



**REGULAR CITY COUNCIL MEETING
WEDNESDAY, JUNE 24, 2020**

**Closed Session – 6:15 PM
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**

The City Council welcomes you to its meetings which are scheduled at 6:30 PM on the 2nd and 4th 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.

In order to minimize the spread of the COVID 19 virus Governor Newsom has issued Executive Orders that temporarily suspend requirements of the Brown Act. Please be advised that the Council Chambers are closed to the public and that some, or all, of the City of Nevada City, City Council Members may attend this meeting telephonically.

1. You are strongly encouraged to observe the City Council meetings live on PUBLIC TELEVISION CHANNEL 17, ONLINE AT THE CITY'S WEBSITE WWW.NEVADACITYCA.GOV or [Nevada City Public Meetings-YouTube Channel](https://www.youtube.com/channel/UCv1v1v1v1v1v1v1v1v1v1v1) or at [HTTP://NEVCO.GRANICUS.COM/PLAYER/CAMERA/2?PUBLISH_ID=7](http://NEVCO.GRANICUS.COM/PLAYER/CAMERA/2?PUBLISH_ID=7) (If you are unable to view the meeting live on YouTube please use one of the other 3 methods).

2. If you wish to make a comment on a specific agenda item, please submit your comment via email to NEVADACITY.OLSON@GMAIL.COM. Comments will be accepted at the email provided through the live meeting. PLEASE INCLUDE YOUR NAME AND ADDRESS IN YOUR COMMENT, AS WELL AS, INCLUDING THE AGENDA ITEM LETTER AND NUMBER IN YOUR SUBJECT LINE. Additionally, for comments during the meeting subscribe to the City's youtube channel Nevada City Public Meetings and submit your public live during the meeting or send your text live during the meeting to [530-557-5026](tel:530-557-5026). Please keep your written comments to 3 minutes or less. Every effort will be made to read your comment into the record, but some comments may not be read due to time constraints.

3. In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in this meeting, please contact the Deputy City Clerk at (530) 265-2496 x133. Notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102.35.104 ADA Title II].

The City of Nevada City thanks you in advance for taking all precautions to prevent spreading the COVID 19 virus.

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: 6:15 PM

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.

1. Pursuant to Government Code Section 54957.6 a closed session is requested for the purpose of meeting with the City Manager as the City Council's designated labor representative and the Administrative Services Manager with regard to negotiations with the Miscellaneous Employee's Association, Nevada City Management and Supervisory Employees, Police Supervisor's Association, Nevada City Police Officer's Association and the Nevada County Professional Firefighters, Local 3800.

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: “A Proclamation of Appreciation”

PRESENTATIONS:

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, COMMITTEE REPORTS AND FUTURE AGENDA ITEMS:

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:** Fire Activity Report – May 2020
Recommendation: Receive and file.
- B. Subject:** Nevada City’s Special Tax (1986) and Special Tax (Measure K) for the Fiscal Year 2020/2021
Recommendation: Pass Resolution’s 2020-XX and 2020-XX, Resolutions of the City of Nevada City Requesting the Nevada County Auditor-Controller and Tax Collector to Collect Nevada City’s Special Tax (1986) and 2002 Special Tax (Measure K) for the Fiscal Year 2020/2021.
- C. Subject:** A Resolution of the City of Nevada City, City Council, Approving the Amendments to Memorandum of Understanding (MOU) Agreements Between the City and All Five (5) Bargaining Units Effective June 13, 2020 - June 30, 2021
Recommendation: Pass Resolution 2020-XX, a Resolution of the City of Nevada City, City Council, approving the amendments to Memorandum of Understanding (MOU) Agreements between the City and all five (5) bargaining units effective June 13, 2020 - June 30, 2021.
- D. Subject:** City of Nevada City Response to 2020 Nevada County Grand Jury Report, Wildfire Prevention: Let’s Treat it as if Our Lives Depend on it
Recommendation: Review and authorize response to 2020 Nevada County Grand Jury Report, Wildfire Prevention: Let’s Treat it as if Our Lives Depend on it.
- E. Subject:** Letter of Advocacy Regarding Jurisdictional Leadership - Resilience Roadmap & COVID19 Recovery
Recommendation: Review, approve and authorize the Mayor to sign the attached Jurisdictional Leadership - Resilience Roadmap & COVID19 Recovery letter.
- F. Subject:** Letter of Support Request from Nevada County Transportation Commission (NCTC) for Active Transportation Grant Application
Recommendation: Review, approve and authorize the Mayor to sign a letter of support for the Nevada County Transportation Commission (NCTC) for the Active Transportation Grant Application.
- G. Subject:** Local Transportation Fund (LTF) Claim for Transit and Paratransit Operations
Recommendation: Pass Resolution 2020-XX requesting the Nevada County Transportation Commission (NCTC) allocate \$98,545 of the City’s Fiscal Year 2020/21 Local Transportation Funds (LTF) for public transportation.

H. Subject: Acquisition of Easement and Right of Entry for Nevada Street Bridge Replacement Project

Recommendation: Ratify formal acquisition offers for sewer easement, temporary construction easement and Right of Way and authorize the City Engineer to sign the right-of-way contracts and agreements for the Nevada Street Bridge replacement project.

I. Subject: Action Minutes June 10, 2020 City Council Meeting

Recommendation: Review and approve City Council Meeting action minutes of June 10, 2020.

4. DEPARTMENT REQUESTED ACTION ITEMS AND UPDATE REPORTS:

A. Subject: Old Airport Solar Project Update

Recommendation: Receive and file.

B. Subject: A Resolution Approving a Local Early Action Planning (LEAP) Grant Application

Recommendation: Pass Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, authorizing an application for a Local Early Action Planning (LEAP) Grant Application program and 2) direct City staff to submit an application to the California Department of Housing and Community Development (HCD).

C. Subject: Collection of Delinquent Sewer and/or Water Accounts on the Nevada County Tax Roll

Recommendation: Pass Resolution 2020-XX, a Resolution requesting the Nevada County Board of Supervisors to authorize the County Auditor-Controller and the County Tax Collector to levy and collect delinquent sewer and/or water service charges against certain properties within the City of Nevada City.

5. PUBLIC HEARINGS:

6. OLD BUSINESS:

A. Subject: A Resolution Approving a Site Plan and Architectural Review Application for Development of the 56-Unit Affordable Housing Project at 170 Ridge Road

Recommendation:

1. Pass Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, approving a Site Plan and Architectural Review application for a proposed 56-unit affordable housing project at 170 Ridge Road, subject to Conditions of Approval, pursuant to Sections Section 17.88.010 and 17.88.040, of the City Municipal Code
2. Review, approve and authorize the Mayor to sign a letter in support of the Cashin's Field Affordable Housing Development at 170 Ridge Road, Nevada City, CA.

B. Subject: Commitment of Permanent Local Housing Allocation (PLHA) Capital Funds Loan for Cashin's Field Affordable Housing Project

Recommendation: Review, approve and authorize the Mayor to sign the letter of commitment for a loan of Permanent Local Housing Allocation (PLHA) funds for the Cashin’s Field Affordable Housing Project at 170 Ridge Road, Nevada City, CA.

7. NEW BUSINESS:

8. CORRESPONDENCE:

9. ANNOUNCEMENTS:

10. CITY MANAGER’S REPORT:

11. ADJOURNMENT

Certification of Posting of Agenda

I, Gabrielle Christakes, Administrative Services Technician/Deputy City Clerk for the City of Nevada City, declares that the foregoing agenda for the June 24th, 2020 Regular Meeting of the Nevada City City Council was posted June 19th, 2020 at the entrance of City Hall. The agenda is also posted on the City’s website www.nevadacityca.gov.

Signed June 19th, 2020, at Nevada City, California

Gabrielle Christakes, Administrative Services Technician/Deputy City Clerk

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

July 3, 2020	Holiday
July 8, 2020	Regular Council Meeting
July 22, 2020	Regular Council Meeting
August 12, 2020	Regular Council Meeting
August 26, 2020	Regular Council Meeting
September 7, 2020	Holiday
September 9, 2020	Regular Council Meeting
September 23, 2020	Regular Council Meeting
October 12, 2020	Holiday
October 14, 2020	Regular Council Meeting
October 28, 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

June 24, 2020

TITLE: Fire Activity Report – May 2020

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 {05/01/2020} And {05/31/2020}

Alm Date	Alm Time	Location	Incident Type
05/01/2020	05:44:00	13841 TOBY TRL /Grass Val	320 Emergency medical service, o
05/01/2020	05:44:00	13841 TOBY TRL /Grass Val	320 Emergency medical service, o
05/01/2020	13:59:27	12595 CAVANAUGH LN /Nevad	141 Forest, woods or wildland fi
05/01/2020	18:41:37	MALTMAN DR AND BRUNSWICK/	320 Emergency medical service, o
05/02/2020	09:41:41	23 HEILMAN CT /Nevada Cit	700 False alarm or false call, O
05/02/2020	10:15:15	602 ZION ST /Nevada City,	531 Smoke or odor removal
05/02/2020	11:06:00	844 Old Tunnel Rd. /Nevad	411 Gasoline or other flammable
05/02/2020	11:06:31	844 OLD TUNNEL RD /Grass	
05/03/2020	16:56:34	11723 Marjon DR /Grass Va	611 Dispatched & cancelled en ro
05/04/2020	01:46:06	2054 Nevada City HWY /Gra	320 Emergency medical service, o
05/04/2020	09:36:15	17404 COOPER RD /Nevada C	611 Dispatched & cancelled en ro
05/04/2020	13:35:17	19720 LEGACY LN /Nevada C	141 Forest, woods or wildland fi
05/05/2020	18:55:41	17644 KNOLL TOP DR /Grass	320 Emergency medical service, o
05/05/2020	23:54:06	State Highway 20 1.5 mile	352 Extrication of victim(s) fro
05/06/2020	07:32:19	12388 Dobbins DR /Nevada	400 Hazardous condition, Other
05/06/2020	10:26:20	345 RAILROAD AV /Nevada C	300 Rescue, EMS incident, other
05/06/2020	13:28:22	15498 PINE KNOLL CT /Gras	320 Emergency medical service, o
05/07/2020	10:37:39	Brunswick RD & Idaho Mary	320 Emergency medical service, o
05/07/2020	20:02:18	13755 KENSINGTON KOURT /G	320 Emergency medical service, o
05/08/2020	06:22:10	295 JOERSCHKE DR #5 /Gras	320 Emergency medical service, o
05/08/2020	12:09:49	250 RACE ST /Grass Valley	320 Emergency medical service, o
05/09/2020	02:40:11	348 CLAY ST /Nevada City,	320 Emergency medical service, o
05/09/2020	06:46:45	328 Bridge WY /Nevada Cit	320 Emergency medical service, o
05/09/2020	08:53:13	HWY 49 AND ALLISON RANCH	321 EMS call, excluding vehicle
05/09/2020	11:22:10	12055 Ore De Gold CT /Nev	320 Emergency medical service, o
05/10/2020	12:05:04	State Hwy 20 HWY & Bright	143 Grass fire
05/10/2020	14:42:45	HWY 20 AND PINE NEEDLE LN	322 Motor vehicle accident with
05/11/2020	15:01:16	159 King Hiram DR /201/Ne	741 Sprinkler activation, no fir
05/11/2020	15:01:16	159 King Hiram DR /201/Ne	741 Sprinkler activation, no fir
05/11/2020	19:50:15	Satte Highway 20 at Vista	356 High-angle rescue
05/12/2020	11:55:44	9 KIDDER CT /Nevada City,	412 Gas leak (natural gas or LPG
05/12/2020	20:53:21	1262 SUTTON WY /Grass Val	320 Emergency medical service, o
05/12/2020	21:50:26	425 NIMROD ST #A /Nevada	320 Emergency medical service, o
05/13/2020	10:40:03	435 Henderson ST /P. O. B	113 Cooking fire, confined to co
05/13/2020	10:40:03	435 Henderson ST /P. O. B	113 Cooking fire, confined to co
05/13/2020	17:05:45	BANNER LAVA CAP RD AND RE	324 Motor Vehicle Accident with
05/14/2020	19:00:37	744 ZION ST #C /Nevada Ci	320 Emergency medical service, o
05/15/2020	01:52:22	180 Northridge DR /Grass	700 False alarm or false call, O
05/15/2020	02:18:51	HWY 20 LN & Stable LN /Ne	251 Excessive heat, scorch burns
05/15/2020	11:17:33	111 Bank ST /Grass Valley	700 False alarm or false call, O
05/15/2020	16:57:46	IDAHO MARYLAND RD AND BRU	
05/15/2020	17:31:08	150 SUTTON WY #211	
05/16/2020	16:29:59	HWY 20 AND WHITE CLOUD	
05/16/2020	16:29:59	HWY 20 AND WHITE CLOUD	
05/16/2020	16:29:59	HWY 20 AND WHITE CLOUD	
05/16/2020	19:31:00	437 ZION ST /Nevada City,	320 Emergency medical service, o
05/16/2020	19:31:00	437 ZION ST /Nevada City,	320 Emergency medical service, o
05/16/2020	19:31:00	437 ZION ST /Nevada City,	320 Emergency medical service, o
05/16/2020	19:31:00	437 ZION ST /Nevada City,	320 Emergency medical service, o

Station 54 Incident Responses

Alarm Date Between {05/01/2020} And {05/31/2020}

Alm Date	Alm Time	Location	Incident Type
05/16/2020	19:50:00	11854 CAROLINE LN /Nevada	745 Alarm system activation, no
05/16/2020	19:50:00	11854 CAROLINE LN /Nevada	745 Alarm system activation, no
05/16/2020	19:50:00	11854 CAROLINE LN /Nevada	745 Alarm system activation, no
05/16/2020	19:50:00	11854 CAROLINE LN /Nevada	745 Alarm system activation, no
05/17/2020	10:27:00	HWY 20 & 152 Dorsey DR /G	611 Dispatched & cancelled en ro
05/17/2020	10:27:22	HWY 20 AND DORSEY DR	
05/17/2020	19:31:00	841 OLD TUNNEL RD #24 RD	600 Good intent call, Other
05/17/2020	19:31:00	841 OLD TUNNEL RD #24 RD	600 Good intent call, Other
05/17/2020	21:37:40	15171 JULIA RANCH RD	
05/18/2020	00:46:55	212 WASHINGTON ST /Grass	700 False alarm or false call, O
05/18/2020	14:56:48	841 OLD TUNNEL RD /60 Uni	611 Dispatched & cancelled en ro
05/18/2020	15:01:28	775 OLD TUNNEL RD /314/Gr	611 Dispatched & cancelled en ro
05/19/2020	08:30:11	841 OLD TUNNEL RD #53 /Gr	321 EMS call, excluding vehicle
05/19/2020	09:27:23	407 GRACIE RD /Nevada Cit	320 Emergency medical service, o
05/19/2020	10:32:45	841 OLD TUNNEL RD #11 /Gr	320 Emergency medical service, o
05/19/2020	12:40:10	624 GOLD FLAT RD /Nevada	440 Electrical wiring/equipment
05/19/2020	14:46:50	400 RAILROAD AV #300 /Nev	320 Emergency medical service, o
05/19/2020	15:05:06	UREN ST & Nevada ST /Neva	324 Motor Vehicle Accident with
05/20/2020	11:08:29	821 ZION ST #B5 /Nevada C	320 Emergency medical service, o
05/21/2020	08:37:39	821 ZION ST /B5/Nevada Ci	320 Emergency medical service, o
05/21/2020	10:58:12	841 OLD TUNNEL RD #10 /10	320 Emergency medical service, o
05/21/2020	11:52:31	625 ESKATON CIR /Grass Va	700 False alarm or false call, O
05/21/2020	12:33:15	400 RAILROAD AV #309 /Nev	320 Emergency medical service, o
05/21/2020	18:01:51	CHAMPION RD AND OLD DOWNI	
05/21/2020	18:22:00	Creek Access trail off of	320 Emergency medical service, o
05/22/2020	12:27:46	330 Alexander ST /Nevada	554 Assist invalid
05/22/2020	21:01:24	11524 N Bloomfield Granit	611 Dispatched & cancelled en ro
05/23/2020	14:20:13	1130 E MAIN ST /3/Grass V	323 Motor vehicle/pedestrian acc
05/23/2020	16:29:30	10597 GOLD FLAT RD /Nevad	740 Unintentional transmission o
05/24/2020	11:03:57	HWY 20 AND BROAD ST OFF R	611 Dispatched & cancelled en ro
05/24/2020	11:15:16	775 OLD TUNNEL RD /Grass	622 No Incident found on arrival
05/24/2020	11:58:32	400 RAILROAD AV #410 /Nev	320 Emergency medical service, o
05/24/2020	22:18:31	CONSERVATION RD AND ROCK	631 Authorized controlled burnin
05/25/2020	09:32:07	13586 LAVA CAP MINE RD /N	320 Emergency medical service, o
05/25/2020	10:24:53	115 E BERRYHILL DR #31 /4	611 Dispatched & cancelled en ro
05/25/2020	16:15:15	12109 ORE DE GOLD CT /Nev	522 Water or steam leak
05/26/2020	03:40:00	107 CATHERINE LN #201C /G	320 Emergency medical service, o
05/26/2020	10:24:09	841 OLD TUNNEL RD #24 /Gr	320 Emergency medical service, o
05/26/2020	15:16:59		
05/26/2020	17:32:00	14945 Christmas Tree Lane	320 Emergency medical service, o
05/26/2020	17:32:52	14945 CHRISTMAS TREE LN	
05/26/2020	19:50:25	COYOTE ST AND N BLOOMFIEL	
05/27/2020	14:09:20	841 OLD TUNNEL RD #52 /Gr	320 Emergency medical service, o
05/27/2020	19:29:00	334 Bridge Way /Nevada Ci	611 Dispatched & cancelled en ro
05/27/2020	19:29:32	334 BRIDGE WY	
05/28/2020	01:38:35	12555 LOMA RICA DR /Nevad	700 False alarm or false call, O
05/28/2020	09:36:43	Pasquale RD & Mill Spring	463 Vehicle accident, general cl
05/28/2020	09:38:52	14398 SUGAR LOAF RD	
05/28/2020	15:21:20	121 DORSEY DR /Grass Vall	745 Alarm system activation, no

Station 54 Incident Responses

Alarm Date Between {05/01/2020} And {05/31/2020}

Alm Date	Alm Time	Location	Incident Type
05/28/2020	17:12:19	219 GLENWOOD RD /Grass Va	550 Public service assistance, O
05/29/2020	17:18:12	200 Dorsey DR /43/Grass V	320 Emergency medical service, o
05/29/2020	21:55:15	107 ARGALL WY /Nevada Cit	320 Emergency medical service, o
05/30/2020	00:34:41	14828 GREENHORN RD /Grass	611 Dispatched & cancelled en ro
05/30/2020	14:35:00	145 BOST AVE /Nevada City	320 Emergency medical service, o
05/30/2020	15:39:12	13313 GREENHORN RD /Grass	320 Emergency medical service, o
05/30/2020	18:12:01	17960 PURDON RD /Nevada C	463 Vehicle accident, general cl
05/31/2020	07:18:22	14242 DEEP CREEK RD	
Total Incident Count		106	

Nevada County Consolidated Fire District

Nevada City Incident List

Alarm Date Between {05/01/2020} And {05/31/2020}

Alm Date	Alm Time	Location	Incident Type
05/01/2020	15:51:19	925 MAIDU AVE /Nevada City,	320 Emergency medical service, other
05/02/2020	09:41:41	23 HEILMAN CT /Nevada City,	700 False alarm or false call, Other
05/02/2020	10:15:15	602 ZION ST /Nevada City, CA	531 Smoke or odor removal
05/02/2020	10:21:56	122 Martin ST /Nevada City, CA	320 Emergency medical service, other
05/02/2020	11:06:00	844 Old Tunnel Rd. /Nevada	411 Gasoline or other flammable
05/02/2020	13:59:00	640 Coyote ST /Nevada City,	320 Emergency medical service, other
05/06/2020	10:26:20	345 RAILROAD AV /Nevada City,	300 Rescue, EMS incident, other
05/06/2020	15:59:49	330 ALEXANDER ST /Nevada	554 Assist invalid
05/09/2020	02:40:11	348 CLAY ST /Nevada City, CA	320 Emergency medical service, other
05/09/2020	06:46:45	328 Bridge WY /Nevada City,	320 Emergency medical service, other
05/11/2020	15:01:16	159 King Hiram DR /201/Nevada	741 Sprinkler activation, no fire -
05/11/2020	21:27:05	760 ZION ST /4/Nevada City,	743 Smoke detector activation, no
05/12/2020	11:55:44	9 KIDDER CT /Nevada City, CA	412 Gas leak (natural gas or LPG)
05/12/2020	14:10:30	251 WILLOW VALLEY RD #8	320 Emergency medical service, other
05/12/2020	21:50:26	425 NIMROD ST #A /Nevada	320 Emergency medical service, other
05/14/2020	19:00:37	744 ZION ST #C /Nevada City,	320 Emergency medical service, other
05/16/2020	19:31:00	437 ZION ST /Nevada City, CA	320 Emergency medical service, other
05/19/2020	09:27:23	407 GRACIE RD /Nevada City,	320 Emergency medical service, other
05/19/2020	12:40:10	624 GOLD FLAT RD /Nevada	440 Electrical wiring/equipment
05/19/2020	14:46:50	400 RAILROAD AV #300 /Nevada	320 Emergency medical service, other
05/19/2020	15:05:06	UREN ST & Nevada ST /Nevada	324 Motor Vehicle Accident with no
05/20/2020	11:08:29	821 ZION ST #B5 /Nevada City,	320 Emergency medical service, other
05/21/2020	08:37:39	821 ZION ST /B5/Nevada City,	320 Emergency medical service, other
05/21/2020	12:33:15	400 RAILROAD AV #309 /Nevada	320 Emergency medical service, other
05/21/2020	14:42:51	188 Grove ST /Nevada City, CA	320 Emergency medical service, other
05/21/2020	18:22:00	Creek Access trail off of	320 Emergency medical service, other
05/22/2020	06:30:32	995 Helling WY /Nevada City,	320 Emergency medical service, other
05/22/2020	12:27:46	330 Alexander ST /Nevada	554 Assist invalid
05/24/2020	11:58:32	400 RAILROAD AV #410 /Nevada	320 Emergency medical service, other
05/24/2020	22:14:51	235 COMMERCIAL ST /Nevada	320 Emergency medical service, other
05/27/2020	19:29:32	334 BRIDGE WY	
05/29/2020	21:55:15	107 ARGALL WY /Nevada City,	320 Emergency medical service, other
05/30/2020	14:35:00	145 BOST AVE /Nevada City, CA	320 Emergency medical service, other
05/31/2020	15:22:02	925 MAIDU AVE /Nevada City,	320 Emergency medical service, other
05/31/2020	15:25:01	979 GOLD FLAT RD /Nevada	554 Assist invalid

Total Incident Count 35

Nevada City Incident Type Summary

Alarm Date Between {05/01/2020} And {05/31/2020}

District	False	Fire	Good	Hazard	Overpressu	Rescue	Service	Special
01	2	2	0	0	0	1	0	0
02	3	0	1	0	0	8	1	0
54	3	0	8	0	0	20	2	0
84	0	1	2	2	1	0	0	0
86	4	0	0	1	0	2	0	0
87	0	0	1	0	0	0	0	0
88	0	0	0	0	0	1	0	0
91	0	1	0	0	0	0	0	0
GRS	0	0	1	0	0	0	0	0
NCCFD	0	1	1	0	0	2	0	0
NEV	2	0	0	3	0	12	1	0
TNF	0	0	0	0	0	1	0	0
	14	5	14	6	1	47	4	0

Nevada County Consolidated Fire District

NEV Year-to-date Incident Participation

**Activity Date Between {07/01/2019} And
{05/31/2020}**

Staff Id/Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Percent
NEV-I026 Banks, Tristin	19	20	13	0	0	0	0	0	1	1	0	1	55	2.83
NEV-I016 Bunyan-Naulty, Coleton	0	1	0	0	0	0	0	0	0	0	0	0	1	0.05
NEV-I028 Carpenter, Walker	14	19	19	0	0	0	0	0	0	0	1	0	53	2.73
NEV-03 Cartzdafner, Kevin L	34	32	27	18	36	0	35	36	25	17	30	31	321	16.57
NEV-65 Chau, Michael	0	0	0	0	0	0	18	9	11	3	0	0	41	2.11
NEV-I023 Dambly, Trenton	35	63	25	0	0	0	28	31	22	33	24	26	287	14.81
NEV-019 Ellison, Connor	0	0	0	0	0	0	0	0	0	0	0	10	10	0.51
NEV-71 Ellison, Connor	64	55	25	48	63	0	0	1	8	45	39	55	403	20.80
NEV-72 Foster, Sean	58	37	55	45	39	0	0	0	11	56	56	43	400	20.65
NEV-09 Goodspeed, Samuel J	1	2	1	0	2	0	1	1	1	1	1	0	11	0.56
NEV-69 McDaniel, Jesse	0	0	0	0	0	0	40	25	17	9	0	0	91	4.69
NEV-70 Otani, Alex	0	0	0	0	0	0	28	29	15	0	0	0	72	3.71
NEV-15 Paulus, Daniel H	36	26	31	14	28	0	30	20	5	0	36	26	252	13.00
NEV-I024 Rodriguez, Ryan	0	0	0	0	0	0	22	38	48	37	18	20	183	9.44
NEV-I022 Rubinson, Jake	0	0	0	0	0	0	6	3	0	0	0	0	9	0.46
NEV-I027 Schaefer, Jack	31	17	18	0	0	0	0	0	0	0	0	0	66	3.40
NEV-74 Stark, Blake	53	41	63	53	49	0	0	1	0	1	56	54	371	19.15
NEV-I025 Tomlinson, Rodney	0	0	3	0	0	0	13	26	20	23	35	14	134	6.91

Total Runs by Month											
Jan	241	Feb	187	Mar	217	Apr	165	May	189	Jun	0
Jul	98	Aug	100	Sep	109	Oct	189	Nov	218	Dec	224

Grand Total Runs: 1,937

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Nevada City's Special Tax (1986) and Special Tax (Measure K) for the Fiscal Year 2020/2021

RECOMMENDATION: Pass Resolution's 2020-XX and 2020-XX, Resolutions of the City of Nevada City Requesting the Nevada County Auditor-Controller and Tax Collector to Collect Nevada City's Special Tax (1986) and 2002 Special Tax (Measure K) for the Fiscal Year 2020/2021.

CONTACT: Loree' McCay, Administrative Services Manager

BACKGROUND/DISCUSSION:

Nevada City has duly adopted a special tax pursuant to the provisions of California Government Code Section 53978 and which was approved by the voters on November 5, 2002.

The County collects said tax on behalf of the City of Nevada City that is to be applied to improved parcels on real property in tax code areas (02-000, 02-002 and 02-005). The County retains an appropriate fee for its expenses in collection by the County Auditor-Controller and Tax Collector by billing said tax on the secured tax roll and collect in the same manner as ad valorem County taxes on the secured rolls.

The attached Resolutions are brought to the City Council on an annual basis (June) for adoption.

ENVIRONMENTAL CONSIDERATIONS: None.

FINANCIAL CONSIDERATIONS: Not applicable.

ATTACHMENTS:

- ✓ Proposed Resolutions 2020-XX and 2020-XX Resolutions of the City of Nevada City Requesting the Nevada County Auditor-Controller and Tax Collector to Collect Nevada City's Special Tax (1986) and 2002 Special Tax (Measure K) for the Fiscal Year 2020/2021 and attachments

RESOLUTION 2020-XX

**A RESOLUTION OF THE CITY OF NEVADA CITY
REQUESTING THE NEVADA COUNTY AUDITOR-CONTROLLER
AND TAX COLLECTOR TO COLLECT NEVADA CITY'S SPECIAL TAX (1986)
FOR THE FISCAL YEAR 2020/2021**

WHEREAS, Nevada City has duly adopted a special tax pursuant to the provisions of California Government Code Section 53978 and which was approved by the voters on November 1986; and

WHEREAS, Ordinance 86-06 provides for the County to collect said tax on behalf of the City of Nevada City that is to be applied to improved parcels on real property in tax code areas (02-000, 02-002, and 02-005) and for the County to retain an appropriate fee for its expense in collection;

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

1. That the County Auditor-Controller and Tax Collector are hereby requested and authorized to collect the City's special tax as proposed by Nevada City's Ordinance 86-06 for the fiscal year 2020/2021 fiscal year and in accordance with the following schedules which are attached as Exhibits "A" and "B" and incorporated herein by reference and the County Board of Supervisors is requested to instruct the County Auditor-Controller and Tax Collector to bill on the secured tax roll and collect in the same manner as ad valorem county taxes on the secured rolls.
2. The County of Nevada shall be entitled to deduct the reasonable costs of collection and administration of this special tax before remitting the tax revenues collected to Nevada City.

PASSED AND ADOPTED at a regularly scheduled meeting of the City Council of Nevada City held on the 24th day of June, 2020 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Reinette Senum, Mayor

ATTEST:

Niel Locke, City Clerk

RESOLUTION 2020-XX

**A RESOLUTION OF THE CITY OF NEVADA CITY
REQUESTING THE NEVADA COUNTY AUDITOR-CONTROLLER AND TAX COLLECTOR
TO COLLECT NEVADA CITY'S 2002 SPECIAL TAX (MEASURE K)
FOR THE FISCAL YEAR 2020/2021**

WHEREAS, Nevada City has duly adopted a special tax pursuant to the provisions of California Government Code Section 53978 and which was approved by the voters as Measure K on November 5, 2002; and

WHEREAS, Ordinance 2002-06 provides for the County to collect said tax on behalf of the City of Nevada City that is to be applied to improved parcels on real property in tax code areas (02-000, 02-002, and 02-005) and for the County to retain an appropriate fee for its expense in collection;

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

1. That the County Auditor-Controller and Tax Collector are hereby requested and authorized to collect the City's special tax as proposed by Nevada City's Ordinance 2002-06 for the fiscal year 2020/2021 fiscal year and in accordance with the following schedules which are attached as Exhibits "A" and "B" and incorporated herein by reference and the County Board of Supervisors is requested to instruct the County Auditor-Controller and Tax Collector to bill on the secured tax roll and collect in the same manner as ad valorem county taxes on the secured rolls.
2. The County of Nevada shall be entitled to deduct the reasonable costs of collection and administration of this special tax before remitting the tax revenues collected to Nevada City.

PASSED AND ADOPTED at a regularly scheduled meeting of the City Council of Nevada City held on the 24th day of June, 2020 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Reinette Senum, Mayor

ATTEST:

Niel Locke, City Clerk

EXHIBIT A

**FY 20/21 - ADDITIONS, DELETIONS AND CHANGES TO FIRE DEPARTMENT
SPECIAL TAX
(As submitted in Exhibits A and B)**

2002 Tax (Code 598/Measure K)

<u>OLD APN</u>	<u>NEW APN(S)</u>	<u>TAX CODE AREA</u>	<u>INSTALL #1</u>	<u>INSTALL #2</u>
005-070-015-000	005-070-017-000	52201	\$12	\$12
005-470-007-000	005-470-036-000	52201	\$50	\$50

EXHIBIT B

1986 Tax – Code/306

<u>OLD APN</u>	<u>NEW APN(S)</u>	<u>TAX CODE AREA</u>	<u>INSTALL #1</u>	<u>INSTALL #2</u>
005-070-015-000	005-070-017-000	52202	\$6	\$6
005-470-007-000	005-470-036-000	52202	\$25	\$25

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: A Resolution of the City of Nevada City, City Council, Approving the Amendments to Memorandum of Understanding (MOU) Agreements Between the City and All Five (5) Bargaining Units Effective June 13, 2020 - June 30, 2021

RECOMMENDATION: Pass Resolution 2020-XX, a Resolution of the City of Nevada City, City Council, approving the amendments to Memorandum of Understanding (MOU) Agreements between the City and all five (5) bargaining units effective June 13, 2020 - June 30, 2021.

CONTACT: Catrina Olson, City Manager
Loree' McCay, Administrative Services Manager

BACKGROUND / DISCUSSION:

Four of the five bargaining units had a re-opener for salary as a part of each MOU for the fiscal year 20/21. The City of Nevada City is experiencing a substantial economic hardship, and has reopened negotiations with all bargaining units to negotiate salary and/or an extension of the term of the MOU agreement.

Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step raises as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedules for each of the Memorandum of Understanding agreements between the City of Nevada City and the bargaining units. The Police Officer's Association MOU was set to expire June 30, 2020.

Catrina Olson, the City Manager and Loree' McCay, the Administrative Services Manager met with each bargaining unit and drafted a side letter for each bargaining unit based upon what was discussed. The side letters were sent to each of the representatives of the bargaining units and these amendments were communicated to the effected employees and all units agreed upon the prepared side letters (Exhibits A-E).

These amendments, effective upon approval of Resolution 2020-XX by the City Council on June 24, 2020, amends and extends for one (1) year the Memorandum of Understanding between the City of Nevada City and the Nevada City Police Officers Association dated July 1, 2017 through June 30, 2020 (according to the Attached Exhibit A).

All other bargaining units' Memorandum of Understanding agreements were amended for salary only. The Nevada City Miscellaneous Employee's Association, the Nevada City Police Supervisor's Association, the Nevada County Professional Firefighters, Local

3800 and the Nevada City Management and Supervisory Employees all dated July 1, 2018 through June 30, 2021 (“the MOU’s”).

The City has also agreed to conduct a mid-year fiscal review to determine the City’s financial performance as compared to budget projections for a possible update to salary status (i.e. whether to continue or lift the freeze or to possibly enact more extreme budget measures including possible furloughs).

FISCAL IMPACT: Approximately \$225K savings overall if salary freeze and cost of living increase freeze measures remain in place for entire fiscal year.

ATTACHMENT:

- ✓ Resolution 2020-XX, a Resolution of the City of Nevada City, City Council, Approving the Amendments to Memorandum of Understanding (MOU) Agreements Between the City and All Five (5) Bargaining Units Effective June 13, 2020 - June 30, 2021
- ✓ Side Letters and Salary Schedules for each bargaining unit

RESOLUTION 2020-XX

A RESOLUTION OF THE CITY OF NEVADA CITY, CITY COUNCIL, APPROVING THE AMENDMENTS TO MEMORANDUM OF UNDERSTANDING AGREEMENTS BETWEEN THE CITY AND ALL FIVE (5) BARGAINING UNITS EFFECTIVE JUNE 13, 2020 - JUNE 30, 2021

THESE AMENDMENTS, effective upon approval of Resolution 2020-XX by the City Council on June 24, 2020, amends and extends for one (1) year the Memorandum of Understanding agreement between the City of Nevada City and the Nevada City Police Officers Association dated July 1, 2017 through June 30, 2020 (according to the Attached Exhibit A).

All other bargaining units' Memorandum of Understanding agreements were amended for salary only. The Nevada City Miscellaneous Employee's Association, the Nevada City Police Supervisor's Association, the Nevada County Professional Firefighters, Local 3800 and the Nevada City Management and Supervisory Employees all dated July 1, 2018 through June 30, 2021 ("the MOU's") were all reopened for Salary and all units agreed upon the terms of their respective bargaining unit Exhibits (Exhibits B-E).

WHEREAS, the City of Nevada City ("the City") is experiencing a substantial economic hardship, and has reopened negotiations with all bargaining units to negotiate salary and/or an extension of the term of the MOU agreement: and

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

1. Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step raises as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedules for each of the Memorandum of Understanding agreements between the City of Nevada City and the bargaining units.
2. The City has also agreed to conduct a mid-year fiscal review to determine the City's financial performance as compared to budget projections for a possible update to salary status (i.e. whether to continue or lift the freeze on salaries and vacant positions or to possibly enact more extreme budget measures including possible furloughs).

PASSED AND ADOPTED at a regularly scheduled meeting of the City Council of Nevada City held on the 24th day of June, 2020 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Reinette Senum, Mayor

ATTEST:

Niel Locke, City Clerk

**CITY OF NEVADA CITY
SIDE LETTER NO. 5 TO MEMORANDUM OF UNDERSTANDING**

TO: Catrina Olson, City Manager

FROM: Tim Ewing, Police Officer – Nevada City Police Officer Association (NCPOA) President

SUBJECT: Amendment No. 5 to the Nevada City Police Officers Association Memorandum of Understanding (MOU) – Including one year extension of MOU agreement effective July 1, 2017 through June 30, 2020 and attached salary schedule

EFFECTIVE DATE: June 13, 2020 – June 30, 2021

Parties to this agreement are the City of Nevada City (City) and Nevada City Police Officers Association (NCPOA)

The MOU agreement effective July 1, 2017 through June 30, 2020 between the City of Nevada City and the Nevada City Police Officers Association is set to expire June 30, 2020. Amendment No. 5 to the NCPOA MOU would extend the agreement for one year until June 30, 2021.

Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step increases as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedule for the Memorandum of Understanding between the City of Nevada City and the Nevada City Police Officers Association dated July 1, 2017 through June 30, 2020 according to Exhibit A, and including a salary schedule for FY 20/21 (attached).

The City has also agreed to conduct a mid-year fiscal review to determine the City's financial performance as compared to budget projections for a possible update to salary status (ie. whether to continue or lift the freeze or to possibly enact more extreme budget measures such as furloughs).

Catrina Olson, City Manager

Date

Loree' McCay, Administrative Services Manager

Date

Timothy Ewing, Police Officer

Date

Sean Mason, Police Officer

Date

Exhibit A

Police Officer

As of 7/1/17

	A	B	C	D	E	F
Monthly	\$ 4,215	\$ 4,425	\$ 4,647	\$ 4,879	\$ 5,125	\$ 5,382
Hourly	\$ 24.32	\$ 25.53	\$ 26.81	\$ 28.15	\$ 29.57	\$ 31.05

Annual Range	
\$ 50,586	\$ 61,506

Effective PP including first check date in July 2018 (4.0%) COLA

	A	B	C	D	E	F
Monthly	\$ 4,384	\$ 4,602	\$ 4,833	\$ 5,073	\$ 5,327	\$ 5,593
Hourly	\$ 25.29	\$ 26.55	\$ 27.88	\$ 29.27	\$ 30.73	\$ 32.27

Annual Range	
\$ 52,603	\$ 63,918

Effective PP including first check date in July 2019 (2.0%) COLA

	A	B	C	D	E	F
Monthly	\$ 4,472	\$ 4,696	\$ 4,930	\$ 5,176	\$ 5,434	\$ 5,706
Hourly	\$ 25.80	\$ 27.09	\$ 28.44	\$ 29.86	\$ 31.35	\$ 32.92

Annual Range	
\$ 53,664	\$ 65,208

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E	F
Monthly	\$ 4,472	\$ 4,696	\$ 4,930	\$ 5,176	\$ 5,434	\$ 5,706
Hourly	\$ 25.80	\$ 27.09	\$ 28.44	\$ 29.86	\$ 31.35	\$ 32.92

Annual Range	
\$ 53,664	\$ 65,208

Police Sergeant

As of 1/1/18

	A	B	C	D	E
Monthly	\$ 5,124	\$ 5,380	\$ 5,649	\$ 5,931	\$ 6,228
Hourly	\$ 29.56	\$ 31.04	\$ 32.59	\$ 34.22	\$ 35.93

Annual Range	
\$ 61,485	\$ 74,734

Effective PP including first check date in July 2018 (0%) COLA

	A	B	C	D	E
Monthly	\$ 5,124	\$ 5,380	\$ 5,649	\$ 5,931	\$ 6,228
Hourly	\$ 29.56	\$ 31.04	\$ 32.59	\$ 34.22	\$ 35.93

Annual Range	
\$ 61,485	\$ 74,734

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 5,252	\$ 5,515	\$ 5,791	\$ 6,081	\$ 6,384
Hourly	\$ 30.30	\$ 31.82	\$ 33.41	\$ 35.08	\$ 36.83

Annual Range	
\$ 63,024	\$ 76,606

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 5,252	\$ 5,515	\$ 5,791	\$ 6,081	\$ 6,384
Hourly	\$ 30.30	\$ 31.82	\$ 33.41	\$ 35.08	\$ 36.83

Annual Range	
\$ 63,024	\$ 76,606

**CITY OF NEVADA CITY
SIDE LETTER NO. 3 TO MEMORANDUM OF UNDERSTANDING**

TO: Catrina Olson, City Manager

FROM: Paul Rohde –Lieutenant, Nevada City Police Department

SUBJECT: Amendment No. 3 to the Nevada City Police Supervisor’s Association dated July 1, 2018 through June 30th, 2021.

EFFECTIVE DATE: June 13, 2020 - July 1, 2021

Parties to this agreement are the City of Nevada City (City) and Nevada City Police Supervisor’s Association.

The current Memorandum of Understanding (MOU) dated July 1st, 2018 through June 30th, 2021 states that parties agreed to reopen for salary only for fiscal year 2020-2021 and would be effective the first pay period of FY 20/21. Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step raises as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedule for the Memorandum of Understanding between the City of Nevada City and Nevada City Police Supervisor’s Association dated July1, 2018 through June 30th, 2021 according to Exhibit A (attached).

The City has also agreed to conduct a mid-year fiscal review to determine the City’s financial performance as compared to budget projections for a possible update to salary status (ie. whether to continue or lift the freeze or to possibly enact more extreme budget measures including possible furloughs).

Catrina Olson, City Manager

Date

Loree’ McCay, Administrative Services Manager

Date

Paul Rohde, Lieutenant

Date

Exhibit A

Police Lieutenant

As of 1/1/18

	A	B	C	D	E
Monthly	\$ 6,127	\$ 6,450	\$ 6,789	\$ 7,147	\$ 7,523
Hourly	\$ 35.35	\$ 37.21	\$ 39.17	\$ 41.23	\$ 43.40

Annual Range	
\$ 73,528	\$ 90,272

Effective PP including first check date in July 2018 (0%) COLA

	A	B	C	D	E
Monthly	\$ 6,127	\$ 6,450	\$ 6,789	\$ 7,147	\$ 7,523
Hourly	\$ 35.35	\$ 37.21	\$ 39.17	\$ 41.23	\$ 43.40

Annual Range	
\$ 73,528	\$ 90,272

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 6,280	\$ 6,595	\$ 6,925	\$ 7,271	\$ 7,634
Hourly	\$ 36.23	\$ 38.05	\$ 39.95	\$ 41.95	\$ 44.04

Annual Range	
\$ 75,358	\$ 91,603

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 6,280	\$ 6,595	\$ 6,925	\$ 7,271	\$ 7,634
Hourly	\$ 36.23	\$ 38.05	\$ 39.95	\$ 41.95	\$ 44.04

Annual Range	
\$ 75,358	\$ 91,603

**CITY OF NEVADA CITY
SIDE LETTER NO. 1 TO MEMORANDUM OF UNDERSTANDING**

TO: Catrina Olson, City Manager

FROM: William Highsmith, Department of Public Works Superintendent

SUBJECT: Amendment No. 1 to the Nevada City Management and Supervisory Employees Memorandum of Understanding dated July 1st, 2018 through June 30th, 2021.

EFFECTIVE DATE: June 13, 2020 - July 1, 2021

Parties to this agreement are the City of Nevada City (City) and the Nevada City Management and Supervisory Employees.

The current Memorandum of Understanding (MOU) dated July 1st, 2018 through June 30th, 2021 states that parties agreed to reopen for salary only for fiscal year 2020-2021 and would be effective the first pay period of FY 20/21. Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step raises as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedule for the Memorandum of Understanding between the City of Nevada City and the Nevada City Management and Supervisory Employees dated July 1, 2018 through June 30th, 2021 according to Exhibit A (attached).

The City has also agreed to conduct a mid-year fiscal review to determine the City's financial performance as compared to budget projections for a possible update to salary status (ie. whether to continue or lift the freeze or to possibly enact more extreme budget measures including possible furloughs).

_____	_____
Catrina Olson, City Manager	Date
_____	_____
Loree' McCay, Administrative Services Manager	Date
_____	_____
William Highsmith, DPW Superintendent	Date
_____	_____
Amy Wolfson, City Planner	Date

EXHIBIT C-2
Exhibit A

Administrative Services Manager

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 5,833	\$ 6,124	\$ 6,431	\$ 6,751	\$ 7,089
Hourly	\$ 33.65	\$ 35.33	\$ 37.10	\$ 38.95	\$ 40.90

Annual Range	
\$ 69,992	\$ 85,072

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 5,951	\$ 6,247	\$ 6,561	\$ 6,888	\$ 7,231
Hourly	\$ 34.33	\$ 36.04	\$ 37.85	\$ 39.74	\$ 41.72

Annual Range	
\$ 71,406	\$ 86,778

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 6,100	\$ 6,403	\$ 6,724	\$ 7,060	\$ 7,413
Hourly	\$ 35.19	\$ 36.94	\$ 38.79	\$ 40.73	\$ 42.77

Annual Range	
\$ 73,195	\$ 88,962

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 6,100	\$ 6,403	\$ 6,724	\$ 7,060	\$ 7,413
Hourly	\$ 35.19	\$ 36.94	\$ 38.79	\$ 40.73	\$ 42.77

Annual Range	
\$ 73,195	\$ 88,962

Assistant City Manager

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 7,315	\$ 7,680	\$ 8,065	\$ 8,467	\$ 8,890
Hourly	\$ 42.20	\$ 44.31	\$ 46.53	\$ 48.85	\$ 51.29

Annual Range	
\$ 87,776	\$ 106,683

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 7,460	\$ 7,833	\$ 8,225	\$ 8,635	\$ 9,069
Hourly	\$ 43.04	\$ 45.19	\$ 47.45	\$ 49.82	\$ 52.32

Annual Range	
\$ 89,523	\$ 108,826

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 7,647	\$ 8,029	\$ 8,431	\$ 8,852	\$ 9,294
Hourly	\$ 44.12	\$ 46.32	\$ 48.64	\$ 51.07	\$ 53.62

Annual Range	
\$ 91,770	\$ 111,530

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 7,647	\$ 8,029	\$ 8,431	\$ 8,852	\$ 9,295
Hourly	\$ 44.12	\$ 46.32	\$ 48.64	\$ 51.07	\$ 53.62

Annual Range	
\$ 91,770	\$ 111,530

City Planner

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 5,694	\$ 5,978	\$ 6,278	\$ 6,592	\$ 6,921
Hourly	\$ 32.85	\$ 34.49	\$ 36.22	\$ 38.03	\$ 39.93

Annual Range	
\$ 68,328	\$ 83,054

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 5,807	\$ 6,098	\$ 6,403	\$ 6,722	\$ 7,058
Hourly	\$ 33.50	\$ 35.18	\$ 36.94	\$ 38.78	\$ 40.72

Annual Range	
\$ 69,680	\$ 84,698

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 5,952	\$ 6,250	\$ 6,562	\$ 6,890	\$ 7,235
Hourly	\$ 34.34	\$ 36.06	\$ 37.86	\$ 39.75	\$ 41.74

Annual Range	
\$ 71,427	\$ 86,819

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 5,952	\$ 6,250	\$ 6,562	\$ 6,890	\$ 7,235
Hourly	\$ 34.34	\$ 36.06	\$ 37.86	\$ 39.75	\$ 41.74

Annual Range	
\$ 71,427	\$ 86,819

Fire Chief

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 7,017	\$ 7,367	\$ 7,736	\$ 8,121	\$ 8,526
Hourly	\$ 40.48	\$ 42.50	\$ 44.63	\$ 46.85	\$ 49.19

Annual Range	
\$ 84,198	\$ 102,315

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 7,157	\$ 7,514	\$ 7,890	\$ 8,284	\$ 8,698
Hourly	\$ 41.29	\$ 43.35	\$ 45.52	\$ 47.79	\$ 50.18

Annual Range	
\$ 85,883	\$ 104,374

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 7,335	\$ 7,701	\$ 8,088	\$ 8,492	\$ 8,916
Hourly	\$ 42.32	\$ 44.43	\$ 46.66	\$ 48.99	\$ 51.44

Annual Range	
\$ 88,026	\$ 106,995

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 7,335	\$ 7,701	\$ 8,088	\$ 8,492	\$ 8,916
Hourly	\$ 42.32	\$ 44.43	\$ 46.66	\$ 48.99	\$ 51.44

Annual Range	
\$ 88,026	\$ 106,995

Parks and Recreation Manager

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 4,077	\$ 4,281	\$ 4,495	\$ 4,720	\$ 4,956
Hourly	\$ 23.52	\$ 24.70	\$ 25.93	\$ 27.23	\$ 28.59

Annual Range	
\$ 48,922	\$ 59,467

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 4,158	\$ 4,366	\$ 4,585	\$ 4,813	\$ 5,054
Hourly	\$ 23.99	\$ 25.19	\$ 26.45	\$ 27.77	\$ 29.16

Annual Range	
\$ 49,899	\$ 60,653

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 4,262	\$ 4,475	\$ 4,699	\$ 4,935	\$ 5,181
Hourly	\$ 24.59	\$ 25.82	\$ 27.11	\$ 28.47	\$ 29.89

Annual Range	
\$ 51,147	\$ 62,171

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 4,262	\$ 4,475	\$ 4,699	\$ 4,935	\$ 5,181
Hourly	\$ 24.59	\$ 25.82	\$ 27.11	\$ 28.47	\$ 29.89

Annual Range	
\$ 51,147	\$ 62,171

Public Works Superintendent

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 6,256	\$ 6,568	\$ 6,897	\$ 7,242	\$ 7,604
Hourly	\$ 36.09	\$ 37.89	\$ 39.79	\$ 41.78	\$ 43.87

Annual Range	
\$ 75,067	\$ 91,250

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 6,380	\$ 6,701	\$ 7,036	\$ 7,387	\$ 7,757
Hourly	\$ 36.81	\$ 38.66	\$ 40.59	\$ 42.62	\$ 44.75

Annual Range	
\$ 76,565	\$ 93,080

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 6,542	\$ 6,867	\$ 7,211	\$ 7,571	\$ 7,951
Hourly	\$ 37.74	\$ 39.62	\$ 41.60	\$ 43.68	\$ 45.87

Annual Range	
\$ 78,499	\$ 95,410

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 6,542	\$ 6,867	\$ 7,211	\$ 7,571	\$ 7,951
Hourly	\$ 37.74	\$ 39.62	\$ 41.60	\$ 43.68	\$ 45.87

Annual Range	
\$ 78,499	\$ 95,410

WWTP/WTP Chief Plant Operator

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 6,048	\$ 6,351	\$ 6,666	\$ 7,001	\$ 7,351
Hourly	\$ 34.89	\$ 36.64	\$ 38.46	\$ 40.39	\$ 42.41

Annual Range	
\$ 72,571	\$ 88,213

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 6,169	\$ 6,476	\$ 6,800	\$ 7,140	\$ 7,497
Hourly	\$ 35.59	\$ 37.36	\$ 39.23	\$ 41.19	\$ 43.25

Annual Range	
\$ 74,027	\$ 89,960

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 6,321	\$ 6,639	\$ 6,970	\$ 7,318	\$ 7,686
Hourly	\$ 36.47	\$ 38.30	\$ 40.21	\$ 42.22	\$ 44.34

Annual Range	
\$ 75,858	\$ 92,227

Effective PP including first check date in July 2020 Salary (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 6,321	\$ 6,639	\$ 6,970	\$ 7,318	\$ 7,686
Hourly	\$ 36.47	\$ 38.30	\$ 40.21	\$ 42.22	\$ 44.34

Annual Range	
\$ 75,858	\$ 92,227

**CITY OF NEVADA CITY
SIDE LETTER NO. 4 TO MEMORANDUM OF UNDERSTANDING**

TO: Catrina Olson, City Manager

FROM: Josephine Hodges, Police Records Coordinator

SUBJECT: Amendment No. 4 to the Nevada City Miscellaneous Employee's Association Memorandum of Understanding dated July1, 2018 through June 30th, 2021.

EFFECTIVE DATE: June 13, 2020 - July 1, 2021

Parties to this agreement are the City of Nevada City (City) and the Nevada City Miscellaneous Employee's Association.

The current Memorandum of Understanding (MOU) dated July1, 2018 through June 30th, 2021 states that parties agreed to reopen for salary only for fiscal year 2020-2021 and would be effective the first pay period of FY 20/21. Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step raises as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedule for the Memorandum of Understanding between the City of Nevada City and the Nevada City Miscellaneous Employee's Association dated July1, 2018 through June 30th, 2021 according to Exhibit A (attached).

The City has also agreed to conduct a mid-year fiscal review to determine the City's financial performance as compared to budget projections for a possible update to salary status (ie. whether to continue or lift the freeze or to possibly enact more extreme budget measures including possible furloughs).

Catrina Olson, City Manager

Date

Loree' McCay, Administrative Services Manager

Date

Shane Kinne, Senior Maintenance Worker

Date

Josephine Hodges, Police Records Coordinator

Date

Michael Faudoa, WTP/WWTP Operator II

Date

Exhibit A

Accounting Technician*As of 7/1/17*

	A	B	C	D	E
Monthly	\$ 3,612	\$ 3,794	\$ 3,983	\$ 4,183	\$ 4,391
Hourly	\$ 20.84	\$ 21.89	\$ 22.98	\$ 24.13	\$ 25.33

Annual Range	
\$ 43,347	\$ 52,686

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 3,685	\$ 3,869	\$ 4,063	\$ 4,266	\$ 4,479
Hourly	\$ 21.26	\$ 22.32	\$ 23.44	\$ 24.61	\$ 25.84

Annual Range	
\$ 44,221	\$ 53,747

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,777	\$ 3,966	\$ 4,163	\$ 4,371	\$ 4,592
Hourly	\$ 21.79	\$ 22.88	\$ 24.02	\$ 25.22	\$ 26.49

Annual Range	
\$ 45,323	\$ 55,099

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,777	\$ 3,966	\$ 4,163	\$ 4,371	\$ 4,592
Hourly	\$ 21.79	\$ 22.88	\$ 24.02	\$ 25.22	\$ 26.49

Annual Range	
\$ 45,323	\$ 55,099

Administrative Services Analyst*As of 7/1/17*

	A	B	C	D	E
Monthly	\$ 4,411	\$ 4,631	\$ 4,864	\$ 5,106	\$ 5,361
Hourly	\$ 25.45	\$ 26.72	\$ 28.06	\$ 29.46	\$ 30.93

Annual Range	
\$ 52,936	\$ 64,334

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 4,500	\$ 4,725	\$ 4,961	\$ 5,209	\$ 5,469
Hourly	\$ 25.96	\$ 27.26	\$ 28.62	\$ 30.05	\$ 31.55

Annual Range	
\$ 53,997	\$ 65,624

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 4,612	\$ 4,843	\$ 5,086	\$ 5,339	\$ 5,606
Hourly	\$ 26.61	\$ 27.94	\$ 29.34	\$ 30.80	\$ 32.34

Annual Range	
\$ 55,349	\$ 67,267

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 4,612	\$ 4,843	\$ 5,086	\$ 5,339	\$ 5,606
Hourly	\$ 26.61	\$ 27.94	\$ 29.34	\$ 30.80	\$ 32.34

Annual Range	
\$ 55,349	\$ 67,267

Administrative Services Technician**Effective PP including first check date in July 2018**

	A	B	C	D	E
Monthly	\$ 4,054	\$ 4,257	\$ 4,470	\$ 4,693	\$ 4,928
Hourly	\$ 23.39	\$ 24.56	\$ 25.79	\$ 27.08	\$ 28.43

Annual Range	
\$ 48,648	\$ 59,136

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 4,156	\$ 4,363	\$ 4,582	\$ 4,811	\$ 5,051
Hourly	\$ 23.97	\$ 25.17	\$ 26.43	\$ 27.75	\$ 29.14

Annual Range	
\$ 49,872	\$ 60,612

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 4,156	\$ 4,363	\$ 4,582	\$ 4,811	\$ 5,051
Hourly	\$ 23.97	\$ 25.17	\$ 26.43	\$ 27.75	\$ 29.14

Annual Range	
\$ 49,872	\$ 60,612

Customer Service Representative

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 3,357	\$ 3,526	\$ 3,701	\$ 3,886	\$ 4,080
Hourly	\$ 19.37	\$ 20.34	\$ 21.35	\$ 22.42	\$ 23.54

Annual Range	
\$ 40,290	\$ 48,963

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 3,425	\$ 3,597	\$ 3,775	\$ 3,964	\$ 4,163
Hourly	\$ 19.76	\$ 20.75	\$ 21.78	\$ 22.87	\$ 24.02

Annual Range	
\$ 41,101	\$ 49,962

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,510	\$ 3,685	\$ 3,871	\$ 4,063	\$ 4,266
Hourly	\$ 20.25	\$ 21.26	\$ 22.33	\$ 23.44	\$ 24.61

Annual Range	
\$ 42,120	\$ 51,193

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,510	\$ 3,686	\$ 3,870	\$ 4,063	\$ 4,266
Hourly	\$ 20.25	\$ 21.26	\$ 22.33	\$ 23.44	\$ 24.61

Annual Range	
\$ 42,120	\$ 51,197

Code Compliance Officer

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,229	\$ 3,391	\$ 3,560	\$ 3,738	\$ 3,925
Hourly	\$ 18.63	\$ 19.56	\$ 20.54	\$ 21.57	\$ 22.64

Annual Range	
\$ 38,748	\$ 47,100

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,229	\$ 3,391	\$ 3,560	\$ 3,738	\$ 3,925
Hourly	\$ 18.63	\$ 19.56	\$ 20.54	\$ 21.57	\$ 22.64

Annual Range	
\$ 38,748	\$ 47,100

Community Services Officer II

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 2,943	\$ 3,091	\$ 3,245	\$ 3,406	\$ 3,245
Hourly	\$ 16.98	\$ 17.83	\$ 18.72	\$ 19.65	\$ 18.72

Annual Range	
\$ 35,318	\$ 38,938

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 3,002	\$ 3,151	\$ 3,309	\$ 3,475	\$ 3,649
Hourly	\$ 17.32	\$ 18.18	\$ 19.09	\$ 20.05	\$ 21.05

Annual Range	
\$ 36,026	\$ 43,784

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,077	\$ 3,231	\$ 3,392	\$ 3,562	\$ 3,741
Hourly	\$ 17.75	\$ 18.64	\$ 19.57	\$ 20.55	\$ 21.58

Annual Range	
\$ 36,920	\$ 44,886

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,077	\$ 3,231	\$ 3,392	\$ 3,562	\$ 3,741
Hourly	\$ 17.75	\$ 18.64	\$ 19.57	\$ 20.55	\$ 21.58

Annual Range	
\$ 36,920	\$ 44,886

Dept of Public Works-Maintenance Worker I

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 2,654	\$ 2,785	\$ 2,924	\$ 3,071	\$ 3,224
Hourly	\$ 15.31	\$ 16.07	\$ 16.87	\$ 17.72	\$ 18.60

Annual Range	
\$ 31,845	\$ 38,688

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 2,706	\$ 2,841	\$ 2,983	\$ 3,132	\$ 3,290
Hourly	\$ 15.61	\$ 16.39	\$ 17.21	\$ 18.07	\$ 18.98

Annual Range	
\$ 32,469	\$ 39,478

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 2,773	\$ 2,912	\$ 3,058	\$ 3,210	\$ 3,371
Hourly	\$ 16.00	\$ 16.80	\$ 17.64	\$ 18.52	\$ 19.45

Annual Range	
\$ 33,280	\$ 40,456

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 2,773	\$ 2,912	\$ 3,058	\$ 3,210	\$ 3,371
Hourly	\$ 16.00	\$ 16.80	\$ 17.64	\$ 18.52	\$ 19.45

Annual Range	
\$ 33,280	\$ 40,456

Dept of Public Works-Maintenance Worker II

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 3,227	\$ 3,389	\$ 3,557	\$ 3,735	\$ 3,923
Hourly	\$ 18.62	\$ 19.55	\$ 20.52	\$ 21.55	\$ 22.63

Annual Range	
\$ 38,730	\$ 47,070

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 3,292	\$ 3,456	\$ 3,628	\$ 3,810	\$ 4,001
Hourly	\$ 18.99	\$ 19.94	\$ 20.93	\$ 21.98	\$ 23.08

Annual Range	
\$ 39,499	\$ 48,006

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,373	\$ 3,543	\$ 3,720	\$ 3,905	\$ 4,101
Hourly	\$ 19.46	\$ 20.44	\$ 21.46	\$ 22.53	\$ 23.66

Annual Range	
\$ 40,477	\$ 49,213

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,373	\$ 3,543	\$ 3,720	\$ 3,905	\$ 4,101
Hourly	\$ 19.46	\$ 20.44	\$ 21.46	\$ 22.53	\$ 23.66

Annual Range	
\$ 40,477	\$ 49,213

Dept of Public Works-Senior Maintenance Worker

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 3,413	\$ 3,585	\$ 3,763	\$ 3,950	\$ 4,148
Hourly	\$ 19.69	\$ 20.68	\$ 21.71	\$ 22.79	\$ 23.93

Annual Range	
\$ 40,955	\$ 49,774

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 3,481	\$ 3,656	\$ 3,838	\$ 4,030	\$ 4,231
Hourly	\$ 20.08	\$ 21.09	\$ 22.14	\$ 23.25	\$ 24.41

Annual Range	
\$ 41,766	\$ 50,773

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,569	\$ 3,747	\$ 3,935	\$ 4,131	\$ 4,337
Hourly	\$ 20.59	\$ 21.62	\$ 22.70	\$ 23.83	\$ 25.02

Annual Range	
\$ 42,827	\$ 52,042

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,569	\$ 3,747	\$ 3,935	\$ 4,131	\$ 4,337
Hourly	\$ 20.59	\$ 21.62	\$ 22.70	\$ 23.83	\$ 25.02

Annual Range	
\$ 42,827	\$ 52,042

Police Records Coordinator

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 3,144	\$ 3,302	\$ 3,467	\$ 3,640	\$ 3,822
Hourly	\$ 18.14	\$ 19.05	\$ 20.00	\$ 21.00	\$ 22.05

Annual Range	
\$ 37,731	\$ 45,864

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 3,207	\$ 3,368	\$ 3,536	\$ 3,713	\$ 3,898
Hourly	\$ 18.50	\$ 19.43	\$ 20.40	\$ 21.42	\$ 22.49

Annual Range	
\$ 38,480	\$ 46,779

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 3,288	\$ 3,451	\$ 3,624	\$ 3,806	\$ 3,995
Hourly	\$ 18.97	\$ 19.91	\$ 20.91	\$ 21.96	\$ 23.05

Annual Range	
\$ 39,458	\$ 47,944

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 3,288	\$ 3,451	\$ 3,624	\$ 3,806	\$ 3,995
Hourly	\$ 18.97	\$ 19.91	\$ 20.91	\$ 21.96	\$ 23.05

Annual Range	
\$ 39,458	\$ 47,944

WTP/WWTP Operator in Training

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 4,033	\$ 4,235	\$ 4,447	\$ 4,669	\$ 4,903
Hourly	\$ 23.27	\$ 24.43	\$ 25.66	\$ 26.94	\$ 28.28

Annual Range	
\$ 48,396	\$ 58,836

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 4,134	\$ 4,341	\$ 4,558	\$ 4,786	\$ 5,025
Hourly	\$ 23.85	\$ 25.04	\$ 26.30	\$ 27.61	\$ 28.99

Annual Range	
\$ 49,608	\$ 60,300

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 4,134	\$ 4,341	\$ 4,558	\$ 4,786	\$ 5,025
Hourly	\$ 23.85	\$ 25.04	\$ 26.30	\$ 27.61	\$ 28.99

Annual Range	
\$ 49,608	\$ 60,300

Wastewater/Water Plant Operator Grade II

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 4,517	\$ 4,744	\$ 4,980	\$ 5,229	\$ 5,491
Hourly	\$ 26.06	\$ 27.37	\$ 28.73	\$ 30.17	\$ 31.68

Annual Range	
\$ 54,205	\$ 65,894

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 4,607	\$ 4,838	\$ 5,080	\$ 5,335	\$ 5,600
Hourly	\$ 26.58	\$ 27.91	\$ 29.31	\$ 30.78	\$ 32.31

Annual Range	
\$ 55,286	\$ 67,205

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 4,723	\$ 4,959	\$ 5,207	\$ 5,467	\$ 5,741
Hourly	\$ 27.25	\$ 28.61	\$ 30.04	\$ 31.54	\$ 33.12

Annual Range	
\$ 56,680	\$ 68,890

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 4,723	\$ 4,959	\$ 5,207	\$ 5,467	\$ 5,741
Hourly	\$ 27.25	\$ 28.61	\$ 30.04	\$ 31.54	\$ 33.12

Annual Range	
\$ 56,680	\$ 68,890

Wastewater/Water Plant Operator Grade III - Lead

As of 7/1/17

	A	B	C	D	E
Monthly	\$ 4,872	\$ 5,115	\$ 5,372	\$ 5,640	\$ 5,923
Hourly	\$ 28.11	\$ 29.51	\$ 30.99	\$ 32.54	\$ 34.17

Annual Range	
\$ 58,469	\$ 71,074

Effective PP including first check date in July 2018 (2.0%) COLA

	A	B	C	D	E
Monthly	\$ 4,969	\$ 5,219	\$ 5,479	\$ 5,753	\$ 6,041
Hourly	\$ 28.67	\$ 30.11	\$ 31.61	\$ 33.19	\$ 34.85

Annual Range	
\$ 59,634	\$ 72,488

Effective PP including first check date in July 2019 (2.5%) COLA

	A	B	C	D	E
Monthly	\$ 5,094	\$ 5,349	\$ 5,616	\$ 5,897	\$ 6,191
Hourly	\$ 29.39	\$ 30.86	\$ 32.40	\$ 34.02	\$ 35.72

Annual Range	
\$ 61,131	\$ 74,298

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Monthly	\$ 5,094	\$ 5,349	\$ 5,616	\$ 5,897	\$ 6,191
Hourly	\$ 29.39	\$ 30.86	\$ 32.40	\$ 34.02	\$ 35.72

Annual Range	
\$ 61,131	\$ 74,298

**CITY OF NEVADA CITY
SIDE LETTER NO. 3 TO MEMORANDUM OF UNDERSTANDING**

TO: Catrina Olson, City Manager

FROM: Dan Paulus, Fire Captain – Shop Steward, Nevada County Professional Firefighters, IAFF Local 3800

SUBJECT: Amendment No. 3 to the Nevada County Professional Firefighters, Local 3800 Memorandum of Understanding dated July1, 2018 through June 30th, 2021.

EFFECTIVE DATE: June 13, 2020 - July 1, 2021

Parties to this agreement are the City of Nevada City (City) and IAFF Local 3800 (Local 3800).

The current Memorandum of Understanding (MOU) dated July1, 2018 through June 30th, 2021 states that parties agreed to reopen for salary only for fiscal year 2020-2021 and that a minimum 2% COLA would be effective the first pay period of FY 20/21. Due to the COVID-19 pandemic, the City has declared a fiscal emergency and has frozen all step raises as well as any and all cost of living increases Citywide, and therefore will rescind and replace the salary schedule for the Memorandum of Understanding between the City of Nevada City and the Nevada County Professional Firefighters, Local 3800 dated July 1, 2018 through June 30, 2021 according to Exhibit A (attached).

The City has also agreed to conduct a mid-year fiscal review to determine the City's financial performance as compared to budget projections for a possible update to salary status (ie. whether to continue or lift the freeze or to possibly enact more extreme budget measures including possible furloughs).

