State Revolving Fund
- **Kbps:** kilobits per second
- **Max:** Maximum
- **Mbps:** megabits per second
- **Min:** Minimum
- **OTMR:** One Touch Make Ready
- **PSC:** Publicly-Supported Community
- **ROI:** Return on Investment
- **S:** Senate Bill (United States Senate)
- **SB:** Senate Bill (California State Senate)
- **SBC:** Sierra Business Council
- **U.S.C.:** United States Code
- **USAC:** Universal Service Administrative Company
- **USDA:** United States Department of Agriculture
- **USF:** Universal Service Fund

## **Federal and State Broadband Definitions, and California Coverage Goal under AB 1665**

According to the Federal Communications Commission (FCC): “The term broadband commonly refers to high-speed Internet access that is always on and faster than the traditional dial-up access.” Various transmission technologies can be considered broadband, such as DSL (Digital Subscriber Line), cable modem, fiber, wireless Internet, satellite, and BPL (Broadband Over Powerlines).

Broadband capability (speed) is generally measured using download and upload speeds (bits per second downstream and upstream). The current FCC definition of broadband requires speeds of at least 25 megabits per second (Mbps) downstream and 3 Mbps upstream. The state of California, however, only considers an area to be “unserved” with broadband if speeds are slower than 6 Mbps downstream and 1 Mbps upstream.

Previous to 2017, California law stated as its goal that 98% of California households have access to broadband. Given that 87% of Californians live in urban areas, however, this allows for the possibility that a large part of California’s geographical area will remain unserved. In 2017, the California legislature passed Assembly Bill 1665, which raises the bar from 98% of homes across California to 98% of homes within each of 19 designated consortium regions<sup>1</sup>. This more localized approach represents a major change for California’s rural communities such as those found in much of Nevada County.

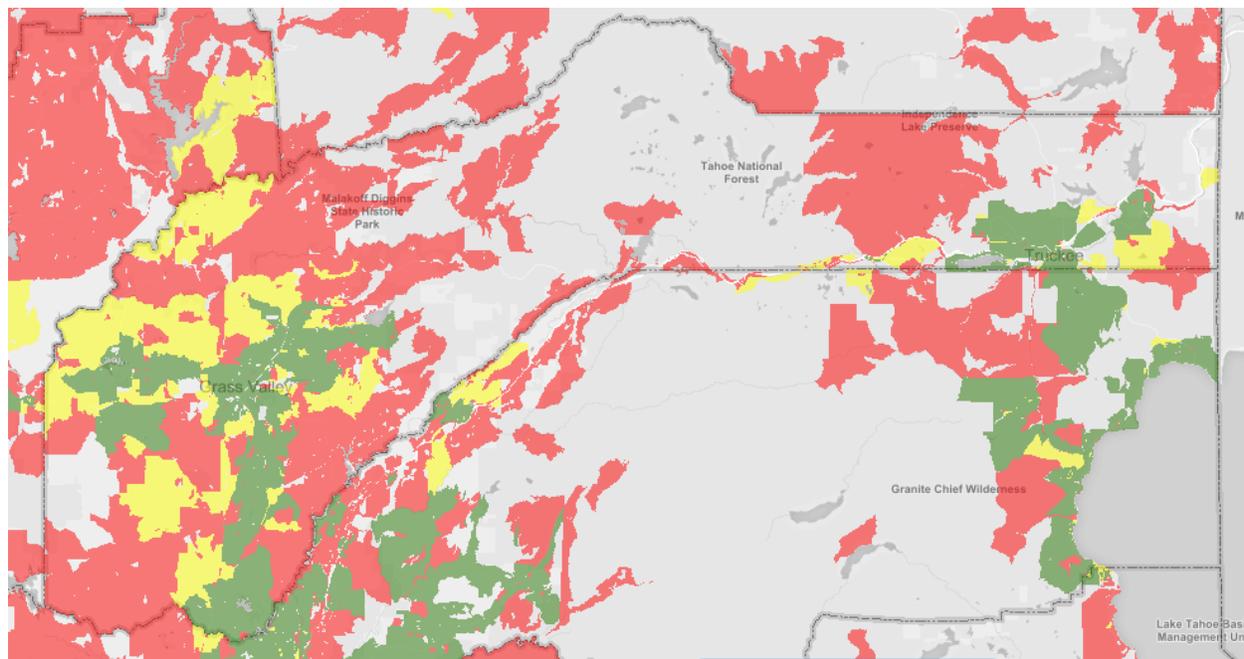
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<sup>1</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180AB1665](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB1665)

# Appendix B - Broadband Service Availability in Nevada County

(Data from the California Interactive Broadband Map<sup>2</sup>)

## Wireline Service



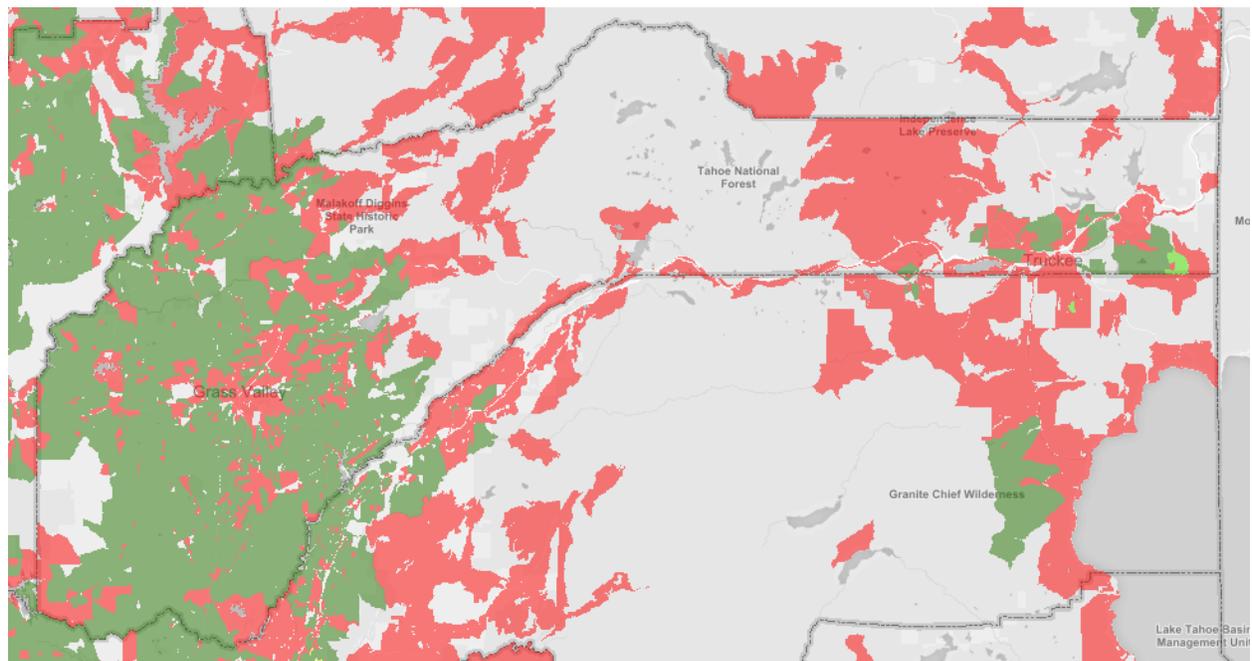
### Legend:

#### Wireline Served Status

- Served  $\geq$  10 Mbps Down / 1 Mbps Up
- Served  $\geq$  6 Mbps Down / 1 Mbps Up
- Unserved - Slow Service
- Unserved - No Service

<sup>2</sup> "California Interactive Broadband Map." California Interactive Broadband Map. Accessed July 22, 2019. <http://www.broadbandmap.ca.gov/>.

## Fixed Wireless Service



### Legend:

#### Fixed Wireless Served Status

- Served  $\geq$  10 Mbps Down / 1 Mbps Up
- Served  $\geq$  6 Mbps Down / 1 Mbps Up
- Unserved - Slow Service
- Unserved - No Service

# Appendix C - Primary Internet Service Providers Active in Nevada County

## Providers of Fixed Wireless Service

\*Unless otherwise stated, speeds are measured in megabits per second (Mbps) The combination of download and upload speeds is referred to using the following simplified format: (down/up). For example, the above speeds of Smarter Broadband along Willow Valley Road could be written as (15/4)

\*\*KBPS = kilobits per second (1/1000<sup>th</sup> of a megabit per second, abbreviated as MBPS)

Provider	Active Areas	Speeds* (Max/Min)	Prices (Max/Min)	Data Usage Limit?	Installation Cost	Pricing & Speeds Avail. Online	Service Area Avail. Online
Smarter Broadband	Nevada City Grass Valley Penn Valley	15/4 mbps	\$199/mo	On all plans	Starting at \$199	Yes	<a href="#">Yes</a>
	Rough and Ready Meadow Vista	512/256 kbps**	\$49/mo				
Succeed.net	South Yuba	40/5 mbps (residential)	\$179.99/mo	On some plans	Primarily biz accounts	<a href="#">Yes</a>	<a href="#">Yes</a>
	State Park Lake Wildwood	1 Gig (biz)	\$1,320 (biz)/mo				
	Penn Valley	3/1 mbps (residential) 50 /50 (biz)	\$64.99/mo				
DigitalPath	Western Nev. Cnty	50/10 mbps (residential)	\$125/mo (res)	Yes	Yes	<a href="#">Yes</a>	No
	Alta Sierra	50/50 mbps (biz)	\$500.mo (biz)				
		3/1 mbps (residential)	\$51.95/mo (res)				
		6 /1 mbps (biz)	\$99.95/mo (biz)				
Exwire	Colfax	30/3 mbps	\$198/mo	Yes	Yes	<a href="#">Yes</a>	<a href="#">Yes</a>
	Alta						
	Chicago Park						
	Donner Lake	1/0.3 mbps	\$29/mo				
	Soda Spring						
	Norden Truckee Grass Valley						

## Providers of Wireline Service

Provider	Areas Served	Delivery Method(s)
AT&T	Grass Valley, Nevada City, Donner Summit, western Nevada County (speeds vary widely)	Fiber Optic Cable, DSL
Comcast	Penn Valley, Nevada City, Grass Valley	Coaxial Cable, Fiber Optic
Suddenlink	South of Grass Valley to Lake of the Pines and Placer Cnty border, Truckee	Coaxial Cable
Race Communications	Grass Valley, Coleman, Chicago Park, Alta Sierra	Fiber to the home (FTTH)
Vast Network	Nevada City, Grass Valley, George Washington Hill, American Ranch Hill, Sugar Loaf Mountain, Lake of the Pines	Fiber Optic Cable (biz accounts only)

# Appendix D - Priority Areas and Corresponding Strategies

## Strategies and Next Steps

The following is an analysis of six preliminary areas which Sierra Business Council considers to be in particular need of improved broadband. These priority areas were determined based on density of both houses and businesses, existing service availability, proximity to useful infrastructure, comparative cost to deploy broadband improvements, and anecdotal evidence regarding the desire of residents. All of these locations are in conspicuous proximity to areas with significantly better connectivity; improved service, therefore, is considerably more attainable than in more isolated areas of similar need. Additional areas will be determined as this plan is implemented.

Although these areas have been carefully determined, there are certainly others in the County that deserve attention. Furthermore, there are some important factors which were not taken into account while designating these priority areas, such as the number of home-based businesses, public safety, and relative numbers of home-schooled students. The County may choose to consider some of these additional factors before finalizing these locations, and should use its internal discretion and knowledge as necessary.

*With respect to approach for connecting priority areas, the County should pursue the following steps:*

1. Verify and codify area as a priority area for broadband, based on County's knowledge and discretion
2. Do a high-level internal feasibility assessment (Planning Department, Public Works) seeking to leverage other planned infrastructure projects in the area (if applicable)
3. Identify applicable funding sources for project and applicable ISP partnerships
4. Engineer project planning and permitting
5. Assign County staff member to manage project and ensure project success

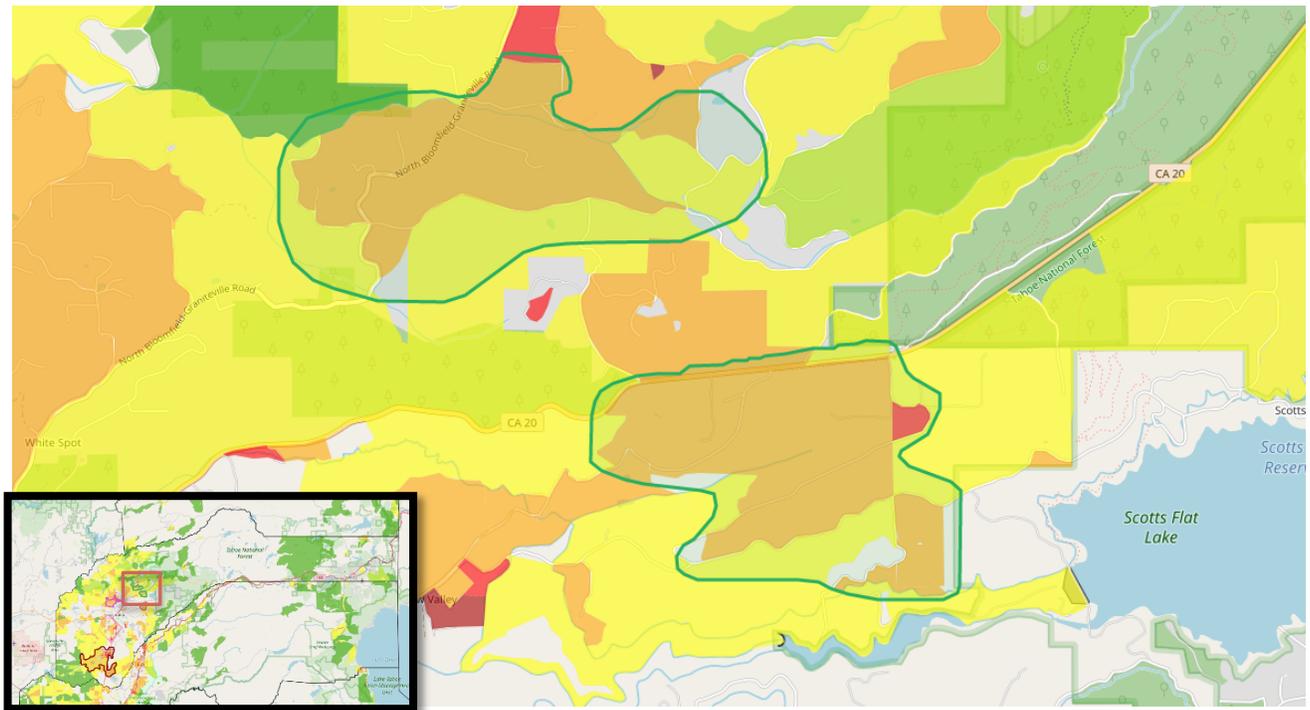
*Note: All speeds are measured in megabits per second and are notated using the format (down/up).*

## **Proposed Priority Areas in Nevada County**

- Willow Valley Road
- Deer Creek
- Newtown Road

- Combie/Wolf Roads
- Sherwood Forest/Fairgrounds
- Donner Summit

## WILLOW VALLEY ROAD



### Criteria for Establishing Need

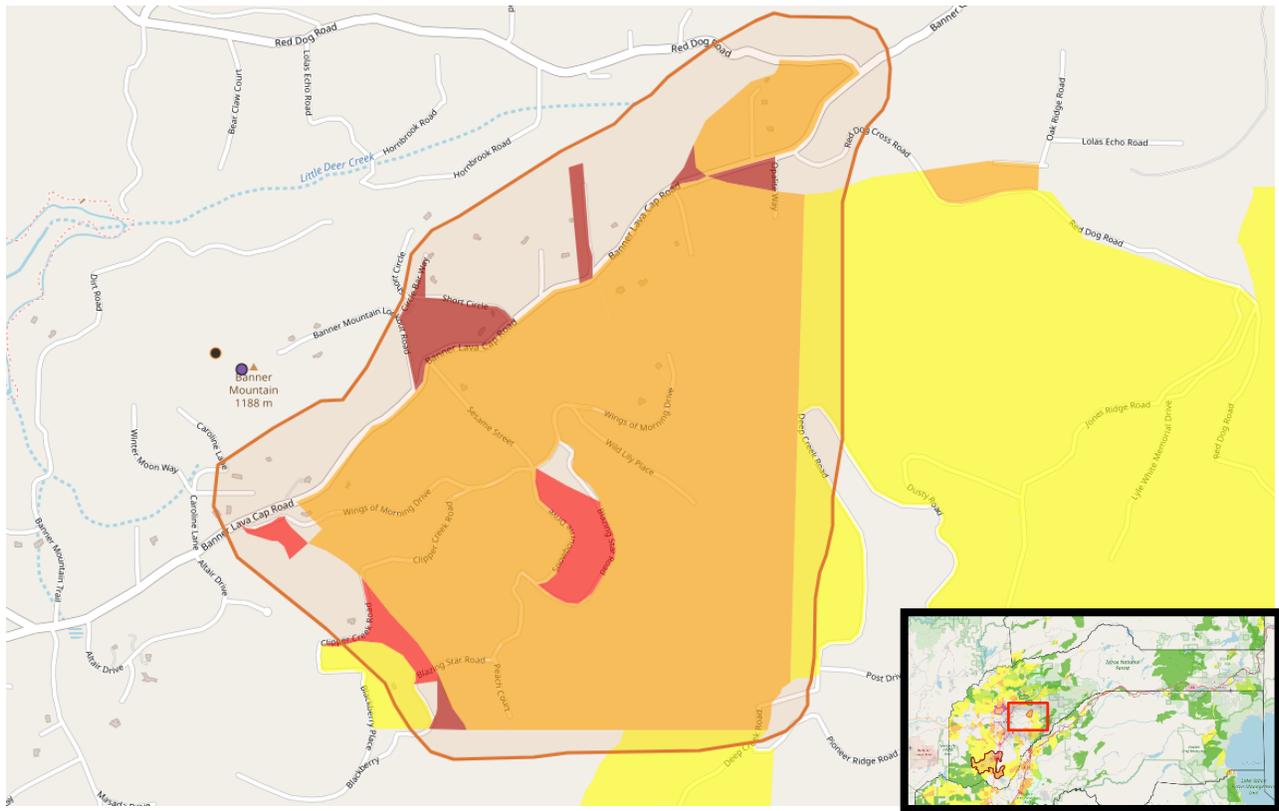
1. Density of Households: ca. 370 addresses in an area of approx. 3.9 square miles
2. Density of Businesses: ca. 0-2 businesses in an area of approx. 3.9 square miles.
3. Existing Service Availability:
  - a. ISPs in Area: Smarter Broadband (wireless with 15/4) Digital Path (wireless with 10/2), ATT (DSL with 1.5/0.3)
  - b. Adjacent ISPs: Comcast (wired with 986.5/35), ATT: (DSL with 18/0.7)
4. Access to Infrastructure: AT&T Fiber likely within 1 Mile, but only of some homes

Estimated Cost to Deploy: **Depends on service**

### Potential Solutions:

- Construction of a new wireless tower within or adjacent to the area. This likely would require the extension of fiber into the area.
- Extension of Comcast service into area. This would require extensions of wired coaxial cable or fiber infrastructure.
- Upgrades to DSL speeds in the area. AT&T's high-speed DSL system, sometimes referred to as U-Verse, can reach broadband speeds using existing infrastructure

## DEER CREEK



### Criteria for Establishing Need

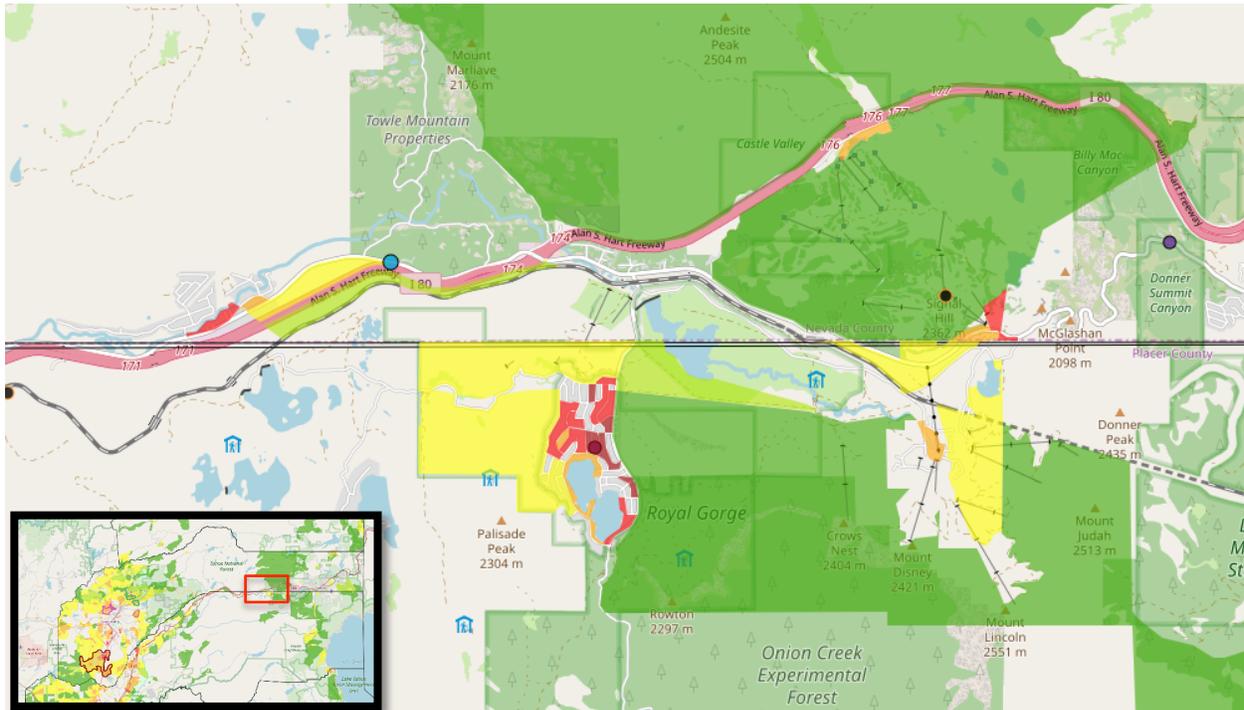
1. Density of Households: ca. 115 addresses in an area of ca. 2.2 square miles
2. Density of Businesses: ca. 12 businesses in an area of ca. 2.2 square miles
3. Existing Service Availability:
  - a. ISPs in Area: Colfax.net (wireless with 15/4 and 50/50); Smarter Broadband, Digital Path, Exwire (all wireless, max 15/4)
  - b. Adjacent ISPs: Comcast (cable 250/25); AT&T (6/1)
4. Access to Infrastructure: AT&T Fiber likely inside project area

Estimated Cost to Deploy: **Low**

### Potential Solutions

- Addition of new fixed wireless equipment to wireless tower at 11385 Caroline Lane, or construction of new tower (both likely connected to AT&T fiber).
- Extension of Comcast service into area. This would require extensions of wired coaxial cable or fiber infrastructure.
- Upgrades to DSL speeds in the area. AT&T's high-speed DSL system can reach broadband speeds using existing infrastructure.

## DONNER SUMMIT



### Criteria for Establishing Need

1. Density of Households: ca. 763 addresses in an area of ca. 5.4 square miles
2. Density of Businesses: ca. 10 businesses in an area of ca. 5.4 square miles
3. Existing Service Availability:
  - a. ISPs in Area: AT&T (DSL with Max. 18/0.7)
  - b. Adjacent ISPs: Suddenlink (cable with 1000/ 50)
4. Access to Infrastructure: 5 Fiber networks likely within 1,000 feet of homes: Century Link, Cogent Communications, Level 3, Zayo, AT&T

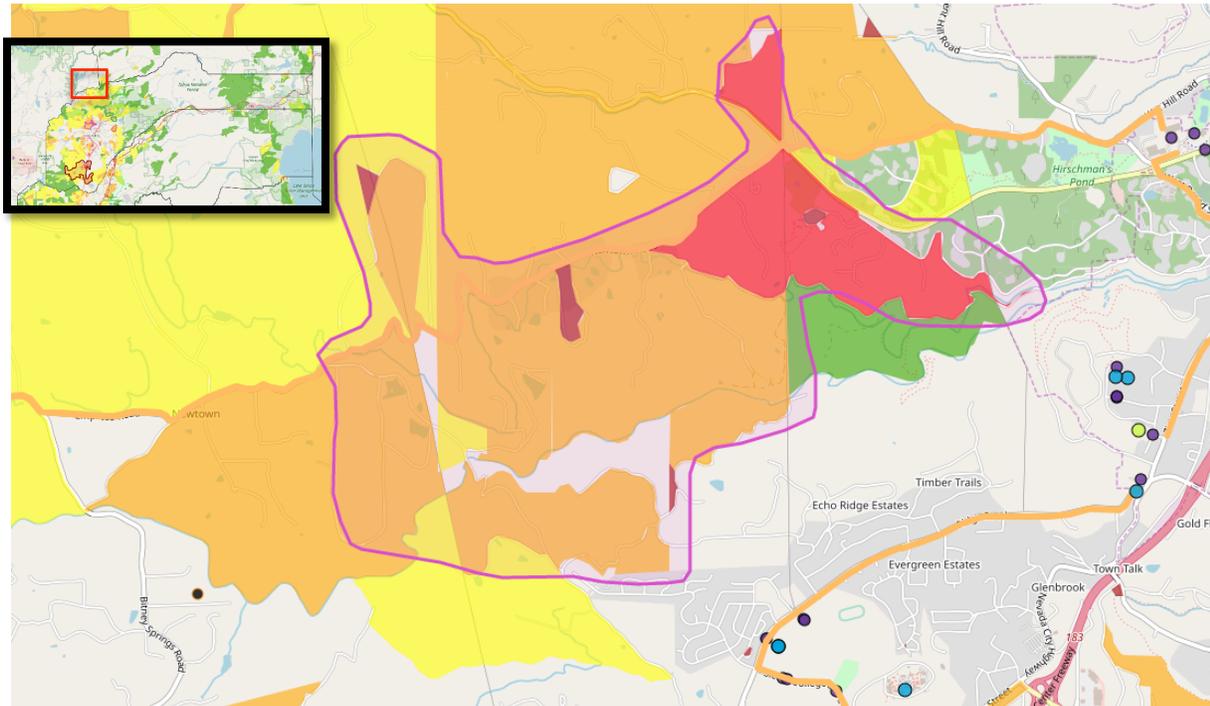
Estimated Cost to Deploy: **Depends on level of service**

### Potential Solutions

- Addition of new fixed wireless equipment to wireless tower at Donner Ski Ranch, or construction of new tower (connected to one of the 5 fiber networks in the area)
- Extension of Suddenlink service into area. This would require extensions of wired coaxial cable or fiber infrastructure. This is likely the most difficult option, as Suddenlink's service area is relatively far away from homes on the summit.
- Upgrades to DSL speeds in the area. AT&T's high-speed DSL system can reach broadband speeds using existing infrastructure.

*Note: The area of Donner Summit lies within an Opportunity Zone Designated by the California Department of Finance*

## NEWTOWN ROAD



### Criteria for Establishing Need

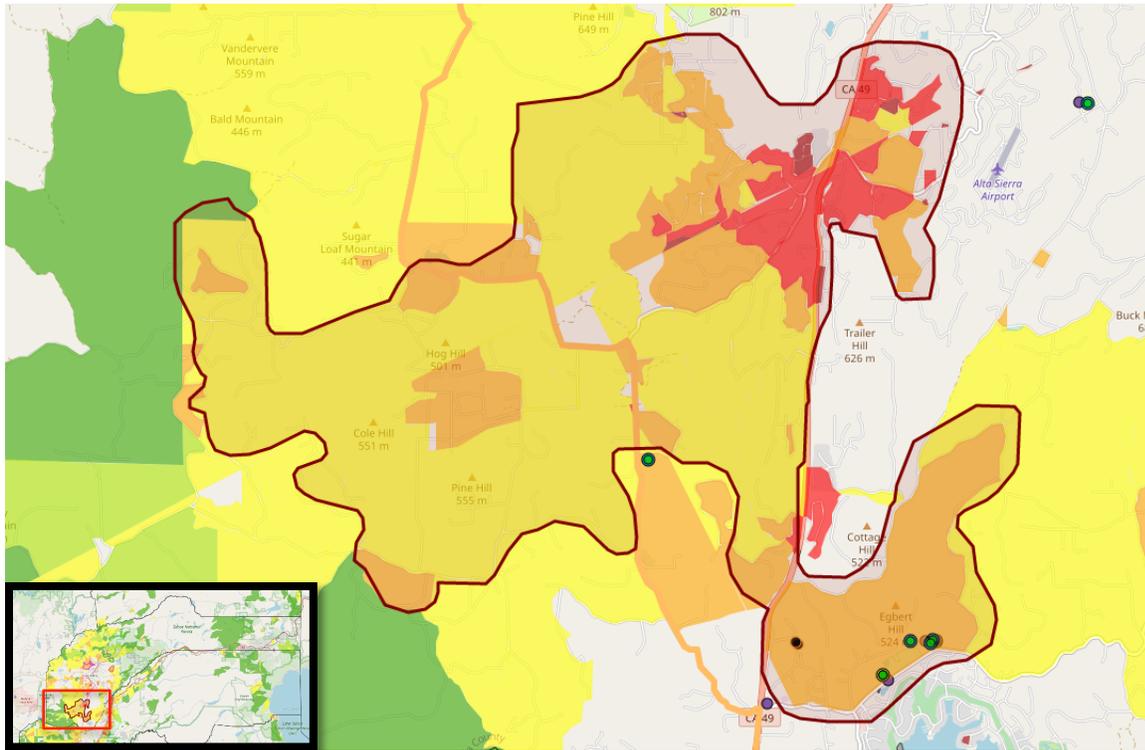
1. Density of Households: ca. 254 addresses in an area of ca. 2.1 square miles
2. Density of Businesses: ca. 1 business in an area of ca. 2.1 square miles
3. Existing Service Availability:
  - a. ISPs in Area: Smarter Broadband (wireless with 15/4)
  - b. Adjacent ISPs: ATT (DSL with max 6/<1), Comcast (cable with 250/25)
4. Access to Infrastructure: Vast Fiber along Newtown Road, and AT&T Fiber likely on adjacent Monte Vista Drive

Estimated Cost to Deploy: **Low**

### Potential Solutions

- Physical expansion of wired infrastructure by either Comcast or AT&T (both adjacent to area)

## COMBIE / WOLF ROAD



### Criteria for Establishing Need

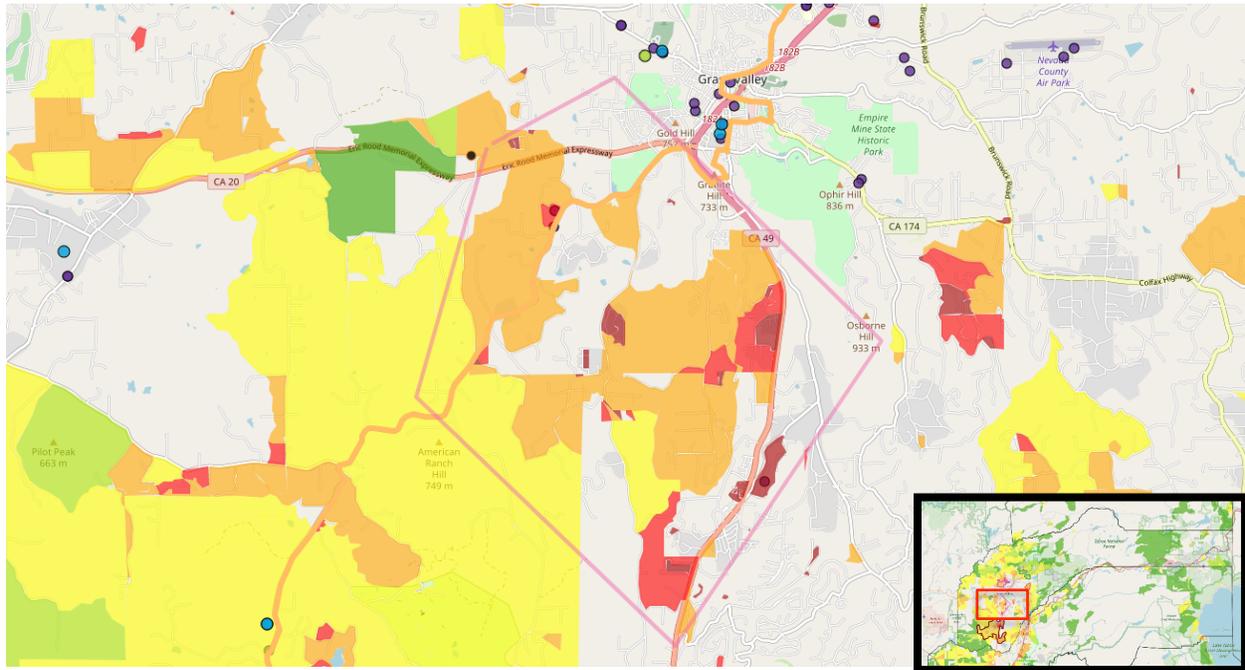
1. Density of Households: ca. 1,000 addresses in an area of ca. 15 square miles
2. Density of Businesses: ca. 0-3 businesses in an area of ca. 15 square miles
3. Existing Service Availability:
  - a. ISPs in Area: AT&T (DSL with Max 18/<1); Colfax.net, Cal.net Inc., Smarter Broadband, Digital Path, Exwire (All wireless, Max. 15/4)
  - b. Adjacent ISPs: Suddenlink (Cable with 150/7.5)
4. Access to Infrastructure: both Vast and AT&T fiber likely within area

Estimated Cost to Deploy: **Medium**

### Potential Solutions

- Construction of new wireless tower in area; possible addition of equipment to towers at 22591 Wild Canary Road and/ or 17713 Wolf Mountain Lookout Road.
- Extension of Suddenlink wired infrastructure into area. According to Suddenlink, the main obstacle in this area is likely to be finding the proper pole infrastructure for a build.
- Upgrades to DSL speeds in the area. AT&T's high-speed DSL system can reach broadband speeds using existing infrastructure. In the case of this area, however, AT&T would also have to expand physical infrastructure into areas that it does not yet serve.

## SHERWOOD FOREST/ FAIRGROUNDS



### Criteria for Establishing Need

1. Density of Households: ca. 432 addresses in an area of ca. 6.5 square miles
2. Density of Businesses: ca. 1 business in an area of ca. 6.5 square miles
3. Existing Service Availability:
  - a. ISPs in Area: Smarter Broadband (wireless with 15/4), Digital Path (wireless with 10/2), ATT (DSL with 1.5/0.4)
  - b. Adjacent ISPs: Comcast (cable with 986.5/35), Suddenlink (cable with 150/7.5)
4. Access to Infrastructure: Vast Fiber inside project area, and AT&T Fiber likely within 2,000 ft

Estimated Cost to Deploy: **Low if wireless solution determined best to deploy**

### Potential Solutions

- Construction of a new wireless tower within or adjacent to the area (likely connected to Vast or AT&T fiber)
- Extension of Comcast or Suddenlink service into area. This would require extensions of wired coaxial cable or fiber infrastructure.

## Appendix E - Policy Options

### Overview of Broadband Regulatory Landscape, Challenges for Nevada County

Broadband Internet access is not as universally available as familiar utilities such as water and power. The primary regulatory reason for this is the fact that it is classified by the Federal Communications Commission as an “information service,” rather than a telecommunications service. Telecommunications services, such as landline telephone connections, are regulated as utilities (otherwise known as “common carriers”) under Title II of the Communications Act of 1934, and companies that provide these services are required to build out their infrastructure to all households that request them, including in cases in which a provider initially deems such an expansion to be insufficiently profitable.<sup>3</sup> Because broadband Internet is not regulated as a utility, many parts of the United States, and Nevada County in particular, remain unserved, primarily due to low incomes, low housing density, or other factors that make them less profitable service areas for broadband providers.

Another roadblock to the expansion of broadband, particularly last-mile service, is the quality of the maps that are available to local, state, and federal government agencies. Both federal<sup>4</sup> and state<sup>5</sup> broadband maps rely primarily on data provided directly by ISPs rather than independently or governmentally collected data. Furthermore, federal and state maps do not provide data at a more local level than the census block level; if one household in a census block has access to broadband, the whole census block is designated as “served,” irrespective of the number of households in that census block that do not have service.

Additionally, many broadband providers consider the location of their infrastructure to be proprietary information, and local governments often do not possess location data on large amounts of both middle-mile and last-mile infrastructure. It is therefore worthwhile for local governments to invest resources in improving their maps and other data on broadband availability and infrastructure.

An additional concern is the fact that many areas have only one provider of broadband Internet, a situation which creates an incentive for ISPs to charge excessive prices for service. The Town of Truckee provides a particularly clear-cut example of this problem--Suddenlink Communications is the only provider of broadband Internet in most of the Town<sup>6</sup>-- but most of the County, including parts of Nevada City and Grass Valley, suffers from a similar lack of consumer choice. It is therefore ideal for the County to promote the existence, where possible, of more than one ISP in each geographical area.

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<sup>3</sup>47 U.S.C., § 214 (1934).

<sup>4</sup>“Form 477 Census Tract Data on Internet Access Services.” Federal Communications Commission. December 10, 2018. Accessed May 29, 2019. <https://www.fcc.gov/general/form-477-census-tract-data-internet-access-services>.

<sup>5</sup> Broadband Maps and GIS Data. Accessed May 29, 2019. <https://www.cpuc.ca.gov/General.aspx?id=1197>.

<sup>6</sup>“California Interactive Broadband Map.” California Interactive Broadband Map. Accessed May 29, 2019. <http://www.broadbandmap.ca.gov/>.

Wireless service, including the highly anticipated 5G<sup>7</sup> technology, which is now being tested by major providers, is often cited as a cost-effective way to promote competition and the expansion of service into unserved areas. Fixed wireless broadband--wireless service which is meant for permanent addresses rather than mobile phones-- is a valuable tool that can be used to fill gaps in service where last-mile wired infrastructure has not been built. However, wireless service, like other technologies, ultimately relies on access to the fiber which connects it to the wider web. Owners of this fiber are naturally disinclined to lease it to companies which may compete with them or may encroach upon their dominance in a certain region. Furthermore, the speeds offered by wireless service, though often quite fast, are slower than those offered by high-quality wired technologies, and do not allow for the significant increases in customer bandwidth use which are projected for the near future. For the above two reasons, wireless service is likely best viewed as a short-term strategy for specific areas, rather than a long-term solution for the County at large.

Although many of the structural problems related to broadband lie outside of the jurisdiction of Nevada County, there are several pieces of legislation and public sector resources that can be leveraged by local governments to help remedy the broadband-availability deficit. The following is a list of state and local policies and actions, the implementation of which can help to narrow the digital divide at the local level.

### Local Government Approaches in the United States

Policy Option	Advantages	Potential Challenges
<b>Dig Once Strategies</b>	Allows the County to install conduit in a cost-effective manner, thus vastly reducing the cost of fiber installations.	May not be popular with construction companies or workers.
	Allows for a relatively passive approach to network expansion, without significant financial risk.	Logistics and enforcement may be complex.
<b>One Touch Make Ready (OTMR)</b>	Dramatically Reduces the logistical barriers to installing new wires on poles.  Reduces the cost and time associated with adding an additional line to a pole.  For the above two reasons, increases competition among providers.	Strong opposition from incumbent service providers, as well as some labor unions.

<sup>7</sup> Although 5G technology is certain to have a major impact on Internet service, it is unlikely that it will significantly change broadband availability-- at least in the near-term--outside of dense, urban areas. Like all wireless technology, 5G cannot be deployed without a connection to physical middle-mile infrastructure. Furthermore, the most anticipated and fastest version of 5G-- so-called "millimeter wave" technology-- has a range of only a few hundred feet, and often fails to penetrate physical obstacles, such as buildings and trees. For these reasons, a 5G technology deployment to unserved areas of Nevada County would require the construction of a great number of small cell towers, as well as new fiber infrastructure to connect those towers.

<b>Open Access Fiber Networks</b>	Allows for almost unlimited market competition by circumventing the infrastructure dominance of incumbent providers.	Financial risk is high, and projects require substantial planning and careful management.
	Gives the County a permanent form of leverage in its broadband marketplace.	In networks with extreme amounts of internal competition, some ISPs can cease to be profitable.

## Dig Once Strategies

Dig Once describes a broad range of policies that promote the coordination of fiber-optic cable or conduit installation with other underground infrastructure projects. Approaches range from non-binding coordination incentives to strict requirements that companies install certain equipment at specific times. The most aggressive dig once policy, designed for a dense, urban environment, requires new underground projects to include municipally-owned communications infrastructure, and imposes a 5-year moratorium on road excavation in an area after a project has been completed. More conservative jurisdictions have achieved substantial success merely by requiring resource sharing among public and private agencies, or by engaging in fiber or conduit trades with broadband service providers. Dig-once policies can be used to lessen unnecessary construction in densely-populated areas, to reduce the cost for private companies of installing expensive new infrastructure, especially in more rural areas, and as a cost-effective method for the development of municipally-owned conduit and/or fiber networks.

The following document from the California State Transportation Agency outlines particularly significant “dig once” policies in several state and local jurisdictions throughout the United States, and provides a list of policy options that promote or are compatible with “dig once” initiatives.

[www.dot.ca.gov/hq/tpp/offices/omsp/system\\_planning/docs/DigOnceWhitePaper.docx](http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/docs/DigOnceWhitePaper.docx)

## One Touch Make Ready (OTMR)

One Touch Make Ready policies could be described as the pole-attachment equivalent of Dig-Once ordinances. Although there is some variation in OTMR policies, all of them require the owners of utility poles to allow a single construction crew to make changes to multiple utility wires.

Under Federal Law, lines on a utility pole must be spaced a certain distance apart from one another (based on how many lines are on the pole), in order to lower the risk of outages or other related issues. Furthermore, under Federal Guidelines, Make Ready Work--the process of moving existing pole attachments in order to make room for a new one-- must occur sequentially, meaning that attachments can only be moved in the order in which they were placed on the line. This process can take months (or in some cases years), as every company must send out its own approved contractor to move only its own lines. Furthermore, each contractor must schedule its work so as to not conflict with other contractors doing Make Ready work on the same poles.

OTMR policies seek to streamline the process of moving pole attachments by allowing certified construction crews, chosen either by the pole owners or local governments, to make all necessary changes to a utility pole in order to make room for a new attachment.<sup>8</sup> Under such legislation, the owners of utility poles must agree on one or more contractors that have permission to move all existing attachments on a pole in a single visit (as opposed to sending in a separate crew to move only the equipment of one company at a time).

Currently, only three cities in the United States have One Touch Make Ready statutes: Louisville, Kentucky, Nashville, Tennessee, and San Antonio Texas.<sup>9</sup> The ordinances of Nashville and Louisville are nearly identical; San Antonio has taken a slightly different approach, writing OTMR guidelines into the company policy of its municipal utility, CPS Energy. Although traditional telecommunications and cable television providers strongly oppose OTMR ordinances, one conspicuous supporter of OTMR is Google Fiber. Google has gone as far as to defend OTMR policies in court against lawsuits by major telecommunications and cable companies.

Importantly, it is legal to implement OTMR policies in only twenty states. These states have chosen to regulate their own utility poles, rather than submit to FCC regulation of poles. California is among the states that have maintained their right to self-regulate; thus, it is legal to implement OTMR policies in California.

## Open Access Fiber Networks

One of the main barriers to broadband expansion is the economic status of wired broadband networks as natural monopolies: up-front investment costs are high, but operating costs on an existing network are low. For this reason, the ordinary rules of economic competition do not apply to wired broadband: once a network is built, it is often prohibitively expensive for competing providers to build infrastructure in the same physical area. As a result, most customers do not have a wide variety of choice among wired service providers. One solution to this problem, which is being adopted by an increasing number of municipalities across the United States, is the implementation of open-access fiber networks.

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<sup>8</sup>/@fiberbroadband. "In Depth on Pole Attachments, "one Touch Make Ready" and What's Going on in Louisville." Medium. March 16, 2016. Accessed August 07, 2019. <https://medium.com/fiber-on-fire/in-depth-on-pole-attachments-one-touch-make-ready-and-what-s-going-on-in-louisville-3f13da86a50d>.

<sup>9</sup>"One Touch Make Ready Fact Sheet." Next Century Cities | Broadband Internet & Infrastructure. April 03, 2017. Accessed August 07, 2019. <https://nextcenturycities.org/one-touch-make-ready-fact-sheet/>.

An open-access arrangement separates the owner of a network from the Internet service providers who use it and allows competing ISPs to operate using the same wired infrastructure. The owner of the network, usually a public entity, though in some cases a private firm, leases the right to use that network to competing service providers; ISPs then compete to provide the best services over the same infrastructure, rather than competing to gain infrastructure dominance in particular areas. Compared to a model in which ISPs own network infrastructure, open-access schemes allow for far more customer choice, which in turn fuels market competition.

There are two main types of open-access networks: two-layer models, and three-layer models:

- In a two-layer model, a municipality builds, owns, and operates the network, and private ISPs compete to provide services over that network.
- In a three-layer model, the municipality builds and owns the network, but allows an independent third-party to operate it. Private ISPs still compete to provide service over the municipally owned infrastructure.

One major exception is CityLink Fiber in Albuquerque, New Mexico. CityLink is a private company that owns and operates an open-access network. In order to help guard against the possibility that a change in management or ownership could shift the network away from an open-access model, open-access has been written into CityLink's franchise agreement.

One of the most serious challenges to municipally-owned open-access fiber networks across the United States is the emergence of state-level legislation prohibiting such networks. A number of states have passed laws that either forbid the construction of municipally-owned networks or make it prohibitively impractical to do so. California's current policy, as written in AB 1999, states that a community services district may own and operate a broadband network, and is not required to sell or lease the operations of that network unless the community services district itself deems it reasonable to do so.

The following link on [muninenetworks.org](http://muninenetworks.org) (from the Institute for Local Self-Reliance) provides a more in-depth discussion of open-access networks, including options for financing open-access infrastructure, a discussion of challenges facing such networks, and lists of both existing and planned open-access networks in the United States.

[muninenetworks.org/content/open-access - arrangements](http://muninenetworks.org/content/open-access - arrangements)

The same website contains an interactive "community network map," which shows the locations of open-access and other non-traditional networks throughout the United States. It can be found at the following link:

[muninenetworks.org/communitymap](http://muninenetworks.org/communitymap)

## Appendix F - Relevant State Policies & Funding Opportunities

The following table is meant to summarize the potential usefulness of the below two laws to Nevada County, in terms of the advantages they offer to the County, as well as some potential challenges that their use may bring.

Policy	Advantages	Potential Challenges
<b>AB 1999</b>	Allows for the construction and operation of municipal broadband networks, with a basic legal framework for how this may be done.	Does not deter incumbent private providers from taking steps to impede municipal network construction (such as by protesting grants or strategically reducing network take-rates).
<b>AB 1549</b>	Allows local governments to strategically install broadband infrastructure during highway projects.	Most useful for the installation of middle-mile infrastructure; less useful for the installation of last-mile networks.

### *AB 1999 (Chau). Local Government: public broadband services.*

This legislation, passed in September 2018, explicitly authorizes local government agencies to finance and build their own broadband infrastructure. The main purpose of the bill is to allow counties and communities to provide themselves with broadband access in the case that traditional, private companies choose not to. This law contrasts starkly with those of several other US states which either forbid or strongly disincentivize the development of municipal broadband networks.

The actions taken by AB 1999 can be summarized by the following five points:

- The bill expressly authorizes *county service areas* to acquire, construct, improve, maintain, and operate broadband services.
- In addition to county service areas, the bill also expressly authorizes *infrastructure financing districts* to acquire, construct, or improve broadband services. It also authorizes any infrastructure financing district that does so to transfer management and operation of that infrastructure to a local government agency; previously, an infrastructure financing district would have been required to transfer management and operations to a privately-owned company.

- Previously, *community services districts* were permitted to provide broadband services of their own, under the condition that they first ascertain that no private person or company was willing or able to do so. This law removes that requirement, allowing community services districts to build and use their own broadband infrastructure without having to first check for potential private providers.
- The bill keeps a stipulation that, should a district construct and use its own broadband facilities, and, at a later date, a private person or company is willing and able to take over those operations and provide service at comparable cost and quality of service to those offered by the district, the district may either sell or lease those facilities to that private entity. The bill gives the responsibility for determining whether or not the private entity is “ready, willing, and able” to take over broadband operations to the community services district itself.
- Government districts, service areas, and agencies granted authority to provide broadband under AB 1999 will be subject to a set of specific regulations, most of which are in accordance with the concept of “net neutrality.” Examples include a ban on “paid prioritization” of some forms of internet traffic over others and a ban on blocking lawful content or non-harmful devices.

***AB 1549 (Wood). Department of Transportation: state highway rights-of-way: broadband: fiber optic cables.***

This bill, law as of September 2016, requires the California Department of Transportation to notify broadband providers and relevant organizations of Caltrans-led highway projects that would be suitable for the incorporation of broadband equipment. Provided the project is compatible with the incorporation of broadband infrastructure, Caltrans will provide information to the relevant organizations via its website while the highway project is in the planning phase. The aim of this legislation is to allow broadband providers and similar parties the opportunity to install broadband conduit as a part of upcoming highway projects.

- The following is a link to the official Caltrans map of proposed transportation projects on the state highway system:

<http://www.maps.arcgis.com/apps/webappviewer/index.html?id=9323116b932e4755a6acb55ba9311558>

- The following document from Caltrans provides instructions for interested parties on the process of installing conduit in California state highway projects:

[www.dot.ca.gov/wiredbroadband/docs/wired-broadband-facility-user-guide-1st-ed-signed.pdf](http://www.dot.ca.gov/wiredbroadband/docs/wired-broadband-facility-user-guide-1st-ed-signed.pdf)

## Proposed Strategic Broadband Corridors

On November 1, 2018, the 19 regional broadband consortia of California submitted to the California Transportation Commission a list of proposed strategic broadband corridors throughout the state.

The following document from the Geographical Information Center at California State University Chico provides a list and a map of these proposed projects, along with existing strategic broadband corridors in California. This document has been incorporated into the CTC's 2018 Comprehensive Multimodal Corridor Plan Guidelines.

[iebbroadband.com/Portals/0/Strategic Broadband Corridors V.32.pdf](http://iebbroadband.com/Portals/0/Strategic%20Broadband%20Corridors%20V.32.pdf)

The complete 2018 Comprehensive Multimodal Corridor Plan Guidelines, as adopted in December 2018, can be found at the following link:

[http://www.catc.ca.gov/programs/sb1/sccp/corridor-plan/docs/120518\\_Approved\\_CMCP\\_Guidelines.pdf](http://www.catc.ca.gov/programs/sb1/sccp/corridor-plan/docs/120518_Approved_CMCP_Guidelines.pdf)

*Note: The link to the "Strategic Broadband Corridors" document can be found in Appendix A, Page 18 of the CTC Guidelines.*

## Funding Opportunities

In discussions of infrastructure projects of any kind, the question naturally arises as to how they will be funded. Fortunately, there is a host of financial assistance options available to counties like Nevada for the promotion of broadband-related projects.

Notably, the majority of government action regarding broadband has taken the form of financial incentives. The federal government and the government of California both provide many millions of dollars each year to promote the expansion of broadband connectivity. In addition, there are some lesser-known but important funding opportunities available from the private sector. Both public and private sources of funding, when properly leveraged, offer an opportunity for counties such as Nevada to significantly expand service to residents without bearing the full burden of the associated financial costs. Additionally, the Nevada County Board of Supervisors recently approved a Broadband Grant Pilot Project of its own, which will likely be very useful in providing targeted funding to specific areas of high need. The purpose of this section is to provide a brief overview of the funding opportunities available for broadband expansion in Nevada County.

## Available Funding Programs

### 1. Federal Grants and Loans

#### Federal Communications Commission (FCC) Universal Service Fund (USF) Programs

- Connect America Fund (CAF II)
- Low Income (Lifeline)
- Rural Health Care
- Schools and Libraries Program (E-Rate)

#### United States Department of Agriculture (USDA) Programs

- ReConnect Loan and Grant Program
- Community Connect Grant Program
- Rural Broadband Access Loan and Loan Guarantee Program
- Distance Learning and Telemedicine Grant Program

### 2. State Grants and Loans

#### California Advanced Services Fund (CASF) Accounts

- Broadband Infrastructure Grant Account
- Rural and Regional Urban Consortia Account
- Broadband Public Housing Account
- Broadband Adoption Account
- Line Extension Pilot Program

#### California Infrastructure and Economic Development Bank (IBank) Programs

- Infrastructure State Revolving Fund (ISRF) Program
- Bond Financing Program

### 3. County Programs

- Nevada County Last-Mile Broadband Pilot Grant (*new in 2019*)

### 4. Private Funding Opportunities

- Neighborly Broadband Opportunity Fund
- 

## Relative Usefulness of Programs

Although the number of funding mechanisms for broadband-related projects is great, not all of the available programs are created equal. Some have prohibitively cumbersome or competitive application processes, while some are highly restrictive regarding the purposes for which funds may be used. Indeed others allow for the possibility that incumbent ISPs render them unusable or prohibitively expensive by methods of strategic land use or litigation. Furthermore, the organizations that administer these programs vary widely regarding transparency, financial and political obligations, and managerial attitudes toward broadband issues.

The following table ranks the relative usefulness of each of the funding methods listed in this section on a three-tiered scale. Programs' usefulness is described as High, Medium, or Low. This chart also provides a brief description of the reason that each program is given its respective rank, and lists some of the past recipients of funding from each program, where applicable. In cases where several programs are administered by the same organization, such as the FCC or USDA, the organization is given a rank of its own.

*Note: The order of these programs has been changed from that of the list in the previous section. This was done in order place higher-ranked programs near the top of the chart.*

Funding Mechanism	Usefulness	Reason for Conclusion	Current or Past Recipients
<b>Nevada County Last-Mile Broadband Pilot Grant</b> ( <i>new in 2019</i> )	High	<p>Flexible and targeted funding applications, subject to the discretion of the County</p> <p>Use of this program does not incur debt for the County, as it is funded through transient occupancy tax revenue</p> <p>Funding not subject to protest by other service providers</p>	N/A

<b>California IBank</b>	High	<p>Funding not subject to protest by other service providers</p> <p>IBank representatives offer technical assistance</p> <p>Programs primarily designed for government agency or non-profit applicants</p> <p>Applications accepted continuously</p>	
<b>Infrastructure State Revolving Fund Program</b>	High	<p>Designed for infrastructure and economic development projects</p> <p>Designed for public agencies</p>	<p>Sonoma County Airport</p> <p>City of Laguna Beach</p> <p>City of Paramount</p> <p>22nd District Agricultural Association</p>
<b>Bond Financing Program</b>	High	<p>Funding available specifically for government-owned infrastructure that is leased to private companies (ideal for open-access networks)</p>	<p>YMCA of San Francisco</p> <p>Archer School for Girls</p> <p>Powerhouse Science Center</p> <p>Los Angeles County Museum of Art</p>
<b>Neighborly</b>	High	<p>Private investment platform dedicated to open-access broadband networks</p> <p>Civic microbond model built with community-investment in mind</p> <p>End goal of returning ownership of infrastructure to the community</p>	<p>Katahdin Fiber Utility (ME): Broadband Project</p> <p>Sonoma-Marin Area Rail Transit District</p> <p>City of Salinas El Gabilan Library</p> <p>Paso Robles Joint Unified School District, San Luis Obispo (<i>Note: Nevada City already accepted into the "Neighborly Broadband Accelerator Program"</i>)</p>
<b>CASF Programs</b>	Medium	<p>Grants significantly easier to obtain than from federal programs</p> <p>CPUC motivated by 2022 deadline</p> <p>Grants subject to protest by incumbent providers in or near project area</p> <p>Funding intended primarily to meet California's goal of (6/1) speeds, which is lower than the national standard of (25/3)</p>	

<b>Broadband Infrastructure Grant Account</b>	<b>Medium</b>	<p>CPUC <i>required</i> to approve funding for last-mile projects to homes with no service</p> <p>Local government agencies may apply for grant if no other eligible entity does so</p> <p>Project funding subject to protest by IPSs that claim to serve the area</p>	<p>Race Communications</p> <p>Siskiyou Telephone Company</p> <p>Cal.net Inc.</p> <p>Frontier California, Inc.</p> <p>Anza Electric Cooperative, Inc.</p> <p>Bolinas Gigabit Network</p>
<b>Rural and Regional Urban Consortia Account</b>	N/A		Gold Country Broadband Consortium
<b>Broadband Public Housing Account</b>	<b>Low</b>	Since 2017, no new applications due to new rules	None since 2017
<b>Broadband Adoption Account</b>	<b>Low</b>	Funding unlikely to be dispensed for infrastructure-related projects	<p>California State University, Fresno Foundation</p> <p>Catholic Charities of Los Angeles</p> <p>City of Sunnyvale</p> <p>Contra Costa County Library-El Sobrante Library</p>
<b>Line Extension Pilot Program</b>	<b>Medium</b>	<p>Exists to fund individual households or property owners, specifically those with little income</p> <p>Goal is to fund last-mile projects to individual homes or other properties</p>	<i>N/A: first applications accepted starting July 1, 2019</i>
<b>FCC Programs</b>	<b>Low</b>	<p>Funding difficult to obtain, uses for funding limited</p> <p>Priority given to incumbent service providers</p>	
<b>Connect America Fund</b>	<b>Low</b>	<p>Auction finished</p> <p>Priority given to incumbent providers</p>	<p>Viasat, Inc.</p> <p>Cal.net, Inc.</p> <p>AT&amp;T</p>
<b>Low Income (Lifeline)</b>	<b>Low</b>	Dysfunctional (total of 0 providers involved)	
<b>Rural Health Care</b>	<b>Medium</b>	May be used for infrastructure projects which would connect anchor institutions.	<p>California Telehealth Network</p> <p>Colorado Healthcare Connections</p> <p>Greater Minnesota Telehealth Broadband Initiative</p>

<b>Schools and Libraries Program (E-Rate)</b>	Medium	Helps provide service to anchor institutions  Unclear whether the funding may be used to purchase network equipment (such as conduit or fiber)  Fraud, waste associated with program	Nevada County Office of Education  Bitney Prep High  Nevada City School of the Arts  Forest Charter  Clear Creek Elementary
<b>USDA Programs</b>	Low	Funding difficult to obtain	
<b>ReConnect Loan and Grant Program</b>	Low	Funding difficult to obtain	Pyramid Lake Paiute Tribe  Commnet Wireless LLC  E.N.M.R Telephone Cooperative  Columbia Basin Electric Cooperative <i>(Notes: above grants are still under review; no recipients of ReConnect funding in California).</i>
<b>Community Connect Grant Program</b>	Low	Funding difficult to obtain	Karuk Tribe (Orleans, CA)  ORCA Broadband Inc. (Hornbrook, CA)  Yurok Tribe (Yurok Reservation, CA)
<b>Rural Broadband Access Loan and Loan Guarantee Program</b>	Low	Funding difficult to obtain  No grant funding available	
<b>Distance Learning and Telemedicine Grant Program</b>	Medium	Funding significantly easier to obtain than from other USDA programs (especially with word "opioid")  Funding may be used for broadband infrastructure	California Tele-health Network  Sierra Nevada Memorial Hospital Foundation  Colusa County Office of Education

## Appendix G - Success Stories and Best Practices

### Open-Access Networks

*City of Ammon Fiber Optics*  
*Ammon, Idaho*

The City of Ammon currently serves as the model for open-access networks in the United States. Although the network is now quite large (and has its own department within the town government), the way in which the network was begun is a case study in conservative and financially responsible public works operations.

While connecting water department sites, officials realized that it would be cheaper to build their own fiber connections between sites than to accept the best price offered by the private sector. After some internal deliberations regarding the implications of building and financing a project of this kind, city and water department officials came to the following agreement: the water department would pay for the construction of the lines, and would then give it to the town free of charge, on the condition that the water department would not bear the responsibility for operating it. It is in this way that the town of Ammon came to own the network without incurring any debt. Following the construction of this small network for the water department, the City encountered a second, similar situation: a public pool in the area needed an update to its Internet connection and, once again, the City found that it could build a new fiber connection to the premises for less than the lowest price offered by the private sector.

The connection of the public pool and the water department to this fledgling municipal fiber network spurred interest from other public agencies: parks, public buildings, the fire department, and schools expressed interest and, one by one, these public hubs were added to the town's network. Next came interest from the private sector: banks and credit unions requested access to the network, as well as wireless Internet service providers, who needed fiber lines to serve their cell towers. During this process, the City did not raise taxes; rather, it built the network slowly, making strategic decisions about the most effective places to lay new lines, and in this way were able to finance the project using the existing city budget.

The result of this methodical approach has been substantial economic growth, with businesses choosing to locate to Ammon, rather than neighboring communities, due to the availability of fiber-optic Internet connections. Due to the success of the network that it built for public and private agencies, the City has expanded its operations to offer service to residential communities, but only to those that express interest: on principal, Ammon does not expand its network, whether to businesses or to homes, unless the parties in question express interest. For the purpose of determining the residential areas to which it should expand service, the town uses local improvement districts: those districts that "opt in" to the network are given a connection (with an accompanying payment plan), while those networks that "opt out" remain unconnected. By this method, the town is able to expand its network only to those areas where interest is explicit, and, by passing the construction costs on to the residential areas to which it

expands, to avoid debt. At the present moment, the network provides positive net income for the Town.