_____ Catrina Olson, City Manager	_____ Date
_____ Loree' McCay, Administrative Services Manager	_____ Date
_____ Dan Paulus, Fire Captain	_____ Date
_____ Clayton Thomas, President Local 3800	_____ Date

Exhibit A

Fire Captain

As of 1/1/18

	A	B	C	D	E
Hourly	\$ 19.06	\$ 20.01	\$ 21.01	\$ 22.06	\$ 23.17

Effective PP including first check date in July 2018 (4.0%) COLA

	A	B	C	D	E
Hourly	\$ 20.04	\$ 21.04	\$ 22.09	\$ 23.20	\$ 24.36

Effective PP including first check date in July 2019 (4.0%) COLA

	A	B	C	D	E
Hourly	\$ 20.84	\$ 21.88	\$ 22.98	\$ 24.13	\$ 25.33

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Hourly	\$ 20.84	\$ 21.88	\$ 22.98	\$ 24.13	\$ 25.33

Fire Engineer - (formerly Lieutenant)

As of 7/1/18

	A	B	C	D	E
Hourly	\$ 17.54	\$ 18.42	\$ 19.34	\$ 20.30	\$ 21.32

Effective PP including first check date in July 2019 (4.0%) COLA

	A	B	C	D	E
Hourly	\$ 18.24	\$ 19.15	\$ 20.11	\$ 21.12	\$ 22.17

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Hourly	\$ 18.24	\$ 19.15	\$ 20.11	\$ 21.12	\$ 22.17

Firefighter

As of 7/1/17

	A	B	C	D	E
Hourly	\$ 14.76	\$ 15.50	\$ 16.27	\$ 17.08	\$ 17.94

Effective PP including first check date in July 2018 (4.0%) COLA

	A	B	C	D	E
Hourly	\$ 15.35	\$ 16.12	\$ 16.92	\$ 17.77	\$ 18.66

Effective PP including first check date in July 2019 (4.0%) COLA

	A	B	C	D	E
Hourly	\$ 15.96	\$ 16.76	\$ 17.60	\$ 18.48	\$ 19.40

Effective PP including first check date in July 2020 (0%) COLA Freeze Steps

	A	B	C	D	E
Hourly	\$ 15.96	\$ 16.76	\$ 17.60	\$ 18.48	\$ 19.40

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: City of Nevada City Response to 2020 Nevada County Grand Jury Report, *Wildfire Prevention: Let's Treat it as if Our Lives Depend on it*

RECOMMENDATION: Review and authorize response to 2020 Nevada County Grand Jury Report, *Wildfire Prevention: Let's Treat it as if Our Lives Depend on it*.

CONTACT: Sam Goodspeed, Division Chief

BACKGROUND / DISCUSSION:

The Nevada County Grand Jury has prepared a report, *Wildfire Prevention: Let's Treat it as if Our Lives Depend on it*. The Jury examined vegetation management programs in Nevada County in three different categories;

1. Defensible Space Around Homes
2. Private Road Clearance
3. Vacant Properties

The Nevada City Fire Department was requested to comment on Findings F5, F10, F11, and F12. Also, Recommendations R5 and R6. After a thorough review, our department responded "Agree" to all Findings and Recommendations.

Per Penal Code 933.05, the report requires a response by the Nevada City Fire Department on or before August 4, 2020.

ENVIRONMENTAL CONSIDERATIONS: Not applicable.

FISCAL IMPACT: Not applicable.

ATTACHMENTS:

- ✓ 2020 Grand Jury Cover Page
- ✓ Penal Code Section 933.05 (a)
- ✓ 2020 Grand Jury Response



NEVADA COUNTY GRAND JURY

Eric Rood Administration Center

950 Maidu Avenue

Nevada City, California 95959

Telephone: 530-265-1730

Email: grandjury@nccourt.net

May 29, 2020

Chief Sam Goodspeed
Nevada City Fire Department
317 Broad Street
Nevada City, CA 95959

Response to Report Required:

Enclosed is a copy of a report prepared by the Grand Jury titled *Wildfire Prevention: Let's Treat It as If Our Lives Depend on It*. The report requires a response by your special district. The response is due on or before August 4, 2020.

This report will be published on June 5, 2020, at 11:00 a.m. It will be posted on the Grand Jury's Website: <http://nccourt.net/divisions/gj-reports.shtml>. California Penal Code § 933.05 prohibits disclosure of any portion of this report prior to its publication by the Grand Jury.

The Penal Code requires that responses to Grand Jury reports be addressed to:

The Honorable Thomas M. Anderson
Judge of the Superior Court
201 Church Street
Nevada City, California 95959

To assist you in writing your response, we are enclosing a copy of Section 933.05 (a) of the Penal Code and an example of the correct format for responding.

The Grand Jury appreciates your cooperation.

Gordon Mangel
Foreperson
2019-2020 Nevada County Grand Jury

CALIFORNIA PENAL CODE
(EXCERPT FOR RESPONDENTS)

Section 933.05 (a): For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following:

1. The respondent agrees with the finding.
2. The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.

(b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:

1. The recommendation has been implemented, with a summary regarding the implemented action.
2. The recommendation has not yet been implemented, but will be implemented in the future; with a timeframe for implementation.
3. The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.
4. The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor.

(c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the board of supervisors shall respond if requested by the grand jury, but the response of the board of supervisors shall address only those budgetary or personnel matters over which it has some decisionmaking authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.



NEVADA CITY FIRE DEPARTMENT

317 BROAD STREET, NEVADA CITY CA 95959

June 2, 2020

The Honorable Thomas M. Anderson
Judge of the Superior Court
201 Church Street
Nevada City, CA 95959

Judge Anderson,

The City of Nevada City Fire Department is in receipt of the Nevada County Grand Jury Request for Responses to ***Wildfire Prevention: Let's Treat It as If Our Lives Depend On It.*** Please find our responses to Findings F5, F10, F11, F12 and Recommendations R5 and R6 below.

Respectfully,

Sam Goodspeed
Division Chief
Grass Valley / Nevada City Fire Department
Office: (530) 265-2351 ext. 11
Mobile: (530) 957-9892
sam.goodspeed@nevadacityca.gov



NEVADA CITY FIRE DEPARTMENT

317 BROAD STREET, NEVADA CITY CA 95959

FINDINGS

- F5.** Not every homeowner will comply voluntarily with state, county and local ordinances. Nevada County has been enforcing Ordinance No. 2463 using defensible space inspectors to cite those out of compliance.
- A. Agree.**
- F10.** Not all property owners in the county are aware that they are responsible for clearing their private roads.
- A. Agree.**
- F11.** Not all residents in the county are aware that they may file a complaint with DSI's to inspect private roads for ingress/egress and compliance with Ordinance No. 2463.
- A. Agree.**
- F12.** A public awareness campaign about owner responsibility of clearing private roads would assist in compliance.
- A. Agree.**

RECOMMENDATIONS

- R5.** The BOS and local fire districts should develop a campaign to educate landowners about their responsibility to clear private roads.
- A. Agree.**
- R6.** The BOS and local fire districts should develop a campaign to educate county residents that they may file a complaint on private roads as well as on defensible space.
- A. Agree.**

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Letter of Advocacy Regarding Jurisdictional Leadership - Resilience Roadmap & COVID19 Recovery

RECOMMENDATION: Review, approve and authorize the Mayor to sign the attached Jurisdictional Leadership - Resilience Roadmap & COVID19 Recovery letter.

CONTACT: Catrina Olson, City Manager

BACKGROUND / DISCUSSION:

The attached Letter of Advocacy is a collaborative document drafted jointly by the County of Nevada, City of Grass Valley, Town of Truckee, and City of Nevada City and is intended to be distributed to the Honorable Governor Gavin Newsom after being approved by each municipalities Board or Council. This Letter of Concern lists the impacts of the recent COVID-19 pandemic impacts and requests needed Coronavirus Relief Funds (CRF), as well as, approval for local jurisdictions to have the needed authority and flexibility to re-open in a safe manner that reflects the needs of the community.

As of the date of this letter, 4,697 lives have been lost out of 133,489 confirmed cases in California with 2,486,245 tests reported statewide. Comparatively, throughout Nevada County, which includes the City of Grass Valley, City of Nevada City and Town of Truckee, 1 death has occurred out of 50 confirmed cases with 3,815 individuals tested. These figures clearly reflect the reality that the coronavirus presents a real public safety crisis yet with an impact that widely varies across the 58 California counties.

This letter strongly urges the Governor to support local jurisdictions with the authority and flexibility to re-open while providing the funding necessary to ensure our local municipalities do so in a safe and responsible manner. Nevada City along with the County, City and Town are committed to solutions that allow our community to mitigate, respond and recover from these historic times. Therefore, I request the Board to authorize the Chair of the Board to sign and send the attached Letter of Advocacy regarding Local Jurisdictional Leadership - Resilience Roadmap & COVID19 Recovery.

ENVIRONMENTAL CONSIDERATIONS: Not applicable.

FISCAL IMPACT: Not applicable.

ATTACHMENTS:

- ✓ Letter of Advocacy Regarding Jurisdictional Leadership - Resilience Roadmap & COVID19 Recovery



The Honorable Gavin Newsom
Governor, State of California
State Capitol Building, 1st Floor
Sacramento, CA 95814
916-445-2841(p)
916-558-3160 (f)

RE: Local Jurisdictional Leadership - Resilience Roadmap & COVID-19 Recovery

On behalf of the County of Nevada, City of Grass Valley, Town of Truckee, and City of Nevada City, we thank you for your swift and decisive leadership addressing the unprecedented COVID-19 pandemic. In Nevada County, due to our community's diligence in complying with the Shelter-in-Place order, and the hard efforts of our local governments and community organizations, we were successful in "bending the curve" and building the capacities necessary to be on the forefront of safely reopening.

We thank you also for the flexibility in allowing local jurisdictions the autonomy to control the pace of reopening based on health metrics on the ground. The combination of local flexibility, and the resources around testing, housing, contact tracing and local business support have allowed reopening to be a success so far.

We write to advocate for a continued focus on protecting public health through local flexibility, paired with resources so that reopening can be done safely. COVID-19 has caused a public health and an economic emergency, both which require a strong partnership between local and state leadership. We cannot underscore enough the importance of local flexibility to address this crisis. We have so far been successful in the fight against COVID-19 primarily because of the diligence of our community in adhering to state and local rules and guidelines. To maintain the trust and commitment of the community, it is imperative that local jurisdictions can control the pace of reopening, or reinstating more restrictive measures, based on local conditions and capacities, not only the statewide numbers.

Nevada County was one of the first in the State to accelerate through Phase 2 of the State's Resilience Roadmap. This was possible both because of our success in "bending the curve," but also because of the resources and capacities built through state and local partnerships. Project Roomkey funds, eviction protections, expanded unemployment benefits, resources for local businesses, COVID-19 testing sites, contact tracing support and more have all been crucial in developing our capacity to contain new outbreaks and mitigate the economic disaster. The continuation and expansion of these supports is even more critical as we proceed through safe reopening. The virus is likely to be with us for a long-time, and effective pharmaceutical interventions are still in the distance. To learn to live with this virus we must be able to contain new outbreaks, so state and federal investments must continue and expand.

950 Maidu Avenue, Suite 200, Nevada City CA 95959-8617
phone: 530.265.1480 | fax: 530.265.9836 | toll free: 888.785.1480 | email: bdofsupervisors@co.nevada.ca.us
website: <https://www.mynevadacounty.com/>

To help alleviate the twin pressures of COVID-19 expenses and lost revenues on our local jurisdictions, we strongly and respectfully urge you to allocate the \$1.3 billion of Coronavirus Relief Funds (CRF) as proposed in the May Revise with allocations being adjusted for the \$5.8 billion in direct allocations already received by larger cities and counties. The formula is equitable and will result in allocations that will allow local jurisdictions to continue responding to this public health and economic crisis. Formulas that do not adjust for funds already received will leave small counties, cities and towns with a fiscal gap that will impair our ability to respond to new COVID-19 cases, and to address the economic and social impacts of this crisis. In addition, we request maximum flexibility in how CRF funds can be used. The range of impacts on our local jurisdictional resources and expenses, small businesses, safety-net nonprofits, hospital and other organizations has been devastating and having flexibility to direct funding to COVID-19 related impacts in a flexible manner is critical to our recovery. Moreover, as a community nestled in the foothills and high Sierra Nevada Mountains, our economic recovery is tied to our ability to continue to address the coronavirus through wildfire season and the lingering threat of Public Safety Power Shutoffs.

Therefore, we strongly urge you to support local jurisdictions with the authority and flexibility to re-open while providing the funding necessary to ensure our local municipalities have the funding necessary to do so in a safe and responsible manner. We are committed to solutions that allow the County of Nevada, City of Grass Valley, Town of Truckee, and City of Nevada City to mitigate, respond and recover from this historic crisis. This crisis presents both public health and economic impacts that are unprecedented; therefore, we strongly urge you to ensure that rural communities are equipped to secure civic stability, maintain public safety, and promote economic recovery and prosperity.

Sincerely,

Heidi Hall
Chair, Board of Supervisors
County of Nevada
Date:

Lisa Swarthout
Mayor, City Council
City of Grass Valley
Date:

David Polivy
Mayor, Town Council
Town of Truckee
Date:

Reinette Senum
Mayor, City Council
City of Nevada City
Date:

cc: The Honorable Toni Atkins, Senate President pro Tempore
The Honorable Anthony Rendon, Assembly Speaker
The Honorable Senator Brian Dahle, Senate District 1
The Honorable Assemblymember Megan Dahle, Assembly District 1
Keely Bosler, Director, Department of Finance
Adam Dorsey, Department of Finance
California State Association of Counties
League of California Cities
Rural County Representatives of California
Shaw Yoder Antwih Schmelzer & Lange

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Letter of Support Request from Nevada County Transportation Commission (NCTC) for Active Transportation Grant Application

RECOMMENDATION: Review, approve and authorize the Mayor to sign a letter of support for the Nevada County Transportation Commission (NCTC) for the Active Transportation Grant Application.

CONTACT: Catrina Olson, City Manager

BACKGROUND / DISCUSSION:

On June 16, 2020 the City of Nevada City received a request from the Nevada County Transportation Commission requesting a letter of support for a possible funding opportunity to improve the State Route (SR) 49 corridor.

The Nevada County Transportation Commission (NCTC) initiated a multimodal corridor plan for a section of State Route (SR) 49 in Nevada City following input from the community at the May 2018 NCTC governing board meeting. The study corridor is approximately one mile in length and extends from the intersection at SR 20 and Uren Street to the Nevada County Juvenile Hall driveway. There are four intersections and two driveways within these limits that provide access to SR 49 for residential, non-residential and recreational land uses.

Nevada County Transportation Commission, in coordination with Nevada County, Nevada City and Caltrans, are preparing a grant application application for funding from the Active Transportation Program (ATP) to fund improvement projects in the corridor, with the exception of the, State Owned/Operated, intersection of SR49/SR20 at Uren Street.

ENVIRONMENTAL CONSIDERATIONS: Not applicable.

FISCAL IMPACT: Not applicable.

ATTACHMENTS:

- ✓ NCTC Request Letter
- ✓ Letter of support for NCTC for the Active Transportation Grant Application

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

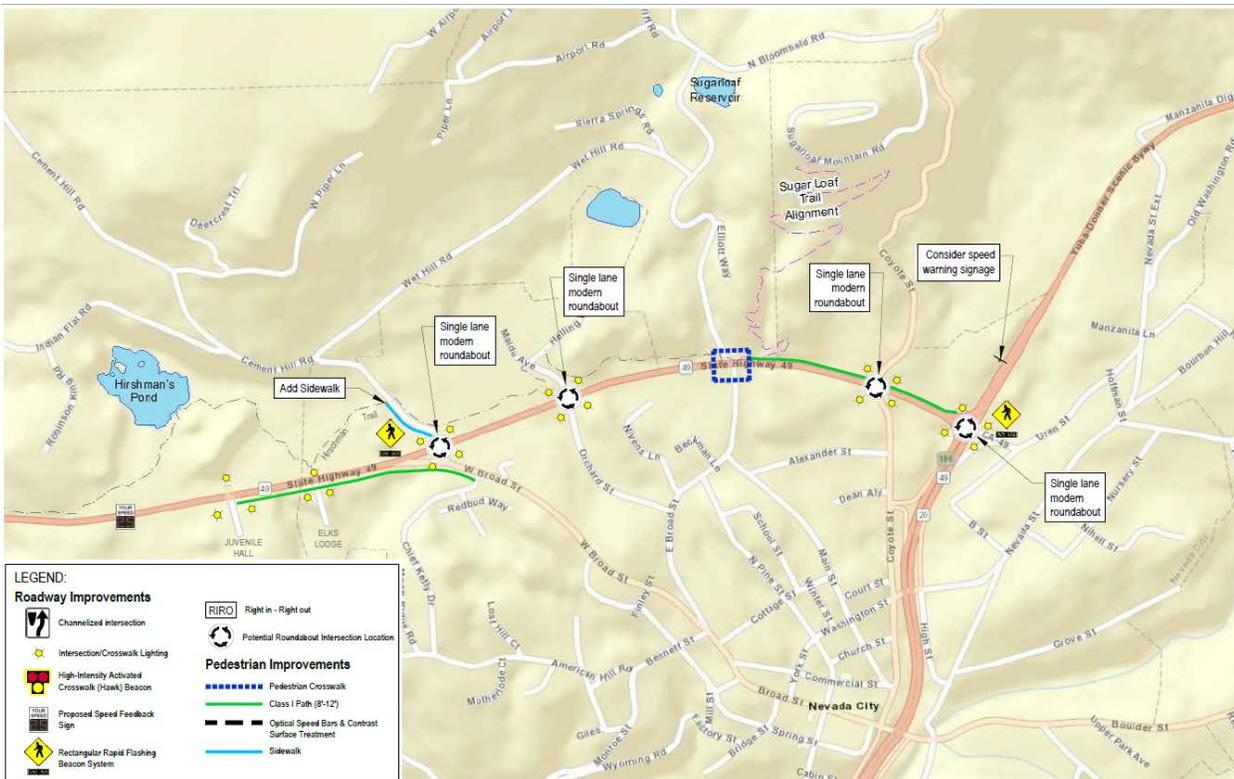
Nevada County • Truckee

To: Nevada City Parks and Recreation

The Nevada County Transportation Commission (NCTC) initiated a multimodal corridor plan for a section of State Route (SR) 49 in Nevada City following input from the community at the May 2018 NCTC governing board meeting. The study corridor is approximately one mile in length and extends from the intersection at SR 20 and Uren Street to the Nevada County Juvenile Hall driveway. There are four intersections and two driveways within these limits that provide access to SR 49 for residential, non-residential, and recreational land uses.

This study examined infrastructure characteristics, corridor operations, and collision history to develop recommended improvements for safety, operational efficiency, and pedestrian and bicycle accommodation. Recommendations also included design elements that serve to calm traffic (i.e. reduce vehicle speeds) and improve visibility of pedestrians and bicyclists by motorists. Lastly, all recommended improvements include aesthetic treatments that reflect the historic character of Nevada City while accommodating vehicular traffic, including heavy vehicles. The full report is on the NCTC website at: <https://www.nctc.ca.gov/Projects/SR-49-Multimodal-Corridor-Plan/index.html>

The graphic below shows the improvement concepts recommended in the final study report.



Nevada County Transportation Commission, in coordination with Nevada County, Nevada City, and Caltrans, is preparing a grant application to fund improvement projects in the corridor, with the exception of the, State Owned/Operated, intersection of SR49/SR20 at Uren Street. We are hoping that stakeholders and interested parties such as yourself will prepare a Letter of Support for the grant application. We have attached a sample support letter template for your reference.

Thank you for your support. We look forward to constructing significant improvements in this corridor in the future.

Sincerely,

A handwritten signature in blue ink that reads "Daniel B. Landon". The signature is written in a cursive style.

Daniel B. Landon
Executive Director
Nevada County Transportation Commission



City of Nevada City

June 24, 2020

To Whom It May Concern:

We are excited that the Nevada County Transportation Commission (NCTC) is pursuing funding to improve the SR 49 corridor between the intersection of SR 20 and Uren Street and the Nevada County Juvenile Hall driveway, making it safer for people walking, bicycling, and driving. We fully support this application for funding from the Active Transportation Program (ATP).

We feel this project is particularly important because it addresses a corridor that has created challenges for people walking and bicycling in our community. The project will result in safe connectivity at and between five intersections along the SR 49 corridor including SR 20, Coyote Street, Maidu Ave/Orchard Street, and Cement Hill Road/West Broad Street, as well as crossing improvements at the East Broad Street/North Bloomfield signalized intersection. The improvements provide enhanced, high-visibility crossings for people walking and bicycling; and construct a new shared-use path segment that connect to off-street, separated, shared use paths through the corridor. The improvements provide safe crossing of SR 20 to SR 49 and connect to the existing and future trails adjacent to the corridor, including the Rood Center Path, Hirschman Trail and the future Sugarloaf Mountain Trail alignment. Moreover, housing, schools, and other community destinations will be able to safely access the public library and Rood Center government services offices. As an economically disadvantaged community, these improvements could not be implemented without securing funding from a program like ATP.

The proposed project will reduce potential conflicts and improve safety for all modes of transportation, and will greatly improve connectivity for people walking and bicycling by providing dedicated bicycle and pedestrian facilities that connect to the nearby points of interest. Further, increasing active transportation trips will also reduce emissions from vehicles, improving overall community health.

We believe the improvements outlined in this funding application will address these and other challenges, and will lead to an increase in active transportation trips in the community. We look forward to the positive impacts this project will have in the Nevada City community, and welcome the opportunity to show our support for this funding application.

Sincerely,

Reinette Senum, Mayor
City of Nevada City
reinettesenum@gmail.com

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Local Transportation Fund (LTF) Claim for Transit and Paratransit Operations

RECOMMENDATION: Pass Resolution 2020-XX requesting the Nevada County Transportation Commission (NCTC) allocate \$98,545 of the City's Fiscal Year 2020/21 Local Transportation Funds (LTF) for public transportation.

CONTACT: Catrina Olson, City Manager

BACKGROUND/DISCUSSION:

Nevada City is eligible for an estimated Local Transportation Fund (LTF) apportionment of \$98,545, based upon NCTC's Revised Findings of Apportionment adopted on May 20, 2020. These funds are managed by the NCTC and are committed to first support the needs of transit and paratransit activities per a Joint Powers Agreement with Grass Valley and Nevada County.

The Nevada County Transit Services Division (TSD) has requested that the City submit a claim to NCTC to allocate \$98,545 of the City's FY 2020/21 estimated LTF apportionment to support transit and paratransit services. Attached is a resolution to fulfill that request. Also attached is a letter from TSD Transit Services Manager Robin Van Valkenburgh requesting FY 2020/21 LTF allocation.

ENVIRONMENTAL CONSIDERATIONS: None.

FINANCIAL CONSIDERATIONS: Not applicable.

ATTACHMENTS:

- ✓ Resolution 2020-XX, a Resolution Requesting the Nevada County Transportation Commission (NCTC) allocate \$98,545 of the City's Fiscal Year 2020/21 Local Transportation Funds (LTF) for Public Transportation
- ✓ Letter from Robin Van Valkenburgh, Transit Services Manager, TSD
- ✓ Resolution 20-21 of the Nevada County Transportation Commission revised findings of apportionment for FY 2020/21
- ✓ NCTC Policy and Procedures July 17, 2019

RESOLUTION NO. 2020-XX

A RESOLUTION REQUESTING THE NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC) ALLOCATE \$98,545 OF THE CITY'S FISCAL YEAR 2020/21 LOCAL TRANSPORTATION FUNDS (LTF) FOR PUBLIC TRANSPORTATION

WHEREAS, the City of Nevada City has entered into a Joint Exercise of Powers Agreement with the City of Grass Valley and the County of Nevada for the purpose of establishing and funding a Public Transportation Program; and

WHEREAS, Transportation Development Act Funds that are allocated annually to the City of Nevada City are available to support the Program; and

WHEREAS, the Nevada County Transportation Commission adopted Resolution #20-21 showing that the City of Nevada City has an estimated apportionment of local transportation funds in fiscal year 2020/21 of \$98,545; and

WHEREAS, the Transit Services Commission (TSC) adopted revised findings of apportionment at the May 20, 2020 meeting; and

WHEREAS, on June 16, 2020, the Nevada County Board of Supervisors adopted this budget.

NOW AND THEREFORE, BE IT RESOLVED the City Council requests NCTC allocate \$98,545 of Nevada City's fiscal year 2020/21 estimated apportionment of LTF for transit and paratransit services.

PASSED AND ADOPTED at a regular scheduled meeting of the City Council held on this 24th day of June, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Reinette Senum, Mayor

ATTEST:

Neil Locke, City Clerk



COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

Public Works Department

Transit Services Division

950 MAIDU AVENUE, SUITE 170, NEVADA CITY, CA 95959-8617
Phone: (530) 477-0103 Toll free: (888) 660-7433 FAX: (530) 477-7847

www.goldcountrystage.com

Email: goldcountrystage@co.nevada.ca.us

Sean Powers
Community Development Agency Director

Trisha Tillotson, Director of Public Works
Robin Van Valkenburgh, Transit Services Manager

June 17, 2020

Mrs. Catrina Olson, City Manager
City of Nevada City
317 Broad Street
Nevada City, CA 95959

SUBJECT: Fiscal Year 2020/21 Local Transportation Fund Claim

Dear Mrs. Olson,

The Nevada County Board of Supervisors will hold its Fiscal Year 2020/21 budget public hearings and approval in June and these will include the Fiscal Year 2020/21 Transit Services Division Budget. Nevada County is processing a claim with the Nevada County Transportation Commission (NCTC) for Local Transportation Funds (LTF), pursuant to the Transportation Development Act. In accordance with the Joint Powers Agreement for Transit Services in Western Nevada County, we are requesting that the City of Nevada City prepare and submit a claim to NCTC for LTF funds to support Gold Country Stage and contracted paratransit operations during Fiscal Year 2020/21.

NCTC has adopted revised findings of apportionment at their May 20, 2020 meeting indicating that the City of Nevada City's apportionment for Fiscal Year 2020/21 LTF funds is \$98,545. A copy of the revised NCTC findings of apportionment is attached. Since the Transit Services' Division budget is predicated on the use of 100 percent of the available LTF funds from all three local jurisdictions, we are respectfully asking that Nevada City prepare its claim in the amount of \$98,545. As with last year's claim, the LTF funding may be shown in a lump sum entitled "transit/paratransit operations" (P.U.C. Sec. 99400(c)).

We are hoping to have the claims approved at the July 15, 2020 NCTC meeting and I would greatly appreciate your placing this claim item on a City Council agenda at your earliest convenience in June 2020, for resolution approval.

Thank you for your continued support of Transit Services in western Nevada County. It is greatly appreciated. Should you have any questions, please contact me at 477-0103, extension 1003.

Sincerely,

Robin Van Valkenburgh

Robin Van Valkenburgh
Transit Services Division Manager

Cc: Trisha Tillotson, Director of Public Works
Dan Landon, Executive Director, NCTC

**RESOLUTION 20-21
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

REVISED FINDINGS OF APPORTIONMENT FOR FISCAL YEAR 2020/21

WHEREAS, Section 6655.5 of the California Code of Regulations states that the transportation planning agency may, at any time before the conveyance of initial allocation instructions pursuant to Section 6659, issue a revised determination of apportionments based on a revised determination of populations; and

WHEREAS, the Auditor-Controller of Nevada County has issued an estimate of \$3,985,787 as the amount available for allocation in FY 2020/21; and

WHEREAS, the amount subject to apportionment is to be determined by subtracting the anticipated amounts to be allocated, or made available for allocation, for administration of the Transportation Development Act, for transportation planning, for facilities for the exclusive use of pedestrians and bicycles, and for community transit services, from the total estimate of monies to be available for apportionment and allocation during the ensuing fiscal year; and

WHEREAS, the following figures represent the amount described above:

Estimated LTF Available for FY 2020/21

Sales and Use Tax	\$3,945,787
Interest	\$40,000
Subtotal	<u>\$3,985,787</u>
<u>Anticipated Allocations</u>	
Administration and Planning	-\$678,402
Pedestrian and Bicycles	-\$66,148
Community Transit Services	<u>-\$162,062</u>
Total Estimated FY 2020/21 LTF Available for Apportionment	\$3,079,176

Area apportionments based on population: Population figures from State of California Department of Finance 2020 E-1 Report, May 2020

Jurisdiction	Estimated Population	Percent of Estimated Total*	Apportionment**
Nevada County	65,881	67.15%	\$2,067,586
Grass Valley	12,865	13.11%	\$403,751
Nevada City	3,140	3.20%	\$98,545
Truckee	16,228	16.54%	\$509,294
TOTAL	98,114	100.00%	\$3,079,176

Totals may not equal sum of amounts in column due to rounding.

NOW, THEREFORE, BE IT RESOLVED, that Nevada County Transportation Commission finds that the above figures represent area apportionments to be used for FY 2020/21. These apportionments will be used as the basis for allocations throughout FY 2020/21, unless these findings are revised in accordance with statutes and regulations contained in the Transportation Development Act.

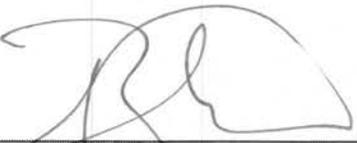
PASSED AND ADOPTED by the Nevada County Transportation Commission on May 20, 2020 by the following vote:

Ayes: Commissioner Arbuckle, Chair Burton, Commissioner Dee, Commissioner Guerra, Commissioner Hoek, Commissioner Scofield

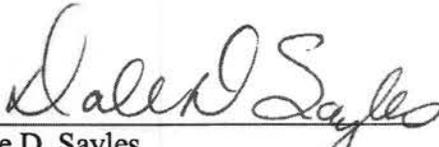
Noes: None

Absent: Commissioner Strawser

Abstain: None



Andrew Burton, Chair
Nevada County Transportation Commission

Attest: 

Dale D. Sayles
Administrative Services Officer



**NEVADA COUNTY
TRANSPORTATION COMMISSION**

**POLICIES AND PROCEDURES
MANUAL**

Adopted on March 21, 2012

Amended July 18, 2012

Updated September 20, 2017

Updated July 18, 2018

Updated July 17, 2019

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INTRODUCTION

This Policies and Procedures Manual is created by Nevada County Transportation Commission (NCTC) to provide guidelines concerning administrative procedures and activities and to ensure the smooth and proper execution of NCTC business. It is designed to be a working guide for the NCTC staff and Commissioners, committee members, and local jurisdiction staff.

This manual has been reviewed and adopted by the Commission. Policy and procedure additions or revisions will be developed and adopted by the NCTC as necessary. Each individual can assist in keeping this manual a useable, up-to-date tool, by notifying the NCTC Executive Director when needed improvements are identified. When changes are warranted and approved, amendments will be made and distributed with the effective dates of the change.

WHAT IS NCTC?

NCTC is a Regional Transportation Planning Agency (RTPA) created pursuant to Title 7.88 of the State of California Government Code, Section 67920. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee.

NCTC Responsibilities

The Commission has four major areas of authority and responsibility to accomplish improvements to the overall county transportation system:

1. NCTC develops and adopts a Regional Transportation Plan (RTP), which describes policies, strategies, and facilities that exist or are proposed for future development. NCTC develops a Regional Transportation Improvement Program (RTIP), which is a multi-year program or listing of projects that are derived from the RTP.
2. NCTC administers federal, state, and local funding programs for the jurisdictions in Nevada County in accordance with federal and state statutes and regulations.
3. NCTC reviews the transportation plans and programs of member agencies and endorses them based upon their satisfaction of regional needs and the consistency of their plans or programs with adopted regional plans and policies.
4. The NCTC meetings provide a venue for the citizens of Nevada County to voice their interests and concerns regarding transportation needs.

Mission Statement and Organization Flow Chart

The Mission of the Nevada County Transportation Commission is to plan, communicate and coordinate with the citizens and decision-makers of Grass Valley, Nevada City, Nevada County, the Town of Truckee and with Caltrans to identify transportation needs, propose solutions, and assist in implementing projects to create a balanced regional transportation system, while protecting the rural qualities and historic character of Nevada County.

Activities to achieve the Mission, include, but are not limited to the following:

NCTC develops a Regional Transportation Plan (RTP), which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.

NCTC interacts with the community through workshops, news media, the Internet, and its quarterly newsletter.

NCTC develops and adopts a Regional Transportation Improvement Program (RTIP) that is consistent with the RTP.

NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.

NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, the NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.

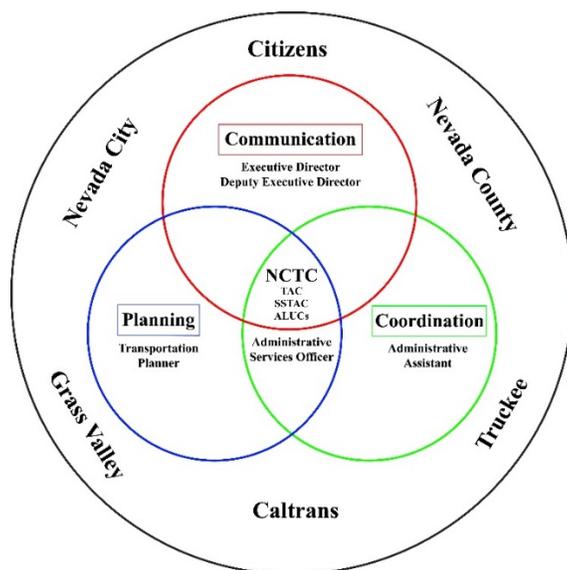
NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.

NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.

NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.

NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.

NCTC manages Regional Surface Transportation Program funds and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.



Memorandum of Understanding

A Memorandum of Understanding (MOU) between Caltrans and the Nevada County Transportation Commission provides for the accomplishment of the duties and responsibilities outlined above through the development and implementation of an Overall Work Program (OWP). The OWP details the planned projects and activities proposed by the Commission for each fiscal year. After the OWP is created by NCTC staff, the plan proceeds through local and state reviews before final adoption is made by the Commission. The OWP is updated each year to report on the progress of identified projects, propose new or continuing projects for the ensuing year, and to provide an estimate of the required funding for the OWP elements.

A MOU between the NCTC, the City of Grass Valley, the City of Nevada City, the Town of Truckee, and the County of Nevada provides for the coordination of regional transportation planning with local governments in the region. This MOU provides for local governments to comment on the OWP prior to its adoption by the NCTC. The Commission meetings provide a forum for the discussion of common interests by having issues placed on the agenda of a meeting when requested by any participant of the MOU.

Additional Information

The NCTC website is a valuable resource for additional information at www.nctc.ca.gov .

NCTC MEMBERS

NCTC has seven members; four members are appointed by the Nevada County Board of Supervisors and three are appointed by the incorporated municipalities in the county. The Board of Supervisors appoints two members of the Board of Supervisors and two county at-large representatives, with one member representing the general public and one representing the elderly/disabled of the community. The municipalities appoint three city/town representatives, one each from Grass Valley, Nevada City, and the Town of Truckee. The appointing authority may designate an alternate member to serve in place of the regular member when they are absent or disqualified from participating in a meeting.

Term of Office – The county at-large appointments are for four-year terms. Other appointed commissioners serve until replacements are named by the appointing authority.

Attendance at Meetings – When an appointed member becomes aware that they are unable to attend a Commission meeting, they shall notify NCTC staff in advance of the meeting to enable staff to determine if there will be a quorum. It is the responsibility of the appointed member to notify the alternate to fill the vacancy. If the appointed member and the appointed alternate are not available, this seat on the Commission will be vacant for that meeting.

In the event a commissioner does not send an alternate representative and misses three (3) consecutive regular meetings for reasons other than illness, a letter shall be sent to the appointing jurisdiction notifying them of the lack of representation on the Commission.

Statement of Economic Interests – The NCTC adopted by resolution a Conflict of Interest Code (requirements of the Political Reform Act of 1974 – Gov. Code § 81000, *et seq.*) designating positions required to file a disclosure statement and disclosure categories specifying the types of interest to be reported. Commissioners may be required to disclose their personal financial interests if they make or participate in making a decision that could affect their private financial interests. Disclosure is made annually on the Fair Political Practices Commission’s Form 700 – Statement of Economic Interests. The Form 700 is a public document that must be made available to anyone who requests it. Commissioners must file a Form 700, with an original signature, with NCTC.

AB 1234 Ethics Training – Effective January 1, 2006, AB 1234 requires that elected and appointed officials of a local agency governing body, and commissions, who are provided compensation for their service or are reimbursed for their expenses, receive training in public services ethics laws and principles every two years. All documents relating to reimbursable expenditures are public records subject to disclosure. AB 1234 applies to NCTC members because the NCTC Policies and Procedures Manual provides for reimbursement of travel expenses (see “Reimbursement” information below).

An on-line free training program is available for NCTC members to satisfy the AB 1234 requirements and is accessed at <http://localethics.fppc.ca.gov>. This is a self-serve training program and it is the commissioner’s obligation to print a certificate and provide it to NCTC staff; no copies are retained by the program on the website. Email questions to: ab1234@fppc.ca.gov.

Travel/Meals/Lodging Reimbursement – If a commissioner or employee is required to travel to conduct NCTC business, they are entitled to be reimbursed for travel costs, in accordance with Internal Revenue Service guidelines, including food and lodging. Reimbursement shall be limited to

documented trip expenses submitted on a travel expense voucher. However, if the Commissioner's jurisdiction provides for reimbursement, none will be provided by NCTC.

- **Travel:** Members will be reimbursed for operation of an automobile at the current federal rate determined by the Internal Revenue Service when conducting NCTC business. A trip expense voucher and proof of automobile insurance must be submitted. Public liability and property damage limits for the insurance policy should be \$100,000 – \$300,000 – \$100,000. Reimbursement for airline travel is at the actual cost and requires submission of itemized receipts.
- **Meals:** Meal expenses shall be reimbursed at the actual cost of the meal up to the following maximum for breakfast \$15.00, lunch \$20.00, dinner \$30.00, including tax and tips. The meal allowance will be reduced for any full meals provided at conferences or training programs. Out-of-pocket expenses for food purchased at training sessions, workshops, or purchasing of meals for commissions or committees may be reimbursed. Trip departure time must be before 7:00 a.m. or return after 7:00 pm. to be reimbursed for breakfast or dinner.
- **Lodging:** Overnight lodging is reimbursed at the actual cost upon submission of itemized receipts. Single occupancy rates prevail unless the room is occupied by more than one commissioner or employee.
- **Incidental Expenses:** When traveling on NCTC business, members and employees will be reimbursed, including, but not limited to ferry and bridge tolls, taxi fares, business calls, parking fees and tips. Receipts are required for airport parking, but not required for meter parking, taxi fares, shuttle buses, bridge tolls, and tips.
- **Completing an Expense Reimbursement Form:** A completed expense form includes the date and time of departure and return, destination, and purpose. Expenditures are to be specifically accounted for using the descriptive categories on the form. Any expense form not submitted to NCTC staff within 30 days from the date of occurrence shall not be paid. An Expense Reimbursement Form can be obtained at the NCTC office.

MEETINGS

Regular and Adjourned Meetings – The NCTC shall meet on the third Wednesday of every other month at a time and location provided on a yearly schedule, unless noticed otherwise. A proposed annual meeting schedule for the following year will be presented at the November NCTC meeting and approved by a majority vote of the Commission. All NCTC meetings shall be governed by “Robert’s Rules of Order,” except as otherwise provided by these Policies and Procedures and shall be conducted in the manner prescribed by the Ralph M. Brown Act. An interpreter for the hearing impaired, or other special accommodations, can be made available upon request to Commission staff 72 hours in advance of the NCTC meeting.

Any regular meeting may be adjourned to a later date during the period between regular meetings, and at any other place in Nevada County, as stated in a motion. The adjourned meeting will be a continuation of the regular meeting. If a quorum is not established, no business other than adjournment may be transacted. The NCTC shall restrict business at an adjourned regular meeting to that specified in the agenda noticed for the meeting.

Special Meetings – A special meeting may be called by the Chair at his or her discretion, and a meeting must be called by the Chair when requested by four members of the NCTC. A special meeting may be called in the manner specified in the Ralph M. Brown Act, Section 54956.

Public Comment – The Commission may allow members of the public to address the Commission on items appearing on the agenda, if the Commission determines that there is time available. In the interest of time, the Commission may limit the length of any such comment or input. The public will be afforded the opportunity to comment on any items not listed on the agenda. The Commission or staff may respond to the comment; however, no action may be taken on items not listed on the posted agenda.

Public Hearings – The NCTC will hold a public hearing, as described in Section 99238.5 of the Public Utilities Code, in conjunction with the Regional Transportation Plan, the Regional Transportation Improvement Program, or for other purposes as deemed necessary by the NCTC. Notice of a public hearing will be published in newspapers of general circulation within Nevada County and in the geographically served area appropriate to the hearing business. Public hearings shall be recorded and summarized proceedings transcribed into the NCTC minutes.

To conduct a public hearing, the NCTC Chair shall call the public hearing to order at the designated time. All members of the public shall be allowed to address the Commission regarding any item which is noticed on the Commission’s agenda as a public hearing. The Chairman may limit the total time allocated for the public hearing, and may limit any individual to 3 minutes. Any person may provide the Commission with a written statement in lieu of or in supplement to any oral statement made during a public hearing. Ten copies of written statements shall be submitted to the Commission’s staff (preferably in advance) to allow for distribution to the Commission. Copies of the agenda, correspondence and reports may be obtained from the Commission’s staff at a cost of ten cents per page, plus the cost of postage. An interpreter for the hearing impaired, as well as other special accommodations may be made upon request to the Commission’s staff at least 72 hours in advance of the NCTC meeting.

1. By conducting a public hearing, the NCTC is acting in a quasi-judicial capacity; therefore, the hearing must be open to the public, affording every individual an opportunity to comment on the matter being heard.

2. The Chair should conduct the hearing impartially, but in accordance with procedural rules; only one person should speak at a time, common courtesy and decorum must be observed at all times, discourtesy or displays of inappropriate behavior must not be permitted. Should disruptive actions fail to be controlled, the Chair may either close the hearing or adjourn to a future date and time.
3. Formal rules of evidence are not applicable to public hearings; however, the Chair should ensure that redundant, repetitive or irrelevant matters are not asserted by any person. All statements and evidence shall be relevant to the issue(s) being heard.
4. NCTC members should deliberate a matter without bias and be guided only by the evidence produced at the hearing, and apply to that evidence the benefit of their own experience and expertise.
5. It is the responsibility of the Chair to ensure that no persons utilize the platform of a public hearing to introduce issues or topics not relevant to the matter of the hearing or topics that do not lawfully belong before the NCTC.
6. Except as specifically requested by the Chair, long letters or communications should not be read in full during the hearing process. Staff should prepare a summary of the communication or letter, which can be read to the NCTC and recorded into the minutes of the hearing. The original document or letter can then be filed with the proceedings as an exhibit.
7. The Chair may request each person who speaks at a public hearing to sign an “Attendance Sheet.” This is not a mandatory requirement, and failure or refusal to sign shall not be grounds for prejudice or alteration of consideration of any kind.
8. Records or minutes of public hearings and/or proof of conduction will be submitted to appropriate state and/or federal entities as required.

Communications Between Commissioners and Staff – “Serial meetings” are prohibited under the Brown Act, and NCTC members and staff must remain vigilant that serial meetings do not occur. Such a meeting involves only a portion of the Commission at any one time, but eventually involves a majority of the NCTC. Serial meetings deprive the public of an opportunity for meaningful participation in the decision-making process of the Commission. A serial meeting may be a “daisy chain” in which Member A contacts Member B, Member B contacts Member C, Member C contacts Member D and so on, until a quorum has established a concurrence outside of the regular NCTC meeting.

A “hub-and-spoke” process could occur if multiple members of the Commission contact the Executive Director or other staff separately regarding an item that will be considered and, in the process, the Executive Director or staff reveals information about the members’ respective views. In addition, both the daisy chain and the hub-and-spoke scenarios could occur via email communications, phone calls, or personal meetings. By contrast, it is acceptable for the Executive Director or staff to send a unilateral communication to the Commission, such as an informational or advisory memo or an email communication. The key is that the communication is not then serially discussed by members to develop a concurrence prior to an official meeting.

Quorum and Voting – A quorum necessary to do business shall consist of four (4) members or their appointed alternates. Motions and resolutions require a majority vote of the members present, including the Chair. When there is no quorum at a regular meeting, the Chair, or any member of the Commission, shall adjourn said meeting until the next regular meeting or call for a special meeting.

Officers and Duties – The officers of the NCTC shall be Chair and Vice Chair who serve for a period of one calendar year. Duties of the Chair include: Preside at all meetings; call special meetings as needed; sign minutes, resolutions, correspondence, and other documents as approved by the NCTC; review agenda items and plan Commission meetings with the Executive Director; perform such other duties as may be assigned by the NCTC. The Vice Chair shall perform these duties in the absence or disability of the Chair.

The offices of Chair and Vice Chair shall be elected by a majority vote of the members present at the January meeting or at the next NCTC meeting after a vacancy occurs. The officers may be removed with or without cause by the affirmative vote of four (4) members. A vacancy shall be filled by the election of the majority of the members present at the meeting.

The Chair or Vice Chair shall call the meeting to order at the appointed time. In the absence of the Chair and Vice Chair, the Executive Director shall call the meeting to order, whereupon a temporary Chairperson shall be elected from among the members present. If the Chair or Vice Chair arrives during the meeting, the temporary Chairperson shall relinquish the chair upon completion of the item before the Commission. If it is known prior to the meeting that both the Chair and Vice Chair will be absent, an alternate Chairperson may be appointed by the Chair to conduct the meeting in his or her absence.

Agenda Content – The Executive Director is authorized to prepare agendas based upon the issues that he believes are appropriate to accomplish the Commission’s objectives. Agendas for meetings of the NCTC shall be prepared to include: Consent Items, Informational Items, Action Items, Public Comment, Commission Announcements, Schedule for Next Meeting, and Adjournment. Agenda items are placed in the order decided by the NCTC Executive Director and the Chairman. Copies of the agenda may be obtained from the NCTC website.

Agenda Submittal and Deadlines – Matters requiring action by the NCTC shall be submitted to the Executive Director no later than twenty-three days prior to the scheduled meeting date of the Commission. Submitted items shall include a memo summarizing the item (with backup information as needed) and the action being requested. Late submittals of items for the agenda will be dealt with in accordance with the Ralph M. Brown Act as it pertains to urgent items of public health and safety. Agendas and packet information shall be distributed as directed by the Commission in advance of the meeting date.

Records of Meetings – NCTC staff shall record all proceedings of every NCTC meeting. These recordings shall be transcribed into written form of official minutes that are submitted and approved by the Commission at their meeting. Minutes files will be maintained in the NCTC staff office. Recordings will be retained for a minimum of one year and are available for listening upon request at a time designated by the Executive Director in the NCTC office.

Resolutions – A resolution is a formal expression of intent of a voting body. A resolution is necessary when a finding is required to be made by the Commission. A resolution shall contain a summary of any such findings and identification of a subsequent action based upon and resulting from the findings. In lieu of entering resolutions in full into the minutes, NCTC staff shall keep a

resolution file in which all original signed resolutions shall be entered in order of their sequential identification number. A written index will be kept in the front of the folder with resolution date, number, and subject.

NCTC STAFF

Specific duties are maintained in the NCTC Personnel Policies and Procedures Manual.

Executive Director

Under the direction of the Commissioners, the Executive Director's duties shall be to plan, organize, direct, and review the activities and operations of the Commission; to implement and administer Commission policies and directives; and to provide highly responsible and complex administrative support to the Commission.

Deputy Executive Director

Under the direction of the Executive Director, the Deputy Executive Director's duties are to plan, organize, direct and review activities, resources and operations as they relate to transportation planning; to assist the Executive Director with the overall administration of the Commission; and to provide highly responsible and complex administrative support to the Executive Director and Board Commissioners.

Transportation Planner

The Transportation Planner serves under the supervision of the Executive Director and is responsible for developing and maintaining the Regional Transportation Plan, including public and interagency coordination, and the Plan's various implementation programs.

Administrative Services Officer

Under general direction of the Executive Director, the Administrative Services Officer plans, organizes, directs, and performs administrative services for the Executive Director and the Commission.

Administrative Assistant

Under general supervision of the Executive Director, the Administrative Assistant performs a variety of administrative and secretarial duties for the Commission and staff.

NCTC COMMITTEES

Technical Advisory Committee

The Technical Advisory Committee (TAC) is made up of representatives of local public works and planning departments, Caltrans District 3, public airport operators, the air pollution control district, public transit operators, and the NCTC consultant engineer on retainer. Members are assigned by staff of local jurisdictions and other participating organizations. Any decisions made or actions proposed by the TAC shall be subject to the review and approval of the NCTC.

TAC responsibilities include:

1. Provide technical input, assistance, and recommendations to the Commission to ensure there is comprehensive coordination and cooperation in the transportation planning process for Nevada County.
2. Review and comment on comprehensive regional transportation plans for the area, which include the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Overall Work Program (OWP).
3. Coordinate efforts and discussions to create and maintain circulation elements of the General Plan and specific plans of the member governments.

The Executive Director of NCTC shall act as the Chair of the TAC and he shall create and distribute meeting agendas and designate meeting locations. Regular TAC meetings are scheduled for the last Wednesday of each month, unless rescheduled or cancelled. Meeting agendas shall be posted in a public place at least 72 hours prior to a meeting, in accordance with Section 54952 of the Ralph M. Brown Act. A majority of the members of the TAC shall constitute a quorum for the transaction of business. In lieu of organized meetings, the Executive Director may choose to telephone TAC members to discuss and obtain consensus on a topic of interest, as is deemed necessary. The Executive Director shall also delegate certain duties to the NCTC Transportation Planner as it relates to the TAC.

Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council (SSTAC) consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local consolidated transportation service agencies; and Truckee residents who represent the senior and Hispanic communities. Membership is secured by filling out an application through the NCTC office and being appointed by the Commission for a three-year term. The required establishment and makeup of the SSTAC is prescribed by the Transportation Development Act (P.U.C. Section 99238).

SSTAC responsibilities include:

1. Maintain and improve transportation services to the residents of Nevada County, particularly the elderly and disabled.
2. Review and recommend action to NCTC regarding the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.

3. Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

In accordance with the TDA, SSTAC will meet at least once annually. Additional meetings will be called, as needed and determined, by NCTC staff or SSTAC members. The Chair and Vice-Chair of the SSTAC shall be elected by a majority of the voting members for a one year term, commencing upon the first meeting of the calendar year and terminating on January 1 of the succeeding year. The NCTC Executive Director will appoint a secretary from NCTC staff to keep minutes of SSTAC meetings, distribute meeting notices and agendas, keep track of members termination dates, provide assistance in the reappointment process, and advertise for vacant positions in the local newspaper. Meeting agendas shall be posted in a public place at least 72 hours prior to an SSTAC meeting, pursuant to Section 54952 of the Ralph M. Brown Act.

Regional Transportation Mitigation Fee (RTMF) Executive Committee

The RTMF Executive Committee shall be comprised of one member on the NCTC representing Nevada County, the City of Grass Valley, and Nevada City.

The RTMF Executive Committee shall be responsible for the following:

1. Review and act upon recommendations for project selection and prioritization of projects in the RTMF Capital Improvement Program (CIP), Strategic Plan, and the Transportation Improvement Program (TIP). The RTMF Executive Committee has final authority.
2. Review and consider recommendations on projects from the Administrative Committee and the NCTC TAC.
3. Approve the Administrative Plan and any subsequent amendments thereto.
4. Recommend changes to the program for consideration by participating jurisdictions.

All actions must be approved by all three members in order to be in force. If there is a dispute regarding project prioritization of a specific project and a consensus cannot be reached, that project shall be tabled until such time as new information is presented and the matter can be resolved. In developing recommendations on RTMF projects for consideration by the Executive Committee, NCTC staff and TAC shall work to coordinate compatibility with local project priorities and schedules of area transportation improvements.

RTMF Administrative Committee

The RTMF Administrative Committee is comprised of the NCTC's Executive Director and the chief administrative officer, public works director or designee from the three participating jurisdictions of the RTMF Program: Nevada County, City of Grass Valley, and Nevada City.

The Administrative Committee shall be responsible to:

1. Develop objective criteria for RTMF project selection and prioritization, including: traffic safety issues potentially created by growth, regional significance, availability of matching funds, mitigation of congestion created by new development, system continuity, geographic balance, project readiness, and completed projects with reimbursement agreements.
2. Provide additional assistance to the RTMF Program as requested by the Executive Committee and/or the NCTC TAC.

3. Prepare the Strategic Plan.
4. Prepare the Five-Year TIP, which is reviewed annually.
5. Review and recommend changes in project priorities to the NCTC TAC and Executive Committee.
6. Select a lead agency for each of the projects in the CIP.
7. Review the Annual Report prepared by NCTC.
8. Review and revise the Regional System as may be necessary, a minimum of every five years.
9. Review and revise Project Cost Estimates for the Regional System projects as necessary, a minimum of every five years.

Ad Hoc Committees

NCTC may form advisory Ad Hoc Committees or participate on committees created by other entities, as it deems necessary.

MEMBERSHIP IN OTHER ORGANIZATIONS

Nevada County Economic Resource Council (NCERC)

The NCERC is a nonprofit economic development corporation. As a public/private partnership comprised of business, government, and education it represents the county's best efforts to support local job creation and economic opportunity. The NCERC serves as a central point of contact for employers requiring assistance in business endeavors. While the NCERC works on broad and overarching issues dealing with infrastructure, tax revenue generation, and the workforce, its principal focus is on how to help individual businesses prosper. The NCERC mission centers around three principal programs: existing industry retention and expansion; targeting new industry attraction; and creation of new business.

NCTC decided to become a member of the NCERC based on the nexus between transportation and economic development. At its November 15, 2006 meeting, the NCTC adopted Resolution 06-34 authorizing participation on the NCERC Board of Directors. To avoid an overlap of representation on the NCERC by member agencies, it was agreed an At-Large NCTC Commissioner would be appointed as primary representative and alternate. At the June 17, 2009 NCTC meeting, Resolution 09-20 was adopted to continue participation on the NCERC Board. The Commission requested a review of the usefulness of the position in six months. On January 20, 2010 the Commission determined it was beneficial to continue membership on the NCERC Board and adopted Resolution 10-05. The NCTC representative reports on the status of current and future transportation projects at the NCERC regular meetings.

Meetings of the NCERC are held the first Thursday of each month (excluding July). The appointed representative will serve a two-year term or until a successor is selected by NCTC. NCTC pays \$1,000 per year for membership.

Rural Counties Task Force (RCTF)

The RCTF was formed in 1988 as a joint effort between the California Transportation Commission and the rural counties that are represented by Regional Transportation Planning Agencies (RTPAs). The purpose of the RCTF is to ensure rural counties are informed, have a voice, and are actively engaged as decisions are made regarding statewide transportation policies and programs.

Meetings of the RCTF are held on the third or fourth Fridays of odd numbered months. Voluntary dues are utilized to offset the costs incurred by officers attending CTC meetings and other meetings statewide representing the rural RTPAs. Dues are based on Rural Planning Assistance Allocations. NCTC pays \$2,000 per year for membership.

California Association for Coordinated Transportation (CalACT)

CalACT is a statewide, non-profit organization with over 300 members dedicated to promoting professional excellence, stimulating ideas, and advocating for effective community transportation. CalACT is the largest state transit association in the United States. They support local efforts to increase revenue for public transportation. CalACT is governed by a member-elected Board of Directors, who volunteer their time and expertise, and is managed by staff according to an adopted set of bylaws and business plan.

Membership is comprised of individuals and agencies from diverse facets of transportation, including large and small transit and paratransit operators, social service organizations, planning and government agencies, suppliers/commercial vendors, and consultants. A CalACT membership provides the NCTC with opportunities to network with peer organizations, attend educational conferences at special membership rates, participate in CalACT Legislative Mobilization efforts, and provides eligibility for scholarships and other services provided through the Rural Transit Assistance Program (RTAP). NCTC pays \$560 annually for membership.

Truckee-North Tahoe Transportation Management Association (TNT/TMA)

Founded in 1990, the TNT/TMA is a public-private nonprofit organization dedicated to developing innovative transportation and air quality solutions in the North Lake Tahoe - Truckee Resort Triangle, which includes parts of Nevada and Placer Counties in California and Washoe County in Nevada. Its Board of Directors consists of business and citizen representatives from North Lake Tahoe, Truckee, and Incline Village; and government representatives from the Town of Truckee, Nevada County, Placer County, Washoe County, Nevada County Transportation Commission, Placer County Transportation Planning Agency, and the Tahoe Regional Planning Agency. The TNT/TMA focuses on community mobility and transit services as fundamental elements of maintaining the economic and environmental health of the area. Coordination with and between Caltrans, the State of Nevada Department of Transportation, and local agencies is an important function of the TNT/TMA.

TMA meetings are on the first Thursday of each month and are open to the public. Membership dues for the NCTC are \$4,125.00 annually.

North State Super Region (NSSR)

In 2010, regional transportation planning agencies in sixteen North State counties (Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Nevada, Plumas, Sierra, Siskiyou, Shasta, Tehama, and Trinity) formed an alliance called the North State Super Region. The goals of the NSSR are:

- To collaborate on endorsement of projects, share resources and information, and bring political attention to the needs of the area, including interregional roads, transit, and goods movement
- To unite as a larger voice to influence state and federal policy and funding priorities
- To coordinate compliance with state and federal requirements, including blueprint planning and air quality regulation
- To share and generate innovative ideas for project delivery and funding, among others

Infrastructure investment and transportation funding are identified as some of the most difficult policy issues facing California today. New funding for transportation is focused on portions of the state with the most population and economic vitality. Therefore, rural counties struggle to fund necessary transportation improvements in economically depressed and often geographically challenging areas.

The North State Super Region is a unique region that has opportunities and challenges not seen elsewhere in California. The following statistics highlight the uniqueness of the North State:

- Total land area: 42,620 square miles totaling 26% of California
- Has 37% of California's state and federal roads
- Total population: 1,044,002 (2008 U.S. Census data)

On NSSR website, these figures are from 2010 white paper, which has not been updated. Participation in the North State Super Region is voluntary and there are no membership dues. Biannual meetings are held in the spring and fall and additional meetings are held as needed to deal with current issues.

OVERALL WORK PROGRAM

The Annual Overall Work Program (OWP) includes the administrative and transportation planning activities and budgets for the work to be performed by the NCTC each fiscal year (July 1 through June 30) in accordance with Public Utilities Code Section 99233.1 and California Administrative Code Section 6617. The PUC states that NCTC shall be allocated funds to administer the Transportation Development Act (TDA); therefore, NCTC adopts an annual Administrative Budget. PUC Section 99233.2 provides that the NCTC may approve up to 3% of the annual Local Transportation Fund (LTF) revenues for transportation planning and programming included in the OWP work elements.

The OWP is submitted to the NCTC for approval in May of each year. Prior to NCTC review and approval, the draft OWP is submitted to Caltrans and NCTC member agencies for comment.

NCTC FINANCES

The Executive Director is responsible for administration of NCTC finances. The Executive Director has designated the Administrative Services Officer to maintain QuickBooks software to account for all fiscal operations of NCTC. The Executive Director provides the NCTC with regular reports on the funds held by the agency.

Under the requirements of the Transportation Development Act (TDA), fiscal and compliance audits of NCTC held funds and those of all TDA claimants must be completed annually. Also, a triennial performance audit must be performed on NCTC and on operators of public transportation systems to evaluate the efficiency, effectiveness, and economy of the operation of the entity being audited. Detailed information on fiscal policies is included in the Nevada County Transportation Commission Fiscal Manual.

TRANSPORTATION DEVELOPMENT ACT FUNDS

The Transportation Development Act (TDA) was established in 1971 by the State of California and provides a major source of funding for public transportation and transit projects. The TDA creates a Local Transportation Fund (LTF) and a State Transit Assistance (STA) fund. The LTF and STA funds comprise what is referred to as TDA funds.

LTF revenues are derived from one-quarter cent of the state retail sales tax collected statewide, which is then returned from the State Board of Equalization to the county of its origin. STA revenues from the excise tax on gasoline and diesel fuel are appropriated to the State Controller's Office by the Legislature for allocation to transit operators by regional transportation planning agencies.

HOW LOCAL AGENCIES GET TDA FUNDS

NCTC is the administrator of TDA funds, which includes the activities of apportionment, allocation, and payment of those funds. Apportionment consists of dividing the available revenues among the cities, the town, and the county based on population. Once apportionments are adopted, the various applicants can file claims with NCTC for specific amounts and purposes, as defined in the TDA statutes and regulations, and under NCTC's administrative procedures. Once a claim is approved, allocation instructions are transmitted from the Executive Director of NCTC to the Nevada County Auditor-Controller and payments are made according to the terms in the instructions established in the NCTC Resolution. The TDA manual contains sections from the Public Utilities Code (PUC) and California Codes of Regulations (CCR) and can be found on the internet at: http://dot.ca.gov/drmt/docs/tda/TDA_07-2018.pdf.

Definitions

Apportionment - That proportion of the total annual estimated LTF revenue to be received in the fund that the population of the area bears to the total population of the county. Apportionment of STA funds is described later in this section.

Allocation - The approval of a claim by the NCTC setting apart monies in the LTF for a claimant for the purpose authorized under the TDA.

Claim - A proposed expenditure of LTF or STA funds by a claimant for a specific project or purpose, which conforms to requirements of the TDA and applicable rules and regulations as revised. This claim is eventually approved, modified, or disapproved in whole or in part by NCTC.

Claimant - An incorporated area (city or town), county, operator, or consolidated transportation service agency within Nevada County. A claimant may not always be an operator, i.e. the cities contributing their share for operations of Gold Country Stage or the Town of Truckee.

Community Transit Services Funds - May be used for transportation services which link intra-community origins and destinations. May be used for services for persons with disabilities who are unable to use conventional transit.

Fiscal Year - Reference to the year commencing July 1st and ending June 30th.

Fund - Refers to either of the two sources of TDA monies and other resources held separately in trust in the Nevada County Treasury.

Operator - Nevada County, who operates a public transportation system, the Gold Country Stage. An operator can also be a claimant. The Town of Truckee contracts provision of its transit services and is therefore considered to be a claimant.

Regional Transportation Planning Agency (RTPA) - NCTC is the RTPA for Nevada County for purposes of the administration of the TDA rules and regulations.

FINDINGS OF APPORTIONMENT FOR LTF

Prior to March 1 of each year, NCTC staff transmits Findings of Apportionment to the jurisdictions indicating LTF available for the ensuing fiscal year. The Findings of Apportionment are determined from the Nevada County Auditor's estimate of LTF, less those funds allocated for Administrative and Planning Services, Pedestrian and Bicycle projects, and Community Transit Services. The funds are apportioned according to the percentage of population that each applicant's jurisdiction bears to the total population of the county. Once apportionments are adopted at the March NCTC meeting, applicants can then file claims with NCTC for the next fiscal year.

Apportionment of LTF

Apportionments, per the TDA, must be made according to specific priorities:

1. To NCTC, such sums necessary to perform administrative duties assigned under the TDA.
2. To NCTC, in accordance with TDA Statute 99233.2, sufficient funds of up to three percent of the annual revenues for the conduct of the transportation planning and programming process.
3. In accordance with TDA Statute 99233.3, NCTC may apportion up to two percent of the remaining LTF, after allocation of administration and planning, for allocation to Grass Valley, Nevada City, Nevada County, and the Town of Truckee for the exclusive use of Pedestrian and Bicycle Facilities. Five percent of the amount made available to the cities, town, and county may be expended to supplement monies from other sources to fund bicycle safety education programs.

NCTC has discretion over allocation of monies in the NCTC Pedestrian and Bicycle Fund Account. It was determined that these funds will be divided into "annual bid targets" by dividing the annual revenues and interest into four equal parts for allocation to the two cities, the town, and the county.

4. Five percent of the remaining monies are then available for Community Transit Service claims by claimants, i.e. the Town of Truckee, and the Consolidated Transportation Service Agency (CTSA), Nevada County. However, NCTC may determine that such available funds would be better utilized for claims made for support of public transportation systems.
5. Local Transportation Funds are then apportioned by dividing the available revenues among the cities and the county based on population. NCTC staff uses population estimates prepared

by the California Department of Finance each May. An example of the Findings of Apportionment according to specific priorities in the TDA is shown below.

Example of Findings of Apportionment

FY 18/19
Reso 19-03

Sales and Use Tax - Estimate from County Auditor	\$3,871,886
Interest	\$40,000
Total Estimated Revenue for Fiscal Year	\$3,911,886
TDA Administration	\$360,000
Planning = 3% of Sales & Use Tax	\$117,357
Total Admin & Planning-NCTC Budget	\$477,357
Subtotal	\$3,434,529
Ped & Bike =2%	\$68,691
Subtotal	\$3,365,839
Community Transit Svc Allocations=5%	\$168,292
Available for Apportionment	\$3,197,547

	Population	% of Total	Apportionment
Nevada County	66,207	66.77%	\$2,135,041
Grass Valley	13,041	13.15%	\$420,546
Nevada City	3,226	3.25%	\$104,032
Truckee	<u>16,681</u>	<u>16.82%</u>	<u>\$537,928</u>
	99,155	100%	\$3,197,547

APPORTIONMENT OF STA FUNDS

The State Controller allocates STA funds to NCTC based on PUC Sections 99313 and 99314. Under Section 99313, NCTC receives funding based on the ratio of the population of Nevada County to the total population of the state. Under Section 99314, NCTC receives funding based on the ratio of the total revenue of the "operators" in Nevada County during the prior fiscal year to the total revenue of all the operators in the state during the prior fiscal year (Example see Figure 1 below).

**Figure 1:
State Transit Assistance Allocations FY17/18**

Agency	% Population	STA 993313 Regional (Population Revenue)	STA 99314 (Operator Revenue)	Total STA
Truckee	16.09%	\$94,315	\$10,138	\$104,453
Nevada County (incl. Grass Valley, Nevada City, and County)	83.91%	\$491,859	\$18,910	\$510,769
Total	100%	\$586,174	\$29,048	\$615,222

During FY 18/19, NCTC retained Michael Baker International to conduct a study to determine if NCTC's distribution policies provided an equitable amount of funding to each transit service in the region. Michael Baker International analyzed factors such as demographics, financial data and operating data for each of the operators and noted in their report, "In general, defining funding equity is a challenge and is interpreted differently, in consideration of various metrics used, including sales tax generation by jurisdiction, transit dependent populations in western and eastern Nevada County, and relative transit operating efficiencies." After reviewing the analysis prepared by Michael Baker International, a Project Advisory Committee acknowledged that, when Local Transportation Fund (LTF) and State Transit Assistance (STA) funding allocations are considered based on a strict return-to-source formula (revenue generated by jurisdiction), Truckee generates a greater percent of sales tax versus the percent of population that is the basis of LTF allocations amongst the jurisdictions. Western Nevada County has a higher percent of transit dependent population versus the percent of total population used as the basis for allocations, and historically has stronger cost/efficiency metrics. All of these measures are important considerations in meeting the goal of equitable distribution and allocation of transit funding.

In response to the study findings, on March 20, 2019, NCTC approved the following priorities that have been developed to facilitate equitable distribution and allocation of transit funding:

Priority 1: Existing Services: Based on a review of operating and performance data, consistent with California Code of Regulations Section 6634, *Eligibility for Funds*, NCTC's first priority for allocation of transit funding will be the continuation of existing services and funding capital needs identified in approved transit development plans.

Priority 2: Service Expansion: A transit operator may request operating and capital funding to establish new routes, extend existing routes, or implement new types of transportation services. In evaluating these claims, NCTC will consider sustainability and performance data for the proposed services included in approved transit development plans and review the eligibility of the claims in accordance with the provisions of the Transportation Development Act.

Annual allocations by NCTC will consider demographic factors that reflect service need, such as relative population of transit dependent riders. Performance and efficiency metrics will also be considered (see PUC 99314.6 eligibility standards) as they correlate with the ability to provide increased services for a given funding amount. Each year at the commencement of the budget/claims process (February 1st, or as soon as possible thereafter), NCTC staff will meet with the staff of the two transit operators to discuss service plans, capital purchases, and planned FTA 5311 and LTF/STA claims for the ensuing year. This coordination will ensure that provision of existing services and planned service enhancements/expansions are taken into consideration. NCTC expects to receive claims for services and capital purchases that reflect what was discussed and agreed to in the pre-budget/claims meeting.

After the above considerations, annually, concurrent with the development of transit budgets and claims for the ensuing fiscal year, NCTC will utilize data from the California Board of Equalization to determine the sales tax generated by jurisdiction (see Figure 2).

**Figure 2:
FY 17/18 Sales Tax Percentages**

	⁽³⁾ County Share	Town Share	Total
⁽¹⁾ FY 17/18 Bradley Burns Sales Tax Generated by Jurisdiction	\$9,923,745	4,250,611	\$14,174,356
⁽²⁾ Percent of Total Sales Tax Revenue Generated by Jurisdiction (Return to Source)	70%	30%	100%

- (1) Source: CA Board of Equalization and CA Dept. of Tax and Fee Administration, Quarterly Allocation Summary of Bradley Burns Local Tax, allocation period 3rd & 4th quarters 2017 and 1st & 2nd quarters 2018.
(2) Calculation of percentage of sales tax generated by jurisdiction countywide.
(3) County Share includes Grass Valley, Nevada City, and Nevada County.