The fiber optic network in Ammon is built on the principle of “open access.” The City owns the fiber optic lines that serve homes, businesses, and public agencies, but does not offer Internet service over those lines. Instead, private-sector Internet service providers pay to use the fiber optic lines, and compete to offer service to customers over the same town-owned infrastructure. By separating the owner of the infrastructure from the provider of service, this open-access network has created a competitive Internet marketplace: customers can switch from one ISP to another using an online platform similar to other online marketplaces, and switching ISP does not require the installation or removal of any hardware. In the same way that this open-access network has allowed for more consumer choice, it also removes the most serious barrier to entry into the market for new Internet service providers: the construction of infrastructure. Any company wishing to provide service may do so, for the same price as any other, using the Town of Ammon’s lines. The result, according to both local Internet service providers and customers, has been a huge increase in market competition, substantial decreases in pricing for Internet service, and the improvement of customer service and customer satisfaction.

More information regarding the town of Ammon can be found at [www.ammonfiber.info](http://www.ammonfiber.info)

*Takeaways:* Open-Access Networks are the ideal for creating market competition. By separating the owner of the infrastructure from the provider of Internet Service, this type of network allows for an almost unlimited number of competing ISPs, thus driving prices down and the quality of service up. Public ownership of infrastructure also gives a permanent form of leverage to the County over the broadband market within its borders. Creating such a network without an existing foundation, however, is an undertaking that requires significant planning and contains substantial financial risk. For this reason, it is likely best for the county, when considering the Open-Access model, to begin with more conservative goals, such as establishing connections between County facilities.

## Community Owned and Operated Internet Service Provider

Greenlight

*Wilson, North Carolina*

While Ammon has shown the benefits of a competitive, open-access environment, the City of Wilson, North Carolina has had similar success using the opposite approach: a community-owned network, complete with a single, publicly-owned and operated Internet Service Provider.

“Greenlight” is North Carolina’s first community-owned, symmetrical gigabit, Fiber-to-the-Home network. The City’s fiber network passes every home and business in the City of Wilson, and continues to spread deeper into Wilson County. It currently has 10,000 customers, and its revenues exceed its expenditures. Like Ammon’s network, the history of Wilson’s Greenlight network contains valuable lessons for other communities seeking to replicate its success.

In 2001, City of Wilson officials offered to purchase the local cable network from the incumbent cable TV provider in the area. The cable company responded that they would “rather go for a zero customer base versus sell any system.” In 2004, the City commissioned two feasibility studies on the advantages of building a community-owned fiber network; City officials found the results so compelling that, by 2005, they had succeeded in building a fiber-optic backbone to connect all municipal substations. This was, however, not initially meant to be the foundation of a completely community-owned Fiber-to-the-Home network. In 2006, the City approached both the incumbent telephone provider and the incumbent cable provider to ask if they would be interested in partnering to build a modern Fiber-to-the-Home network. The cable provider declined immediately; the telephone company engaged in negotiations until new company management ended negotiations in 2008.

In 2007, the City of Wilson began construction of the network by itself, and the incumbent cable provider reacted by seeking support for state legislation that would make it illegal to build and operate a publicly-owned Fiber-to-the-Home network. (This legislation initially failed. It was passed in 2011, but the Wilson network, which was then already constructed, was allowed to remain in use.)

Wilson built its network very quickly. Having only begun construction in 2007, the City launched Greenlight in June 2008, complete with video, voice, and residential Internet service. By September of that year, subscriptions reached 1,000 homes, and by November, network construction was complete.

By June of 2011, Greenlight’s revenues exceeded its expenditures, surpassing the projections of the business models used to build the network. In 2012, the customer base reached 6,000, and the City could afford to install hotspots in its downtown, the Amtrak train station, the local athletic complex, its airport, and its library. In 2013, the City upgraded its residential network to gigabit capacity, becoming the state’s first “gigabit city.” By 2015, the network had reached 7,700 customers, as well as all of the community’s top 10 employers, all government institutions, Wilson County Schools, small businesses and residents.

Wilson’s Greenlight network has received numerous awards, including the Vollis Simpson Trailblazer Business of the Year Award, the CLIC National Leadership Award, the Broadband Communities Cornerstone Award, and two separate awards from the Coalition for Local Internet Choice. Wilson and Greenlight have also been honored by the US Secretary of Housing and Urban Development, hosted the 2017 annual Gig East Conference, and have received global acclaim for their innovative approach to broadband, including from broadband thought leader and Harvard Law Professor Susan Crawford. Greenlight is currently operating under a 5-year plan that incorporates the following six guiding principles: 1) Be secure first, 2) maintain 99.99% availability, 3) Connect Everyone, 4) Be a smart city, 5) Be the regional technology partner and leader, and 6) Be future-ready. Of special note is the fact that, when Greenlight was first launched in 2008, North Carolina was ranked last in the nation by the FCC for percentage of

households subscribing to at least a “basic broadband” service. Now, the City is able to offer high-speed connections to public housing residents for \$10 per month.

More information regarding Greenlight can be found at [www.greenlightnc.com](http://www.greenlightnc.com)

*Takeaways:* A community-owned and operated ISP constitutes the ultimate form public-sector leverage in the broadband market. A successful ISP using this model would not only stimulate competition in the market, but could generate substantial revenue for the County. The model does, however, contain the classic pitfalls of a government-run business endeavor. In addition to the cost of building and maintaining the network, the County would have to operate an ISP as a business, and compete directly with the private sector; unless especially well-managed, such an undertaking could create an undesirable risk of financial loss.

## Dig Once Policies<sup>10</sup>

### *Boston, Massachusetts*

Boston’s 1994 “joint build” policy is meant to maximize the conduit included in trenching projects. Under this policy, the first company to request a trench must invite other entities to add additional conduit, for use either by the city or other private firms, and it mandates that all telecoms install their conduit “in the same trench, at the same time, on a shared-cost basis.” Perhaps more important, however, is the stipulation that both the “lead company” digging the trench and all other participants install, at their own expense, extra conduit referred to as “city shadow.” This “city shadow” becomes the property of the City, and may be used either for City purposes or rented to private telecoms if conduit space is needed. Construction costs, including digging the trench, installing the conduit and repaving, are shared by all companies participating in the build-out. In addition, the City and telecoms must collaborate to draft engineering plans, estimate costs, and submit build-out applications for review and approval. The City also obtains advance notice of private utility projects, and incorporates the specifications for conduit installation in the design phase of such projects.

*Takeaways:* Of the stipulations in the Boston policy, the most useful to Nevada County is likely the mandate for “shadow conduit.” Requiring all companies that dig trenches to include, at their own expense, county-owned fiber conduit is an efficient and cost-effective way to gradually build out a network of county-owned broadband infrastructure.

### *Chicago, Illinois*

The city of Chicago has taken the approach of centralizing its data and operations regarding utilities and other underground projects. Under Chicago’s current system, public and private entities must enter their scheduled work into a Project Coordination Office database that is geocoded into the street grid. Cross-department reports are generated nightly, and weekly meetings sort out conflict and find opportunities to combine work. In addition, the Office of

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<sup>10</sup> All information for this section from the White Paper “Dig Once Policies and Best Practices.” California Department of Transportation

Underground Coordination (housed within the Department of Transportation) serves as the distribution agency for all requests regarding existing utility information and the review and approval of construction work that is either in or adjacent to the public way; this office processes projects before permits are issued. A 2012 initiative to replace city water lines also requested that Internet service providers install conduit at the same time.

*Takeaways:* Of the elements of Chicago's approach, the stipulation that scheduled work be entered into a centralized, geocoded street grid is the most useful to Nevada County. One of the primary obstacles to improving broadband connectivity is the secrecy of ISPs regarding the locations of their fiber lines. If the county can, by precisely mapping future projects, assemble a database of existing middle-mile and last-mile infrastructure owned by local ISPs, it will have a far better picture of which areas are truly unserved (ideally at the house-to-house level) and what privately-owned infrastructure can be leveraged in order to expand access and competition.

### *San Francisco, California*

The City and County of San Francisco requires the installation of City-owned communications infrastructure in all excavation projects in which it is technically and financially feasible. The City also imposes a moratorium on road excavations for five years after a project is completed. This is considered to be the most stringent "dig once" policy by the California Department of Transportation.

*Takeaways:* Similarly to the Boston policy, the requirement that excavations include publicly-owned broadband infrastructure would offer Nevada County an efficient and cost-effective way to gradually acquire ownership, and corresponding leverage, in the broadband sphere. This approach would result in the County having a wide range of options regarding how to use this publicly-owned infrastructure; it would significantly reduce barriers to the construction of a municipal broadband network, but the county could also choose to lease this infrastructure to private entities, thus increasing county revenue. San Francisco's five-year moratorium on road excavation, however, would likely impede broadband expansion in Nevada County, especially in rural areas; Nevada County's goal with regard to broadband, unlike that of San Francisco, is a general increase in construction.

## Local Success in Nevada County

### *Beckville Network*

The Beckville Network is a 501(c)3 nonprofit corporation operating in the neighborhood along Newtown Road in western Nevada County. It currently serves 15 homes that cannot obtain service from the local telecommunications company. Using 5 gigahertz wireless technology, it can supply downstream service at an average of 80 Mbps, and prices have never exceeded \$70/ mo. This small-scale, non-profit Internet service provider exists to serve a typical Nevada

County neighborhood, and thus could serve as an example for other areas of the County that would like to take their connectivity fate into their own hands.

In 2017, the company's founders took note of the fact that, despite being unable to obtain service from the local telecommunications company, they lived in close proximity to middle-mile fiber infrastructure from Vast Networks. They contacted the company to ask if it would expand service to their neighborhood and received the following reply: Vast, on principle, only provides Internet service to business customers. In response, the founders of the Beckville Network offered to organize as a nonprofit corporation, and Vast offered to sell them service at wholesale rates.

Beckville exists as a system of 5 Gigahertz wireless transmitters set up strategically throughout the neighborhood, mostly mounted on houses and trees belonging to its subscribers. This system, in turn, is connected to a strand of Vast Networks fiber, which has been extended slightly from its position under Newtown Road to the house of one of Beckville's founders.

Beckville had 10 original customers, all of whom invested portions of their own incomes to pay for its initial construction and set-up. Each of these initial customers then paid a rate of \$70 per month, which included all associated costs (such as service and repair fund contributions). This monthly rate has since come down, and is estimated to remain at around \$40/mo when the network reaches its predicted final size of 20 customers. This network has no data or bandwidth caps, and rarely experiences service interruptions.

*Takeaways:* Though the example of the Beckville Network does not offer a County-wide solution to Nevada County's connectivity deficit, it does offer a model for myriad similar neighborhoods in the County. The service speed and reliability offered by Beckville are well above the standard offered by major ISPs in many such neighborhoods, and the price for service is comparatively very affordable. However, there are a number of circumstances that might make this model difficult to replicate. First, the neighborhood along Newtown Road lies directly along the path of Vast Networks' fiber; this is not the case for many comparable areas. Second, the primary founder of the Beckville Network is highly skilled with regard to Internet infrastructure and operations, and was able to build the network by himself; this advantage may not be shared by other neighborhoods. In addition, the effectiveness of this type of line-of-sight wireless broadband technology is affected greatly by physical obstacles, such as trees and buildings; for this reason, the landscape of a neighborhood will have a significant effect on its ability to replicate Beckville's success. With that in mind, projects of this nature are an advantageous place for the county to focus funding-related broadband strategies. Using grants and loans to incentivize the expansion of incumbent networks tends not to be cost-effective; funding the construction of Networks such as Beckville is likely a far better return on investment.

# Appendix H: Sample Telecommunications Element

## SAMPLE: Shasta County Master Broadband Plan

### GOALS, POLICIES, AND ACTIONS

#### • Goal T-1: Promote Broadband-Based Services to Increase County/City Operational Efficiency

- **Policy T-1.1 (Promote Deployment of Broadband Services in Public Facilities)** – Promote deployment of broadband services to provide broadband-based municipal services.

- § **Action T-1.1.1** – Promote inclusion of broadband facilities in all public buildings, major transportation projects and all public works projects.

- **Policy T-1.2 (Develop Standards)** – Develop standards for preparing future construction and development of broadband facilities and services.

- § **Action T-1.2.1** – Develop broadband building and wiring standards to support broadband in new construction and buildings.

- § **Action T-1.2.2** – Develop broadband requirements for new public, commercial, residential and industrial projects.

- **Policy T-1.3 (Online Municipal Services)** – Promote and make all municipal services available online.

- § **Action T-1.3.1** – Enable all municipal services in the county's and cities' portals.

#### • Goal T-2: Promote Efficient Expansion of Broadband Infrastructure to Provide High-Speed Broadband Internet Service

- **Policy T-2.1 (Develop a Strategic Broadband Plan)** – Develop a strategic plan for supporting expansion of high-speed broadband infrastructure and services for residential, business and industrial customers and anchor institutions.

- § **Action T-2.1.1** – Work with public entities, non-government organizations, and business associations, among other interested parties, to assess priority areas and needs of residential, business and industrial customers and community anchor institutions (education, public services, public safety, and health care).

- § **Action T-2.1.2** – Based on the priority areas and needs assessments, develop a master plan to address them including objectives, strategies, partners, resources, and timelines, among other important planning elements.

- **Policy T-2.2 (Dig-Once Policy)** – Promote collaboration among public works departments, utility companies and Internet service providers to find project planning synergies to optimize resources for installation of conduit and/or fiber optics as part of county and/or city projects.

- § **Action T-2.2.1** – Develop and implement a local dig-once ordinance by assessing the potential role of local governments and different dig-once policy approaches (i.e., open trench, shadow conduit, excess capacity utilization, etc.).

- § **Action T-2.2.2** – Develop standards for deploying conduit and lateral connections. This will allow cost estimation of adding conduit in an excavation project in public rights-of-way, and efficient planning and deployment of fiber on standard conduit deployments.

- **Policy T-2.3 (Access to Public Assets and Develop a Master Lease)** – Assess feasibility of allowing ISPs to lease public assets (public rights-of-way, land, buildings, ducts, conduit, poles, towers, etc.) for deployment, upgrade and/or expansion of broadband networks.

- § **Action T-2.3.1** – Develop an up-to-date inventory of broadband related city-owned assets and community anchor institutions which might include land, public rights-of-way, conduit, buildings, utility poles, light standards, towers, and any other property.

- § **Action T-2.3.2** – Make the asset inventory available in geographic information system (GIS) format and make it publicly available through an online map viewer and data tables.

- § **Action T-2.3.3** – Develop and implement a master lease aimed to reduce processing time and complexity for leasing county or city broadband-related assets. The agreement must include standard terms such as fee structures, agreement duration, renewal terms, access and responsibilities of the parties, and co-location rights, among other legal requirements.

- § **Action T-2.3.4** – Develop specific procedures to grant access and/or leasing assets in a fair and transparent manner to all interested ISPs.

- **Policy T-2.4 (Streamline Permit and Authorization Processes)** – Ensure transparent and fair permit and authorization processes for all ISPs. Streamline process to deploy broadband infrastructure to allow faster and timely expansion of broadband infrastructure and services in the city.

- § **Action T-2.4.1** – Review and assess current municipal permit and authorization application processes for deployment of broadband infrastructure, including requirements, steps, timelines, and costs associated with the applications.

- § **Action T-2.4.2** – Update permit and authorization processes when, based on the assessment, efficiencies and faster processes can be achieved.

- § **Action T-2.4.3** – Require digital plan files in GIS format for all upcoming works in PROWs and new developments (i.e., utilities, developers, contractors and others).

- **Policy T-2.5 (Assess Partnerships for Infrastructure Deployments)** – Assess the establishment of strategic partnerships with ISPs to support infrastructure and broadband services expansion.

- § **Action T-2.5.1** – Assess the potential role of the county or cities as partners to support broadband service expansion.

- § **Action T-2.5.2** – Explore partnerships with state agencies (i.e., Caltrans) to achieve interagency coordination.

- **Policy T-2.6 (Develop a Database of Upcoming Public Infrastructure Projects)** – Generate a database of upcoming public infrastructure projects (i.e., water, sewer, roads, paving, etc.) in public rights-of-way, including location, routes and estimated timelines.

- § **Action T-2.6.1** – Identify and track upcoming public infrastructure projects and generate a database.

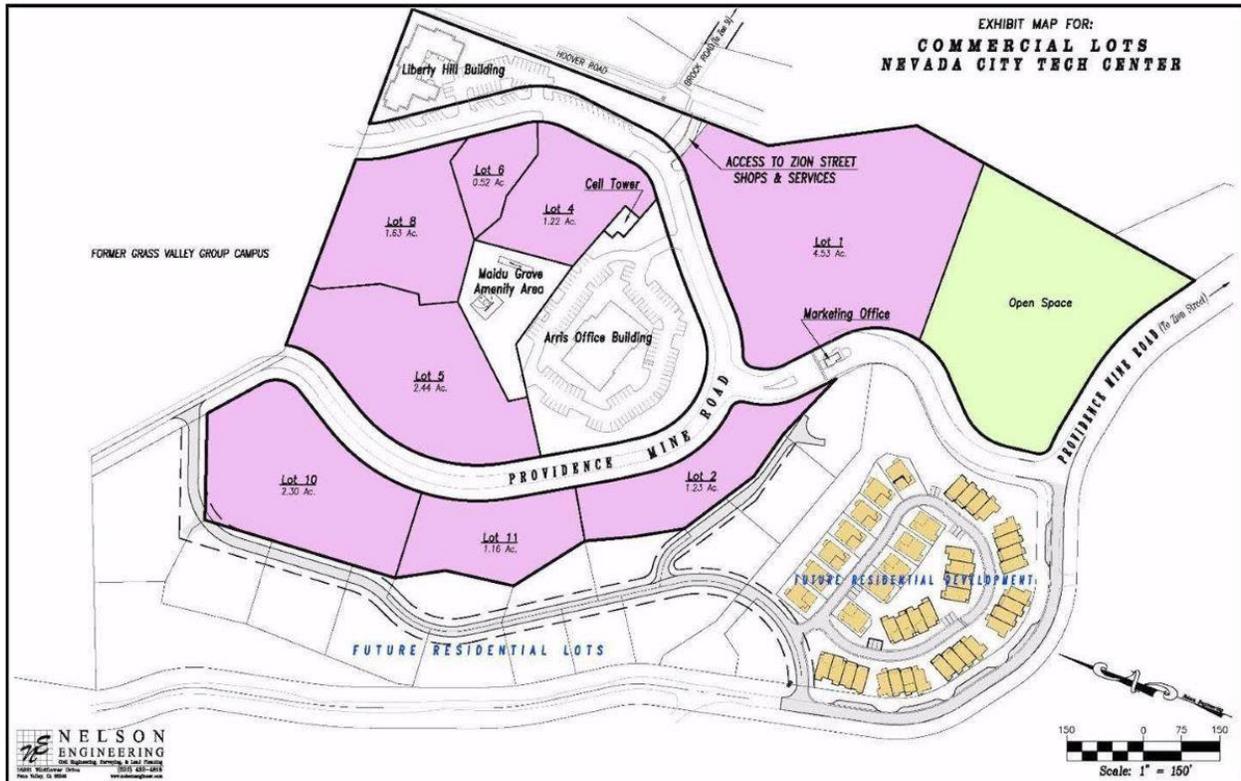
- § **Action T-2.6.2** – Make the upcoming public infrastructure project database available in geographic information system (GIS) format through an online map viewer.

- **Policy T-2.7 (Promote Validation of Broadband Service Availability and Speed)** – Promote crowd validation of broadband service availability and speed for anchor institution, residential, business and industrial broadband services.

- § **Action T-2.7.1** – Promote downloading and using the CalSPEED (or similar professional tools) for validating broadband service coverage and speed of broadband services.

# Nevada County Last-Mile Broadband Grant Application

A Proposal to bring democratically-controlled last-mile fiber transport to the business technology and residential area located on Providence Mine Road in Nevada City California



## 1. Applicant Information

### 1.1. Applicant Contact Information

Name: Michael P. Anderson  
Company: Clientworks, Inc.  
Title: President  
Email: [mikea@clientworks.com](mailto:mikea@clientworks.com)  
Phone: 530-902-3549

### 1.2. What is the name and what type of legal entity is the applicant?

The Northern Sierra Fiber Broadband Coop, a Utility Cooperative

### 1.3. Describe applicant's history with other Broadband deployment projects

- Founder and President of Clientworks, Inc., an IT managed services company based in Nevada City that provides broadband consulting to business clients in Nevada, Sierra, Plumas, Placer, El Dorado, and Sacramento counties
- CIO of Bright Fiber Network (formerly Spiral Internet) from April 2014 to December 2017
- Network Engineer and Project Manager for the Sierra Vista gated community FTTH project in El Dorado county

## 2. Project Overview

### 2.1. Project Name

#### **Nevada City Fiber Hub for Base Industry & Opportunity Residential**

### 2.2. Project Technology

What type of technology will the applicant use to provide broadband?

The project will utilize single-mode Fiber to the Premise technology

### 2.3. Describe the proposed network design

The project will be 100% underground, with an Active Ethernet topology and fuel cell backup power to provide continuous uptime capability during power outages. The POP (point of presence) will be located in a vault at the corner of Reward and Zion Street in the Seven Hills District of Nevada City, with a mini-NOC (network operation center) located in the Liberty Hill Building.

### 2.4. Proposed Service Area

Boundary streets for the project are Zion Street to the east, the service loop road for the old Grass Valley Group buildings to the west, Reward Street to the north, and Providence Mine Road to the south. The map on Page 1 shows the first lots to be passed and serviced.

### 2.5. Project Permitting

The project will need to be submitted to the Nevada City Planning Commission, and then probably also approved by the Nevada City City Council. Submission to the planning commission and/or city council will be contingent on whether the

project is eligible for the Nevada County Last-Mile Broadband Grant. Once approved by Nevada City, construction permits will need to be submitted to the Nevada City Building Department. No permits have been pulled at this time.

## 2.6. Service and Pricing Levels

Provide the service and pricing levels to be offered in the grant project area:

Service Level/Tier	Pricing
100/100 Residential	\$60 per month
1G/1G Residential	\$90 per month
300/300 Business	\$90 per month
1G/1G Business	\$160 per month

## 2.7. Project Schedule

- Engineering & Planning – Early Spring 2020
- Nevada City approval – Late Spring to Late Summer 2020
- Construction Begins – Fall 2020
- Project Complete – Summer 2021

## 3. Level of Service Verification

3.1. Provide evidence of current service levels:

- No new DSL connections are available in the service area
- Satellite service is mostly available but only useful at the most basic consumer level
- Liberty Hill Building has AT&T only, no Comcast
- AT&T dedicated fiber in the service area costs \$300 to \$900 per month
- Fixed wireless is mostly unavailable due to terrain and trees
- Cellular is available but with <12/2 and data caps
- Some buildings in the service area have Comcast but those broadband connections do not work during power outages
- Comcast business service in the service area costs \$200 to \$500 per month and the download/upload is not synchronous

3.2. List in the box below the total number of passings proposed in your project by type of location:

PASSINGS TALLY SHEET	HOUSEHOLDS	BUSINESSES	COMMUNITY INSTITUTIONS
<p><b><u>Currently UNSERVED</u></b>            Number of passings expected to improve to at least 25/3 as a result of the project</p>	--	--	--
<p><b><u>Currently UNDERSERVED</u></b>            Number of passings expected to improve from between 25/3 &amp; 100/20 to 100/20 and above as a result of the project</p>	<p>0            (The Grove residential development, a mix of single-family homes and affordable MDUs totaling 71 units, was approved by the Nevada City Planning Commission and the NC City Council in 2016</p>	<p>20            (8 business lots currently undeveloped, 210,000 sq. ft. total proposed)</p>	5

3.3. Describe the methodology used to determine the number of locations:

Plot map and onsite client knowledge (Clientworks has several IT clients in the service area)

3.4. With respect to density, what is the average number of homes, businesses and institutions per square mile within the proposed service area?

~100 business (proposed), ~75 residential (approved), 5 anchor

3.5. In terms of infrastructure installation, explain why this area was chosen for the grant and is unlikely to be served without grant funding. Include an explanation of terrain, population density, or other factors contributing to the overall cost of the project:

This area was chosen for the grant as a way to kick-start economic development within the Nevada City city limits. Tax revenue to the city has not recovered since the Grass Valley Group (GVG) left the Providence Mine Road business park. Since GVG left in the early 2000s, AT&T and Comcast have provided paltry broadband in the service area. The area is zoned for a significant increase in both static and transient population density. One residential project has already been approved.

### 3.6. Anticipated Improvements

#### **Anticipated Improvements in Broadband Service Based on the Broadband Project Investments**

# of Passings	Speed Now:	0/0	<10/1	0/0	<10/1	25/3	0/0	<25/3	<100/20
	Speed After Build:	25/3	25/3	100/20	100/20	100/20	1G/1G	1G/1G	1G/1G
Households		--	--	--	--	--	--	--	~75(0)
Businesses		--	--	--	--	--	--	--	~100(20)
Anchors		--	--	--	--	--	--	--	5
<b>TOTAL</b>		--	--	--	--	--	--	--	180

### 3.7. Include a description of the business model and plan to sustain operation of the network. Include estimated take-rate in the grant area:

The business model calls for an Open Access fiber-to-the-premise network, based upon the Ammon, Idaho model, with a 60% take-rate. The Physical Transport layer is democratically controlled by the utility coop, while the Operations & Maintenance (O&M) and Services layers are open to the free market. The proposal is to use EntryPoint Networks (<http://www.entpnt.com/>) to provision and manage the O&M and Services layers. The following EntryPoint technologies will be utilized:

- 1) The FlowOps Network Management Platform
- 2) The FlowOps Authentication Module
- 3) The Virtual Broadband Gateway (VBG)

The Northern Sierra Fiber Broadband Coop (NSFBC) is a regional member-based organization with no physical boundaries. Its bylaws are based largely

upon the bylaws currently used by the Plumas-Sierra Rural Electric Cooperative (PSREC) and Plumas-Sierra Telecommunications (PST).

Michael P. Anderson is the sole preparer of this grant application.

**4. Project Cost Analysis**

The project budget total is estimated to be \$924,800. A detailed budget is still in process, with many details to be worked out during and after the approval process with Nevada City government officials and agencies.

4.1. What are the total eligible project costs?

Eligible project costs are estimated to be 80% of the estimated total.

4.2. How much grant money are you seeking from the Nevada County Last-Mile Broadband Grant program for this project?

**\$25,000**

4.3. Fill out the PROJECT BUDGET TABLE below:

**Sources and Uses of Broadband Grant Funds and Local Match for the Project**

**PROJECT BUDGET**

Use of Funds (Activity-Category)	Amount	Costs Incurred (Y/N)	Date Incurred	Source of Funds (Local portion/ County grant)	Date Funds Committed
Eng. & Plan	\$50K	N	--	--	--
Const Hrdwr	\$300K	N	--	--	--
Hrdwr/Sftwr	\$30K	N	--	--	--
Labor & Equ	\$544,800	N	--	--	--

4.4. Attach all written funding commitments from all project funding partners, including public, private, and non-profit or philanthropic sources:

The utility cooperative will be providing the match. These funds are in development at this time, with no firm commitment as of yet.

4.5. If the grant request was approved for this project, is the remainder of the financing in place for building this project?

No

4.6. Are there additional costs related to this project that are not eligible costs that will be incurred as part of the overall project costs for deploying broadband in this area? If yes, what are those costs?

No

4.7. Is this project part of a larger build for which the applicant is not requesting grant funds? Is there any additional relevant information regarding the investment in the area surrounding the grant project area? If yes, please explain and/or attach proof of leveraged financing:

Not at this time

## **5. Financial and Governance Plan**

This plan is still in development with the citizens who are working on the NSFBC.

## **6. Community & Economic Development Impact**

Community and business leaders have been made aware of this project and it has been well-received as a key economic development project, not just for Nevada City but for the Nevada County region as a whole. This project will serve as a model for how to properly build robust broadband infrastructure, with the speed, reliability, affordability, and upgradeability that will scale well into the late 21st century.

# Nevada County Last-Mile Broadband Grant Application

## Instructions – Refer to Nevada County Last-Mile Broadband Grant Program Guidelines Before Continuing with Grant Application

Application must be reviewed by a professional engineer (PE) or other qualified individual. A separate review is required for each grant application if submitting multiple applications.

***Final application deadline is December 6, 5:00 PM, 2019.***

No incomplete or late applications will be accepted.

### Attachments

- For attachments containing more than 5 pages, a summary page is required.
- For surveys or petitions, the summary page must include the number of signatures and description of process to verify addresses are in the proposed service area.

### Match Requirement

The grant will cover up to a 50% of eligible project expenses. In-kind matches (i.e. donation of land for infrastructure, labor, donation of lease for infrastructure, etc. will be accepted at a lower point value than cash matches).

Applicants with additional local match or leveraged funds will receive additional points in the scoring process. Federal broadband grant funding is not an eligible match.

### Applicant Conference Call and Questions

An applicant informational conference call is scheduled for Tuesday, November 19, 2019 at 2pm. The call is voluntary and will be recorded. Inclusion in the call should be submitted in writing via email by EOD Friday November 15, 2019. Questions about the grant should be submitted in writing to:

**Recipient:** [cwalterscheid@sierrabusiness.org](mailto:cwalterscheid@sierrabusiness.org)

**Subject Line:** Nevada County Broadband Grant Application

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## 1. Applicant Information

### 1.1 Applicant Contact Information

Name:

Company:

Title:

Email:

Phone:

1.2 What type of legal entity is applicant? (refer to Grant Guidelines for types of eligible applicants)

1.3 Describe applicant's history with other Broadband deployment projects

## 2. Project Overview

### 2.1 Project Name

### 2.2 Project Technology

What type of technology will the applicant use to provide broadband?

Cable, Fiber to the Premise, Fixed Wireless, Hybrid Fiber/Cable, Hybrid Fiber/Fixed Wireless, Mobile, Satellite or Other

2.3 Describe the proposed network design.

## 2.4 Proposed Service Area

Describe geographic area to be served, including service area boundaries, place names, buildings, road/street names and addresses, bordering highway, bodies of water, or other features that clearly identify the project coverage area.

Attach a .shp or .kml/.kmz/Shape File format or File GO Database format file showing the map of the proposed service area showing boundary data for each contiguous area. **Note: If submitting multiple applications, do not combine multiple project areas into one file. Submit a separate mapping file for the project area with each application.**

## 2.5 Project Permitting

Include a schedule of all required permits for the project including permit type, fee, permitting agency or regulatory board and status of the permit. Ensure that the application is complete and that all of the required local/city/county/state approvals necessary for this project to proceed been considered (planning commission, zoning, route and road authorities, railroad crossing, etc.) Indicate clearly what remains to be done and what is required for completing the process of obtaining approvals. Include this information in the project timeline/schedule.