Next, a comparison between LTF apportionments based on population (as required by statute) and an estimated apportionment based on the percentage of sales tax revenue generated by jurisdiction will be developed (see Figure 3).

**Figure 3:
Applying FY 17/18 LTF Apportionment Analysis Percentages to FY 19/20 LTF Estimated Revenue**

	County Share	Town Share	Total
⁽⁴⁾ FY 19/20 Estimated Apportionment (Based on Population)	\$2,693,105	\$544,701	\$3,237,806
FY 19/20 LTF Return to Source Estimated Apportionment based on FY 17/18% of Total Sales Tax Revenue Generated by Jurisdiction (Table Above)	\$2,266,852	\$970,954	\$3,237,806
Difference of LTF Population Based vs Return to Source Apportionments	\$426,253	(\$426,253)	\$0

- (4) Source: Nevada County Transportation Commission Draft Resolution 19-04, Preliminary Findings of Apportionment for Fiscal Year 2019/20.

The difference between the LTF Population Based and the Return to Source based apportionments is used to identify the STA Preliminary Estimated Apportionments as shown in Figure 4: Applying FY 19/20 LTF Apportionment Analysis to FY 19/20 STA Estimated Revenue.

**Figure 4:
Applying FY 19/20 LTF Apportionment Analysis
to FY 19/20 STA Estimated Revenue**

		County Share	Town Share	Total
1	⁽⁵⁾ FY 19/20 STA (99313) Preliminary Estimated Apportionment (Based on	\$437,565	\$88,481	\$526,046
2	⁽⁵⁾ FY 19/20 STA (99314) Preliminary Estimated Apportionment (Based on	\$31,898	\$12,610	\$44,508
3	⁽⁵⁾ FY 19/20 New SB1 (6051.8) Revenue Preliminary Estimate (Apportioned by Population)	\$362,705	\$73,343	\$436,048
	<i>Subtotal STA</i>	\$832,168	\$174,434	\$1,006,602
4	FY 19/20 STA Adjustment	-\$426,253	\$426,253	\$0
5	FY 19/20 STA Total Preliminary Estimated Apportionment (County's Share of Standard STA remains whole and consistent with prior years' apportionment methodology while funding Truckee's shortfall in LTF using the New SB1 revenue source)	\$405,915	\$600,687	\$1,006,602

- (5) Source: Nevada County Transportation Commission. January 31, 2019 California State Controllers 2019-20 STA Allocation Preliminary Estimate.

In approving the annual transit claims the “STA Adjustment” (line 4) will be taken into consideration by NCTC. To ensure that NCTC’s first priority, continuation of existing services and funding capital needs identified in approved transit development plans is achieved, the actual amount of the annual allocations by NCTC will be based on claims submitted and the evaluation of regional priorities and regional needs (see PUC 99314.6) and could be more or less than the “STA Total Preliminary Estimated Apportionment” (line 5) amount.

TDA CLAIM PROCESS

Claims for LTF funds may be submitted by Nevada County, Grass Valley, Nevada City, and the Town of Truckee for the following purposes: Pedestrian/bicycle facilities, community transit services, public transportation services, and local streets and roads projects.

In accordance with TDA requirements, prior to making any allocation of LTF for streets and roads purposes, NCTC would be required to do the following:

1. Consult with the SSTAC to identify any unmet transit needs.
2. Conduct an annual public hearing for the purpose of receiving testimony on unmet transit needs.
3. Prepare a Transit Needs Assessment that analyzes the unmet transit needs identified and make a recommendation as to whether the identified unmet transit needs are reasonable to meet.
4. Solicit a recommendation from the SSTAC regarding the findings in Transit Needs Assessment.
5. Adopt a finding as to whether there are any unmet transit needs that are reasonable to meet. This finding can state either that there are no unmet transit needs; that there are no unmet transit needs that are reasonable to meet; or that there are unmet transit needs, including needs that are reasonable to meet. If NCTC adopts a finding that there are unmet transit needs that are reasonable meet, then the specified unmet transit needs are required to be funded before any LTF allocation is made for streets and roads purposes.
6. Once an unmet transit needs finding is made by NCTC, the Transit Needs Assessment, supporting documentation, and resolution adopting the unmet transit needs finding is sent to the Caltrans Department of Mass Transportation within 30 days of the decision.

After acknowledgement by the Caltrans Department of Mass Transportation of receipt of NCTC’s documentation of their finding, NCTC may allocate LTF funds for local streets and roads purposes. The allocation for streets and roads purposes cannot become effective until 20 days after acknowledgement of receipt by Caltrans. LTF funds can be allocated to the claimant in three ways: NCTC may allocate some or all for transit purposes; for road, streets, and other related purposes; or to be held in reserve in the LTF fund. Priorities for allocations of TDA funds are state mandated and are detailed in PUC Sections 99233.1 through 99233.9.

Claims for STA funds may be submitted for community transit services (PUC 99275) and public transportation services (99400(b), (c), (d), (e)).

TDA CLAIM PROCEDURES

General Claim Requirements

Any applicant planning to expend TDA funds for transit or non-transit purposes shall submit a claim or claims and supporting documents to the NCTC Executive Director 30 days prior to the date of the next scheduled NCTC meeting. Claims shall include the amount of TDA funds being requested, the fiscal year for which the funds are planned to be expended, the purpose for which the claim is made, and the article and section of the TDA that authorizes such claims. The amount of the claim, or sum total of all transit and non-transit claims, submitted by an applicant shall not exceed the Auditor's Finding of Apportionment for that applicant, plus any remaining funds from prior fiscal years.

Transit agencies will utilize LTF apportionments as the first source of funding for existing services or service expansions. If an agency's apportionment of LTF is not sufficient to fund continuation of existing transit services, capital needs, or service expansions identified in an approved transit development plan, the agency may submit a claim for STA. Claims for STA funds by agencies holding unused allocations or unclaimed balances of LTF from prior years will not be considered.

Prior to submitting a claim for STA Section 99313 funds:

- Agencies are to claim available LTF balances, excluding an amount established as an appropriate operating/capital reserve (an amount equal to six months of operating cost).
- Agencies are to budget unearned LTF revenue.
- Agencies are to claim current year LTF apportionments.

When a claim is received by NCTC staff, it is reviewed for completeness, accuracy, and compliance with the applicable rules and regulations. Any questions are usually discussed between the applicant submitting the claim and NCTC staff before the claim is presented to the NCTC for approval by resolution. Funds are paid to the claimant as directed in the approving resolution.

LTF/STA Claim for Transit and/or Paratransit Operations or for Capital Projects

An operator or transit service claimant shall submit a claim form for transit and/or paratransit operations, or for capital projects pursuant to PUC 99260 or 99400. For responsibilities of operators/claimant see CCR Sections 6630-6637 and 6730-6734. Eligibility for STA funds is subject to standards set forth in PUC 99314.6, specifically noting the following:

1. Funds shall be allocated for operating or capital purposes if the operator meets either of the following efficiency standards:
 - a. If the operator's total operating cost per revenue vehicle hour in the latest year for which audited data are available does not exceed the sum of the preceding year's total operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in the Consumer Price Index for the same period multiplied by the preceding year's total operating cost per revenue vehicle hour.

- b. If the operator's average total operating cost per revenue vehicle hour in the latest three years for which audited data are available does not exceed the sum of the average of the total operating cost per revenue vehicle hour in the three years preceding the latest year for which audited data are available and an amount equal to the product of the average percentage change in the Consumer Price Index for the same period multiplied by the average total operating cost per revenue vehicle hour in the same three years.
2. If an operator does not meet either efficiency standard, the portion of the allocation that the operator may use for operations shall be the total allocation to the operator reduced by the lowest percentage by which the operator's total operation cost per revenue vehicle hour for the applicable year or three-year period exceeded the target amount necessary to meet the applicable efficiency standard. The remaining portion of the operator's allocation shall be used only for capital purposes.
3. The transportation planning agency shall adjust the calculation of operating costs and revenue vehicle hours to account for either or both of the following factors:
 - a. Exclusion of cost increases beyond the change in the Consumer Price Index for fuel; alternative fuel programs; power, including electricity; insurance premiums and payments in settlement of claims arising out of the operator's liability; or state or federal mandates, including the additional operating costs required to provide comparable complementary paratransit service.
 - b. Exclusion of startup costs for new services for a period of not more than two years.

Supporting documents to be submitted with the LTF/STA **Operations** Claim Form:

1. A budget or proposed budget for the fiscal year of the claim and a signed resolution by the board or council approving the budget or submission of the claim.
2. Statement identifying the reason or need for an increase in the operating budget in excess of 15 percent above the previous year.
3. Certification by CHP of compliance with Section 1808.1 of the California Vehicle Code (CVC), as required by PUC Section 99251.
4. Completed Standard Assurances by Claimant, as applicable.
5. Statement that the proposed expenditure is in conformity with the Regional Transportation Plan.
6. Statement of the estimated amount of maximum eligibility of LTF and STA funds per Section 6634(a). No operator or transit service claimant shall be eligible to receive monies during the fiscal year for which the claim is filed for operating costs (excludes principal and interest payments on capital projects funded with certificates of participation) in an amount that exceeds its actual operating cost (including payments for disposition of claims arising out of the operator's liability) in the fiscal year, less the sum of the following amounts:
 - a. The actual or estimated amount of fare revenues received during the current fiscal year;
 - b. The amount of fare revenues/local support needed to achieve a fare recovery ratio of 10 percent ("local funds" mean any nonfederal or nonstate grant funds or other revenues generated by, or distributed to an operator);

- c. The amount of federal operating assistance received or estimated to be received during the fiscal year;
- d. The amount received or estimated to be received during the fiscal year from a city or county to which the operator provides service beyond its boundaries.
- e. Statement signed by the chief financial officer of the claimant attesting to the statements in a. through d. above as reasonable and accurate.

Supporting documents to be submitted with the LTF/STA **Capital Project(s)** Claim Form:

- 1. A budget or proposed budget for the fiscal year of the claim and a signed resolution by the board or council approving the budget or submission of the claim.
- 2. Statement identifying the reason or need for an increase in the operating budget in excess of 15 percent above the previous year.
- 3. Certification by CHP of compliance with Section 1808.1 of the California Vehicle Code as required by PUC Section 99251.
- 4. Completed Standard Assurances by Claimant, as applicable.
- 5. Statement that the proposed expenditure is in conformity with the Regional Transportation Plan.
- 6. Statement of the estimated amount of maximum eligibility of LTF and STA funds per Section 6634(c) and 6634(e). No operator or transit service claimant shall be eligible to receive TDA funds for capital projects in an amount that exceeds actual costs less the revenues for the same purposes from other funding sources.
 - a. Statement signed by the chief financial officer of the claimant attesting to the statement above as reasonable and accurate (also see Standard Assurances by Claimant Form, pg. 38).

LTF Claim for Pedestrian and Bicycle Facilities

In November 2008 NCTC adopted Resolution 08-39 establishing rules and regulations regarding Pedestrian and Bicycle funding and stated that the funds shall be allocated in accordance with requirements described in PUC Section 99234, Claims for Pedestrian and Bicycle Facilities.

NCTC's Rules and Regulations for Use of TDA Article 3 - Pedestrian and Bicycle Facilities Funding in Priority Order:

- 1. Projects shall be:
 - a. Included in an adopted Bicycle Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, or Pedestrian Plan, as applicable.
 - b. Endorsed by a council or board, as applicable.
- 2. The primary use of this fund source shall be as matching funds for projects that are either grant-funded or have a significant contribution by a local agency, i.e. Bicycle Transportation Account funding or other fund source.

3. The funding may be used to augment ongoing construction projects, i.e. a road rehabilitation or construction project that requires additional funding for bicycle/pedestrian facilities or signage.
4. The funding may be used for minor bicycle and pedestrian projects as follows:
 - a. Installation of bicycle racks or lockers.
 - b. Installation of bicycle and pedestrian signage for bicycle routes, school zones, and park-and-ride lots.
 - c. Crosswalk striping, pedestrian refuges, minor bicycle lane striping.
 - d. Maintenance of existing bicycle or pedestrian facilities.
5. Up to five percent of the annual apportionment of bicycle and pedestrian funding may be used to supplement monies from other sources to fund bicycle safety education programs (see PUC 99233.3).

It is NCTC's policy not to allocate funds to Pedestrian/Bicycle projects costing less than \$300.

Supporting documents to be submitted with the **Pedestrian/Bicycle** Claim Form:

1. Statement describing the project and its cost.
2. Statement attesting that a good faith effort was made to involve all interested parties and public comment was invited and considered.
3. Statement that the proposed project is included in an adopted Bicycle Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, or Pedestrian Plan and is in conformity with the Regional Transportation Plan
4. A map of the project no larger than 8.5 inches x 11 inches.
5. Completed *Standard Assurances by Claimant*, as applicable
6. A signed copy of the resolution by the board or council approving the claim.

CTS Claim for Operations and Capital Projects

A claimant or a CTSA, i.e. Nevada County or the Town of Truckee, may claim Community Transit Services (CTS) funds under Article 4.5, Section 99275. These funds can be used to provide intracommunity public transit/paratransit services or can be used for transportation services which are used exclusively by elderly and handicapped persons. NCTC establishes bid targets for each jurisdiction based on its pro rata portion of the countywide population and notifies the jurisdictions of its share. However, NCTC has discretion in allocating CTS funds and may award an agency more or less than its bid target in order to fund high priority regional projects.

Supporting documents to be submitted for all CTS Claims:

1. Statement attesting that the agency is responding to a transportation need currently not being met in the community of the claimant.
2. Statement that the service shall be integrated with existing transit services, if appropriate.
3. Statement that the agency has prepared an estimate of revenues, operating costs, and patronage.

4. Statement attesting that the agency is in compliance with rural requirements set in the TDA for fare recovery ratio of 10 percent.
5. Statement that the agency is in compliance with PUC Sections 99155 and 99155.5.
6. Statement attesting that the agency has met with the other agencies eligible to claim CTS funds and all agree upon the amount of funds being requested.

Additional supporting documentation to be submitted with the CTS Claim Form for Capital Projects:

1. Statement of the estimated amount of maximum eligibility of TDA funds pursuant to Section 6634(e). No claimant is eligible to receive TDA funds in an amount that exceeds its actual expenditures for purchase of vehicles, communications, and data processing equipment essential to providing, consolidating, and coordinating social service transportation.

Additional documentation to be submitted with the CTS Claim Form for Operations Projects:

1. A budget or proposed budget for the fiscal year of the claim and a signed resolution by the board or council approving the budget or submission of the claim.
2. Statement identifying the reason or need for an increase in the operating budget in excess of 15 percent above the previous year.
3. Certification by CHP of compliance with Section 1808.1 of the California Vehicle Code as required by PUC Section 99251.
4. Completed Standard Assurances by Claimant, as applicable.
5. Statement that the proposed expenditure is in conformity with the Regional Transportation Plan.
6. Statement of the estimated amount of maximum eligibility. No operator or transit service claimant shall be eligible to receive monies during the fiscal year for which the claim is filed for operating costs in an amount that exceeds its actual operating cost, including payments for disposition of claims arising out of the operator's liability, in the fiscal year, less the sum of the following amounts:
 - a. The actual or estimated amount of fare revenues received during the current fiscal year;
 - b. The amount of fare revenues/local support needed to achieve a fare recovery ratio of 10 percent;
 - c. The amount of federal operating assistance received or estimated to be received during the fiscal year;
 - d. The amount received or estimated to be received during the fiscal year from a city or county to which the operator provides service beyond its boundaries.
 - e. Statement signed by the chief financial officer of the claimant attesting to the statements in a. through d. above as reasonable and accurate.

LTF Claim for Streets and Roads Projects

A claim may be filed by the cities, the town, and the county for local streets and roads projects pursuant to PUC Section 99402. Claims may be submitted to NCTC only after the unmet transit needs process has been completed and it has been determined that funds are available.

Supporting documents to include with the LTF Claim Form for **Streets and Roads Projects**:

1. Statement describing the project and its cost.
2. Statement attesting that a good faith effort was made to involve all interested parties and public comment was invited and considered.
3. Statement that the proposed project is consistent with adopted plans and programs and is in conformity with the Regional Transportation Plan.
4. A map of the project no larger than 8.5 x 11 inches.
5. Completed Standard Assurances by Claimant, as applicable.
6. A signed copy of the resolution by the board or council approving the claim.

ALLOCATION

NCTC shall review each claim for TDA funds, and if it finds all submitted documentation and certifications to be in accordance with the applicable statutes and regulations of the Transportation Development Act and its own rules, it shall approve the claim. Approval of the claim shall be evidenced by a resolution, and the funds are said to be “allocated” for the specific amount(s) and purpose(s) as noted in the claim.

The following criteria have been developed to facilitate equitable distribution and allocation of transit funding:

Priority 1: Existing Services: Based on a review of operating and performance data, consistent with California Code of Regulations Section 6634, *Eligibility for Funds*, NCTC’s first priority for allocation of transit funding will be the continuation of existing services and funding capital needs identified in approved transit development plans.

Priority 2: Service Expansion: A transit operator may request operating and capital funding to establish new routes, extend existing routes, or implement new types of transportation services. In evaluating these claims, NCTC will consider sustainability and performance data for the proposed services included in approved transit development plans and review the eligibility of the claims in accordance with the provisions of the Transportation Development Act.

PAYMENT

In connection with the approval of any claim or amended claim, the NCTC Executive Director will complete an allocation instruction for each claim approved by the NCTC and transmit it to the County Auditor. Allocations made to an applicant for purposes authorized under different sections of the TDA shall be identified separately. Each allocation instruction shall include the date of the instruction and shall designate the fiscal year for which the allocation is made, the section of the

TDA under which the allocation is authorized, the amount allocated, and the terms of payment. Allocation instructions shall be accompanied by a copy of the corresponding signed resolution.

Included in the next section are the TDA claim form, Claim Checklists, and the Standard Assurances by Claimant form, which are to be submitted with the claim. Electronic copies are available by contacting NCTC staff.

LOCAL TRANSPORTATION FUND (LTF) / STATE TRANSIT ASSISTANCE (STA) FUND OPERATIONS CLAIM CHECKLIST

An operator or transit service claimant shall submit a claim form for transit and/or paratransit operations pursuant to PUC 99260 or 99400. For responsibilities of operators/claimant see CCR Sections 6630-6637 and 6730-6734. Supporting documents to be submitted with the LTF/STA operations claim form include:

- A budget or proposed budget for the fiscal year of the claim. Also, a signed resolution by the board or council approving the budget or submission of the claim.
- Statement identifying the reason or need for an increase in the operating budget in excess of 15 percent above the previous year.
- Certification by CHP of compliance with Section 1808.1 of the California Vehicle Code, as required by PUC Section 99251.
- Completed Standard Assurances by Claimant, as applicable.
- Statement that the proposed expenditure is in conformity with the Regional Transportation Plan.
- Statement of the estimated amount of maximum eligibility of LTF and STA funds per Section 6634(a). No operator or transit service claimant shall be eligible to receive monies during the fiscal year for which the claim is filed for operating costs in an amount that exceeds its actual operating cost (including payments for disposition of claims arising out of the operator's liability) in the fiscal year, less the sum of the following amounts:
 - a. The actual or estimated amount of fare revenues received during the current fiscal year;
 - b. The amount of fare revenues/local support needed to achieve a fare recovery ratio of 10 percent;
 - c. The amount of federal operating assistance received or estimated to be received during the fiscal year;
 - d. The amount received or estimated to be received during the fiscal year from a city or county to which the operator provides service beyond its boundaries;
 - e. Statement signed by the chief financial officer of the claimant attesting to the statements in a. through d. above as reasonable and accurate.
- Completed Operator Performance Table for previous fiscal year.

**LOCAL TRANSPORTATION FUND (LTF) /
STATE TRANSIT ASSISTANCE (STA)
FUND CAPITAL PROJECT(S) CLAIM CHECKLIST**

An operator or transit service claimant shall submit a claim form for transit and/or paratransit capital projects pursuant to PUC 99260 or 99400. For responsibilities of operators/claimant see CCR Sections 6630-6637 and 6730-6734. Supporting documents to be submitted with the LTF/STA capital claim form include:

- A budget or proposed budget for the fiscal year of the claim. Also, a signed resolution by the board or council approving the budget or submission of the claim.
- Statement identifying the reason or need for an increase in the operating budget in excess of 15 percent above the previous year.
- Certification by CHP of compliance with Section 1808.1 of the California Vehicle Code, as required by PUC Section 99251.
- Completed Standard Assurances by Claimant, as applicable.
- Statement that the proposed expenditure is in conformity with the Regional Transportation Plan.
- Statement of the estimated amount of maximum eligibility of LTF and STA funds per Section 6634(c) and 6634(e). No operator or transit service claimant shall be eligible to receive TDA funds for capital projects in an amount that exceeds actual costs less the revenues for the same purposes from other funding sources.
 - a. Statement signed by the chief financial officer of the claimant attesting to the statement above as reasonable and accurate.
- Completed Operator Performance Table for previous fiscal year.

**LOCAL TRANSPORTATION FUND (LTF)
PEDESTRIAN AND BICYCLE FACILITIES CLAIM CHECKLIST**

Pedestrian and Bicycle funding shall be allocated in accordance with requirements described in TDA Statute 99234, Claims for Pedestrian and Bicycle Facilities. NCTC has discretion over allocation of Pedestrian and Bicycle funds. Annual revenue and interest are divided into bid targets of equal parts for each of the four jurisdictions. Supporting documents to be submitted with the Pedestrian/Bicycle claim form include:

- Statement describing the project and its cost.
- Statement attesting that a good faith effort was made to involve all interested parties and public comment was invited and considered.
- Statement that the proposed project is included in an adopted Bicycle Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, or Pedestrian Plan and is in conformity with the Regional Transportation Plan.
- A map of the project no larger than 8½ inches x 11 inches.
- A statement that the claimant agrees to follow the annual fiscal audit process established by the Nevada County Transportation Commission.
- A signed copy of the resolution by the board or council approving the claim.

COMMUNITY TRANSIT SYSTEMS (CTS) OPERATIONS CLAIM CHECKLIST

A claimant or a CTSA (i.e. Nevada County, Town of Truckee) may claim Community Transit Services (CTS) funds under Article 4.5, Section 99275. These funds can be used to provide intracommunity public transit/paratransit services or can be used for transportation services which are used exclusively by elderly and handicapped persons. NCTC establishes bid targets for each jurisdiction based on its pro rata portion of the countywide population and notifies the jurisdictions of its share. However, NCTC has discretion in allocating CTS funds and may award an agency more or less than its bid target in order to fund high priority regional projects. Supporting documents to be submitted with the CTS operations claim include:

- Statement attesting that the agency is responding to a transportation need currently not being met in the community of the claimant.
- Statement that the service shall be integrated with existing transit services, if appropriate.
- Statement that the agency has prepared an estimate of revenues, operating costs, and patronage.
- Statement attesting that the agency is in compliance with rural requirements set in the TDA for fare recovery ratio of 10 percent.
- Statement that the agency is in compliance with PUC Sections 99155 and 99155.5.
- Statement attesting that the agency has met with the other agencies eligible to claim CTS funds and all agree upon the amount of funds being requested.
- A budget or proposed budget for the fiscal year of the claim. Also, a signed resolution by the board or council approving the budget or submission of the claim.
- Statement identifying the reason or need for an increase in the operating budget in excess of 15 percent above the previous year.
- Certification by CHP of compliance with Section 1808.1 of the California Vehicle Code, as required by PUC Section 99251.
- Completed Standard Assurances by Claimant, as applicable.
- Statement that the proposed expenditure is in conformity with the Regional Transportation Plan.
- Statement of the estimated amount of maximum eligibility. No operator or transit service claimant shall be eligible to receive monies during the fiscal year for which the claim is filed for operating costs in an amount that exceeds its actual operating cost (including payments for disposition of claims arising out of the operator's liability) in the fiscal year, less the sum of the following amounts:
 - a. The actual or estimated amount of fare revenues received during the current fiscal year;
 - b. The amount of fare revenues/local support needed to achieve a fare recovery ratio of 10 percent;
 - c. The amount of federal operating assistance received or estimated to be received during the fiscal year;
 - d. The amount received or estimated to be received during the fiscal year from a city or county to which the operator provides service beyond its boundaries.
 - e. Statement signed by the chief financial officer of the claimant attesting to the statements in a. through d. above as reasonable and accurate

COMMUNITY TRANSIT SYSTEMS (CTS) CAPITAL PROJECT(S) CLAIM CHECKLIST

A claimant or a CTSA (i.e. Nevada County, Town of Truckee) may claim Community Transit Services (CTS) funds under Article 4.5, Section 99275. These funds can be used to provide intracommunity public transit/paratransit services or can be used for transportation services which are used exclusively by elderly and handicapped persons. NCTC establishes bid targets for each jurisdiction based on its pro rata portion of the countywide population and notifies the jurisdictions of its share. However, NCTC has discretion in allocating CTS funds and may award an agency more or less than its bid target in order to fund high priority regional projects. Supporting documents to be submitted with the Community Transit Systems (CTS) capital claim include:

- Statement attesting that the agency is responding to a transportation need currently not being met in the community of the claimant.
- Statement that the service shall be integrated with existing transit services, if appropriate.
- Statement that the agency has prepared an estimate of revenues, operating costs, and patronage.
- Statement attesting that the agency is in compliance with rural requirements set in the TDA for fare recovery ratio of 10 percent.
- Statement that the agency is in compliance with PUC Sections 99155 and 99155.5.
- Statement attesting that the agency has met with the other agencies eligible to claim CTS funds and all agree upon the amount of funds being requested.
- Statement of the estimated amount of maximum eligibility of TDA funds pursuant to Section 6634(e). No claimant is eligible to receive TDA funds in an amount that exceeds its actual expenditures for purchase of vehicles, communications, and data processing equipment essential to providing, consolidating, and coordinating social service transportation.
 - a. Statement signed by the chief financial officer of the claimant attesting to the statement above as reasonable and accurate.

ANNUAL TRANSPORTATION/TRANSIT CLAIM FORM

Fiscal Year _____

TO: NEVADA COUNTY TRANSPORTATION COMMISSION

FROM: _____
Agency requesting funds

CONTACT: _____
Person authorized to submit claim

PHONE: _____

(Agency requesting the funds) hereby requests, in accordance with the Transportation Development Act, and applicable rules and regulations, that this transportation/transit claim be approved in the total amount of \$_____ of **(LTF or STA)** funds. The total amount of this claim shall be utilized for completion of the project(s) listed below:

Project Title/Description	Authorized by TDA Section	Total Project Cost	Amount Requested LTF	Amount Requested STA
	See TDA Reference List on Next Page			
TOTAL				

(Agency requesting the funds) requests that the funds be distributed as they become available. Resolution **(number)** approving the budget for the project(s) or approving this claim was adopted by the **(board or council)** on **(date of approval)**.

Approval of this claim and payment to the **(Agency requesting the funds)** is subject to such monies being available, and to the provisions that such monies will be used in accordance with the terms contained in the approving resolution of the NEVADA COUNTY TRANSPORTATION COMMISSION.

SIGNED: _____
Person authorized to submit claim

TITLE: _____

DATE: _____

TDA STATUTES AND CALIFORNIA CODE OF REGULATIONS
REFERENCE LIST USED FOR SUBMITTING CLAIMS

The following are TDA Statutes and CCR references commonly used by operators and claimants in support of claims for LTF/STA funds.

Claims for LTF/STA Funds

99260(a) - For claims by an "operator" for the support of a public transportation system (i.e. Nevada County Gold Country Stage).

99400 - Claims filed by Truckee, Nevada City, Grass Valley, Nevada County.

1. **99400(c)** - Payment by a claimant to a contractor for public transportation services, including special transit groups such as elderly and/or persons with disabilities (Grass Valley, Nevada City, Truckee).
2. **99400(d)** - Costs for administration/planning by a claimant with respect to transportation services under 99400(c).
3. **99400(e)** - Funds for claimants to acquire vehicles/equipment, bus shelters, benches, and communication equipment.

Claims for CTS Funds

99275(a) - Claims for Community Transit Services (CTS) Funds. Examples of the use of these funds would be intracommunity transit/paratransit services, purchase of vehicles, equipment, local match for grant funds.

Claims for Pedestrian/Bicycle Funds

99234 - Claims for pedestrian/bicycle funds.

Claims for Local Streets and Roads Projects

99402 - Claimants may reference this section for streets and road projects.

Claims Submitted by Operators for STA Funds - (Article 4, Subchapter 2.5, CCR)

6730(a) - Operating or capital costs of operator's public transit system (i.e. Nevada County).

6730(c) - Community transit service purposes (i.e. Nevada County).

Claims Submitted by Claimants for STA Funds

6731(b) - Payment to contractors for transportation services, or payment for claimant's administrative and planning costs (i.e. Town of Truckee).

6731(c) - Payment to provide or contract for services to elderly and persons with disabilities if the agency is a member of a Joint Powers Agreement operating a public transportation system (i.e. Nevada County).

**STANDARD ASSURANCES BY CLAIMANT FORM
TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS**

Claimant: _____ (Agency Name)

Fiscal Year: _____ (Project Year)

Please initial all **applicable** paragraphs pursuant to which the claim(s) is being submitted.

1. **STATE CONTROLLER'S ANNUAL REPORT** - Claimant certifies that it has submitted a State Controller's report in conformance with the Uniform System of Accounts and reports to the Commission and State Controller, pursuant to PUC 99243.5, for the prior year (project year minus two). Claimant assures that this report will be completed for the current fiscal year (project year minus one). _____
2. **REVENUE RATIOS FOR OPERATORS IN NEVADA COUNTY** - Pursuant to PUC 99268.2, 99268.4, or 99268.5, claimant certifies that it will maintain for the project year a ratio of fare revenues to operating costs of 10 percent. _____
3. **EXTENSION OF SERVICE** - In the event the claimant receives an allocation of LTF funds for an extension of service pursuant to PUC 99268.8, the claimant certifies it will file a report of these services pursuant to PUC 6633.8b within 90 days after the close of the fiscal year in which that allocation was granted. _____
4. **CALIFORNIA HIGHWAY PATROL (CHP) CERTIFICATION** - Claimant certifies compliance with Drivers Pull Notice Requirements of PUC 99251 and Vehicle Code 1808.1 (**include copy of CHP certification**). _____
5. **ANNUAL FISCAL AUDIT** - Claimant agrees to follow the annual fiscal audit process established by the Nevada County Transportation Commission. _____
6. **TRIENNIAL PERFORMANCE AUDIT** - Claimant agrees to make a reasonable effort to address all issues and recommendations made in the last Triennial Performance Audit. _____
7. **PRODUCTIVITY IMPROVEMENT PROGRAM** - Claimant agrees to make a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. _____
8. **STATE TRANSIT ASSISTANCE FOR OPERATIONS** - Claimant receiving funds pursuant to PUC 99314.6 certifies that it meets one of the efficiency standards as described in PUC 99314.6a. _____
9. **STATE TRANSIT ASSISTANCE FOR OPERATION** - Claimant receiving funds pursuant to PUC 99314.5 certifies that it is not prohibited or limited from employing part-time drivers or contracting with common carriers of persons operating under a franchise or license. _____

Authorizing Signature

Print Name and Title

Date

Claimant: _____ (Agency Name)

For Most Recently Completed Fiscal Year: _____

OPERATOR PERFORMANCE TABLE

Performance Indicator		Comments
1	Operating Cost/ Passenger Trip	
	<u> </u> / Trip \$	
2	Operating Cost/ Service Hour	
	<u> </u> / Hour \$	
3	Passengers/ Service Hour	
	<u> </u> / Hour	
4	Passengers/ Service Mile	
	<u> </u> / Mile	
5	Service Hours/ Employee	
	<u> </u> Hrs/Emp	
6	Farebox Ratio	
	<u> </u> %	

Claimant: Fill in Performance Indicators and return form with claim.

REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDS

The Regional Surface Transportation Program (RSTP) was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State allows NCTC to exchange these federal funds for state funds to maximize the ability of local public works departments to use the funds for transportation purposes including: planning, construction, improvement, maintenance, and operation of public streets and highways and pedestrian and bicycle projects. NCTC is responsible for distributing these exchanged funds to the local jurisdictions. Annual apportionments of RSTP funds range from \$700,000 to \$1,000,000.

APPORTIONMENT OF RSTP FUNDS

Each year Caltrans notifies NCTC of the amount of RSTP funds that will be available based on federal budget appropriations. NCTC then establishes bid targets for each jurisdiction based on its pro rata portion of the countywide population and notifies the jurisdictions of its share. However, NCTC has discretion in allocating RSTP funds and may award an agency more or less than its bid target in order to fund high priority regional projects.

CLAIM PROCEDURE

Prior to the start of each fiscal year, NCTC will prepare and distribute a chart showing the RSTP Bid Targets and amount available for allocation. Each agency will submit a list of projects to NCTC that they propose to fund with RSTP Exchange dollars during the fiscal year. NCTC will approve the project list and return a RSTP Subrecipient Agreement to each agency. Agencies can submit allocation requests on a RSTP claim form (see page 41) with their project list, or as they are ready to receive funding through the year.

**REGIONAL SURFACE TRANSPORTATION PROGRAM
CLAIM FORM**

(Date)

To: Nevada County Transportation Commission

From: (Name of Jurisdiction Requesting Funds)

Project Title:

Total Cost Estimate of Project:

Total Requested Amount of RSTP Funds:

Fiscal Year in Which Funds are to be Expended:

Project Description and Purpose:

Include or attach the following supporting documents:

1. Statement attesting a good faith effort was made to involve all interested parties and public comment was invited and considered.
2. Statement attesting that the proposed project is consistent with adopted plans and programs and is in conformity with the Regional Transportation Plan.
3. A map of the project no larger than 8.5 x 11 inches.
4. A copy of the signed resolution by the board or council approving the claim.

REGIONAL TRANSPORTATION MITIGATION FEE PROGRAM

The Western Nevada County Regional Transportation Mitigation Fee (RTMF) Program was established in 2001 through a partnership of Nevada County, Nevada City, the City of Grass Valley, and the Nevada County Transportation Commission (NCTC). The RTMF Program was developed to collect impact fees from new development to help fund transportation improvement projects needed to accommodate growth in the region of western Nevada County.

In 2016 NCTC completed an update of the RTMF Capital Improvement Program (CIP). The CIP lists and prioritizes roadway improvements to mitigate transportation impacts of new development on western Nevada County, and estimates the cost associated with implementing the roadway system improvements identified. Thus, it provides a key element in the formula for calculating the fee levels for the RTMF Program. By adopting a fee on new development in the region, local agencies have established a mechanism by which home builders and retail developers effectively contribute their fair share toward sustaining the regional transportation system.

The RTMF is a twenty year program that will be influenced by a variety of market factors that could cause a shortfall or surplus in revenue projections. Therefore, the RTMF Program is reviewed at a minimum of five-year intervals to insure the integrity of the program. The NCTC is designated as the RTMF Program Administrator, works closely with the member jurisdictions to coordinate expenditure of RTMF funds, and to maximize the effectiveness of future transportation investments in the region. Details of the RTMF Program are in the Administrative Plan, dated October 31, 2016, and in the Nexus Study Report, dated August 2016, and can be found on the NCTC website.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

Western Nevada County was classified as “non-attainment” in 2004 for the 8-hour ozone standard and now receives Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding to help the area reach and maintain air quality standards. The purpose of the CMAQ program is to fund transportation projects or programs that will reduce emissions and contribute to attainment or maintenance of National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

The Nevada County Transportation Commission (NCTC) annually issues a call for projects from agencies interested in submitting applications for the current Federal Fiscal Year CMAQ apportionment. Once the applications are received, they are reviewed and ranked by NCTC staff in coordination with staff from the Northern Sierra Air Quality Management District (NSAQMD). The projects are scored and ranked based on the project benefits and project readiness. The draft ranking list and staff recommendations are presented to the NCTC for their consideration and approval.

After the projects are approved by the Commission, NCTC staff submits the project information to Caltrans for programming into the Federal State Transportation Improvement Program (FSTIP). The FSTIP is a four-year statewide listing of transportation projects prepared by the California Department of Transportation (Caltrans) in cooperation with the Regional Transportation Planning Agencies.

Once the CMAQ projects are programmed into the FSTIP, which takes approximately 45 days, the jurisdictions are then required to submit a Project Authorization (E-76) package to Caltrans Local Assistance. The Project Authorization package documents the project information, funding request, and compliance with environmental and federal requirements. Caltrans reviews the E-76 package and submits it to the FHWA for approval. This process, depending on the complexity of the project, can take from 30-45 days. Reimbursable work cannot commence on the project until the E-76 is approved. Project Authorization packages must be submitted and approved for each project component. The subsequent project component cannot be approved until the previous component is completed.

After evaluating the best way to program CMAQ projects that have multiple project development phases, NCTC at their March 18, 2009 meeting directed staff to begin using a multi-year programming approach for the CMAQ funds. This multi-year programming approach provides jurisdictions some assurance that projects with multiple development phases can be funded over several years through construction. Additionally, this approach could allow jurisdictions the opportunity to coordinate planning projects that might cross jurisdictional boundaries. The multi-year programming approach provides NCTC additional flexibility in managing CMAQ funded projects and reduces the risk of CMAQ funds being lost.

**STATE TRANSPORTATION IMPROVEMENT PROGRAM and
REGIONAL IMPROVEMENT PROGRAM**

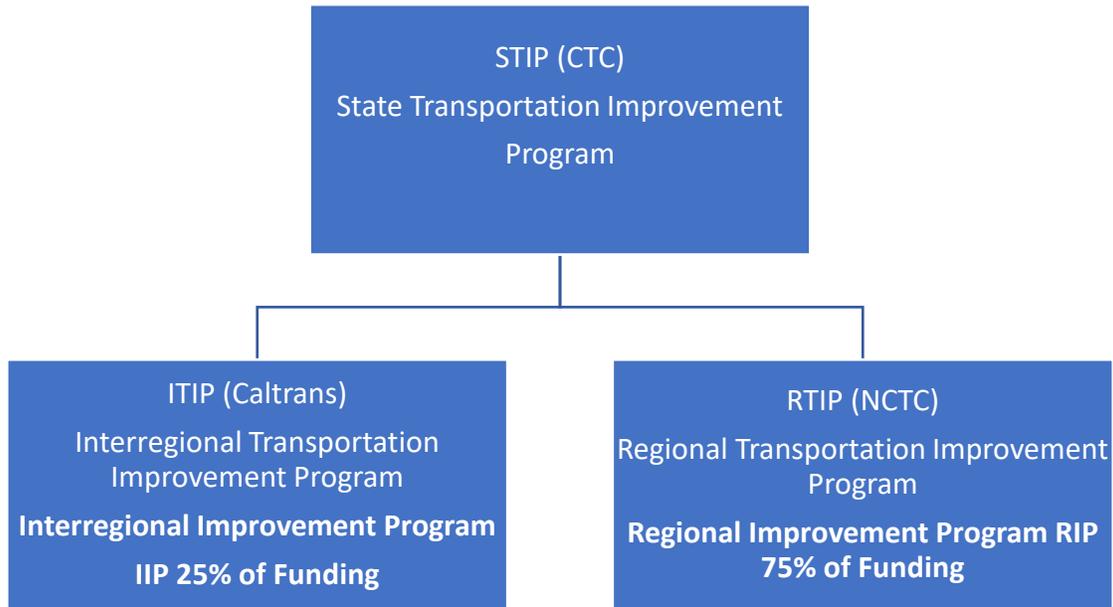
Regional Transportation Planning Agencies, such as NCTC, are tasked with integrating the planning efforts of cities, counties, and Caltrans into a Regional Transportation Plan (RTP).

NCTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the Regional Transportation Improvement Program (RTIP). Projects from each county are approved by the CTC and are combined into a statewide document called the STIP. The RTIP and STIP are five-year programs proposing projects at the county and state levels that are updated every two years. When the CTC adds projects from the regional programs into the STIP, a schedule for proposed funding is established and these projects are considered “programmed.” A project must be programmed into the STIP to be given funding by the CTC.

The STIP Fund Estimate is a biennial estimate of all resources available for the state’s transportation infrastructure over the next five-year period, and establishes the funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The SHOPP provides funds for maintenance and rehabilitation of the state highway facilities. The SHOPP and the STIP comprise the major portion of the state’s transportation infrastructure funding program. As shown in the diagram below, funding for the SHOPP has priority over funding for the STIP.



The diagram below shows the flow of revenues down to the regions for expenditure, and also to Caltrans for planning of projects in cooperation with the counties. Projects nominated in the RTIPs are funded through the Regional Improvement Program (RIP). The RIP receives 75% of the STIP funds and Caltrans is given 25% of the STIP funds for the Interregional Improvement Program (IIP). IIP funds are used for improvements and capacity-increasing projects outside of urban areas.



During each STIP cycle, each RTPA may utilize up to 5% of its RIP funds for Planning, Programming, and Monitoring (PPM). These funds may be used to cover:

- Development and preparation of the regional transportation plan
- Development of project study reports or major transportation investment studies
- Preparation of RTIPs and the studies supporting them
- Monitoring implementation of STIP projects including project delivery

With each STIP cycle, NCTC has the opportunity to set aside funds to be used for Transportation Enhancements (TE) projects. TE funds are to be used for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities. Projects must be over and above required environmental mitigation and normal transportation projects, and must be directly related to the transportation system.

AIRPORT LAND USE COMMISSION

Local airports enhance mobility and connectivity, while also providing emergency response, fire suppression, law enforcement accessibility, tourism options, and travel opportunities. Airports play an important role in the safety efforts, day-to-day quality of life, and efficient sustainability of communities. They add a critical element to the regional transportation network of a county and must be maintained and overseen as the community expands and development plans are proposed.

On May 19, 2010 the NCTC accepted designation as the Nevada County Airport Land Use Commission (NCALUC) for the Nevada County Airport as established by the Nevada County Board of Supervisors and members of the City Selection Committee from the City of Grass Valley, Nevada City, and the Town of Truckee. The NCTC/NCALUC approved a fee schedule to review land use proposals and airport plans.

The Truckee Tahoe Airport is situated in both Nevada County and Placer County; therefore an intercounty ALUC with representatives from both counties has been formed. NCTC authorized its staff on May 19, 2010 to support the new Truckee Tahoe ALUC.

ALUCs were established to provide for appropriate development of areas surrounding public airports. Their purpose is to minimize the public's exposure to excessive noise and safety hazards, and to ensure that the approaches to the airport are kept clear of structures that could pose an aviation safety hazard.

ALUCs have the responsibility of developing an Airport Land Use Compatibility Plan for airports. Specifically, these plans seek to protect the public from the adverse effects of aircraft noise, to ensure that people in facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable air space. Because an ALUC is responsible for land use compatibility planning, projects located within an airport influence area must be submitted to the ALUC for review in accordance with the policies and criteria set forth in the Airport Land Use Compatibility Plan. Fees are charged to review the proposed plans. A fee schedule for the Nevada County ALUC and the Truckee Tahoe ALUC can be found on NCTC's website at www.nctc.ca.gov under the "About NCTC – ALUC" heading.

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Acquisition of Easement and Right of Entry for Nevada Street Bridge Replacement Project

RECOMMENDATION: Ratify formal acquisition offers for sewer easement, temporary construction easement and Right of Way and authorize the City Engineer to sign the right-of-way contracts and agreements for the Nevada Street Bridge replacement project.

CONTACT: Bryan McAlister, City Engineer

BACKGROUND / DISCUSSION:

As part of the project to replace the Nevada Street Bridge in Nevada City, the City of Nevada City needs to secure right-of-entry and right-of-way from the adjacent properties for bridge construction. City Staff has visited the two parties that would be affected by the construction right of entry. Both parties have verbally agreed to the conditions and right of entry needs; however the Uniform Act for federally funded local assistance projects requires that the City enter into a formal agreement for acquisition of private property for public use. Acquisition of property for temporary construction easements and sewer easement as described in the right-of-entry contracts is based on appraisals prepared by a qualified Right of Way Agent using procedures set forth by Caltrans who acts as the oversight agency for the US Department of Transportation Federal Highway Administration.

On September 26, 2018 City Council authorized Staff to proceed with the right-of-entry contractual agreements. Due to delays in project funding authorization, it is necessary to extend those agreements to ensure that the project continues on schedule. Updated appraisals are attached for reference, including:

- Partial Acquisition from Boulder Street Properties, LLC Property; and
- Waiver Valuation 116 Nevada Street TCE Extension

FISCAL IMPACT:

Funding has been procured through the Federal Highway Bridge Replacement program (88.6% Federal participation) and Nevada City Measure S (11.4% local matching funds).

ATTACHMENT:

- ✓ Waiver Valuation_116 Nevada Street_TCE Extension.
- ✓ Boulder Street Properties LLC Property - Appraisal Report - 6-18-2020

WAIVER VALUATION TITLE PAGE

(Form #)

Fed. Proj. No. BRLS-5018 (012)

<u>Report</u>	<u>3</u>	<u>NEV</u>	<u> </u>	<u>KP</u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
	Reg/Dist	Co	Rte	(P.M.)		Control Exp Auth	R/W Exp Auth (PH9)	Program

Project Limits: Nevada Street Bridge Replacement Project in particular Parcel 05-395-08. The project requires the extension of the duration of a Temporary Construction Easement of 5,782 SF along Boulder Street and Deer Creek.

Type of Road and Title Required: Extension of Temporary Construction Easement

DATES:

<u>Frwy Agmt.</u>	<u>Env. Clear.</u>	<u>Appraisal</u>	<u>FY Acquisition</u>	<u>Certification</u>	<u>FY Const.</u>
<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
	Cat. Exempt.				

Parcels: New 1 Rev.

The Waiver Valuation(s) contained herein are confidential and have been prepared for Agency use only as a step in the eminent domain process upon which to base offers of settlement.

The undersigned has made the determination of just compensation of the properties contained herein and recommends approval of this report:

Vanessa Cothran, SR/WA
Right of Way Agent
Dokken Engineering



The undersigned has reviewed and approved this report and certifies that the requirements of the R/W Manual have been met.

APPROVED:

Bryan McAlister, PE, PLA
City Engineer
City of Nevada City

Approval Date:

SENIOR REVIEW CERTIFICATE – WAIVER VALUATION
(Form #)

REG/DIST	CO NEV	RTE	KP	P.M.	EXP AUTH	AR#
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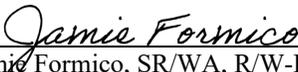
SENIOR REVIEW CERTIFICATE – WAIVER VALUATION

- I have have not personally inspected the subject property and comparable data. I have read this report and I am satisfied with the relative comparability noted. I am familiar with the subject property neighborhood and general area and I have relied upon the photographs and exhibits in this report in analyzing and concurring with the conclusions contained herein.
- The highest and best use of each property, as shown in the report, is reasonable and proper.
- Gross Income Multipliers are supported with factual data. Not applicable.
- The Cost Approach is supported by data from recognized sources. Not applicable.
- The Income Approach to value, including the interest rates, is supported by data from the market. Not applicable.
- Damages, Benefits and Construction Contract Work are correct and are supported in accordance with existing instructions. Not applicable.
- The amount listed for each parcel in the certificate is the amount approved to govern negotiation and settlement.
- I understand that the approved amount may be used in connection with a Federal-Aid highway project.
- I have no direct or indirect, present or contemplated, future personal interest in such property or in any benefit from the acquisition of such property.
- The amount approved is not a directed amount; it was arrived at fairly, without coercion, and is based on a review of relevant data.

<u>Parcel No.</u>	<u>Waiver Valuation</u>
05-395-08-000	\$4,770.00


 Vanessa Cothran, SR/WA
 Right of Way Agent
 Dokken Engineering

6/9/2020
 Date


 Jamie Formico, SR/WA, R/W-RAC, R/W-NAC
 Right of Way Manager
 Dokken Engineering

6/9/2020
 Date

Project: Nevada Street Bridge Replacement Project

Co: Nevada

SALES DATA RW 7-10

1) Comparable No.1

APN:
061-160-009-000
GRANTOR: Frank Lewis
GRANTEE: Audrey
Juergenson
Date Recorded:
3/16/2018
Selling Price: \$79,500
Price/SF: \$3.58 SF
Terms: Not Disclosed
Parcel Size: 22,216 SF
Zoning: VCNT-LND NEC
Topography: Sloping
Remarks: Comparable is
similar in lot size to subject
property.

2) Comparable No.2

APN:
006-370-045-000
GRANTOR: Acme Propane Inc
GRANTEE: Tpc Properties LLC
Date Recorded:
4/10/2017
Selling Price: \$150,000
Price/SF: \$3.44 SF
Terms: Not Disclosed
Parcel Size: 43,560 SF
Zoning: IND LOT
Topography: Flat
Remarks: Comparable is
similar in lot size to subject
property.

3) Comparable No.3

APN:
003-051-009-000 & 003-051-
007-000
GRANTOR: Baxter Ents Inc
GRANTEE: Janet Rose
Date Recorded:
6/15/2018
Listing Price: \$250,000
Price/SF: \$6.18 SF
Terms: Not Disclosed
Parcel Size: 40,451 SF
Zoning: COML LOT
Topography: Flat
Remarks: Comparable is
similar in lot size to subject
property.

Comparable 1

COUNTY:	Nevada
A.P.N.	061-160-009-000
GRANTOR	Frank Lewis
GRANTEE	Audrey Juergenson
LOCATION	15231 Tyler Foote Rd, Nevada City, CA 95959
DATE OF DEED	3/15/2018
RECORDING DATE	3/16/2018
SELLING PRICE	\$79,500
1ST MORTGAGE	--
2ND MORTGAGE	--
DOWN PAYMENT	Not Disclosed
PARCEL SIZE	22,216 SF
ZONING	VCNT-LND NEC
PRICE/SF	\$3.58 SF
UTILITIES	Public Service
TOPOGRAPHY	Sloping
ACCESS	Local City Roads
COMMENTS	Comparable is approximately 7 miles from subject property and similar in lot size to subject property.
VERIFIED	Vanessa Cothran, SR/WA Dokken Engineering
DATE INSPECTED	4/28/2020 by Vanessa Cothran, SR/WA

Comparable 2

COUNTY:	Nevada
A.P.N.	006-370-045-000
GRANTOR	Acme Propane Inc
GRANTEE	Tpc Properties LLC
LOCATION	2432 Charles Dr, Grass Valley, CA 95945
DATE OF DEED	3/17/2017
RECORDING DATE	4/10/2017
SELLING PRICE	\$150,000
1ST MORTGAGE	--
2ND MORTGAGE	--
DOWN PAYMENT	Not Disclosed
PARCEL SIZE	43,560 SF
ZONING	IND LOT
PRICE/SF	\$3.44 SF
UTILITIES	Public Service
TOPOGRAPHY	Flat
ACCESS	Local City Roads
COMMENTS	Comparable is similar in lot size to subject property. Comparable is approximately 3 miles from subject property
VERIFIED	Vanessa Cothran, SR/WA Dokken Engineering
DATE INSPECTED	4/28/2020 by Vanessa Cothran, SR/WA

Comparable 3

COUNTY:	Placer
A.P.N.	003-051-009-000 & 003-051-007-000
GRANTOR	Baxter Ents Inc
GRANTEE	Janet Rose
LOCATION	<i>Vacant Land, Auburn, CA</i>
DATE OF DEED	6/8/2018
RECORDING DATE	6/15/2018
SELLING PRICE	\$250,000
1ST MORTGAGE	--
2ND MORTGAGE	--
DOWN PAYMENT	Not Disclosed
PARCEL SIZE	40,451 SF
ZONING	COML LOT
PRICE/SF	\$6.18 SF
UTILITIES	Undisclosed
TOPOGRAPHY	Flat
ACCESS	Local City Roads
COMMENTS	Comparable is similar in lot size to subject property. Comparable is approximately 24 miles from subject property
VERIFIED	Vanessa Cothran, SR/WA Dokken Engineering
DATE INSPECTED	4/28/2020 by Vanessa Cothran, SR/WA

Project: Nevada Street Bridge Replacement Project

Co: Nevada

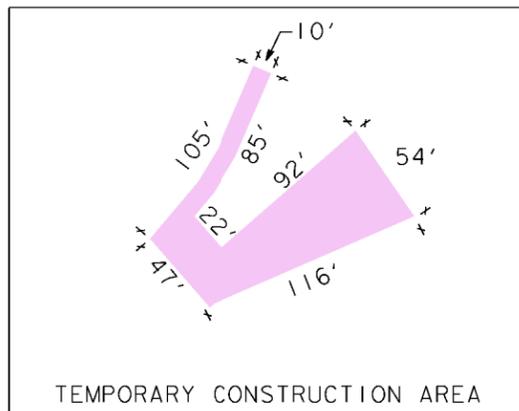
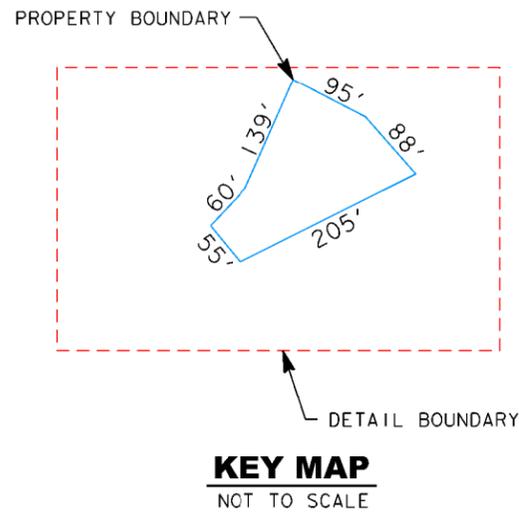
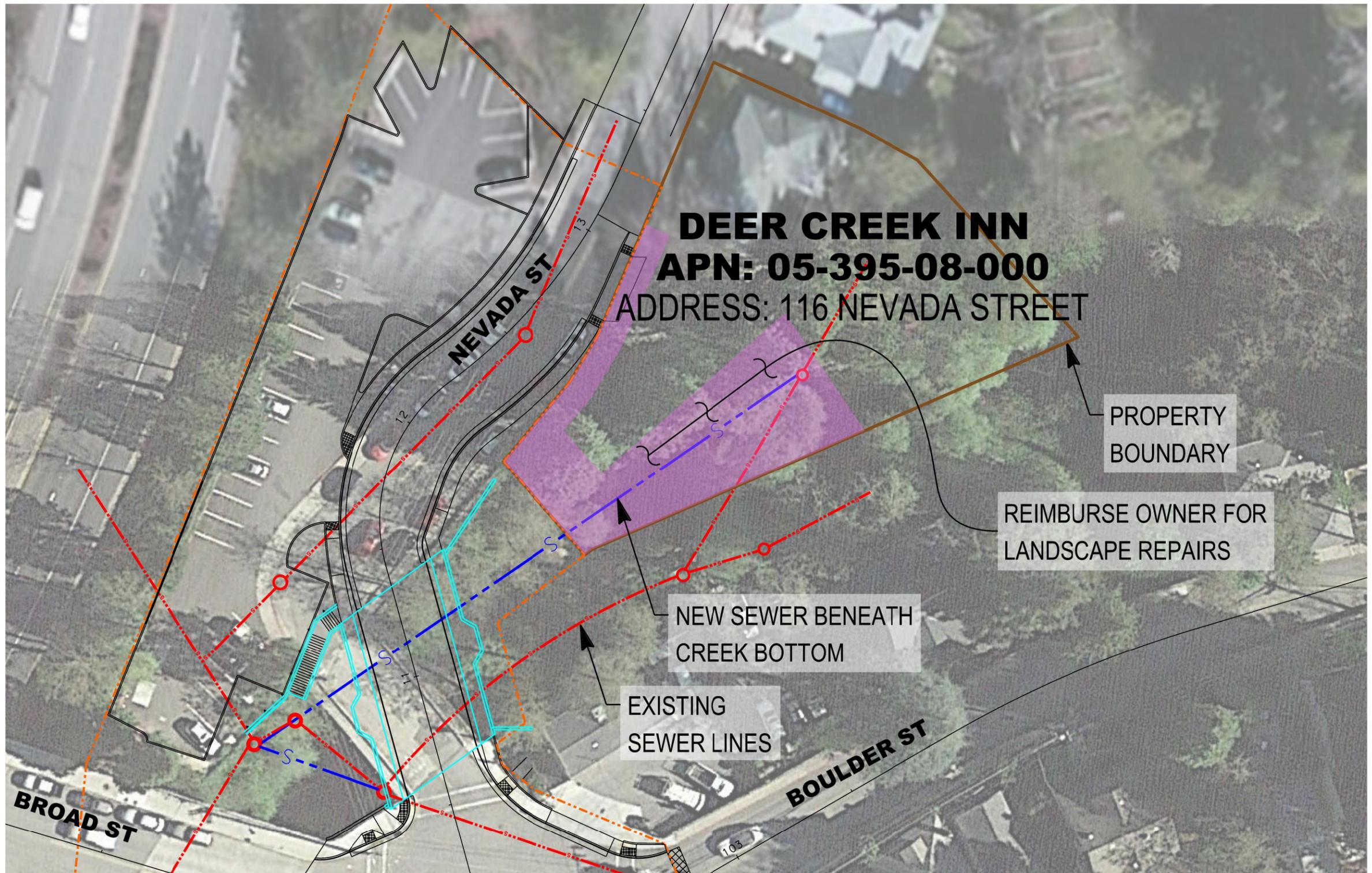
Subject Property: 05-395-08-000



TCE area along creek



Sidewalk area leading to bridge



- LEGEND:**
- - - EXISTING RIGHT OF WAY
 - - - TEMPORARY CONSTRUCTION EASEMENT
 - PROPOSED EDGE OF PAVEMENT
 - PROPERTY LINES
 - - - S SEWER LINES

AREAS	
TEMPORARY CONSTRUCTION EASEMENT	5,782 SQFT (0.13 ACRES)

SCALE 1"=40'

09/06/2018



110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630 (916) 858-0642

PROJECT
**NEVADA STREET
BRIDGE**

PROPERTY OWNER EXHIBIT

APN 05-395-08-000

Pattison & Associates, Inc.

Real Estate Appraisals

APPRAISAL REPORT

***PARTIAL ACQUISITION FROM
BOULDER STREET PROPERTIES, LLC PROPERTY
115 BOULDER STREET
NEVADA CITY, CALIFORNIA***

NEVADA STREET BRIDGE PROJECT

AS OF: MARCH 14, 2018

PREPARED FOR:

***DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630***

Pattison & Associates, Inc.

Real Estate Appraisals

June 18, 2020

Jamie Formico, SR/WA, R/W-NAC, R/W-RAC
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630

SUBJECT: Appraisal of a portion of the Boulder Street Properties, LLC Property, 115 Boulder Street, Nevada City, California

The following appraisal is reported in a succinct narrative format for the valuation of a portion of the subject property, in fee simple and temporary construction easement, for the Nevada Street Bridge Project. The subject property consists of a developed commercial property, located on the northeast corner of Boulder Street and Nevada Street, Nevada City, California. The following report is intended to comply with the reporting requirements set forth under Standard Rule 2-2(a) of the Uniform Standards of Professional Appraisal Practice (USPAP) for an appraisal report.

Note: On March 13, 2020, the United States Government declared a "National Emergency concerning the Novel Coronavirus Disease (COVID-19) outbreak", which was in effect on the Effective Date of this Appraisal Report. In addition, on March 4, 2020 the Governor of the State of California proclaimed a State of Emergency as a result of the threat of COVID-19, which was in effect on the Effective Date of this Appraisal Report. This appraisal report was performed pursuant to the Uniform Standards of Professional Appraisal Practice ("USPAP") and was based on information and comparable sales available on that date. At this time, the effect of COVID-19 on the future value of the Subject Property or the value of the real estate market in the area of the Subject Property is unknown and not possible to predict.

Based on an inspection of the property and a review and analysis of market data, it is our opinion that the fair market value of the portion of the subject property to be acquired, in fee simple and temporary construction easement, as of March 14, 2018, is **\$32,500**.

Respectfully submitted,
PATTISON & ASSOCIATES, INC.



Dwight Pattison, SR/WA, IFAS
CA State Cert. #AG009699



Michael Pattison, SR/WA
CA State Cert. #AG026061

BASIS OF VALUATION

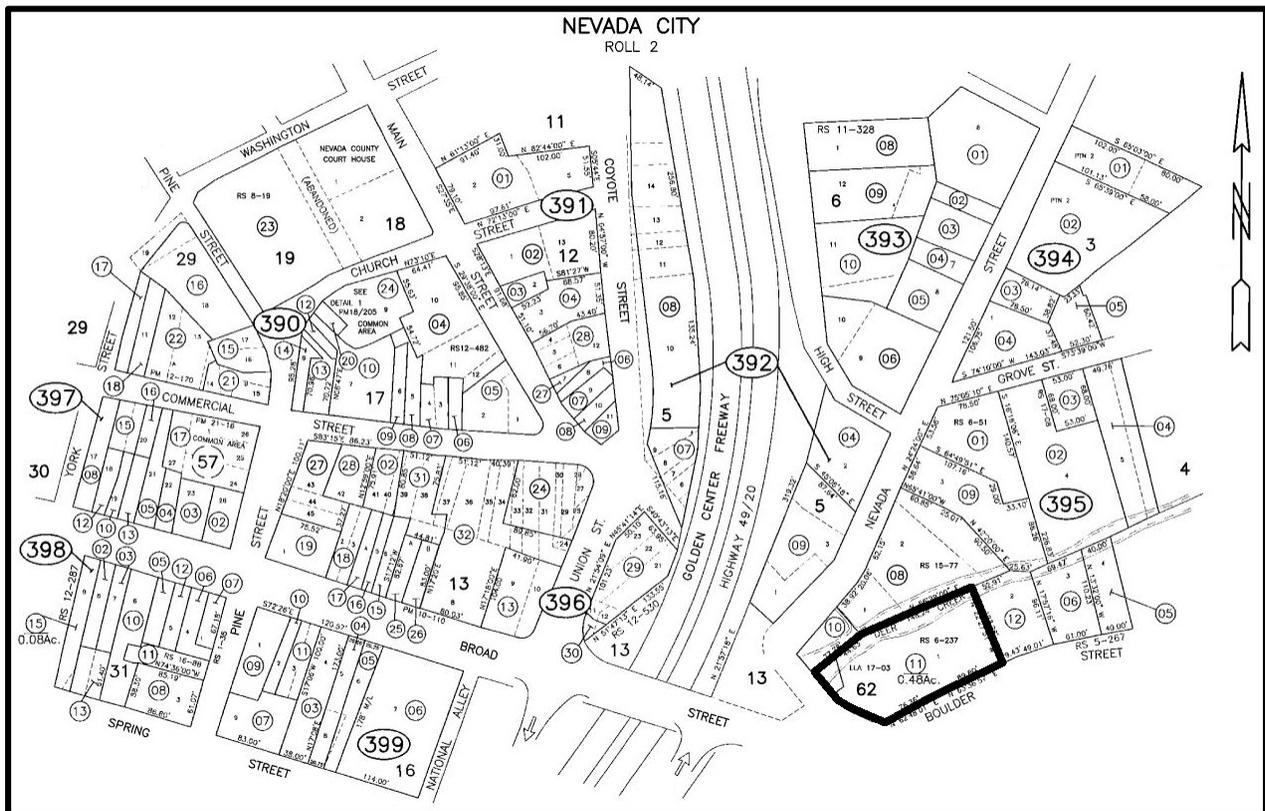
"Fair Market Value", as defined pursuant to Chapter 1275, Title 7, Part 3 of the California Code of Civil Procedure, entitled: Eminent Domain Law, is as follows:

1263.320 (a) The fair market value of the property taken is the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.

(b) The fair market value of the property taken for which there is no relevant market is its value on the date of valuation as determined by any method of valuation that is just and equitable.

SUBJECT DATA

APN: 005-395-011



Land Owners: According to the vesting deed, title of the property is vested in **Boulder Street Properties, LLC, A California limited liability company**. Ownership is assumed to be accurate, but may be otherwise.

Property Sales History: According to public records, the current owner has owned the subject property for over 10 years (purchased in 2008).

Location: The subject property is located on the northeast corner of Boulder Street and Nevada Street, in the City of Nevada City, California. Its address is listed as 115 Boulder Street, Nevada City, California.

Larger Parcel: Larger parcel is defined as "In governmental land acquisitions and in valuations of charitable donations of partial interests in property such as easements, the tract or tracts of land that are under the beneficial control of a single individual or entity and have the same, or an integrated, highest and best use. Elements for consideration by the appraiser in making a determination in this regard are contiguity, or proximity, as it bears on the highest and best use of the property, unity of ownership, and unity of highest and best use. In most states, unity of ownership, contiguity, and unity of use are the three conditions that establish the larger parcel for the consideration of severance damages. In federal and some state cases, however, contiguity is sometimes subordinated to unitary use."¹

The larger parcel may be all of the parcels, part of a parcel, or several parcels, depending on the unity of legal ownership, unity of use, and contiguity. For there to be unity of title, the parcel(s) must be owned or controlled by the same individual or group of individuals. Unity of use requires that the parcel(s) possess the same use, or an integrated use, with the land. It is controlled by the highest and best use of the parcel(s). Although contiguity is not always required, normally parcels sharing this unity are physically contiguous to one another. If two parcels, for instance, are separate and devoted to different uses, the taking of one parcel will not damage the other parcel.

The ownership owns two contiguous parcels. However, one is vacant and the other (the subject) is improved. The vacant parcel does not appear to be used in conjunction with the improved parcel. Thus, it is our opinion that the one affected parcel is considered the larger parcel.

Size: Based on the County Assessor's data and maps, the subject parcel contains approximately 0.48 acre. However, on March 14, 2018 a lot line adjustment was recorded which transferred 1,083 square feet in the southwest corner of the site, primarily within the creek, to the City of Nevada City in exchange for 265 square feet adjacent to the southeast portion of the subject, within

¹ *Dictionary of Real Estate Appraisal* (Sixth Edition, 2015), Appraisal Institute, page 127.

the subject's driveway, from the City of Nevada City to the subject site. This resulted in the size being reduced from 0.50 acre to 0.48 acre on the map. Since we are valuing the area to be acquired for this lot line adjustment, as of March 14, 2018, we are valuing the site under the hypothetical condition that this lot line adjustment has not happened, and the site is 0.50 acre in size. In addition, based on our calculations, approximately 0.33 acre is upland/usable land and approximately 0.17 acre is within the creek in the west portion of the site.

Present Use: Commercial

Improvements: The subject is improved with a small commercial/office in the south portion of the site, and a larger former residence that has been converted to office use in the northern portion of the site, with paved parking area between these improvements. The improvements appear to be in average condition. These structures are not affected by the proposed acquisition, and thus a full inspection of the improvements was not made. There is some landscaping and fencing in the southwest portion of the site which will be affected.

Encumbrances: A title report was not provided. Based on a physical inspection of the property, there were no adverse easements or encroachments observed.

Topography: The subject property has two distinct portions. Much of the property is generally level, and at or slightly above the grade of the adjoining roadways. It is improved with a small office in the south portion of the site and a larger former residence, which has been converted to an office in the north portion of the site, with paving for parking and access between these buildings. The west portion of the site is much lower and within the boundaries of Deer Creek. Based on our calculations, approximately 0.33 acre is upland, developed area and approximately 0.17 acre is within the creek.

Utility Services: All to site.

Access: The property has direct access to Boulder Street via a driveway.

Zoning: GB-HD-SC – General Business/Historic District/Scenic Corridor (City of Nevada City)

FEMA Zone: A – Within 100-year flood plain (06057C 0369E – 2/03/2010)

Property Type: The subject property is a developed commercial site.

Interest Appraised: Fee Simple
Temporary Construction Easement

Highest and

Best Use: As vacant, the site has potential for a small commercial use, as it is designated General Business, Historic District. As improved, the highest and best use of the site is as developed, a commercial/office (real estate broker office).

Client and

Intended Users: Dokken Engineering; City of Nevada City

Purpose and

Intended Use: For potential purchase of a portion of the subject in fee simple and temporary construction easement for the Nevada Street Bridge Project.

Date of Value: March 14, 2018 (This is the date the lot line adjustment/exchange between the City of Nevada City and the ownership was recorded)

Date of Inspection: April 28, 2020

Date of Report: June 18, 2020

Methodology: In this appraisal, the most applicable approach is the Sale Comparison Approach. The Cost and Income Approach were not included as the improvements on the subject are not affected, and only a land value is required.

Sales Comparison Approach — The Sales Comparison Approach is based on the consideration of comparable land sales and is applicable to the valuation of the subject property to be acquired. Since the only a land value is required, only vacant land sales will be analyzed. The structure is not affected.

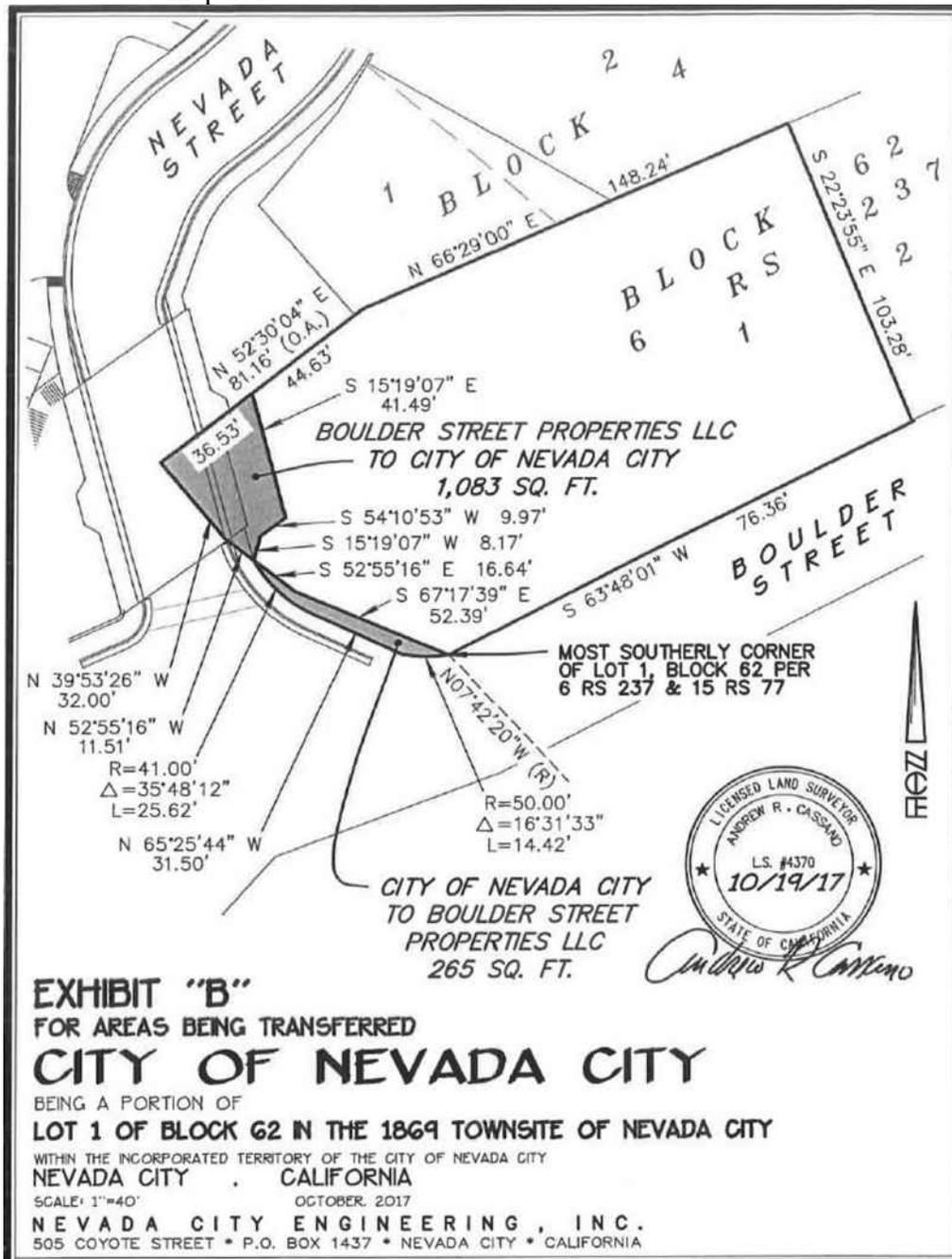
Cost Approach — The Cost Approach is based in part on a replacement cost new of improvements less depreciation. As stated above, the subject improvements are not affected and only a land value is required. Thus, the Cost Approach is considered not applicable or appropriate.

Income Capitalization Approach — The Income Approach is based on an analysis of income produced from the property and expenses to the property. While the subject, as improved, it is not a typical income producing property, and we are only valuing the land. There is little to no land lease data available to analyze, and the Income Approach is not part of the scope of this assignment. Thus, the Income Approach has not been utilized.

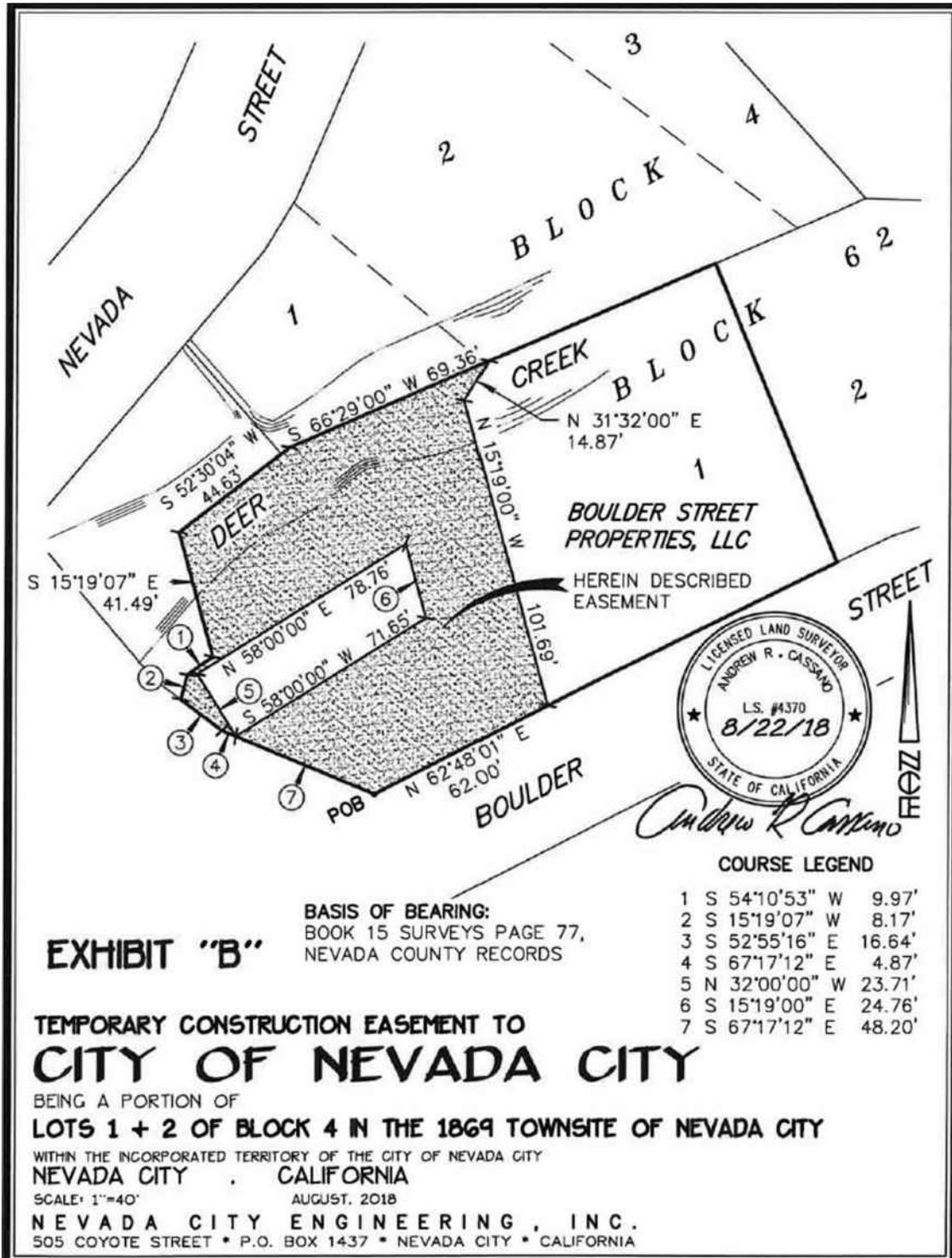
Therefore, the only applicable and appropriate method to estimate the fair market value of the subject property is the Sales Comparison Approach.

ACQUISITION DATA

Area to be acquired: The City of Nevada City is proposing to acquire 1,083 square feet from the subject property in fee simple for the Nevada Street Bridge Project. This area is located in the southwest portion of the site, primarily within the existing creek. According to the project surveyor, 1,015 square feet are within the creek and 68 square feet are upland/usable area. As part of this project, the City is proposing to relinquish approximately 265 square feet of land, in fee simple, along the subject's driveway back to the ownership. See map below.



TCE to be acquired: The City is also proposing to acquire an 8,776 square foot temporary construction easement (TCE) for use as work area during construction. According to the project engineer, approximately 3,820 square feet of this TCE area is within the limits of the creek and approximately 4,649 square feet are upland/usable area (within the subject's parking lot). See map below.





View of subject property looking northeasterly from Nevada Street



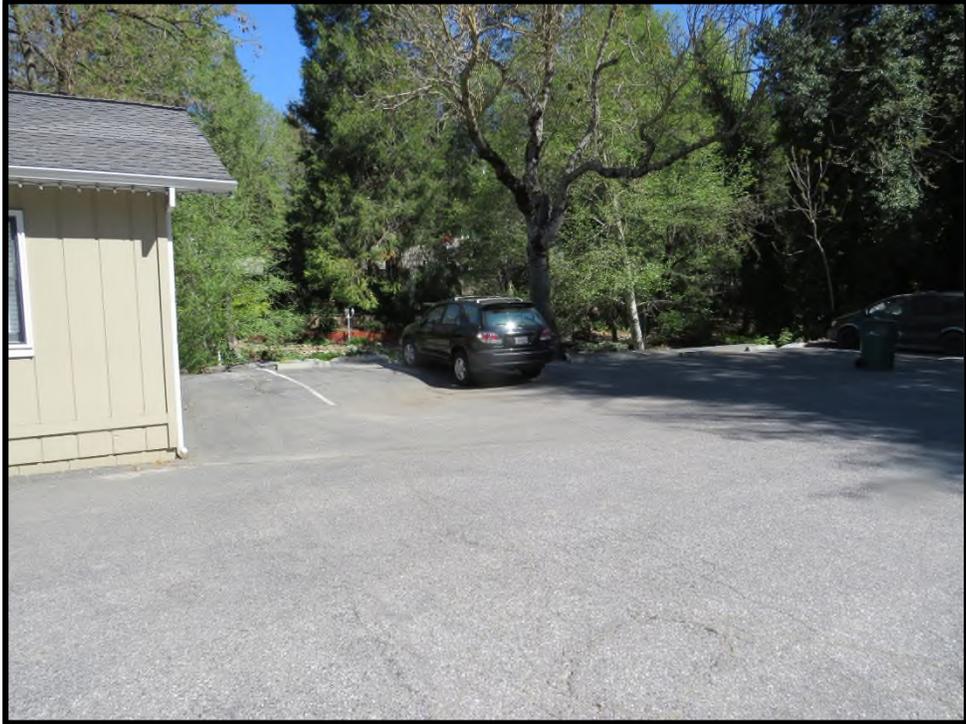
View of area to be acquired in northwest corner of property (within creek)



View of fencing and small usable area within area to be acquired in northwest corner



View of TCE area to be acquired along south side of building within parking lot



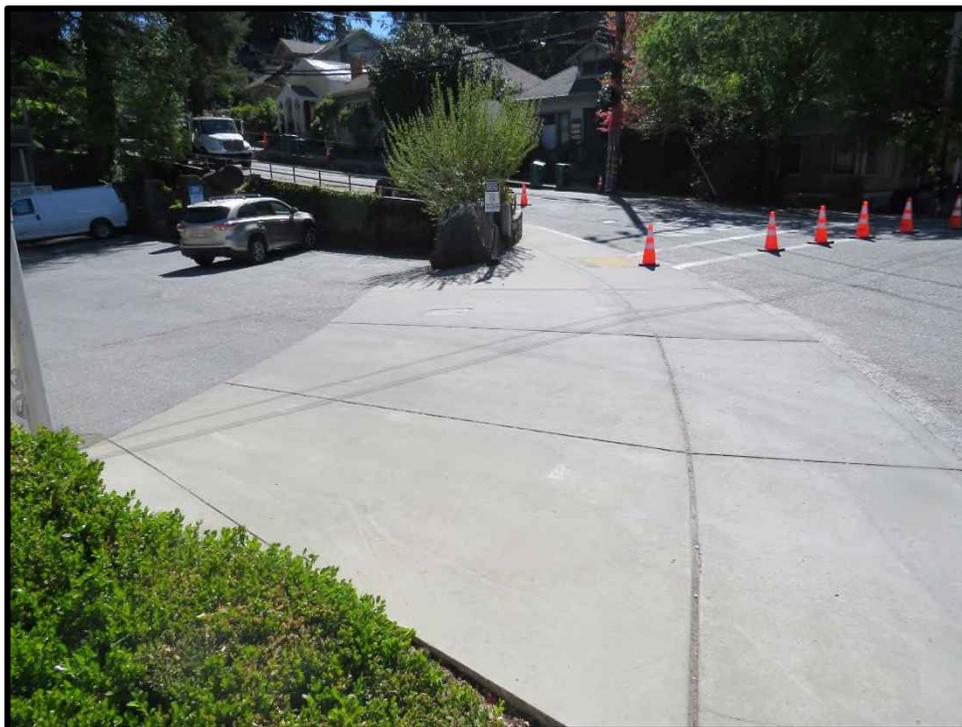
View of TCE area to be acquired along east side of building within parking lot



View of TCE area to be acquired along north side of building within creek



View of landscaping in front of building which may be impacted by project



View of area proposed to be exchanged to subject as part of project
(southernmost portion of driveway)

VALUATION DATA

Scope of Work: The scope of this assignment is limited to:

- City of Nevada City and ownership of subject property recorded a land swap on March 14, 2018. This appraisal is being prepared to ensure ownership was properly compensated for this land swap, including the use of a Temporary Construction Easement for a four-year term. Thus, this appraisal is being prepared under the Hypothetical Condition that the land swap has not happened.
- The City of Nevada City retained Pattison & Associates, through Dokken Engineering's Right of Way acquisitions department, to value the land swap areas in fee simple and the temporary construction easement. It is our understanding that no Notice of Decision to Appraise letter was sent, as the parties were already in negotiations. The appraisers met with one of the owner/brokers of the firm that operates on the property on April 28, 2020. The property was inspected at that time. Took photos during this inspection.
- Utilized Google Earth for aerial view of subject.
- Consulted relevant public records for the subject property and sales and relevant portion of zoning ordinance with a City of Nevada City planning department representative.
- Research local real estate market activity for recent sales and active listings of similar commercial sites in the surrounding area. Comparable sales were verified when possible with a party to or a real estate broker involved in the transaction.
- Research secondary sources such as MLS, ParcelQuest and brokers.
- Internet websites were relied upon for data. Supporting data is retained in the appraiser's work file.
- Interviewed realtors who are active in the subject's area and surrounding markets.
- Analyze the most comparable sales data to determine an appropriate unitary value estimate for the subject property (land only), as of March 14, 2018.
- Estimate value of areas to be acquired and relinquished based on estimated unitary value of subject property.
- Estimate value of landscaping and fencing affected using cost approach.
- Analyze the property in the after condition, under the hypothetical condition that the project has been completed in the manner proposed, to determine if there are any severance damages or benefits accruing to the remainder as a result of the acquisition and construction of the project.

Selected Market Data

The appraisers have analyzed the following sales of similar commercial sites in the surrounding area, to determine the fair market value of the subject property (land only), as of March 14, 2018. Since the structure is not affected, we are only valuing the land to determine the value of the area to be acquired. In addition, we have determined that approximately 0.33 acre of the subject is upland/usable area, and approximately 0.17 acre is within the creek, and has only a nominal value. The aesthetics of the creek itself add to the value of the upland area, but since it cannot be developed, it has no measurable value. The subject's immediate area is completely developed, so we expanded our search to Grass Valley, Auburn, and other nearby foothill communities. These sales below are considered the best data available. Our analysis is as follows:

Data	Location	Date	Price	Size(Ac)	Zoning	Price/SF
1	SW side Park Street SE of Maple Street Auburn 004-011-037	Dec-16	\$187,000	0.505	C-2	\$8.50
2	N/sd Bell Road @ County Center Dr. Auburn 051-180-063	Feb-17	\$145,000	0.514	OP-Dc	\$6.48
3	815 S. Auburn Street Grass Valley 029-310-006, 007	Mar-17	\$550,000	0.54	M-1	\$23.38
4	1788 Auburn Ravine Rd Auburn 054-181-037	Jan-18	\$185,000	0.588	HS-Dc	\$7.23
5	580 Brunswick Road Grass Valley 035-550-006 (por)	Current Listing	\$350,000	0.65	OP	\$12.36
6	821 S. Auburn Street Grass Valley 029-320-013	Nov-16	\$1,200,000	0.88	C-3	\$31.30

Valuation

Comparable 1 is a small commercial site on Park Street in the historic downtown district of Auburn. This site sold with the adjacent historic bed and breakfast that sits above the old town area for a combined \$1,100,000 in December 2016. It was listed separately for \$225,000 and the allocated price for the vacant site was \$187,000. It is mostly hillside and is not finished. This site is larger than the "net area" of the subject but is considered to be inferior in location, access, and topography. It is inferior overall and indicates a site value for the subject's 0.33 acre usable area of greater than \$187,000.

Comparable 2 is a small commercial site on Bell Road in Auburn. This is across the street from the Government Center. This site, which is approximately a half acre, sold in February 2017 for \$145,000. It is a level site, but it is a raw commercial site and would have some site work. This is also near the proposed large senior living center that will be developed in this area. Overall, this site is larger than the net size of the subject but inferior as it is not developed and has an inferior location to the subject which is in the historic downtown area. Thus, this comparable indicates a site value greater than \$145,000 for the subject's 0.33 acre usable area.

Comparable 3 is a half-acre commercial site in the south portion of Grass Valley just off the interchange at McKnight Street and Highway 49. This property had a building on it, but it will be razed to make way for an ARCO Station & Mini Mart. The price paid for this site was \$550,000 or over \$23.00 per square foot. It does have freeway visibility and access, similar to the subject. It is larger than the subject's net area. It should be noted that the buyer of this property has purchased the adjacent corner site (Comp 6) and the two will be merged for the proposed station & mini mart. Overall, primarily due to size, this property has more potential than the subject and is considered superior. Thus, it indicates a site value for the subject's usable area of less than \$550,000 and a unit price less than \$23.38 per square foot.

Comparable 4 is located in the southwest quadrant of the Interstate 80-Foresthill Road interchange. This site is adjacent to the former Taco Bell site and contains 0.585 acres, all usable. It sold in January 2018 for \$185,000. This is a good commercial site but does lack freeway visibility as it sits below the grade of Interstate 80 and fronts on a frontage road. It is our opinion that it is inferior to the subject site because of the subject's good location near downtown. Therefore, it indicates a site value for the subject's usable area of greater than \$185,000.

Comparable 5 is the current listing of a 0.65 acre commercial site adjacent to the new River Valley Bank Building on Brunswick Road in Grass Valley. This is a raw site in topography, but utilities are stubbed to the site and it has good access. It is now on the market for \$350,000. This parcel was purchased along with the site adjacent by the bank in June 2017 for \$270,000 for 1.79 acres. They deeded a portion to the city (dedication) for the new intersection of Town Talk Way and developed the easterly portion. This listing is the westerly portion. This is a listing and not a closed transaction and has been on the market since August 2019. Although it wasn't on the market on the date of value (March 2018), it is still considered a good indicator of value for a similar commercial site. It should be adjusted down since it is not a closed transaction, and the fact that it is much larger than the net area of the subject site. Thus, it indicates a site value for the subject's net usable area of less than \$350,000.

Comparable 6 is the northeast corner of Highway 49 and McKnight Road interchange. This 0.88 site sold in November 2016 for \$1,200,000 or over \$31.00 per square foot. This is a

much larger site when compared to the subject and it has much more potential because of that larger size and the fact that it is right on the interchange. A new Chevron is just across the side street in the southeast quadrant of the interchange. This property was combined with the adjoining property to the north (Comp 3) and an ARCO Station & Mini Mart has been approved for the site. Overall, this is a superior property and indicates a value much less than \$1,200,000 for the subject's usable portion and less than \$31.30 per square foot.

The data above indicates sales for small commercial properties in Grass Valley and Auburn from \$145,000 to over a million dollars. Comparable 1 is inferior due to location, topography, and access. Comparable 2 is inferior due to topography and location. Comparable 4 is inferior due to location and visibility. These three comparables set the lower limit of value although all are larger than the subject's net 0.33 acre. Comparable 5 is a listing of a larger site and Comparables 3 and 6 were purchased separately to combine and construct an ARCO gas station and mini mart. These two comparable are superior to the subject as they have more potential because of their location and size. Based on this analysis, it is our opinion that the subject's site value (land only) of the net usable area (0.33 acre) is \$250,000. This amounts to \$17.39 per square foot which is within the range on our comparable data chart. As stated previously, the aesthetics of the creek are included in this value, but it is our opinion that the 0.17 acre within the creek has no measurable value, as it cannot be developed in any way. Thus, it is also our opinion that the areas to be acquired within the creek have only a nominal value.

Value of Area to be Acquired

The City of Nevada City is proposing to acquire approximately 1,083 square feet in fee simple from the subject property. Of this area, approximately 1,015 square feet are within the creek area and the remaining 68 square feet are upland/usable area. This is in the southwest portion of the site, near the existing Nevada Street bridge over Deer Creek. As stated above, it is our opinion that the area within the creek has only a nominal value. Thus, we have valued this area at \$1.00. The 68 square feet of upland area is otherwise unencumbered. As it will be acquired in fee simple, 100% of the above unit value is considered appropriate. Based on the above reasoning, the estimated value for the area to be acquired is as follows:

<u>Fee Simple Area – 1,083 SF</u>		
1,015 SF within creek boundaries	=	\$ 1.00
68 SF unencumbered @ \$17.39/SF x 100%	=	<u>\$1,182.52</u>
Total		\$1,183.52

Improvements:

The only improvements within the area to be acquired are landscaping and wrought iron fencing. There are annual flowers, shrubs and irrigation improvements in the area between the roadway and the structure, which will be removed during the project, as well as approximately 15 linear feet of 5 foot high wrought iron fencing (75 square feet total) along the boundary between the walkway and the creek. Since these site improvements are currently on the owner's property and will be removed by the project, they should be included in the compensation. Considering the cost to plant replacement landscaping and replace/reconfigure the irrigation, it is our opinion that the contributory value of the landscaping to be removed is \$1,000. The cost of wrought iron fencing varies greatly. The Marshall & Swift Valuation Handbook indicates the replacement cost of wrought iron fencing ranges from \$7.57 to \$23 per square foot, with an additional \$5.69 to \$11.10 for bronze anodized fencing. In addition, custom ornamental work can run two to three times the listed costs. Thus, for 75 square feet, the range is between \$567.75 and \$2,557.50, without doubling or tripling the cost for custom work, as it does not appear to be highly customized fencing. Since this is a small amount of fencing, and it appears to be in good condition, and the owners will have to replace it themselves if they choose to do so, we have estimated the value of the fencing toward the top of this range at \$2,500. Thus, the total value of improvements affected is \$3,500.

Value of Temporary Construction Easement

The City of Nevada City also wishes to acquire a temporary construction easement (TCE) containing 8,776 square feet, for use as work area during construction. According to the project engineer, approximately 3,820 square feet of this TCE area is within the limits of the creek and approximately 4,649 square feet are upland/usable area (within the subject's parking lot).

The value of this temporary construction easement will be estimated by a rental charge for a 4-year period. While the area will most likely be used for a shorter time, the entire project is expected to take up to 9 months, and the TCE officially started on March 14, 2018 when the lot line adjustment was recorded, and the project is expected to be completed by March of 2022. A 4-year TCE will ensure that the entire construction period is covered, and there will be less constraint on the contractor. The rent will be based on a percent of the value or return on investment by the owner.

Economic indicators taken from Bankrate.com and from information provided by Mortgage Companies indicate the prime rate at 3.5% and mortgage rates are currently between 3% and 4% in the area. In addition, we have researched Market Capitalization Rates for income producing properties throughout the area and have found that 6.5% is fairly typical in this market.

To calculate the fair market rent based on the above Capitalization Rate, one would multiply the value per square foot by the rate to get the annual rental rate per square foot. During the rental period, the County's contractor will be using the property in a way that is not compatible with the present use. We have used a 10% rate of return for this temporary construction easement as this is slightly higher than the rate for an entire income producing property, but still considered a reasonable rate of return on a real estate investment, and the easement is only for a portion of the property at a use that is not compatible with the current use of the subject. As stated, the easement will contain a total of 8,776 square feet. However, the 3,820 square feet within the limits of the creek have only a nominal value. The remaining 4,649 square feet are upland/usable area, primarily within the subject's parking lot, and should be considered for payment and/or rent due to the disruption to the owner during construction. Its value is as follows:

<u>Temporary Construction Easement Area – 8,776 SF</u>	
3,820 SF within creek boundaries	= \$ 1.00
4,649 SF x \$17.39/SF x 10%/year x 4 Years	= <u>\$32,338.44</u>
Total	\$32,338.44

Severance damages:

The appraisers have analyzed the remainder in the after condition, to determine if there are damages to the remainder. The area to be acquired is a very small area, mostly within the creek. The 68 square feet of upland/usable area being acquired are adjacent to the creek in the southwest corner of the site, and are currently used for landscaping and walkway. Once the project is completed, and the owners replace the landscaping and fencing, the site will likely have an equal or similar value. It is our opinion that it will not be reduced in value due to the project. If anything, the project should enhance the value of properties in the area, due to the new bridge. Therefore, it is our opinion that there are no severance damages accruing to the remainder as a result of the proposed acquisition.

Benefits:

Although the area may benefit from a new bridge, in California, benefits can only offset damages. Since there were no damages accruing to the remainder, we have not attempted to measure benefits.

Construction Contract Work:

The contractor will repair parking lot (TCE area) if necessary, after construction. The cost of this will be provided by the contractor.

Total Estimated Just Compensation

Fee Simple:	\$ 1,183.52
Improvements	\$ 3,500.00
Temporary Construction Easement	\$32,338.44
Severance Damages	<u>\$ 0.00</u>
Total	\$37,021.96
Rounded	\$37,100

Value of Land Relinquished to Ownership

As part of the proposed project, the City of Nevada City is proposing to relinquish or swap approximately 265 square feet of upland area within the existing right of way for Nevada Street at the entrance to the subject's driveway. As a stand-alone area, this 265 square foot area has no measurable value. It only has value as plottage to the subject site or the street right of way. However, for purposes of this appraisal, we are treating this area as plottage, as it will be exchanged as an offset of the above compensation. Using the unit value determined above (\$17.39 per square foot), this amounts to the following value for the area being relinquished by the City to the ownership:

$$265 \text{ SF} \times \$17.39/\text{SF} \times 100\% = \$4,608.35$$

Thus the net compensation would be \$37,021.96 minus \$4,608.35, or \$32,413.61, rounded to **\$32,500**.

Assumptions and Limiting Conditions

Standards Rule (S.R.) 2-1 of the *Standards of Professional Appraisal Practice of the Appraisal Institute* requires the appraiser to "clearly and accurately disclose any extraordinary assumption or limiting condition that directly affect" the report and indicate its impact on the value range. In compliance with S.R. 2-1 and to assist the reader in interpreting this report, such assumptions and limiting conditions are set forth as follows:

1. The conclusions and opinions expressed in this report apply to the date of value set forth in this report. The value estimated is market value in terms of financial arrangements equivalent to cash.
2. The appraiser assumes no responsibility for economic, physical, or demographic factors that may affect or alter the opinions in this report if said economic, physical, or demographic factors were not present as of the date of the letter of transmittal accompanying this report. The appraiser is not obligated to predict future political, economic, or social trends.
3. In preparing this report, the appraiser was required to rely on information furnished by other individuals or found in previously existing records and/or documents. Unless otherwise indicated, such information is presumed to be reliable. However, no warranty, either expressed or implied, is given by the appraiser for the accuracy of such information and the appraiser assumes no responsibility for information relied upon later found to have been inaccurate. The appraiser reserves the right to make such adjustments to the analyses, opinions, and conclusions set forth in this report as may be required by consideration of additional data or more reliable data that may become available.
4. No opinion as to the title of the subject property is rendered. Data related to ownership and legal description was provided by our client sources and is considered reliable. Title is assumed marketable, free and clear of all liens, encumbrances, easements, and restrictions except those specifically discussed in the report. The property is valued assuming it to be under responsible ownership and competent management and available for its highest and best use.
5. The appraiser assumes no responsibility for hidden or unapparent conditions of the property's subsoil, ground water, or structures that render the subject properties more or less valuable. No responsibility is assumed for arranging for engineering, geologic, or environmental studies that may be required to discover such hidden or unapparent conditions.
6. The appraiser has not been provided any information regarding the presence of any material or substance on or in any portion of the subject property which material or substance possesses or may possess toxic, hazardous, and/or other harmful and/or dangerous characteristics. Unless otherwise stated in the report, the appraiser did not become aware of the presence of any such material or substance during the appraiser's inspection of the subject property. However, the appraiser is not qualified to investigate or test for the presence of such materials or substances. The presence of such materials or substances may adversely affect the value range of the subject property. The value estimated in this report is predicated on the assumption that no such material or substance is present on or in the subject property or in such proximity; thereto that it would cause a loss in value. The appraiser assumes no responsibility for the presence of any such substance or material on or in the subject property, nor for any expertise or engineering knowledge required to discover the presence of such substance or material. Unless otherwise stated, this report assumes the subject property is in compliance with all federal, state, and local environmental laws, regulations, and rules.
7. Unless otherwise stated, the subject property is valued assuming it to be in full compliance with all applicable zoning and land use regulations and restrictions.

8. Unless otherwise stated, the property is valued assuming that all required licenses, permits, certificates, consents or other legislative and/or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
9. No engineering survey was made by the appraiser. Except as specifically stated, data relative to size and area of the subject property was taken from sources considered reliable and no encroachment of the subject property is considered to exist.
10. No opinion is expressed as to the value of subsurface oil, gas, or mineral rights or whether the property is subject to surface entry for the exploration or removal of such materials, except as is expressly stated.
11. Maps, plats, and exhibits included in this report are for illustration only to serve as an aid in visualizing matters discussed within the report. They should not be considered as surveys or relied upon for any other purpose, nor should they be removed from, reproduced, or used apart from this report.
12. No opinion is intended to be expressed for matters that require legal expertise or specialized investigation or knowledge beyond that customarily employed by real estate appraisers.
13. Possession of this report, or a copy of it, does not carry with it the right of publication. Without the written consent of the appraiser, this report may not be used for any purpose by any person other than the party to whom it is addressed. In any event, this report may be used only with proper written qualification and only in its entirety for its stated purpose.
14. Testimony or attendance in court or at any other hearing is not required by reason of rendering this appraisal unless such arrangements are made a reasonable time in advance of said hearing. Further, unless otherwise indicated, separate arrangements shall be made concerning compensation for the appraiser's time to prepare for and attend any such hearing.
15. In the event that appraiser is subpoenaed for a deposition or judicial or administrative proceeding and is ordered to produce the appraisal report and files, appraiser shall immediately notify the client. Appraiser shall appear at the deposition or judicial or administrative hearing with the appraisal report and files and answer all questions unless client provides appraiser with legal counsel who instructs appraiser not to appear, instructs appraiser not to produce certain documents, or instructs appraiser not to answer certain questions. It shall be the responsibility of client to obtain a protective order.
16. The Americans with Disabilities Act (ADA) became effective on January 26, 1992. We have not made a specific compliance survey and analysis of the property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this could have a negative effect on the property's value.
17. The appraiser is not qualified to detect the presence of any threatened or endangered species. The client is urged to retain an expert in this field if there is any question as to the existence of any threatened or endangered species. The value estimated in the report assumes that no threatened or endangered species is present on the property.
18. A Limited Environmental Review was not provided to the appraiser by the client. The appraiser is not an expert in biological or environmental matters and strongly suggests that the client and or future user of the subject site obtain a biological and environmental assessment prior to any activity on the property. The value conclusion assumes that property in compliance with all local, regional, and State environmental approvals, including those required by CEQA through California Public Utilities Code 851. The appraiser assumes no responsibility for any failure of obtaining proper environmental clearances.

Extraordinary Assumptions

This appraisal is subject to the following extraordinary assumption, which may have a significant effect on the valuation of the subject property:

1. This is a retrospective report. The appraisers did not inspect the property on the date of value. Thus, we are assuming that the condition of the subject property on the date of value was similar to the condition of the property as it was during the inspection in April 2020.

Hypothetical Conditions

This appraisal is subject to the following hypothetical conditions, which may have a significant effect on the valuation of the subject property:

1. The appraisal problem is to estimate the market value of the area to be acquired, ignoring project influence. Thus, the value estimate in the before condition is based on the hypothetical condition that the subject project does not exist.
2. To estimate severance damages and benefits, we must value the remainder in the after condition, taking into account the acquisition, under the hypothetical condition that the project has been completed in the manner proposed.
3. On March 14, 2018 a lot line adjustment was recorded which transferred 1,083 square feet in the southwest corner of the site, primarily within the creek, to the City of Nevada City in exchange for 265 square feet adjacent to the southeast portion of the subject, within the subject's driveway, from the City of Nevada City to the subject site. This resulted in the size being reduced from 0.50 acre to 0.48 acre on the map. Since we are valuing the area to be acquired for this lot line adjustment, as of March 14, 2018, we are valuing the site under the hypothetical condition that this lot line adjustment has not happened, and the site is 0.50 acre in size.

CERTIFICATION OF DWIGHT PATTISON

I certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are the personal, impartial, unbiased professional analyses, opinions and conclusions of the appraisers.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Pattison & Associates, Inc.'s compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. My analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
9. I have made a personal inspection of the property that is the subject of this report.
10. No one provided significant real property appraisal assistance to the persons signing this report.
11. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Ethics and Standards of Practice of the International Right of Way Association and the National Association of Independent Fee Appraisers.



Dwight Pattison, SR/WA, IFAS
CA State Cert #AG009699

CERTIFICATION OF MICHAEL PATTISON

I certify that, to the best of my knowledge and belief:

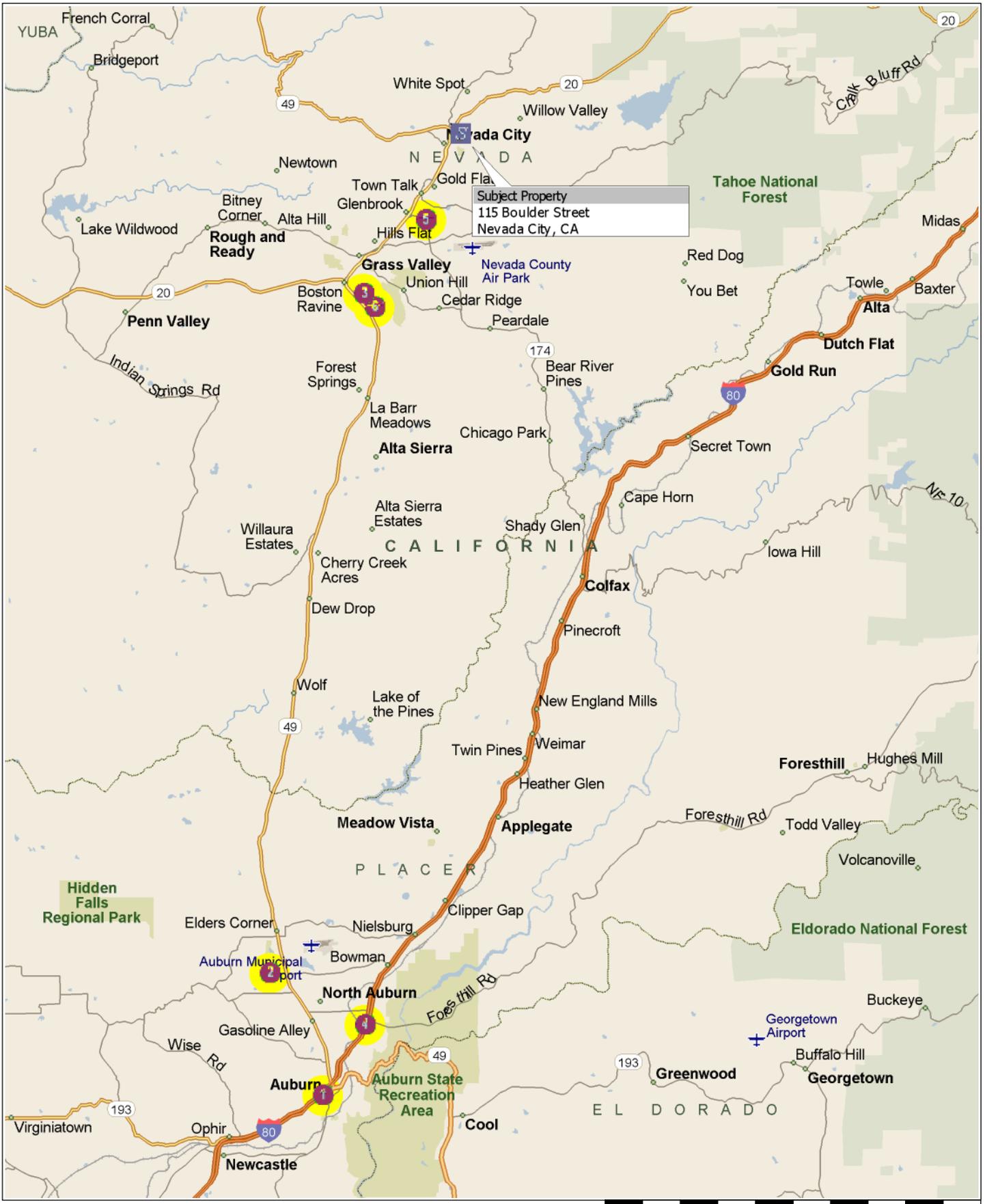
1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are the personal, impartial, unbiased professional analyses, opinions and conclusions of the appraisers.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Pattison & Associates, Inc.'s compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. My analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
9. I have made a personal inspection of the property that is the subject of this report.
10. No one provided significant real property appraisal assistance to the persons signing this report.
11. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Ethics and Standards of Practice of the International Right of Way Association and Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Practicing Affiliate Members.



Michael Pattison, SR/WA
CA State Cert #AG026061

ADDENDA

COMPARABLE DATA MAP

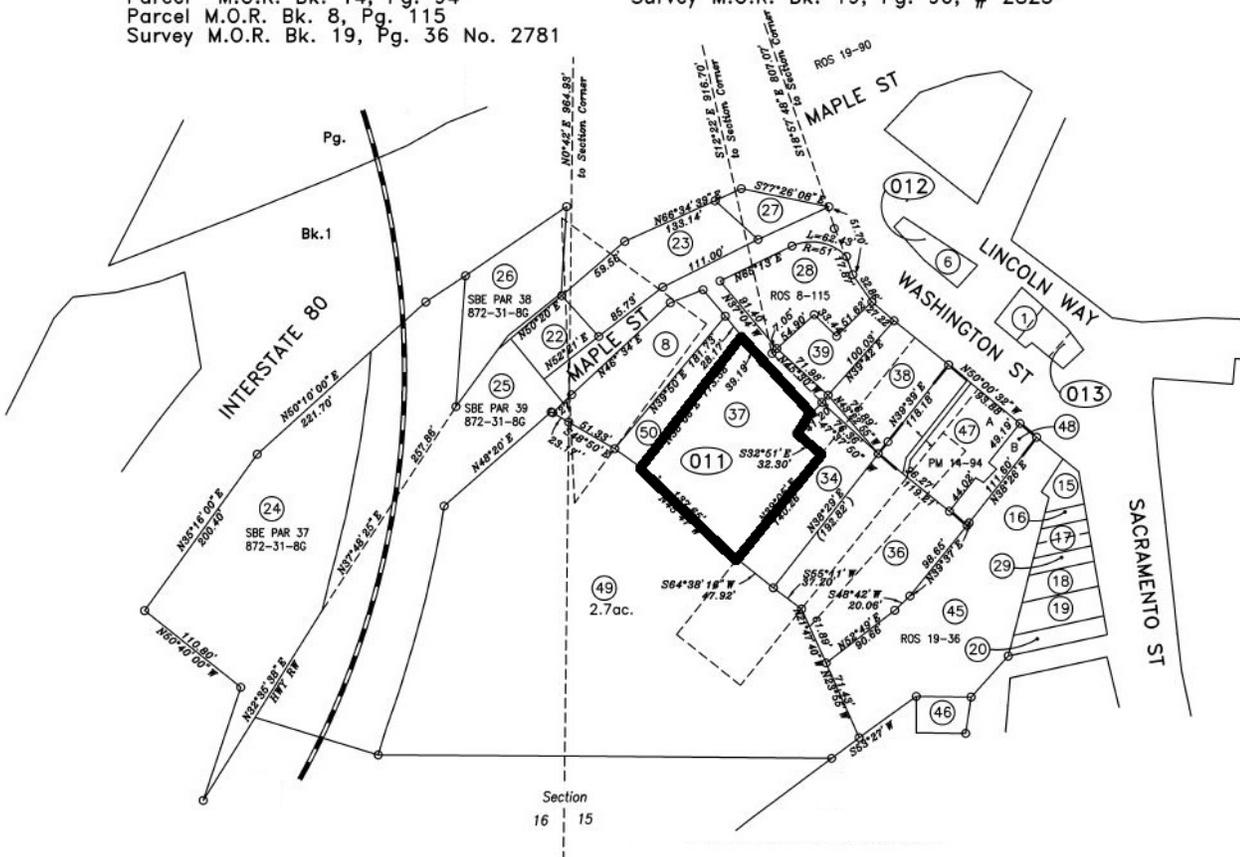


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COMPARABLE NO. 1



POR. N.E. 1/4 SEC.16, POR. N.W. 1/4 SEC. 15, T.12N., R.8E., M.D.B.&M.
 Parcel M.O.R. Bk. 14, Pg. 94
 Parcel M.O.R. Bk. 8, Pg. 115
 Survey M.O.R. Bk. 19, Pg. 36 No. 2781



COMPARABLE NO. 1

COUNTY: Placer
A.P.N.: 004-011-037
GRANTOR Kelly Cunningham
GRANTEE: 195 Park Street, LLC
LOCATION: W/S Park Street, adjacent to Historic Bed & Breakfast
DATE OF SALE: 8-23-2016
RECORDING DATE: 12-1-2016 (#105982)
SELLING PRICE: \$187,000
1st MORTGAGE: --
2nd MORTGAGE: --
DOWN PAYMENT: --
PARCEL SIZE: 0.505 Ac
ZONING: C-2
PRICE/S.F.: \$8.50 (Site Value)
UTILITIES: Electricity, telephone, water
TOPOGRAPHY: Gently rolling to steep
ACCESS: Park Street
VEGETATIVE COVER: Native trees and grasses.
COMMENTS: This property was purchased along with the adjoining property which is an historic Victorian used as a bed and breakfast. They were listed separately and purchased by the same person. This property is a vacant undeveloped lot.

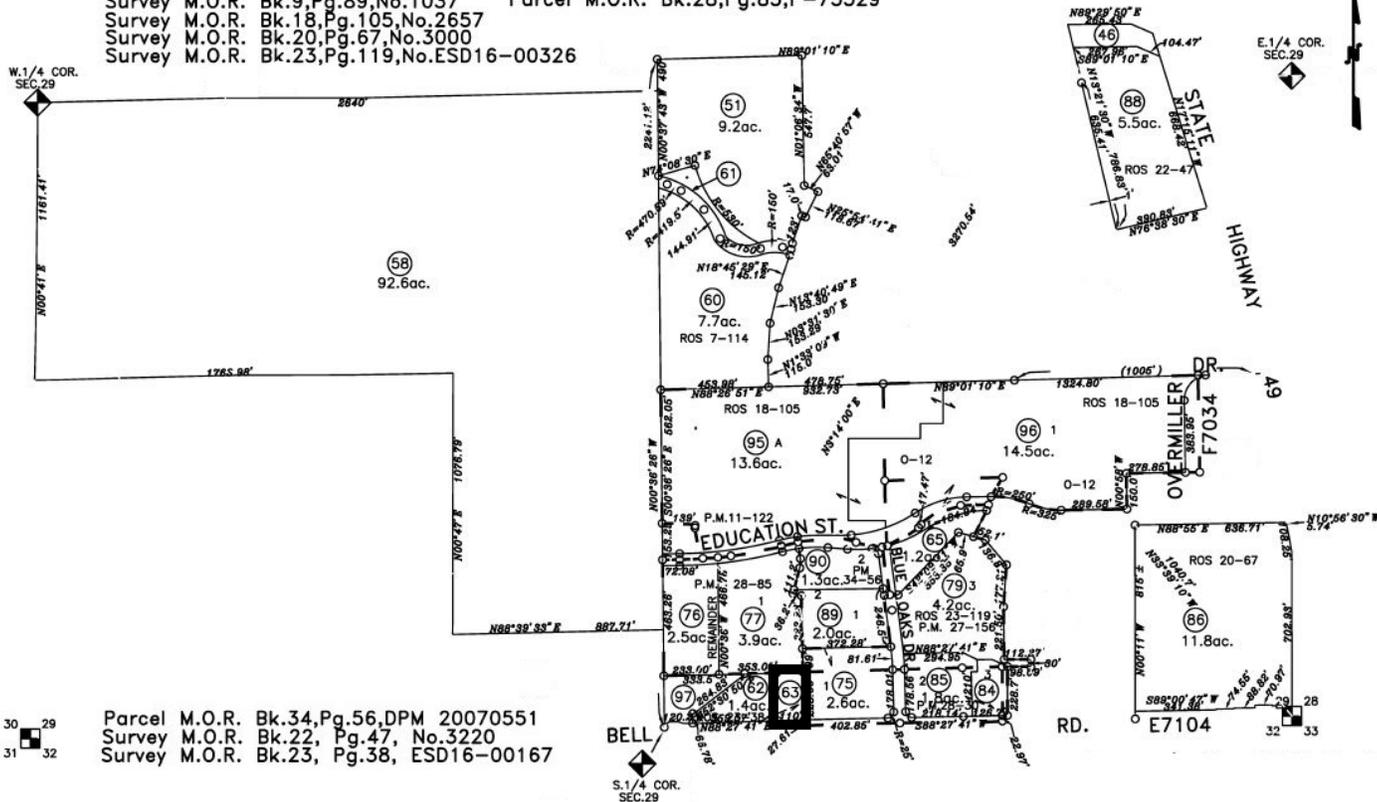
VERIFIED: Ilisa Gallant, listing agent; County Records
DATE INSPECTED: 5-20-2020
BY: Dwight Pattison
Michael Pattison

COMPARABLE NO. 2



POR. N.1/2 & POR. S.1/2 SEC.29, T.13N., R.8E., M.D.B.&M.

Parcel M.O.R. Bk.11,Pg.122, 72453	Auburn Faith Community Hospital, Revert to Acreage M.O.R. Bk.O,Pg.12
Survey M.O.R. Bk.7,Pg.114	Parcel M.O.R. Bk.27,Pg.156,P-75380
Survey M.O.R. Bk.8,Pg.16	Parcel M.O.R. Bk.28,Pg.30,P-75522
Survey M.O.R. Bk.9,Pg.89,No.1037	Parcel M.O.R. Bk.28,Pg.85,P-75529
Survey M.O.R. Bk.18,Pg.105,No.2657	
Survey M.O.R. Bk.20,Pg.67,No.3000	
Survey M.O.R. Bk.23,Pg.119,No.ESD16-00326	



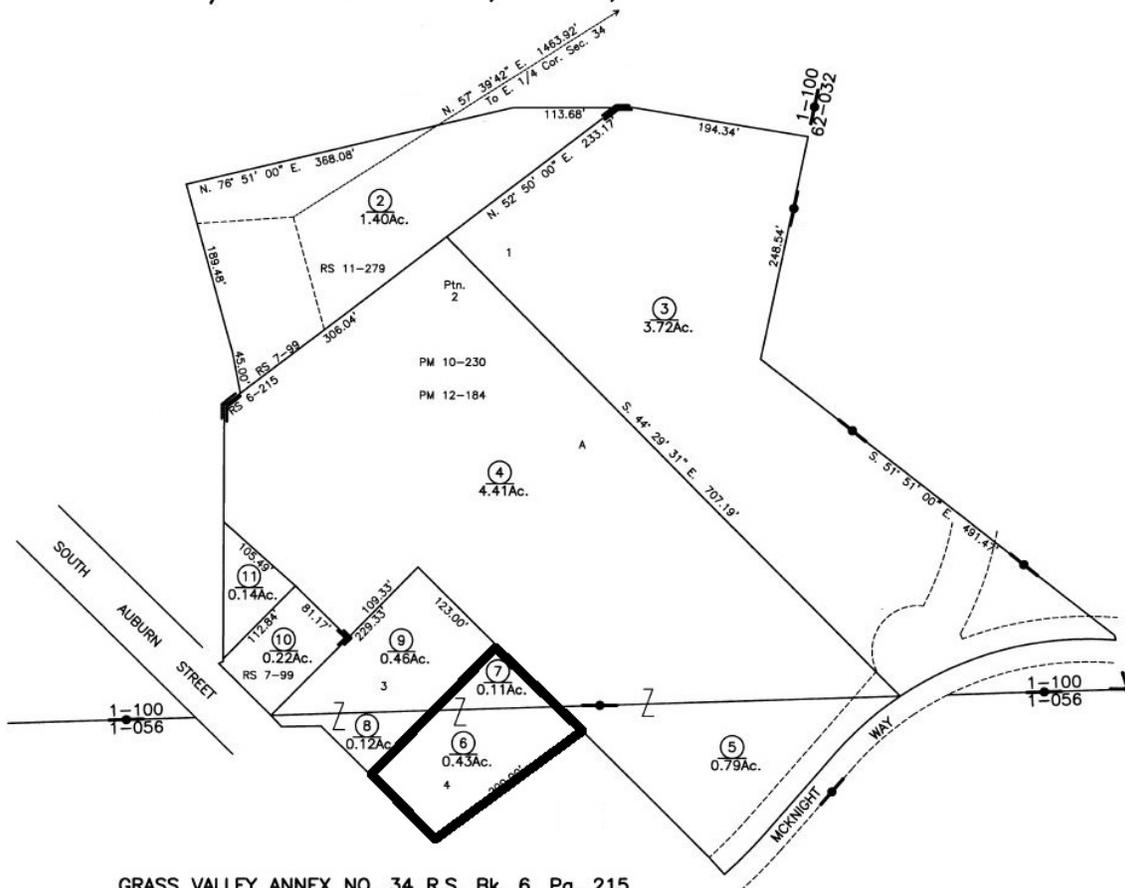
COMPARABLE NO. 2

COUNTY: Placer
A.P.N.: 051-180-063
GRANTOR Radiological Associates
GRANTEE: Timberline Village, LLC
LOCATION: N/S Bell Road, @ County Center Drive
DATE OF SALE: 2-1-2017
RECORDING DATE: 2-28-2017 (#014386)
SELLING PRICE: \$145,000
1st MORTGAGE: --
2nd MORTGAGE: --
DOWN PAYMENT: \$145,000
PARCEL SIZE: 0.514 Ac
ZONING: OP-DC
PRICE/S.F.: \$6.48 (Site Value)
UTILITIES: Electricity, telephone, water
TOPOGRAPHY: level
ACCESS: Bell Road
VEGETATIVE COVER: Native trees and grasses.
COMMENTS: This property fronts on Bell Road and is among medical offices.
Had been planned for a medical office.
VERIFIED: Bud Richardson, listing agent; County Records
DATE INSPECTED: 5-20-2020
BY: Dwight Pattison
Michael Pattison

COMPARABLE NO. 3



PTN. S.E. 1/4 SEC. 34 T. 16 N., R. 8 E., M.D.B. & M.



GRASS VALLEY ANNEX NO. 34 R.S. Bk. 6, Pg. 215
 GRASS VALLEY ANNEX NO. 34-A R.S. Bk. 7, Pg. 99

COMPARABLE NO. 3

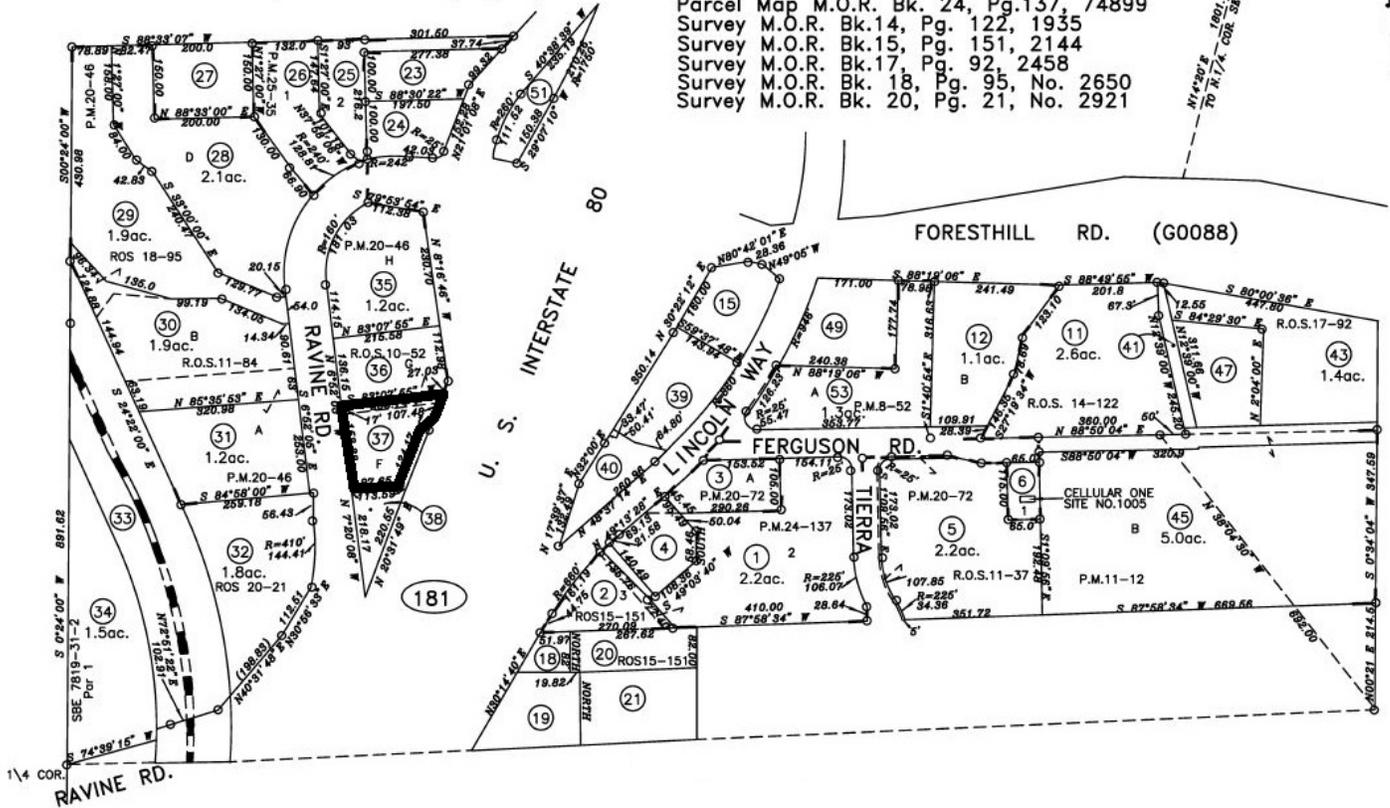
COUNTY: Nevada
A.P.N.: 029-310-006, 007
GRANTOR DON3C Investments, LP
GRANTEE: Sukhwinder Bhangu
LOCATION: 807, 815 So. Auburn St., Grass Valley
DATE OF SALE: 3-1-2017
RECORDING DATE: 3-14-2017 (#005702)
SELLING PRICE: \$550,000
1st MORTGAGE: \$450,000 (Seller)
2nd MORTGAGE: --
DOWN PAYMENT: \$100,000
PARCEL SIZE: 0.54 Ac
ZONING: M-1
PRICE/S.F.: \$23.38 (Site Value)
UTILITIES: Electricity, telephone, water
TOPOGRAPHY: level
ACCESS: South Auburn Street
VEGETATIVE COVER: None
COMMENTS: This property is improved with a retail building but that building will be removed as this property is being merged with corner site adjacent and will be improved with an ARCO gas station and mini mart.

VERIFIED: Kathy Papola, real estate agent; County Records
DATE INSPECTED: 5-20-2020
BY: Dwight Pattison
Michael Pattison

COMPARABLE NO. 4



POR. N.1/2 SEC.2, T.12 N., R.8 E., M.D.B.&M.
 Survey M.O.R. Bk.2, Pg. 89
 Survey M.O.R. Bk.2, Pg. 95
 Parcel Map M.O.R. Bk. 8, Pg.52
 Parcel Map M.O.R. Bk. 11, Pg.12, 72454
 Parcel Map M.O.R. Bk. 20, Pg.46, 74199
 Parcel Map M.O.R. Bk. 20, Pg.72, 74102
 Survey M.O.R. Bk.10, Pg. 52, 1142
 Survey M.O.R. Bk.11, Pg. 37, 1332
 Parcel Map M.O.R. Bk. 25, Pg.35, 74951
 Survey M.O.R. Bk.11, Pg. 84, 1377
 Parcel Map M.O.R. Bk. 24, Pg.137, 74899
 Survey M.O.R. Bk.14, Pg. 122, 1935
 Survey M.O.R. Bk.15, Pg. 151, 2144
 Survey M.O.R. Bk.17, Pg. 92, 2458
 Survey M.O.R. Bk. 18, Pg. 95, No. 2650
 Survey M.O.R. Bk. 20, Pg. 21, No. 2921



COMPARABLE NO. 4

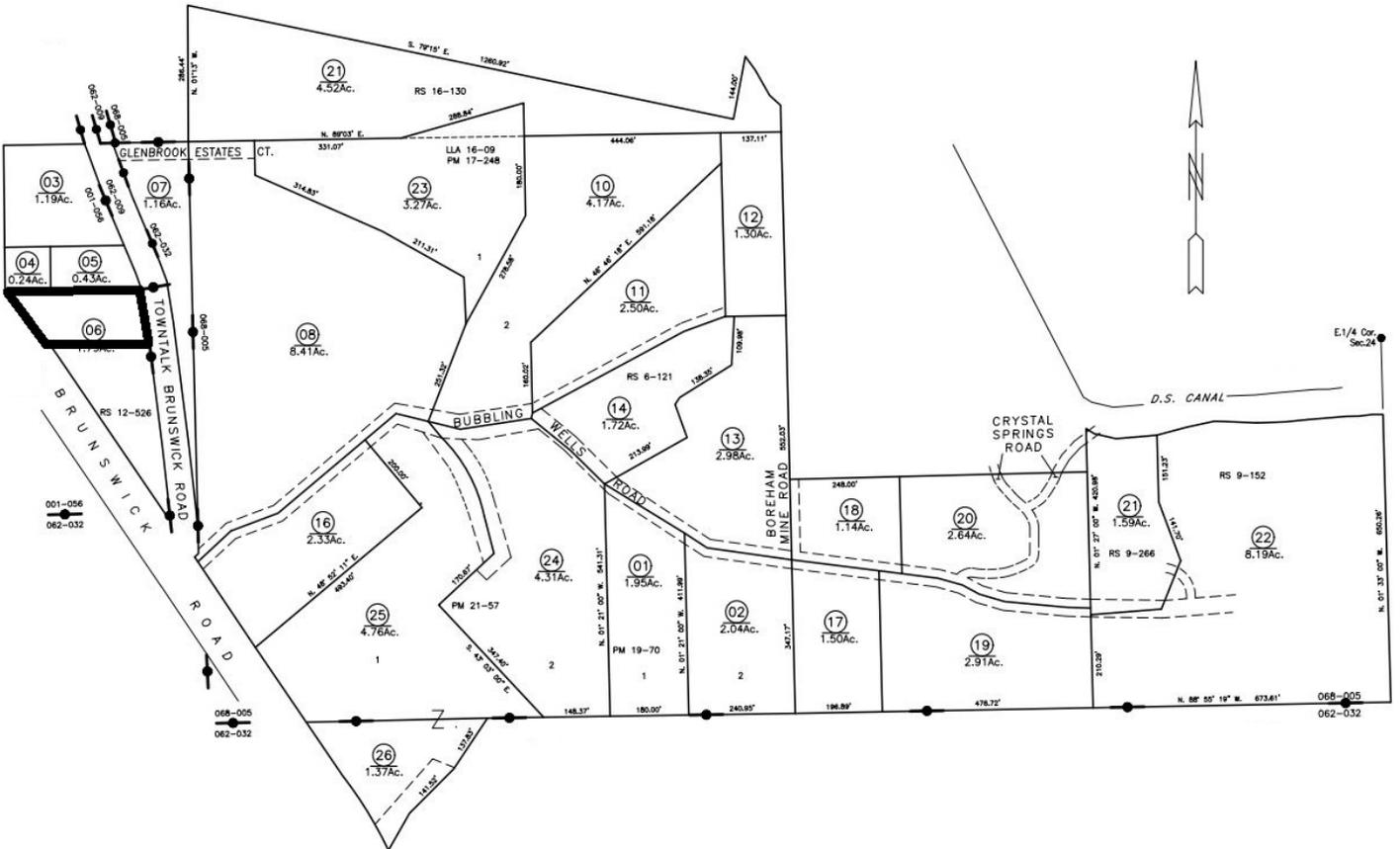
COUNTY: Placer
A.P.N.: 054-181-037
GRANTOR Taco Bill, Inc.
GRANTEE: Auburn Interfaith Food Closet, Inc.
LOCATION: 1788 Auburn Ravine road
DATE OF SALE: 9-7-2017
RECORDING DATE: 1-22-2018 (#003314)
SELLING PRICE: \$185,000
1st MORTGAGE: --
2nd MORTGAGE: --
DOWN PAYMENT: \$185,000
PARCEL SIZE: 0.588 Ac
ZONING: HS-DC
PRICE/S.F.: \$7.23 (Site Value)
UTILITIES: Electricity, telephone, water
TOPOGRAPHY: level
ACCESS: Auburn Ravine Road
VEGETATIVE COVER: Paved, former developed site.
COMMENTS: This property is in the southwest quadrant of the Auburn Ravine-
Interstate 80 interchange. Had been used for parking for the
former Taco Bell which was on the adjoining site (now
Starbucks)

VERIFIED: Jack Amick, listing agent; County Records
DATE INSPECTED: 5-20-2020
BY: Dwight Pattison
Michael Pattison

COMPARABLE NO. 5



PTN. OF S. 1/2 OF SEC. 24, T.16N., R.8E., M.D.B.&M.



COMPARABLE NO. 5

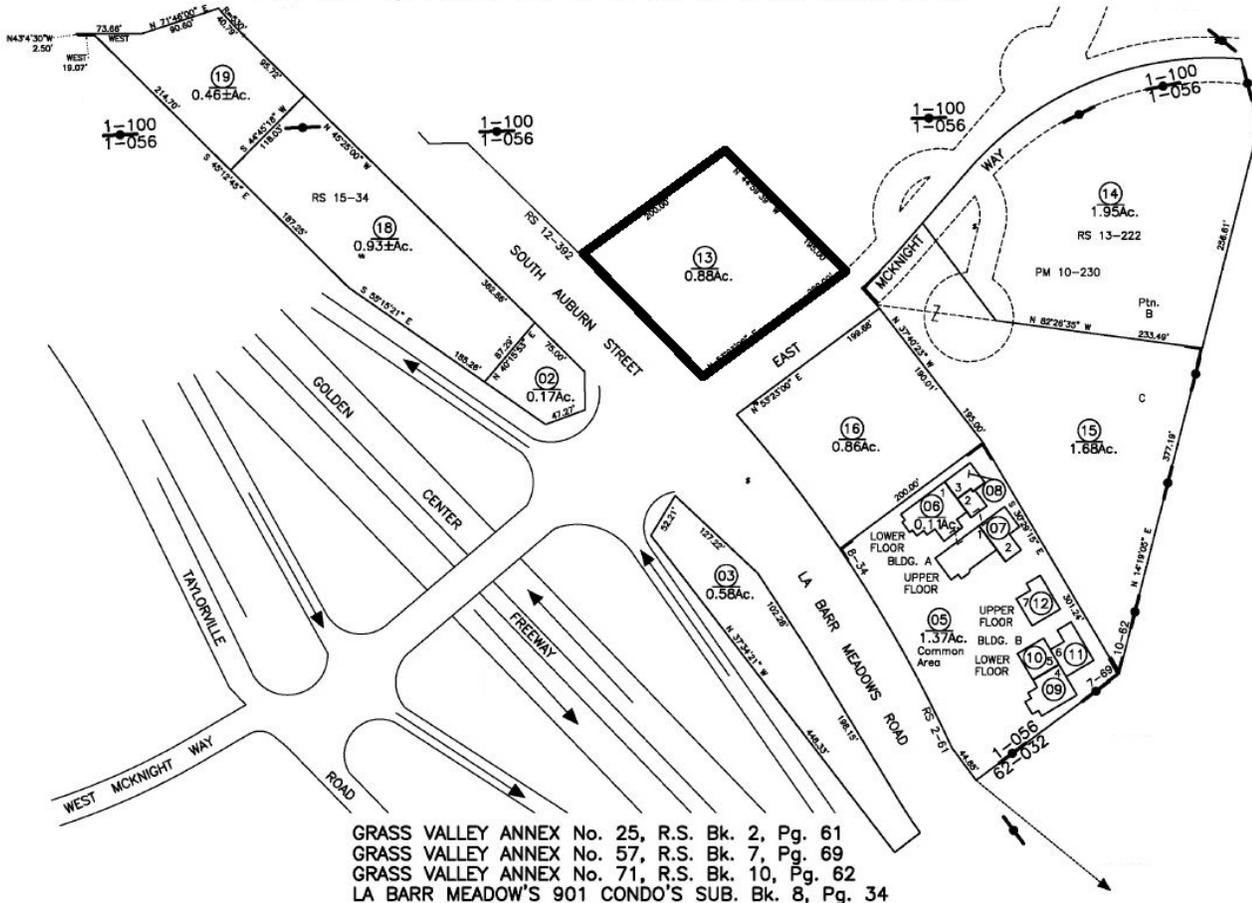
COUNTY: Nevada
A.P.N.: 035-550-006 (portion)
OWNER: River Valley Community Bank
LISTING FIRM: Highland Commercial, Inc
LOCATION: 580 Brunswick Road, Grass Valley
DATE OF SALE: N/A
RECORDING DATE: N/A
LISTING PRICE: \$350,000
1st MORTGAGE: --
2nd MORTGAGE: --
DOWN PAYMENT: --
PARCEL SIZE: 0.65 Ac
ZONING: OP
PRICE/S.F.: \$12.36 (Site Value)
UTILITIES: Electricity, telephone, water, sewer
TOPOGRAPHY: level to gently rolling (raw site, will need site work)
ACCESS: Town Talk
VEGETATIVE COVER: Native vegetation
COMMENTS: This property is adjacent to new River Valley Community Bank Building. Bank purchase 1.70 acre site, then constructed building and this is excess land to the site. Has been on the market since August, 2019.

VERIFIED: Lock Richards, listing broker; County Records
DATE INSPECTED: 5-20-2020
BY: Dwight Pattison
Michael Pattison

COMPARABLE NO. 6



PTN. S.E. 1/4 SEC. 34, T. 16 N., R. 8 E., M.D.B. & M.