## 2.6 Service and Pricing Levels

Provide the service and pricing levels to be offered in the grant project area:

Service Level/Tier	Pricing

Are there any limitations on data usage? (e.g. data caps, reduced speeds, etc.) If yes, please explain.

## 2.7 Project Schedule

Provide a detailed project schedule outlining the individual tasks and their timing for the overall project including broadband deployment tasks and activities necessary to complete the project. Include expected completion date (month and year) of the activity. The last task on the project schedule should indicate the date upon which service to the last location will be turned up.

List any factors that would change or delay this schedule

## 3. Level of Service Verification

3.1 Provide evidence of current service levels which may include but is not limited to:

- Statistically significant survey of residents from grant area
- Documentation of area's existing infrastructure demonstrating existing service area
- Documentation from website of reported service provider stating that service is not available in this area
- Testimonials and commitments from residents, businesses or institutions in project area are strongly encouraged

3.2 List in the box below the total number of passings proposed in your project by type of location:

PASSINGS TALLY SHEET	HOUSEHOLDS	BUSINESSES	COMMUNITY INSTITUTIONS
<b>Currently UNSERVED</b> Number of passings expected to improve to at least 25/3 as a result of the project			
<b>Currently UNDERSERVED</b> Number of passings expected to improve from between 25/3 & 100/20 to 100/20 and above as a result of the project			

3.3 Describe the methodology used to determine the number of locations (e.g. number of meters, existing customers, address points)

3.4 With respect to density, what is the average number of homes, businesses and institutions per square mile within the proposed service area?

3.5 In terms of infrastructure installation, explain why this area was chosen for the grant and is unlikely to be served without grant funding. Include an explanation of terrain, population density, or other factors contributing to the overall cost of the project.

If necessary, provide any additional information on the grant area that may be helpful during the scoring process that was not asked on the application.

### 3.6 Anticipated Improvements

Using the “**Anticipated Improvements**” table below, provide the **number** of households, businesses, and community institutions that will be able to receive improved broadband services as a result of the proposed project. Identify the speeds currently available for each type of location, using the ranges provided on the table, and the speeds that will be offered if the project is awarded grant funding.

To the extent possible, identify location types by household, business (including home-based business or telecommuter, farm, etc.) and community anchor institutions.

**Anticipated Improvements in Broadband Service  
Based on the Broadband Project Investments**

# of Passings	Speed Now:	0/0	≤10/1	0/0	≤10/1	25/3	0/0	≤25/3	<100/20
	Speed After Build:	25/3	25/3	100/20	100/20	100/20	1G/1G	1G/1G	1G/1G
<b>Households</b>									
<b>Businesses</b>									
<b>Anchors</b>									
<b>TOTAL</b>									

3.7 Include a description of the business model and plan to sustain operation of the network. Include estimated take-rate in grant area.

**4. Project Cost Analysis**

A full project budget must be completed and attached as part of this application. Provide a summary in section 4.3 below.

4.1 What are the total eligible project costs?

Remember to figure in both time and expenses for the required local and state environmental reviews and permits.

4.2 How much grant money are you seeking from the Nevada County Last-Mile Grant program for this project?  
*\*up to 50% of the total broadband development cost is eligible to be reimbursed the county broadband grant, to a maximum of \$225,000. Points will be awarded to projects that leverage greater local match funding – more than 50% -- from alternative sources.*

4.3 Fill out the PROJECT BUDGET TABLE below indicating the sources, uses, and amounts of all funds that will be used for eligible broadband development costs as defined in the guidelines. Use the recommended Use of Funds categories where possible, creating other categories where anticipated expenses do not fall within one of the recommended categories. Attach your full project budget to the grant application. Be sure to include a contingency for project completion.

**Sources and Uses of Broadband Grant Funds and Local Match for the Project**  
**PROJECT BUDGET**

Use of Funds (Activity-Category)	Amount	Costs Incurred (Y/N)	Date Incurred	Source of Funds (Local portion/County grant)	Date Funds Committed

**EXPLANATION OF BUDGET TABLE ITEMS:**

- **Use of Funds (Activity-Category)** – Use the recommended categories where possible, creating other categories where anticipated expenses do not fall within one of the recommended categories. You can also add additional rows as necessary
- **Amount** – Total cost of the budget line item
- **Costs Incurred** – Has work on this activity started?
- **Date Incurred** – When was this work done?
- **Source of Funds** – Who is paying for this activity? Please note if it will be included in an invoice for reimbursement from the Nevada County Last-Mile Broadband Grant Program.
- **Date Funds Committed** – When were the funds secured from this source?

4.4 Attach all written funding commitments from all project funding partners, including public, private, and non-profit or philanthropic sources.

4.5 If the grant request was approved for this project, is the remainder of the financing (the local match) in place for building this project?

**NO, the local match funds are not yet in place.** If funds are not secured yet, what is the process to secure the funds and what is the timeline in which they will be obtained?

**YES, all of the local match is in place.** If yes, you must attach evidence that local match funds secured.

4.6 Are there additional costs related to this project that are not eligible costs that will be incurred as part of the overall project costs for deploying broadband to this area? If yes, what are those costs?

4.7 Is this project part of a larger build for which the applicant is not requesting grant funds? Is there any additional relevant information regarding the investment in the area surrounding the grant project area? If yes, please explain and/or attach proof of leveraged financing.

*(Attachment optional)*

## **5. Financial and Governance Plan**

5.1 Describe the need for funding from the Nevada County Last-Mile Grant fund and why the project could not proceed without this funding. Refer to your stand-alone financial plan/budget and demonstrate the financial model with and without grant funding. Be as specific as possible.

5.2 Provide an organizational chart, applicant's history including experience relevant to the proposed project, and an indication of readiness to build, manage, and operate the proposed broadband project. Include resumes of key officers and management personnel.

## **6. Community & Economic Development Impact**

6.1 Describe the economic and community development potential of the project, including how the project will provide opportunities for existing business retention and expansion, new business attraction, increased jobs, and/or other expanded business and community opportunities such as improve public safety, health care delivery, service to economically distressed area, and improved educational access.

*This question is intended to understand how the applicant worked with the local community in identifying areas of greatest need and determining specific community impacts of broadband connectivity. **Narrative here should explain the expected results the project will have on the specific community, not just a general explanation of the positive impact of broadband.***

6.2 Describe any partners or subcontractors associated with the project's deliverables related to deployment and service delivery. Please describe each party's role in the project. Please include copies of any applicable executed contracts or anticipated contractual language and/or insurance requirements.

6.3 Attach evidence of community support for the project. This may include resident surveys, local government resolutions, and/or letters from residents, businesses, government officials, other stakeholders or the partners listed above. Note: the upcoming public comment period is not designed to extend the application period. Members of the public may comment during this time, but all community support intended for application must be included at time of submission. *(Attachment required)*

## **Selection Criteria & Weights**

Grants will be awarded to projects that provide the highest return in public benefits for the public costs incurred and meet all of the statutory requirements. To fulfill this requirement of reviewing applications in an objective and fair manner, applications will be reviewed and evaluated by a team compiled by Sierra Business Council and Nevada County and using the following criteria and point values to assist in systematically awarding grants. These criteria reflect information sought via the grant application questions. To ensure that your application receives its maximum point total, be sure to provide complete responses to the information requested in the application.

## 120 Points Possible

### Household and businesses passed: 1-20 points

- Amount of increase in speed from current service to reach speed goals and above combined with number of passings determines points awarded

### Grant request amount: 0-10 points

- Percent of grant request compared to eligible project costs (a higher local match percentage above 50% will result in a higher application score in this category)

### Readiness & Strength of Team: -0-20 points

- Demonstration of project readiness. Examples include a solid engineering and design plan, financing secured, other approvals or permits secured or in process, project schedule thorough and complete, and evidence of readiness to build, manage, and operate the project.
- Comprehensive proposal: partners in place, application complete and well-prepared, budget table complete with planned contingency.

### Sustainability: 0-20 points

- Financial soundness and efficiencies. Examples include identification of eligible costs, leveraging existing broadband, financing is secured, additional costs identified, need for funding clearly identified, financial plan, financial strength demonstrated.
- Organizational capability. Examples include quality/experience of partners and project manager, organizational charts, company history and resumes
- Technical demonstration. Examples include a clear and concise project description, a realistic project schedule that syncs with broadband infrastructure to be provided and the budget table, a clear documentation of areas to be served.

### Community Support & Engagement/Partnership: 0-20 points

- Evidence of community support, including project partners and demonstration of customer interest such as potential/current customer surveys and/or canvasses as to desire/need for improved service, letters of support, and take-rate estimates
- Benefits to community anchor institutions (CAIs). Provide a list of significant CAIs and how they would benefit.

### Economic Development & Community Impact Review: 0-30 points

- Does the project demonstrate economic development impacts and how? This might include documenting via specific impact statements from businesses as to business retention, expansion, and attraction impact, including home-based businesses and telecommuting. Also, evidence of education, health, and public safety benefits and general quality of life improvements.
- Is project area economically distressed? This would include documentation that in the proposed project area, unemployment, poverty, or population loss are significantly greater than statewide average and/or would reference median household income and/or percent of students eligible for free or reduced school lunches.
- Does the project support the goals of any particular county specific plan, area plan, economic development plan or the energy action plan?
- Will the project ultimately support an increase in living wage jobs?

### GRANT REQUESTER AMOUNT SCORING TABLE

- Percent of grant request compared to eligible project costs. A higher local match percentage (above 51%) will result in a higher application score in this category

Percent of eligible project costs requested	Points
Less than 30%	10
30 to 39%	7
40-45%	4
46-48%	2
49-50%	0

# **Nevada County Last-Mile Broadband Grant 2019/2020 Grant Application**

**\$225,000 Available**

**Application Period Opens: November 1, 2019**

**Application Conference Q&A: November 19, 2019, 2PM**

**Deadline for Submission: December 6, 2019**

**Finalist Announcement: December 20, 2019**

**Finalist Comment Period: January 10, 2019**

**Grant Finalist Presentation & Award January 21, 2020**

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## **Program Guidelines**

The focus of the Nevada County Last-Mile Broadband Grant Program is to provide resources that help make the financial case for new and existing Internet Service Providers (ISPs) to invest in building broadband infrastructure that supports economic development, public safety, education and overall community prosperity in Nevada County. Funds will be targeted to areas that are unlikely to receive broadband service without grant funding. The grant can provide up to 50% of a project's infrastructure costs (project planning, permits, construction plans and labor, installation and testing, engineering, etc.). The maximum grant amount is \$225,000. Multiple, smaller grants will be considered.

Completed applications and supporting documents must be received by Sierra Business Council by 5:00 PM on the due date to be considered for funding. Submissions will be accepted via email. An applicant may apply for more than one project, but a separate application must be completed for each project. Award decisions are estimated to be made by January 21, 2020.

## **Eligible Applicants**

- Types of eligible applicants:
  - Public entities or special districts
  - Corporations
  - Indian Tribes
  - Partnerships, LLCs or other business entities
  - Cooperatives
  - Non-profit organizations
  - Any other entity authorized by state law to provide broadband services

## Eligible Projects

- Last-mile broadband projects located in Nevada County that contribute to economic development, overall community prosperity and Digital Inclusion.
  - Applicants are encouraged to include information that strengthens their case for funding which may include but is not limited to:
    - Statistically significant survey data for the designated area
    - Documentation of the location of existing infrastructure within a given census block or other identified geographical location with supporting maps and definitions.
    - Testimonials and speed tests from residents, businesses or institutions in the project area.
  - This grant specifically **DOES NOT** rely on the California Public Utility Commission's (CPUC) [Broadband Map](#) for determination of grant eligibility because the data can be out-dated, often incorrect, and collected on a census block level, overstating the availability of services. However, CPUC map data may be included in the application to support proposed projects in designated unserved or underserved areas.
  - Application scoring will include an evaluation of the likelihood that the proposed area will receive broadband service without grant funding, including consideration of CAFII or CASF eligible areas
  - Applications must include a map file of the proposed service area (acceptable formats: (.kml., .kmz,, Shapefile format and File GONDatabase)
  - Applicants may provide information regarding additional and/or complementary planned infrastructure projects (such as underground utilities, roadwork or other broadband projects) that are not eligible for grant funding to provide context for the proposed project in the relevant portions of the application
  - Applicants may provide an explanation on how the proposed project will promote and/or support economic and disaster resiliency for the project area, County overall and region, if applicable.

## Eligible Program Costs

- The maximum grant request is \$225,000
- The grant will cover up to 50% of eligible costs for qualifying project
- **Costs** means the cost associated with the installation and/or acquisition of last-mile broadband infrastructure that supports broadband service at the locations and speeds identified in the application.
  - Last-mile infrastructure is broadband infrastructure that serves as the final leg connecting the broadband service provider's network to the end-use customer's on-premise telecommunications equipment.
- **Eligible costs:** project planning; construction permits; construction materials, construction of facilities; equipment; installation and testing of the service. *Please note, prevailing wage must be specified for all labor or contracts due to California law.*

- **Ineligible costs:** general broadband planning not associated with a specific last-mile build; operational expenses; general administrative work, provider's overhead expenses, middle-mile infrastructure not directly connected to service provision for an end-user; expenses related to provision of telephone or video services which are not necessary for the delivery of broadband services.
- Where applicable, applicants will be required to provide a preliminary technical evaluation of the project certified by a Professional Engineer (PE) or another qualified individual. If the evaluation is not stamped by a PE, applicant must provide the credentials of the individual who prepared the report.
- Nevada County reserves the right to amend the scope of grant awards or partially fund applications

### **Local Match Requirement**

- To obtain a last-mile broadband grant, the applicant must provide for the funding *not covered by the grant as a local match*. The match can come from any private and/or public source available to the applicant. An application will receive additional points if the local match is higher than 51% of the total eligible project costs.
- Documentation to support match is required as part of the application
  - Examples include: letter of credit, letter from bank, bank statement, board resolution committing funding, loan documentation
  - Additional financial partners for the local match must also provide documentation for their local match

### **Grant Priorities**

The Nevada County Last-Mile Grant Program establishes priority for projects that:

- Leverage existing infrastructure or further support planned projects that meet the County's missions and goals.
- Support the goals of the County's general plan, specific plans, area plans, energy action plan or other economic development plans.
- Propose to acquire and install infrastructure that supports broadband services scalable to higher download and upload speeds without taking precedent over the number of locations and size of the area to be served.
- Have not received funds or have not been designated to receive funds through other county, state, or federally funded broadband grant programs.
- Will provide higher download and upload speeds to locations served.
- Serve locations without access to download speeds of at least 6 megabits per second and upload speeds of at least one megabit per second

### **Reimbursement and Accountability**

- Funds disbursement will occur on a reimbursable basis
- Fee schedule will be established with Nevada County after grants are awarded

## **Public Comment for Pending Applications**

To ensure transparency and best use of taxpayer funds, the application process will include a public comment period

- Within two weeks of the close of applications, Nevada County will post a description of the applications received including the proposed service area
- The online public comment period will last for a minimum of 14 calendar days
- All comments collected during the public comment period may be subject to public disclosure, except for the specific location of infrastructure assets, or any personal financial information related to the project developer/applicant.
- This period is designed to provide opportunity for providers, elected officials, and citizens to either express support of or to inform us of any issues or concerns with an application or its proposed service area.
- Grant applicants are not allowed to enter comments on behalf of community members unless the community member has requested special assistance in submitting the form. Surveys or comments collected by providers should be included in the grant application
- Incumbant providers are encouraged to submit comments and corresponding documentation if:
  - The area proposed to be served already has service available
  - Construction is underway in the area proposed to be served and will be completed within 12 months
- In order for feedback to be considered when reviewing applications, supporting evidence must be provided. The impact of planned builds disclosed in comments will depend on the certainty of the build as demonstrated by the documentation submitted with the comment and the timeline for the expansion. Documentation that shows that a provider anticipates serving an area in the future will be factored into the scoring to demonstrate that the area is likely to be served without grant funding. Comments with insufficient evidence or documentation will not be considered.
- Where evidence demonstrates that an area is currently served (with a 25/3 fixed, terrestrial connection) that portion of the grant area will be disqualified. In order for a defined area to be considered served, service at or exceeding 25 Mbps download and 3 Mbps upload must be generally available to all residential customers in the defined area.
- Grant finalists will be given a two-week period to respond to public comments.
- Providers who comment may be asked to provide additional information and/or work with Nevada County to validate service availability
- If a commenter is found to have submitted inaccurate information, all current and future comments will be disregarded in the scoring process.

# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE:** Monthly Update on City Council Six-Month Strategic Objectives

**RECOMMENDATION:** Receive and file.

**CONTACT:** Catrina Olson, City Manager

**BACKGROUND/DISCUSSION:**

On August 16, 2019, the City Council, Planning Commission and executive staff held a planning retreat in the City Hall Council Chambers, facilitated by Marilyn M. Snider. The focus retreat included the review of the three-year goals for the organization and identification of the six-month strategic objectives.

The five goals not in priority order:

- Improve Citywide infrastructure with emphasis on increased parking;
- Improve Citywide technology;
- Improve and manage fiscal stability and sustainability;
- Improve safety and security of the City residents and visitors; and
- Enhance long-term planning documents (this is a new goal).

The attendees then reviewed the above-mentioned goals and developed 23 specific six-month strategic objectives (as outlined in the attached grid), specific performance measures and a follow-up process to ensure progress is monitored.

Consistent with the City Council's direction, a monthly status report has been prepared to provide an update on attainment of the Council's six-month objectives. The attached grid outlines the status of each objective and, where appropriate, includes comments to provide additional information about select objectives. The date of completion for several objectives have been revised. The changes are noted in the comments on the grid. The next strategic planning session is scheduled for February 10, 2020.

**ENVIRONMENTAL CONSIDERATIONS:** None.

**FINANCIAL CONSIDERATIONS:** None.

**ATTACHMENT:**

- ✓ 6-Month Strategic Objectives Grid

# NEVADA CITY

## SIX-MONTH STRATEGIC OBJECTIVES

August 16, 2019 - February 1, 2020

<b>THREE-YEAR GOAL:</b> <i>Improve citywide infrastructure with emphasis on increased parking</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 25, 2019 City Council meeting	City Manager and the Parking Committee, working with the Chamber Executive Director	Present to the City Council for direction the Parking Committee meeting dates and recommended Committee objectives.	X			
2. At the September 25, 2019 City Council meeting	City Manager (lead), City Engineer, Chief Plant Operator and Public Works Superintendent, with input from the community	Provide to the City Council for direction a strategy for Measure S extension and amendment in the 2020 election, including funding for water distribution and sewer collection improvements and removal of the sunset clause.	X			
3. At the October 23, 2019 City Council meeting	City Engineer (lead), Consulting City Engineer, City Manager and Public Works Superintendent, working with the Parking Committee	Present to the City Council for direction a rendering of a parking structure at Spring Street parking lot with potential funding options and a plan for including public workshops for input.			X	Revised meeting date January 22, 2020 currently being worked on by consulting Architect
4. By December 15, 2019	City Engineer (lead), City Manager and Public Works Superintendent, working with County representatives	Identify opportunities for co-sponsoring an Undergrounding of Overhead Utilities Project.			X	To be presented at the January 22, 2020 City Council Meeting for staff direction.

<p>5. At the January 22, 2020 City Council meeting</p>	<p>City Engineer (lead), City Manager and Public Works Superintendent</p>	<p>Recommend a Site Plan for Clark Street parking construction and associated trails to the City Council for direction.</p>		<p>X</p>		
<p>6. By February 1, 2020</p>	<p>Council Member Strawser (lead), City Engineer, Public Works Superintendent and City Manager, working with CalTrans and the AOC</p>	<p>Determine funding viability for covered parking over Highway 49 and CalTrans interest in pursuing the project, and present the results to the City Council for consideration.</p>		<p>X</p>		

**THREE-YEAR GOAL:** *Improve citywide technology*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 25, 2019 City Council meeting	Technology Committee (City Manager-lead, Council Members Duane Strawer and Valerie Moberg)	Present to the City Council for action the priority list of the City's technology hardware and software needs.	X			
2. At the November 13, 2019 City Council meeting	City Manager, working with the Technology Committee and staff	Present to the City Council for action recommended budget adjustments or options for funding the City's top three technology hardware and software priorities chosen at the September 25, 2019 City Council meeting.			X	To be presented at the January 22, 2020 City Council Meeting

**THREE-YEAR GOAL:** *Improve and maintain fiscal stability and sustainability*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 25, 2019 City Council meeting	Mayor Reinette Senum, working with the Consulting City Engineer	Recommend to the City Council for action the top five financially sustainable projects and the first project to implement.			X	Update to be presented at the January 22, 2020 meeting.
2. At the December 10, 2019 City Council meeting	City Manager and Administrative Services Manager	Present the AB1600 Development Impact Fees Study to the City Council for action.			X	This item continues to move forward with the assistance of a contractor.
3. At the January 8, 2020 City Council meeting	Mayor Reinette Senum and City Manager, with input from the Nevada County Arts Council	Present to the City Council a Citywide Art Installation Plan, timeline and promotion for consideration.			X	To be presented at the January 22, 2020 City Council Meeting
4. At the January 22, 2020 City Council meeting	City Manager and Administrative Services Manager	Identify pension options outside of CalPERS and present the results to the City Council.			X	Two vendors have been reviewed. This item to be moved forward in next 6 mos. objects for vendor review and identification of funding.
FUTURE: By _____	City Manager and Administrative Services Manager	Provide the Water Rate Study and present proposed rate increases to the City Council for action.				

**THREE-YEAR GOAL:** *Improve safety and security of the city residents and visitors*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 11, 2019 City Council meeting	Fire Chief	Present to the City Council the results of enforcing the Vegetation Ordinance on private and public property.	X			
2. At the October 9, 2019 City Council meeting	Fire Chief	Recommend to the City Council for action the installation of the high/low sirens on City vehicles to alert the public of the need for emergency evacuation.	X			
3. At the October 23, 2019 City Council meeting	Police Chief (lead), City Engineer and Public Works Superintendent	Recommend to the City Council options to fund installation of bollards in the Downtown Business District of Nevada City.			X	To be presented at the January 22, 2020 City Council Meeting
4. At the January 8, 2020 City Council meeting	Police Chief	Present to the City Council at least one new County and Cities' collaborative program to deal with the homelessness and mental health epidemic.			X	To be presented at the January 22, 2020 City Council Meeting

**THREE-YEAR GOAL:** *Enhance long-term planning documents*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 11, 2019 City Council meeting	City Planner	Present the draft Cottage Dwelling Development Ordinance to the City Council for consideration and action.			X	This item did go to the Planning Commission. CEQA needs to be complete. This item to move forward as an objective on the next strategic plan, pending possible SB2 funding.
2. At the September 19, 2019 Planning Commission meeting	City Planner, working with a consultant	Present to the Planning Commission for consideration and recommendation to the City Council the 6 <sup>th</sup> Cycle Housing Element Update.	X			
3. By November 1, 2019	City Planner, working with the SB2 Liaison	Apply for SB2 funding for at least two eligible projects.	X			
4. By December 1, 2019	City Planner, working with the City Attorney, City Engineer and City Manager	Respond to LAFCO requests for supplemental information regarding the City's Annexation Strategy.			X	This item to move forward as an objective on the next strategic plan.
5. At the January 8, 2020 City Council meeting	City Planner	Present to the City Council for consideration and action a draft update of the City's Safety Element.			X	This item to move forward as an objective on the next strategic plan, pending possible SB2 funding.
6. At the January 8, 2020 City Council meeting	Council Member Duane Strawser, working with the City Manager	Create and present to the City Council a City-Owned 775 Zion Street Property Committee to recommend to the City Council appropriate uses of the City-owned property.			X	To be presented at the January 22, 2020 meeting.

## REPORT TO CITY COUNCIL

City of Nevada City  
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[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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### **TITLE: A Resolution of Application for Recreational Trail Program Grant Funds**

**RECOMMENDATION:** Pass Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, Authorizing Application for Recreational Trail Program Grant Funds and approval of the application.

**CONTACT:** Dawn Zydonis, Parks & Recreation Manager

### **BACKGROUND / DISCUSSION:**

City staff, as directed by City Council, have been working with the Bear Yuba Land Trust and County of Nevada to complete a trail project on Sugarloaf Mountain, property owned by the City. Staff completed California Environmental Quality Act (CEQA) requirements in August 2019 and recorded the Notice of Determination (NOD) with the County Clerk Recorders office in November 2019.

Next steps include a Cal Trans Permit and finding funds to complete the trail project. The Cal Trans Permit is in process with assistance from Nevada City Engineering. City staff are working with the Sugarloaf Working Group to choose a Recreation Trails Program Grant as a funding option. The County offered to cover the costs of a grant writer. The Working Group has met with the grant writer and the grant application is in process, with hopes that the City Council will approve the grant application. The grant application is due February 3, 2020. One of the grant application requirements is to have a signed Resolution. This Resolution approves the filing of an application for the grant funds, certifies that the project is consistent with a City planning document, confirms that the City will be able to operate and maintain the completed project. The City understands the provisions of the grant if awarded, appoints the City Manager to sign necessary documents and that the City agrees to comply with rules and laws as they relate to the grant application and funding.

**ENVIRONMENTAL CONSIDERATIONS:** None

**FISCAL IMPACT:** If awarded funding, there is a 12% match. This 12% is primarily going to be covered by in-kind services, such as volunteer services on the trail construction.

### **ATTACHMENTS:**

- ✓ Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, Authorizing Application for Recreational Trail Program Grant Funds and Approval of the Application

**RESOLUTION NO. 2020-XX**

**A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF NEVADA CITY, STATE OF CALIFORNIA,  
AUTHORIZING APPLICATION FOR RECREATIONAL  
TRAIL PROGRAM GRANT FUNDS**

RESOLUTION OF THE CITY COUNCIL OF CITY OF NEVADA CITY APPROVING THE APPLICATION FOR GRANT FUNDS FROM THE RECREATIONAL TRAILS PROGRAM

**WHEREAS**, the “Fixing America’s Surface Transportation Act” provides funds to the State of California for Grants to federal, state, local and non-profit organizations to acquire, develop and/or maintain non-motorized trail Projects; and

**WHEREAS**, the State Department of Parks and Recreation has been delegated the responsibility for the administration of the program within the State, setting up necessary procedures governing Project Application under the program; and

**WHEREAS**, said procedures established by the State Department of Parks and Recreation require the Applicant to certify by resolution the approval of Application(s) before submission of said Application(s) to the State; and

**WHEREAS**, the Applicant will enter into a Contract with the State of California to complete the Project(s);

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby:

1. Approves the filing of an Application for the Recreational Trails Program; and
2. Certifies that the Project is consistent with the Applicant’s general plan or the equivalent planning document; and
3. Certifies that said Applicant has or will have available prior to commencement of any work on the Project(s) included in this Application, sufficient funds to operate and maintain the Project(s); and
4. Certifies that the Applicant has reviewed, understands, and agrees to the General Provisions contained in the Contract shown in the Procedural Guide; and
5. Appoints the City Manager, or her designee, as agent to conduct all negotiations, execute and submit all documents, including, but not limited to Applications, agreements, amendments, payment requests and so on, which may be necessary for the completion of the Project.
6. Agrees to comply with all applicable federal, state and local laws, ordinances, rules, regulations and guidelines.

**PASSED, APPROVED AND ADOPTED** by the City Council of the City of Nevada City at a public meeting held on the 8th of January, 2020.

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

\_\_\_\_\_  
Reinette Senum, Mayor

ATTEST:

By: \_\_\_\_\_  
Niel Locke, City Clerk

## REPORT TO CITY COUNCIL

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January 8, 2020

**TITLE: Old Airport Concept Plan**

**RECOMMENDATION:** Accept Old Airport Concept Plan and provide staff direction on next steps for development of a Master Plan for the property.

**CONTACT:** Dawn Zydonis, Parks & Recreation Manager  
Amy Wolfson, City Planner

**BACKGROUND / DISCUSSION:**

The City has been moving through the process of creating a Master Plan for the Old Airport Property. Since May 2017, the City has had workshops, several tours of the property, discussed the plan at City Council meetings, completed a community survey and is currently working with JK Architecture Engineering (JKAE) to complete a Conceptual Plan and 3D Rendering.

At the March 13, 2019 City Council meeting the City Council reviewed a priority list for the Old Airport Property. Staff shared this priority list with JKAE, completed a questionnaire for JKAE and toured the Old Airport Property in the process of developing the Conceptual Plan and 3D Rendering.

The Conceptual Plan is attached for City Council review. After receiving Council and public comments, JKAE will provide a narrative of the development process, findings, suggestions and a 3D rendering.