COMPARABLE NO. 6

COUNTY: Nevada
A.P.N.: 029-320-013
GRANTOR DON3C Investments, LP
GRANTEE: Sukhwinder Bhangu
LOCATION: 821 So. Auburn St., Grass Valley
DATE OF SALE: 11-16-2016
RECORDING DATE: 11-17-2016 (#026799)
SELLING PRICE: \$1,200,000
1st MORTGAGE: \$960,000 (Assett Preservation Inc.)
2nd MORTGAGE: --
DOWN PAYMENT: \$240,000
PARCEL SIZE: 0.88 Ac
ZONING: C-3
PRICE/S.F.: \$31.30 (Site Value)
UTILITIES: Electricity, telephone, water
TOPOGRAPHY: level
ACCESS: South Auburn Street
VEGETATIVE COVER: None (paved)
COMMENTS: This property is the northeast corner of the Highway 49-McKnight Road Interchange. It is proposed for an ARCO gas station and mini mart, combining with adjoining property (Comp 3). This property was listed for \$1,400,000 and sold in less than a month.

VERIFIED: Kathy Papola, real estate agent; County Records
DATE INSPECTED: 5-20-2020
BY: Dwight Pattison
Michael Pattison

COPY

RECORDING REQUESTED BY

WHEN RECORDED MAIL TO:

BOULDER STREET PROPERTIES LLC
P.O. BOX 5673
EL DORADO HILLS, CA 95762

Nevada County Recorder
Gregory J. Diaz
Document#: **20180005003**
Wednesday March 14 2018, at 12:01:54 PM

Paid: KP

Order Number:

SPACE ABOVE THIS LINE RESERVED FOR
RECORDER'S USE

GRANT DEED

THIS DOCUMENT IS BEING RE-RECORDED TO CORRECT THE NAME OF THE GRANTOR ON
GRANT DEED RECORDED 12/26/2017, SERIES NO. 2017-0028795, OFFICIAL RECORDS, TO
BOULDER STREET PROPERTIES LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

Recording requested by and Return to:

Mail Tax Statements to:

Boulder Street Properties LLC
P.O. Box 5673
El Dorado Hills, CA 95762

THE UNDERSIGNED GRANTOR(S) DECLARE(S)
DOCUMENTARY TRANSFER TAX IS \$0
R&T CODE 11911 (no consideration)

APN: Portion of 05-395-11

GRANT DEED

(Lot Line Adjustment)

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged

BOULDER STREET PROPERTIES, LLC, a California limited liability company

hereby GRANT(S) to

CITY OF NEVADA CITY, a municipal corporation

the following described real property situated in the incorporated area of Nevada City, County of Nevada, State of California:

SEE EXHIBITS "A" AND "B" ATTACHED HERETO AND MADE A PART HEREOF

THIS DEED IS BEING EXECUTED TO PERFECT THAT CERTAIN LOT LINE
ADJUSTMENT APPROVED BY CITY OF NEVADA CITY, File # LLA2017-003

GRANTOR(S)

Dated this 9 Day of MARCH, 2018,



Sign name

STEPHANIE S. CLARK

BOULDER STREET PROPERTIES, LLC

Print name and title

MANAGER/OWNER

See following page for Acknowledgement

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of ~~Nevada~~ ^{El Dorado}

On 02/09/18 before me

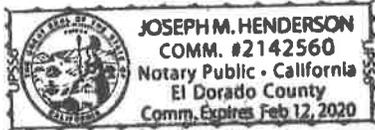
Joseph M Henderson Notary Public (name, title),

personally appeared Stephanie S. Clark

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under the PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



(Seal)

Joseph M Henderson
Signature

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

CORPORATE OFFICER(S)

TITLE(S)

COMPANY

PARTNER(S)

PARTNERSHIP

ATTORNEY-IN-FACT

PRINCIPAL(S)

TRUSTEE(S)

TRUST

OTHER

TITLE(S)

ENTITY(IES) REPRESENTATIVE

NOTICE IS HEREBY GIVEN that pursuant to Government Code Section 66412(d), and upon, application of the owner(s) of record, the Lot Line Adjustment, File # LLA2017-003, is hereby approved by the City of Nevada City by its City Surveyor.

Date: March 5, 2018

Bryan McAlister
 Bryan McAlister, LS 9199
 City Surveyor

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Nevada

On 3/5/18 before me } PK Mann (Notary Public) (name, title),

personally appeared Bryan McAlister who proved to me on the basis of satisfactory evidence to be the person(\$)
 whose name(\$)s is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(\$), or the entity upon behalf of which the person(\$)s acted, executed the instrument.

I certify under the PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



PK Mann
 Signature

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

CORPORATE OFFICER(S)

TITLE(S)

COMPANY

PARTNER(S)

PARTNERSHIP

ATTORNEY-IN-FACT

PRINCIPAL(S)

TRUSTEE(S)

TRUST

OTHER

TITLE(S)

ENTITY(IES) REPRESENTATIVE

ACCEPTANCE: BY AUTHORIZED AGENT:

This is to certify that the interest in real property offered for dedication in this **Grant Deed**, from **Boulder Street Properties, LLC** to the **City of Nevada City**, a government agency, is hereby accepted by the undersigned agent on behalf of the City Council of the City of Nevada City, pursuant to authority conferred by AGREEMENT BETWEEN THE CITY OF NEVADA CITY AND BOULDER STREET PROPERTIES LLC TO CONVEY PROPERTY, enacted December 13, 2017, and the Grantee consents to the recordation thereof by its duly authorized agent.

Date: 3/5/2018

Duane E. Strawser
Mayor, City of Nevada City

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

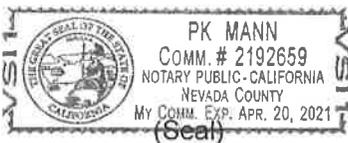
County of Nevada

On 3/5/18 before me } PK Mann (Notary Public) (name, title),

personally appeared Duane E. Strawser who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under the PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



[Signature]
Signature

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

CORPORATE OFFICER(S)

TITLE(S)

COMPANY

PARTNER(S)

PARTNERSHIP

ATTORNEY-IN-FACT

PRINCIPAL(S)

TRUSTEE(S)

TRUST

OTHER

TITLE(S)

ENTITY(IES) REPRESENTATIVE

EXHIBIT A
Legal Description
Boulder Street Properties LLC to City of Nevada City
Nevada Street Bridge Replacement
Lot Line Adjustment

ALL THAT PORTION of Lot 1, Block 62, of the Townsite of Nevada City, as mapped and designated on the official map made by H. S. Bradley in 1869, and as resurveyed on the map filed in Book 6 of Surveys at Page 237 and partially resurveyed on the map filed in Book 15 of Surveys at Page 77, Nevada County, California, **BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:**

COMMENCING AT A POINT from which the most southerly corner of said Lot 1 bears the following two successive courses: (1) South 52°55'16" East 16.64 feet and (2) South 67°17'39" East 52.39 feet; **THENCE FROM SAID POINT OF COMMENCEMENT** along said Lot 1 boundary North 52°55'16" West 11.51 feet; thence North 39°53'26" West 32.00 feet; thence North 52°30'04" East 36.53 feet; thence leaving said Lot 1 boundary South 15°19'07" East 41.49 feet; thence South 54°10'53" West 9.97 feet; thence South 15°19'07" West 8.17 feet to the point of commencement.

THE HEREIN DESCRIBED AREA is hereby combined with, and merged with, the Nevada Street public right of way.

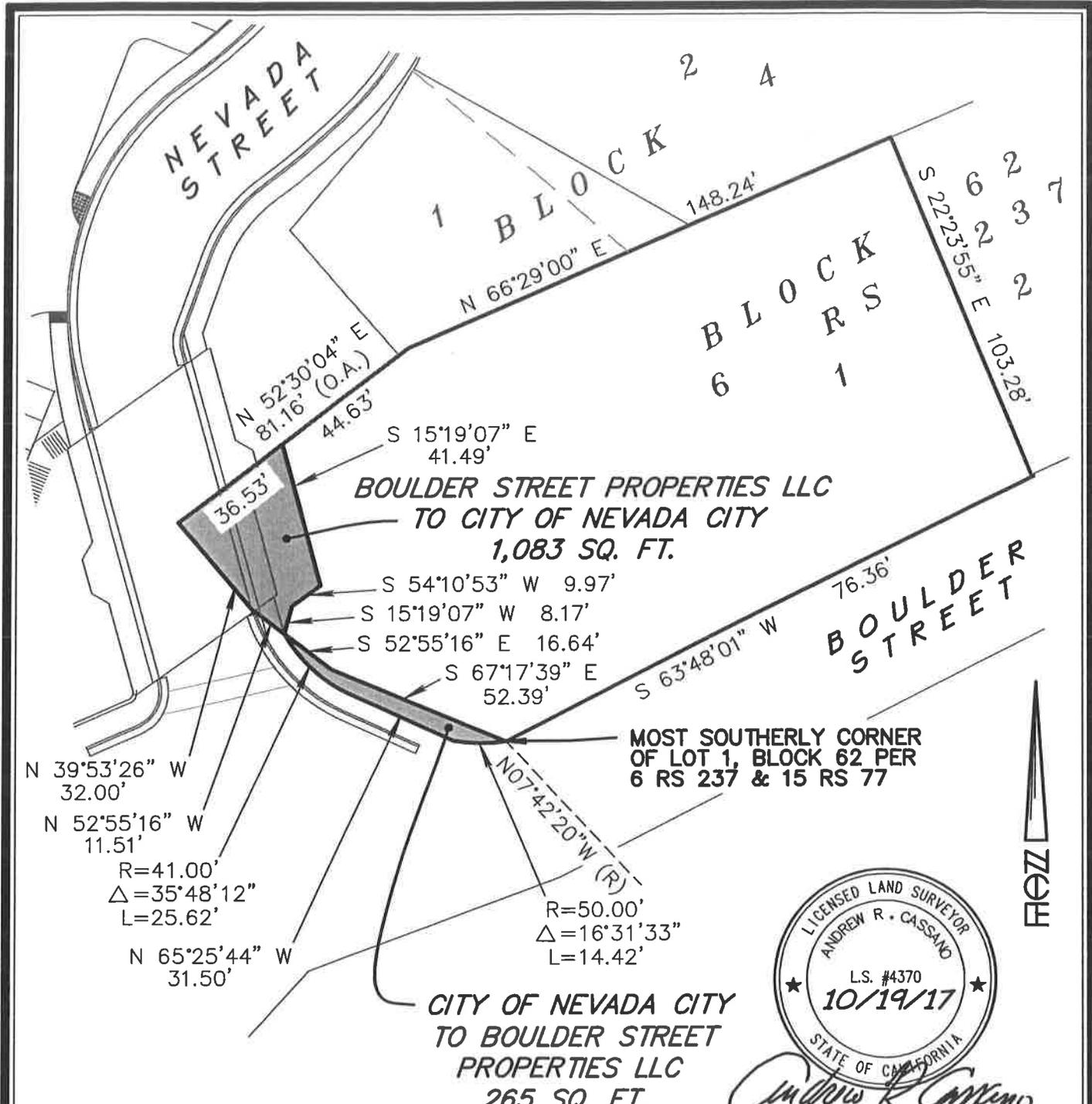
THE HEREIN DESCRIBED AREA is graphically depicted on Exhibit B, attached hereto and made a part hereof.

THIS LEGAL DESCRIPTION was prepared by me based on a field survey and client instructions in October 2017.



Andrew R. Cassano, PLS 4370
Professional Land Surveyor





**BOULDER STREET PROPERTIES LLC
TO CITY OF NEVADA CITY
1,083 SQ. FT.**

**CITY OF NEVADA CITY
TO BOULDER STREET
PROPERTIES LLC
265 SQ. FT.**



Andrew R. Cassano

EXHIBIT "B"
FOR AREAS BEING TRANSFERRED
CITY OF NEVADA CITY
 BEING A PORTION OF
LOT 1 OF BLOCK 62 IN THE 1869 TOWNSITE OF NEVADA CITY
 WITHIN THE INCORPORATED TERRITORY OF THE CITY OF NEVADA CITY
NEVADA CITY, CALIFORNIA

SCALE: 1"=40' OCTOBER, 2017
NEVADA CITY ENGINEERING, INC.
 505 COYOTE STREET * P.O. BOX 1437 * NEVADA CITY * CALIFORNIA

RECORDING REQUESTED BY

COPY

WHEN RECORDED MAIL TO:

CITY OF NEVADA CITY
317 BROAD STREET
NEVADA CITY, CA 95959

Nevada County Recorder
Gregory J. Diaz
Document#: **20180005004**
Wednesday March 14 2018, at 12:01:54 PM
Rec Fee: \$43.00 CC: \$150.00
Paid: \$193.00 KP

Order Number:

SPACE ABOVE THIS LINE RESERVED FOR
RECORDER'S USE

GRANT DEED

THIS DOCUMENT IS BEING RE-RECORDED TO CORRECT THE NAME OF THE GRANTEE ON
GRANT DEED RECORDED 12/26/2017, SERIES NO. 2017-0028796, OFFICIAL RECORDS, TO
BOULDER STREET PROPERTIES LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

Recording requested by and Return to:

Mail Tax Statements to:

City of Nevada City
317 Broad Street
Nevada City, CA 95959

THE UNDERSIGNED GRANTOR(S) DECLARE(S)
DOCUMENTARY TRANSFER TAX IS \$0
R&T CODE 11911 (no consideration)

APN: Portion of 05-395-11

GRANT DEED

(Lot Line Adjustment)

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged

CITY OF NEVADA CITY, a municipal corporation

hereby GRANT(S) to

BOULDER STREET PROPERTIES, LLC, a California limited liability company

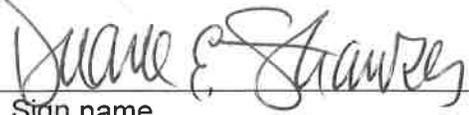
the following described real property situated in the incorporated area of Nevada City, County of Nevada, State of California:

SEE EXHIBITS "A" AND "B" ATTACHED HERETO AND MADE A PART HEREOF

THIS DEED IS BEING EXECUTED TO PERFECT THAT CERTAIN LOT LINE
ADJUSTMENT APPROVED BY CITY OF NEVADA CITY, File # LLA2017-003

Dated this 5 Day of March, 2018.

GRANTOR(S)


Sign name

Duane Strawser/mayor, N.C
Print name and title

See following page for Acknowledgement

ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
 County of Nevada } SS.

On 3/5/2018, before me, PK Mann (Notary Public), Notary Public,
DATE

personally appeared Duane E Strauser, who proved to me on the

basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Handwritten Signature]

PLACE NOTARY SEAL IN ABOVE SPACE

NOTARY'S SIGNATURE

OPTIONAL INFORMATION

The information below is optional. However, it may prove valuable and could prevent fraudulent attachment of this form to an unauthorized document.

CAPACITY CLAIMED BY SIGNER (PRINCIPAL)

- INDIVIDUAL
- CORPORATE OFFICER _____ TITLE(S)
- PARTNER(S)
- ATTORNEY-IN-FACT
- GUARDIAN/CONSERVATOR
- SUBSCRIBING WITNESS
- OTHER: _____

DESCRIPTION OF ATTACHED DOCUMENT

 TITLE OR TYPE OF DOCUMENT

 NUMBER OF PAGES

 DATE OF DOCUMENT

OTHER



RIGHT THUMBPRINT OF SIGNER

SIGNER (PRINCIPAL) IS REPRESENTING:
 NAME OF PERSON(S) OR ENTITY(IES)

NOTICE IS HEREBY GIVEN that pursuant to Government Code Section 66412(d), and upon, application of the owner(s) of record, the Lot Line Adjustment, File # LLA2017-003, is hereby approved by the City of Nevada City by its City Surveyor.

Date: March 5th, 2018

Bryan McAlister
 Bryan McAlister, LS 9199
 City Surveyor

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Nevada

On 3/5/18 before me

} PK Mann (Notary Public) (name, title),

personally appeared Bryan McAlister
 who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under the PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Bryan McAlister
 Signature

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S) SIGNING FOR ONESELF/THEMSELVES

CORPORATE OFFICER(S)

 TITLE(S)

 COMPANY

PARTNER(S)

 PARTNERSHIP

ATTORNEY-IN-FACT

 PRINCIPAL(S)

TRUSTEE(S)

 TRUST

OTHER

 TITLE(S)

 ENTITY(IES) REPRESENTATIVE

EXHIBIT A
Legal Description
City of Nevada City to Boulder Street Properties LLC
Nevada Street Bridge Replacement
Lot Line Adjustment

ALL THAT PORTION of Nevada Street (originally Main Street) lying immediately adjacent to Lot 1, Block 62, of the Townsite of Nevada City, as mapped and designated on the official map made by H. S. Bradley in 1869, and as resurveyed on the map filed in Book 6 of Surveys at Page 237 and partially resurveyed on the map filed in Book 15 of Surveys at Page 77, Nevada County, California, **BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:**

COMMENCING AT the most southerly corner of said Lot 1, said point of commencement being the beginning of a non-tangent curve concave to the north with a radius of 50.00 feet and from which the center of said curve bears North 07°42'20" West; **THENCE FROM SAID POINT OF COMMENCEMENT** leaving said Lot 1 boundary along said curve in a westerly direction through a central angle of 16°31'33" for an arc length of 14.42 feet; thence North 65°25'44" West 31.50 feet to the beginning of a curve to the right having a radius of 41.00 feet; thence along said curve through a central angle of 35°48'12" for an arc length of 25.62 feet to a point on the southwesterly boundary of said Lot 1; thence along said Lot 1 boundary South 52°55'16" East 16.64 feet; thence South 67°17'39" East 52.39 feet to the point of beginning.

THE HEREIN DESCRIBED AREA is hereby combined with, and merged with, the adjoining lands of the grantee, and does not represent a separate, legal parcel.

THE HEREIN DESCRIBED AREA is graphically depicted on Exhibit B, attached hereto and made a part hereof.

THIS LEGAL DESCRIPTION was prepared by me based on a field survey and client instructions in October 2017.



Andrew R. Cassano, PLS 4370
Professional Land Surveyor



QUALIFICATIONS

Pattison & Associates, Inc. is an appraisal firm, consisting of Dwight and Michael Pattison, which provides appraisal reports on a wide variety of properties, including residential, commercial, industrial, agricultural, recreational and special purpose uses. We also are experienced in the appraisal of rights of way for roads, utilities, erosion projects, redevelopment projects and other purposes.

Dwight Pattison began his appraisal career in 1966 with the California Division of Highways, now Caltrans (District 3 office) and also worked for the Real Estate division of the State Department of General Services. Dwight is a 1966 graduate of Chico State University with a bachelor's degree in Business Administration. He obtained a certificate in real estate from UCLA in 1971. He left the State in 1984 to open his own appraisal firm, then joined Duncan, Duncan & Associates, Inc., as a partner in 1987 and remained through 1991. Dwight is a senior member of the International Right of Way Association and past president of the Sacramento Chapter. He has been a member of the International Executive Committee, serving as International President from 1999 to 2000. He has been chosen "Professional of the Year" four times, in 1980, 1990, 1991 and 2000. Dwight has been published in *Right of Way Magazine* on "The Valuation of Easements". He is also a designated senior member of the National Association of Independent Fee Appraisers (NAIFA). Dwight received his appraisal certification from the State of California, Office of Real Estate Appraisers, as a Certified General Appraiser. He is certified through September 11, 2020. He is a qualified expert witness in San Joaquin, Sacramento, Yolo, Mendocino, Santa Cruz, El Dorado, Placer and Contra Costa Counties.

Michael Pattison is a graduate of the University of California, Santa Barbara with a degree in Business Economics. He started his appraisal experience working as an assistant in 1984. Since then he has experience working in appraisals of single-family residences, commercial and other types of properties plus both easements and fee acquisition appraisals for rights of way and other public projects. He is a senior member of the Sacramento Chapter of the International Right of Way Association and is a Past President. He received his SR/WA designation in November 1997 and was voted "Member of the Year" in 1998 and "Professional of the Year" in 2002 and 2003. He also received the Frank C. Balfour "Professional of the Year" Award from the IR/WA in 2004. He is also an Associate Member of the Sacramento Sierra Chapter of the Appraisal Institute. Michael received his appraisal certification from the State of California, Office of Real Estate Appraisers, as a Certified General Appraiser. He is certified through May 10, 2022.

Pattison & Associates, Inc. Clients include:

United States Government

Federal Highway Administration
U.S. Army Corps of Engineers

Natural Resource Conservation Service

State of California

California Tahoe Conservancy
Department of General Services
University of California

Caltrans
Department of Water Resources
Wildlife Conservation Board

State of Nevada

Department of Transportation

Local Governments

Alpine County
Calaveras County
El Dorado County
Plumas County
San Joaquin County
Yuba County
San Joaquin Council of Governments
City of Davis
City of Elk Grove
City of Galt
City of Lathrop
City of Placerville
City of Rancho Cordova
City of Roseville
City of Stockton
City of Vacaville
City of Woodland
Town of Loomis
Town of Truckee

Amador County Trans. Commission
Colusa County
Placer County
Sacramento County
Yolo County
Nevada County Trans. Commission
City of Citrus Heights
City of El Cerrito
City of Folsom
City of Jackson
City of Lodi
City of Plymouth
City of Richmond
City of Sacramento
City of San Mateo
City of West Sacramento
City of Yuba City
Town of Paradise

Districts

Amador Water Agency
Central Contra Costa Sanitary District
Citrus Heights Water District
El Dorado Union High School District
Pescadero Reclamation District
Rescue Union School District
Sacramento Area Sewer District
Sacramento Regional Transit District
Sacramento Transit Dev. Agency
Tahoe City Public Utility District
West Contra Costa Wastewater District

Buckeye Union School District
Cosumnes Community Services District
Dry Creek Community Services District
Elk Grove Water District
Reclamation District 1601
Sacramento Area Flood Control Agency
Sacramento Regional Co. Sanitation Dist.
Sacramento Suburban Water District
Santa Clara Valley Water District
Tahoe Truckee Unified School District
Yuba County Water Agency

Utilities

American Telephone & Telegraph
Pacific Gas & Electric Company
Western Hub Properties

Golden State Water Company
Sacramento Municipal Utility District

Legal Firms

DeMettrion, Del Guercio, Springer & Moyer
Freeman, D'Aiuto, Pierce, Gurev, Keeling & Wolf
Hyde, Miller & Owen
Law Offices of William Wright

Doyle & Associates
Herman Fitzgerald & Associates
Oliver, Vose, Sandifer, Murphy & Lee

Corporations

3M Corporation
American Land Conservancy
California Conservation Fund
California Natural Products
California Waterfowl Association
The Fremont Group
Holman Investors
Los Rios Farms
Overland, Pacific & Cutler
Paragon Partners, Ltd.
R.C. Collett, Inc.
Sacramento Sunset Ltd.
Shell Oil Company/Equillon Corp.
Universal Field Services
Wickland Pipelines, LLC.
Winn Communities

Aerie Construction
American River Conservancy
California FFA Corporation
California Prune Packing Company
Capitol Avenue Development, LLC
Hamner, Jewell & Associates
K. Hovnanian Homes
Nature Conservancy
Paine Webber Acquisitions
Placer Land Trust
Richards Land & Cattle
Sacramento Valley Conservancy
Trust for Public Land
USA Properties Fund, LLC.
Wildlands, Inc.
Yolo Land Trust

Engineering Firms

Andregg Geomatics
Dokken Engineering
Gene Thorne & Associates
KASL Engineering
Martin, Rivett & Olson
Sauers Engineering

Boyle Engineering
Domenichelli & Associates
HDR Engineering
Mark Thomas & Co. Engineering
Psomas and Associates

Assignments Include:

Twitchell and Bradford Island
Sherman Island Project
Los Banos Grandes Reservoir Project
Richmond Parkway Project
Calvine Road, SR 99 Interchange Project
Foresthill Road Widening Project
Elk Grove Blvd, SR 99 Interchange Project
Tahoe City Improvement Project
Greenback Lane Widening Project
Elkhorn Boulevard/I-80 Interchange Project
Magpie Creek Improvement Project
Plumas Ave Extension, Yuba City
Sylvan Corners Intersection Project
Hwy 99-Fremont to Cherokee Project
Hwy 99/Hammer Lane Interchange Project
Sacramento Airport Jet Fuel Pipeline Project
Bradshaw 6A, 6B, 7B Interceptor Projects
Jefferson Boulevard Widening Project
Amador Water Transmission Line Project
Bond Road Widening Project
Main Avenue Bridge Replacement Project
Fulton Avenue Beautification Project
Sheldon Road Widening Project
Hwy 99/Grant Line Road Interchange Project
Two Rivers Trail Project
Tahoe Pines Erosion Control Project
Railroad Avenue Realignment (Suisun)
Franklin Blvd Widening Project
Florin Road Beautification Project
South Watt Avenue Widening Project
W. El Camino Bridge Replacement Project
Barton Road Bridge Replacement Project
Lake Forest Erosion Control Project
Plymouth Water Transmission Line Project
East Street/Lemen Avenue Intersection Project
Wheatland Canal Project
CR 102/I-5 Interchange Project
Bradshaw Road Widening Project
El Dorado Street Widening Project (Stockton)
Bird Road/SR 132 Interchange Project
Hazel Avenue Widening Project
French Camp Road/Interstate 5 Interchange Proj.
Waterman Road Improvement Project
Sacramento County Sidewalk Continuity Project
Sunset Blvd./Highway 65 Interchange Project
Walnut Grove Sewer Interceptor Project
Thornton Road Widening Project (Stockton)
PG&E Lines 406/407 Pipeline Projects
North Stockton Grade Separations Project

Auburn Boulevard Widening Project
Folsom Boulevard Widening Project
Freedom Park Drive/Watt Avenue Project
Marconi Avenue Sidewalk Project
North Natomas Levee Project
South Watt Ave Soundwall Project
Highway 99/Elverta Road Interchange Project
Markham Ravine Bridge Replacement Project
White Rock Road Realignment Project
Arden Way Sidewalk Project
Sawmill Road Erosion Control Project
Christmas Valley Erosion Control Project
King Slough Bridge Replacement Project
El Camino Avenue Sidewalk Project
SASD Creek Crossings Project
West Capitol Avenue Improvement Project
Ulatis Creek Bicycle Path Project
U.S. 50/Watt Avenue Interchange Project
R.T. South Sacramento Corridor Project
Pearson Road Widening Project
Horseshoe Bar Road Widening Project
Deterding Safe Routes to School Project
Forni Rd/Hwy 50 Interchange Project
Hwy 49 Pole Line Relocation Project
Swetzer Road Sewer Line Project
Pinell Street Sidewalk Project
Upper Lake County Flood Control Project
Mono Way Widening Project
Kirchgater Safe Routes to School Project
Cold Springs Road Widening Project
Shepherd Tap Power Line Project
Beckwourth-Genesee Road Widening Project
Fair Oaks Boulevard Improvement Project
Amador Small Diameter Water Pipeline Project
Diamond Springs Parkway Phase 1A Project
Gerber Creek Channelization Project
Wise Road Bridge Replacement Project
Bassi Road Bridge Replacement Project
Fulton Avenue Overlay Project
Hazel Avenue Sidewalk Project
Gold Hill Road Realignment and Bridge Project
Old Florin Town Streetscape Project
Clear Creek Road Bridges Project
Newcastle Water Line Project
Greenstone Road Bridge Replacement Project
Oak Ridge Drive Bridge Replacement Project
Elk Grove-Florin Road Widening Project
Silver Springs Parkway Extension Project
Elk Grove-Florin Road Bridge Project

Dwight Pattison

2378 Maritime Drive, Suite 110
Elk Grove, CA 95758
(916) 714-3010
e-mail: dwight@pattisonappraisals.com

Certified General Appraiser
Real Estate Appraiser
Certificate #AG009699
Certified through 9-11-2020

Education

Bachelor of Science
Chico State, 1966

Work History

October 1991 - Present

Principal
Pattison & Associates, Inc.
Real Estate Appraisals
2378 Maritime Drive, Suite 110
Elk Grove, CA 95758

April 1987 - October 1991

Principal; Appraiser
Duncan, Duncan & Associates
P.O. Box 1066
Woodbridge, CA 95258

March 1984 - April 1987

Independent Fee Appraiser
Dwight Pattison Appraisals
2210 "K" Street, Suite A
Sacramento, CA 95816

January 1974 - March 1984

Staff Appraiser; Program Manager
State of California
Department of General Services
Real Estate Services Division
Sacramento, CA

February 1966 - January 1974

Right of Way Agent
California Division of Highways
Marysville, CA 1966-70
Bishop, CA 1970-72
Sacramento, CA 1973

Professional Education

Certificate in Real Estate - UCLA, December 1971

Attended Following Courses:

California Division of Highways Right of Way Academy
August 1966

Principles of Real Estate Appraisal
October 1966 - January 1967

Legal Aspects of Real Estate
February 1967 - May 1967

Advanced Real Estate Appraisal (Rural)
March 1968 - December 1968

Communication and the Acquisition Process - August 1968

Tax Planning for Real Estate Transactions
September 1968 - December 1968

Intermediate Real Estate Appraisals
September 1971 - December 1971

Advanced Appraisal - Urban Properties (MAI Course 2)
August 1972

Principles of Relocation Assistance
December 1974 - February 1975

Advanced Appraisal - Income Properties (MAI Course 1B)
August 1976

Interpersonal Relations in Real Estate Acquisition
December 1978

Environmental Considerations - June 1980

Non-Verbal Communication - May 1981

Report Writing - March 1982

Income Approach to Valuation - October 1984

Standards of Professional Practice - December 1987

Uniform Standards of Professional Appraisal Practice - August 1991

Capitalization Theory Part A - September 1992

Ethics and the Right of Way Profession - December 1992

Standards of Practice for the Right of Way Professional-April 1993

Legal Aspects of Easements - October 1993

Valuation of Contaminated Properties - May 1995

Skills of Expert Testimony - November 1996

Easement Valuation - November 1997

Federal and State Laws and Regulations - February 2000

Appraisal Review - June 2000

Review Appraising in Eminent Domain - October 2002

Uniform Standards of Professional Appraisal Practice

7 Hour Update Course – 4/96, 2/00, 8/03, 2/06, 4/08, 2/10, 3/12, 3/14, 4/16, 12/17, 12/19

Appraisal of Partial Acquisitions - January 1995, October 2005, October 2017

ASFMRA Yellow Book Seminar - June 2006

Understanding Environmental Contamination in Real Estate - October 2006

Litigation Appraisal - December 2010

Understanding Highest and Best Use - March 2011

Eminent Domain Law Basics for Right of Way Professionals – September 2012

Valuation of Environmentally Contaminated Real Estate – February 2016

Professional Affiliations

Member of Sacramento Chapter 27, International Right of Way Association

President, 1978

International Director, 1979-80

Regional Vice Chairman (California, Arizona, Nevada, Hawaii), 1980-81 & 1981-82

Regional Chairman, 1982-83 & 1983-84

Member International Valuation (Appraisal) Committee

Vice Chairman, 1985-86

Chairman, 1986-87

Chairman, International Education Seminar, 1991

Member International Ethics Committee, 1991-92 & 1992-93

Member International Executive Committee, 1993-94 through 1999-2000

International President, 1999 through 2000

Received SR/WA designation on February 28, 1979

Professional of the Year, Sacramento Chapter, 1980, 1990, 1991, 2000

Nominated for International Professional of the Year, 1978, 1991, 1992

Member of Nor-Cal Chapter, National Association of Independent Fee Appraisers

Received IFAS designation on February 17, 1995

Recertified through September 11, 2020

Member of the Advisory Council of the Appraisal Foundation, 1995-1997

Member of the Appraisal Foundation Board of Trustees, 2000-2004

Michael Pattison

2378 Maritime Drive, Suite 110
Elk Grove, CA 95758
(916) 714-3010
e-mail: mike@pattisonappraisals.com

Certified General Appraiser
Real Estate Appraiser
Certificate #AG026061
Certified through 5-10-2022

Education

Bachelor of Arts Degree
Business Economics
University of California,
Santa Barbara, 1991

Work History

October 1991 - Present

Principal
Pattison & Associates, Inc.
Real Estate Appraisals
2378 Maritime Drive, Suite 110
Elk Grove, CA 95758

June 1991 - October 1991

Appraisal Research (Part-Time)
Duncan, Duncan & Associates
P.O. Box 1066
Woodbridge, CA 95258

September 1986 - June 1991

Full Time Student

June 1984 - September 1986

Appraisal Assistant
Dwight Pattison Appraisals
2210 "K" Street, Suite A
Sacramento, CA 95816

Professional Education

Attended Following Courses:

Principles of Real Estate Appraisals

Sacramento City College: September - December 1991

Principles of Right of Way Acquisition - International Right of Way Association

Course 101 (Appraisal, Law, Engineering, Acquisition, Relocation) - April 1992

Appraisal Procedures

Appraisal Institute Course I120 - May 1993

Legal Aspects of Easements - October 1993

Easement Valuation - October 1993

Uniform Standards of Professional Appraisal Practice

14 Hour Course - April 1994

Property Descriptions - September 1995

Interpersonal Relations of Real Estate Acquisition - February 1997
Introduction to the Income Approach to Valuation - April 1997
Basic Income Capitalization - June 1997
Communications in Real Estate Acquisition - October 1997
Advanced Applications
 Appraisal Institute Course II550 - October 1999
Federal and State Laws and Regulations - February 2000, January 2014
Review Appraising in Eminent Domain - October 2002
Uniform Standards of Professional Appraisal Practice (USPAP)
 7 Hour Update Course – 4/01, 12/03, 1/06, 3/08, 1/10, 3/12, 12/13, 12/15, 12/17, 12/19
Appraisal of Partial Acquisitions - January 1995, October 2005
ASFMRA Yellow Book Seminar - October 2006
Understanding Environmental Contamination in Real Estate – October 2006
General Appraiser Market Analysis and Highest & Best Use
 Appraisal Institute Course 400G - May 2009
Business Practice and Ethics (Standards of Professional Practice)
 Appraisal Institute Course II420 – 4/01, 9/06, 5/10, 12/18
Eminent Domain Law Basics for Right of Way Professionals – September 2012
Condemnation Appraising: Principles and Applications – September 2013
Uniform Act Executive Summary – March 2014
Valuation of Environmentally Contaminated Real Estate – February 2016
Elevating Your Ethical Awareness – October 2018

Professional Affiliation

Member, Sacramento Chapter 27, International Right of Way Association
 President, 2000
 International Director, 1998-2000
 Chairman, Valuation Committee, 1992-1995
 Chairman, Education Committee, 1995-1997
 Chairman, Professional Development Committee, 2001-Present
 Member International Professional Development Committee, 2002-2008
 Received SR/WA designation on November 15, 1997
 Recertified through November 15, 2022
 Member of the Year, Sacramento Chapter, 1998
 Professional of the Year, Sacramento Chapter, 2002 & 2003
 Frank C. Balfour Award Recipient, “Professional of the Year”, IR/WA, 2004

Trustee, Right of Way International Education Foundation, 2009 - Present

Practicing Affiliate Member, Sacramento-Sierra Chapter of the Appraisal Institute

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Action Minutes June 10, 2020 City Council Meeting

RECOMMENDATION: Review and approve City Council Meeting action minutes of June 10, 2020.

CONTACT: Catrina Olson, City Manager

BACKGROUND / DISCUSSION:

The action minutes for the June 10, 2020 are attached for review.

ENVIRONMENTAL CONSIDERATIONS: Not applicable.

FISCAL IMPACT: Not applicable.

ATTACHMENTS:

- ✓ City Council Meeting action minutes June 10, 2020

**CITY OF NEVADA CITY
ACTION MINUTES
REGULAR CITY COUNCIL MEETING OF JUNE 10, 2020**

NOTE: This meeting is available to view on the City’s website 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 – None

REGULAR MEETING – 6:30 PM - Call to Order

Roll Call: Present: Mayor Senum, Vice Mayor Minett, Council Members Strawser and
Absent: Council Member Moberg

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.

2. COUNCIL MEMBERS REQUESTED ITEMS AND COMMITTEE REPORTS AND FUTURE AGENDA ITEMS:

3. CONSENT ITEMS:

A. Subject: Accounts Payable Activity Report – May 2020
Recommendation: Receive and file.

B. Subject: Second Reading - Ordinance Repealing and Readopting Chapter 17.150 of the Nevada City Municipal Code entitled “Wireless Telecommunication Facilities in the City”
Recommendation: Adopt Ordinance 2020-09; Repealing and Readopting Chapter 17.150 of the Nevada City Municipal Code entitled “Wireless Telecommunication Facilities in the City.”

C. Subject: Action Minutes May 27, 2020 City Council Meeting
Recommendation: Review and approve City Council Meeting action minutes of May 27, 2020.

D. Subject: Action Minutes June 1, 2020 City Council Meeting

Recommendation: Review and approve City Council Meeting action minutes of June 1, 2020.

Action: Motion by Strawser, seconded by Minett to approve items 3A, 3C and 3D as presented. Item 3B was pulled from the consent calendar by a member of the public.

(Approved 4-0, Absent 1, Roll call votes ayes Strawser, Parker, Minett and Senum, absent Moberg)

Action: The Telecommunications Public Working Groups comments were read and then there was a motion by Strawser, seconded by Parker to approve items 3B as presented.

(Approved 4-0, Absent 1, Roll call votes ayes Strawser, Parker, Minett and Senum, absent Moberg)

4. DEPARTMENT REQUESTED ACTION ITEMS AND UPDATE REPORTS:

A. Subject: Sugarloaf Mountain Collaborative Clean-Up Pilot Program

Recommendation: City Council to provide staff direction to continue moving forward with the collaborative efforts to address the homelessness encampments and fire dangers on Sugarloaf Mountain.

Action: City Council provided staff direction to continue moving forward with the collaborative efforts to address the homelessness encampments and fire dangers on Sugarloaf Mountain.

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

Recommendation: Receive and file.

Action: No action taken, receive and file.

5. PUBLIC HEARINGS:

A. Subject: Proposed Fiscal Year (FY) 2019-2020 Year End Budget Amendments

Recommendation: Pass Resolution 2020-37, a Resolution of the City Council of Nevada City Adopting Year-End Amendments to the Fiscal Year (FY) 2019/20 Budget.

Action: Motion by Strawser, seconded by Minett to pass Resolution 2020-37, a Resolution of the City Council of Nevada City adopting year-end amendments to the FY 2019-20 budget with use of committed workers compensation funds to balance the year-end budget.

(Approved 4-0, Absent 1, Roll call votes ayes Strawser, Parker, Minett and Senum, absent Moberg)

B. Subject: Establishing an Appropriations Limit (Gann) for Fiscal Year (FY) 2020/21

Recommendation: Pass Resolution 2020-38, a Resolution of the City Council of the City of Nevada City establishing the City's appropriations limit for the Fiscal Year 2020/21.

Action: Motion by Strawser, seconded by Parker to pass Resolution 2020-38, a Resolution of the City of Nevada City establishing the City's appropriations limit for the Fiscal Year 2020-21.

(Approved 4-0, Absent 1, Roll call votes ayes Strawser, Parker, Minett and Senum, absent Moberg)

C. Subject: Three Proposed Draft Budget Scenarios, Fiscal Year (FY) 2020/21

Recommendation: Pass Resolution 2020-39, a Resolution of the City Council of

Nevada City Adopting the Fiscal Year 2020/21 City Budget.

Action: This item was moved to New Business as item #7E. Motion by Strawser, seconded by Minett to pass Resolution 2020-39, a Resolution of the City Council of Nevada City adopting the fiscal year 2020/21 City budget using scenario #2.

(Approved 4-0, Absent 1, Roll call votes ayes Strawser, Parker, Minett and Senum, absent Moberg)

6. OLD BUSINESS:

7. NEW BUSINESS:

A. Subject: Regional Housing Authority and Central California Housing Corporation Request for Permanent Local Housing Allocation (PLHA) Funds for Cashin's Field Affordable Housing Project

Recommendation: City Council to provide staff direction to prepare a Letter of Commitment of Permanent Local Housing Allocation (PLHA) Capital Funds for Cashin's Field Affordable Housing Project at 170 Ridge Road, Nevada City CA including Council agreed upon terms for approval to the June 24, 2020, City Council Meeting.

Action: The City Council provided staff direction to prepare a Letter of Commitment of Permanent Local Housing Allocation (PLHA) Capital Funds for Cashin's Field Affordable Housing Project at 170 Ridge Road, Nevada City CA including noted terms ((1) \$157,730 principal loan amount, (2) 3% simple interest, up to a 55-year amortization and term, (3) loan payments due annually based on residual receipts) in the Regional Housing Authority request letter for approval to the Jun 24, 2020, City Council Meeting.

B. Subject: November 3, 2020 General Election Ballot Measure

Recommendation: City Council to provide staff direction in preparing a ballot measure question for the November 3, 2020 General Election for the extension of Measure "S" and/or a general tax.

Action: City Council provided staff direction to prepare a ballot measure question for the extension of Measure "S" removing any sunset clause and inclusion of water distribution and sewer collection infrastructure for the November 3, 2020 General Election.

C. Subject: A Resolution of the City Council of the City of Nevada City Authorizing a Rate Adjustment for Solid Waste and Recycling Services

Recommendation: Pass Resolution 2020-40, a Resolution of the City Council of The City of Nevada City authorizing a rate adjustment for solid waste and recycling

Action: Motion by Strawser, seconded by Parker to pass Resolution 2020-40, a Resolution of the City of Nevada City authorizing a rate adjustment for solid waste and recycling services.

(Approved 4-0, Absent 1, Roll call votes ayes Strawser, Parker, Minett and Senum, absent Moberg)

D. Subject: Appeal of Planning Commission Decision to Deny a Variance from Development Performance Standards and Historic District Signage Standards as Proposed by Representatives of the National Exchange Hotel for the Property Located at 211 Broad Street, Nevada City

Recommendation:

1. After holding a Public Hearing, Council shall make a decision whether to uphold, overturn or modify the Planning Commission decision to deny the Variance from Development Performance standards and Historic District Signage standards.

Action: Motion by Minett, seconded by Parker to uphold the Planning Commission decision to deny the variance from development performance standards and Historic District signage standards. Based on the vote no action could be taken. The item will need to be re-publicly noticed and go back to Council.

(Ayes 2, Absent 1, Abstentions 2)

8. CORRESPONDENCE:

9. ANNOUNCEMENTS:

10. CITY MANAGER'S REPORT: A verbal report was provided.

11. ADJOURNMENT: - 9:40 PM

AYES: SENUM, MINETT, STRAWSER, PARKER

NOES:

ABSTAIN:

ABSENT: MOBERG

ATTEST:

Reinette Senum, Mayor

Niel Locke, City Clerk

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Old Airport Solar Project Update

RECOMMENDATION: Receive and file.

CONTACT: Amy Wolfson, City Planner

BACKGROUND / DISCUSSION:

City Council passed Resolution 2017-49 on August 9, 2017 establishing a goal of 100% renewable energy for Nevada City and on October 25, 2017 recognized the 100% Renewables Committee as an independent Charter with a charge of helping Nevada City reach this goal.

The City has simultaneously been working toward developing a Master Plan for the Old Airport Property since May 2017. The 100% Renewables Committee has expressed great interest in use of the Old Airport property to support a solar farm as one of the means for reaching the City's 100% renewable energy goal. The Committee encouraged the City to utilize the Sustainable Energy Economic Development Fund (SEED) as administered by Strategic Energy Innovations (SEI). On March 27, 2019, Council approved an MOU with SEI to conduct a feasibility study on several City properties, including the Old Airport property. SEI with input from the City developed a "Request for Proposals (RFP)" for potential solar farm development at the Old Airport property in conjunction with other jurisdictions within Nevada and El Dorado County in order to facilitate development of an aggregated Solar Procurement Solicitation and take advantage of economies of scale, a draft of which is attached to this report. At the January 8, 2020 meeting, Council provided direction to staff to discontinue work on the Old Airport Master Plan until bids are reviewed in response to the RFPs.

The RFP was released May 8, 2020. Members of the Renewables Committee contacted developer's that might be interested in a solar project at the Old Airport to share the RFP. A site visit was scheduled for June 16, 2020. The following are the outcomes from the site visit:

1. The general feedback is the site characteristics are more amenable to development than the various other sites in the extensive RFP.
2. It was initially unclear as to whether a developer had to respond to all, or could be selective. Hopefully all potential bidders now understand they can bid on the airport site only.
3. Placement of a City-owned use at the site that utilizes high-voltage electricity is key, because it requires PG&E to upgrade the line to the site, thereby creating significant transmission upgrade savings to the developer.

4. In our conversations with developers, none of the City's requests/considerations are considered to be outrageous or unrealistic.
5. It is possible the output from the airport could meet the needs of NC City Schools, thereby creating significant savings for the school district. We need to follow up on that.
6. The County was approached, but does not have a need for capacity generated at the airport site.
7. The notion of a community-based off-take arrangement (PPA) seems to be acceptable to at least some of the potential developers.
8. According to Rem, who is leaving, NID is not interested in the power from the site, nor as a developer, but would be very interested in forming a JPA to collaboratively develop the airport site and potentially other renewable assets.
9. A battery application at the airport, to be used as part of a community resilience plan, may not be economic if the costs aren't shared more broadly by other agencies seeking a similar result.
10. We are hoping for at least a few, possibly as many as 5 or 6, responses to the RFP. Several conversations with interested parties have led us to believe this is realistic.

ENVIRONMENTAL CONSIDERATIONS: Not applicable.

FISCAL IMPACT: Not applicable.

ATTACHMENTS: None

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: A Resolution Approving a Local Early Action Planning (LEAP) Grant Application

RECOMMENDATION: Pass Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, authorizing an application for a Local Early Action Planning (LEAP) Grant Application program and 2) direct City staff to submit an application to the California Department of Housing and Community Development (HCD).

CONTACT: Amy Wolfson, City Planner

BACKGROUND / DISCUSSION: The Local Early Action Planning (LEAP) grant is part of a program administered by the California Department of Housing and Community Development intended to provide funding to jurisdictions for the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance with the Regional Housing Needs Allocations. Funding for small jurisdictions such as Nevada City is available in the amount of \$65,000 for the preparation of plans and streamlined processes that facilitate the production of housing. These LEAP funds can be utilized to leverage and expand upon SB 2 funds that were previously awarded to the City. In order to apply for the grant funds, the attached resolution of authorization is required from the City Council.

GRANT PROPSAL: At the November 14, 2019 meeting, Council authorized staff to submit an application for SB2 grant funds, which in part, requested funding for an update to the City's Safety Element, pursuant to State Law. The City has been approved for the SB2 funds pending execution of a standard contract, which we just recently received from the State. Staff had originally allocated \$36,000 of the total \$160,000 SB2 funds toward a Safety Element update. However, it has become clear to the City Attorney and City Planner that a comprehensive update will be necessary to address new State legislation regarding climate adaption/resiliency and wildfire hazards and related requirements of the California Environmental Quality Act (CEQA). The level of environmental review required is anticipated to be an Environmental Impact Report (EIR) in order to address the wildfire impacts alone. It is expected that future developments may tier off of this environmental document. Preparation of an EIR requires technical completeness, and a good-faith effort at disclosing potential impacts. It will require identification of any significant environmental impacts and methods for reducing or avoiding those impacts and also evaluates project alternatives which seek to reduce or avoid impacts. The EIR process requires many steps and procedures and as such, can be an expensive endeavor.

Staff has consulted with a technical advisor from HCD to provide assistance to applicants requesting funding and has been advised that such a request would meet funding eligibility. Staff recommends that Council authorize a request grant funds for the preparation of the environmental document for the Safety Element, which is anticipated to require the entire \$65,000 fee. Specifically, the requested funding would cover the following:

- 1) General Plan amendments for residential readiness - Complying with General Plan laws regarding climate adaptation/resiliency (SB 379) and wildfire hazards (SB 124)

Staff has received further consultation from the HCD technical advisor on the application as currently attached to the Resolution. In an email dated June 18, 2020 the HCD representative requested some revisions, which staff will incorporate into a final application submittal. Staff intends to submit the grant application by the July 1st deadline, following Council approval of the Resolution of grant authorization and after receiving any further comment from the technical advisor. HCD anticipates a 60 to 90-day review and approval period of the grant. LEAP grant applications are due by July 1, 2020, and funds must be expended by December 31, 2023.

ENVIRONMENTAL CONSIDERATIONS: None

FISCAL IMPACT: The grant funds will be used to offset consultant services for the preparation of the environmental document pursuant to CEQA for the update to the City's General Plan, Safety Element.

ATTACHMENTS:

- ✓ Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, Approving the LEAP Grant Application (Application attached as Exhibit A)
- ✓ Email from HCD technical advisor, Cassandra Paz dated June 18, 2020

RESOLUTION NO. 2020-XX

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF NEVADA CITY, STATE OF CALIFORNIA,
AUTHORIZING APPLICATION FOR, AND RECEIPT OF,
LOCAL GOVERNMENT PLANNING SUPPORT GRANT
PROGRAM FUNDS**

WHEREAS, pursuant to Health and Safety Code 50515 et. Seq. the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the City Council of the City of Nevada City desires to submit a LEAP grant application package ("Application"), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate the production of housing and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of \$119,040,000 for assistance to all California jurisdictions; and

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

Section 1. The City Manager is hereby authorized and directed to apply for and submit to the Department the Application package; and

Section 2. In connection with the LEAP grant, if the application is approved by the Department, the City Manager of the City of Nevada City is authorized to enter into, execute, and deliver on behalf of the Applicant, a State of California Standard Agreement (Standard Agreement) for the amount of \$65,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant's obligations related thereto, and all amendments thereto; and

Section 3. The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of that Standard agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Nevada City at a public meeting held on the 24th of June, 2020.

AYES:

NOES:

ABSENT:

ABSTAIN:

Reinette Senum, Mayor

ATTEST:

By: _____
Niel Locke, City Clerk

Local Early Action Planning Grant Application



**State of California
Governor Gavin Newsom**

**Alexis Podesta, Secretary
Business, Consumer Services and Housing Agency**

**Doug McCauley, Acting Director
Department of Housing and Community Development**

**Zachary Olmsted, Deputy Director
Department of Housing and Community Development
Housing Policy Development**

2020 West El Camino, Suite 500
Sacramento, CA 95833

Website: <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>

Email: EarlyActionPlanning@hcd.ca.gov

January 27, 2020

LEAP Application Packaging Instructions

The applicant is applying to the Department of Housing and Community Development (Department) for a grant authorized underneath the Local Early Action Planning Grants (LEAP) provisions pursuant to Health and Safety Code Sections 50515 through 50515.05. LEAP provides funding to jurisdictions for the preparation and adoption of planning documents, process improvements that accelerate housing production and facilitate compliance in implementing the sixth cycle of the regional housing need assessment. If you have questions regarding this application or LEAP, email earlyactionplanning@hcd.ca.gov.

If approved for funding, the LEAP application is incorporated as part of your Standard Agreement with the Department. In order to be considered for funding, all sections of this application, including attachments and exhibits if required, must be complete and accurate.

All applicants must submit a complete, signed, original application package and digital copy on CD or USB flash drive to the Department and postmarked by the specified due date in the NOFA. Applicants will demonstrate consistency with LEAP requirements by utilizing the following forms and manner prescribed in this application.

- Pages 3 through 14 constitute the full application (save paper, print only what is needed)
- Attachment 1: Project Timeline and Budget: Including high-level tasks, sub-tasks, begin and end dates, budgeted amounts, deliverables, and adoption and implementation dates.
- Attachment 2: Nexus to Accelerating Housing Production
- Attachment 3: State and Other Planning Priorities
- Attachment 4: Required Resolution Template
- Government Agency Taxpayer ID Form (available as a download from the LEAP webpage located at <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>)
- If the applicant is partnering with another local government or other entity, include a copy of the legally binding agreement; and
- Supporting documentation (e.g., letters of support, scope of work, project timelines, etc.)

Pursuant to Section XII of the LEAP 2020 Notice of Funding Availability (NOFA), the application package must be postmarked on or before July 1, 2020, and received by the Department at the following address:

**Department of Housing and Community Development
Division of Housing Policy Development
2020 West El Camino Ave, Suite 500
Sacramento, CA 95833**

A. Applicant Information and Certification

Applicant (Jurisdiction)			
Applicant's Agency Type			
Applicant's Mailing Address			
City			
State	California	Zip Code	
County			
Website			
Authorized Representative Name			
Authorized Representative Title			
Phone		Fax	
Email			
Contact Person Name			
Contact Person Title			
Phone		Fax	
Email			
Proposed Grant Amount	\$		
<p><i>Pursuant to Health and Safety Code Section 50515.03 through (d) of the Guidelines, all applicants must meet the following two requirements to be eligible for an award:</i></p>			
<p>1. Does the application demonstrate a nexus to accelerating housing production as shown in Attachment 2?</p>			Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>2. Does the application demonstrate that the applicant is consistent with State Planning or Other Priorities shown in Attachment 3?</p>			Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>Is a fully executed resolution included with the application package?</p>			Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>Does the address on the Government Agency Taxpayer ID Form exactly match the address listed above?</p>			Yes <input type="checkbox"/> No <input type="checkbox"/>
<p>Is the applicant partnering with another eligible local government entity? If Yes, provide a fully executed copy of the legally binding agreement.</p>			Yes <input type="checkbox"/> No <input type="checkbox"/>

As the official designated by the governing body, I hereby certify that if approved by HCD for funding through the Local Early Action Planning Program (LEAP), the _____ assumes the responsibilities specified in the Notice of Funding Availability and certifies that the information, statements and other contents contained in this application are true and correct.

Signature: _____ Name: _____

Date: _____ Title: _____

B. Proposed Activities Checklist

Check all activities the locality is undertaking. Activities must match the project description.		
1	<input type="checkbox"/>	Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, implementation of sustainable communities' strategies, and local coastal programs
2	<input type="checkbox"/>	Completing environmental clearance to eliminate the need for project-specific review
3	<input type="checkbox"/>	Establishing housing incentive zones or other area based housing incentives beyond State Density Bonus Law such as a workforce housing opportunity zone pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code or a housing sustainability district pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code
4	<input type="checkbox"/>	Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
5	<input type="checkbox"/>	Planning documents to promote development of publicly owned land such as partnering with other local entities to identify and prepare excess or surplus property for residential development
6	<input type="checkbox"/>	Revamping local planning processes to speed up housing production
7	<input type="checkbox"/>	Developing or improving an accessory dwelling unit ordinance in compliance with Section 65852.2 of the Government Code
8	<input type="checkbox"/>	Planning documents for a smaller geography (less than jurisdiction-wide) with a significant impact on housing production including an overlay district, project level specific plan, or development standards modifications proposed for significant areas of a locality, such as corridors, downtown or priority growth areas
9	<input type="checkbox"/>	Rezoning to meet requirements pursuant to Government Code Section 65583(c)(1) and other rezoning efforts to comply with housing element requirements, including Government Code Section 65583.2(c) (AB 1397, Statutes of 2018)
10	<input type="checkbox"/>	Upzoning or other implementation measures to intensify land use patterns in strategic locations such as close proximity to transit, jobs or other amenities
11	<input type="checkbox"/>	Rezoning for multifamily housing in high resource areas (according to Tax Credit Allocation Committee/Housing Community Development Opportunity Area Maps); Establishing Pre-approved architectural and site plans
12	<input type="checkbox"/>	Preparing and adopting housing elements of the general plan that include an implementation component to facilitate compliance with the sixth cycle RHNA
13	<input type="checkbox"/>	Adopting planning documents to coordinate with suballocations under Regional Early Action Planning Grants (REAP) that accommodate the development of housing and infrastructure and accelerate housing production in a way that aligns with state planning priorities, housing, transportation equity and climate goals, including hazard mitigation or climate adaptation
14	<input type="checkbox"/>	Zoning for by-right supportive housing, pursuant to Government Code section 65651 (Chapter 753, Statutes of 2018)
15	<input type="checkbox"/>	Zoning incentives for housing for persons with special needs, including persons with developmental disabilities
16	<input type="checkbox"/>	Planning documents related to carrying out a local or regional housing trust fund
17	<input type="checkbox"/>	Environmental hazard assessments; data collection on permit tracking; feasibility studies, site analysis, or other background studies that are ancillary (e.g., less than 15% of the total grant amount) and part of a proposed activity with a nexus to accelerating housing production
18	<input type="checkbox"/>	Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production
19	<input type="checkbox"/>	Establishing Prohousing Policies

C. Project Description

*Provide a description of the project and each activity using the method outlined below, and ensure the narrative speaks to **Attachment 1: Project Timeline and Budget.***

- a. Summary of the Project and its impact on accelerating production*
- b. Description of the tasks and major sub-tasks*
- c. Summary of the plans for adoption or implementation*

Please be succinct and use Appendix A or B if more room is needed.

D. Legislative Information

District	#	Legislator Name
Federal Congressional District		
State Assembly District		
State Senate District		

Applicants can find their respective State Senate representatives at <https://www.senate.ca.gov/>, and their respective State Assembly representatives at <https://www.assembly.ca.gov/>.

Attachment 1: Project Timeline and Budget: (if more room is needed, duplicate Attachment 1 or add attachment labeled Attachment 1A)

Task	Est. Cost	Begin	End	Deliverable	Notes
Total Projected Cost \$					

Include high-level tasks, major sub-tasks (Drafting, Outreach, Public Hearings and Adoption), budget amounts, begin and end dates and deliverables. If other funding is used, please note the source and amount in the Notes section.

Attachment 2: Application Nexus to Accelerating Housing Production

Applicants shall demonstrate how the application includes a nexus to accelerating housing production by providing data regarding current baseline conditions and projected outcomes such as a reduction in timing, lower development costs, increased approval certainty, increases in number of entitlements, more feasibility, or increases in capacity. An expected outcome should be provided for each proposed deliverable. If necessary, use Appendix B to explain the activity and its nexus to accelerating housing production.

Select at least one	*Baseline	**Projected	***Difference	Notes
Timing (e.g., reduced number of processing days)				
Development cost (e.g., land, fees, financing, construction costs per unit)				
Approval certainty and reduction in discretionary review (e.g., prior versus proposed standard and level of discretion)				
Entitlement streamlining (e.g., number of approvals)				
Feasibility of development				
Infrastructure capacity (e.g., number of units)				
Impact on housing supply and affordability (e.g., number of units)				

*** Baseline – Current conditions in the jurisdiction (e.g. 6-month development application review, or existing number of units in a planning area)**

****Projected – Expected conditions in the jurisdiction because of the planning grant actions (e.g. 2-month development application review)**

*****Difference – Potential change resulting from the planning grant actions (e.g., 4-month acceleration in permitting, creating a more expedient development process)**

Attachment 3: State and Other Planning Priorities Certification (Page 1 of 3)

Applicants must demonstrate that the locality is consistent with State Planning or Other Planning Priorities by selecting from the list below activities that are proposed as part of this application or were completed within the last five years. Briefly summarize the activity and insert a date of completion.

State Planning Priorities

Date of Completion	Brief Description of the Action Taken
Promote Infill and Equity	
	<i>Rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas.</i>
	<i>Seek or utilize funding or support strategies to facilitate opportunities for infill development.</i>
	<i>Other (describe how this meets subarea objective)</i>
Promote Resource Protection	
	<i>Protecting, preserving, and enhancing the state’s most valuable natural resources, including working landscapes such as farm, range, and forest lands; natural lands such as wetlands, watersheds, wildlife habitats, and other wildlands; recreation lands such as parks, trails, greenbelts, and other open space; and landscapes with locally unique features and areas identified by the state as deserving special protection.</i>
	<i>Actively seek a variety of funding opportunities to promote resource protection in underserved communities.</i>
	<i>Other (describe how this meets subarea objective)</i>
Encourage Efficient Development Patterns	
	<i>Ensuring that any infrastructure associated with development, other than infill development, supports new development that does the following:</i>
	<i>(1) Uses land efficiently.</i>

Attachment 3: State and Other Planning Priorities Certification (Page 2 of 3)

	<i>(2) Is built adjacent to existing developed areas to the extent consistent with environmental protection.</i>
	<i>(3) Is located in an area appropriately planned for growth.</i>
	<i>(4) Is served by adequate transportation and other essential utilities and services.</i>
	<i>(5) Minimizes ongoing costs to taxpayers.</i>
	<i>Other (describe how this meets subarea objective)</i>

Other Planning Priorities

Affordability and Housing Choices	
	<i>Incentives and other mechanisms beyond State Density Bonus Law to encourage housing with affordability terms.</i>
	<i>Efforts beyond state law to promote accessory dwelling units or other strategies to intensify single-family neighborhoods with more housing choices and affordability.</i>
	<i>Upzoning or other zoning modifications to promote a variety of housing choices and densities.</i>
	<i>Utilizing surplus lands to promote affordable housing choices.</i>
	<i>Efforts to address infrastructure deficiencies in disadvantaged communities pursuant to Government Code Section 65302.10.</i>
	<i>Other (describe how this meets subarea objective)</i>

Attachment 3: State and Other Planning Priorities Certification (Page 3 of 3)

Conservation of Existing Affordable Housing Stock	
<i>Policies, programs or ordinances to conserve stock such as an at-risk preservation ordinance, mobilehome park overlay zone, condominium conversion ordinance and acquisition and rehabilitation of market rate housing programs.</i>	
<i>Policies, programs and ordinances to protect and support tenants such as rent stabilization, anti-displacement strategies, first right of refusal policies, resources to assist tenant organization and education and "just cause" eviction policies.</i>	
<i>Other (describe how this meets subarea objective)</i>	
Climate Adaptation	
<i>Building standards, zoning and site planning requirements that address flood and fire safety, climate adaptation and hazard mitigation.</i>	
<i>Long-term planning that addresses wildfire, land use for disadvantaged communities, and flood and local hazard mitigation.</i>	
<i>Community engagement that provides information and consultation through a variety of methods such as meetings, workshops, and surveys and that focuses on vulnerable populations (e.g., seniors, people with disabilities, homeless, etc.).</i>	
<i>Other (describe how this meets subarea objective)</i>	

Certification: I certify under penalty of perjury that all information contained in this LEAP State Planning and Other Planning Priorities certification form (Attachment 2) is true and correct.

Certifying Officials Name: _____

Certifying Official's Title: _____

Certifying Official's Signature: _____ Date: _____

Attachment 4: Required Resolution Template

RESOLUTION NO. [insert resolution number]

A RESOLUTION OF THE [INSERT EITHER “CITY COUNCIL” OR “COUNTY BOARD OF SUPERVISORS”] OF [INSERT THE NAME OF THE CITY OR COUNTY] AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT GRANT PROGRAM FUNDS

WHEREAS, pursuant to Health and Safety Code 50515 et. Seq, the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the [insert either “City Council” or “County Board of Supervisors”] of [insert the name of the City or County] desires to submit a LEAP grant application package (“Application”), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of \$119,040,000 for assistance to all California Jurisdictions;

Now, therefore, the [insert either “City Council” or “County Board of Supervisors”] of [insert the name of the city or county] (“Applicant”) resolves as follows:

SECTION 1. The [insert the authorized designee’s TITLE ONLY] is hereby authorized and directed to apply for and submit to the Department the Application package;

SECTION 2. In connection with the LEAP grant, if the Application is approved by the Department, the [insert the authorized designee’s TITLE ONLY] of the [insert the name of the City or County] is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of [**\$ enter the dollar amount of the Applicant’s request**], and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant’s obligations related thereto, and all amendments thereto; and

SECTION 3. The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

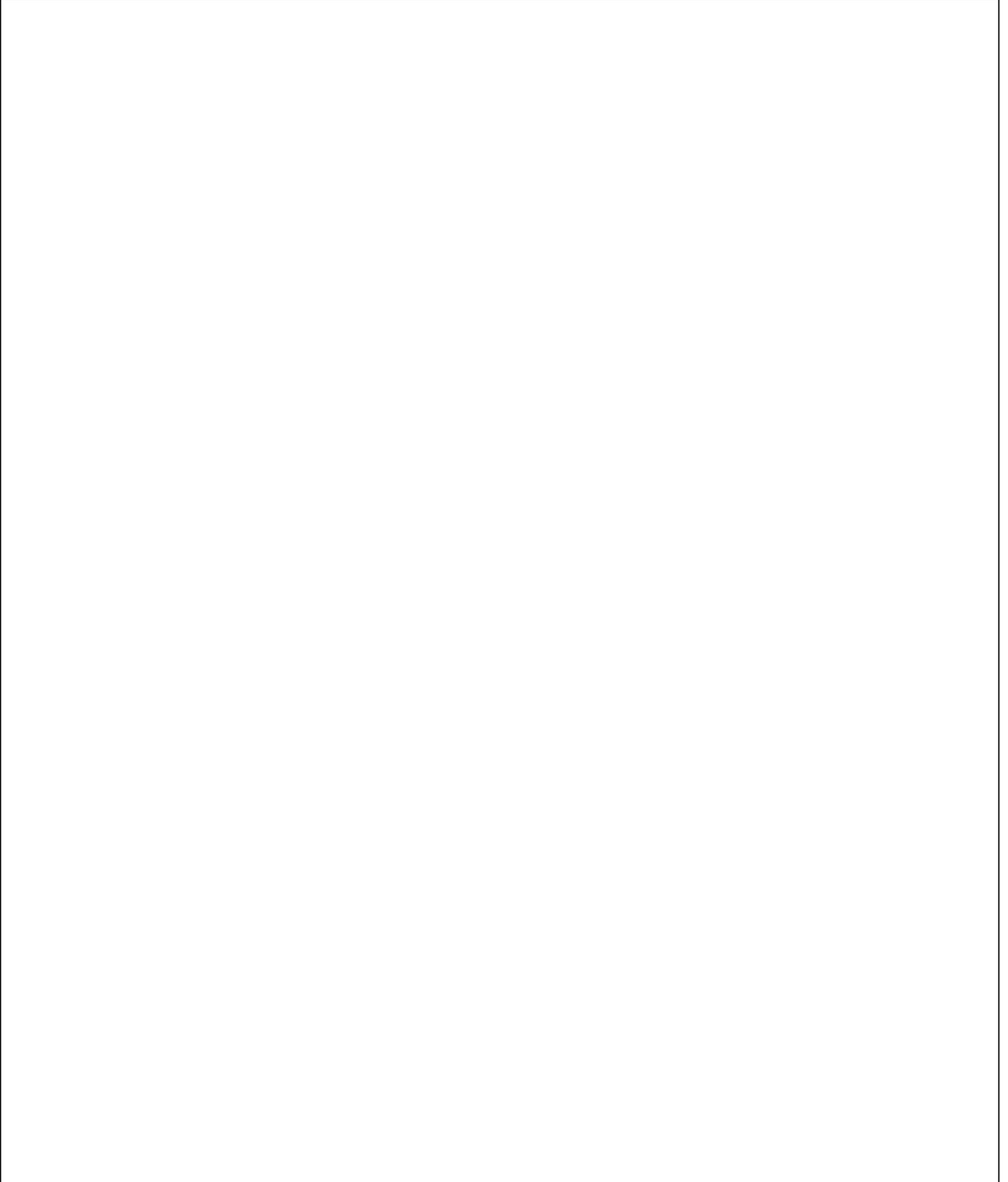
ADOPTED ON [insert the date of adoption], by the [insert either “City Council” or “County Board of Supervisors”] of [insert the name of the City or County] by the following vote count:

AYES: NOES: ABSENT: ABSTAIN:

_____ ATTEST: APPROVED AS TO FORM:
[Signature of Attesting Officer]

_____ APPROVED
[Signature of approval]

Appendix A



Appendix B



From: Paz, Cassandra@HCD <Cassandra.Paz@hcd.ca.gov>
Sent: Thursday, June 18, 2020 1:24 PM
To: Amy Wolfson <Amy.Wolfson@nevadacityca.gov>
Subject: RE: Local Early Action Planning (LEAP) Technical Assistance Available

Hi Amy,

Thank you for submitting a draft application. We have reviewed the draft and have a couple clarifying questions/comments.

1. Attachment 1 – Project Timeline and Budget Clarification:
 - a. Your SB 2 application says that you'll use \$18,000 for the Updating Safety Element CEQA document and are requesting LEAP funds for CEQA as well.
 - b. Could you please clarify what SB 2 and LEAP will be paying for regarding CEQA?
 - c. Could you please denote in your timeline what SB 2 is paying for and what LEAP is paying for?
 - i. This way we can distinguish what tasks were by each grant when it comes time to request for reimbursements.
2. Attachment 2 – Nexus
 - a. Please transfer the qualitative data to Appendix A for the nexus and place the numerical outcomes in attachment 2.
 - i. E.g. **Baseline:** 0 **Projected:** 135 **Difference:** 135
 - ii. **Baseline:** How long does it usually take an EIR level review?
Projected: Difference Tier off General Plan EIR? **Difference:** 6-9 months

Other than what is listed above the application looks good. Please let me know if you have any further questions. Thank you!

Sincerely,

Cassandra Paz

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Collection of Delinquent Sewer and/or Water Accounts on the Nevada County Tax Roll

RECOMMENDATION: Pass Resolution 2020-XX, a Resolution requesting the Nevada County Board of Supervisors to authorize the County Auditor-Controller and the County Tax Collector to levy and collect delinquent sewer and/or water service charges against certain properties within the City of Nevada City.

CONTACT: Loree' McCay, Administrative Services Manager

BACKGROUND/DISCUSSION:

Health and Safety Code Section 5473 authorizes the City to place delinquent sewer and/or water service charges on the tax roll for collection after the approval by a two-thirds vote by the members of the City's legislative body. This is done in the same manner as property taxes are handled. The City uses this option for sewer and/or water accounts where service cannot be discontinued as a collection method. The County's distribution of tax revenues is non-teetered for FY 20/21 and the City will receive payment on delinquent sewer and/or water bills that are placed on the tax roll even if the property owners doesn't pay the tax bill. The method is very effective and allows the City to collect charges from customers that have not made payment.

All affected property owners have been notified as required by the Health and Safety Code. Any amounts received from customers prior to submitting this request will be removed from the list.

The total delinquent amount as of June 19, 2020 is \$6,067.67.

ENVIRONMENTAL CONSIDERATIONS: None.

FINANCIAL CONSIDERATIONS: This action will provide the City with the ability to be reimbursed for services provided.

ATTACHMENT:

- ✓ Resolution No. 2020-XX - A Resolution requesting the Nevada County Board of Supervisors to authorize the County Auditor-Controller and the County Tax Collector to Levy and Collect Delinquent Sewer and/or Water Service Charges Against Certain Properties within the City of Nevada City
- ✓ Exhibit A-Delinquent Water & Sewer amounts

RESOLUTION NO. 2020-XX

A RESOLUTION REQUESTING THE NEVADA COUNTY BOARD OF SUPERVISORS TO AUTHORIZE THE COUNTY AUDITOR-CONTROLLER AND THE COUNTY TAX COLLECTOR TO LEVY AND COLLECT DELINQUENT SEWER AND/OR WATER SERVICE CHARGES AGAINST CERTAIN PROPERTIES WITHIN THE CITY OF NEVADA CITY

WHEREAS, the City of Nevada City has submitted bills to certain property owners for sewer and/or water charges assessed in accordance with Nevada City Municipal Code Chapter 13.12; and

WHEREAS, the recipients of SEWER and/or WATER services applicable to those charges have not made payment; and

WHEREAS, the California Health and Safety Code Section 5473 authorizes a City to place delinquent sewer and/or water charges on the tax roll after the approval by a two-thirds vote by the members of the legislative body;

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

1. That the Nevada County Board of Supervisors is hereby requested to authorize the Nevada County Tax Collector to levy and collect unpaid sewer and/or water charges in the amount and against the Parcel and Owners of Record as set forth on Exhibit "A" attached hereto and incorporated herein by this reference.
2. Exhibit "A" represents charges that are 50 days or more delinquent as of June 17, 2020 and does not reflect payments received after that date. Exhibit "A" is subject to deletion for owners rendering payment prior to submitting to the County.
3. That the City Council understands that costs for this service will be charged in accordance with the "Standard Form Tax Collection Services" contract between the City of Nevada City and the County of Nevada.

PASSED AND ADOPTED at a regularly scheduled meeting of the Nevada City City Council held on this 24th day of June, 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Reinette Senum, Mayor

ATTEST:_____

Niel Locke, City Clerk

EXHIBIT A

City of Nevada City - Delinquent Water and Sewer

#	Account	Type	Service Address		Owner		Srcv Type	TOTAL	Route	Status	APN
			Street #	Street Name	First Name	Last Name					
1	CAR0037	Owner	311	BROAD ST	ROSA	CARDENAS	Water & Sewer	\$ 718.26	040-2370	Active	005-398-003-000
2	HUL0001	Owner	184	GROVE STREET	KRISTIN	HULL	Water	\$ 504.43	020-0220	Active	036-310-032-000
3	KOS0001	Owner	115	PERSEVERANCE MINE CT	BART	KOSKI	Sewer	\$ 1,036.26	007-0120	Active	005-540-012-000
4	SAS0002	Owner	104	WOODS CT	RONALD	SASAKI	Sewer	\$ 674.36	005-1490	Active	037-420-007-000
5	THE0001	Owner	107	SACRAMENTO ST	THE STONE HOUSE		Water & Sewer	\$ 3,134.36	010-3210	Active	005-410-045-000
								\$ 6,067.67			

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City, CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: A Resolution Approving a Site Plan and Architectural Review Application for Development of the 56-Unit Affordable Housing Project at 170 Ridge Road

RECOMMENDATION:

1. Pass Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, approving a Site Plan and Architectural Review application for a proposed 56-unit affordable housing project at 170 Ridge Road, subject to Conditions of Approval, pursuant to Sections Section 17.88.010 and 17.88.040, of the City Municipal Code
2. Review, approve and authorize the Mayor to sign a letter in support of the Cashin's Field Affordable Housing Development at 170 Ridge Road, Nevada City, CA.

CONTACT: Amy Wolfson, City Planner

BACKGROUND / DISCUSSION: The applicant approached the City in late February 2020, when they determined the project site met several criteria for eligibility for funding by the California Tax Credit Allocation Committee (TCAC). TCAC allocates federal and state tax credits to develop affordable rental housing projects serving low-income households. TCAC verifies ensures the continued affordability and habitability of the developments for the succeeding 55 years.

In order to introduce the project to the community, the developer held a community meeting on May 26, billed as a joint Planning Commission/City Council meeting and administered virtually due to the COVID-19 crisis. In response to public concerns regarding congestion and traffic safety, some of which were echoed by the City Engineer and the City Division Fire Chief, the applicant re-evaluated the site plan and submitted an updated traffic study. The revised plan includes a second access point to the east of the original access point and also includes a lengthened two-way left-turn pocket within Ridge Road. Application materials were distributed to stakeholder agencies for their review and comment on May 22, 2020. Agency comments have been incorporated into the Conditions of Approval as appropriate.

PROJECT DESCRIPTION: Application to the Planning Commission for Architectural Review and Site Plan review for the development of a 56-unit apartment complex in six buildings at 170 Ridge Road. The approximate square footage of the complex is 57,000 square feet and will feature a mix of eleven one-bedroom units, thirty two-bedroom units, and fifteen three-bedroom units. All units are proposed to be affordable to low, very low, and extremely low income households (exclusive of a manager's unit) as follows:

UNIT COUNT

INCOME LEVEL

6	Extremely low (30% of median income)
----------	--------------------------------------

6 Very low (40% of median income)

28 Very low (50% of median income)

15 Low (60% of median income)

1 Manager's Unit (not income-restricted)

For reference the US Census Bureau American Community Survey (ACS) 5-year estimates currently reflect Nevada City's median income at \$43,098. This number is adjusted every year.

Building material will include fiber-cement siding material in a mix of board and batten and vertical lap styles. Roof material will be standing seam metal and windows will be vinyl in a vertical, single-hung style.

As a project with 100% of units affordable (exclusive of a manager's unit) to low income households at a 55 year affordable housing deed restriction, it is eligible for up to an 80% density bonus pursuant to California's Density Bonus Law (Gov. Code § 65915). Staff has determined that the project meets all of SB-35's criteria for a streamlined, ministerial approval process, and has also determined that the project meets all the City's zoning and other regulatory ordinances with adherence to Conditions of Approval, attached. Both SB-35 and the Density Bonus Law are further discussed below. Projects subject to SB-35 are only required to provide parking at a 1 space: 1 unit ratio. The applicant is proposing 81 parking spaces and is therefore exceeding the required parking ratio. Also under the Density Bonus Law the project is entitled to up to four concessions, which would allow for the project to exceed up to four of the City's development standards. For this project, the applicant is requesting to exceed the 40-foot height limitation for up to 46 feet, and a concession to encroach within the standard 10-foot street side yard setback and within the standard 25-foot front yard setback by up to 8-feet.

The property will be served by NID water and City sewer. There are no natural water bodies or water conveyance features on the project site. The property is relatively flat with an average slope of approximately 5% that drains from the Zion/Ridge intersection easterly toward Searls Avenue. Earthwork required for building pad, parking lot, and drive aisle grading will involve approximately 3,734 cu. yd. of cut and 7,050 cu. yd. of fill. The perimeter and eastern half of the site exhibits coniferous forest vegetation that appears to be dominated by ponderosa pine and cedar trees. Approximately 89 trees out of 375 trees will need to be removed from the site in order to accommodate the project. Surrounding uses include a church across Ridge Road to the south, office uses to the north and across Zion Street to the west, and State Highway 20/49 to the east.

REGULATORY CONSIDERATIONS:

CA Density Bonus Law: (Gov. Code § 65915) provides for density bonuses for projects of lower-income housing. The City's Service Lodge zoning designation allows for multi-family residential development at a standard density of 8 dwelling units per acre. Under the Density Bonus Law, projects that are committed to providing 100% of the total dwelling

units at a rate affordable to low and very-low income families, exclusive of a manager's unit, are eligible for up to an 80% density bonus. At 4.59 acres with a 14.4 unit/acre density (including the 80% density bonus over the 8 dwelling unit per acre density standard), the subject site is eligible to support up to 67 such units. The Cashin's Field project provides a proposal for 56 units, 55 of which will be deed-restricted for eligible lower income families and will be required to be rented at affordable rates.

The Density Bonus Law also allows the developer of a 100% affordable project to take advantage of up to four concessions to site development standards, provided those concessions contribute to the affordability of the project and provided they do not create an adverse safety impact. For this project, the applicant is requesting to exceed the 40-foot height limitation with potential to go up to 46 feet, and a concession to encroach within the standard 10-foot street side-yard setback and within the standard 25-foot front yard setback by up to 8-feet. It is unclear whether this constitutes two or three concessions, but either way the developer's request for concessions is within the number permitted under state law.

SB-35 Project Streamlining: California Senate Bill 35 (SB-35) was signed by Governor Jerry Brown on September 29, 2017, and went into effect on January 1, 2018. SB-35 applies in cities where the State-established Regional Housing Need Allocation (RHNA) goals, have not been met. SB-35 amends Government Code Section 65913.4 and requires local entities to streamline the approval of certain housing projects by providing a ministerial approval process. The 5th cycle (2014 -2019) RHNA targets amounted to a total of 85 units, 49 of which were to be restricted to moderate and below income levels. Over the cycle, there were 17 units constructed within the City, two of which were restricted to moderate and below-moderate income levels. Therefore, the City fell short of the of both the allocated total target units (85) by 68 units and affordable units (49) by 47 units. As a result, at this time, projects such as Cashin's Field, providing 100% affordable housing, are eligible for process streamlining provided they meet all of the eligibility criteria. The City Attorney has prepared the attached memorandum outlining SB 35 criteria that project must meet to be eligible for the streamlined review under SB-35. Staff has determined that the project meets all of SB 35's criteria, except that staff is still determining whether the project meets all the City's zoning and other regulatory ordinances. Staff will complete the determination before the June 18th Planning Commission meeting agenda packet is posted. Under SB 35, the City has only 60 days to determine and document whether there are inconsistencies with objective City standards and 90 days to make a final determination on the application. Failure of the project to meet subjective design standards cannot preclude a project from being approved. However, staff has included a section in the "Conditions of Approval" document for City-agency recommendations that cannot be required of the developer, but may be requested. Staff has include a request from the Northern Sierra Air Quality Management District to include covered bicycle parking and can add additional requests from the Planning Commission if desired.

Site Plan: Section 17.88.010 of the City Municipal Code requires that the erection of any building other than an accessory building, for any use or uses, except single-family dwelling uses, be subject to site plan review covering the parcel or parcels to be used. Such site plans shall be approved or conditionally approved, as provided in the City

Municipal Code, and no building permit for such building shall be issued until such approval has been given. Upon the filing of the site plan, the advisory review committee of the planning commission shall review and make a written report to the commission recommending the approval, conditional approval or disapproval of the plan. If conditional approval of the plan is recommended, the report shall contain a statement of the conditions. Because the project is subject to SB-35 project streamlining, only objective code standards can be applied as a condition of project approval. Discretionary recommendations may be made as advisory request only.

Architectural Review: The Planning Commission, in their role as the Architectural Review Committee, is required to review proposals for the erection or exterior alterations of any structure, or the remodel, demolition, or razing of any structure. Generally, findings must be made that new structures are generally compatible with Nevada City style architecture and compatible with the surrounding neighborhood. However, due to the streamlining provisions afforded to the application by SB-35, only objective design standards outlined in our municipal code may be applied as a condition of project approval. Subjective design requests may be made as advisory recommendations only.

Zoning and General Plan Consistency: The base Service Lodge (SL) zoning designation allows for “all permitted uses of the R1 and R2 zoning districts” which includes multi-family dwellings. The SL zone’s “purpose” expressly states it as being consistent with the Service Lodging General Plan designation. AB-1735 provides that “the granting of a density bonus shall not require, or be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval.” The purpose of the Annexation (AN) combining district designation is for payment of development fees levied on those properties annexed after April 24, 1985. An estimate of impact fees has been prepared for this project and includes these additional fees.

Scenic Corridor Combining District/Tree Removal: The SC designation is applied to land adjacent to roads and highways considered to be particularly important to protect the existing essential character of Nevada City, and preserving the existing tree cover to the greatest extent possible, and assuring visually pleasing corridors. Most of the ground disturbance and building development is proposed to take place on the western portion of the property. Much of the development area is devoid of heavy tree cover, though a perimeter of trees lines both Zion Street and Ridge Road. Approximately 89 trees out of 375 trees will need to be removed from the site in order to accommodate the project. Landscape Architect Jo McProud has developed a landscaping plan that emphasizes tree plantings along the perimeter of the project in order to provide a visual buffer between the project and public streets. The Landscaping Plan also emphasizes native trees and vegetation consistent with requirements of the CA Model Water Efficiency Local Ordinance (MWELO). The landscaping plan appears to be consistent with minimum landscaping standards and parking lot landscaping standards. The Scenic Corridor development regulations in Section 17.62.210 of the City Municipal Code outline a set of design factors to be considered by the Planning Commission, which may be used to apply discretionary design conditions. Because the SC development regulations do not provide *for objective design standards*, any subjective design requests by the City to meet the

intent of the Scenic Corridor designation may be made as advisory recommendations only and cannot be made a condition of project approval.

Housing Element of the General Plan: The 2019-2027 6th cycle Regional Housing Need Allocation (RHNA) goals call for a total of 135 units to be constructed, 52 of which need to be affordable to low and very low-income households. Therefore the proposed project, with 55 units to be deed-restricted at an affordable rental rate for qualifying lower income families, will meet the City's low-income allocation targets. The project is also consistent with several other goals, objectives, and policies of the most recently adopted Housing Element including Policy 1-1-2, to support Nevada County in its administration of Section 8 rental assistance housing vouchers; Policy 1-2-4 to actively work with developers to provide rental housing for lower income households; Goal 2 to remove constraints to the development of affordable housing; Objective 2-2 to provide City residents with reasonably priced housing opportunities; Policy 3-1-2 to include other opportunities to increase the supply of affordable housing; and Policy 3-2-1 to expand near term and long term "affordable housing" opportunities for employees of existing employment centers.

ENVIRONMENTAL REVIEW: Review under the California Environmental Quality Act (CEQA) is not required for SB-35 eligible projects because they are subject to a ministerial approval process pursuant to §15268 CEQA Guidelines. It is worth noting that §15194 CEQA Guidelines exempts affordable housing projects meeting specific criteria, which happen to closely resemble SB-35 eligibility criteria. Presumably, this was the reasoning of the State legislature for creating a streamlined review process. While not thoroughly analyzed, the project also likely qualifies for an exemption under §15332 CEQA Guidelines for those projects eligible as in-fill development.

ADVISORY REVIEW COMMITTEE: The Advisory Review Committee (ARC), comprised of Chair Andrews, Commissioner Bohegian, and Planner Wolfson met on June 8, 2020. Public comments taken at the meeting are attached to this staff report. After hearing a presentation from the applicant and considering public comment, the ARC made a recommendation to the Planning Commission to approve the project with a request to the developer to modify the windows on the community building so that they are vertically oriented.

PLANNING COMMISSION: The applicant presented the project to the Planning Commission on June 18, 2020. Public comments taken at the meeting are attached to this staff report. After hearing a presentation from the applicant and considering public comment, the Planning Commission made a recommendation to the City Council to approve the site plan and architectural review application with findings appropriate to the regulatory process under the California Density Bonus Law and project streamlining under SB-35. a request to the developer to modify the windows on the community building so that they are vertically oriented. The Planning Commission also made some subjective design suggestions, with the understanding that they are advisory only and not recommended as conditions of project approval, incorporated within the Conditions of Approval document under the heading "Respectful Requests," including the following:

- Consider a steeper roof pitch for the community building
- Consider enclosing the stairwells within the apartment buildings

- Consider porches and balconies that have a less modern aesthetic
- Invite representatives of the Nevada City Rancheria Nisenan Tribe to perform a preliminary site evaluation of the site prior to earthwork activities and notify the Nevada City Rancheria Nisenan Tribal Council if cultural resources are unearthed during any part of the site development.

The Northern Sierra Air Quality District has also requested that covered bicycle racks be incorporated into the project.

ENVIRONMENTAL CONSIDERATIONS: Review under the California Environmental Quality Act (CEQA) is not required for SB-35 eligible projects because they are subject to a ministerial approval process pursuant to §15268 CEQA Guidelines. It is worth noting that §15194 CEQA Guidelines exempts affordable housing projects meeting specific criteria, which happen to closely resemble SB-35 eligibility criteria. Presumably, this was the reasoning of the State legislature for creating a streamlined review process. While not thoroughly analyzed, the project also likely qualifies for an exemption under §15332 CEQA Guidelines for those projects eligible as in-fill development.

FISCAL IMPACT: At the June 10, 2020 meeting the City Council directed staff to prepare a commitment letter to provide a loan from its year one and year two PLHA funds to assist in financing the Cashin's Field Affordable Housing Project in the amount of \$157,730. This item is further discussed under a separate agenda item.

ATTACHMENTS:

- ✓ Resolution 2020-XX, a Resolution of the City Council of the City of Nevada City, State of California, Approving the Site Plan and Architectural Review Application for a 56-unit Affordable Housing Project at 170 Ridge Road
- ✓ Architectural Review Application
- ✓ Recommended Conditions of Approval and Respectful Requests
- ✓ Architectural drawing: site plan and building elevations
- ✓ Civil drawings: Topographic survey; preliminary grading, drainage and utility plan; a tree removal plan (*updated June 3, 2020*)
- ✓ Landscape Plan
- ✓ Sewer Report
- ✓ Drainage Report
- ✓ Traffic Study (*updated June 4, 2020*)
- ✓ Memorandum: Cashin's Field Project's Eligibility for Streamlined, Ministerial Approval Under California State (SB 35 (2017)) (*updated June 9, 2020*)
- ✓ Public Comments from the June 8, 2020 meeting
- ✓ Public Comments received for the June 18, 2020 Planning Commission Meeting
- ✓ Support letter for the Cashin's Field Affordable Housing Development

* See hyperlinked attachment sheet, next page.

** Note that some attachments have been reduced in scale in order to reduce the document size of the staff report. Full-scale versions are available on the City website:

<https://nevadacity.municipalcms.com/pview.aspx?id=20900&catid=564>

CITY COUNCIL 6/24/20 CASHIN'S FIELD ATTACHMENT LIST/HYPERLINK

ATTACHMENTS*:

1. Resolution 2020-XX Approving the Site Plan and Architectural
2. Architectural Review Application
3. Recommended Conditions of Approval and Respectful Requests
4. Architectural drawing: floor plans and building elevations
5. Civil drawings: Topographic survey; preliminary grading, drainage and utility /site plan; a tree removal plan (*updated June 3, 2020*)
6. Landscape Plan
7. Sewer Report
8. Drainage Report
9. Traffic Study (*updated June 4, 2020*)
10. Memorandum: Cashin's Field Project's Eligibility for Streamlined, Ministerial Approval Under California State (SB 35 (2017)) (*updated June 9, 2020*)
11. Public Comments from the June 8, 2020 meeting
12. Public Comments received for the June 18, 2020 Planning Commission Meeting

**Note that some attachments have been reduced in scale in order to reduce the document size of the staff report. Full-scale versions are available on the City website:*

<https://nevadacity.municipalcms.com/pview.aspx?id=20900&catid=564> :

RESOLUTION NO. 2020-XX

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF NEVADA CITY, STATE OF CALIFORNIA,
APPROVING A SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION
FOR DEVELOPMENT OF THE 56-UNIT AFFORDABLE HOUSING PROJECT
AT 170 RIDGE ROAD**

WHEREAS, the developer is proposing a 56-unit apartment complex in six buildings at 170 Ridge Road whereby all units are proposed to be affordable to low, very low, and extremely low income households (exclusive of a manager's unit); and

WHEREAS, California Government Code § 65915 provides for density bonuses for projects of lower-income housing and allows the developer of a 100% affordable project to take advantage of up to four concessions to site development standards, provided those concessions contribute to the affordability of the project and provided they do not create an adverse safety impact; and

WHEREAS California Senate Bill 35 was signed by Governor Jerry Brown on September 29, 2017, and went into effect on January 1, 2018, and requires local entities to streamline the approval of certain housing projects by providing a ministerial approval process applicable to cities whereby the State-established Regional Housing Need Allocation (RHNA) goals, have not been met; and

WHEREAS, the City fell short of the of the 5th cycle RHNA targets for both the allocated total target units (85) by 68 units and affordable units (49) by 47 units; and

WHEREAS, Staff has prepared a memorandum dated June 9, 2020, outlining the project's eligibility for project streamlining pursuant to SB-35 attached to the staff report and incorporated herein by reference; and

WHEREAS, The overall site plan has been appropriately conditioned in a manner that will protect the public peace, health, safety and general welfare and will make possible the development of the proposed site in an orderly and efficient manner and in general accord with all elements of the general plan and the intents and purposes of this title (Title 17 of the City Municipal Code); and

WHEREAS, that adequate public services exist within the project area and are available to serve the project, including water, sewer, fire service and other utilities; and

WHEREAS, the applicant has provided adequate information for the local government to approve the requested incentives, concessions, or waivers or reductions of development standards because they result in identifiable cost reduction including tree preservation and will not result in an adverse impact to health, safety and welfare. Specifically, both concessions are necessary to reduce the development's footprint in order to preserve existing trees, which results in a significant cost savings to the developer, while maintaining the desired density; and

WHEREAS, the proposed structures as conditioned are consistent with objective standards of the Zoning Code (Title 17 of the City Municipal Code) with the exception of the concessions afforded to the applicant under California Density Bonus Law

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

Section 1. Approve the Site Plan and Architectural Review application, subject to Conditions of Approval pursuant to Section 17.88.010 and 17.88.040 of the City Municipal Code for the proposed 56-unit affordable housing project at 170 Ridge Road; and

Section 2. Authorize the Mayor to sign a letter in support of the Cashin's Field Affordable Housing Development at 170 Ridge Road, Nevada City, CA

PASSED, APPROVED AND ADOPTED by the City Council of the City of Nevada City at a public meeting held on the 24th of June, 2020.

AYES:

NOES:

ABSENT:

ABSTAIN:

Reinette Senum, Mayor

ATTEST:

By: _____
Niel Locke, City Clerk



CITY OF NEVADA CITY
317 Broad Street • Nevada City, California 95959 • (530) 265-2496

OFFICE USE ONLY	
Filing Fees	
Chk	Cash
Bus. Lic.	

APPLICATION FOR ARCHITECTURAL REVIEW

Applicant/Property Owner

Name

Address

City, State

Phone

email address

Check all that apply:

- A New Building
- Changes to Existing
- In the Historic District
- Other (Describe)
Number of existing units _____
Year of original construction _____

Supporting data must be attached:

- Color chips
- Material specs, i.e. roofing, windows, etc.
- Elevations/Site plans

Address and Assessor's parcel number of property where construction is proposed (also complete attached location key map):

Street Address

Assessor's Parcel Number

Nearest cross street _____

New floor area proposed _____ S.F.

Briefly describe proposed project:

Number of dwelling units on property _____

COMPLETE FOR ALTERATIONS TO EXISTING BUILDINGS:

Construction will involve (check all that apply):

- Foundation replacement
- Siding replacement - All siding or Repairs over _____ %
- Roof replacement
- Use of metal framed windows
- Removal of old materials. Describe: _____

DESCRIPTION OF NEW CONSTRUCTION OR ALTERATIONS: Attach architectural elevations or perspective drawing showing all materials, colors, finish, lighting, ornamental devices, and any signs. The Commission prefers color chips.

SUPPORTING DOCUMENTS: Read and complete the attached pages and include any other statements or attach supporting information to substantiate that the architecture is consistent with the Mother Lode Era, or is otherwise consistent with the surroundings. Attach **TEN FOLDED COPIES** of the elevations and/or supporting information, including a site plan showing the existing and proposed building setbacks from all property lines. **ALL BUILDING DIMENSIONS, INCLUDING BUILDING HEIGHTS, MUST BE SHOWN ON THE ELEVATIONS.**

I am the owner or authorized agent for the subject property. If agent, submit letter from property owner.

Signature

Date

-----**FOR OFFICE USE ONLY**-----
Approved by:

Signature

Date

Signature

Date

**PLEASE ATTEND THE PLANNING COMMISSION MEETING TO DISCUSS YOUR REQUEST, OR YOUR APPLICATION
WILL BE CONTINUED TO THE NEXT MEETING**

**CITY OF NEVADA CITY
ARCHITECTURAL REVIEW GUIDELINES
AND SUPPORTING INFORMATION**

Please read this document and provide the information that applies to your application. The City also maintains some reference material regarding historical architecture. Ask the City Planner for details.

POLICY DECLARATION:

The City's goal in requiring architectural review is to implement the goals of the City's General Plan by preserving the character of Nevada City architecture in terms of historical value, sit coverage and planning, volume and massing, materials, color, general design and details. Historical District work must be in strict compliance with the Mother Lode Era. Preservation of historic materials is encouraged.

The Planning Commission will review each application on its own merit and in the context of the neighborhood of the project. For example, plywood siding might be acceptable in an area of modern, similar homes, but not in a neighborhood of old Victorian homes.

Generally, Nevada City architecture is characterized by many of these design features typical of the Mother Lode Era: Steep peak roofs with pitches between 6:12 & 12:12, overhanging roofs with gable ends, covered porches and entries; multi-pane, vertical, and by windows, and use of horizontal painted rustic siding. Alterations to older homes should match existing historic materials. Vinyl siding has been declared potentially hazardous by the City's Fire Department.

SITE PLAN AND ENVIRONMENTAL CONSIDERATIONS:

Provide a site plan of the property to scale, showing any proposed tree removal, setbacks, building coverage, fencing and landscaping concepts. Attach a tree removal application form if there will be any trees removed. Show off-street parking areas.

Is the coverage and setback of the new construction compatible with surrounding houses? Yes No

Please explain how it is compatible

VOLUME AND MASSING

Lot Size _____ SF

	Yes	No
Will the proposed building or changes Have a larger floor plan than surrounding buildings?	<input type="checkbox"/>	<input type="checkbox"/>
Be taller than surrounding buildings?	<input type="checkbox"/>	<input type="checkbox"/>
Block views or sunshine from existing buildings?	<input type="checkbox"/>	<input type="checkbox"/>
Does the site plan provide a private yard area?	<input type="checkbox"/>	<input type="checkbox"/>

Discussion, if needed:

MATERIALS

Generally, the City prefers horizontal wood siding, treated wood shingles, composition shingles, or metal roofing, true used brick, new brick, or mine rock veneers and accents, wood windows in older neighborhoods, and roof pitches in excess of 6:12.

Please list all materials that you will use and alterations proposed:

Roof: _____ Pitch: _____

Siding: _____

Windows: _____

Trim: _____

Foundation/Pony walls: _____

Decks, porches, railings: _____

COLORS (Please provide ten color chips per color)

Color brand, name, number

Roof: _____

Trim: _____

Accents: _____

Railings/Decks: _____

DETAILS

Please provide sufficient information to allow review of the building's details, including:

- Foundation, rock work or veneer accents
- Vents and flues
- Door and window materials, trim and design detail
- Porch and deck framing and railing details
- Garage door

OTHER APPLICABLE INFORMATION

Use the space below to provide any additional information for the Planning Commission.

SITE PLAN AND ARCHITECTURAL REVIEW
AFFORDABLE HOUSING PROJECT AT 170 RIDGE ROAD

Conditions of Approval

A. PLANNING DEPARTMENT

1. Approval for this project includes site plan development of a 4.59 acre parcel with 56-unit apartment complex in six buildings, totaling approximately 57,000 square foot for an affordable housing development at 170 Ridge Road consistent with the application material submitted to the City.
2. Prior to building permit issuance the building permit applicant shall be required to pay all applicable development impact fees as adopted by City Council Resolution in affect at the time of payment or as otherwise approved by City Council
3. Pursuant to of 17.80.070 (B) of the City Municipal Code. All landscaping shall be installed with an automatic sprinkler system. Sprinkler systems shall remain sensitive to the drought resistance of any natural vegetation included in the landscaping. All landscaping and the related irrigation systems shall be maintained in a healthy condition and in good repair at all times, as a condition of occupancy.
4. Pursuant to of 17.80.100 (B) All grading activity shall be limited to the dry season of the year, between May 1st and October 15th, unless the property owner receives written permission from the city to conduct grading activity outside of those dates, based on dry weather conditions.
5. Pursuant to of 17.80.100 (C) During the wet season, between October 16th and April 30th, or as amended by the city, all properties shall have temporary or permanent erosion control measures in place, as necessary to prevent soil erosion from the site. Erosion control shall include any and/or all effective methods generally accepted as normal practice, such as fertilization and seeding, straw mulch, jute netting, earthen berms, straw barricades, plastic sheeting, holding basins and flow dissipaters
6. Pursuant to Site plan requirements outlined in Section 17.88.010 of the Municipal Code, prior to erection of any fencing, submit a fencing plan that complies with section of 17.80.150 of the City Municipal Code.
7. Pursuant to site plan requirements outlined in Section 17.88.010 of the Municipal Code, prior to erection of any signage, submit a signage plan that complies with section of 17.80.190 of the City Municipal Code.
8. Pursuant to Site plan requirements outlined in Section 17.88.010 of the Municipal Code, prior to installation of any lighting, submit a lighting plan that complies with section 17.80.215 of the City Municipal Code including a plan that identifies lighting location, height, lighting spec sheets, and fixture tilt. All exterior lighting is required to use energy efficient fixtures/lamps

9. Prior to building permit issuance, the developer shall submit to the Planning Department a Final Landscaping Plan for review and approval, pursuant to and in compliance with the City Municipal Code Section 17.80.070. The Final Landscaping Plan shall include an irrigation plan along with planting details, timing and order of plantings, and a maintenance plan.
10. Pursuant to of 17.80.050 (D) Prior to the issuance of a certificate of occupancy, the applicant of any land use project requiring a landscaping plan shall submit a letter from a licensed landscape architect or licensed landscape contractor, certifying that the landscaping and irrigation system has been installed in accordance with the approved plan.
11. Pursuant to California Code of Regulations Section 492.1, prior to building permit issuance submit to the Planning Department a Landscape Documentation Package consistent with Section 492.3. Upon approval of the Landscape Documentation Package by the local agency, the project applicant shall:
 - i) Receive a permit or approval of the plan check or design review and record the date of the permit in the Certificate of Completion;
 - ii) submit a copy of the approved Landscape Documentation Package along with the record drawings, and any other information to the property owner or his/her designee; and
 - iii) submit a copy of the Water Efficient Landscape Worksheet to the local water purveyor.
12. Prior to the approval of the improvement plans, the subdivider shall pay to the city all applicable fees for plan checking, field inspections and materials testing, in accordance with a schedule of such fees adopted by resolution of the city council. Permits for grading and improvements will be issued by Nevada City. Plan checking fees are determined at 1.5% of engineer's estimate and inspection fees are determined at 4.5% of engineer's estimate.
13. 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 three sets of plans to Nevada City Planning Department, along with an applicable filing fee (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.
14. All improvements shall substantially comply with the exhibits presented to the Planning Commission.
15. Pursuant to Section 65915 (c)(1)(A) of the California Government Code, in order for the City to ensure the continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus for 55 years pursuant to the California Density Bonus Law, the applicant shall provide an annual report to the City Planner that demonstrates that all units are affordable to low and very-low income households and shall record a deed restriction in a form acceptable to the City Attorney.

16. If cultural resources are encountered during the project, avoid altering the materials and their context until a qualified cultural resources professional has evaluated the project area. Project personnel shall not collect cultural resources. Identified cultural resources should be recorded on DPR 523 (A-J) historic resource recordation forms, available at [http://ohp.parks.ca.gov/?page_id=1069].
17. The Project shall comply with the requirements of Government Code section 65913.4, subdivision (a)(8)(A)(ii), and shall make documentation demonstrating such compliance available for city review during construction of the Project.

B. ENGINEERING DEPARTMENT

18. Prior to building permit issuance the final design submittal shall include the following:
 - Engineer's estimate for site improvements - used for determination of plancheck/inspection fees (include all on-site and off-site improvements and trenching for all utilities) (do not include other utility agency facilities).
 - Grading Plan with sufficient detail (e.g. 10-scale) for precise grading around buildings showing ADA path of travel, drainage around buildings, roof drainage, hardscaping, slopes, walls and utility facilities.
 - Erosion Control Plan / SWPPP
 - Offsite improvements for Ridge/Zion roadway improvements, drainage and sewer at Searls and trenching for offsite connection to other utilities (NID, PGE, ATT).
19. Centralized trash collection requires Waste Management approval.
20. Drainage, Sewer, and Roadway improvements shall be privately maintained for this property. City maintained infrastructure is within right-of-way on neighboring streets.
21. Off-site sewer improvements are needed to accommodate this development. Existing City sewer main does not have any excess capacity between 453 Searls and the intersection of Clark/Searls. Installation of approx. 820' of sewer main is needed which can be installed with a cost-share agreement in accordance with City pursuant to Municipal Code for sewer main extensions. The project will add 27% more flow to this segment of sewer main based on quantity of average day flow. Initial estimates of the cost of this sewer main are \$300,000. Actual cost will be determined at time of bidding, after final design of improvements. The project applicant shall be required to pay a cost share of 27% for the actual cost of sewer main extension, and enter into a cost-share agreement with City.
22. Drainage facilities shall be designed to accommodate the 100-yr storm (using precipitation data for Nevada City 52 inch/yr). No grading shall obstruct, impede or interfere with the natural flow of stormwaters, in such manner as to cause flooding or erosion to neighboring properties. The existing storm drain on Searls shall be improved

as needed to accommodate the concentrated flow from the development. The discharge of drainage to Caltrans right-of-way is subject to Caltrans review/approval.

23. All trenching within existing roadways shall be resurfaced with a T-section (grind and overlay 1' beyond sawcut line).
24. Covered parking shall not impede on minimum widths required for Fire Access.
25. Sidewalk and Trails shall connect with no missing links and shall also connect to existing sidewalks on neighboring streets. Provide ADA Ramps at all driveway intersections.
26. Prior to issuance of grading permit, the applicant shall prepare and submit for the city's approval complete Improvement Plans for all improvements required. Such plans shall be prepared by or under the direction of a registered civil engineer, and shall show full details of all utilities, grading and site improvements, including cross-sections, profiles, specifications and estimated costs.
27. Submit, for review and approval, a striping and signing plan with the project Improvement Plans. The plan shall include all on- and off-site traffic control devices and shall be reviewed by the City Engineer. Provision for accessible crosswalks will be required at Ridge / Zion intersection in both directions. Existing striping on Ridge Road that is being realigned shall be fully removed by grinding.
28. The area of soil and vegetation disturbance shall be limited to that required for safe construction purposes. Except where required for access, there shall be no disturbance in areas to be left in a natural state.
29. The project applicant shall revegetate all disturbed areas that are not otherwise covered with landscaping or hardscaping. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the project applicant's responsibility to assure proper installation and maintenance of erosion control/winterization during project construction.
30. Prior to grading or building permit issuance, a geotechnical engineering report shall be provided which shall address the following:
 - i) Clearing and grubbing,
 - ii) Excavation including all excavation and site preparation to be performed following the removal of trees and surface vegetation,
 - iii) Trench backfill, fill and structural fill including materials, soil preparation, moisture conditioning and compaction,
 - iv) Overexcavation, dewatering, rock removal or rock placement,
 - v) Structural foundations and slab-on-grade soils preparation, waterproofing and design criteria,
 - vi) Subsurface and surface drainage requirements, and
 - vii) Inspection and monitoring requirements during construction.

31. During construction, all site excavation, embankment and concrete placement shall be under the supervision of the licensed geotechnical engineer. The geotechnical engineer shall report on grading activities to the City Engineer. Soils testing, special inspection and construction quality assurance tests should be performed at a frequency determined by the project geotechnical engineer.
32. Stockpiling and/or vehicle staging areas shall be identified on the Improvement Plans and located as far as practical from protected resources.
33. This project is located near the State Route (SR) 20/Ridge Road/Gold Flat Road interchange. This interchange is currently the subject of a corridor study led by the Nevada County Transportation Commission (NCTC). Alone, this project will not trigger a need for improvement to the intersection; however, it does contribute to cumulative impacts and the project proponent shall be required to contribute fair share fees towards the NCTC Regional transportation Mitigation Fee, which includes the future off-ramp improvements at Gold Flat from SR 20.
34. Nevada Irrigation District (NID) water facility design details, specifications, and requirements shall be reviewed and approved by NID prior to construction of improvements. The cost of any improvements necessary to provide treated water service, including off-site and on-site improvements, are the sole responsibility of the property owner/developer. NID approved waterline improvement plans shall be submitted to the City Engineer to be retained in the City's project file.
35. Prepare and submit with the project Improvement Plans, a drainage report to the City Engineering Department for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. The drainage report shall identify water quality treatment facilities (BMPs) for removal of pollutants of concern (e.g. sediment, oil/grease, etc.) and retention prior to discharge to an appropriate disposal area. The ends of the culverts and/or drain pipes should be fitted with an energy dissipater. Improvement Plans shall include a statement that it is the responsibility of the property owner for drainage system inspection, maintenance, and cleaning after construction.
36. Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering Department evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.
37. The project applicant shall construct westbound deceleration tapers at both driveways on Ridge Road and an eastbound left turn lane on Ridge Road at the westerly driveway. The

design shall conform to criteria specified in the latest version of Caltrans Highway Design Manual.

38. Construction of improvements shall be completed and accepted as complete by the City Engineer prior to any building Certificates of Occupancy for any phase.
39. Construction activities (including forklift activity and truck delivery/pickups), shall be limited to the hours of 7:30 a.m. to 7:30 p.m., Monday through Friday, pursuant to Nevada City Ordinance 81-03.
40. Prior to final occupancy, offer for dedication to the City of Nevada City or to respective Utility Agencies having jurisdiction, easements for all publicly maintained or utility agency maintained utilities.

C. FIRE DEPARTMENT

41. Prior to building occupancy, an address must be posted in such a position as to be plainly visible and legible from the street or road fronting the property
42. All portions of the buildings shall remain within the 150 foot arc of the Department Access.
43. Prior to building occupancy, the installation of a residential compliant fire sprinkler system will be required.
44. Prior to building occupancy, all buildings shall comply with Public Resource Code Section 4290 and 4291 defensible space standards
45. All materials and construction methods shall comply with California Building Code Chapter 7A and Chapter 47.
46. The Fire Department requires a 48 hours notice for all inspections that are required at the various steps of construction.

D. BUILDING DEPARTMENT

47. Complete construction, utility, grading and erosion control plans as required by the Building Official shall be submitted for review at time of building/grading permit submittal in conformance with the City of Nevada City and County of Nevada Land Use & Development Codes. Building plans will be reviewed by Nevada City's designated Building Official. All grading, drainage, utility, and infrastructure plans will be reviewed by the City Engineer.
48. Two sets of wet stamped/signed geotechnical reports shall be included in the building permit submittal. A review letter from the geotechnical engineer shall also be provided stating they have reviewed the foundation plan and it is in conformance with their geotechnical design. Special investigation shall be completed with an in depth review,

analysis and recommendations regarding the steep slope conditions for the grading on the project site.

49. All plans shall be designed and wet stamped/signed by a California Licensed Design Professional (Architect and/or Engineer).
50. Complete site drainage analysis and hydraulic calculations shall be completed and submitted at time of grading permit submittal.
51. Completion of the Special Inspection Agreement will be required at time of building permit submittal for all required special inspections.
52. Construction plans shall meet all requirements of the California Building Standards Codes in effect at the time of submittal.
53. The building/improvements shall comply with all energy requirements (lighting, mechanical, envelope, etc) per the most current adopted version of the California Energy Code. Applicable registered energy compliance documentation shall be provided at time of building permit submittal.
54. Complete fire sprinkler plans and hydraulic calculations shall be included at time of building permit submittal or as a deferred submittal. It is the permit holder's responsibility to make deferred submittals to the City Fire Department and Building Official prior to installation and allow for sufficient time to review and approve the submittal.
55. All landscaping and irrigation shall be in compliance with the CGBSC and City of Nevada City Ordinance. Show all required information as part of the plans including but not limited to irrigation controllers, sensors, types of equipment, metering, plant species, etc.

E. CITY FINANCE DIRECTOR

56. The applicant is advised that to commencing work, all contractors, vendors, and consultants providing services within the City limits of Nevada City must have a city business license
57. Prior to issuance of grading permits, all applicable City fees for plan check and inspection shall be paid in full. Plan checking fees are determined at 1.5% of engineer's estimate using prevailing unit prices or as updated by the UBC. Plan checking fees are determined at 4.5% of engineer's estimate using prevailing unit prices or as updated by the UBC. Plan.

F. NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT

58. District Rule 226 states, “A dust control plan must be submitted to and approved by the Air Pollution Control Officer before topsoil is disturbed on any project where more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed.” This applies to any clearing or grading. For smaller projects, “reasonable precautions” (such as watering as necessary) must be taken to prevent dust emissions. See attached “Exhibit A” to Conditions of Approval for compliance guidelines

ADDITIONAL AGENCY RECOMMENDATIONS: The following recommendations are not conditions of project approval, but are respectful requests of the City and commenting agencies:

- A. Provide covered bicycle parking.
- B. Consider a steeper roof pitch for the community building
- C. Consider enclosing the stairwells within the apartment buildings
- D. Consider porches and balconies that have a less modern aesthetic
- E. Invite representatives of the Nevada City Rancheria Nisenan Tribe to perform a preliminary site evaluation of the site prior to earthwork activities and notify the Nevada City Rancheria Nisenan Tribal Council if cultural resources are unearthed during any part of the site development.

DISTRICT HEADQUARTERS

200 Litton Drive, Suite 320
Grass Valley, CA 95945
(530) 274-9360 / FAX: (530) 274-7546
Email: office@myairdistrict.com Web Site: www.myairdistrict.com

NORTHERN FIELD OFFICE

257 E. Sierra, Unit E
P.O. Box 2227, Portola, CA 96122
(530) 832-0102 / FAX: (530) 832-0101
Email: julie@myairdistrict.com

Preparation of a Dust Control Plan Pursuant to District Rule 226

District Rule 226 states, "A dust control plan must be submitted to and approved by the Air Pollution Control Officer before topsoil is disturbed on any project where more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed." This applies to any clearing or grading. For smaller projects, "reasonable precautions" (such as watering as necessary) must be taken to prevent dust emissions.

Typically, the Dust Control Plan requirement is fulfilled by clearly phrased and enforceable conditions included on the project grading plans, preferably under its own heading. Following is a set of standard minimum Dust Control measures recommended for inclusion in the Plan. If a project is in an area mapped as having ultramafic rock or serpentine, or if these rock types are discovered on site, the statewide Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (Section 93105 of Title 17 of the California Code of Regulations) applies, and specifies more stringent conditions than those listed below. Also, for large projects or in special circumstances (such as near schools or other sensitive receptors), additional measures (e.g. limits on active disturbance area or grading hours) may be required.

Standard Dust Control Plan Conditions

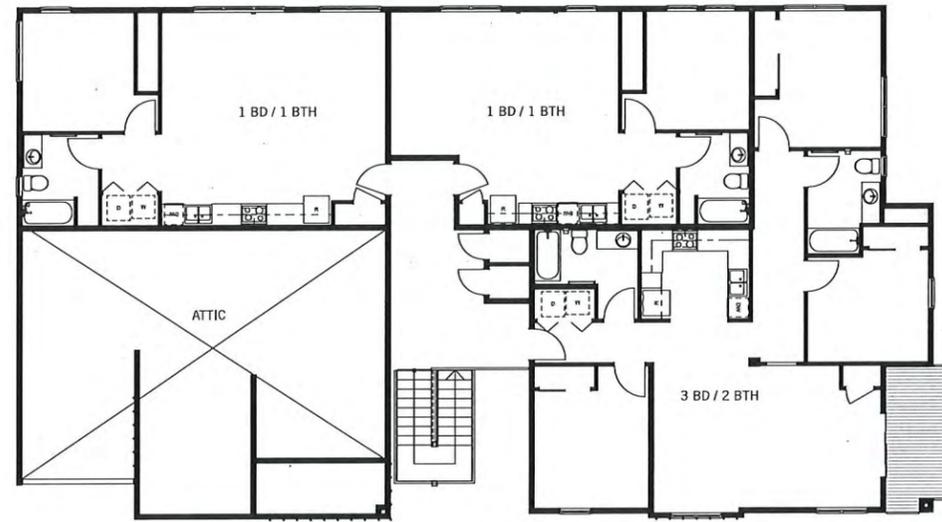
1. Person responsible for ensuring that all adequate dust control measures are implemented in a timely and effective manner:

_____ (Name) _____ (Phone Number)

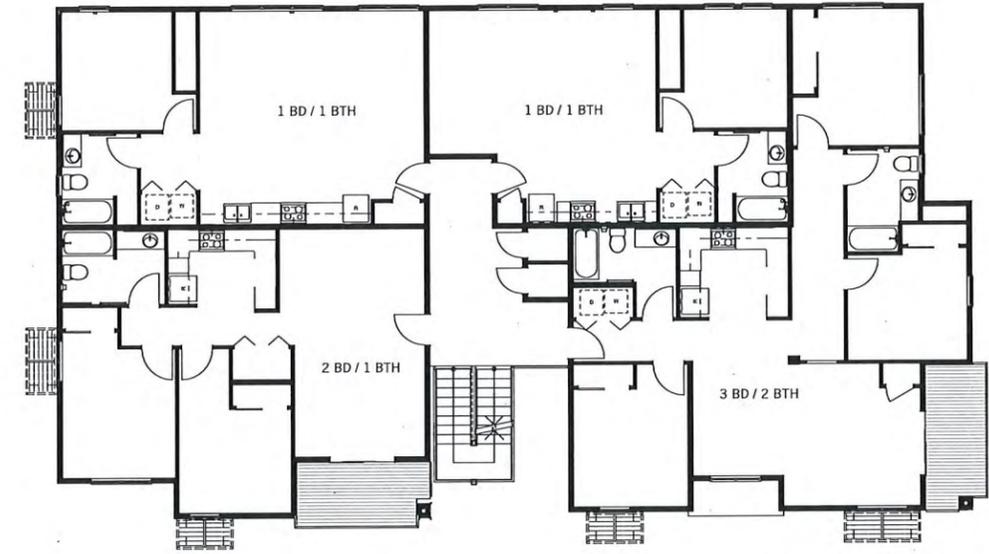
2. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and/or causing a public nuisance. Watering during summer months should occur at least twice daily, with complete coverage of disturbed areas.
3. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary to minimize dust emissions.
4. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
5. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
6. All inactive portions of the development site shall be covered, seeded, or watered or otherwise stabilized until a suitable cover is established.
7. All material transported off-site shall be either sufficiently watered or securely covered to prevent it being entrained in the air, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.
8. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary, to remove excessive accumulations or visibly raised areas of soil which may have resulted from activities at the project site.
9. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering.

Revised 7-8-15

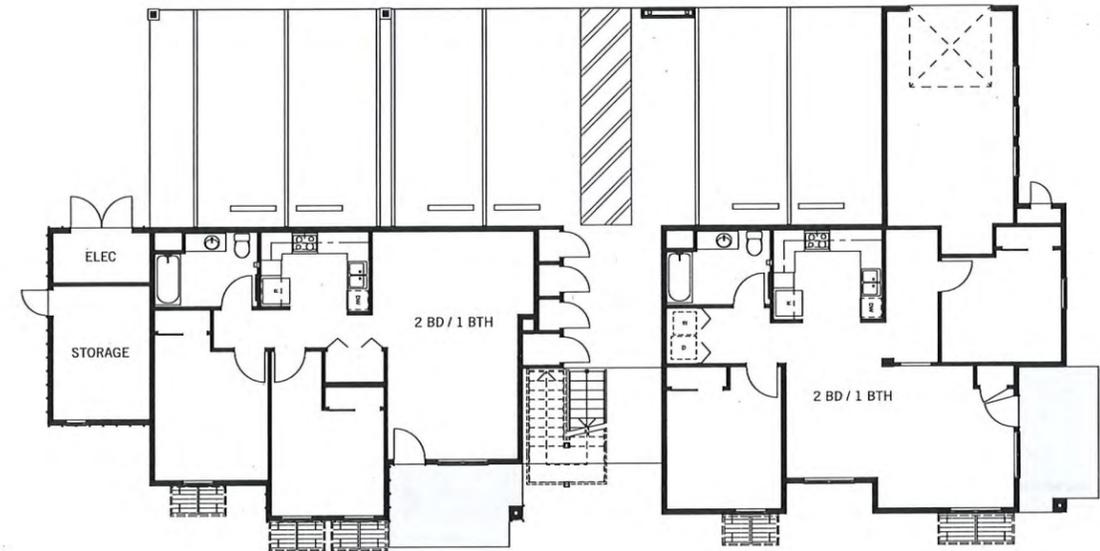
ENR Project: MCBM-Governments - (M)Mogavero Architects - 170 Ridge Road - Nevada City - Project: Friday, May 15, 2020, 3:27 PM



THIRD FLOOR



SECOND FLOOR



GROUND FLOOR





WEST ELEVATION



EAST ELEVATION



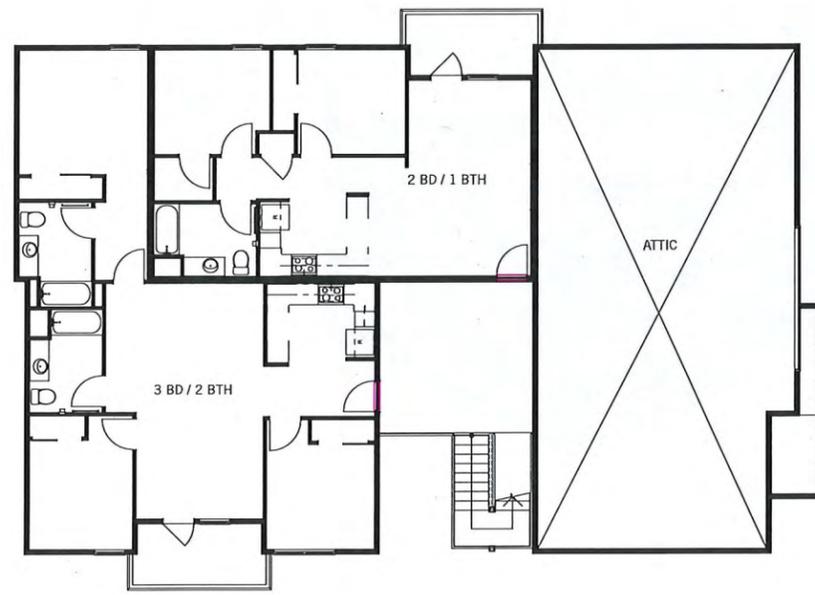
SOUTH ELEVATION



ELEVATION KEY

BIM Level: 1000/Architectural - 2020/05/15 - 170 Ridge Road - Nevada City - Project Entry: May 15, 2020, 3:52 PM

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THIRD FLOOR



SECOND FLOOR



GROUND FLOOR

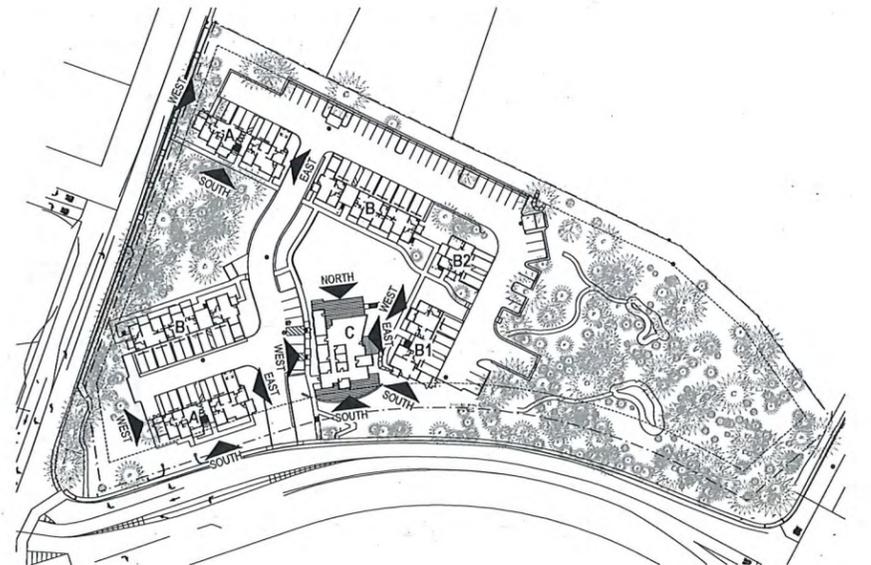




■ SOUTH ELEVATION



■ WEST ELEVATION



■ ELEVATION KEY

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■ NORTH ELEVATION



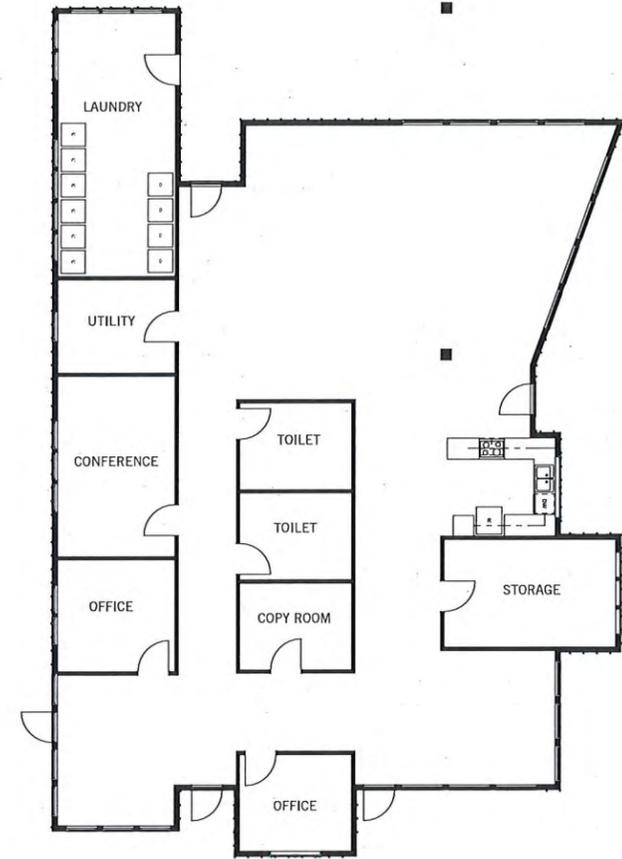
■ SOUTH ELEVATION



■ EAST ELEVATION



■ WEST ELEVATION



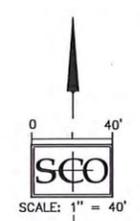
■ GROUND FLOOR



■ ELEVATION KEY



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NOTES

- 1 - CONSTRUCT ROCKERY RETAINING WALL.
- 2 - INSTALL CONCRETE CURB AND CUTTER.
- 3 - INSTALL TYPE A1-6 CONCRETE CURB.
- 4 - INSTALL ASPHALT PAVING AREA (TYP).
- 6 - INSTALL VEGETATED SWALE (NATIVE PLANTINGS) WATER QUALITY TREATMENT.
- 7 - INSTALL RETENTION POND.

	LAND USE					
	Existing			Proposed		
	SQ	AC	%	SQ	AC	%
Building Footprint	0	0		27,801	0.64	13.9%
Private Asphalt	0	0		34,090	0.78	17.1%
Right of Way Asphalt	0	0		353		0.2%
Concrete	65	0	0%	6,775	0.15	3.4%
Open Space	199,831	4.59	100%	130,812	3.02	65.5%
TOTALS	199,831	4.59	100%	199,831	4.59	100.0%

LEGEND	
	EXISTING TOPOGRAPHY (1' CONTOUR INTERVALS)
	PROPOSED TOPOGRAPHY (1' CONTOUR INTERVALS)
	ROCK-LINED DITCH
	PROPOSED VEGETATED SWALE (NATIVE)
	PROPOSED 4-6" LANDSCAPE STORM DRAIN
	PROPOSED HDPE STORM DRAIN (10-15")
	PROPOSED STORM DRAIN INLET
	PROPOSED SEWER PIPE
	PROPOSED SEWER CLEANOUT TO GRADE
	PROPOSED WATER LINE
	PROPOSED DRY JOINT UTILITY TRENCH
	PROPOSED ROCK RETAINING WALL
	EXISTING SEWER PIPE
	EXISTING WATER PIPE
	EXISTING TREES TO REMAIN
	PROPOSED RETENTION BASIN
	PROPOSED ASPHALT SURFACE
	PROPOSED CONCRETE SURFACE
	PROPOSED TRASH ENCLOSURE
	PROPOSED ELECTRICAL TRANSFORMER
	PROPOSED JOINT UTILITY TRENCH
	PROPOSED FIRE HYDRANT

EARTHWORK QUANTITIES
 THE FOLLOWING ESTIMATED QUANTITIES ARE GIVEN FOR INFORMATION ONLY.

TOTAL CUT:	4,362 C.Y.
TOTAL FILL:	2,171 C.Y.
NET:	2,809 C.Y. IMPORT

ASSUMPTIONS:
 FILL FACTOR = 1.0
 CUT FACTOR = 1.0
 CLEARING LOSS = ASSUMED 4 INCHES
 UTILITY TRENCH / INFILTRATION SPOOLS INCLUDED IN THIS CALCULATION.

DESIGNED: JTB	DATE	NO.	REVISIONS	DATE	DATEWAY: 2020
DRAWN: JTB					
PROJ. NO: 202006					
DWG. SEE DAY STAMP					

CASHIN'S FIELD AFFORDABLE HOUSING
 PRELIMINARY GRADING, DRAINAGE, AND UTILITIES

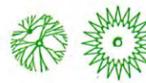
CITY/TOWN/COUNTY: CALIFORNIA

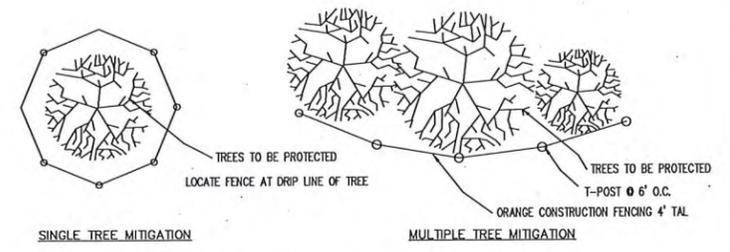
GRASS VALLEY
 (930) 272-5841
 TRUCKEE
 (930) 882-4043
 FAX: (930) 272-5880

2 OF 3



LEGEND:

-  EXISTING TREE, SEE ARBORIST REPORT FOR TYPE & SIZE
-  TREES TO BE REMOVED - ± 89 TREES OF 375 TREES

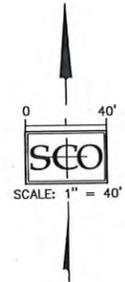


NOTE:
SEE DEVELOPMENT CODE SECTION 18.30.155
TREE PRESERVATION WHICH INCLUDES FENCING AT THE DRIPLINE OF ALL TREES,
NO GRADE CUTS OR FILL WITHIN SIX FEET OF THE TRUNK OF A TREE TO BE
RETAINED OR WITHIN THE DRIPLINE, PAVING WITHIN THE DRIPLINE SHALL BE
STRINGENTLY MINIMIZED WITH NO PAVING WITHIN SIX FEET OF THE TRUNK.

1 CONSTRUCTION & TREE PROTECTION FENCING
NTS

NOTES

- 1. NOT IN USE



TREE REMOVAL PLAN
1" = 40'

DESIGNED: JTB	DATE	NO.	REVISIONS
DRAWN: JTB			
PROJ. NO: 202006			
DWG. SEE DAY STAMP			
DATE: MAY 2020			

CASHIN'S FIELD AFFORDABLE HOUSING
 PRELIMINARY TREE REMOVAL PLAN
 CITY/TOWN/COUNTY CALIFORNIA

SCO
 PLANNING
 ENGINEERING
 & SURVEYING

GRASS VALLEY
 (530) 272-5841
 TRUCKEE
 (530) 582-4043
 FAX (530) 272-5890

3 OF 3





NOTES

- PRESERVATION OF EXISTING VEGETATION**
EXISTING VEGETATION TO REMAIN SHALL BE PROTECTED FROM IMPACTS DURING CONSTRUCTION. AREAS OF EXISTING VEGETATION SHALL BE MANAGED FOR FIRE FUEL REDUCTION AND DEFENSIBLE SPACE. FIRE MARSHAL SHALL BE CONSULTED FOR REQUIREMENTS IN REGARD TO THINNING AND PRUNING OF EXISTING VEGETATION.
- LANDSCAPE PLANTING**
THE PROPOSED PLANTING PALLET SHALL STRESS INDIGENOUS, ADAPTIVE AND DROUGHT-TOLERANT PLANT MATERIALS WHEREVER POSSIBLE. THESE SPECIES WILL MINIMIZE THE USE OF EXTENSIVE WATER, FERTILIZERS, HERBICIDES, AND OTHER INTERVENTION. APPROPRIATE PLANTINGS WILL ALSO PROVIDE REPLACEMENT OF HABITAT FOR NATIVE BIRD, INSECT, AND ANIMAL POPULATIONS. PLANTINGS SHALL BE HYDROZONED-IN GROUPING OF LIKE-WATER USAGE FOR MAXIMUM WATER CONSERVATION. ALL NEW SLOPES SHALL RECEIVE PERMANENT EROSION CONTROL EITHER HYDROSEEDED NATIVE GRASS AND WILDFLOWERS OR GROUNDCOVERS.
- LANDSCAPE IRRIGATION**
ALL IRRIGATION SYSTEMS SHALL BE DESIGNED TO MINIMIZE THE AMOUNT OF WATER USED FOR IRRIGATION PURPOSES. AUTOMATIC SYSTEMS WILL INCLUDE DRIP SYSTEMS, WATER SENSORS, AND CHECK VALVES TO PREVENT LOW POINT DRAINAGE.

McPROUD & ASSOCIATES
LANDSCAPE ARCHITECTURE
115 105 2900
PHONE / FAX: (950) 265-6690
15800 CEMENT HILL ROAD, NEVADA CITY, CALIFORNIA 95959

TITLE	SCHEMATIC LANDSCAPE PLAN	
SCALE	1" = 30'-0"	REVISIONS
DATE	6-4-20	

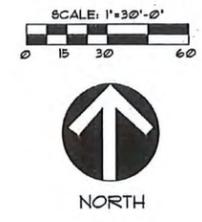
CASHIN FIELD AFFORDABLE HOUSING
170 RIDGE ROAD
NEVADA CITY, CALIFORNIA 95959

DRAWING NO. 1-01

PLANTING PALLET

PLEASE NOTE: The following Planting Pallet is meant to give indicate the intention and general flavor of the landscape plantings for the project. Final planting plans may include other species not indicated on this Pallet.

<p>EXISTING TREES TO REMAIN To be protected from impacts during construction</p> <p>SIGNATURE CANOPY TREE To provide shade and fall color (18 / 15 GALLON SIZE) Species to include: Sugar Maple - <i>Acer saccharum</i> 'Bonfire'</p> <p>SMALL TO MEDIUM SIZE ACCENT TREES For seasonal interest in smaller spaces (13 / 10 GALLON SIZE) Species to include: Western Redbud - <i>Cercis occidentalis</i> California Ash - <i>Fraxinus dipetala</i> Strawberry Tree - <i>Arbutus unedo</i></p> <p>NATIVE EVERGREEN TREES To provide screening and enhancement of Scenic Corridor (13 / 10 GALLON SIZE) Species to include: Incense Cedar - <i>Calocedrus decurrens</i> California Bay - <i>Umbellularia californica</i></p> <p>LARGE NATIVE TREES (4 / 10 GALLON SIZE) Species to include: California Black Oak - <i>Quercus kelloggii</i></p>	<p>LOW ORNAMENTAL SHRUBS Planting will complement building architecture and provide seasonal interest with flowers, foliage color and contrasting textures. (48" ON CENTER / 5 GALLON SIZE) Species to include: Barberry - <i>Berberis</i> species Sarcococca ruscifolia - Fragrant Sarcococca Oregon Grape - <i>Mahonia</i> species Currant - <i>Ribes sanguinum</i> Dwarf Pomegranate - <i>Punica granatum</i></p> <p>TALL EVERGREEN SHRUBS FOR SCREENING (6' ON CENTER / 5 GALLON SIZE) Species to include: Holly Leaf Cherry Laurel - <i>Frnxus ilicifolia</i> California Coffeeberry - <i>Rhamnus californica</i> California Wax Myrtle - <i>Myrica californica</i> California Silk Tassie - <i>Garrya elliptica</i></p> <p>GROUND COVERS (30" ON CENTER AVERAGE / 1 GALLON SIZE) Species to include: Stonewort - <i>Saxum</i> species Bearberry - <i>Arctostaphylos uva-ursi</i> Thyme - <i>Thymus</i> Lamb's Ears - <i>Stachys byzantina</i></p>	<p>PERENNIAL COLOR BEDS TO BE PLANTED WITH PERENNIALS IN FOCAL POINT AREAS FOR SEASONAL COLOR (30" ON CENTER AVERAGE / 1 GALLON SIZE) Species to include: Sage - <i>Salvia</i> species Mexican Daisy - <i>Erigeron karvinskianus</i> Germander - <i>Teucreum</i> species Lavender - <i>Lavandula</i> species Catmint - <i>Nepeta faassenii</i> California Fuchsia - <i>Zauschneria californica</i> Coral Bells - <i>Heuchera</i> species Penstemon - <i>Penstemon</i> species</p> <p>BIOSWALES AND RETENTION BASINS FOR STORMWATER TREATMENT TO BE PLANTED WITH NATIVE RIPARIAN VEGETATION. (1 GALLON AND 5 GALLON SIZE) Species to include: Rastwig Dogwood - <i>Cornus stolonifera</i> Western Spicabush - <i>Calycanthus occidentalis</i> Douglas Iris - <i>Iris douglasiana</i> Blue-Eyed Grass - <i>Sisyrinchium bellum</i> California Blue Elderberry - <i>Sambucus nigra</i> ssp. <i>caerulea</i> Dear Grass - <i>Muhlenbergia rigens</i> Creeping Red Fescue - <i>Festuca rubra</i></p>
--	--	---



SEWER STUDY

CASHIN FIELD AFFORDABLE HOUSING



Prepared for:

Nevada City Engineering Department
317 Broad Street
Nevada City, CA 95959
T (530) 265-2496

Prepared by:

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May, 2020

I. INTRODUCTION

A. PURPOSE STATEMENT

This Sewer Study was prepared by SCO Planning & Engineering, Inc. at the request of Nevada City. The purpose of this study is to:

- ◇ Provide a sewer analysis to Nevada City that describes sewer infrastructure needs and potential impacts associated with the proposed project.
- ◇ Calculate sewer flow at discharge point based on similar municipal design standards applied to the proposed project.
- ◇ Determine capacity of offsite gravity sewer reaches, additional project flow and impact to downstream sewer system.