**ENVIRONMENTAL CONSIDERATIONS:** None

**FISCAL IMPACT:** None

**ATTACHMENTS:**

- ✓ List of priorities from March 13, 2019 City Council Meeting
- ✓ Draft Conceptual Plan

## **Old Airport Master Plan**

### **Priority List – as presented to City Council March 13, 2019**

#### Desirable Amenities and Improvements

- New &/or improved multi-use trails (bike & hike - no equestrian or motorized vehicles)
- Open Space/Keep the forested area
- Parking
- Interpretive/cultural signs & exhibits
- Ornamental landscaping/botanical gardens/Felix Gillet Grove
- Emergency ingress/egress
- Vegetative Buffers/privacy for neighboring properties (particularly for solar infrastructure)
- Solar Infrastructure - needs further study/discussion/information prior to developing a conceptual design in order to determine locational needs of such a facility, dual use opportunities, and ratio of low-profile and raised systems
- Public Works space (3-5 acres)
- Nisenan Gathering Space - need to clearly define this in terms of size, surfacing, space formality

#### Development/Improvements to Exclude

- Formal athletic fields for specific sports
- High intensity lighting
- Uses that have the potential to generate high-volume traffic
- Equestrian or motorized trails
- Gathering Building

#### Development/Improvements - Discussion Needed

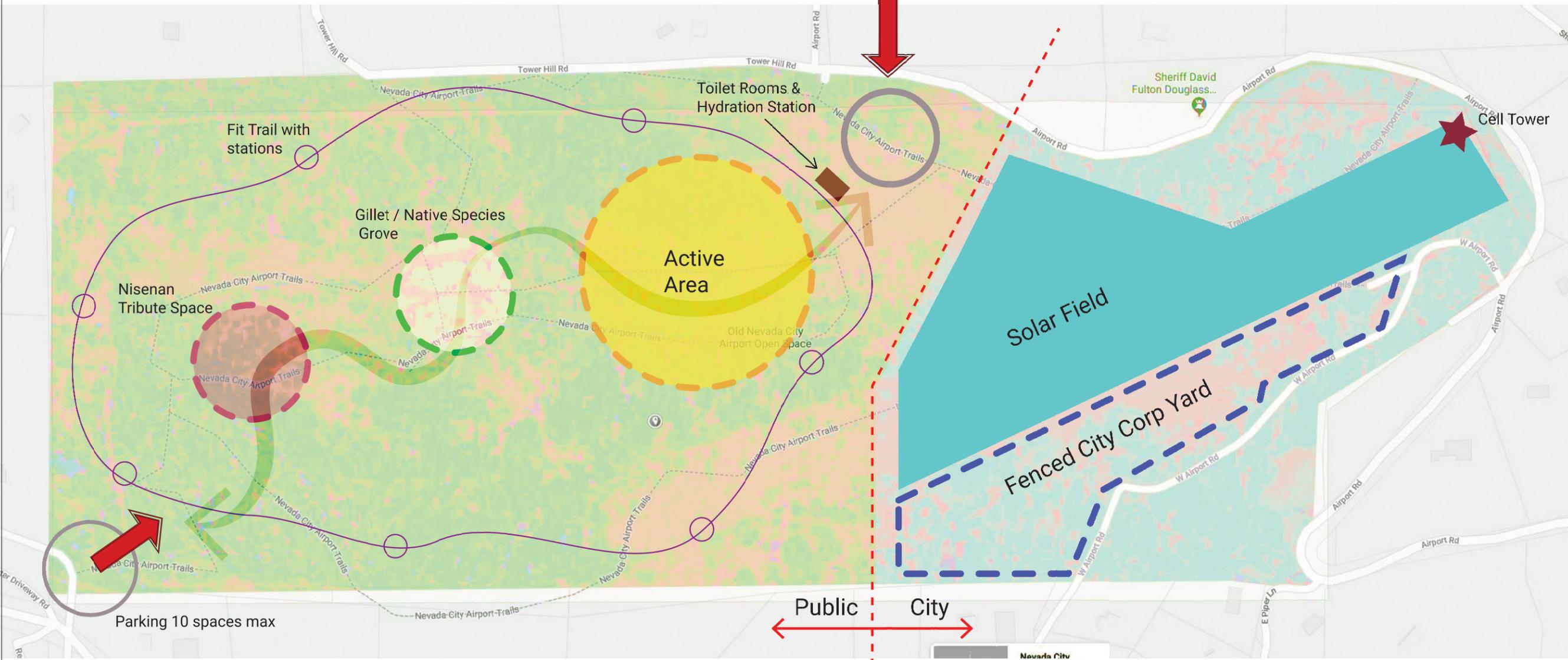
- Picnic tables
- Bathrooms
- Multi-use field
- Gathering Space

### Miscellaneous Suggested Items

- Community/Cultural Center
- Observation deck for astronomy
- Dog area
- Air soft/paintball
- Disc golf
- Housing
- Amphitheatre
- Pond(s)
- Firewood Program - with Gold Country Community Services

### Non-Development Master Plan Elements

- Fire Safety
- Land Management
- Safety: neighbors, emergency exits; traffic
- Noise pollution
- Road Maintenance
- Lease agreements



1

# AIRPORT PARK CONCEPT PLAN

SCALE: Not To Scale



## REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City, CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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### **TITLE: Ordinance for the Regulation of Accessory Dwelling Units**

**RECOMMENDATION:** Waive reading of Ordinance, read title only and introduce for first reading, Ordinance 2020-XX to amend Section 17.72.020 through Section 17.72.038 in order to update the City's Ordinance pertaining to Accessory Dwelling Units in compliance with adopted State legislation.

1. Pass Resolution 2020-XX finding that Draft Ordinance 2020-XX is Exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15282(h), 15303, 15305, and 15061.
2. Hold first reading of Draft Ordinance 2020-XX to amend Section 17.72.020 through Section 17.72.038 in order to update the City's Ordinance pertaining to Accessory Dwelling Units in compliance with adopted State legislation

**CONTACT:** Amy Wolfson, City Planner  
Crystal Hodgson, City Attorney

### **BACKGROUND / DISCUSSION:**

Assembly Bill 2299 (AB 2299) and Senate Bill 1069 (SB 1069) were passed in the 2015-2016 legislative session and amended California laws relating to Secondary Dwelling Units (now referred to as Accessory Dwelling Units (ADUs) under the new laws). The amendments relate to Government Code § 65852.2. More recently, in October of this year the California Legislature approved, and the Governor signed into law several bills (AB 68, AB 881 and SB 13) that further impose limits on local authority to regulate Accessory Dwelling Units, pursuant to Government Code sections § 65852.2 and § 65852.22. The New ADU Laws take effect January 1, 2020.

The draft amendments to the City's Municipal Code relating to Secondary Dwelling Units (updated to reference "accessory dwelling units") are intended to bring the Code into compliance with California State law as it pertains to local regulation of Accessory Dwelling Units ("ADUs") and Junior Accessory Dwelling Units ("JADU"). These new laws are aimed at easing the housing shortage in the state, and generally, they expand the number of situations in which ADUs and JADUs must be allowed and limit the fees and regulations that cities may impose. The new laws also shorten the time line for approval of Accessory Dwelling Unit permits, which remain ministerially issued permits.

In addition to the required State regulations, staff also included some recommendations for updating existing language for the sake of enforcement clarity. Specifically, staff asked the Planning Commission to review two existing provisions: 1) requiring screening of the front entrance from neighboring properties and 2) that requires a height restriction based on the "height level of the tallest building on the lot." These provisions have been challenging to interpret and staff is recommending that these sections be updated with clarifying language so that they can be more effectively enforced. The Planning Commission recommended

updated language that is shown highlighted in yellow in the draft Ordinance, attached, along with their recommendation for objective design standards applicable to ADUs in specific circumstances.

### **DRAFT ORDINANCE (Accessory Dwelling Unit Ordinance)**

The amended Ordinance changes all references of “Second Dwelling Units” to “Accessory Dwelling Units” consistent with State terminology. The new ADU laws impose significant changes to the City’s current Ordinance including size limitations, setback requirements, parking standards and fee waivers/reductions. Attached to this staff report is a table that compares existing standards with the newly required standards and a summary of the new requirements is outlined below:

- A. **Lot Size Requirements:** Cities can no longer require a minimum lot size for ADUs.
- B. **Floor Area.** The law imposes new maximum floor areas. The specific maximums that cities must adopt, depends on whether the unit is constructed inside an existing dwelling, is attached, detached and whether the unit can be constructed in compliance with other City development standards.
- C. **Setbacks.** Cities are now limited to require up to 4-foot side and rear yard setbacks for detached units or attached units that are built in new footprints and zero setbacks for ADUs that are replacement ADUs in the same location with the same dimensions.
- D. **Parking.** In most cases, cities can no longer require additional parking be provided for ADUs, and cities can no longer require replacement parking when a garage or carport is converted into an ADU. The proposed Ordinance requires that one parking space be provided for ADUs with one or more bedrooms, unless one of the exceptions provided by state law applies.
- E. **Time for Approval of ADU Permit.** The new law shortens the cities’ timelines to review and approve applications for ADUs from 120 days to 60 days. The Ordinance does not contain this requirement, but staff has been advised to follow the new deadlines for processing ADU applications.
- F. **Multi-family / Mixed Use Zones.** The new law requires cities to allow ADUs in multi-family zones; formerly, cities could limit ADUs to lots with single family dwellings. The proposed Ordinance allows for the construction of ADUs on lots with single family, or mixed family dwellings.
- G. **ADUs that Must Be Approved.** In general, and despite any other development standards applicable to ADUs a city may have adopted, a city must ministerially approve the following four types of ADUs or JADUs:
  - 1. A unit within (or only expands original footprint by 150 square feet or less to accommodate ingress and egress) a single family dwelling or accessory structure, with exterior access from the proposed or existing single family dwelling, and the setbacks are sufficient for fire safety.
  - 2. A newly constructed, detached ADU on a lot with proposed or existing single-family dwelling that has a minimum of 4 feet of rear and side yard setbacks. City may limit the floor area of these to 800 square feet, and may limit the height to 16 feet.

3. Within a residential or mixed use zone, a city must allow the owner of a multi-family unit to construct at least one, and up to 25% of the total number of units, as ADUs that are constructed in spaces not currently used as livable space (e.g. storage rooms, boiler rooms, passageways, attics, basements, or garages) to be used as ADUs if the spaces meet state building standards for dwellings.
4. Two detached ADUs lots with existing multifamily provided they are no taller than 16 feet and there are a minimum of 4 feet rear and side yard setbacks.

The four ADU scenarios above are restricted from being used as hosted short-term rentals.

- H. **Impact Fees.** The new laws limit the amount of impact fees that the city can charge in that it must only collect a proportional share of fees for ADUs 750 square feet or more, and it may not collect any impact fees or park fees for units less than 750 square feet in floor space. The city may still collect pass-through fees for school districts from all ADUs and JADUs.
- I. **Water Connection and Fees and Mandatory Connections of Utilities.** The new law expands the instances in which the city may charge ADU applicants for new connection fees or capacity charges including water and sewer service.
- J. **Owner-Occupancy Requirement.** From January 1, 2020 to January 1, 2025, cities may not impose an owner-occupancy requirement on ADUs.
- K. **HCD Review.** The new law requires cities to submit their ADU Ordinances to HCD for its review within 60 days from the date the Ordinance was adopted. HCD may require cities to amend provisions of their ordinances that are inconsistent with the state law. The proposed Ordinance (Section 6) directs the City Clerk to transmit the Ordinance to HCD once it is approved within the 60-day deadline.
- L. **JADUs.** Junior Accessory Dwelling Units were introduced in 2016 state legislation as an option for cities to allow smaller, interior dwelling units. The new law now mandates that cities' allow for them, and provides requirements for their approval. Timeframes for approval of application for JADUs are also 60 days, rather than the previously allowed 120 days.

**PLANNING COMMISSION RECOMMENDATION:** The Planning Commission reviewed the draft Ordinance at their December 19, 2019 regular meeting. It can be reviewed between 1:25:35 To 2:46:00 on the video record. Their recommendation included optional objective design standards along with some revisions of existing vague language with more precise language. The changes they recommended from the original draft are as follows:

- |                 |   |
|-----------------|---|
| 17.72.026 (I.2) | Accessory Dwelling Units shall not exceed 16-feet in height unless constructed over a garage, in which case the ADU shall not exceed the height of the primary residence or 35-feet.                              |
| 17.72.026 (I.3) | Accessory Dwelling Unit entrances shall be oriented to face the street except that if topographic or other site constraints prevent such orientation, the entrance shall be screened from neighboring properties. |

17.72.026 (M) Any ADU taking advantage of reduced setbacks pursuant to Section 17.72.027 shall not have doors or windows within such setback unless required to meet health and safety requirements.

17.72.026 (P) A detached ADU may include an attached unconditioned garage space that does not exceed 250 square feet.

In addition to the above changes, the Planning Commission had recommended that 17.72.029 (G), which provides for kitchen requirements in JADUs, include a requirement for a “cook stove” as opposed to the more general term “cooking appliances” provided by the State. However, the City Attorney is advising that we likely can’t be more specific in our language so the Ordinance before you retains the “cooking appliances” language. Finally, staff made a few minor formatting edits that do not have a substantive effect on the recommended Ordinance.

**ENVIRONMENTAL CONSIDERATIONS:** The state legislature created a specific exemption to CEQA for adoption of ordinances to regulate Accessory Dwelling Units in compliance with State law, found in CEQA Guidelines Section 15282(h) and in Public Resources Code Section 21080.17. The ordinance is also exempt from review under CEQA Guidelines Sections 15303 (new construction of small structures), 15305 (minor alterations to land), and 15061, because this ordinance will not have a significant effect on the environment, as ADUs will largely constitute infill housing which is exempt from CEQA.

**FISCAL IMPACT:** Under the new laws the City can only collect a proportional share of fees for ADUs 750 square feet or more, and may not collect any impact fees or park fees for units less than 750 square feet in floor space. This will result in less collected revenue for services such as Police and Fire to offset potential impacts associated with new ADUs and JADUs.

**ATTACHMENTS:**

- ✓ Resolution No.2019-XX, Finding the Ordinance Exempt from CEQA
- ✓ Ordinance No. 2019-XX, Updated ADU Ordinance
- ✓ Table Summary of Required Changes

**RESOLUTION 2020-XX**

**A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF NEVADA CITY, STATE OF CALIFORNIA  
APPROVING OF A NOTICE OF EXEMPTION**

(ORDINANCE 2020-XX TO AMEND SECTION 17.72.020 THROUGH SECTION 17.72.038 IN ORDER TO UPDATE THE CITY'S ORDINANCE PERTAINING TO ACCESSORY DWELLING UNITS IN COMPLIANCE WITH ADOPTED STATE LEGISLATION)

**WHEREAS**, Under California Public Resources Code section 21080.17, the California Environmental Quality Act ("CEQA") does not apply to the adoption of an ordinance by a city, town or county implementing the provisions of section 65852.2 of the Government Code, which is California's ADU law and which also regulates JADUs, as defined by section 65852.22. Therefore, the proposed ordinance is statutorily exempt from CEQA in that the proposed ordinance implements the State's ADU law.

**WHEREAS**, Even if adoption of the ordinance is considered a "Project" also categorically exempt from review under CEQA Guidelines Sections 15303 (new construction of small structures), 15305 (minor alterations to land), and 15061, because this ordinance will not have a significant effect on the environment, as ADUs will largely constitute infill housing which is exempt from CEQA.

**WHEREAS**, a Notice of Exemption has been prepared for the Project; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Nevada City as follows:

Section 1. Based on the review and determination of the City Council, the City Council of the City of Nevada City finds that the Project is exempt from review under the California Environmental Quality Act.

Section 2. The Notice of Exemption attached hereto as Exhibit 1 is recommended for approval for the Project.

Section 3. Upon approval of the Project by the City Council, the City Clerk may file the Notice of Exemption with the County Clerk of Nevada County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of Section 21152(b) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

**PASSED, APPROVED AND ADOPTED** by the City Council of the City of Nevada City at a public meeting held on the 8<sup>th</sup> of January 2020, by the following vote:

AYES:           COUNCILMEMBERS:  
NOES:           COUNCILMEMBERS:  
ABSENT:        COUNCILMEMBERS:

\_\_\_\_\_  
REINETTE SENUM, MAYOR

ATTEST:

\_\_\_\_\_  
Niel Locke, City Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
Crystal Hodgson, City Attorney

**NOTICE OF EXEMPTION**

TO:  **Office of Planning and Research** FROM: **City of Nevada City**  
**1400 Tenth Street** **317 Broad Street**  
**Sacramento, CA 95814** **Nevada City, CA 95959**

**Nevada County Clerk/Recorder's Office**  
**Environmental Filings**  
**Eric W. Rood Administrative Center**  
**950 Maidu Avenue, Nevada City CA 95959**

**Project Title:** Ordinance 2019-xx to amend section 17.72.020 through section 17.72.038 in order to update the city's ordinance pertaining to accessory dwelling units in compliance with adopted state legislation

**Project Address:** 317 Broad Street, Nevada City, California 95959

**Project Location – City:** City of Nevada City

**Project Location – County:** Nevada

**Project Description:** The ordinance amends the Nevada City Municipal Code to add Chapter 17.140 containing marijuana cultivation regulations. Chapter 17.140 prohibits outdoor marijuana cultivation, and permits limited indoor cultivation by qualified patients and primary caregivers.

**Name of Public Agency Approving Project:** City of Nevada City

**Name of Person or Agency Carrying Out Project:** City of Nevada City

**Exempt Status: (Check One)**

- \_\_\_\_\_ Ministerial (Section 21080(b)(1); 15268);
- \_\_\_\_\_ Declared Emergency (Section 21080(b)(3); 15269(a));
- \_\_\_\_\_ Emergency Project (Section 21080(b)(4); 15269(b)(c));
- \_\_\_\_\_ "Common Sense" Exception (Section 15061(b)(3))
- X   Categorical Exemption. Type and section numbers: *15301, 15303, 15061*
- X   Statutory Exemptions. State code number: *21080.17*

**Reasons why project is exempt:** Under California Public Resources Code section 21080.17, the California Environmental Quality Act ("CEQA") does not apply to the adoption of an ordinance by a city, town or county implementing the provisions of section 65852.2 of the Government Code, which is California's ADU law and which also regulates JADUs, as defined by section 65852.22. Therefore, the proposed ordinance is statutorily exempt from CEQA in that the proposed ordinance implements the State's ADU law.

Even if adoption of the ordinance is considered a "Project" also categorically exempt from review under CEQA Guidelines Sections 15303 (new construction of small structures), 15305 (minor alterations to land), and 15061, because this ordinance will not have a significant effect on the environment, as ADUs will largely constitute infill housing which is exempt from CEQA.

**Lead Agency Contact Person:** Amy Wolfson, City Planner **Number:** 530-265-2496x130

**Signature & Title:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Signed by Lead Agency**  **Signed by Applicant** **Date received for filing:** \_\_\_\_\_

**ORDINANCE NO. 2020-XX**

**AN ORDINANCE OF THE CITY OF NEVADA CITY AMENDING SECTION 17.72.020 THROUGH SECTION 17.72.038 IN ORDER TO UPDATE THE CITY'S ORDINANCE PERTAINING TO ACCESSORY DWELLING UNITS IN COMPLIANCE WITH ADOPTED STATE LEGISLATION**

**WHEREAS**, the City of Nevada City, California ("City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

**WHEREAS**, the Planning and Zoning Law authorizes cities to act by ordinance to provide for the creation and regulation of accessory dwelling units ("ADUs") and junior accessory dwelling units ("JADUs"); and

**WHEREAS**, in 2017 and 2019, the California Legislature approved, and the Governor signed into law a number of bills ("New ADU Laws") that, among other things, amended Government Code section 65852.2 and 65852.22 to impose new limits on local authority to regulate ADUs and JADUs; and

**WHEREAS**, the City desires to amend its local regulatory scheme for the construction of ADUs and JADUs to comply with the amended provisions of Government Code sections 65852.2 and 65852.22; and

**WHEREAS**, failure to comply with Government Code sections 65852.2 and 65852.22 (as amended) as of January 1, 2020 limits the City to the application of the default standards provided in Government Code sections 65852.2 and 65852.22 for the approval of ADUs and JADUs; and

**WHEREAS**, staff and the City Attorney prepared the proposed ordinance, including the proposed language and terminology, and any additional information and documents deemed necessary for the Planning Commission to take action; and

**WHEREAS**, on December 19, 2019, the Planning Commission held a duly-noticed public hearing and considered the staff report, recommendations by staff, and public testimony concerning the proposed ordinance;

**WHEREAS**, the City Council held a duly-noticed public hearing for a first reading on \_\_\_\_\_, and a second reading on \_\_\_\_\_ and considered the staff report, recommendations by staff, recommendations by the Planning Commission, and public testimony concerning the proposed ordinance;

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF NEVADA CITY DOES ORDAIN AS FOLLOWS:**

Section 1. Section 17.72.020 through section 17.72.038 are hereby amended to read as follows and sections 17.72.027 and 17.72.032 are hereby added to read as follows. All other provisions of Chapter 17.72 remain in full force and effect.

17.72.020 - Accessory dwelling units—Purpose and definitions.

- A. Purpose. The City of Nevada City finds and declares that accessory dwelling units are an important form of housing that contributes to the character and diversity of housing opportunities in Nevada City. Accessory dwelling units provide workforce housing, housing for family members, students, elderly, in-home health care providers, the disabled and others, at below market rental rates within existing neighborhoods. It is the intent of Nevada City to encourage accessory dwelling units and, additionally, to impose standards on such units that will enable homeowners to create accessory dwelling units that will be compatible, as much as possible, with their neighborhoods. An additional purpose of this ordinance is to comply with Sections 65852.2 and 65852.22 of the California Government Code relative to accessory dwelling units and junior accessory dwelling units.
- B. Definitions.
  - (1) The terms “accessory dwelling unit,” “public transit,” “passageway, and “tandem parking” all have the same meaning as that state in Government Code section 65852.2 as that section may be amended time to time.
  - (2) “Housing Organization” as defined in Section 65589.5, subdivision (k)(2).
  - (2) “Junior accessory dwelling unit” shall have same meaning as that stated in Government Code section 65852.22(h)(1) as that section may be amended time to time.

17.72.022 - Accessory dwelling units—Application for accessory dwelling unit permit.

- A. Accessory dwelling units are permitted in all zones within the City where single-family or multi-family residential units are permitted, subject to the owner first obtaining an accessory dwelling unit permit from City staff. Any application for an accessory dwelling unit that meets the unit size standards and development standards contained in Sections 17.72.024 and 17.72.026, or is the type of accessory dwelling unit described in Section 17.72.027, shall be approved ministerially by the city planner by applying the standards herein and without a public hearing.
- B. An application for an accessory dwelling unit shall be made by the owner of the parcel on which the primary unit sits and shall be filed with the city planner on a city-approved application form and subject to the established fee.

17.72.024 - - Accessory dwelling units—Unit size standards.

The maximum floor area of an accessory dwelling unit shall not exceed either:

- A. Eight hundred fifty (850) square feet for an accessory dwelling unit that is a studio or one-bedroom unit; or

B. One thousand (1000) square feet for an accessory dwelling unit that has two or more bedrooms.

17.72.026 - Accessory dwelling units—Development standards.

Any permit for an accessory dwelling unit shall be subject to the development standards listed below.

- A. Legal lot/residence. An accessory dwelling unit shall only be allowed on a lot within the city that contains a legal, single-family or multi-family residence as an existing or proposed primary unit on a lot.
- B. Number of accessory dwelling units per lot.
  - 1. For lots with proposed or existing single-family residences, no more than one (1) attached or detached accessory dwelling unit shall be permitted on the lot.
    - a. Notwithstanding the above, a lot with a single-family residence may have one (1) junior accessory dwelling unit and (1) detached accessory dwelling unit.
  - 2. For lots with existing multi-family residential dwellings:
    - a. No more than twenty-five percent (25%) of the number of the existing units, but at least one (1) unit, shall be permitted as accessory dwelling units constructed within the non-livable space of the existing building provided that applicable building codes are met; or
    - b. No more than two detached accessory dwelling units, provided that no such unit shall be more than sixteen (16) feet in height, and have a minimum of four-foot side and rear yard setbacks. The maximum square footage of detached accessory dwelling units on lots with existing multi-family residential dwellings shall comply with the limits set forth in Section 17.72.024.
- C. Building Code Compliance. All new accessory dwelling units must satisfy the requirements contained in the building code and fire code as currently adopted by the city, including applicable energy efficiency standards associated with Title 24 of the California Code of Regulations. However, fire sprinklers shall not be required if they are not required for the primary residence.
- D. Fees and Charges.
  - 1. City/public utilities.
    - a. All accessory dwelling units must be connected to public utilities, including water, electric, and sewer services.
    - b. Except as provided in subsection c below, the City may require the installation of a new or separate utility connection between the accessory dwelling unit and the utility. The connection fee or capacity charge shall be proportionate to the burden of the proposed accessory dwelling unit based on either its square feet or number of drainage fixture unit values.
    - c. No separate connection between the accessory dwelling unit and the utility shall be required for units created within a single-family dwelling, unless the accessory dwelling unit is being constructed in connection with a new single-family dwelling.

d. Regardless of where it is located, for the purposes of calculating utility connection fees or capacity charges, accessory dwelling units shall not be considered a new residential use unless the accessory dwelling unit was constructed with a new single-family dwelling.

2. Impact Fees.

a. For accessory dwelling units of seven hundred fifty (750) square feet or larger, all impact fees applicable to accessory dwelling unit's construction shall be paid to the city in amounts proportional to the size of the accessory dwelling unit relative to the square footage of the primary dwelling unit.

b. For accessory dwelling units seven hundred forty-nine (749) square feet or smaller, no impact fees shall be charged, unless otherwise allowed by state law.

c. For purposes of this subsection, "impact fee" has the same meaning as specified in Government Code section 66000(b) and also includes in-lieu park fees as specified in Government Code section 66477.

3. Application Fees. Application fees for an accessory dwelling unit shall be paid in an amount specified by resolution of the City Council.

4. Exception for lower income housing. Newly permitted accessory dwelling units shall not be required to pay application, or sewer and water hookup fees if accompanied by a deed restriction ensuring affordable rent to low or very low income household, as defined in Sections 50105 and 50079.5 of the California Health and Safety Code. Said deed restriction shall be effective for a minimum of 30 years. (2003 Housing Element Policy 2b).

E. Parking.

1. The City shall not require the owner to provide more than one additional parking space per accessory dwelling unit or per bedroom, whichever is less. The required parking space may be provided as:

a. Tandem parking on an existing driveway; or

b. Within a setback area or as tandem parking in locations determined feasible by the City for such use. Locations will be determined infeasible based upon specific site or regional topographical or fire and life safety conditions, or that it is not permitted anywhere else in the City.

2. No parking shall be required for a studio accessory dwelling unit that does not have a separate bedroom.

3. Notwithstanding the foregoing, no parking spaces shall be required for accessory dwelling units in the following instances:

a. It is located within one-half mile walking distance of public transit;

b. It is located within an architecturally and historically significant district;

c. It is part of a proposed or existing primary residence or an accessory structure;

d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit; or

- e. Where there is a car share vehicle located within one block of the accessory dwelling unit.
- 4. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, the off-street parking spaces do not have to be replaced.
- F. Occupancy. Until January 1, 2025, the City shall not impose an owner-occupancy requirement on any newly permitted accessory dwelling unit on a lot with a single family dwelling. After that date this prohibition shall no longer be of force and effect and one of the units on the property must be occupied by the property owner. The city shall require the property owner to file a deed restriction outlining the owner-occupancy requirement. The purpose of the deed restriction is to create a perpetual notice to the new purchasers of the requirement to maintain the owner-occupancy requirement.
- G. Prohibition on separate sale of accessory dwelling unit. Accessory dwelling units may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.
- H. Conversion of existing primary unit. An existing primary dwelling may be converted to a dwelling unit if it complies with all applicable requirements of this ordinance. If so, a new, larger primary residence may be constructed.
- I. Design requirements for new units. All new accessory dwelling units must comply with the following design requirements:
  - 1. The materials, colors, and architecture shall be similar to and compatible with those of the primary unit.
  - 2. Accessory dwelling units shall not exceed 16-feet in height unless constructed over a garage, in which case the ADU shall not exceed the height of the primary residence or 35-feet
  - 3. Accessory dwelling unit entrances shall be oriented to face the street except that if topographic or other site constraints prevent such orientation, the entrance shall be screened from neighboring properties.
  - 4. Lighting shall not spill on to neighboring lots.
- J. Accessibility standards. New construction of any ground level accessory dwelling unit shall be designed and constructed to allow for disability/accessibility standards. Plans shall demonstrate future entrance capability and actual construction shall include adequate door and hallway widths, maneuvering space in kitchens and bathrooms, and structural reinforcements for grab bars.
- K. No passageway shall be required in conjunction with the construction of an accessory dwelling unit.
- L. For residential development, the garage door shall remain in place and look functional, or the garage door shall be removed. If the door is removed, the project shall include architectural features (including siding, doors, windows, trim and accent details), and landscaping (such as a landscape strip to disconnect the driveway from the building wall) so it is not apparent that the structure was originally a garage.

- M. Any ADU taking advantage of reduced setbacks pursuant to Section 17.72.027 shall not have doors or windows within such setback unless required to meet health and safety requirements
- N. Limitation on Use as a Hosted Short-term Rental: The following types of accessory dwelling units shall not be permitted to operate as a hosted short-term rental pursuant to Chapter 17.72.080.
  - 1. Any detached accessory dwelling unit in excess of 800 square feet
  - 2. Any attached unit in excess of 640 square feet
  - 3. Any unit permitted under the provisions allowed by Section 17.72.027
- O. Setback requirements.
  - 1. No setbacks are required for accessory dwelling units that are created by converting existing living area or existing accessory structures to new accessory dwelling units or constructing new accessory dwelling units in the same location and to the same dimensions as an existing structure.
  - 2. For all other accessory dwelling units, there must be a minimum of four feet from side and rear lot lines, and comply with all other applicable front yard setbacks.
  - 3. Any ADU or JADU that does not meet the setback standards of the base zoning designation shall not be permitted to utilize yard exceptions pursuant to Section 17.84.040 or be permitted for any further projections into side or rear yards pursuant to Section 17.84.050
- P. A detached ADU may include an attached unconditioned garage that does not exceed 250 square feet.

17.72.027- Accessory dwelling units—Permitted regardless of compliance with other development standards and regulations.

- A. Accessory dwelling unit permits shall be approved for the following types of accessory dwelling units, regardless of whether the application meets the development standards contained in this Title 17
  - 1. For lots with single family dwellings, one of the following:
    - a. One interior accessory dwelling unit or one junior accessory dwelling unit per lot constructed within an existing or proposed single-family or accessory structure, including the construction of up to a one hundred fifty (150) square foot expansion beyond the same physical dimensions as the existing accessory dwelling structure to accommodate ingress and egress. The accessory dwelling unit or junior accessory dwelling unit must have exterior access and side and rear setbacks sufficient for fire safety. If the unit is a junior accessory dwelling unit, it must also comply with the requirements of section 17.72.032 below; or
    - b. One new, detached accessory dwelling unit with a minimum four-foot side and rear setbacks, up to eight hundred (800) square feet and no more than sixteen (16) feet high on a lot with an existing or proposed single family dwelling. A junior accessory dwelling unit may also be built within the existing

or proposed dwelling of such residence in connection with the accessory dwelling unit.

2. On a lot with an existing multifamily dwellings:
  - a. Accessory dwelling units may be constructed in areas that are not used as livable space within an existing multi-family dwelling structure (i.e., storage rooms, boiler rooms, passageways, attics, basements, or garages), provided the spaces meet state building standards for dwellings. The number of interior accessory dwelling units permitted on the lot shall not exceed twenty-five percent (25%) of the current number of units of the multi-family complex on the lot and at least one such unit shall be allowed. Units constructed pursuant to this subsection shall not exceed eight hundred (800) square feet in floor area; and
  - b. Up to two (2) detached accessory dwelling units may be constructed, provided they are no taller than sixteen (16) feet, and they have at least four (4) feet of side and rear yard setbacks. Units constructed pursuant to this subsection shall not exceed eight hundred (800) square feet in floor area.
- B. Accessory dwelling units approved under this Section 17.72.027 shall not be rented for a term of less than thirty (30) days.
- C. Accessory dwelling units or junior accessory dwelling units approved under this Section 17.72.027 shall not be required to correct legal nonconforming zoning conditions.

#### 17.72.028 - Accessory dwelling units—General plan consistency.

In adopting these standards, the city recognizes that the approval of dwelling units may, in some instances, result in dwelling densities exceeding the maximum densities prescribed by the general plan. The city finds that this occurrence is consistent with the general plan, as allowed under state planning and zoning law applicable to dwelling units, and that the amendment furthers the goals, objectives, and policies of the general plan housing element.

#### 17.72.029. Junior Accessory Dwelling Units.

- A. Purposes: This Section provides standards for the establishment of junior accessory dwelling units, an alternative to the standard accessory dwelling unit. Junior accessory dwelling units will typically be smaller than an accessory dwelling unit, will be constructed within the walls of an existing or proposed single family residence and requires owner occupancy in the single family residence where the unit is located.
- B. Size: A junior accessory dwelling unit shall not exceed 500 square feet in size.
- C. Owner Occupancy: The owner of a parcel proposed for a junior accessory dwelling unit shall occupy as a primary residence either the primary dwelling or the junior accessory dwelling. Owner-occupancy is not required if the owner is a governmental agency, land trust, or housing organization.
- D. Sale Prohibited: A junior accessory dwelling unit shall not be sold independently of the primary dwelling on the parcel.
- E. Short term rentals: The junior accessory dwelling unit shall not be rented for periods of less than 30 days.

- F. Location of Junior Accessory Dwelling Unit: A junior accessory dwelling unit shall be created within the existing walls of an existing primary dwelling.
- G. Kitchen Requirements: The junior accessory dwelling unit shall include an efficiency kitchen, including a food preparation counter, cooking appliances, and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.
- H. Parking. No additional parking is required beyond that required at the time the existing primary dwelling was constructed.
- I. Fire Protection; Utility Service. For the purposes of any fire or life protection ordinance or regulation or for the purposes of providing service for water, sewer, or power, a junior accessory dwelling unit shall not be considered a separate or new unit, unless the junior accessory dwelling unit was constructed in conjunction with a new single-family dwelling. No separate connection between the junior accessory dwelling unit and the utility shall be required for units created within a single-family dwelling, unless the junior accessory dwelling unit is being constructed in connection with a new single-family dwelling.
- J. Deed Restriction. Prior to the issuance of a building permit for a junior accessory dwelling unit, the owner shall record a deed restriction in a form approved by the city that includes a prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single-family residence, requires owner-occupancy consistent with subsection (C) above, does not permit short-term rentals, and restricts the size and attributes of the junior dwelling unit to those that conform with this section.

17.72.030 - Accessory dwelling units/Junior accessory dwelling units—Appeal process.

- A. Applicants may file an appeal for any staff decision related to an accessory dwelling unit or junior accessory dwelling unit permit consistent with this section.
- B. The appeal shall be made to the planning commission. The planning commission shall review the appeal at a public meeting. The appeal, however, shall be reviewed and either approved or rejected ministerially, in the same manner as described in Section 17.72.022 of this chapter, and not as part of a noticed hearing. The planning commission will not consider such an appeal, unless the appeal contains allegations that the determination to deny or impose conditions exceeded the authority granted to the city planner by this chapter. Said appeal must be filed within fifteen (15) days in accordance with the provisions of Section 17.88.050 of this Municipal Code.

17.72.038 - Guest houses.

"Guest houses" means living quarters within a detached building located on the same premises with the main building, for use by temporary guests of the occupants of the premises; such quarters may have a bath and toilet facilities, but no kitchen facilities and not be rented or otherwise used as a separate dwelling. Guest houses must be less than three hundred (300) square feet in area. Guest houses are not considered accessory dwelling units or junior accessory dwelling units for the purposes of this Chapter, so no accessory dwelling unit permit is required and they are not subject to the regulations contained in this Chapter.

SECTION 2. CEQA. This Ordinance is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15061 because CEQA only applies to projects which have the potential to have a significant impact on the environment and because the environmental impact of each individual project will be analyzed at the time that the project is submitted. There are no impacts of this ordinance which have the potential to cumulatively cause a significant effect on the environment because the city is so small, and it is not anticipated that there will be enough facilities to cause such an impact.

SECTION 3. Moratorium Terminated. This ordinance should be interpreted consistent with state law, and any inconsistent provisions are null and void.

SECTION 4. Effective Date. This ordinance shall become effective on the 31st day after adoption.

SECTION 5. Severability. If any portion of this ordinance is found to be unenforceable, each such provision shall be severed, and all remaining portions of this ordinance shall be enforced to the maximum extent legally permissible.

SECTION 6. Certification. The City Clerk shall certify to the passage and adoption of this ordinance as required by law.

PASSED, APPROVED AND ADOPTED this \_\_\_th day of \_\_\_\_\_2019 by the following vote:

AYES:           COUNCILMEMBERS:  
NOES:           COUNCILMEMBERS:  
ABSENT:        COUNCILMEMBERS:

\_\_\_\_\_  
REINETTE SENUM, MAYOR

ATTEST:

\_\_\_\_\_  
Niel Locke, City Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
Crystal Hodgson, City Attorney

**ADU Ordinance Update**  
**Table Comparison of Existing and Required Language**

Provision	Current Standard	Amended Standard
<b>Size limitation:</b>		
Attached unit (SFD)	650 sq ft	850 to 1,000 sq ft depending on bedroom count
Detached unit (SFD lot)	800 sq ft	
Attached or detached unit (MFD lot)	No current standard	
<b>Setbacks:</b>		
Side / Rear yard R1	5 feet/25 feet	4 feet (potentially smaller setback if converting an existing structure). Note that ADUs that do not meet standard site development standards cannot be used as hosted short-term rental units.
Side /Rear yard R2	9 feet/20 feet	
Side / Rear yard R3	9 feet/20 feet	
<b>Density:</b>		
Lot with SFD	SFD and ADU	SFD, detached ADU, and attached junior ADU
Attached unit on a Lot with and existing MFD	No current standard	A maximum of 25% of the existing units may accommodate an ADU and a minimum of 1 unit, constructed within the non-livable space of the building.
Detached unit on a lot with an existing MFD	No current standard	A maximum of two ADUs (height and setback limitations apply)
<b>Impact Fees:</b>		
Units 750 sq ft or larger	Multi-family rate	Proportional to the size of the accessory dwelling unit relative to the square footage of the primary dwelling unit
Units less than 750 sq ft	Multi-family rate	No impact fees
Deed-restricted (for low or very low income occupants)	Mitigation and Hook-up Fees waived (no change)	Mitigation and Hook-up Fees waived (no change)
<b>Parking:</b>	None required if within 1/2 mile from public transit, otherwise 2 spaces per dwelling unit.	None required for studio units or JADUs, otherwise one space for ADUs with one or more bedrooms, unless one of several exceptions applies, and then none. Exceptions are as follows:
		No replacement parking if ADU is in conjunction with demolition or conversion of a parking structure.
		No parking for ADUs located within one-half mile walking distance from public transit.
		No parking for ADUs located within an architecturally and historically significant historic district.
		No parking for ADUs when there is a car share vehicle located within one block of the ADU.
		No parking for ADUs when parking permits are required but not offered to the occupant of the ADU.
		No parking for ADUs constructed within existing square feet of a single family dwelling or an accessory structure.
		No additional parking for
<b>Occupancy:</b>		
	Owner-occupancy required	Owner-occupancy restriction cannot be imposed until January 1, 2025 (requires a deed restriction) for ADUs; for JADUs, the owner must reside in either the primary unit or the JADU.

# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City, CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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## **TITLE: Conversion of York Street and Commercial Street to One-Way Streets**

**RECOMMENDATION:** Provide staff direction to implement permanent posting of one-way streets at York Street (between Broad and Commercial) and Commercial Street (between Main and Broad).

**CONTACT:** Bryan McAlister, City Engineer  
William Falconi, Assistant City Engineer

## **BACKGROUND/DISCUSSION:**

On February 7, 2018 City Council directed City staff to identify and present to the City Council for direction and to the public for input, options for one-way or closed streets for downtown as part of their six-month strategic objectives.

City staff worked with the Future of Nevada County (FoNC), a citizen group, to develop options for pedestrian friendly streets. The public participation process was very helpful in considering options for pedestrian friendly streets including partial closure, full closure or one-way streets. This process included resident and merchant surveys, two public workshops (June 2, 2018 and July 24, 2018), and City staff review by Police, Fire, Public Works and Engineering Departments. Notices of public meetings were posted in the Union newspaper, and sent by mail to members of the Chamber of Commerce and hand delivered to all business owners along Commercial Street and York Street. Lower Commercial Street and York Street were identified as potential project sites suitable for pedestrian-friendly streetscape/town square space. Survey results were presented to the City Council on September 12, 2018.

At the January 23<sup>rd</sup>, 2019 City Council meeting, a project plan for a more pedestrian friendly Commercial Street was presented for preliminary review and public comment. City staff received comments and direction was given by Council to prepare a traffic study prior to further review. City staff subsequently collected traffic data for lower Commercial Street in its configuration as a narrow two-way street with the boardwalk.

On April 24, 2019 City Council approved a One-Way Street Pilot Project, to allow the continuation of the traffic study to observe the traffic circulation and pedestrian activity with a one-way street and to allow time for driver awareness and traffic patterns to change and adjust to the one-way street conversion. Signage for the one-way street was put in place by City Public Works and over the past 6 months City staff from the Police, Fire, Public Works and Engineering Departments have been monitoring the streets as it relates to traffic flow, safety and circulation. Initially there were many vehicles (4-10/hr) going the wrong way on the one-way streets. Additional notifications were provided both verbally (whenever we noticed a driver going the wrong way) and through publications in the newspaper, City newsletter and City

website. We have noticed a significant reduction in the number of vehicles going the wrong way as a result of the additional signage and driver awareness. Traffic flow and safety has improved with the implementation of the one-way street based on the observations with fewer vehicle conflicts as summarized below.

Visual observations were made for York Street and traffic data was collected for Commercial Street. A comparison of traffic study observations for Commercial Street is provided below for Council's consideration:

<b><u>Two-way traffic</u></b>	<b><u>One-way traffic</u></b>
-roughly an equal amount of traffic in each direction with 20-75 vehicles/hour	no change in the # of vehicles 20-75 vehicles/hr,
vehicle conflicts 10-15 seconds for passing vehicles	no vehicle conflicts
deliveries occur on regular basis throughout the day	no change in vehicle deliveries
numerous pedestrians crossing the street 10-80/hr	no change in # of pedestrians

In summary, our observations are that there are less vehicle conflicts, continued deliveries and continued pedestrian use. When the street was two-way it was too narrow to pass so there were typical delays of 10-15 seconds or longer. With a one-way street the only vehicle conflicts are when someone does not see the one-way sign or chooses to ignore it and goes the wrong way. Vehicle deliveries do not appear to have been impacted by the change to one-way. Pedestrian use of the street is significant and appears to be safer with a one-way street. The change to one-way does not appear to have altered the circulation pattern or to have increased congestion at nearby intersections. Drivers have found alternative routes that include upper Commercial to Broad or N. Pine towards Main Street with no measurable increase in traffic flow.

After conducting field review and analysis of One-Way Street Pilot Project, City staff recommends the permanent conversion of these streets to one-way. City staff will provide ongoing monitoring of these streets for traffic and pedestrian safety.

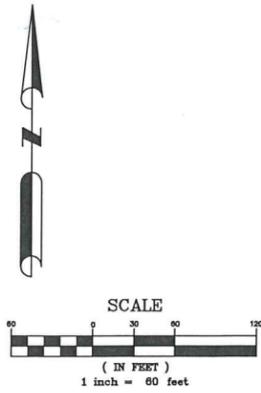
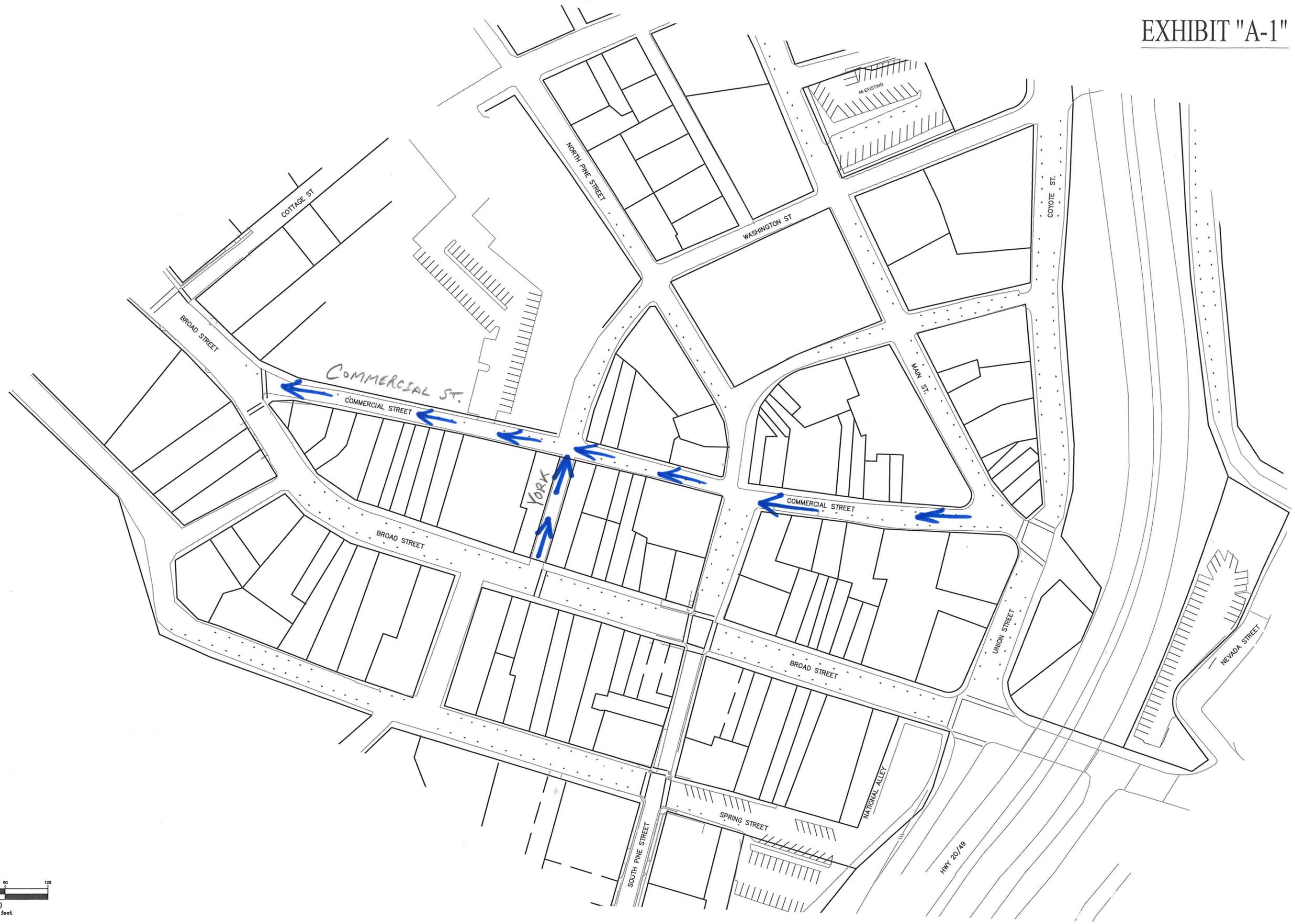
**ENVIRONMENTAL CONSIDERATIONS:** None.

**FINANCIAL CONSIDERATIONS:** Not applicable.

**ATTACHMENT:**

- ✓ Exhibit A-1 One-Way Streets Pilot Project

EXHIBIT "A-1"



# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City, CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE: Feasibility Study for One-Way at Clark Street**

**RECOMMENDATION:** Provide direction to City staff to perform a feasibility study for one-way at Clark Street.

**CONTACT:** Bryan McAlister, City Engineer  
William Falconi, Assistant City Engineer

**BACKGROUND/DISCUSSION:**

City staff has received multiple requests from City residents for Clark Street to be changed to a one-way street. This topic was also discussed at the Traffic Calming public workshop on February 6, 2019.

Prior to consideration of a change to one-way, City staff recommends that a feasibility analysis be completed to determine potential impacts to local residents who live on this street, Emergency Response (Police/Fire), Trash Collection, Public Works and traffic circulation.

After completion of a feasibility analysis, which is expected to be completed in 2-3 months, the results would be provided to City Council for review and consideration.

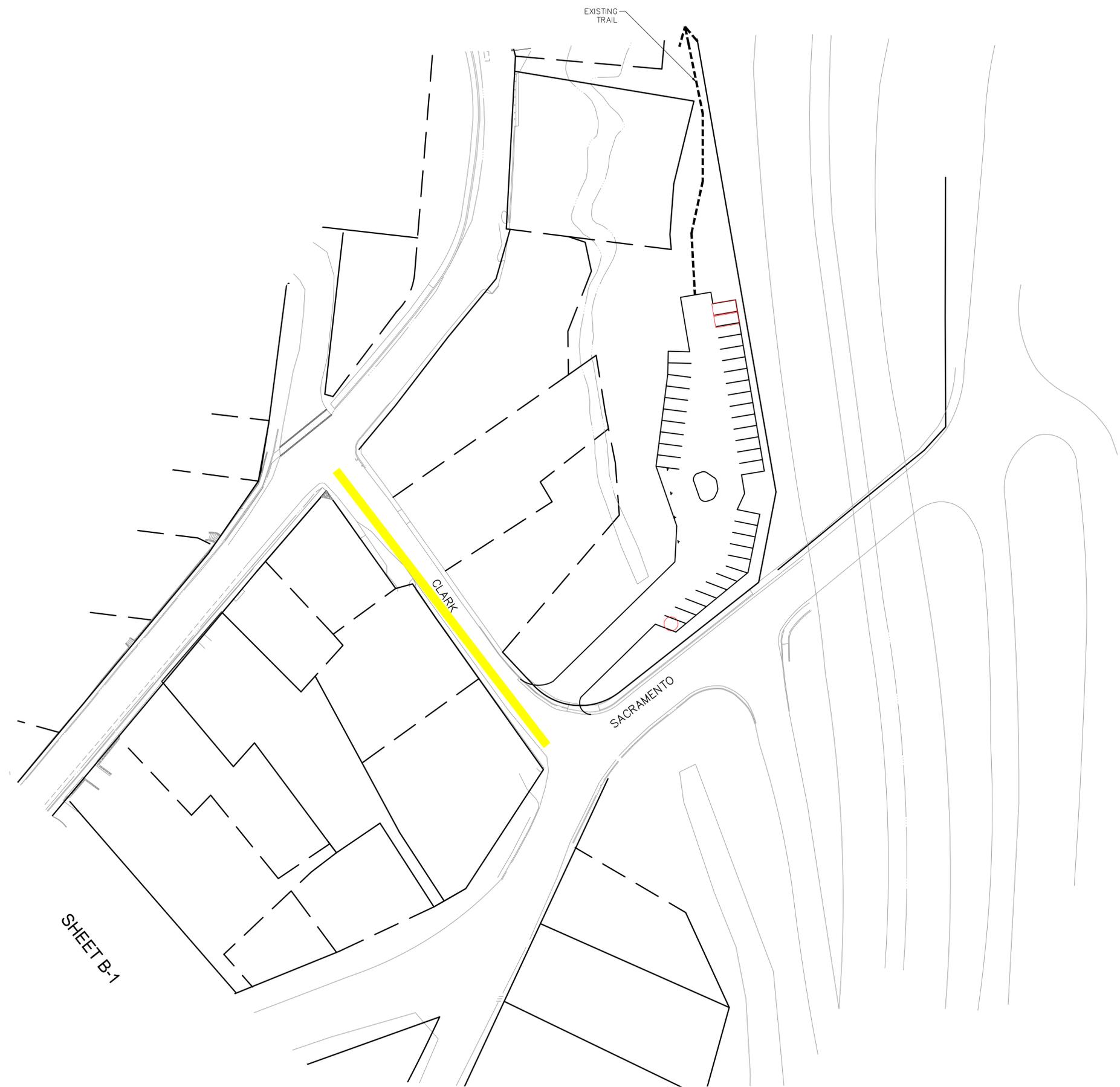
**ENVIRONMENTAL CONSIDERATIONS:** Staff will determine the appropriate level of environmental review pursuant to the California Environmental Quality Act (CEQA) if directed to proceed with permanent conversion of streets.

**FINANCIAL CONSIDERATIONS:** Not applicable.

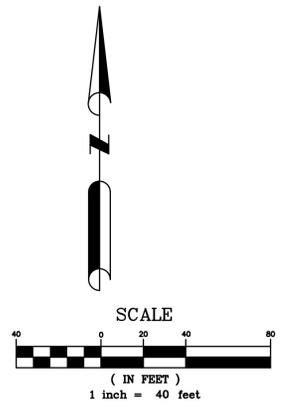
**ATTACHMENT:**

- ✓ Exhibit A-1 Clark Street

EXHIBIT "B-2"



SHEET B-1



# REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE: Critical Matters Related to the PG&E Bankruptcy**

**RECOMMENDATION:** City Council to review and consider the proposal from the City of San Jose Mayor Sam Liccardo and over 50 local elected officials from PG&E's service area to restructure PG&E from an investor-led company one that is customer-owned and to provide staff direction as to how the Council may or may not want to support this proposal.

**CONTACT:** Catrina Olson, City Manager

**BACKGROUND/DISCUSSION:**

Local leaders across Northern and Central California, collectively representing more than 5 million residents have serious concerns about whatever emerges from the bankruptcy of Pacific Gas and Electric Company and its parent, PG&E Corporation. Both the federal bankruptcy code and state law invest the California Public Utilities Commission with a responsibility for approving any Plan of Reorganization for PG&E. The Commission now plays an essential part in the restoration of Northern California's incumbent utility to a position where it can provide safe, reliable, and affordable power to our citizens.

At present, the Commission is considering the scope of its review. It is focusing primarily on the two plans before it developed in the Chapter 11 proceeding by competing financial interests. One, from the companies themselves, reflects the current driving forces that govern PG&E, namely financial entities that purchased controlling equity interests as the crisis unfolded. The other is the product of distressed asset bondholders. Both vie for ultimate control, and both reflect a short-term desire to maximize financial gain for their proponents.

Several Local leaders across California believe the Plan of Reorganization must substantially improve the PG&E's operational footing —boosting its capacity to deliver electricity and gas that meets its customers' reasonable expectations for reliable service, while remaining solvent. This requires aligning the financial interest of the company with the public interest —for focused investment in safe, resilient, well-maintained, and sustainable infrastructure. In a growing coalition of local community leaders, they are developing a proposed structural change for PG&E, based on a foundation currently in the Public Utilities Code, in essence, a cooperative owned by its customers. They propose a customer-owned utility for many reasons. The most compelling rationale is that PG&E correctly estimates it must invest tens of billions of dollars over the next decade for system hardening, wildfire protection and cyber-security. A mutualized PG&E can raise capital from a broad pool of debt financing in amounts substantially greater than can an investor-owned PG&E, and at much lower cost. A customer-owned utility can operate without the burdens of paying dividends to shareholders, and exempt from federal taxation. As a result, a cooperative financial structure will save ratepayers many billions of dollars in financing costs over this next decade. A customer-owned PG&E will better

focus its scarce dollars on long-neglected maintenance, repairs, and capital upgrade and mitigating some part of the substantial upward pressure on rates.

On December 9, 2019, Mayor Senum received an email from the Office of Mayor Liccardo noting that the Mayor and over 50 elected officials from PG&E's service area submitted a letter urging the California Public Utilities Commission (CPUC), to restructure PG&E from an investor-led company to a customer-owned. The City was asked if they would be willing to join the coalition of local leaders who are advocating for a customer-owned PG&E. Mayor Senum asked that the Council consider its desire to support this proposal.

**ENVIRONMENTAL CONSIDERATIONS:** None.

**FINANCIAL CONSIDERATIONS:** None.

**ATTACHMENT:**

- ✓ Mayor Liccardo CPUC Letter
- ✓ Briefing Paper
- ✓ Customer-Owned Utility Operating Principles

November 4, 2019

Hon. Marybel Batjer, President  
Hon. Martha Guzman Aceves  
Hon. Liane M. Randolph  
Hon. Clifford Rechtschaffen  
Hon. Genevieve Shiroma

California Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA 94102

President Batjer and Commissioners:

RE: Critical Matters Related to the PG&E Bankruptcy

As local leaders across Northern and Central California, collectively representing more than 5 million residents, we write to you about a matter vital to the safety and quality of life of the communities we serve. While our immediate attention focuses on the recovery of our neighbors and communities from recent tragic fires and power shut-offs, we have serious concerns about whatever emerges from the bankruptcy of Pacific Gas and Electric Company and its parent, PG&E Corporation. We write in our individual capacities as elected and appointed leaders, but as our coalition of local leaders grows in the weeks ahead, we will advocate these positions with our boards and councils as well, and seek their support.

Both the federal bankruptcy code and state law invest the California Public Utilities Commission with a responsibility for approving any Plan of Reorganization for those entities. The Bankruptcy Court may not confirm such a Plan if it involves any rate change (as is the likely case) without this Commission's assent, while recently-enacted state law establishes your approval as a necessary predicate for the emergent entity to have access to the Wildfire Fund. The Commission now plays an essential part in the restoration of Northern California's incumbent utility to a position where it can provide safe, reliable, and affordable power to our citizens.

At present, the Commission is considering the scope of its review. It is focusing primarily on the two plans before it, developed in the Chapter 11 proceeding by competing financial interests. One, from the companies themselves, reflects the current driving forces that govern PG&E, namely financial entities that purchased controlling equity interests as the crisis unfolded. The other is the product of distressed asset bondholders. Both vie for ultimate control, and both reflect a short-term desire to maximize financial gain for their proponents. Neither plan addresses the three key matters that we believe are of utmost importance. They are:

First, the discussions so far have been almost entirely devoid of any consideration of whether PG&E can emerge under either plan as a viable, credit-worthy entity. The bankruptcy code requires that the reorganized PG&E be a feasible, financially stable enterprise, able to perform its functions for the long term. Under Section 1129 (a)(11) of the Bankruptcy Code, the Court

may not confirm a Plan that does not meet this standard. Even without that mandate, as a matter of public policy, this should be a primary consideration. Rather, the proceedings appear dominated so far by a pitched battle between Wall Street titans for control of the bankruptcy process, control of the company, and the ability to control exit financing. This is merely spectacle, without regard for what will be left behind when the financial players inevitably leave the scene.

Second, the scope of review must include consideration of whether the reorganization plans before you address any of the organic operational issues that have plagued this company to the great detriment of its customers. The public interest cannot be swept aside in the name of merely addressing the bankruptcy exit. The Plan of Reorganization must substantially improve the company's operational footing — boosting its capacity to deliver electricity and gas that meets its customers' reasonable expectations for reliable service, while remaining solvent. This requires aligning the financial interest of the company with the public interest — for focused investment in safe, resilient, well-maintained, and sustainable infrastructure.

So far, neither Plan before you posits a vision for a reorganized PG&E that will address those operational issues.

Third, the Commission has indicated that as part of its review, it will examine “structural” issues involving PG&E's governance. We urge you to embrace this aspect of your review broadly and incisively.

Recently, Governor Newsom declared that “when they come out of bankruptcy, [PG&E] has to be a completely re-imagined company.” We agree. That reimagining must begin now, as part of your review.

In a growing coalition of local community leaders, we are developing a proposed structural change for PG&E that addresses all three of these key elements. Based on a foundation currently in the Public Utilities Code, we will propose transforming PG&E into a mutual benefit corporation – in essence, a cooperative owned by its customers.

We propose a customer-owned utility for three primary reasons. The most compelling rationale is that PG&E correctly estimates it must invest tens of billions of dollars over the next decade for system hardening, wildfire protection and cyber-security. A mutualized PG&E can raise capital from a broad pool of debt financing in amounts substantially greater than can an investor-owned PG&E, and at much lower cost. A customer-owned utility can operate without the burdens of paying dividends to shareholders, and exempt from federal taxation. As a result, a cooperative financial structure will save ratepayers many billions of dollars in financing costs over this next decade. A customer-owned PG&E will better focus its scarce dollars on long-neglected maintenance, repairs, and capital upgrade, and mitigating some part of the substantial upward pressure on rates.

Next, a customer-owned utility structure can be accomplished through a Chapter 11 Plan, with results far superior to those that would be seen from the two plans currently under consideration.

Finally, the customer-owned utility structure would allow PG&E to begin the process of restoring public confidence, in part by allowing the public to have greater role in determining decisions that increasingly have come to define matters of life and death. To the extent that the public continues to believe that a profit motive has dominated PG&E's decision making, the enterprise will never regain the trust of its customers, its regulators, and public policy-makers. It is time to pass control of the company from geographically distant investors to its customers.

Although recent actions bring the urgency of change into sharp relief, we do not pursue this option out of mere anger or angst. Rather, the moment compels PG&E's transformation. AB 1054 was a response to the realization that customers will be called upon to bear billions of dollars of costs associated with wildfire recovery and payment of claims. We face the need for a completely re-engineered and reconstructed system to adapt to the realities of climate change and poorly maintained infrastructure. PG&E cannot meet these challenges if it stumbles out of bankruptcy, barely able to raise capital, and suffering prohibitive costs.

There is a better way, and we want you to consider it. Your proceeding is that opportunity. We urge that it not be a cramped or limited exercise, focused solely on getting through the current Chapter 11 case.

We stand ready to participate in these proceedings, and to work with you. However, we again urge that the scope of your inquiry must address these broader and compelling matters that go well beyond the immediate desire to simply get through the bankruptcy proceeding. The Commission must do more than approve a Plan – any Plan – merely so that the bankruptcy can be concluded. This situation requires a full and comprehensive effort to chart a sustainable course for the future of PG&E, one that will serve the interests of its customers, and position the company to meet the challenges we will face from a changing climate.

Signed:

Mayor Sam Liccardo, City of San José  
Mayor Darrell Steinberg, City of Sacramento  
Mayor Libby Schaaf, City of Oakland  
Mayor Michael Tubbs, City of Stockton  
Mayor Ted Brandvold, City of Modesto  
Mayor Steve Ly, City of Elk Grove  
Mayor Barbara Halliday, City of Hayward  
Mayor Larry Klein, City of Sunnyvale  
Mayor Jesse Arreguin, City of Berkeley  
Mayor Tom Butt, City of Richmond  
Mayor Drew Bessinger, City of Clovis  
Mayor Randall Stone, City of Chico  
Mayor Julie Winter, City of Redding  
Mayor Ian Bain, City of Redwood City  
Mayor Brett Lee, City of Davis  
Mayor Martine Watkins, City of Santa Cruz

President Carole Groom, San Mateo County  
Board of Supervisors  
Chair Ryan Coonerty, Santa Cruz County  
Board of Supervisors  
Chair Kate Sears, Marin County Board of  
Supervisors  
Chair Don Saylor, Yolo County Board of  
Supervisors  
Chair Mark Medina, San Benito County Board  
of Supervisors

Mayor Teresa Barrett, City of Petaluma  
Mayor Heidi Harmon, City of San Luis Obispo  
Mayor Dominic Foppoli, City of Windsor  
Mayor Jack Dilles, City of Scotts Valley  
Mayor Amy Harrington, City of Sonoma  
Mayor John Dell'Osso, City of Cotati

cc:

Hon. Gavin Newsom, Governor  
Hon. Toni G. Atkins, President Pro Tem, California State Senate  
Hon. Anthony Rendon, Speaker of the California Assembly  
Hon. Ben Hueso, Chair Senate Committee on Energy, Utilities & Communications  
Hon. John M.W. Moorlach, Vice Chair Senate Committee on Energy, Utilities &  
Communications  
Hon. Chris R. Holden, Chair Assembly Committee on Utilities & Energy  
Hon. Jim Patterson, Vice Chair Assembly Committee on Utilities & Energy  
Administrative Law Judge Peter Allen  
Service List I.19-09-016

## **The Basics: Converting PG&E to a Customer-Owned Utility**

### **Our Current Challenge**

The crisis in California's electric utility industry has placed our region's health, safety, and prosperity at serious risk.