B. STUDY AREA

The areas included in this study is the Cashin Field Property located along the north side of Ridge Road between Searls Avenue and Zion Street. (See Figure A).

C. EXISTING CONDITION

The site is composed of primarily undeveloped land. There are existing concrete sidewalks at the property lines along Searls Avenue, Ridge Road and Zion Street. The sidewalk along Zion Street is supported by a sloping rock-faced retaining wall. Inconsistent fencing runs the length of the north property line. Access to the site is a driveway entrance with a rock-faced retaining wall at Ridge road near to the intersection of Zion Street and Ridge Road. The land is comprised of a large open area in the central to west side. There are many coniferous trees (350-360) and a variety of deciduous trees (20-30) ranging in sizes from 6 to 60" in diameter. High point of the property is at the West corner near the Zion Street and Ridge Road intersection. Contours shed from there toward the North Eastern side of the property and then follows the North property line easterly toward Searls Avenue. There is one 18" culvert at the south-easterly corner of the property crossing under Searls Avenue into the CalTrans right of way.

D. PROPOSED SEWER ADDITION

There are two sewer conveyance mains (Zion Street, Searls Avenue) that could serve the site. Based upon site grading which is sloping away from Zion and the existing wall along Zion, sewer discharge is proposed to flow easterly to the existing facilities at Searls Avenue.

E. PROPOSED PROJECT

The project and development consist of:

- 58 Affordable Residential Units.
- 1 Community Office Building with 2 Employees

II. DESIGN CRITERIA

A. UNIT FLOW FACTORS

Average Flow determination is based on the following wastewater generation factors obtained from Nevada City General Plan, Table 1:

Residential:	$Q_{ave} = 150 \text{ (gal/day)/ unit}$
Office:	$Q_{ave} = 25 \text{ (gal/day)/employee}$

Factored Flow is calculated by multiplying the average flows shown above by a safety factor of 2.0.

Peak Flow is calculated by multiplying factored flow by peaking factor to account for variations in infiltration, inflow and domestic flow.

$$\text{Peak Factor Equation: } Q_{peak} = 10(2Q_{ave})^{0.8}$$

B. PIPE CAPACITY

Pipe Capacity was calculated using Manning's Equation for Peak Flow with pipe flowing at depth equal to 70% of pipe diameter.

Used Manning n = 0.013 for PVC pipe

The reach of sewer main with the assumed flattest slope was used to calculate maximum allowable discharge. See Pipe Flow Capacity Calculations, Exhibit B.

III. FLOW CALCULATIONS

A. Proposed Onsite Contributing Flows

Areas A & B are per the currently proposed Development totaling 58 Residential units and 1 Community Office Building. Flow calculations as shown on Exhibit 'B' are summarized as follows:

	AVERAGE FLOW (gpd)	FACTORED FLOW (gpd)	PEAK FLOW (gpm)
Calculated Flow Area A	8,700	17,400	
Calculated Flow Area B	50	100	
Total Flow	8,750	17,500	74

IV. RESULTS AND CONCLUSIONS

Gravity Sewer Flow Capacity – Searls Avenue

Gravity sewer flow capacity for existing 6" gravity sewer main in Searls Avenue was analyzed for flattest slope using 70% max. depth flow requirement. Based on As-Built drawings provided by the city, the shallowest reach occurs between Station 29+63.70 and 31+00. The existing pipe has sufficient capacity for the proposed project.

Existing 6" sewer, flattest slope = 0.005

Allowable flow = 0.33 cfs. (70% depth)

Actual flow for existing plus proposed project = 0.16 cfs (34% depth)

Based on the short reach of shallow sloping sewer pipe ($s = 0.005$) along Searls Avenue which transitions quickly to a steep slope ($s = 0.047$), any additional flow would successfully flow downstream.

Summary

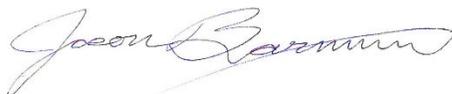
In summary, the proposed project could be served by the existing sewer line at Searls Avenue.

City Public Works Department - Water/Wastewater Division should verify/confirm if there are any deficiencies with the existing system. The extent of repairs/upgrades and obligation for improvements should be determined by the City.

If additional improvements are required by the City, then properties being served by the proposed sewer infrastructure shall pay their fair share for the cost of improvements based on their percentage of flow contribution to the system. Specific financing requirements, improvement obligations, fees, dedications, maintenance, and reimbursements shall be detailed in some form of agreement between the developer and Nevada City prior to construction.

Please contact our office at (530) 272-5841 if you have any questions or requests for additional information.

SCO PLANNING & ENGINEERING, INC.



Jason Barnum, P.E.
Civil Engineer

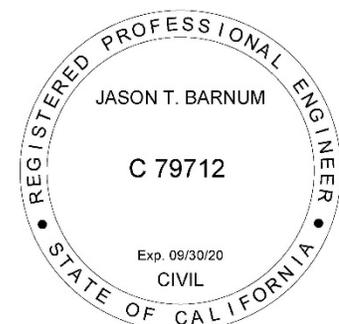
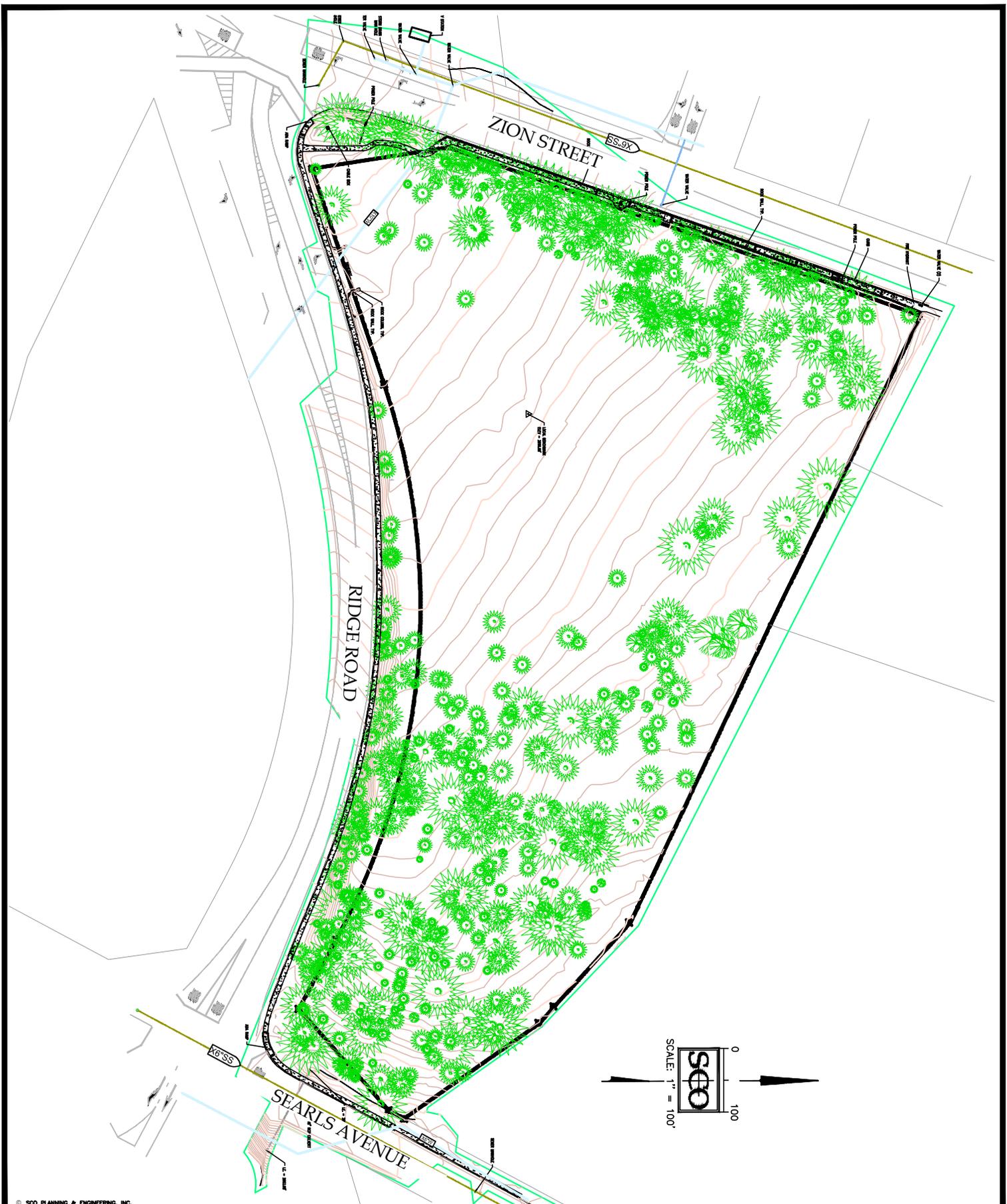


FIGURE A



© SEO PLANNING & ENGINEERING, INC.

GRASS VALLEY
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TRUCKEE
530-582-4043
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CASHIN FIELD AFFORDABLE HOUSING OVERALL SITE PLAN

CALIFORNIA

DESIGNED:

DATE:
MAY, 2020

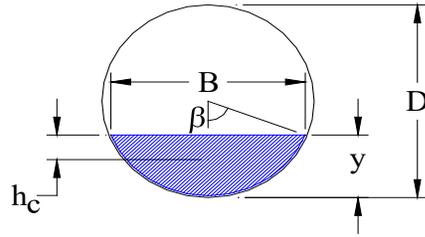
EXHIBIT B

SEWER DESIGN FLOW CALCULATIONS

DESCRIPTION	SINGLE-FAMILY		OFFICE (2 EMPLOYEE)		AVERAGE FLOW		FACTORED FLOW (x2)		PEAK	PEAK FLOW	
	UNITS (EA)	AVE. GPD	UNITS (EA)	AVE. GPD	AVE. GPD	AVE. GPM	GPD	GPM	FACTOR	GPM	CFS
Area A	58	8700	0	0	8700		17400				
Area B	0	0	1	50	50		100				
Total - Development	58		1		8750	6.08	17500	12.15	6.1	73.75	0.16

Pipe Properties:

Peak Future Flow, Q =	74 gpm
	0.16 cfs
Pipe Dia, D =	6 in
Pipe Slope, S (ft/ft) =	0.005
Manning's n =	0.013



Flow, Manning Equation:

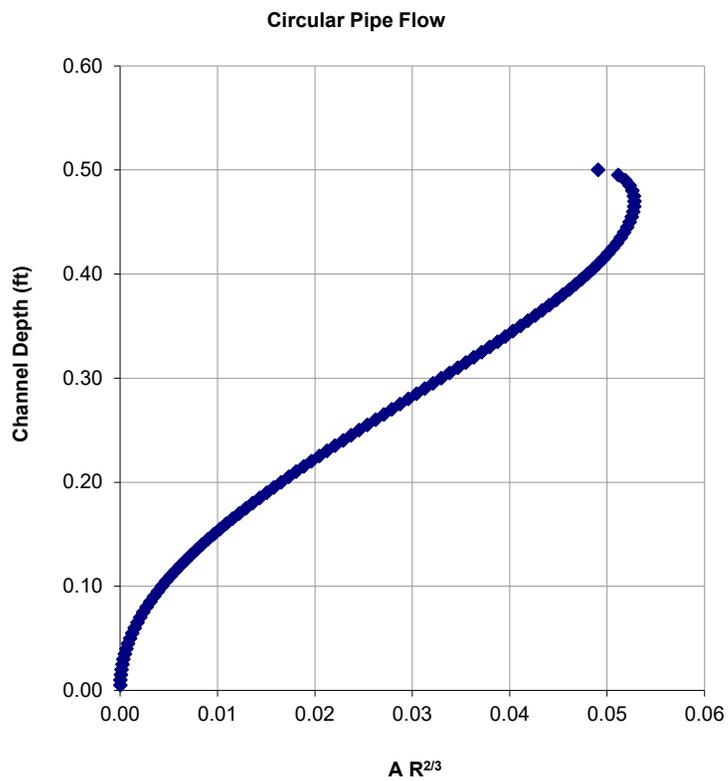
$$Q = (1.49 / n) R_h^{2/3} S^{1/2} A$$

Percentage of Flow =	0.70 %
Depth of Flow, y =	0.35 ft
Hydraulic Radius, R _h =	0.15 ft
Flow Velocity, V =	2.27 ft/s
Flow Volume, Q =	0.33 cfs
	149.5 gpm
Froude Number, F =	0.71 → Subcritical Flow
Critical Depth, y _C =	0.29 ft
Normal Depth, y _n =	0.35 ft

Area of Flow, A _f =	0.15 ft ²
Wetted perimeter, W =	0.99 ft
Top flow width, B =	0.46 ft

Pipe Unity:

0.49 %



DRAINAGE REPORT

CASHIN'S FIELD AFFORDABLE HOUSING

NEVADA CITY



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MAY, 2020



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1. Project Description

The area included in this report is the Cashin'S Field Property located along the north side of Ridge Road between Searls Avenue and Zion Street. (See Figure 1).

The site is composed of primarily undeveloped land. There are existing concrete sidewalks at the property lines along Searls Avenue, Ridge Road and Zion Street. The sidewalk along Zion Street is supported by a sloping rock-faced retaining wall. Inconsistent fencing runs the length of the north property line. Access to the site is a driveway entrance with a rock-faced retaining wall at Ridge road near to the intersection of Zion Street and Ridge Road. The land is comprised of a large open area in the central to west side. There are many coniferous trees (350-360) and a variety of deciduous trees (20-30) ranging in sizes from 6 to 60" in diameter. The highest elevation of the property is at the West corner near the Zion Street and Ridge Road intersection. Contours shed from there toward the North Eastern side of the property and then follows the North property line easterly toward Searls Avenue. The average slope is around five percent downward. There is one 18" concrete pipe culvert at the south-easterly corner of the property crossing under Searls Avenue into the California Transportation (CalTrans) right of way.

2. Existing Conditions

2.1 Existing Land Uses

The land is currently undeveloped. Only foot traffic occurs through the site via sidewalks lining Searls Avenue, Ridge Road and Zion Street.

2.2 Existing Site Drainage

The Site Drainage is almost entirely by sheet flow from the highest elevation near the corner of Ridge Road and Zion Street to the lowest elevation along Searls Avenue. Along the Ridge Road property line a steep slope intersects the existing sidewalk shedding water onto the road. From there it flows east to the CalTrans right-of-way. Besides the sidewalk at the corner of Ridge Road and Zion Street, the remaining flow is directed North Easterly. Once flow reaches the North property line, a natural occurring flow line follows the fencing Easterly. The lowest elevation of the property occurs on the east property line adjacent to Searls Avenue. There, a natural flow line exists toward the South-Eastern corner where an 18" concrete pipe culvert crosses under Searls Avenue in the CalTrans right-of-way. From there a steep hillside daylights flow into a concrete lined ditch which it then flows into a larger 36" concrete culvert under highway 20/49 toward Deer Creek.

2.3 Existing Hydraulics

There are no existing hydraulics besides the one 18" concrete pipe culvert at the low elevation point of the property. Since no net flow will be added to the site, no calculations are necessary on this culvert.

2.4 Existing Soils Data

Location on site	Perc Test #	Min Field Infiltration Rate (in/hr)*	Min Field Infiltration Rate (Gal/hr/SF)*	MAX DESIGN Infiltration (in/hr)**	MAX DESIGN Infiltration Rate (Gal/day/SF)**
SW PL corner	P-A	2.3	0.3	0.8	0.09
NW PL corner	P-B	3.0	0.4	1.0	0.12
PL adjacent to H&K office	P-C	18.3	2.2	6.1	0.75
East slope towards Searls	P-D	4.0	0.5	1.3	0.16

* = No Factor of Safety or Mounding Analysis

**= 3.0 F.O.S.

2.5 Groundwater

Geotechnical investigation revealed no groundwater seepage into test trenches. Groundwater was not encountered.

3. Proposed Conditions

3.1 Proposed Land Uses

The land is to be used for the purpose of Affordable Housing. This will include a community building, four building groupings and a central recreation area. Concrete sidewalks will connect the buildings and recreational areas. Parking will be provided on asphalt pavement and/or concrete. Due to the sloping nature of the site, grading will be required for the development.

3.2 Proposed Site Drainage

Drainage of the proposed site will result in no net additional outflow. Pre-treatment and infiltration will be provided prior to discharge at the existing 18" concrete pipe culvert. Improvement to the existing sheet flow will be provided by splitting the developed area of drainage into two zones.

The first zone will move storm water from the community building and the first group of buildings adjacent to Ridge Road along the south-easterly ridge line. Inlets will be provided at all low points transferring water to an underground pipeline. The pipeline will daylight east of the development into a rock-lined ditch. Infiltration will occur along the ditch until it reaches a retaining pond for pre-treatment. The outlet will again be a rock-lined ditch to the existing 18" concrete pipe culvert where it will exit the site.

The second zone will move storm water northward along the driveway passed the first building group and community building. Along both sides of the crowned drive will be rock-lined ditches moving any storm water outside of the first zone to area drains. These drains will be connected by underground pipes. The impervious sidewalks and parking at the north side of the property will all sheet flow into low-point drain inlets along curbing and gutter. Piping from the area drains will be connected to piping from the low-point

drain inlets. Similarly, the recreational area and impervious areas at the north-east part of the development will have area drains and drain inlets connected to the same piping system. Outflow of this zone will occur east of the parking near the north side of the property. Daylight will be into a rock-lined ditch for infiltration. Again, pre-treatment will be at a retention pond within the forested area east of the development. From there another rock-lined ditch will carry runoff to the existing 18" concrete pipe culvert exiting the site.

Besides these two zones, the Ridge Road and Zion Street corner sidewalk shed remains unchanged. The same is true of the Ridge Road sidewalk and the slope it intersects. No changes occur at these locations, therefore; it is left out of the analysis. Only the development area is analyzed.

4. Hydrologic and Hydraulic Calculations

4.1 Methodology

Hydrology calculations for the project site are provided herein per the Nevada County Design Standards. Pre- and Post-Development hydrology analyses include calculation of impervious surfaces for the purpose of determining impacts of the proposed development. Peak flows were determined for 10- and 100-year storm events.

The post-development rate and volume will be reduced to or below the pre-development rate and volume with infiltration, retention facilities and BMP's identified herein. Onsite retention facilities will reduce the post-development flow by attenuating the peak flow. Post-Mitigated (after retention) Flow calculation is based on Federal Highway Administration Hydraulic Design of Highway Culverts. Hydraulic Design Series No. 5 (HDS-5).

4.2 Existing Conditions and Results

The existing conditions of the site drainage are intact. The only storm drain on the site, located at the east side of the property, is in good condition. There are no signs of back flow or deficiencies in the size and location. Pre-development flow calculations (Plate 1) are based on 4.82 acres with sheet flow over 740 feet at an average slope of 5 percent. With natural runoff and the site slope, permeability, vegetation, and surface type, 10-year flow rates are 2.28 cubic feet per second. 100-year flow is 4.82 cubic feet per second.

4.3 Proposed Conditions and Results

The proposed drainage will be split into two zones as mentioned above. The first zone, **A-2**, represents **1.04** acres of the development. Impervious surfaces will be from the building roofs, sidewalks, asphalt pavement and concrete flatwork. This represents **0.72** acres, with the remaining area being landscaped or natural surface. Channel flow will occur in a concrete valley gutter in two locations. The first area is located at the west parking area for a length of **128** feet at **1.0** percent. The second area is located at the entrance to the site along the east side of the driveway for a length of **50** feet at **5.0** percent. The rest of the parking will sheet flow to one of four drain inlets. Underground piping will then convey drainage in high density polyethylene piping to daylight into a rock-lined drainage ditch. The drainage ditch flows roughly **100** feet into a retention pond. The retention pond is sized to retain **2200** cubic feet of storm water. Outflow of the pond again flows into a rock-lined ditch roughly **130** feet to the existing drainpipe.

The second zone, **A-3**, represents **3.78** acres of the development. Impervious surfaces will be from the building roofs, sidewalks, asphalt pavement and concrete flatwork. This represents **0.84** acres, with the remaining area being landscaped or natural surface. Channel flow will occur in a concrete valley gutters located at various locations between parking islands. Each gutter is sloping at **1.0** percent for a combined **354** feet. The rest of the parking will sheet flow to one of four drain inlets. Underground piping will then convey drainage in high density polyethylene piping to daylight into a rock-lined drainage ditch. The drainage ditch

flows roughly 160 feet into a retention pond. The retention pond is sized to retain 1500 cubic feet of storm water. Outflow of the pond again flows into a rock-lined ditch roughly 150 feet to the existing drainpipe.

We have determined the difference between pre- and post-development flows, as required by county standards and the rational method. We have designed all culverts, storm drain, and outlet structures in conformance with these guidelines. A summary of the flows is included in Tables 3 and 4 of this report. The 10-year and 100-year events have been analyzed based on county rainfall intensity (D11, D12). Analysis of pre- and post-development hydrology indicates that downstream facilities will not be affected by the development.

It has been determined peak post-development flows are higher than pre-development flows. This is due to the large increase in impervious surfaces and is expected. To mitigate the additional flow, retention facilities are sized to result in no net additional flow to the existing outflow from the property. Retention facilities reduce the outflow compared to pre-development. Primarily this is accomplished through infiltration trenches and retention ponds. The retention facilities provide water quality treatment, recharge natural groundwater and attenuate peak flows thus reducing runoff volume and rate of discharge. This post-mitigated flow is based on storage routing calculations provided in the summary of this report (Table 5).

5. Water Quality Management

Storm drainage from impervious areas (roads, walks, roofs) is collected and routed through water quality treatment facilities for removal of potential pollutants. A description of each treatment facility being used for this project is provided below. This consists of a Multiple Treatment System which includes the following Best Management Practices (BMP's) in series prior to discharge of flow to existing drainage facilities.

BMP #

- | | |
|-------|--|
| TC-10 | Infiltration trenches will be installed at roof downspouts for both retention of storm water runoff and for capturing pollutants prior to entering the natural drainage course. Runoff is stored in the void space between the stones and infiltrates into surrounding soil. |
| TC-11 | Infiltration basins will be installed at the end of the biofiltration swales for stormwater runoff storage and exfiltration into the underlying soil. Pollutant removal occurs through the infiltration of runoff and the absorption of pollutants into the soil and vegetation. |
| TC-30 | Vegetated biofiltration swales will be provided at the discharge of the underground storm water piping. The swale will trap particulate pollutants, promote infiltration, reduce flow velocity, and increase time of concentration of stormwater runoff. |

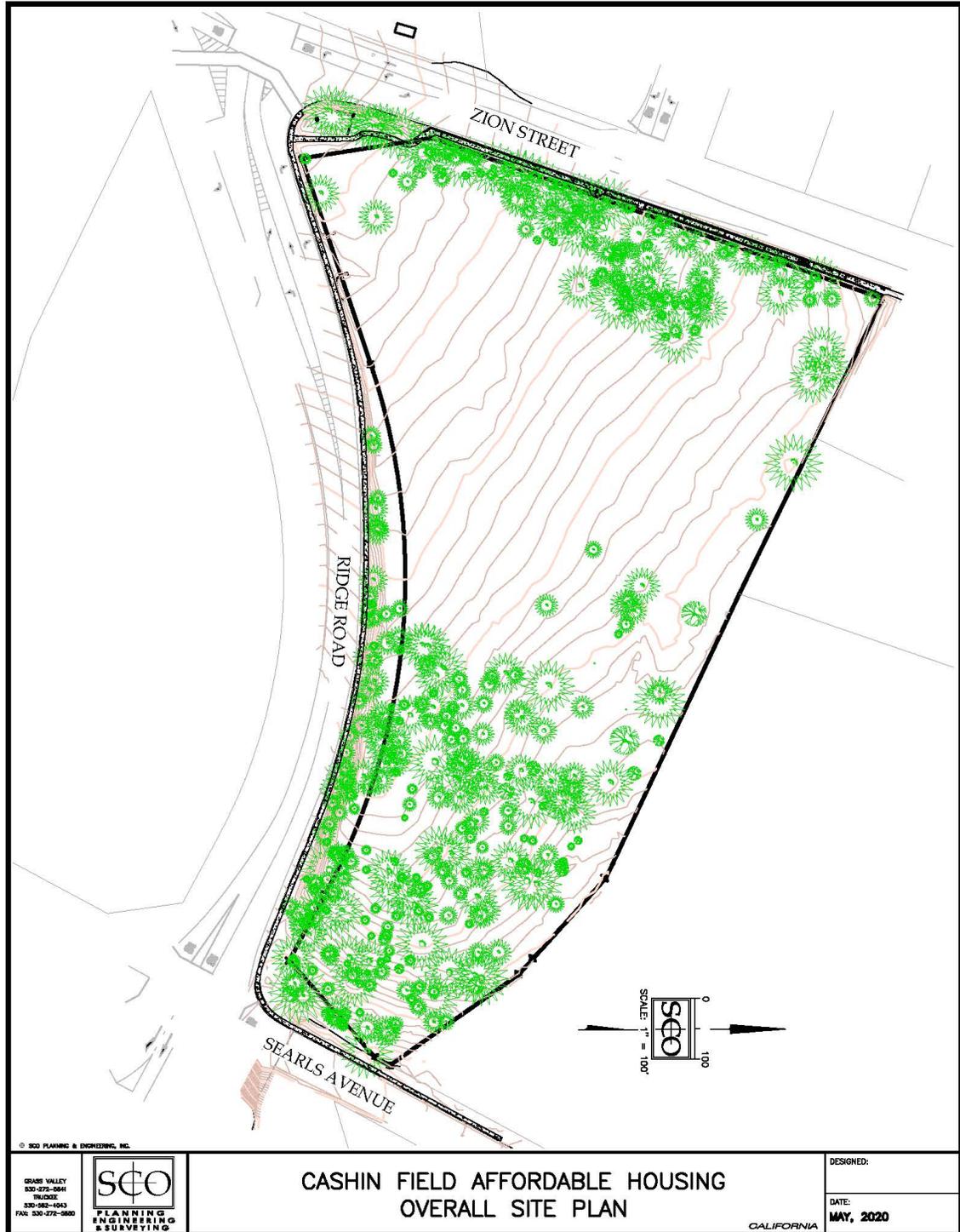
During construction, additional BMP's including temporary erosion control facilities shall be implemented to control pollutants that have a potential to affect the quality of storm water discharges from the construction site. Implementation of BMP's for Construction Activities will be in accordance with California State Water Resources Control Board (SWRCB) requirements.

6. References

Standard Drawings, 1994, County of Nevada Department of Transportation: 34-43 p.
Road Standards.

List of Figures

Figure 1: Project Location Map



List of Analysis

1: Rainfall Parameters used in Calculations (D11, D12)

NEVADA COUNTY DESIGN STORM (INTENSITY)
10 YEAR STORM DURATION IN MINUTES FOR NEVADA COUNTY

MEAN ANNUAL PRECIPITATION	5	10	15	30	60	120	180	360	720	1440
					1 HR	2 HR	3 HR	6 HR	12 HR	24 HR
INCHES	INTENSITY IN INCHES PER HOUR									
20	1.57	1.15	0.96	0.70	0.51	0.38	0.31	0.23	0.17	0.12
22	1.68	1.23	1.03	0.75	0.55	0.40	0.34	0.25	0.18	0.13
24	1.80	1.31	1.10	0.80	0.59	0.43	0.36	0.26	0.19	0.14
26	1.91	1.4	1.17	0.85	0.62	0.46	0.38	0.28	0.20	0.15
28	2.02	1.48	1.23	0.90	0.66	0.48	0.40	0.30	0.22	0.16
30	2.14	1.57	1.30	0.95	0.70	0.51	0.43	0.31	0.23	0.17
32	2.25	1.65	1.37	1.01	0.74	0.54	0.45	0.33	0.24	0.18
34	2.37	1.73	1.44	1.06	0.77	0.57	0.47	0.35	0.25	0.19
36	2.48	1.82	1.51	1.11	0.81	0.59	0.49	0.36	0.27	0.19
38	2.59	1.9	1.58	1.16	0.85	0.62	0.52	0.38	0.28	0.20
40	2.71	1.98	1.65	1.21	0.89	0.65	0.54	0.40	0.29	0.21
42	2.81	2.07	1.72	1.26	0.92	0.68	0.56	0.41	0.30	0.22
44	2.94	2.15	1.79	1.31	0.96	0.70	0.59	0.43	0.31	0.23
46	3.05	2.23	1.86	1.36	1.00	0.73	0.61	0.45	0.33	0.24
48	3.17	2.32	1.93	1.41	1.03	0.76	0.63	0.46	0.34	0.25
50	3.28	2.4	2.00	1.46	1.07	0.78	0.65	0.48	0.35	0.26
52	3.39	2.48	2.07	1.52	1.11	0.81	0.68	0.50	0.36	0.27
54	3.51	2.57	2.14	1.57	1.15	0.84	0.70	0.51	0.37	0.27
56	3.62	2.65	2.21	1.62	1.18	0.87	0.72	0.53	0.39	0.28
58	3.74	2.73	2.28	1.67	1.22	0.89	0.74	0.55	0.40	0.29
60	3.85	2.82	2.35	1.72	1.26	0.92	0.77	0.56	0.41	0.30
62	3.96	2.9	2.42	1.77	1.30	0.95	0.79	0.58	0.42	0.31
64	4.08	2.98	2.49	1.82	1.33	0.98	0.81	0.60	0.44	0.32
66	4.19	3.07	2.56	1.87	1.37	1.00	0.84	0.61	0.45	0.33
68	4.31	3.15	2.63	1.92	1.41	1.03	0.86	0.63	0.46	0.34
70	4.41	3.24	2.70	1.97	1.44	1.06	0.88	0.65	0.47	0.35
72	4.53	3.32	2.77	2.02	1.48	1.08	0.90	0.66	0.48	0.35
74	4.65	3.4	2.84	2.08	1.52	1.11	0.93	0.68	0.50	0.36
76	4.76	3.49	2.90	2.13	1.56	1.14	0.95	0.70	0.51	0.37
78	4.88	3.57	2.97	2.18	1.59	1.17	0.97	0.71	0.52	0.38
80	4.99	3.65	3.04	2.23	1.63	1.19	0.99	0.73	0.53	0.39

46	3.05	2.23	1.86	1.36	1	0.73	0.61	0.45	0.33	0.24
----	------	------	------	------	---	------	------	------	------	------

ZONE	Tcl	Tc	Tch	IL	I	IH
A-1	15	21.85	30	1.86	1.63	1.36
A-2	10	13.22	15	2.23	1.99	1.86
A-3	10	14.41	15	2.23	1.90	1.86

D11

NEVADA COUNTY DESIGN STORM (INTENSITY)
100 YEAR STORM DURATION IN MINUTES FOR NEVADA COUNTY

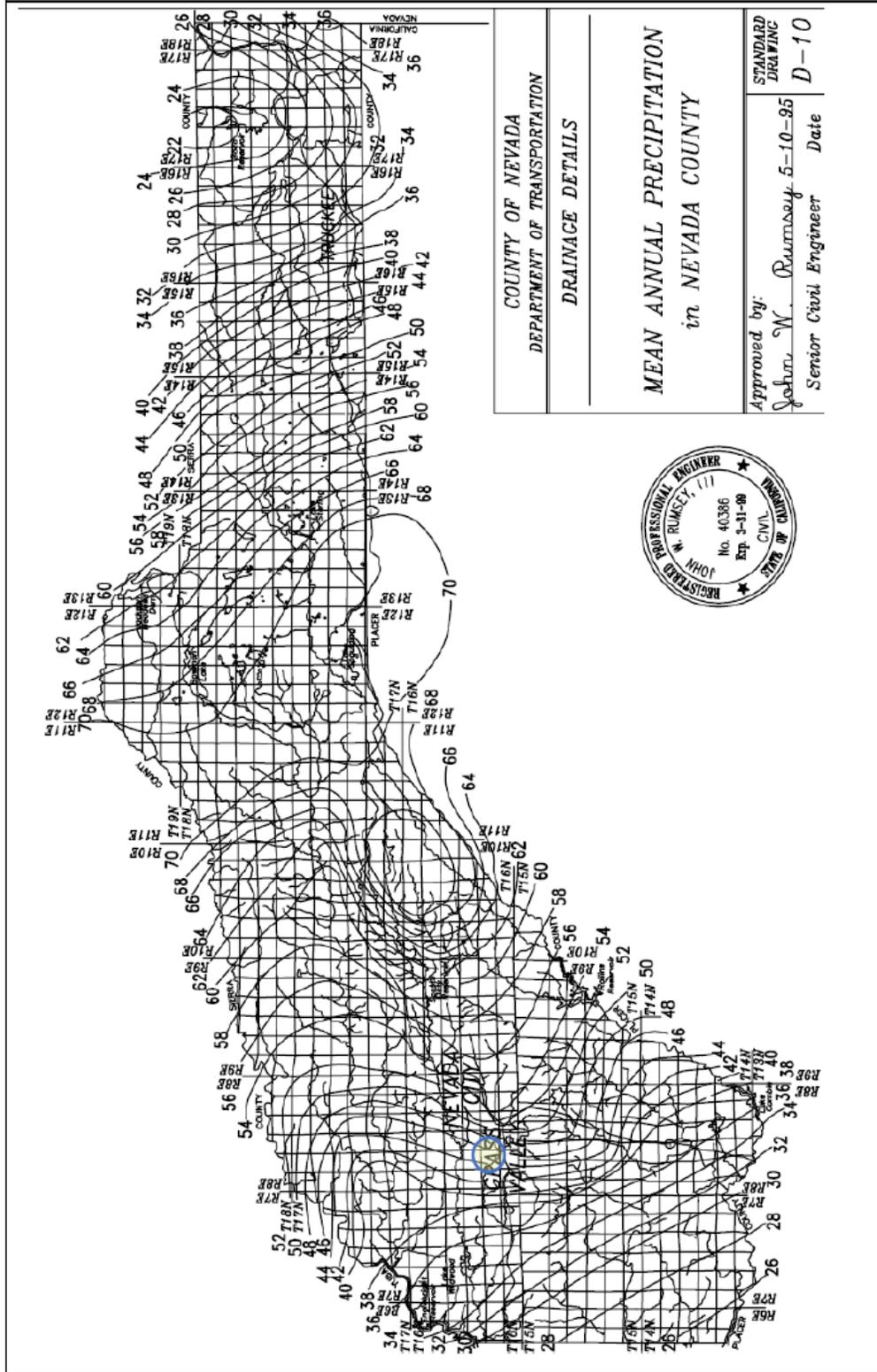
MEAN ANNUAL PRECIPITATION	5	10	15	30	60	120	180	360	720	1440
					1 HR	2 HR	3 HR	6 HR	12 HR	24 HR
INCHES	INTENSITY IN INCHES PER HOUR									
20	2.22	1.63	1.36	0.99	0.73	0.53	0.44	0.32	0.24	0.17
22	2.39	1.75	1.46	1.07	0.78	0.57	0.48	0.35	0.25	0.19
24	2.55	1.86	1.55	1.14	0.83	0.61	0.51	0.37	0.27	0.20
26	2.71	1.98	1.65	1.21	0.89	0.65	0.54	0.40	0.29	0.21
28	2.87	2.10	1.75	1.28	0.94	0.69	0.57	0.42	0.31	0.22
30	3.03	2.22	1.85	1.35	0.99	0.73	0.60	0.44	0.32	0.24
32	3.19	2.34	1.95	1.43	1.04	0.76	0.64	0.47	0.34	0.25
34	3.36	2.46	2.05	1.50	1.10	0.80	0.67	0.49	0.36	0.26
36	3.52	2.58	2.15	1.57	1.15	0.84	0.70	0.51	0.38	0.28
38	3.68	2.69	2.24	1.64	1.20	0.88	0.73	0.54	0.39	0.29
40	3.84	2.81	2.34	1.72	1.26	0.92	0.77	0.56	0.41	0.30
42	4.00	2.93	2.44	1.79	1.31	0.96	0.80	0.58	0.43	0.31
44	4.17	3.05	2.54	1.86	1.36	1.00	0.83	0.61	0.45	0.33
46	4.33	3.17	2.64	1.93	1.41	1.04	0.86	0.63	0.46	0.34
48	4.49	3.29	2.74	2.00	1.47	1.07	0.89	0.66	0.48	0.35
50	4.65	3.40	2.84	2.08	1.52	1.11	0.93	0.68	0.50	0.36
52	4.81	3.52	2.94	2.15	1.57	1.15	0.96	0.70	0.51	0.38
54	4.97	3.64	3.03	2.22	1.63	1.19	0.99	0.73	0.53	0.39
56	5.14	3.76	3.13	2.29	1.68	1.23	1.02	0.75	0.55	0.40
58	5.30	3.88	3.23	2.37	1.73	1.27	1.06	0.77	0.57	0.41
60	5.46	4.00	3.33	2.44	1.78	1.31	1.09	0.80	0.58	0.43
62	5.62	4.12	3.43	2.51	1.84	1.35	1.12	0.82	0.60	0.44
64	5.78	4.23	3.53	2.58	1.89	1.38	1.15	0.84	0.62	0.45
66	5.94	4.35	3.63	2.65	1.94	1.42	1.19	0.87	0.64	0.46
68	6.11	4.47	3.72	2.73	2.00	1.46	1.22	0.89	0.65	0.48
70	6.27	4.59	3.82	2.80	2.05	1.50	1.25	0.91	0.67	0.49
72	6.43	4.71	3.92	2.87	2.10	1.54	1.28	0.94	0.69	0.50
74	6.59	4.83	4.02	2.94	2.15	1.58	1.31	0.96	0.70	0.52
76	6.75	4.94	4.12	3.02	2.21	1.62	1.35	0.99	0.72	0.53
78	6.92	5.06	4.22	3.09	2.26	1.65	1.38	1.01	0.74	0.54
80	7.08	5.18	4.32	3.16	2.31	1.69	1.41	1.03	0.76	0.55

46	4.33	3.17	2.64	1.93	1.41	1.04	0.86	0.63	0.46	0.34
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ZONE	Tcl	Tc	Tch	IL	I	IH
A-1	15	21.85	30	2.64	2.32	1.93
A-2	10	13.22	15	3.17	2.83	2.64
A-3	10	14.41	15	3.17	2.70	2.64

D12

2: Existing Conditions Hydrologic Model Parameters (D10, D15)



COUNTY OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 DRAINAGE DETAILS

MEAN ANNUAL PRECIPITATION
 in NEVADA COUNTY

Approved by:
 John W. Ramsey 5-10-95
 Senior Civil Engineer Date

STANDARD DRAWING
 D-10

TABLE FOR ESTIMATING "C" IN RATIONAL FORMULA

UNIMPROVED AREAS						
CONDITION	EXTREME	HIGH		MODERATE	LOW	
C = SLOPE	0.36	0.28	0.15	0.15	0.10	0.05
	ABOVE 30%	30%	10%	5%	5%	0%
C =	0.20	0.15	0.07	0.04		0.03
SURFACE PERMEABILITY	BARE ROCK OR VERY THIN SOIL	IMPERVIOUS CLAYS SHALLOW SOILS	DEEP PERVIOUS LOAM, SANDY LOAM	DEEP SAND VOLCANIC ASH		
C =	0.20	0.15	0.07	0.04		0.03
VEGETATION	NONE OR VERY SPARSE	LESS THAN 20% COVERED WITH SUBSTANTIAL GROWTH	ABOUT 50% COVERED WITH HEAVY GROWTH	90% COVERED WITH HEAVY GROWTH, DEE HUMMS LAYER		
C =	0.20	0.15	0.07	0.04		0.03
SURFACE	SMOOTH SOIL, SLICK ROCK DRAINAGE FLOW CONTINUOUS	ROUGHENED SOIL OR ROCKS	DRAINAGE FLOW INTERRUPTED MANY PONDS, LAKES &	DEEP SAND VOLCANIC ASH		

IMPROVED AREAS	
SURFACE	C
ROOF SURFACES	0.95
A.C. OR P.C.C. PAVEMENT, PATIOS, DRIVEWAYS, STREETS, SIDEWALKS	0.90
LANDSCAPED AREAS	0.25
GRAVEL WALKS, ROADWAYS	0.30

D15

3: Existing Conditions Calculations (A-1)

STORM FLOW, Q = CIA			
RUNOFF COEFFICIENT, C			
RUNOFF COEFFICIENT, C		PARAMETERS	
ROOF =	0.00	AC	0.95
PAVEMENT =	0.00	AC	0.90
GRAVEL =	0.00	AC	0.25
LANDSCAPED =	0.00	AC	0.30
NATURAL =	4.82	AC	
TOTAL =	4.82	AC	
		SLOPE =	0.10
		PERMEABILITY =	0.07
		VEGETATION =	0.05
		SURFACE =	0.07
		NATURAL C =	0.29
COMPOSITE RUNOFF, C			
C (10 YEAR) =	0.29		
C (100 YEAR) =	0.43		
INTENSITY, I			
ANNUAL PRECIPITATION =		46	
SHEET FLOW, Ti		TIME OF CONCENTRATION	
LENGTH, L =	740.0	FT	
SLOPE, S =	5.0%		
Ti =	21.9	MIN	
		$T_i = \frac{0.355(CL)^{0.6}}{S^{0.3}}$ (SEE D-11/12)	
		TOTAL (Ti+Tt) =	21.9
		Tc =	21.9
			MIN
			MIN
CHANNEL FLOW, Tt		STORM INTENSITY	
LENGTH, L =	0.0	FT	
SLOPE, S =	0.0%		
VELOCITY, V =	1.0	F/S	
Tt =	0.0	MIN	
		$T_t = \frac{L}{V}$	
		I (10 YEAR) =	1.63
		I (100 YEAR) =	2.32
			IN/HR
			IN/HR
ZONE, 1			
AREA, A-1 =	4.82	AC	
DRAINAGE FLOW, Q			
FLOW, Q =	CIA		
Q (10 YEAR) =	2.28	CFS	
Q (100 YEAR) =	4.82	CFS	

4: Proposed Conditions Calculations (A-2, A-3)

STORM FLOW, Q = CIA			
RUNOFF COEFFICIENT, C			
RUNOFF COEFFICIENT, C		PARAMETERS	
ROOF =	0.21	AC	0.95
PAVEMENT =	0.39	AC	0.90
GRAVEL =	0.00	AC	0.25
LANDSCAPED =	0.20	AC	0.30
NATURAL =	0.24	AC	
TOTAL =	1.04	AC	
		SLOPE =	0.10
		PERMEABILITY =	0.07
		VEGETATION =	0.05
		SURFACE =	0.07
		NATURAL C =	0.29
COMPOSITE RUNOFF, C			
C (10 YEAR) =	0.65		
C (100 YEAR) =	0.72		
INTENSITY, I			
ANNUAL PRECIPITATION =		46	
SHEET FLOW, T_i			
LENGTH, L =	100.0	FT	
SLOPE, S =	1.0%		
T _i =	10.7	MIN	
$T_i = \frac{0.355(CL)^{0.6}}{S^{0.3}}$			
(SEE D-11/12)			
CHANNEL FLOW, T_t			
CHANNEL NO.	1		2
LENGTH, L =	128.0	FT	52.0
SLOPE, S =	1.0%		5.0%
VELOCITY, V =	1.0	F/S	2.0
T _t =	2.1	MIN	0.4
$T_t = \frac{L}{V}$			
TIME OF CONCENTRATION			
TOTAL (T _i +T _t) =		13.2	MIN
T _c =		13.2	MIN
STORM INTENSITY			
I (10 YEAR) =	1.99	IN/HR	
I (100 YEAR) =	2.83	IN/HR	
ZONE, 1			
AREA, A-2 =	1.04	AC	
DRAINAGE FLOW, Q			
FLOW, Q =	CIA		
Q (10 YEAR) =	1.36	CFS	
Q (100 YEAR) =	2.13	CFS	

STORM FLOW, Q = CIA

RUNOFF COEFFICIENT, C

RUNOFF COEFFICIENT, C				PARAMETERS	
ROOF	=	0.43	AC	0.95	
PAVEMENT	=	0.84	AC	0.90	
GRAVEL	=	0.00	AC	0.25	
LANDSCAPED	=	0.50	AC	0.30	
NATURAL	=	2.01	AC		
TOTAL	=	3.78	AC		
COMPOSITE RUNOFF, C					
C (10 YEAR)	=	0.50			
C (100 YEAR)	=	0.60			

SLOPE	=	0.10	MODERATE
PERMEABILITY	=	0.07	THIN
VEGETATION	=	0.05	60%
SURFACE	=	0.07	OPEN/FOREST
NATURAL C	=	0.29	

INTENSITY, I

ANNUAL PRECIPITATION	=	46	
SHEET FLOW, T_i			
LENGTH, L	=	75.0	FT
SLOPE, S	=	1.0%	
T _i	=	9.0	MIN
$T_i = \frac{0.355(CL)^{0.6}}{S^{0.8}}$			
(SEE D-11/12)			
TIME OF CONCENTRATION			
TOTAL (T _i +T _t)	=	14.4	MIN
T _c	=	14.4	MIN
CHANNEL FLOW, T_t			
CHANNEL NO.		1	2
LENGTH, L	=	272.0	82.0
SLOPE, S	=	1.0%	3.0%
VELOCITY, V	=	1.0	1.5
T _t	=	4.5	0.9
$T_t = \frac{L}{V}$			
STORM INTENSITY			
I (10 YEAR)	=	1.90	IN/HR
I (100 YEAR)	=	2.70	IN/HR

ZONE, 1

AREA, A-3	=	3.78	AC
-----------	---	------	----

DRAINAGE FLOW, Q

FLOW, Q	=	CIA	
Q (10 YEAR)	=	3.61	CFS
Q (100 YEAR)	=	6.14	CFS

5: Bioretention Basin Summary

AREA	Developed Areas		Total Imp. Area (sf)	0.7" Retention (cf)		Vegetation Buffer Storage (cf)		Water Inlets (cf)	Infiltration Trench Storage (cf)		Retention Pond (cf)	Actual Retention Provided (cf)
	Asph/Conc (sf)	Roof (sf)		Retention (cf)	Area (sf)	Storage (cf)	Length (lf)		Storage (cf)			
A-2	16940	9240	26180	1527	300	24	12	103	515	2123	2674	
A-3	36297	18528	54825	3198	300	24	12	140	700	1488	2224	
TOTAL	53237	27768	81005	4725							4898	

RETENTION = 96%

A-2 RETENTION POND				
ELEVATION	AREA	CONTOUR INTERVAL	VOLUME	VOLUME
ft	sq ft	ft	cf	gal
2679	1534	1	1534	11474
2678	589	1	589	4406
Total Volume =			2123	15880

Typical Infiltration Trench			
Depth	Width	Vol Factor	Volume (cf/lf)
2	5	0.50	5.00

A-3 RETENTION POND				
ELEVATION	AREA	CONTOUR INTERVAL	VOLUME	VOLUME
ft	sq ft	ft	cf	gal
2679	1112	1	1112	8318
2678	376	1	376	2812
Total Volume =			1488	11130

6: Summary of Peak Flows

SUMMARY OF PEAK FLOWS (RATIONAL METHOD)						
	Drainage Basin	Area (AC)	Response Time (min)	10-YR (cfs)	100-YR (cfs)	Onsite Retention (cf)
Pre-Development	A-1	4.82	21.85	2.28	4.82	
	Total	4.82		2.28	4.82	
Post-Dev Q's (not including onsite retention*)						
Post-Development	A-2	1.04	13.22	1.36	2.13	2674.00
	A-3	3.78	14.41	3.61	6.14	2224.00
	Total	4.82		4.96	8.27	
Post-Dev Q's (including onsite retention**)						
Post-Mitigated Flow	O-2 + A-2			-1.17	-0.40	
Post-Mitigated Flow	O-3 + A-3			1.68	4.21	
	Total Post-Mitigated Flow			0.51	3.81	

Notes:

* The post-development flow is more than pre-development flow as a result of an increase in impervious surfaces.

**The Post-Mitigated Flow includes the effect of attenuation from onsite retention facilities.

Retention facilities for this project is a vegetative buffer strip, drainage inlet sumps and roof downspout infiltration trenches

Post-Mitigated Flow calculation is based on Federal Highway Administration Hydraulic Design

$$Q_r = Q_p - S / 80t_p$$

Q_p - Peak Flow (cfs) without onsite retention
 S - Available Onsite Storage/Retention
 t_p - Time to Peak (min)

As described in FHWA's HDS-5, this calculation method is a 'quick, direct solution for the reduced outflow'. If further confirmation or analysis is needed, the full routing calculation with Stage-Storage calculations and Inflow/Outflow Hydrographs should be used.

List of Plates

Plate 1. Pre-Project Drainage Map

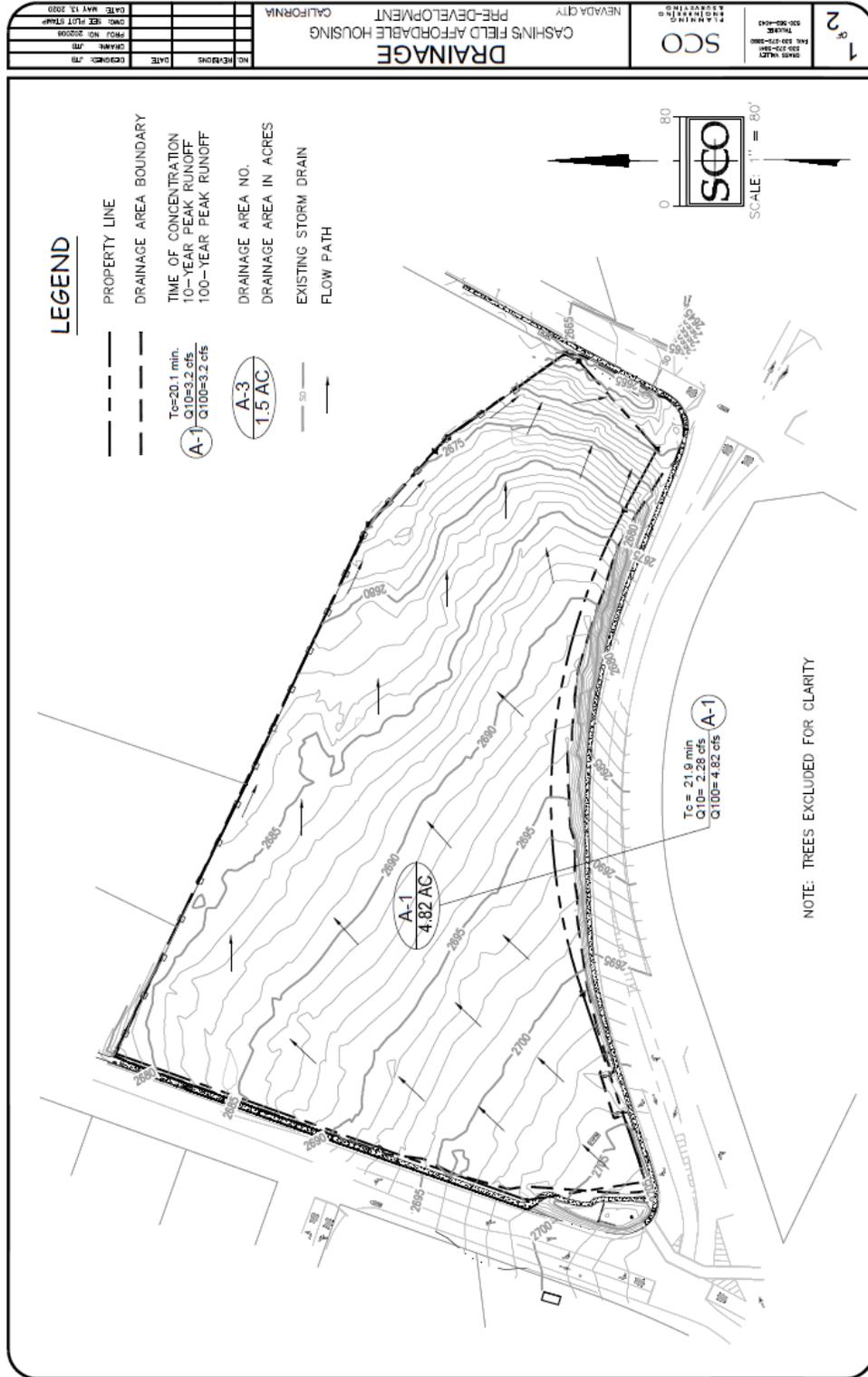
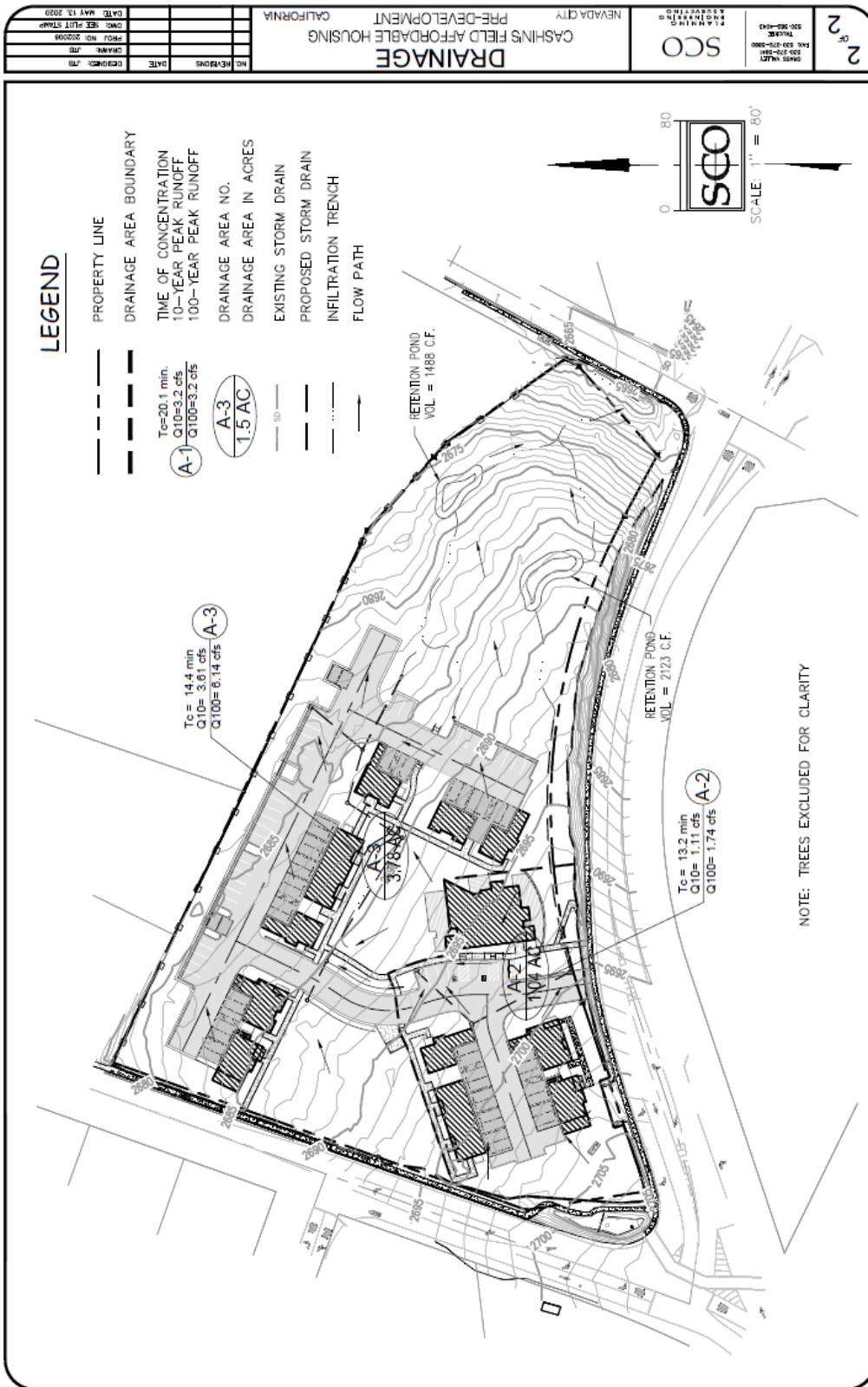


Plate 2. Post-Project Drainage Map





May 15, 2020

Laurie Doyle
Executive Vice President
Central California Housing Corporation (CCHC)
3128 Willow Avenue, Suite #101
Clovis, CA 93612

Traffic Analysis – Cashin’s Field (170 Ridge Road)

Dear Ms. Doyle,

This letter provides a summary of the traffic analysis results for the Cashin’s Field Affordable Housing project in Nevada City, CA. The proposed project is located on the north side of Ridge Road between Zion Street and Searls Avenue (APN 005-290-026) as shown on **Figure 1**. The proposed project is an affordable housing development with approximately 56 units.

PROJECT GENERATED TRAFFIC

Trip Generation

The *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE) does not provide trip generation rates for the proposed land use (affordable housing). Therefore, trip generation was estimated based on other affordable housing data. Detailed trip generation information is provided in **Attachment A. Table 1** shows the Daily, AM peak hour, and PM peak hour trip generation estimates for the proposed project.

Table 1: Trip Generation Estimates

Land Use	Units	Trips						
		Daily	AM	AM In	AM Out	PM	PM In	PM Out
Affordable Housing ¹	56 d.u. ²	307	20	5	15	24	15	9

Notes: 1. Trips were calculated based on 75% ITE trip generation rates for Multifamily Housing-Low Rise (220): Daily – 5.49, AM – 0.35, PM – 0.42

2. d.u. = Dwelling Units

Source: Headway Transportation, 2020

As shown in the table, the project is expected to generate approximately 307 Daily, 20 AM peak hour, and 24 PM peak hour trips.

Project Access

The project will access Ridge Road via one project driveway, as shown on **Figure 2**. The access point is proposed to have full movements (i.e. right-in/right-out/left-in/left-out) with side-street STOP control on the driveway approach. There is a center turn lane on Ridge Road to facilitate left turn movements to the driveway.

Trip Distribution

Project generated traffic was distributed to the surrounding roadway network based on existing travel patterns and the locations of complimentary land uses. Project trips were distributed as follows:

- ▶ 70% to/from the east toward SR 49 via Ridge Road
- ▶ 10% to/from the west via Ridge Road
- ▶ 10% to/from the north via Zion Street
- ▶ 10% to/from the south via Nevada City Hwy

The estimated project trip assignment is shown on **Figure 3**.

LEVEL OF POTENTIAL IMPACTS

Gold Flat Road Corridor Study

The *Gold Flat Road Corridor Study* (Omni-Means, 2016) analyzed the Ridge Road/Gold Flat Road Corridor between Nevada City Highway and Hollow Way. The study indentified that long-term improvements would be required at the Gold Flat Road Interchange. It is important to note that the Nevada City Highway / Zion Street / Ridge Road and Ridge Road / Zion Street intersections are anticipated to operate at Level of Service "B" or better during the AM and PM peak hours under Future Year (2040) conditions per the *Gold Flat Road Corridor Study*. The corridor study estimated the Future Year (2040) traffic volumes on Ridge Road between Zion Street and Searls Avenue to be:

- ▶ 945 AM peak hour bi-direction volume
- ▶ 940 PM peak hour bi-direction volume

Project Traffic Impacts

The proposed project is anticipated to increase the Future Year (2040) peak hour traffic volumes on Ridge Road by approximately 2.5%. The improvements at the Gold Flat Road Interchange identified in the *Gold Flat Road Corridor Study* will be needed with or without the proposed project. Additionally, the Nevada City Highway / Zion Street / Ridge Road and Ridge Road / Zion Street intersections are anticipated to operate at acceptable levels of service during the AM and PM peak hours with the addition of project traffic.



CONCLUSIONS

The proposed approximately 56 unit affordable housing project is estimated to generate approximately 307 Daily, 20 AM peak hour, and 24 PM peak hour trips. Future improvements have already been identified at the Gold Flat Road Interchange and will be needed with or without the project. The project is anticipated to increase the Future Year (2040) peak hour traffic volumes on Ridge Road by approximately 2.5%. This minor increase in traffic is anticipated to have a less than significant impact on the local roadway network.

We appreciate the opportunity to assist CCHC with this study. Please do not hesitate to call with any questions.

Sincerely,
Headway Transportation, LLC



Loren E. Chilson, PE
Principal

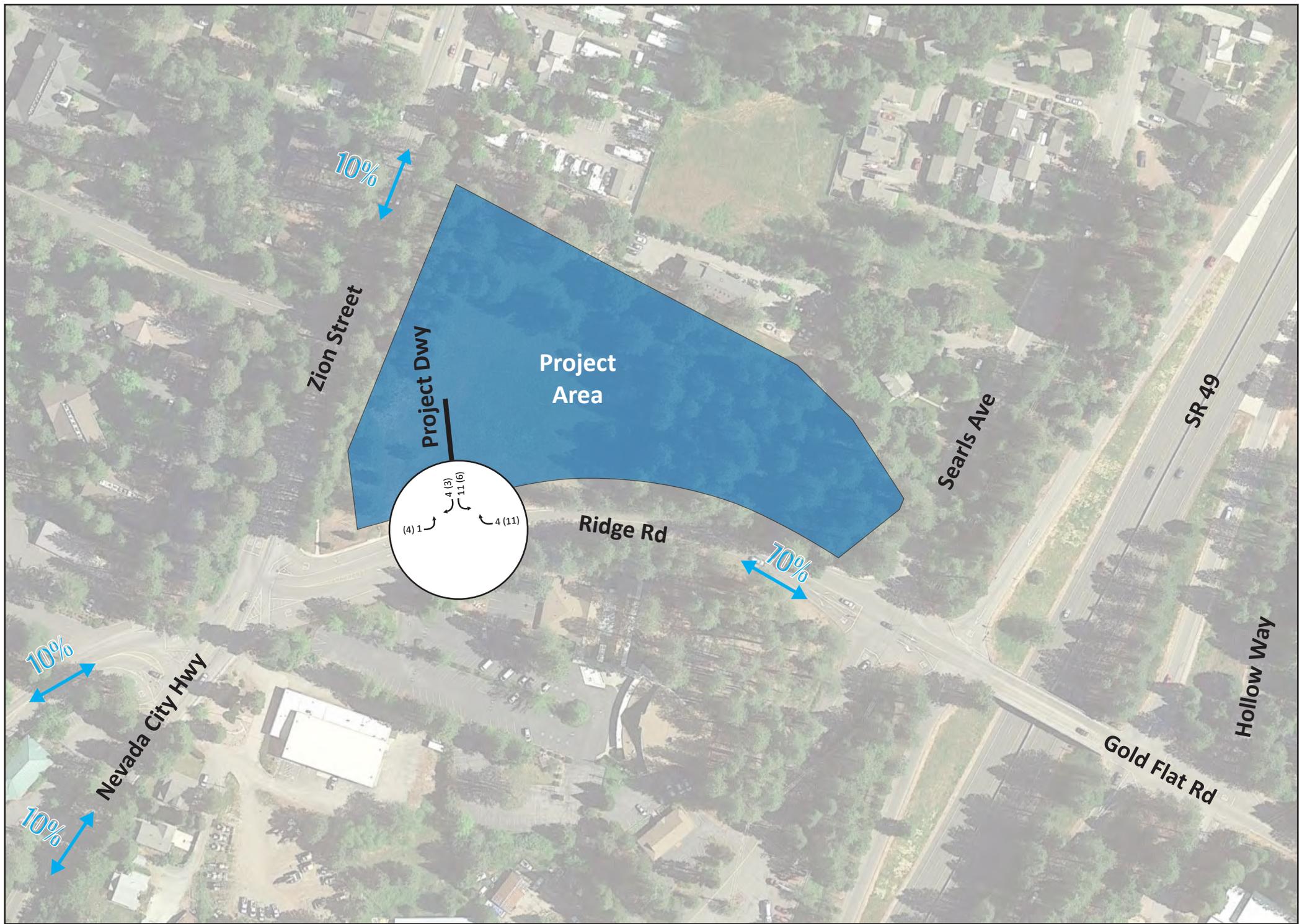
Attachments:

- ▶ Figure 1. Project Location
- ▶ Figure 2. Preliminary Site Plan
- ▶ Figure 3. Project Trip Assignment and Distribution
- ▶ Attachment A. Detailed Trip Generation Calculations



	LAND USE					
	Existing			Proposed		
	SQ	AC	%	SQ	AC	%
Building Footprint	0	0		27,801	0.64	13.9%
Private Asphalt	0	0		34,090	0.78	17.1%
Right of Way Asphalt	0	0		353		0.2%
Concrete	65	0	0%	6,775	0.15	3.4%
Open Space	199,831	4.59	100%	130,812	3.02	65.5%
TOTALS	199,831	4.59	100%	199,831	4.59	100.0%





Attachment A. Detailed Trip Generation Calculations

Cashin's Field	Quantity	Type	ADT		7:00 to 9:00 AM Peak Hour				4:00 to 6:00 PM Peak Hour			
Land Use (ITE Code)			Rate	Volume	Rate	Volume	Enter	Exit	Rate	Volume	Enter	Exit
Affordable Housing See below for Rate Information	56	units	5.49	307	0.35	20	5 23%	15 77%	0.42	24	15 63%	9 37%
Total				307		20	5	15		24	15	9

Other Affordable Housing Data

- Low Rise Apartment Building (ITE Land Use Code 220)	7.32	0.46	0.56
- San Francisco Bay Area Travel Survey, income under \$25,000	5.5	Compared to regional average of 7.6 trips or 28% reduction	
- 2001 Nat'l Household Travel Survey, low income households	4.90	26% of low income households don't own a car and only 34% of trips made by car (Use 67% of ITE Land Use Code 221)	
- Puget Sound Regional Council	5.34	Households with Income of \$30k to \$50K generate 27% less trips	
- UC Berkeley Study, downtown affordable housing	2.20	0.18	0.13
		Peak hour trip rates only 30% of ITE apartments (Land Use Code 220)	

- Use for Affordable Housing, 75% of Low-Rise Apartment Building 5.49 0.35 0.42



MEMORANDUM

To: City Council Members and Planning Commissioners
From: Crystal V. Hodgson, City Attorney
Amy Wolfson, City Planner
Date: June 9, 2020
Subject: Cashin’s Field Project’s Eligibility for Streamlined, Ministerial Approval Under California State (SB 35 (2017))

I. Overview: Streamlined Ministerial Review of Affordable Housing Project under SB 35

Among the plethora of state laws adopted in 2017 to encourage the provision of more affordable housing, SB 35 was enacted to require cities and counties to streamline review and approval of eligible affordable housing projects through a ministerial approval process. This process does not allow public hearings to consider the merits of the project; rather, only the application of objective criteria, and review strictly focused on assessing compliance with criteria required for streamlined projects as well as objective design review of the project are permitted under the new state law.¹ Projects subject to nondiscretionary review under SB 35 are not subject to review under the California Environmental Quality Act (“CEQA”).

If the jurisdiction is subject to SB 35, and the project is eligible for the streamlined processing, SB 35 specifies the timeframes within which the jurisdiction has to make a final decision on the application. Cashin’s Field is proposed at 56 units, so the City has only 90 days under SB 35 to make a final determination on the application.

II. When SB 35 Applies

Both the jurisdiction and the project must qualify under SB 35’s requirements for it to apply.

A. Jurisdictions Subject to SB 35

SB 35 applies to jurisdictions that are unable to issue a sufficient number of building permits to meet their Regional Housing Needs Allocation (“RHNA”) goals for both above income and low income units. The California Department of Housing and Community Development (“HCD”) was authorized by SB 35 to develop development guidelines implementing SB 35 and to determine if a locality is subject to SB 35.²

¹ Section 65913.4, subd. (c)(1).

² Section 65913.4, subd. (j).

Nevada City has not met its current RHNA goals for either moderate or low income housing, so HCD has determined that it is subject to SB 35 for projects that have at least 10% affordability. HCD's latest chart of jurisdiction subject to SB 35 can be found at the website footnoted here.³

Therefore, Nevada City is subject to SB 35, and must process projects with at least 10% affordability that meet SB 35's project specific criteria under the streamlined, ministerial review process set forth in SB 35.

Cashin's Field is proposed as a 100% affordable housing project, so the City must process Cashin's Field under SB 35's streamlined, ministerial review process if the project meets the criteria set forth therein.