- The Governor and the Legislature have taken important steps in response, through the creation of a Wildfire Fund, to reduce the statewide financial risk of wildfire-based losses to its utilities. While very helpful, PG&E suffers from more systemic and extraordinary problems than the Fund can solve.
- PG&E's January 2019 bankruptcy filing has opened the door to completely new solutions to deal with the Company's failure. However, the two proposals before the bankruptcy court— one from PG&E and the other from a group of its creditors —do little to resolve this crisis, while proposing to compensate wildfire victims with a dubious package of cash and new PG&E stock, and to use high interest rate junk bonds as part of its pay-off for other debts. This crisis requires much more, however: substantive reform, and better alignment of PG&E's financial interests with the public interest.
- As an investor-owned utility, PG&E currently operates for the benefit of its shareholders, which may be appropriate in many contexts. In these grave circumstances, however, the short-term, shareholder-first financial focus of the Company has prompted a series of decisions that have severely undermined the safety and reliability of its service, to the great detriment of its 16 million customers.
- A broad coalition of mayors and other local leaders, representing millions of PG&E customers, has proposed a totally new approach: converting PG&E into a customer-owned utility.
- A customer-owned business will have a simple focus: serving its ratepayers safely, reliably, and cost-effectively. This business model has a proven track record: nearly 900 customer-owned cooperatives all across our country already furnish electric power to more than 40 million Americans.
- Even without the poor decisions that have put PG&E back into Chapter 11 for the second time in 20 years, the utility would face an enormous financial burden to make the grid resilient to the challenges of climate change. Tens of billions of dollars will be required for hardening, cyber-security, and wildfire protection, threatening customers with significant rate increases. A customer-owned utility will have both greater and lower-cost access to capital to address those financial needs, which means lower rates for customers.

### **PG&E's Future Cannot Rest In the Hands of the Hedge Funds Currently Competing in Bankruptcy Court**

Chapter 11 reorganization has two functions: to repay what the company owes, and to create a financially viable successor business that will not have to seek further court protection. Neither group now competing for ownership of PG&E offers a long-term path for creating a viable, sustainable utility.

- PG&E has accrued indebtedness exceeding \$25 billion to financial institutions and trade creditors, and also faces a rapidly growing mountain of tort claims arising from 2017, 2018 and 2019 wildfires that have crippled the company.
- Both groups of hedge funds have proposed deeply flawed plans of reorganization: the Company plan unduly protects the shareholders represented in its group, while the competing plan predictably benefits bondholders that dominate its interests.
- While competing claimants have consumed all of the attention in bankruptcy court, the Bankruptcy Code also requires the creation of a new reorganized utility to emerge from bankruptcy as a financially sustainable company. The two groups fighting over PG&E's assets have presented plans demonstrating little regard for the future viability for the company, and particularly for its need to raise the tens of billions of dollars to rebuild and repair an unsafe power grid.
- The current competing plans are something of a shell game, variously using - depending on the plan - an ever-changing combination of some cash, some investment-grade debt, some high-cost junk bonds, and some new stock of speculative value in a reorganized PG&E to pay claims and/or reward shareholders. Both approaches pay only lip service to the massive future challenge of rebuilding the grid and protecting customers from wildfire risk.
- Both plans emphasize immediate payment of their financial backers, leaving a fundamentally weakened PG&E vulnerable to a return to bankruptcy for a third time. The CPUC should disapprove both of the deeply flawed plans of reorganization that have been proposed.

## **A Customer-Owned Utility Best Serves Ratepayers and Our Communities**

We seek to repay wildfire victims and other creditors, as fully and fairly as possible— and even compensate equity owners of PG&E, if the Bankruptcy Court determines that to be appropriate — while creating a new utility that will serve our citizens safely, reliably, and cost-effectively. A customer-owned utility provides the best vehicle to accomplish these objectives, particularly where it must acquire and continually operate *all* of PG&E's electric and gas businesses.

- Two reasons support a customer-owned utility as the best path forward: (1) it provides access to capital at the lowest cost to pay creditor claims to exit bankruptcy, rebuild the company, and operate the utility, and (2) it re-aligns PG&E's financial interests with the public interest.
- A customer-owned utility can avail itself of less expensive access to capital for several reasons. By law, a customer-owned utility sets its own rates and determines how to recover its costs. Avoiding the uncertainties of governmental regulatory control over rates enables a customer-owned utility to have access to public market financing, eschewing much more expensive equity and conventional debt. An investor-owned utility's imperative to pay dividends to shareholders alone places much more burdensome capital costs on the company. As a result, a customer-owned entity may save as much as 50% in lower capital costs, translating to billions of dollars of savings in interest payments.
- Further, going forward a customer-owned utility will be exempt from federal taxation (we expect it will need to make whole its obligations on state and local taxes through in lieu payments, however), enabling the company to refocus save dollars for investment on critical maintenance and capital infrastructure.

- The magnitude of these savings becomes apparent when we consider that PG&E has projected that it will have to spend—and borrow—\$28 billion on system hardening and upgrades in the next four years. The financing savings unleashed by a cooperative model run in the billions of dollars, and if properly reinvested in grid resiliency, these savings will have a multiplier effect by reducing losses, mitigating claims, and dampening customer rate increases.
- The customer-owned utility’s leaner financing model also enables it to undertake essential insurance needs relating to future wildfire risk, including participating in the recently-established \$21 billion state wildfire fund, and other forms of risk management.
- Second, the different financing structure of a utility cooperative liberates it from the constant short-term imperative of maximizing shareholder value through the stock price. This will enable a new culture at the utility, one that can harmonize the goals of management and the workforce with the real needs of their customers and the public.
- The governing board of the utility will ultimately be responsible to customers, not shareholders, and the company will establish a formal process for incorporating ratepayer input into the board election process.
- In a customer-owned utility, the new governing board will determine whether to retain the current operating managers who were recently selected to run PG&E after its bankruptcy, or whether a new executive team should be chosen.
- A publicly-owned utility—as distinguished from the customer-owned model that we propose—has merit, and several municipal utilities have demonstrated strong track records. Conversion of an investor-owned PG&E to a publicly-owned utility, however, faces daunting hurdles. The California Constitution prohibits the state from owning a company. Purchasing the company also poses fiscal risk to the state, as Standard & Poor’s recently publicly stated that any state acquisition of PG&E would result in a downgrade of state bonds, increasing future financing costs on taxpayers. Finally, public acquisitions of private assets through eminent domain—and lengthy litigation—very often result in taxpayer payments in excess of the market value of the assets.

## **Bankruptcy Can Enable PG&E’s Transformation to a Customer-Owned Utility**

The Chapter 11 process provides a path for the conversion of PG&E to a utility cooperative.

- The Bankruptcy Code confers statutory authority on the Federal Courts to change the corporate form of a company in Chapter 11 as part of the reorganization process. This can be accomplished with or without the consent of the equity owners of the company.
- The cities and counties supporting creation of an electrical cooperative will propose their own Chapter 11 plan (the “Customer Plan”), just as the Company and the bondholders have each proposed a plan. The terms of this Customer Plan will convert PG&E into a customer-owned utility cooperative. It will pay claims in cash instead of using the uncertainties of the payment proposals of the other plans.
- The CPUC must review and approve the structure of whatever company emerges from bankruptcy. The coalition of local leaders submitted a November 4, 2019 letter to CPUC Board President Marlene Batjer, seeking to ensure that the agency’s scope of review incorporates consideration of a reorganized structure that will best serve the public. In her November 14, 2019 response, President Batjer observed that the Commission has already begun to discuss

“concepts such as mutual benefit corporations and similar models. There are many benefits from such models that warrant further consideration.”

- Perhaps most importantly, the Customer Plan will articulate a clear approach for financing the more than \$50 billion in debts and obligations of PG&E.
- If the Customer Plan is approved by the Bankruptcy Court and the CPUC, PG&E will emerge from chapter 11 as a customer-owned cooperative, with a new governing board, new ownership, a new financing structure, and board selection process focused on the best interests of the customers.

## **A Customer-Owned Model Can Best Meet Our Communities’ Expectations and Values**

- We have begun discussions with legislators who have expressed an interest in carrying a bill to implement a customer-owned model that meets our collective expectations for transparency and accountability in governance structure, and ensures that such good governance laws as the Brown Act and the Public Records Act apply appropriately to the company’s operations.
- We have drafted a set of guiding principles that articulate many of these specific objectives, and we continue to engage with our coalition of local leaders to improve those principles.
- We seek the wholesale transformation of every part of PG&E’s service area, so that no parts of the state will suffer disparate impacts from exclusion, and to ensure a geographically equitable governance structure. A customer-owned model will succeed only if it leaves no part of our state behind—particularly those rural regions that bear the burden for the high-voltage transmission infrastructure necessary for the grid’s proper functioning.
- In collaboration with the Legislature and Governor, we will aggressively advocate to ensure that in lieu fees are paid to state and local governments for any taxes for which a customer-owned utility might be exempt, to ensure that our local communities are made whole.
- We will insist that positive PG&E efforts to meet State clean energy and energy efficiency mandates, along with other public policy imperatives, will continue under a customer-owned utility structure.
- We will honor PG&E’s workforce. Although PG&E’s problems have many sources, they do not lie in its highly trained, skilled and motivated workforce. We will insist that the conversion to a customer-owned utility not affect their jobs, benefits, or pay structures, as articulated in existing contracts.

## **The Opportunity of Change**

Widespread hostility toward PG&E has become an unnecessarily regrettable fact of life in Northern California, the Central Coast, and the Central Valley. Anger over the Company’s failures and the suffering of our communities will not disappear with the mere emergence of a customer-owned entity. It will take time to rebuild confidence, and to rebuild the system. Nonetheless, a transformation of the company to a customer-owned cooperative opens the door to a more collaborative approach with the public and the state’s leadership. We aspire to create a company that fundamentally realigns its interest with the public interest.

# Customer Owned-Utility Operating Principles

## Geographic Inclusion and Equity

- The customer-owned utility would not seek to sever any portion of the current PG&E service area
- Governance and operations would reflect a priority for ensuring that no disparate negative impact is borne by any specific region, county, or city, as a result of the transformation of the utility.

## Governing Board Responsibilities & Selection Process

- Assumes ratemaking and capitalization responsibilities in place of CPUC regulation.
- Governing Board would oversee management of the organization, hire and/or retain senior management.
- Fiduciary duty of the Board would be to the customer-owners.
- Interim Governing Board nominees would be presented in the Bankruptcy Process.
- Selection of Governing Board members would be through a two-step process, with a nominating committee patterned on the CAISO selection process (see attached), vetting candidates for election.
- Organization charter would require board members to meet qualification requirements of competence, independence, and specific skill sets (e.g., safety, cyber-security, management, etc.).

## Power Supply Procurement

- Customer-owned utility would be subject to all State requirements for clean energy procurement, energy efficiency initiatives, etc. as they relate currently to the investor-owned utilities.
- Primary responsibility for power supply procurement in areas where qualified CCA's already procure power would shift to those qualified CCAs, who would become provider of last resort (POLAR) in their territory. ("Qualified" CCAs would meet good utility practices; including adopting risk management policies and procedures, adequate operating reserves, and limits on uses of ratepayer funds). The customer-owned utility would serve as backstop POLAR for the remaining customers whose communities choose not to form a CCA.
- The customer-owned utility would support new CCA formation and options to reduce costs for all ratepayers including options to reduce and stabilize the PCIA and other non-bypassable charges.
- The Customer Owned Utility would support local efforts to administer and implement public purpose programs such as energy efficiency and renewable energy programs funded through the public goods charge.

## Public Accountability

- Notwithstanding "private" entity legal status, Customer-owned utility would operate as though it were a public agency with regard to transparency and accountability of decision-making. That includes:
  - Compliance with applicable public record and open meeting rules, including the Brown Act and Public Records Act

- Prohibitions on organized political contributions or activities, except educational programs
- Outreach to underserved communities,
- Goals for women & minority contracting and employment,
- And other important public policy objectives.

### **Rate Impact & Credit Quality**

- Customer-owned utility would be committed to lowest cost financing for capital investments needed to maintain the grid, adhere to safety and reliability standards, realize energy policy objectives, and improve customer affordability.
- By charter, the organization would be required to maintain investment-grade credit quality.
- The current balance of rate allocation between urban and rural customers would be maintained.

### **Safety and Response**

- The customer-owned utility would be subject to state agency standards and oversight relating to health, safety & wildfire protection.
- The utility would develop a transparent, prioritized capital investment plan to address infrastructure needs of both the distribution and transmission system to prevent wildfires, reduce PSPS events, and improve overall reliability.
- Required Public Safety Power Shutoffs would be based on best practices, with a transparent decision-making structure, emphasis on coordination with local first responder and emergency service agencies, and high quality customer communication.
- A customer-owned utility would fully support development of distributed energy generation and storage, including local micro grids.

## REPORT TO CITY COUNCIL

City of Nevada City  
317 Broad Street  
Nevada City, CA 95959  
[www.nevadacityca.gov](http://www.nevadacityca.gov)

January 8, 2020

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**TITLE: Appeal of Planning Commission Decision to Deny an Architectural Review Application by John Conger for 224 Church Street**

**RECOMMENDATION:** After holding a Public Hearing, Council shall make a decision whether to uphold, overturn or modify the Planning Commission decision to deny the Architectural Review Application.

**CONTACT:** Amy Wolfson, City Planner

**BACKGROUND / DISCUSSION:**

The owner of the building, John Conger and his design team originally presented an application for exterior alterations of the subject building at the August 15, 2019 Planning Commission meeting. At the September 19, 2019 meeting, the Planning Commission approved a Use Permit for specified office uses on the ground floor and also approved architectural review for a newly proposed garage with upper story deck, to be located in the rear of the existing building. The Commission further approved exterior alterations at their Meeting held on October 17, 2019 and the Special Meeting held on October 30, 2019. Approved alterations are summarized below:

***Approved as presented at the September 19, 2019 Planning Commission Meeting:***

- Use Permit for office use on the ground floor (as conditioned)
- Pelton Wheel installed in the landscape area
- 300 sq. ft. garage
- Sign application
- Exterior lighting
- Exterior paint colors
- Balconies on the west and south elevations

***Approved as presented at the October 17, 2019 Planning Commission Meeting:***

- Approve the west and south side elevations as presented, including the garage addition.

***Approved as presented at the October 30, 2019 Planning Commission Special Meeting:***

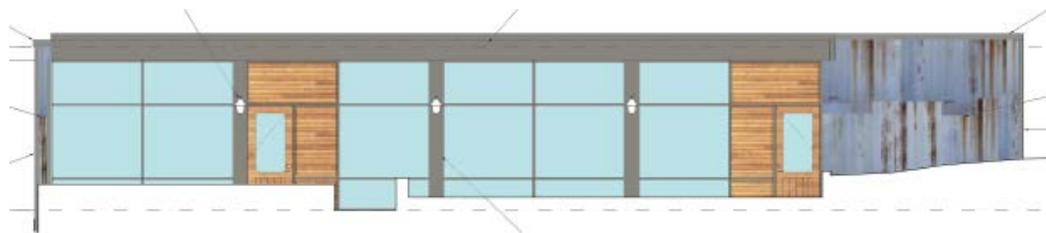
- East side elevations
  - cladding the rock face with a weathered ,corrugated metal,
  - add three false windows similar in style to those approved for the south side elevation;
- North side elevations
  - Add a wood panel door and wood panel door surround, stained to match the south-side garage door

**REVISED PROPOSAL DENIED:** After being approved for the east side elevation alterations, his neighbor expressed concern that the corrugated metal cladding and faux windows would create gaps between the rock face and metal that would potentially invite rodent and pest

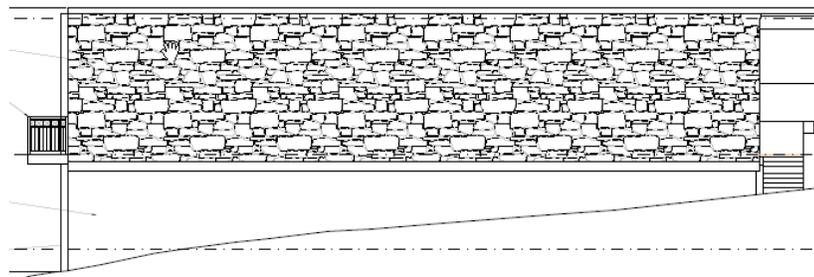
problems. As a result, Conger requested that the Planning Commission consider a revised Architectural Review proposal at their November 21, 2019 meeting. He requested that the Commission reconsider the metal cladding and faux windows and allow the rock face to remain as it. The Planning Commission denied Conger's proposal from the November 21<sup>st</sup> meeting based on it .being incompatible with Motherlode architecture. The final Architectural Review plan approved at the October 30<sup>th</sup> meeting, is still active and approved as presented. Below is a depiction of the elevations that were approve by the commission and those that were denied:



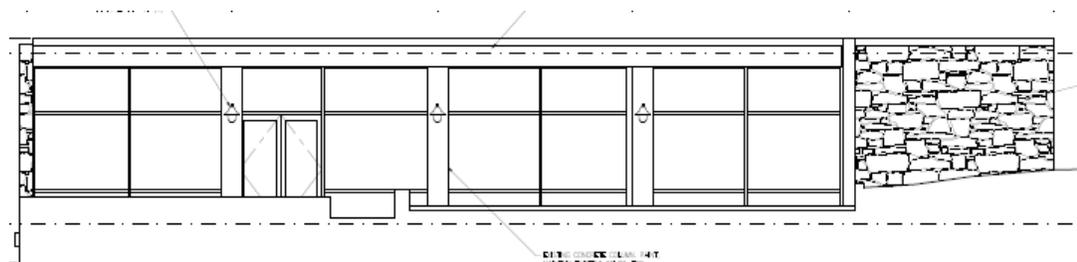
Approved  
East  
Elevation



Approved  
North  
Elevation



Denied  
East  
Elevation



Denied  
North  
Elevation

**REGULATORY CONSIDERATIONS:**

**Historical District:** Pursuant to Section 17.68.070 of the City Municipal Code, Stylistic conformance of alteration or new construction, all buildings which may hereafter be constructed or altered as to their exterior appearance within the historical district shall

substantially conform with the Mother Lode type of architecture with respect to their exterior appearance within public view.

**Parking:** The site plan indicates adequate parking spaces to serve the lower-level residential use (two per residential unit). However, the drive aisle is much narrower than the 24-foot standard, pursuant to parking lot design standards outlined in Section 17.80.040. Because this is an existing parking lot serving an allowed use, staff does not feel the parking lot needs to come into full compliance with current code standards. However, staff is recommending that the property owner prepare parking lot use etiquette and guidelines to be distributed to residential tenants so that maneuvering, ingress/egress, and residential access impacts are mitigated.

**Scenic Corridor:** The subject property is designated with a scenic corridor (SC) combining district. This designation is applied to land areas which are adjacent to roads and highways which are indicated on the General Plan with the symbol for scenic corridors, and as may be designated by the city council from time to time. These roadways are generally entryways to Nevada City which were recognized in the General Plan as being particularly important to protect the existing essential character of Nevada City, namely that of a small, compact historical town surrounded by green, wooded hills, by hiding development from view from the highways and preserving the existing tree cover to the greatest extent possible, and assuring visually pleasing corridors. The planning commission may require the incorporation of special conditions of approval or design features, prior to approval.

**Site Plan:** Section 17.88.010 provides that No building other than an accessory building, shall be erected for any use or uses, except single-family dwelling uses, until a site plan covering the parcel or parcels to be used has been approved or conditionally approved, as herein provided, and no building permit for such building shall be issued until such approval or conditional approval has been given. The project involves the remodel of an existing structure and the addition of a garbage enclosure and garage, considered accessory uses to the existing allowed uses. Therefore, processing requirements for a site plan are not applicable.

**Environmental Review:** Staff has determined that the project is exempt from environmental review pursuant to §15301 of the California Environmental Quality Act (CEQA) guidelines. The CEQA Guidelines for Categorical Exemption §15301, Existing Facilities “consists of operation, repair maintenance of existing public or private structures or facilities...involving no or negligible expansion of use beyond that existing at the time of the lead agency’s determination.”

### **STAFF RECOMMENDATION**

Staff recommends the following options for motions that may be made in response to the appeal request:

#### **Motion to Overturn/Modify**

1. In overturning and approving the revised Architectural Review application, as conditioned, for the proposed north and east elevations at 224 Church Street, Nevada City, CA, the City Council finds:

- a. that the revised elevations are generally compatible with Motherlode architecture;  
and
- b. that the revised elevations are compatible with the context of the surrounding neighborhood.

**RECOMMENDED CONDITIONS OF APPROVAL (if overturned):**

1. Nevada City contracts with the Nevada County Building Department for issuance of permits. The County will not issue permits unless the plans have been stamped and approved by Nevada City. Therefore, prior to issuance of a building permit, submit one digital copy of plans OR three sets of plans to Nevada City Planning Department, along with a filing fee of \$100 (made payable to the City of Nevada City). The plans will be reviewed by the City Planner and City Engineer for consistency with the approval and will require their signatures.
2. Material selections, colors, and all proposed work shall substantially comply with the exhibits presented and approved by the Planning Commission.
3. The property owner shall prepare parking lot use etiquette and guidelines to be distributed to residential tenants using the lower level parking lot so that maneuvering, ingress/egress, and residential access impacts are mitigated.
4. All State, Local, and Federal permits required for the project shall be the responsibility of the property owner including, but not limited to the following agencies, Northern Sierra Air Quality District (potentially for the fireplace), Nevada County Building Department, the Nevada City Engineer, and the Nevada City Fire Department.
5. The decision of the planning commission may be appealed to the city council not later than fifteen (15) days after this final action or decision. Any work during this period is at the applicant's own risk.

**Motion to Uphold**

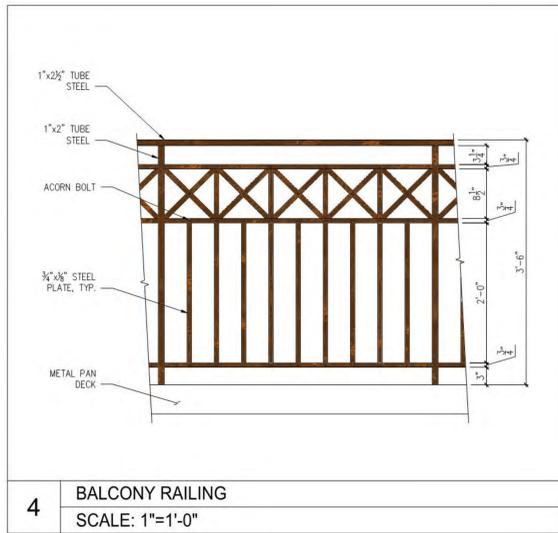
1. In upholding the Planning Commission's decision to deny the Architectural Review application for the proposed remodel at 224 Church Street, Nevada City, CA, the City Council finds:
  - a. that the revised elevations are not generally compatible with Nevada City's style of architecture; and
  - b. that the revised elevations are not compatible with the context of the surrounding neighborhood.

**ENVIRONMENTAL CONSIDERATIONS:** Because structures accessory to a residence meet criteria in the R1 zoning designation, as an allowed use on the property, local authority can only be ministerial in nature. Sections 21080 of the Public Resource Code, of the California Environmental Quality Act (CEQA), exempts ministerial projects from environmental review.

**FINANCIAL CONSIDERATIONS:** None

**ATTACHMENTS**

1. Elevation Set Approved by the Planning Commission
2. Elevation Set Denied by the Planning Commission
3. Public Comments (M. Morris)



Cedar Siding

Coventry Gray  
HC-169

Chelsea Gray  
HC-168

**MATERIALS LIST**

NOTE: THE FOLLOWING IS A SUMMARY OF THE PROPOSED EXTERIOR MATERIALS. HATCHES SHOWN MAY NOT BE TO SCALE. ALL EXTERIOR MATERIALS TO BE VERIFIED BY OWNER.

ENTRY FASCIA: EXISTING, TO REMAIN

STOREFRONT WINDOWS: EXISTING, TO REMAIN

WINDOWS: ANDERSON E-SERIES. DARK BRONZE METAL CLAD WOOD WITH SIMULATED DIVIDED LITES PER ELEVATIONS (7/8" WIDE MULLIONS, MIN.).

CMU BLOCK: BASALITE SHOT BLAST COLOR 790 OR 791, PAINT TO MATCH EXISTING

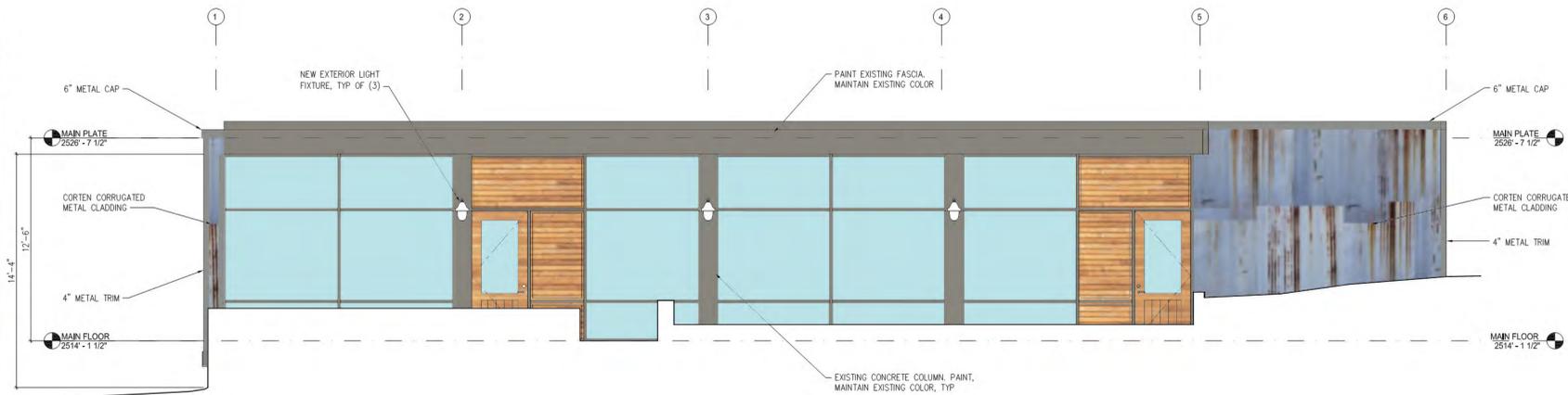
STONE VENEER: EXISTING, TO REMAIN

GARAGE DOOR: MCKSBUILDING.COM HERITAGE KNOTTY CEDAR, NO LITES COLOR - NATURAL WITH VAN DYKE BROWN GLAZE, LIGHT DISTRESSED

DWG. STATUS/REVISIONS
10/18/19 PLANNING RESUBMITTAL 2



3 LIGHT FIXTURE  
SCALE: 1/4"=1'-0"



PROJECT:  
224 CHURCH ST.  
TENANT IMPROVEMENT

APN: 005-390-004

OWNER:  
JOHN CONGER  
224 CHURCH STREET  
NEVADA CITY, CALIFORNIA 95959

DRAWN: W.J.R.

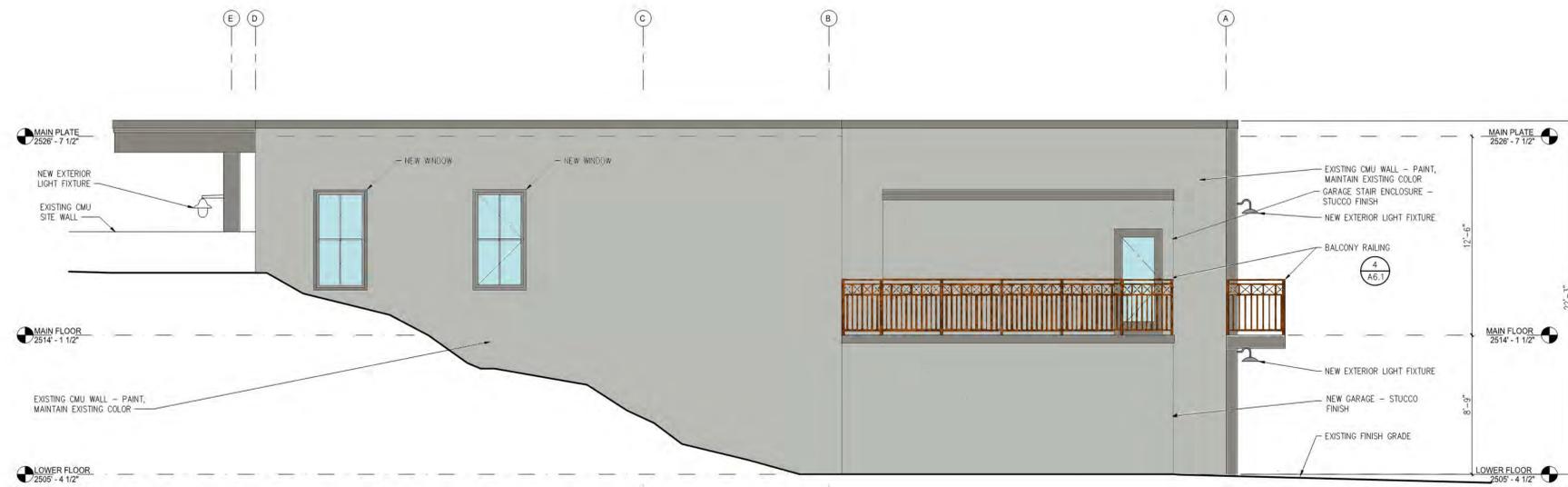
CHECKED: C.W.A.

DATE: 8/14/19

SCALE: AS NOTED

JOB NO.: 19035

EXTERIOR ELEVATIONS



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

**MATERIALS LIST**

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WINDOWS: ANDERSON E-SERIES, DARK BRONZE METAL CLAD WOOD WITH SIMULATED DIVIDED LITES PER ELEVATIONS (7/8" WIDE MULLIONS, MIN.)

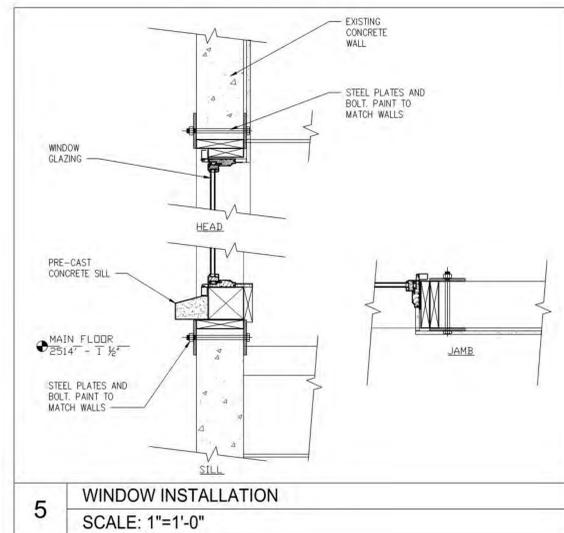
CMU BLOCK: BASALITE SHOT BLAST COLOR 790 OR 791, PAINT TO MATCH EXISTING

STONE VENEER: EXISTING, TO REMAIN

GARAGE DOOR: NICKSBUILDING.COM HERITAGE KNOTTY CEDAR, NO LITES COLOR - NATURAL WITH VAN DYKE BROWN GLAZE, LIGHT DISTRESSED

DWG. STATUS/REVISIONS

△	8/14/19	PLANNING SUBMITTAL
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5 WINDOW INSTALLATION  
SCALE: 1"=1'-0"



3 SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

PROJECT:  
224 CHURCH ST.  
TENANT IMPROVEMENT

APN: 005-390-004

OWNER:  
JOHN CONGER  
224 CHURCH STREET  
NEVADA CITY, CALIFORNIA 95959

DRAWN: W.J.R.

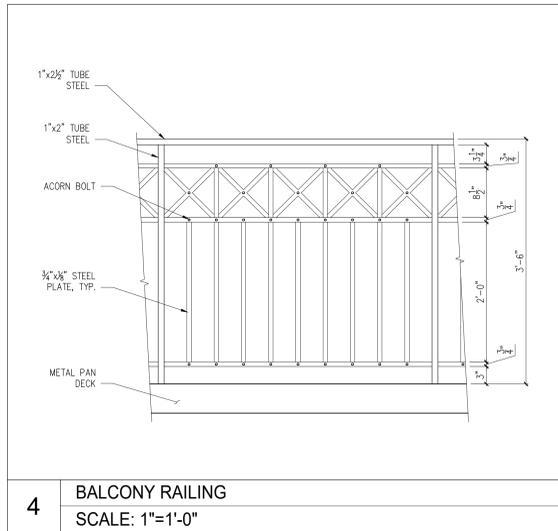
CHECKED: C.W.A.

DATE: 8/14/19

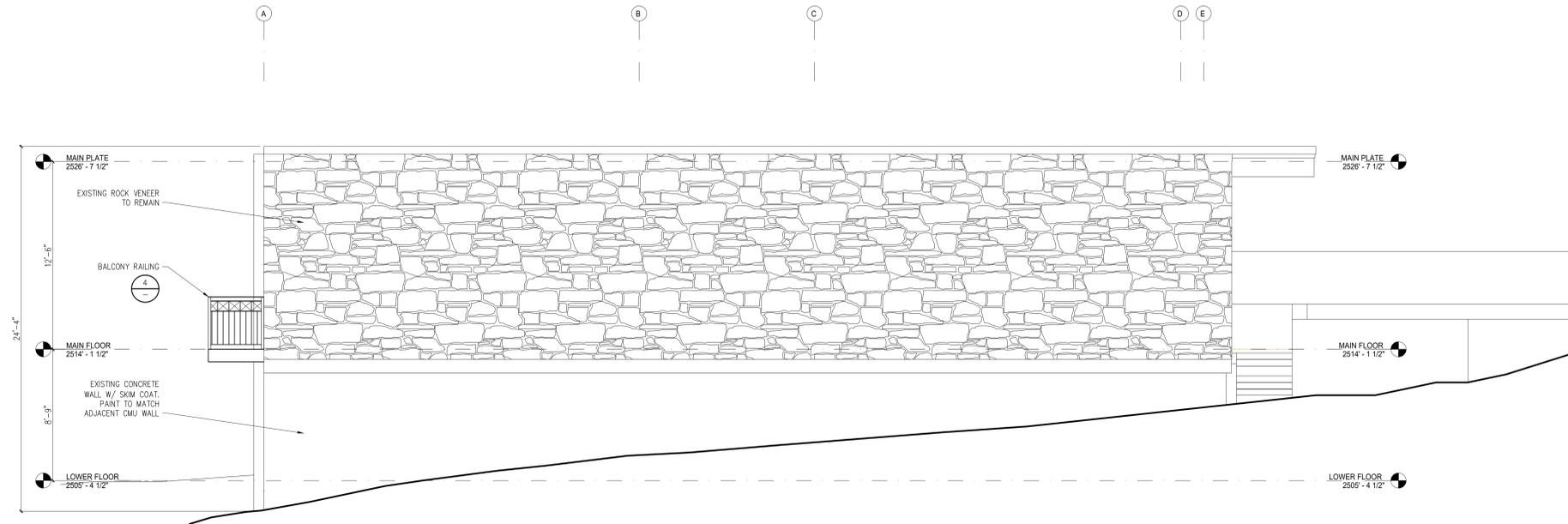
SCALE: AS NOTED

JOB NO.: 19035

EXTERIOR ELEVATIONS



4 BALCONY RAILING  
SCALE: 1"=1'-0"



2 EAST ELEVATION  
SCALE: 1/4" = 1'-0"

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STOREFRONT WINDOWS: EXISTING, TO REMAIN

WINDOWS: ANDERSON E-SERIES. DARK BRONZE METAL CLAD WOOD WITH SIMULATED DIVIDED LITES PER ELEVATIONS (7/8" WIDE MULLIONS, MIN.).

CMU BLOCK: BASALITE SHOT BLAST COLOR 790 OR 791. PAINT TO MATCH EXISTING

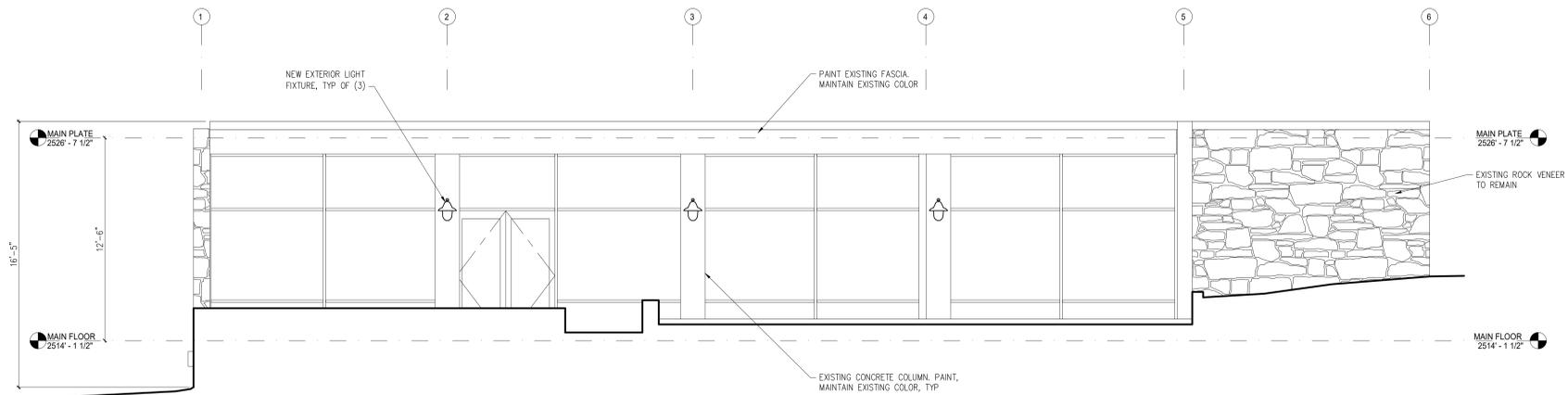
STONE VENEER: EXISTING, TO REMAIN

GARAGE DOOR: NICKSBUILDING.COM HERITAGE KNOTTY CEDAR. NO LITES. COLOR - NATURAL WITH VAN DYKE BROWN GLAZE, LIGHT DISTRESSED

DWG. STATUS/REVISIONS
△ 11/20/19 PLANNING REVIEW UPDATE



3 LIGHT FIXTURE  
SCALE: 1/4" = 1'-0"



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

PROJECT:  
224 CHURCH ST.  
TENANT IMPROVEMENT

APN: 005-390-004

OWNER:  
JOHN CONGER  
224 CHURCH STREET  
NEVADA CITY, CALIFORNIA 95959

DRAWN: W.J.R.

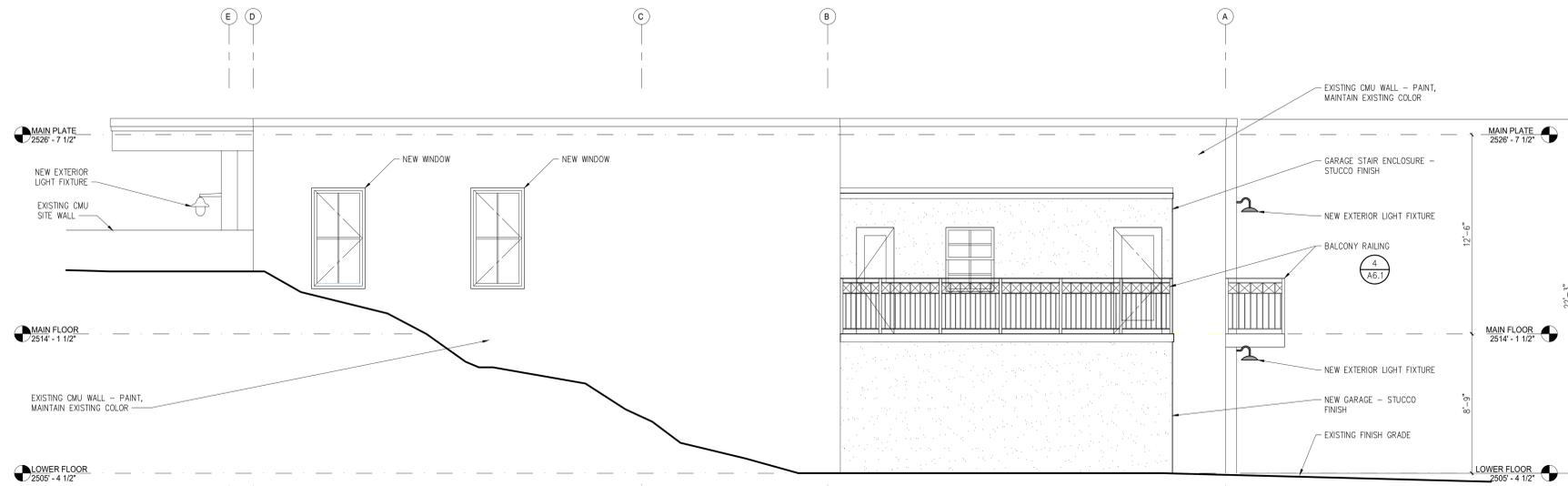
CHECKED: C.W.A.

DATE: 8/14/19

SCALE: AS NOTED

JOB NO.: 19035

EXTERIOR ELEVATIONS



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

**MATERIALS LIST**

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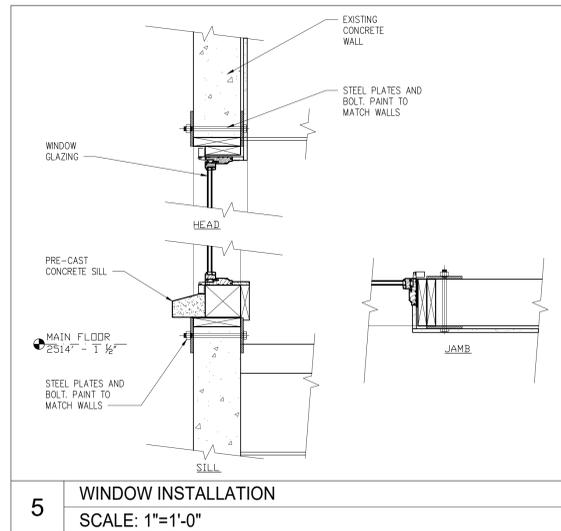
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**CMU BLOCK:** BASALITE SHOT BLAST COLOR 790 OR 791. PAINT TO MATCH EXISTING

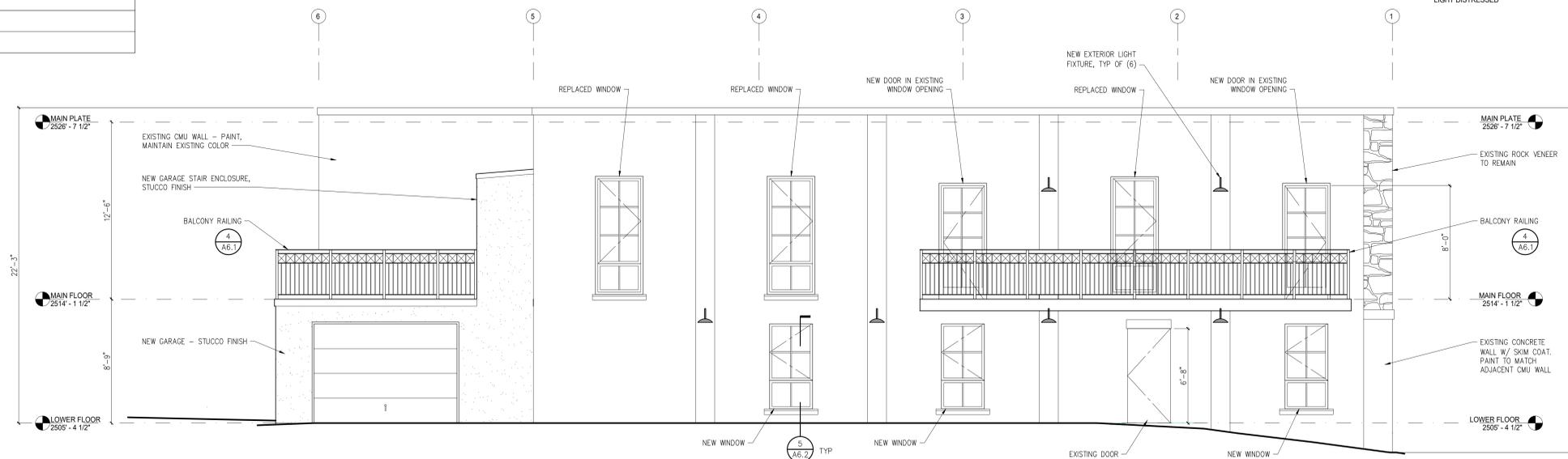
**STONE VENEER:** EXISTING, TO REMAIN

**GARAGE DOOR:** NICKSBUILDING.COM HERITAGE KNOTTY CEDAR. NO LITES COLOR - NATURAL WITH VAN DYKE BROWN GLAZE, LIGHT DISTRESSED

DWG. STATUS/REVISIONS
△ 11/20/19 PLANNING REVIEW UPDATE



5 WINDOW INSTALLATION  
SCALE: 1" = 1'-0"



3 SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

PROJECT:  
224 CHURCH ST.  
TENANT IMPROVEMENT

APN: 005-390-004

OWNER:  
JOHN CONGER  
224 CHURCH STREET  
NEVADA CITY, CALIFORNIA 95959

DRAWN: W.J.R.

CHECKED: C.W.A.

DATE: 8/14/19

SCALE: AS NOTED

JOB NO.: 19035

EXTERIOR ELEVATIONS

A6.2

Amy Wolfson, Nevada City Planner

Re: Planning Commission 224 Church Street denial

December 30, 2019

Dear Amy,

I am writing this because of recent actions by the Nevada City Planning Commission in connection with the proposed remodel of 224 Church Street. The commission feels it is safeguarding the look of historic downtown citing the 1968 Historical Ordinance to justify requiring new buildings and renovations adhere to the style described as "Motherlode" (encompassing local architectural expression from the year 1849 through 1900). While adherence to "Motherlode" style is a practical goal for new construction and renovation of nondescript or noncoherent existing buildings, it is not appropriate for buildings that existed prior to the ordinance's creation that are well-made examples of a historical style of a more recent era.

The building at 224 Church Street, built in 1962, originally housed Inter-County Title. It is directly across the street from the Courthouse Annex, built in 1964. Both these buildings are excellent examples of Mid-Century Modern and because they are both over fifty years old, should be considered historic and worthy of preservation.

Though this style of architecture has few fans locally, there are growing movements across the country fighting to preserve examples of mid-century modern architecture for generations to come. Carol Dyson, Chief Architect for the Illinois SHPO (State Historic Preservation Office), wrote: "The preservation of these mid-century commercial downtown buildings is complicated by both their familiarity and their incongruity. These historic resources from the 1940's, 50's and 60's often are ignored by preservation efforts because they are just too "new" for many to see them as culturally or historically significant. Furthermore, the sleek lines and smooth facades of post-war construction often contrast sharply with the earlier historic downtown buildings that all preservationists warmly embrace. To further complicate the issue, the new materials, technologies, and design assemblies of the mid-century often require new approaches to building repair and conservation. Yet these buildings reflect important developments in style, design, economics, and technology that swept across a newly consumer-oriented America in the mid-century." Pertinent to the 224 Church Street property: "Additional materials and motifs were also added to commercial vocabularies. Structural Expressionism and Brutalism both brought smooth and rough-textured concrete to main street and natural elements, such as brick and stone and wood materials, began to show up on commercial structures. These were sometimes described as 'Californian Style' or 'Suburban Modern' at the time."

Maybe it would help the commission value the building more if they knew nearby cities like Reno and Sacramento are starting to nominate mid-century buildings for inclusion in

the National Register of Historic Places. Sacramento recently conducted a survey of mid-century modern buildings to evaluate preservation goals.

Though Nevada City's Historic Ordinance stresses stylistically non-conforming buildings need to "substantially conform to Motherlode Style" of architecture when altered or remodeled, this has not been practiced with some buildings that diverge from that style, most notably, the Art Moderne City Hall building, built in 1937 and remodeled extensively at the beginning of this century. Art Moderne is a forward-looking, progressive style embracing new ideas and representing a cultural optimism that was sorely needed after World War I and the Great Depression. Likewise, Mid-Century Modernism dispensed of all prior architectural references, embraced advances in technology, and aimed toward a more productive future for humanity.

Perhaps the strongest argument for preserving the look of the Inter-County Title building at 224 Church Street is because it is one of just two buildings in downtown Nevada City representing this style of architecture. This building and the Courthouse Annex were the last two purely modern buildings built before the Historic Ordinance was approved. In lieu of affixing corrugated metal over the rubble rock (as recommended by the commission), maybe a plaque could be installed on the concrete wall of the Main Street side of the building stating: "Inter-County Title Building erected in 1962. This building and the neighboring Courthouse Annex are two examples of Mid-Century Modern architecture; the Annex in the International Style, and the Title Building in the California Modern Style. These were the last two non-derivative modern buildings built in downtown Nevada City prior to the 1968 Historic Ordinance. All subsequent construction must "substantially conform" to "Motherlode" architecture."

In closing, I would urge commissioners and Council to re-evaluate Mid-Century Modernism on its own merits. Look at 224 Church Street with new eyes. Check out the moss and lichen that is making its home in the rubble rock. Imagine the new paint and tended landscape enhancing the clean lines of the front. This building will never "substantially conform" with "Motherlode." And like the two Art Moderne buildings, it shouldn't have to.

Thank you for your consideration,

Miriam Morris

Notes:

The following section of the Nevada City municipal code is in direct conflict with the Historic Ordinance where post-1900 buildings are concerned:

The Nevada City municipal code section 15.12.010 – Review standards, states:

"The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

All buildings, structures and site shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.”

Below are two examples of California Style Mid-Century Modern that utilize rustic rock. The first is in Sacramento, the second in Reno.







Lichen growth on the “ugly” rubble stone, Main Street side of 224 Church.



*The City of Nevada City is working hard on a variety of projects and activities to serve the community. This correspondence provides the City Council and citizens with a periodic update on citywide activities and events.*

*~ Catrina Olson, City Manager*



### KUDOS

- **Goodbye to 2019 Hello 2020**  
A very huge thank you to the entire AWESOME staff at City Hall. I feel extremely fortunate to work with such a talented and dedicated group of people. Your hard work and diligence throughout the year are extremely appreciated. I look forward to a safe, happy and productive 2020.
- **City Council and Planning Commission**  
Thank you to all of the City Council and Planning Commission. This City's residents, businesses, and staff are fortunate to have volunteers as dedicated as all of you. Your hard work and dedication to this City is greatly appreciated. I look forward to our continued progress in making this City the best it can be in 2020. THANK YOU ALL AGAIN!!!

### COMPLETED AND ONGOING CITY PROJECTS

- **Residential Chipping Program**  
The program has slowed down but is still available. Take advantage of this program. Just because fire season is at a close, doesn't mean that the vegetation clean up shouldn't continue throughout the year.
- **New Fire Engine**  
The new Nevada City Fire Engine has an extended arrival and is now due to arrive March 2020.
- **Fire Department Activity**  
The holiday season was quiet for the Fire Department. Burning of the large debris piles was supposed to happen December 30, 2019 but was postponed until sometime January 2020. The Fire Department has been involved with performing cannabis business inspections. It was noted that the New Mohawk building is built out and the current cannabis business inspections are now occurring at the Searls Avenue building.

- **PG&E Power Line Project**  
Division Chief Goodspeed is working with PG&E regarding a power line that runs through the Deer Creek Canyon west of Nevada City that is lacking fire clearance and creating a hazard. Nevada City Fire Department has a working group consisting of PG&E, immediate property owners, City and County elected officials, local fire districts and Firewise Communities. They are currently working with affected property owners to get permission to do the clearing under the lines. This project is a work in progress.
- **Providence Mine Vegetation Clean-Up**  
Division Chief Goodspeed will be working with the Washington Ridge Crew on vegetation clearing at Providence Mine past the gate to the creek.
- **Unenforced Smoking Areas Pilot Project**  
Signs and receptacles are in...the unenforced smoking area pilot project is in full swing. Contact the City Manager with feedback on the program.
- **Commercial Street One-Way Pilot Project**  
August 5, 2019 the One-Way Pilot Project began. Watch for the one-way and be safe. This item is due to be discussed at the January 8, 2019 meeting for implementation.
- **Wastewater Treatment Plant and Water Treatment Plant Activity**  
Staff is continuing to work with the State on applicable compliance projects to improve the Wastewater Plant operations.
- **South Pine Street Railing, Sidewalks and Wall Rebuild**  
The sidewalk replacement portion of the project is complete. The railing will be installed the week of January 6, 2020.
- **Solar at the Old Airport**  
Staff is continuing to work with SEED and Sustainable Committee members to potentially find developers interested in a solar project at the Old Airport.
- **Planning**  
Amy Wolfson, City Planner is currently working with a Consulting Attorney to update the City's ADU Ordinance that will potentially be heard at the January 8, 2019 City Council Meeting. Also underway is a parcel map at Gold Flat Road.
- **Cannabis Update**  
3 Cannabis Business permits were issued this last week. 1 to Medicus Industries, LLC for distribution and manufacturing, 1 to Highest Health Collective for manufacturing and 1 to The Higher Commitment for a laboratory.
- **SB2 Grant**  
City Planner, Amy Wolfson has submitted the SB-2 grant application for projects totaling \$160k. The projects are to prepare a CEQA document for the Cottage Dwelling Ordinance, General Plan Safety Element update, Zoning Ordinance update to address ADU standard, reimbursement request for the Housing element update and permit processing software. The City is currently waiting to hear if it will receive funding.
- **Governor and OES Grant Funding**  
Police Chief, Chad Ellis submitted an OES grant application to fund several projects in relation to mitigating the PSPS events that the City and surrounding communities have faced. The City is seeking funding for a generator to operate all of City Hall (part of the project was started back in preparation for Y2K); a generator to run the pump station that

provides water to Lost Hill and Chief Kelly residents. It was noted during the outages that the pump station went down and the residents were not getting water served to their homes. Finally a generator for the Wastewater Treatment Plant Facility. Currently the WWTP has all of the necessary equipment to operate during power outages; however, that equipment is extremely aged so the City is seeking funding from OES for backup/replacement. The City is still waiting to hear if it will be receiving funding.

➤ **Proposition 68 Per Capita Grant Program**

The City submitted a questionnaire in June 2019 to receive determination if the City is eligible for funding through this program. The City should hear by January 2020 if it is eligible to receive recreational funds in the ratio of the City's population as to the combined total of the State's population with the minimum allocation of \$200,000.

➤ **Old Airport**

City Planner, Amy Wolfson, Parks, and Recreation Manager, Dawn Zydonis with the contracted Architect on the will be presenting a schematic of the Master Plan Design for the Old Airport Property at the January 8, 2019 City Council Meeting.

➤ **Department of Public Works**

The new LED lights are part of the PG&E approved on bill financing loan program and will be installed throughout City facilities beginning January 6, 2020.

➤ **Clampers Square**

The Nevada County Narrow Gauge Railroad Museum is underway at Clampers Square at the off-ramp at Sacramento Street.

➤ **Boulder Street Sidewalk Replacement and Waterline**

Replacement of the Boulder Street sidewalk began this week. This project will take approximately 2 months to complete. Please be aware that there will be detours around Boulder Street during the project work. Also during the month of January 2020, there will be a portion of a City waterline being replaced in front of the DPW Corporation Yard.

➤ **Parking Meter Fee Increase**

DPW has received the programming device to increase the fees at the meters. During the week of January 6, 2020, the meters will be re-programmed from \$.25 per hour to \$.50 per hour throughout the City.

➤ **Sugarloaf**

BYLT along with AmeriCorps have been clearing the way for the new trail at Sugarloaf. This is a work in progress. Currently an RTP grant, with the help from the County, is being written to obtain funding to be used toward the installation of the Sugarloaf Trail.

➤ **Waterline at Old Downieville Highway**

Phase one of the project has been completed.

## UPCOMING CITY PROJECTS

➤ **Sign Committee**

Council Members, Valerie Moberg and Duane Strawser met with City Manager, Catrina Olson, to discuss "sprucing" up and adding new signage in Nevada City. Staff is working on reviewing intersections on Commercial Street to begin updating signage. Currently the Department of Public Works Superintendent, Bubba Highsmith is working on a phased plan

to begin replacing City street signs and adding directional signage. This is scheduled to be presented to Council at the February 12, 2020 meeting.

- **Picnic Area Bathroom Remodel – Coming January 2020**
- **Water/Wastewater Underground Utility Replacement at Commercial Street – Spring 2020**  
This project is being reviewed by staff to be replaced with rehabilitation of upper Broad Street with SB1 funds
- **Community Development Block Grant (CDBG) Curb Cuts for American Disabilities Act (ADA) – January 2020**
- **Tabletop Crosswalks**  
Staff will be reviewing the best solutions for slowing traffic on Zion Street and Sacramento Street. The focus will be on the crosswalk near the Tour of Nevada City Bike Shop, the crosswalk at Zion Street and Sacramento Street and the crosswalk at Forest Hill Charter School. Staff will be looking into tabletop crosswalks and flashing signage.
- **Bicycle Parking – Spring 2020**
- **Nevada Street Bridge Rehabilitation – Spring 2020**
- **Clark Street**  
Staff is bringing forward an item to the January 8, 2020 meeting asking for Council direction to move forward with a one-way feasibility study at Clark Street based on residential and staff requests and concerns about traffic on that street.

## **ADMINISTRATION**

- **Personnel**  
Police Officer Bryan Fish completed the Academy on December 19, 2019 and started to work with the Department last week. Josephine Hodges is the newest addition to the Police Department as the Records Coordinator, stop by and meet her.
- **Extreme Weather Shelter**  
The extreme weather shelter agreement became active November 1, 2019. The agreement runs through March 31, 2019. The Extreme Weather Shelter was open at the Veteran's Building November 26 – 29, 2019.
- **Audited Financials FY 18/19**  
The audited financials for FY 18/19 will be presented at the February 12, 2019 by the audit firm R.J. Ricciardi, Inc.
- **Campaign Season has Begun**  
Candidates in the running....David "Sparky" Parker – Incumbent, Reinetta Senum – Incumbent, Daniela Fernandez, Rick Ewald, Douglass Fleming, Lorraine Reich and Niel Locke for City Clerk – Incumbent.
- **City Attorney**  
The City will be transitioning to a new City appointed Attorney through Jones and Mayer. Consulting Attorney, Hal DeGraw will remain with Jones and Mayer and will be available to work on special projects for the City.

## COMING SOON....

- **Website Refresh...coming soon**  
City Manager, Catrina Olson, Administrative Services Manager, Loree' McCay, and Parks & Recreation Manager, Dawn Zydonis, will be working with MunicipalCMS, LLC. on an update and "refresh" to the Nevada City website.
- **Pre-Treatment Discharge Ordinance for Wastewater – January 2020**  
The City will be looking to setting regulations for discharge related to business/industry that have significant impacts on the Wastewater Treatment Plant. This will help create processing efficiencies for the City's plant facility. The City has sent letters to heavy commercial dischargers to begin the discussion about mitigating impacts on the Wastewater Treatment Plant. Currently the City is in sampling mode collecting data throughout Nevada City to help better inform
- **Bureau of Land Management (BLM)**  
The City has been notified that BLM will be doing fuel reduction on the land surrounding the Water Treatment Plant with grant funding they have received.
- **Soap Box Derby**  
Look for the Soap Box Derby to return July 2020 at Pioneer Park, possibly the 11<sup>th</sup> of the month and being sponsored by KNCO.

## DON'T FORGET AND MISCELLANEOUS INFO

- **New Bathroom at the Pioneer Park VANDALIZED**  
We've seen the 1<sup>st</sup> snowstorm so it's time to winterize. The Tennis Court bathrooms were the only bathrooms being left open during the day. The rest have been closed for the winter. The brand new bathrooms have been vandalized. There were fires made in the toilets, which will need to be replaced, the vents were kicked in and the locks were broken. DPW staff will now be closing the bathrooms at 3PM and the PD will be locking them before dusk on the weekends.
- **City Birthday**  
Currently staff with Council Member Parker are working on the details to throw another awesome City Birthday Party. Tentative date Thursday April 16, 2020. Mark your Calendars!!