B. Projects Eligible for SB 35 Processing

If a jurisdiction is subject to SB 35, then it must process affordable housing projects under the non-discretionary process set forth in the law⁴ when all the following criteria are met:

(1) Urban Infill. Are located in an urban area, with 75% of the site's perimeter already developed with urban uses.⁵

Projects sites are located "urban areas" if the project site is located on a parcel within an urbanized area or urban cluster, as designated by the United States Census Bureau. Nevada City is a part of the 2010 "Grass Valley" Urbanized Cluster as indicated on the following United States Census map:

https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/uc/uc34597_grass_valley_ca/DC10UC34597.pdf. Since the project is located with Nevada City, which is part of the Grass Valley Urbanized Cluster, as designated by the United States Census Bureau, it is located within an "urban area."

Cashin's Field is located at 170 Ridge Road, Nevada City, CA, with 100% of the site's perimeter already developed as urban uses. "Urban uses" are any current or former residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.⁶ Surrounding uses include a church across Ridge Road to the south, office uses to the north and across Zion Street to the west, and Searls Avenue and State Highway 20/49 to the east. A church use is considered a public institutional use and the office uses are commercial uses. Local streets and highways can be classified as either public institutional use or classified under the umbrella of "transit or transportation passenger facility."

³ See January 2018 table of jurisdictions subject to SB 35, set to be updated in July 1, 2020.

https://www.hcd.ca.gov/community-development/housing-element/docs/SB35_StatewideDeterminationSummary01312018.pdf?source=post_page----- and see Letter from HCD dated _____.

⁴ Government Code Section 65913.4. All statutory references hereinafter are to the Government Code unless otherwise indicated.

⁵ Government Code Section 65913.4, subds. (a)(2)(A) and (B).

⁶ Section 65913.4, subd. (i)(12).

Since the project site is located within an urban area with more than 75% of the perimeter sites developed as urban uses, this criteria is met.

(2) Number of Units. Propose at least two residential units (Section 65913.4(a)(1)).

Cashin's Field is proposed as a 56-unit residential affordable rental housing project. Fifty-five of the units will be income restricted to low income residents, and one unit will serve as the manager's unit. Since the unit count exceeds the minimum of 2, this criteria is met.

(3) Designated for Residential Uses. Have a general plan and/or zoning designation that allows residential or mixed-use with at least 2/3 of the square footage as residential use.⁷

Cashin's Field is located on a lot zoned as "Service Lodge" which allows for residential uses, and the project is proposed as a 100% affordable residential rental housing project. Since the project exceeds minimum residential square footage requirement, this criteria is met.

(4) Location. Cannot be located on property within any of the following areas: a coastal zone, prime farmland, wetlands, hazardous waste site, delineated earthquake fault zone, flood plain, floodway, community conservation plan area, habitat for protected species, under a conservation easement, or located on a qualifying mobile home site.⁸ The project cannot be located on property within a very high fire hazard severity zone, unless the jurisdiction where the project is located has adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.⁹

Cashin's Field is not located on a coastal zone, prime farmland, wetlands, hazardous waste site, delineated earthquake fault zone, flood plain, floodway, community conservation plan area, habitat for protected species, under a conservation easement, or located on a qualifying mobile home site.

The City of Nevada City is designated as being within the Very High Fire Hazard Severity Zone as identified by the California Department of Forestry and Fire Protection District (CalFire). The City Council adopted Ordinance 2008-06 designating the Building Official to enforce the requirements and provisions contained in Section 3203 of Title 24 California Code of Regulations in such designated zones, and all properties within Nevada City are provided fire protection. The City of Nevada City City Council adopted the most current versions of the state Building and Fire Codes (2019 versions) by Ordinance No. 2020-02, which was effective March 12, 2020. The Cashin's Field project is conditioned on meeting all requirements in the California Building Code including the specific requirements applicable to housing projects constructed within Very High Fire Hazard Severity Zones. These adopted ordinances are adequate "fire mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development" under the letter of the law and HCD's Guidelines interpreting SB 35 (<https://www.hcd.ca.gov/policy-research/docs/SB-35-Guidelines-final.pdf>); Therefore, the

⁷ Section 65913.4, subd. (a)(2)(C).

⁸ Section 65913.4, subd. (a)(6).

⁹ Section 65913.4, subd. (a)(6)(D).

project's location within a Very High Fire Hazard Severity Zone does not make it ineligible for processing under SB 35. Therefore, the project complies with this criteria.

(5) Demolition of Residential Units. The development would require the demolishing/removal of any housing units that have been occupied by tenants in the last 10 years; are subject to any form of rent or price control, or are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low incomes.¹⁰

Cashin's Field is located on a vacant lot, so no housing units will be demolished in order to develop the affordable housing project. Therefore, this criteria is met.

(6) Historic Buildings. The development would not demolish a historic structure that is on a national, state, or local historic register.¹¹

Cashin's Field is located on a vacant lot, so no historic structure will be demolished in order to develop the affordable housing project. Therefore, this criteria is met.

(7) Consistent with Objective Planning Standards. Must meet all objective general plan, zoning, subdivision and design review standards in effect at the time the application is submitted. Objective standards are those that require no personal or subjective (discretionary) judgment, and must be verifiable by reference to an external and uniform source available prior to submittal.¹²

Staff has reviewed the project to determine if it meets all of the City's current general plan, zoning, subdivision and design review standards that were in effect at the time the application for the project was submitted. The applicant has requested two incentives under California Density Bonus Law as follows:

(a) Increase in building height from the standard maximum of 40 feet to 46 feet in the areas indicated on the project's elevation details; and

(b) Incursion on required setbacks, to allow for up to an 8-foot encroachment within the standard 10-foot corner street- side setback and within the standard 25-foot front yard setback in some areas of the project.

The City must approve these incentives (except in limited circumstances determined inapplicable by the City Attorney and City Planner), under the Density Bonus Law.

Staff has determined that the project meets all the meets all of the City's current general plan, zoning, subdivision and design review standards and other regulatory ordinances provided that the applicant fulfills all of the Site Plan and Architectural Design Conditions of Approval.

8) Prevailing Wages. If the development is not in its entirety a public work, as defined in Government Code Section 65913.4(a)(8)(A), all construction workers employed in the execution

¹⁰ Section 65913.4, subd. (a)(7).

¹¹ Section 65913.4, subd. (a)(7)(C).

¹² Section 65913.4, subd. (a)(5).

of the development must be paid at least the general prevailing rate of per diem wages for the type of work and geographic area.¹³

Pursuant to SB 35 the applicant must certify to compliance with this requirement before approval of the project.

(9) Skilled and Trained Workforce Provisions. A skilled and trained workforce must complete the development if the project consists of 50 or more units that are not 100 percent subsidized affordable housing.¹⁴

The project consists of 56 affordable residential units, but is 100% affordable, so this provision is inapplicable.

(10) Subdivisions. Does not involve a subdivision subject to the Subdivision Map Act, unless the development either (i) receives a low-income housing tax credit and is subject to the requirement that prevailing wages be paid, or (ii) is subject to the requirements to pay prevailing wages and to use a skilled and trained workforce.¹⁵

The application for Cashin's Field does not include a subdivision of the property, so this provision is inapplicable.

(11) Parking. The project must provide at least one parking space per unit; however, no parking may be required if 1) the project is located within a) one half mile of a public transit stop, b) an architecturally and historically significant historic district, c) one block of a car share vehicle station, or 2) on-street parking permits are required but not offered to the development occupants.¹⁶

The Cashin's Field project is 56 units, therefore, a minimum of 56 parking spaces must be provided. The applicant has proposed to provide 81 parking spaces with the project, which exceeds the minimum 56 spaces required, so, this criteria is met.

(12) Mobilehome Site. The project site cannot be governed by the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act.¹⁷

Cashin's Field is not located on a site governed by the Mobilehome Residency Law, Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act. Therefore, this criteria is met.

Conclusion

HCD has determined that Nevada City is subject to SB 35 for housing projects proposed to include at least 10% affordable units. Staff has determined that Cashin's Field meets all of SB 35's project

¹³ Section 65913.4, subd. (a)(8)(A).

¹⁴ Section 65913.4, subd. (a)(8)(B).

¹⁵ Section 65913.4, subd. (a)(9).

¹⁶ Section 65913.4, subd. (d).

¹⁷ Section 65913.4, subd. (a)(10).

specific criteria, provided that the applicant complies with all conditions of approval recommended by staff.

The City is not permitted under state law to apply any nondiscretionary criteria, or to subject the project to a discretionary entitlement, such as conditional use permit or discretionary architectural review. CEQA does not apply to projects subject to SB 35 processing, because the review process under SB 35 is ministerial.

May 1st, 2020

Catrina Olsen, Nevada City Manager
Nevada City Council
Amy Wolfson, Nevada City Planner
Nevada City Planning Committee
Mike Dent, Nevada County Director of Housing

Dear City Staff, Et Al;

I was very pleased to learn about the proposed development, Cashin's Field Housing, which will bring much needed housing to Nevada City. This project will go a long way in fulfilling our Housing Element goals for low and moderate-income housing.

While some community members are not in favor of such a project, mentioning "serious flaws", such as the lack of a second entrance/exit, and traffic mitigation problems at the Gold Flat/Ridge Road intersection, these problems will be addressed and remedied by the planning department and developers. Everyone is cognizant of these issues.

What will not be remedied, if this project is not approved, is the ever-increasing lack of affordable housing in Nevada City. A few vocal citizens are always disapproving of anything that will bring relief to the housing shortage and offer homes to people of low and moderate incomes. It's really time to be humane and fair. Nevada City is not a real city if it does not provide housing for all income groups. We do not want to become known as a community only for the wealthy. So lets embrace this very needed project and get it done.

Pauli Halstead
423 South Pine St.
Nevada City, Ca. 95959



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Support letters for Cashin's Field

1 message

Christopher Ring <chris@ringconsulting.net>

Mon, Jun 8, 2020 at 9:46 AM

To: "nevadacity.olson@gmail.com" <nevadacity.olson@gmail.com>, Amy Wolfson
<Amy.Wolfson@nevadacityca.gov>

Cc: Jonathan Collier <collierjonathan@gmail.com>

Hello Katrina and Amy,

We have been working with the local residents to submit support letters for the Cashin's Field Project. We have been directing everyone to send letter to Katrina, but also noticed on the ARC meeting agenda, the support letters were to go to Amy. We are requesting that any support letters that have been sent to Katrina be forwarded to Amy in order to include with the meeting today.

Thank you in advance,

Chris

Ring Consulting Services

Cell: (530)210-3636

Office: (925) 322-0976

www.ringconsulting.net



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Supporting the Cashin's Field Housing Project in Nevada City

1 message

John Lorange <human@oneandzero.com>

Mon, Jun 8, 2020 at 9:49 AM

To: nevadacity.olson@gmail.com

Dear NC City Manager:

I am fortunate enough to have been able to make my home in Nevada City for the last 10 years. Its truly a magical place IMHO. I bought into the community seeing that the towns were well loved, well-kept, and there was some promise of a decent economy. That economy depends on people at all income levels and abilities to make for a well-rounded community that caters to everyone.

I am writing to say I fully support this affordable housing project in the 7-Hills District. I think it is well thought-out, adds real value to the community, and supports its economy in the long-term while supporting people who likely have local jobs at current local pay scales. I'm 100% AGAINST the no-growth or ultra-slow-growth mindset as that will eventually doom the vibrancy of our town along with everyone's property values if they town cannot continue to attract a mix of socio-economic and age level citizens.

Please support this project, Nevada County and the town need more affordable housing!

Cheers,
John Lorange
10811 Morning Star Lane
Nevada City, CA 95959
(530)362-8118



Nevada City Public Meetings <nevadacity.olson@gmail.com>

comments on Cashin's field transportation issues

1 message

Kipchoge Spencer <kipchoge@gmail.com>

Fri, Jun 5, 2020 at 10:09 PM

Reply-To: kipchoge@gmail.com

To: amy.wolfson@nevadacityca.gov, Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cc: ReINETTE Senum <reinettesenum@gmail.com>, Duane Strawser <duanestrawser@gmail.com>, davidsparkyparker569@gmail.com, czechgirl63@gmail.com, erin4nevadacity@gmail.com

Dear Planning Commission:

I support the project and hope it happens. I also hope that it's innovative in some of the ways that are crucially important right now. Instead of focusing solely on how we're going to accommodate all the new traffic from the development, I suggest we think about how we can reduce it. With thought and willingness to think outside the old boxes, we could improve traffic flow and quality of life in the neighborhood (or at the very least not worsen it), lessen transportation-related climate impacts, increase the number of housing units without increasing the project footprint, increase mobility while decreasing living expenses for the development's residents and help create an inspiring and newsworthy new model.

Here are some ideas:

1. Mandate that the developer add an electric vehicle and electric bike sharing program to the project. This has been done in a number of low income housing projects around the country over the past few years, including in Sacramento, Portland, Boulder and Los Angeles. Although these programs can pay for themselves via usage fees, grants from the air board and from the state cap and trade fund could help pay for them, too. In some cities, grants have enabled the programs to provide the services to residents for free, dramatically lowering their monthly expenses while increasing mobility and income.
2. Use the shared vehicle program to reduce the parking requirements. Replace these parking spaces with more housing units. This would make the development less expensive to build on a per unit basis. These savings could subsidize the shared vehicle program and/or further reduce rents.

3. Offer free Gold Country Stage passes to residents and work with Gold Country Stage to consider residents' needs when adjusting routes and schedules.
4. Complete the streets. Leverage the development process to build the roundabout and add bike lanes or separated bike paths in the most needed places coming and going from the development.

Below are some notes and data on previous and contemporary approaches to these issues.

Thank you,

Kipchoge Spencer
Nevada City

The Sac Metro Air District has been awarded grant funds by the California Air Resources Board from the Greenhouse Gas Reduction Fund, which are proceeds from the State's Cap-and-Trade Program. These grant funds have been used to launch a pilot car sharing program in the greater Sacramento area to benefit disadvantaged communities. The Sac Metro Air District is partnering with Zipcar, the city of Sacramento, the Sacramento Municipal Utility District (SMUD), the Sacramento Housing Redevelopment Authority, Mutual Housing and Policy in Motion.

The CarShare program has placed battery powered electric vehicles at affordable housing communities and the Sac Valley Train Station. Using a reservation system, participants in the CarShare program, including residents of the selected communities, can access the electric CarShare vehicles for zero emission mobility. <http://www.airquality.org/Our-Community-CarShare/>

City of Los Angeles and BlueLA launched a new program to provide electric-powered car-sharing for low income communities. The funding for the project includes a \$1.7 million grant funded by cap-and-trade, plus about \$400,000 funded by the L.A. Department of Water and Power.

Among Moving to Opportunity families, those with cars were twice as likely to find a job and four times as likely to remain employed <https://www.urban.org/urban-wire/many->



Nevada City Public Meetings <nevadacity.olson@gmail.com>

In big favor of the 7 hills housing project Cashin's Field

1 message

Carol A Turner <carol.2turners@gmail.com>

Sun, Jun 7, 2020 at 2:43 PM

To: nevadacity.olson@gmail.com

Housing for our workforce has been difficult.
This project is beautiful as well as filling a great need.
I hope you go forward with this plan as designed.
Warmly,
Carol Turner

--

Carol Turner
10802 Red Dog Road
Nevada City, Ca 95959
650-255-3347



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Propose Single mother housing

1 message

Bri Griffen <brigriffen@gmail.com>

Sat, Jun 6, 2020 at 11:36 AM

To: nevadacity.olson@gmail.com

Hi-

In regards to the proposed units for low income single mother housing, Please consider this for Nevada city. Being a single mother in Nevada County for six years has been a great struggle. There aren't a lot of great work opportunities, and what you get paid and most jobs doesn't match with the rental market is here. It's very difficult for a single mother with a single income to take care of herself and her child in this county due to the low pay and the high rental costs. Thank you for considering this option so that we can focus more on our kids and stop stressing about work 40+ hours just to pay rent. Thanks for helping my little family have a better life.

Thank you
Bri Griffen
Nevada city resident
Sent from my iPhone



June 4, 2020

Board of Directors

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Jason Fountaine

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Jonathan Palmer

Mali Dyck

Mary Owens

Scott Lay

Teresa Dietrich

Tim Corkins

Honorable Nevada City Council Members,

The Executive Committee of the Nevada County Economic Resource Council (ERC) would like to express its support for Cashin's Field Affordable Housing Project proposed at corner of Ridge Road, Zion Street and Searls Avenue, Nevada City.

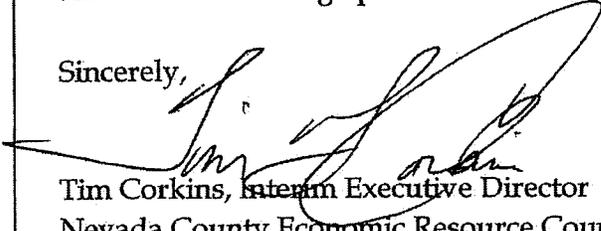
We understand the Project proposes 56 attached apartments ranging from 1 bedroom to 3-bedroom units and is being funded through FEMA Disaster Relief Funding Grant obtained by Nevada County Board of Supervisors as result of the 2018 McCourtney Road and Lobo wildfires. We believe the project location is ideal for a high-density affordable housing project. The site is within walking distance to schools, commercial and professional office services, and employment opportunities.

In addition, the project site fronts on a public transit route and has direct access to Ridge Road and nearby access to the State Hwy 20/49 minimizing traffic impacts on adjacent neighborhoods and allowing for multiple means of transportation options.

One of the major impediments to the ERC in reaching its goal of increasing the attraction, retention and expansion of local businesses and creating job opportunities is the lack of affordable housing and housing options for young families. Providing an affordable housing project adjacent to existing services with a range of unit types provides a significant step toward addressing our current housing shortage.

We applaud the City and County for taking the steps to bring about new and creative housing options for our community.

Sincerely,


Tim Corkins, ~~Interim~~ Executive Director
Nevada County Economic Resource Council

104 New Mohawk Road, Nevada City, CA 95959
www.ncerc.org 530.274.8455 info@ncerc.org



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Re: Cashin's Field Affordable Housing Project

2 messages

Michael Taylor <mjt4you@gmail.com>

Mon, Jun 8, 2020 at 9:48 AM

To: Nevadacity.olson@gmail.com

Cc: Pauli Halstead <theprimalcuisine@gmail.com>

Dear Mayor Senum and Members of the City Council,

I am writing this letter in strong support for the Cashin's Field Affordable Housing Project. I have made it my passion to create housing that is readily available for the local residents of Nevada City. We are seeing not only a statewide reduction of residents in California, but residents are also leaving Nevada City due to the lack of housing and jobs. My firm belief is that the Cashin's Field Project is going to provide the affordable housing Nevada City so desperately needs. With the current cost of housing, and the median income of our service industry employees, it is very clear to see the need for affordable housing in our community. Not only does this project help fill the need for housing, but the high-density element within walking distance to restaurants, shops, and the grocery store create an environment that reduces vehicle traffic, emissions, and promotes a healthy walkable lifestyle for many new residents and families. The Cashin's Field project has my full support, and I ask that the Council also provides it's full support for such a great project.

Sincerely,

Michael J Taylor

Sent from my iPhone

Pauli Halstead <theprimalcuisine@gmail.com>

Mon, Jun 8, 2020 at 9:54 AM

To: Michael Taylor <mjt4you@gmail.com>

Cc: Nevadacity.olson@gmail.com

Well said!

[Quoted text hidden]

--

Pauli Halstead
423 South Pine St.
Nevada City, Ca 95959
home: 530-265-6704



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin Fields project

1 message

Bob Branstrom <bobbranstrom@gmail.com>
To: nevadacity.olson@gmail.com

Mon, Jun 8, 2020 at 11:14 AM

Ms. Olson--

Please pass on my qualified support for the Cashin Fields project to the review committee.

I have been actively involved in community activities for about five years. During that time, the single issue that has always been at the top of the list has been the need for more housing, especially affordable housing.

We face difficulties here in constructing new housing, due to high land and labor costs. So, market rate housing is out of reach for many people. In short, we face an affordability gap, between what developers can afford to build and what residents can afford to pay. The only way through this is with housing subsidies.

The proposed project provides a rare opportunity to build subsidized housing. For that reason alone, I support the project. It also has other appealing features, particularly location.

However, perhaps because the architects are not from our area, they have not adequately addressed fire risk, especially the need for adequate escape routes. So, my support for the project is qualified by the need to redesign the project to add an additional exit.

Sincerely,
Bob Branstrom-----
Bob Branstrom
800 Freeman Lane No. 3
Grass Valley CA 95949

Live Work Thrive NC
10696 Cedarsong Rd
Nevada City, CA 95959
(530) 278-8177

6/08/2020

Nevada City City Council
City of Nevada City
317 W Broad Street
Nevada City, CA 95959

Dear Mayor Senum and Members of the City Council,

We are writing to you in regards to the City Council's upcoming review and approval of the Cashin's Field Project, and would like to show our support for the project. We are a new coalition working to help solve our local housing crisis by coordinating with well established businesses, nonprofits, governmental agencies and neighborhoods. Our mission: "We believe that all people who feel a deep connection to our community should have the ability to have a home, career, and culturally vibrant way of life here in Nevada County. It is our mission to provide solutions for achievable housing, economic vitality, and a soul satisfying lifestyle. Our goal is to preserve our historic rural character and enrich our culture of creativity and innovation, while ensuring our quality of life."

We believe the Cashin's Field Project provides many benefits for both the local residents and the City of Nevada City. The following is a list of the benefits we would like to bring to the Council's attention as being the most prominent:

Residential Component of Cashin's Field

California has been suffering a drastic housing shortage, which has been mirrored in our local community. People need housing urgently and we've made very little progress to come up with solutions. Meanwhile, young families are leaving and our homeless population continues to grow. Supply of local affordable housing is virtually non-existent. Current demand is creating inflated prices, while the need to keep properties maintained and up to date is very low with a captured market. Adding these affordable long-term rentals (56, 1-3 bedroom apartments) will be a huge step in helping place the many that are a waiting list of over 200 searching for affordable housing in our are.

These apartments are also very friendly to our aging population. As more and more people in our community face health concerns or loss of loved ones the need to downsize from large acreage estates

outside of town to high quality residences in town continues to grow. These market rate apartments are in close proximity to the hospital, shopping, and downtown centers, and allow for an aging person to live in freedom and dignity within their beloved community.

Quality of Life:

A huge component of our community's quality of life is due to the arts and the cultural vibrancy of the area, as well as close proximity to outdoor parks and recreation. Boutique shops and restaurants combined with breweries and social gathering places attract old and young and help build a sense of community. Encouraging this is both important to the City of Nevada City and the new tenants that will reside at the new project. Some of the features that we find especially appealing are:

- Added community gardens for all residents to maintain and use.
- Historic style architecture that ties with our cultural heritage of Nevada City
- Park-like landscaping, gathering areas, tables, benches and outdoor eating and sitting areas.

Sustainability

New studies are showing that the design of cities are playing as much a role in sustainability as technology. Walkable cities are proving to have less environmental impact, while improving health, and increasing economical contributions to their local communities. The Dorsey Marketplace is the best model for walkability in our community given our current zoning laws.

New California Building Code (CBC 2019) and Title 24 requires the project to have net zero solar infrastructure immediately. By new state mandated construction standards and efficiencies, high-density housing creates the highest emission efficiencies available.

Concerns

We have heard concerns around fire, secondary access as well as regarding the size and design of the building.

In regards to comments from and conversations with the developers they have acknowledged the issues with the fire and secondary access and have come up with appropriate alternatives to these concerns that will insure the safety of all residents of Nevada City.

As for the size and design of the project we are fully confident that this project will be successfully integrated within the neighborhood aesthetic of Nevada City. Mogavero Architects is an award winning firm, who has a strong record of understanding neighborhood concerns. It also our opinion that we could use even higher density given the magnitude of the housing crisis and the need for high quality affordable housing.

Conclusion

Through our extensive outreach throughout the community, conversing with business leaders, elected officials, executive directors of nonprofits, and most importantly the general public, we have found strong support for the Cashin's Field Project. It is a step in the right direction to solving our local affordable housing crisis and provides homes that have the ability to increase the overall quality of life. These elements align with the core values of our coalition, and we fully support the approval of the Cashin's Field Project.

Sincerely,

Jonathan Collier
Founding Member
Live Work Thrive NC

&

Chris Ring
Founding Member
Live Work Thrive NC

Amy Wolfson

From: Kathryn McCamant <kmccamant@cohousing-solutions.com>
Sent: Monday, June 8, 2020 9:53 AM
To: Amy Wolfson
Subject: Cashins Community on Ridge Road

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Amy,

As both a Nevada City home and business owner, as well as a housing advocate, I am writing to share my strong support for the proposed Cashin's Community on Ridge Road. I am excited to see housing being built so close to so many amenities. A person could live there without owning a car, a rare opportunity in Nevada County. I am familiar with the work of Mogavero Architects and Landscape Architect Jo McProud, find they are both excellent, sensitive designers that make sure it is a quality development.

Please share my support with the Design Review and Planning Commission, and any other City and County officials that will be making decisions about this new housing community. And let me know how I can assist your efforts to bring more affordable housing in our walkable neighborhoods.

Respectfully,

Katie

--

Kathryn McCamant, President
CoHousing Solutions
224 Main Street
Nevada City, CA 95959
T. 530.478.1970 C. 916.798.4755
www.cohousing-solutions.com



Amy Wolfson

From: Catrina Olson
Sent: Monday, June 8, 2020 9:13 AM
To: Amy Wolfson
Subject: FW: Cashins Field project

Catrina Olson
City Manager
City of Nevada City
(530) 265-2496 (O)
(530) 265-0187 (F)
catrina.olson@nevadacityca.gov

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From: J Janssen <jacquiesmail2010@yahoo.com>
Sent: Sunday, June 7, 2020 6:43 PM
To: Catrina Olson <Catrina.Olson@nevadacityca.gov>
Subject: Cashins Field project

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm writing in strong support of the Cashins Field project. It is vital that we have a project such as this! There may be some details to fine tune, but the project is a winner and will be an asset to the City and it's hard working residents struggling to find affordable housing!

Thanks,

Jacqueline Janssen
12 Galena Way
Nevada City

Sent from Yahoo Mail for iPhone

aurora packardThe 10 additional units should be dedicated to student housing.



10:18 AMlaurie oberholtzerIs there an ARC staff report?



10:19 AMaurora packardYouth 18-25 are among the most vulnerable in our community and at high risk of homelessness. Ensuring youth have access to affordable housing reduces the risk of this vulnerability.



10:22 AMJohn LoranceA project of this kind is overdue, I'm excited to see it in Nevada City. Valuing lower-income workers in the area ensures a diverse community and well-rounded economy.

Welcome to live chat! Remember to guard your privacy and abide by our community guidelines.

[Learn more](#)



10:33 AMTrudie Chandlersetbacks on Zion not compatible with surrounding houses and past setbacks of area, parking screening needed on Zion



10:35 AMChrisThe new access loop is wonderful! This feels much safer and easier for people to evacuate if needed.



10:35 AMJohn LoranceNice aesthetic :)



10:37 AMNevada City Public MeetingsUse this link for the staff report
www.nevadacityca.gov/files/documents/arc-CashinsSRwATT1324084036060520PM.pdf



10:37 AMJonathan CollierWell done working around the existing treescape and keeping the project secluded while maintaining the scenic corridor.



10:37 AMJonathan CollierThere should be little resident concern given that it is primarily surrounded by commercial neighbors.



10:37 AM Nevada City Public Meetings Laurie I sent you a link



10:38 AM Alana Lu This is an exciting project with lots of things to love-the solar, drainage swales, community areas! Our community NEEDS this type of housing.



10:40 AM John Lorance@Alana: agreed! This is definitely a thoughtful design and a nice use of space.



10:40 AM Alana Lu Nevada County has many wonderful community aspects. This adds a new element of inclusivity and I am excited to see what we can do!



10:42 AM Chris Ring Design features are wonderful, especially the community room design and layout.



10:46 AM Bethany Celio Really exciting project! I'm in full support. Is it possible to reduce the amount of parking? It's in such a walkable area, I think lots of residents would utilize a car share or bike share program.



10:49 AM Aurora packard This is a beautiful project that will enhance the community. I wholeheartedly support it.



10:51 AM Trudie Chandler Concerned about possible bottleneck created on Ridge Road during fire evacuation barricading access to HWY 49 for occupants of project and Business District, residents on Zion and feeder streets..



10:53 AM Trudie Chandler evacuation plan for 4 schools, churches, Providence Mine Office building, Tech Center, Grass Valley group



10:54 AM Pauli Halstead Love the design.



11:05 AM Laurie Oberholtzer It would be nice for the developer to agree to set the buildings back from Ridge Rd. by at least 100 ft with a tree screen to hide the tall buildings. For same reason preserve all Zion St trees



11:07 AM Laurie Oberholtzer Deep forested setback can be done without losing any units.



11:07 AM Laurie Oberholtzer The community building is very modern and does not meet our objective design standards list for Motherlode architecture.



11:10 AM Bethany Celiol disagree. A bigger setback will make the project look like an apartment building trying to hide from the community. A shorter setback will help integrate it into the town.



11:12 AM Laurie Oberholtzer The apt bldgs do not meet objective Motherlode standards. Uniform stacked look. Materials - metal balconies, vertical siding, open stairwells could be made more consistent with our objective standards.



11:14 AM Laurie Oberholtzer The project can be consistent with our objective design standards. Let's take the time we usually do at Planning Commission to make sure it is the best possible.



11:29 AM Laurie Oberholtzer Residents really would like the second access to be onto Searls to truly reduce congestion and help with evacuation.



11:29 AM Trudie Chandler We are designated by CALFire Very High Risk Hazard Zone ... who and when will the evacuation plan for this area be addressed .It is a balancing act and safety for all.



11:35 AM Laurie Oberholtzer Amy - you have not heard much about design because we have not had a public hearing yet at the Planning Commission.



11:36 AM Laurie Oberholtzer The asymmetrical roofline on community bldg is very 70s and is not consistent with Motherlode objective standards.



Dear Commisioners:

Over the years, I have commented on many housing projects in Nevada City. I have been in favor of most all of them after designs were improved by the Planning Commission. I am for this project if it is revised to reflect Nevada City's traditional neighborhoods with the kinds of design revisions the Planning Commission normally requests.

All the multi-family projects that have come before the Planning Commission over the years were improved after much design work by the Commission. You are well known for your careful design review. Examples include the following approved or built multi-family projects, all of which were all altered from their original designs by our Planning Commissions to best fit Nevada City. All include 30% affordable housing:

Chief Kelly Cottages
Gracie Rd. Commons

Perseverance Court Cottages
Co-Housing on West Broad

In addition, The King Hiram apartments and Woodbridge townhomes are screened by trees, set back from Searls Avenue rather than closer to the street as they could have been.

My point is that all of these projects were improved after much work by the Planning Commission. The Planning Commission has **ALWAYS** achieved compromise revisions that have been the best for Nevada City.

SB 35 has changed the process and we have lost much control over things like number of units, height, parking, and environmental review. We hear that the City's hands are tied. However, this is simply not the case. We still have many objective design and other standards that you can insist on even under SB 35.... like our detailed Motherlode architecture standards and fire safe requirements.

I have attached a table with what I see as the main objective standards for design, site planning, and public facilities and services that you can still use and made some recommendations. I believe that the design revisions that would help the project fit into Nevada City best are few and simple:

- ◆ **These first ever 46 ft tall apartments right on Ridge Rd. will be out of place. Please move the apt. buildings closest to Ridge Rd to the back of the property with a 100 ft plus forested setback with to soften the impact. Like the Providence Mine offices were asked to do across Zion.**
- ◆ **Preserve all of the Zion St. tree buffer which requires moving some buildings.**
- ◆ **The modern metal balconies are the most prominent feature on the apartments. Alter them to reflect our Motherlode style including perhaps simple but traditional balusters and railings, more traditional shed or hipped roofs over the balconies, eliminate the vertical siding sections, etc.**
- ◆ **Enclose the 1970s appearing open stairwells** ◆ **Redesign the community building to traditional style.**

The City has 90 days to review this project. 60 days for design review. Use the time allotted.

Ask the developer for design concessions you think are important if the developers want a faster time frame. I ask you to treat this like any other project, look at every objective standard, and insist on the best for Nevada City like you have done in the past.

Thank you, Laurie Oberholtzer 310 Nevada St., Nevada City

Objective Standards Relevant to Cashin’s Field Apartments

Objective Standards	Project Consistency	Comments
<p>17.68.030 - Definitions.</p> <p><u>"Mother Lode type of architecture" means that type of architecture generally used in the Mother Lode region of the state of California during the period from 1849 and 1900, and which is exemplified in Nevada City by the buildings listed in Section 17.68.020 of this article and also by the following:</u></p> <ol style="list-style-type: none"> 1. Store building with apartment, 232 and 232 1/2 Commercial Street; 2. Store building with apartment, 232 3/4 Commercial Street; 3. Store building, as restored, 218 Broad Street; 4. Store building with apartment, 310 Broad Street; 5. Store building, 314 Broad Street; 6. Office building, as restored, 307 Broad Street. <p>Such type of architecture involves the use of wood and brick as primary materials, and is generally characterized by such design features, among others, as gabled or shed roofs, tall and narrow windows and doors, dormer windows, iron or wooden shutters, balconies, wooden awnings and ornamental scroll work. The determination of whether a building conforms with the Mother Lode type of architecture shall include all factors which affect the external appearance of the building, including, without limitation, architectural elevations, building materials, colors, finish, lighting, ornamental devices and signs.</p>	<p>Inconsistent</p> <p>These features are discussed in sections below relative to the overall Motherlode architecture standard set here.</p>	<p>Though this is part of the Historical Ordinance, 17.88.040, the Architectural Review ordinance for the entire city refers to use of this text. This should be considered an <u>objective standard</u> because it takes the reviewer to a very distinct style of architecture with a multitude of examples.</p> <p>The following proposed features are clearly not Motherlode in style or reminiscent of that style and cannot be found in examples of this type of architecture:</p> <p>--The prominent and modern appearing open stair wells.</p> <p>--The prominent and distinctly modern unornamented metal balconies.</p> <p>--The modern appearing community room with large plate glass windows and asymmetrical roofline.</p> <p>These can all be easily revised to meet Motherlode standards.</p>
<p>Design Guidelines Section 5.2</p> <p>New homes in new subdivisions or previously undeveloped neighborhoods must exhibit high quality design which is <u>compatible and sympathetic to Nevada City's Mother Lode architecture incorporating traditional materials, building lines, features, and landscaping wherever possible.</u></p> <p>For example: Features typical of Mother Lode era architecture:</p>	<p>Numerous inconsistencies as described below.</p>	<p>The Motherlode standards throughout the sections below should be considered <u>objective standards</u> because the specifics of these elements are described in detail in the Guidleline and refer back to the specific wording in 17.68.</p>
<ul style="list-style-type: none"> • Roofs may vary in their design and detailing which is more flexible than the review standard in older neighborhoods, but they should be steeply pitched (6:12 to 12:12). 	<p>Consistent</p>	<p>7:12 pitched roofs proposed</p>

<ul style="list-style-type: none"> • Wall material - Siding on new homes in new neighborhoods should be high quality and at least reminiscent of traditional materials. Painted siding, cement fiber siding, shingles, and traditionally surfaced stucco are examples or preferred materials though it must be reviewed for furthering the intent of achieving a continuation of Mother Lode architecture. T-111 type siding, vinyl, and other synthetic siding are strongly discouraged. 	Likely Consistent	Material needs to be specifically reviewed by Commission.
<ul style="list-style-type: none"> • Covered porches and entries should be used wherever possible to continue a Nevada City architectural tradition. 	Inconsistent	Balconies do not appear to be covered and not by traditional post and roof design common to even multi-story Motherlode buildings throughout the City and pictured in the Design Guidelines.
<ul style="list-style-type: none"> • Trim, railing, and details should fit the style of the new house. The intent should be to add texture, shadowing, contrast, and interest which are reminiscent of the City's older homes. 	Inconsistent	The balconies are metal and very modern in appearance and are not reminiscent of Nevada City porches or balconies with their turned wood balusters and posts, and substantial railings. We even see these on the Providence Mine offices across Zion St. As the predominant feature of the apartment buildings they should be required to follow the Motherlode standard.
<ul style="list-style-type: none"> • Roofing material such as treated wood shingles, asphalt shingles, and metal roofing in muted non-glare colors such as tans, blacks, browns, greens and grays are desired. 	Likely consistent	Planning Commission should review actual samples.
<ul style="list-style-type: none"> • Colors. Colors are not reviewed outside the Historic District. However, the following guidelines are recommended: <ul style="list-style-type: none"> • Select colors that are similar to the tones found in the area and on adjacent buildings • Muted, soft colors on large wall expanses are encouraged • The use of bright, modern colors and intense white color are discouraged. • Use subdued colors as the primary color and brighter, contrasting trim when appropriate • Incorporate the color from primary building materials, such as stone, brick and hardwood, as the base colors for new development 	Consistent	Grays
<ul style="list-style-type: none"> • Windows should match the style of the house. Multi-pane, vertical, and bay windows are encouraged with variations to fit the style of the house. 	Consistent	
17,88.040 Architectural Review		
<p>C. The planning commission shall review each application on its own merit and in the context of the neighborhood of the project. For example, plywood siding might be acceptable in an area of modern, similar homes, but not in neighborhood of old Victorian homes. <u>In new projects, where no</u></p>	Inconsistent	Again, balconies do not appear to be covered. The larger issue is that the balconies are not Motherlode in style. Typical balconies and porch styles throughout the City are easy to find.

<p><u>existing neighborhood sets the tone of the architectural style, the architecture shall be reviewed for general compatibility with Nevada City's style of architecture.</u></p> <p>However, any modern building material can be used on new homes outside the historical district. Metal shake and other available roofing materials shall be permitted throughout the city, except in the historical district, on all new construction and all existing buildings.</p> <p><u>Generally, Nevada City architecture is characterized by many of these design features typical of the Mother Lode era: steep peak roofs with pitches between 6:12 and 12:12, overhanging roofs with gable ends, covered porches and entries, multipane, vertical and bay windows, and the use of horizontal painted rustic siding.</u> Alterations to older homes should match existing, historic materials and details. Synthetic materials with no historical basis are discouraged.</p>		<p>Horizontal siding is proposed mainly, but other styles of siding (vertical, etc.) which are not Motherlode in style are also used creating the inconsistency.</p>
<p>6.0 Design/Site Development Standards in All Residential Neighborhoods</p>		
<p>Development of properties, residential or commercial, inside or outside the Historical District, or with any land divisions, require compliance with site development standards included in the zoning ordinance (Chapter 17.80) such as driveway construction, avoidance of any constraints on the property such as water courses and steep slopes while ensuring natural areas are enhanced and preserved. Below are a list of the various topics that will be reviewed with project applications with the goal being development that minimizes the impact on the natural environment and the character of the area....</p>		
<p>6.1 Site Planning / Site Constraints The position of buildings on the site and overall site coverage must also fit in with the neighborhood and particularly adjacent structures. City front yard, side yard and rear yard setback requirements apply to all projects. Site constraints and natural features such as rock outcroppings, steep slopes, stream zones and drainages, as well as existing trees and important vegetation shall be delineated on site plans and often preserved. <u>Building orientation and alignment should be in context with the neighborhood.</u></p>	<p>Inconsistent</p>	<p>Building orientation is considered an <u>objective standard</u> because the neighboring buildings offer specific examples to follow. Two of the 3 corners of Ridge and Zion which house the largest buildings currently in the neighborhood have their main structures set back over 75 feet from the main frontage road. The church sanctuary building is well over 75 feet from Ridge Rd, only some of the small buildings use the 25 ft. setback. The Providence Mine Offices are setback behind a 75 foot wooded buffer. CalFire has a 30 foot setback of its small one story office, but a visual focal point of the corner is its approximately 100 foot setback landscaped area in front of the 2 story fire station vehicle building.</p>

		In comparison, the project proposes minimal 25 feet or less setbacks.
6.3 Steep Slopes. The Zoning Ordinance does not permit any development of any type, including any dwelling, accessory building, roadway, or parking area, permitted on any land where the cross slope exceeds 30% (thirty percent), unless a variance is approved.	Consistent	
<p>6.4 Volume, Scale, Massing</p> <p>The mass and scale of new structures and additions should be reviewed within the context of the neighborhood; <u>structures should be located on a site in a way that follows the predominant pattern of buildings along the street, maintaining traditional setbacks, orientation of entrances, and alignment along the street. Prominence of new structures and additions within older neighborhoods is not desirable.</u> Mass and scale of new structures and additions which would detract from important architecture is also not desirable. To determine if this is the case, the following questions should be asked:</p> <ul style="list-style-type: none"> • <u>Is the proposed structure taller than those surrounding it and in close proximity to it?</u> • <u>Is the proposed structure closer to the street than others in the surrounding neighborhood?</u> • Is the mass of the structure proposed greater than those surrounding it or greater in lot coverage and volume ratio and in close proximity? • Will it block views from existing homes or businesses? • Does it complement the predominant architecture of the primary structures? To determine the height and roofline of a new building, the Planning Commission will often request that the height of a home be visually demonstrated on the property by flying balloons or similar methods for a certain amount of time. 	Inconsistent	<p>Though height limits are essentially prohibited by density bonus law, the overall mass and scale of the proposed structures are a subject of these objective guidelines. They are <u>objective standards</u> because specific detailed questions are listed in the guidelines. Answers:</p> <p>No, the buildings do not follow the predominant pattern of buildings along the street in the immediate vicinity. The nearby church, CalFire, and Providence Mine Park offices are largely set well back into their sites rather than lined up close to the fronting road.</p> <p>Yes, the project will be much taller and overall more prominent than any structures in the neighboring area due to overall height and number of bldgs. directly adjacent to and unscreened from Ridge Rd. The church has one approximately 40 foot building (the sanctuary) which is well set back from the road. This project will have numerous 46 foot buildings, 25 feet or less from Ridge and Zion.</p> <p>Yes, it is closer to the street than the three closest complexes at this corner as described above.</p> <p>All of these issues could be addressed by a deep landscaped setback from Ridge Rd. A 70 ft. to 280 ft. could be accomodated along this frontage by moving the apartments back from Ridge Rd. (see attached sketch). Secondly, retaining all of the 50-60 ft band of trees along Zion St. would achieve project consistency with these standards. (Project buildings proposed impinge on the existing Zion</p>

		tree buffer even within the minimal 10 ft. required setback.)
6.6 Lot Coverage	Consistent	50% max
Lighting Design Guidelines 6.8 Design to Ensure Privacy <ul style="list-style-type: none"> Lighting. Outdoor <u>lighting shall not be directed toward existing residences and shall not increase the lighting intensity on surrounding residential properties such that a nuisance is created.</u> For example, parking lot lighting is discouraged, as is amber lighting or a level of lighting, which is not normally expected in a residential area. <u>(The specific lighting standards can be found within the zoning ordinance in Section 17.80.215.)</u> 	Needs to be determined	Standards underlined are very specific and thus objective. No lighting plan has been available and this will need to be reviewed by the Planning Commission for consistency determination.
Signs 17.80.190	May be inconsistent	Specific and <u>objective standards</u> in this ordinance and in Design Guidelines. No sign plan available. The Planning Commission will need to review for consistency.
Tree removal	Needs to be determined.	Over 20% of the trees on the site will be removed which requires Planning Commission findings to ensure consistency.
Site Plan/ Public Facility and Service Issues 17.88		
<p>2. The planning commission may conditionally approve the site plan requiring such conditions as will protect the public peace, health, safety and general welfare and will make possible the development of the proposed site in an orderly and efficient manner and in general accord with all elements of the general plan and the intents and purposes of this title.</p> <p>4. Where public services are provided by independent special districts which have declared themselves to be impacted by development, a written statement from such special district(s) acknowledging their ability to serve the project will be required prior to approval of the site plan. The written statement may recite that an agreement has been reached between the developer and the district to offset the impacts on the district.</p> <p>5. As a condition of approval of any site plan, the planning commission may require the developer to install all improvements in streets, alleys, pedestrianways, bicycle paths, drainage channels, easements and rights-of-way as are necessary for the general use of residents and users of the project and for local traffic and drainage needs, and said improvements may include pavement, curbs, gutters, sidewalks,</p>	Inconsistent Until needs and impacts are determined and analyzed	Staff analysis project proposals for provision of police, fire, water, sewer, recreation, traffic and other services covered by this section project and related off site impacts have not been available at this date. Requirements for assurance that these studies are conducted and recommendations implemented to provide for the requirements in section 17.88 should be considered an objective standard since the various public service agencies have adopted level of service standards and fee structures to implement this section. Detailed analysis of the project's proposed on site facilities in each of these areas are necessary as well as analysis the project's impact on off site facilities and city and other public agency services such as sewage treatment, sewer mains, domestic water availability, water mains, fire evacuation plans, fire safety standards specific to this site, police protection needs, and other city service needs to serve the site as well as associated mitigation fees required.

culverts, bridges, retaining walls, storm drains and drainage works, water mains and laterals, sanitary sewers, fire hydrants, street lighting facilities, street signs, bus stops, and other improvements as required.

3. As a condition of approval of any site plan affecting territory designated with the AN combining district, actual improvements shall be constructed and/or a development fee, as established by resolution of the city council, shall be paid to the public works department in order to offset the cumulative impacts on the road system within the city and urban area as defined in the Nevada County regional transportation plan and the fire protection, water and sewer system within the city. The fees shall be paid at the time of the issuance of the building permit.

Of particular concern are the need for:

--Determination that the project will pay all required fees at a level commensurate with the service needs generated by the project.

--Right of way contribution to the future roundabout

--Sewer main expansion

--Second entry/exit at Searls to alleviate congestion and for evacuation. The two exits so close together on Ridge do not fulfill this function.

--The path on site should be for public use.

--Solar facilities

--Mitigation needed for 3rd story access by police, fire, ambulance services and other project needs for these services.

--Pedestrian safety

Fire safety.

The site is in a Very High Fire Hazard Severity zone as classified by CalFire. To qualify for SB 35 since the Fire Chief has not excluded it from this zone the City would need to adopt *"fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development."* Govt Code section 65913.4 and SB 35 Guidelines at section 401. Site Requirements (b)(4).

The City's 2008 ordinance regarding fire safety standards specifies:

Whenever any application is made to the City for issuance of any discretionary land use permit or other land use entitlement, the City fire chief or authorized deputy, with enforcement responsibility

		<p><i>pursuant to this Chapter, shall have the final authority and responsibility for review of such application for compliance with the requirements of this chapter. This review shall include the preparation of comments and appropriate mitigation measures and/or conditions of approval to assure compliance with all applicable fire safety laws, standards and regulations. To facilitate such review, copies of all such applications shall be promptly provided to the City fire chief or authorized deputy. Nevada City Code 15.08.020 (B).</i></p> <p>We have not been able to obtain a copy of this report. The project will not be eligible for SB 35 if this report is not prepared specific to this site. And we cannot determine if it is consistent with the Chief's standards without reviewing it. To summarize: A full site specific fire and evacuation mitigation plan to comply with SB 35 adopted by the City and including contact with surrounding fire departments on these issues is required.</p> <p>We have seen the proposal for two entrance/exits on Ridge Rd. Those of us who asked for a second exit/entry did so mainly for evacuation capacity. Under this new proposal, you will not be able to turn left onto Ridge Road out of the complex from the secondary exit/entrance to head to the highway in case of evacuation. You will only be able to turn right out of the complex and head towards Zion due to the small raised median that discourages drivers to go left. This means that in an evacuation you will be going against all traffic that is trying to head to the highway. This creates an inconsistency with City health and welfare standards.</p>
17.52 Service Lodging – 25 ft. setback minimum front, 10 ft side	Inconsistent	
17.52 Service Lodging – 40 ft ht limit, 35 ft. in R2	Inconsistent	46 ft proposed
17.28 R2 Zone – Frontage required 75 ft plus 10 feet for every unit over 1	May be inconsistent	Needs to be determined based on final unit count
17.09.010 – 35 unit per year limit per project	Inconsistent	

Phase 1 Environmental Assessment Standard City Condition of Approval	May be inconsistent	Standard city conditions of approval should be considered objective standards due to their specificity. Submittal of a Phase 1 EA with property use analysis to 1849 to determine potential toxins is a standard city requirement for projects of this scale. This is important in this case because of the proximity of the past Sulferette gold processing works which were located in the nearby highway right of way. Unknown if report has been submitted.
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Environmental Issues

If the project is found to be ineligible for use of SB 35, environmental issues will need to be evaluated and mitigation included in the project.

Environmental Issue	Discussion
Land Use	Loss of this Service Lodging zoned location and other potential land use impacts should be evaluated.
Aesthetics	Specific analysis of project impacts on the entry to Nevada City and consistency with City design guidelines and standards including departure from the mass and scale of buildings in surrounding neighborhood.
Population, Housing, Employment	The project will add 4% to the City's population, related impacts should be determined.
Transportation and Circulation	A full traffic cumulative traffic impact analysis is needed including a specific analysis of conditions expected during potential evacuations and a traffic safety analysis of the turn movement plan for the project.
Geology and Soils	A full geotechnical analysis is indicated given potential fill on the site as well as the need to determine if toxic residue is present.
Noise	Noise impacts to project residents from traffic on the highway, Ridge Rd., and Zion St. should be evaluated. The project's contribution to increased traffic noise should also be evaluated.
Air Quality/ Greenhouse Gas	The project's contribution to air quality degradation and greenhouse gas increases should also be evaluated as well as relationship to regional mitigation plans for these impacts. The City is within a non-attainment area for air quality constituents.
Biological Resources	A full biotic analysis is required to understand resources that may be present on the forested site.
Hazardous Materials/Public Health	Analysis for toxic residue on the site including a Phase 1 EA with property use to 1849 and soil testing if indicated. The Sulferette gold processing works were located nearby in the Caltrans r.o.w. and during the highway constructions, excavation soil was deposited on nearby properties which could have included this site.
Public Services/Utilities	A full project and cumulative impact analysis of needs which will be generated for public services and facilities on and off site. Of particular concern are city water and sewer mains serving the area.
Cultural Resources	An on site cultural resources reconnaissance has not been conducted and should be. The immediate area was inhabited by the Nisenan tribe pre-1849. Post 1849 activity from the mining days through the airfield period should also be evaluated. The Sulferette gold processing facility was located nearby.

Alternatives	Project alternatives should be evaluated particularly those that would minimize project impacts.
Growth Inducing Effects	Again, the project will add 4% to the City's population on opening, related growth inducing impacts should be determined.
Cumulative Impacts	Contribution to cumulative impacts in each of the impact areas should be determined.
Significant Impacts which cannot be avoided	A summary of these impacts should be provided.

Cashin's Field

Nevada City

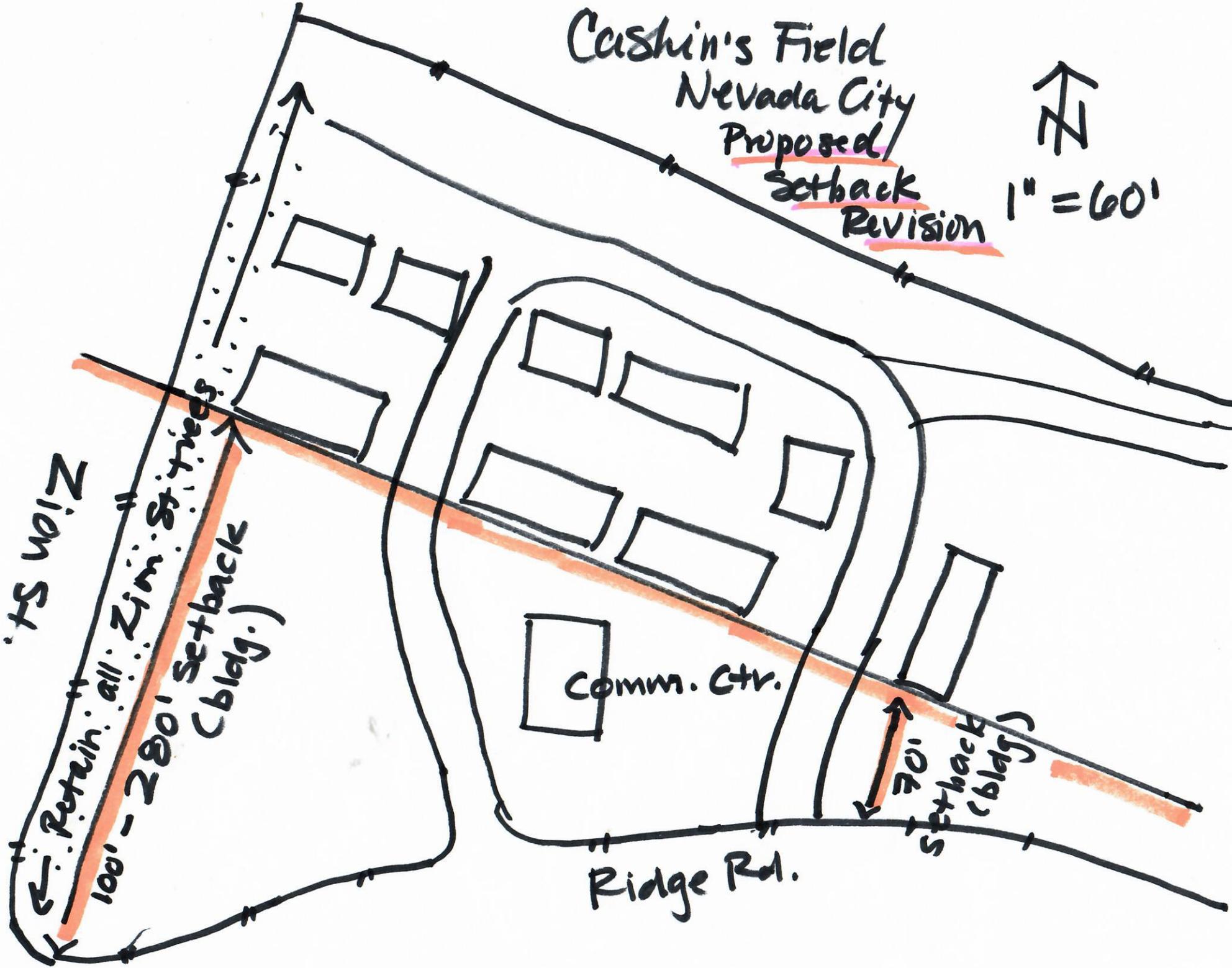
Proposed

Setback

Revision



1" = 60'



Zion St.

100' - 280' Setback (bldg.)

Comm. Ctr.

70' Setback (bldg.)

Ridge Rd.

June 15, 2020

Nevada City Planning Commission
317 Broad St.
Nevada City, CA 95959

RE: 51,000 Square Foot Cashin's Field Project

Nevada City Planning Commissioners:

We, the undersigned, are concerned about the proposed Cashin's Field project. Our concerns and questions are listed below:

- **Maintaining local control** - "Local control of zoning is one of the most important issues of freedom there is," said Robert Fox, executive director of Long Beach's Council of Neighborhood Organizations. "American democracy is local control."
- **State affordable housing unit threshold** - Is it the City or the County that has not met its affordable housing requirement minimum under the 2017 State law? Does the City have the required number of units? If not, how many are we short? Where are we on the RHNA scorecard? Where does it say we need to build multiple units on one lot?

A multitude of projects throughout the US over the years would reaffirm this project is not a good way to integrate income and racial diversity. A better way to achieve Nevada City's housing goals and not stigmatize residents would be to spread smaller affordable housing projects on multiple parcels within Nevada City and the County. A few possible examples for affordable projects which might be more in keeping with our existing planning regulations: Lot next to NV5 (old Holdridge and Kull) on Searls Avenue?, lot(s) on Gold Flat and New Mohawk?, lot(s) on West Broad?, Gracie Road?

The need for affordable housing should not override existing common-sense laws protecting human health and safety regulations. Rather than compromising one area of town by approving a project that will become a liability, successful cities and counties throughout California have developed "inclusionary zoning" laws, which create housing trust funds, lower development fees for smaller projects and, in some cases, buy the land or build infrastructure to spur affordable home building thus turning the project into more of an asset rather than a liability.

- **Lobo Fire Funding** - The funding for this project is the result of a special disaster tax credit and Federal Disaster Recovery multi-housing family program stemming from the 2017 Lobo Fire. Shouldn't a good portion of these funds be spent by the County building some affordable housing units in Rough & Ready where the Lobo Fire occurred instead of Nevada City?

- **Cumulative Traffic and evacuation congestion** – Combined with the other already approved projects in the nearby area, i.e., The Grove on Providence Mine Road, and The Commons on Old Tunnel, the traffic levels will lead to massive congestion, not to mention an emergency event. Additionally, the two fire stations in close proximity to the project will have increased response time to fires due to more traffic at peak traffic hours resulting in a potentially dangerous gridlock situation, including pedestrian crossings at an already complicated intersection.
- **Unknown projects impacts** – What consideration has been given to the cumulative impacts on roads, sewer, water, police, fire, public works, parks and administration from already approved and yet-to-be-submitted projects? For instance The Grove on Providence Mine Road, and the vacant 120,000 sq. ft. existing buildings at the Nevada City Tech Center, and multiple unbuilt lots which will direct unknown amounts of traffic via Providence Mine Road to converge with the traffic onto Zion Street from this proposal. Consider The Commons, an approved forty-one-unit affordable project on Old Tunnel Road, less than half a mile from the Cashin's Field proposed project.
- **Ingress/egress** – Proposed location at the current “yield” lane coming from the freeway and left-turn lane into Sierra Presbyterian Church would be extremely dangerous considering present conditions. A right-hand turn only is not practical. It will shift traffic to other streets or tempt people to turn left into the project against traffic. One ingress/egress is not enough. Adding another is not a viable option. Another entrance/exit onto Ridge Road would only compound problems with already existing traffic congestion in that area. This includes the Zion St. and Searls Ave. cross traffic near the intersections now encompassing seven stop signs. Adding hundreds of trips-per-day coming in and out of this project in addition to existing traffic conditions will lead to unacceptable levels.
- **Scenic Corridor** – This property is in the Scenic Corridor of Nevada City and, as such, needs to strictly adhere to the extra requirements put in place to protect the entryway into town. This is an important part of our General Plan and Zoning Ordinance which states 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 view from the highways and preserving the existing tree cover to the greatest extent possible and assuring visually pleasing corridors through design control.” Are we to understand the State of California will force local governments to abandon General Plans and Zoning Ordinances? So next year are we going to be confronted with a four-story unit on the grassy field at the old High School on Zion Street, or shall we be told that the National Hotel must now be increased to five stories to house a percentage of affordable units? Is this slippery slope not a form of eminent domain for a future affordable housing mandate? **We need our elected officials to stand up to the State and we will stand with you.**

51,000 Square Foot Cashin's Field Project
June 15, 2020

- **Building heights** – The buildings are over the height limit allowed. Currently we do not have a single, multi-family project in Nevada City exceeding two stories. Again, are we being forced to involuntarily depart from our local Ordinances? As designed, when built, it will give the feeling of a tall wall, three stories high with a tunnel effect as you drive on Ridge Road. It might be good to consider a lower, landscaped buffer along Ridge Road while preserving the trees on the Zion Street and Searls Avenue frontages.
- **Wildfire Zone** – We are considered a high-risk wildland fire zone. This is being funded by a special disaster tax credit from a wildland fire. Why would the City be considering increasing density if we are indeed a wildland fire danger zone?
- **Rental costs** - The rental costs and medium incomes as reported in The Union on May 27, 2020 are not quantified or substantiated with any facts and look suspiciously inaccurate and/or misleading.
- **Income Monitoring** - How will incomes be monitored? If someone qualifies and moves in, for instance, under the 30% or less than the median income as stated in The Union article, what happens if they increase their income? Do they immediately have to move out? Is there a revolving door of tenants as incomes increase? Do they report it to the Housing Manager? If you exceed the minimum income allowance, does that mean your rent is raised? If so, there would be little to no incentive for people to advance in their jobs and improve their socioeconomic status.
- **Future Requirements** – If these are built under a streamlining process, does this just then keep increasing our requirement in the future as the population is increased from the development? How long do the proposed units on Cashin's Field satisfy Nevada City's housing requirements? There is nothing in the proposed plan as submitted to the public at this point to indicate how this satisfies Nevada City's RHNA mandates in the future.
- **Fast Tracking and size of project**- Why fast track something with this many unknowns? There is no guarantee fast-tracking will result in grant funds. When projects are fast-tracked, important details can be overlooked, and mistakes made with negative impacts realized down the road. Why not slow down and look at all the impacts, and make sure we get the best project possible.

This project is almost twice the size of any previously approved, multi-family housing projects in Nevada City. The largest ones approved in the past have been 35 units or less, and they took months of work and review. For the most part they have turned out to be valuable assets to Nevada City when built to our own development standards.

51,000 Square Foot Cashin's Field Project
June 15, 2020

As quoted in an article in the Orange County Register (Jeff Collins and Nickie Johnson) dated December 9, 2019: "Cities and Counties around the State lamented that while they see the need for more housing, their Regional Housing Needs Assessment (RHNA) targets are unrealistic given the rising cost of construction, a labor shortage, aging infrastructure and neighborhood resistance to change."

"RHNA is the worst four letter word you have never heard of," said Laguna Miguel Mayor John Mark Jennings, but "this one-size-fits all, oversimplified, top-down approach creates a host of problems that cities are left to address," he wrote. "Never mind allowing local residents and business owners to decide what is right for their communities, and never mind that a City is 'built out' leaving no space for the mandated units."

- **Funded by taxpayers** – Despite being disguised as "grants", this project is ultimately funded by the local citizens through their Federal, State and local taxes. **This is not free money.** It is not only the grant funding to build it, but the insurance costs guaranteed by the State of California (that's us!) for 50 years. Since it is being funded by the citizens, shouldn't they have more input instead of being told their voices have little impact on the outcome?

Additionally, if the project is subsidized by State and Federal funds, does Nevada City get *any* revenue from property taxes to offset the resulting impacts?

Additionally, we are concerned about:

- **Parking** – The plan shows 81 spaces which would mean 56 units would equal 1.5+ parking spaces per unit. This does not include visitor parking, nor carports or garages according to the plans. This number is inadequate since there is no off-street parking in the area.
- **No elevators** – Doesn't the State mandate access for disabled and elderly other than on the ground floor? Wouldn't the lack of elevators in a *new* three-story building be considered discriminatory?
- **Local labor** – Will local firms and laborers be used to construct the project? Since an out-of-county developer is proposing the project, does this mean out-of-town labor as well?
- **Nevada City resident support** – Where can the public go to view all the letters of support and of opposition for this project?

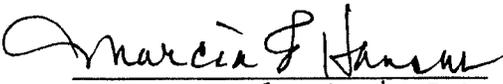
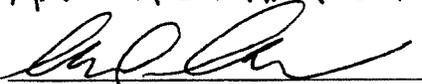
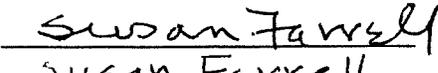
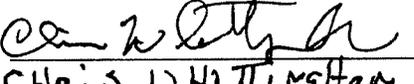
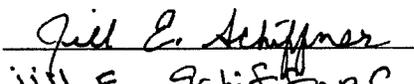
51,000 Square Foot Cashin's Field Project
June 15, 2020

These are some of the many concerns that we have after reading about the project and from the introductory presentation to the City Council, as well as the site plan published in the agenda packet. Since, due to the COVID-19 pandemic, we have been precluded from attendance at any meetings or looking at the plans in detail. We have not been able to adequately address our concerns or get answers. We question how the Planning Commission and the City Councilmembers, facing the same pandemic restrictions that the general public has as far as open meetings and access to City Hall, have been able to review the plans and become adequately informed without violating the Brown Act.

We urge you to not be pressured into fast-tracking approval of this project and to take the time that existing State law allows to provide the public, and our governing bodies the chance to review the project carefully in an open setting where details can be discussed to render the best possible project for Nevada City, its current residents, and future generations.

We fully support affordable housing and understand the need, not only in Nevada City, but throughout the entire State of California. As proposed, we feel that this project is not the best way to approach that need. Although the State mandates affordable housing, there is nothing that mandates large projects with multiple units in one location. Our hope for our community and future generations would be to have a more progressive vision that results in smaller affordable housing units built on integrated smaller parcels that would better benefit Nevada City, and set a higher standard for integrating affordable housing throughout a community.

Thank you for your consideration of our concerns.

Signature	Address	Date
 MARCIA C. HANSEN	<u>437 ZION ST, N.C.</u>	<u>6-16-2020</u>
 CORAL C. CUNNINGHAM	<u>437 ZION ST N.C.</u>	<u>6-16-2020</u>
 susan Farrell	<u>504 ZION ST. NC</u>	<u>6-16-2020</u>
 CHRIS D. HITTINGSTAM	<u>602 ZION ST. NC</u>	<u>6-16-2020</u>
 Jill E. Schiffner	<u>602 ZION ST. NC</u>	<u>6-16-2020</u>

51,000 Square Foot Cashin's Field Project
 June 15, 2020

Signature

Address

Date

Katherine Patton 506 Sacramento St, NC 6/16/2020
 Katherine Patton

Alaric Balibrea 506 Sacramento St, NC 6/16/20
 Alaric Balibrea

Nicole Dillard 213 Reward St, NC 6/16/20
 Nicole Dillard

HANK MEALS 223 BRIDGE ST, NC 6/16/20
 HANK MEALS

CAROL A MEALS 223 BRIDGE ST, NC 6/16/20
 CAROL A MEALS

GREGG SCHIFFNER 640 ZION ST, NC 6/16/20
 GREGG SCHIFFNER

Linda D Schiffner 640 ZION NC 6/16/20
 Linda D Schiffner

STEPHEN DODGE 20 HEILMANN COURT NC 6/16/20
 STEPHEN DODGE

STACY ROBINSON 331 BURKIN NC 6/16/20
 STACY ROBINSON

EMILY BAUMSTINGER 435 ZION ST NC 6/16/20
 EMILY BAUMSTINGER

TERESA RODRIGUES 435 ZION ST NC 6/16/2020
 TERESA RODRIGUES

Jessie Rodriguez 348 Long St NC 6/17/20
 Jessie Rodriguez

VANCE SALISBURY 445 ZION ST. NC 6/17/2020
 VANCE SALISBURY

Harriet Totten 10516 Banner Lava Cap NC 6/17/2020
 Harriet Totten



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin Field Project Support

1 message

Sandra Barrington <sandrabarrington@gmail.com>
To: nevadacity.olson@gmail.com

Tue, Jun 16, 2020 at 9:16 AM

I am writing to voice my support for the affordable housing project at 170 Ridge Rd that will be on the planning commissions agenda for June 18th. I live in the apartments on King Hiram lane and current these are the only somewhat affordable housing units in Nevada city. I was lucky to be able to get the unit that I did and two years ago when I applied nearly 80 people applied for the same unit. I am fully supportive of additional affordable housing units in Nevada city limits.

Thank you
Sandra Barrington

Sent from my iPhone



149 Crown Point Court, Suite A, Grass Valley, CA 95945
P: (530) 274-1919 F: (530) 274-3373
www.nccabuildingpros.com

June 8, 2020

Nevada City Council and Planning Commission,
317 Broad Street,
Nevada City, CA 95959

Re: Support for Cashin's Field Affordable Housing Project

Honorable Nevada City Planning Commissioners and Council Members,

The Nevada County Contractors' Association (NCCA) offers its support for the Cashin's Field Affordable Housing Project proposed at 170 Ridge Road, between Zion Street and Searls Avenue, Nevada City. The Project Description states the proposal offers:

- 56 apartment units within six buildings
- Proposes 11 one-bedroom units, 30 two-units and 15 three-bedroom units.
- All units are proposed to be rented at affordable rates to low income households with a commitment to remain rentable in the affordable range for 55 years.
- The units will be served with public water and sewer; and
- Maintain about 40% of site as open space with large portion of the existing trees to remain.

The location for this proposed development is excellent. There are public services available and is within walking distance to schools, employment, retail goods and services and public transportation.

Members of NCCA provide jobs for a large portion of Nevada County's young families. Housing as proposed is exactly what our work force needs. It is not often that an affordable housing project comes along that offers 100% affordability with a commitment for 55 years on a parcel that is zoned for such use and has the full array of public service available. We hope that the City can find a path to approve this development and the NCCA offers our full support.

Sincerely,

Barbara Bashall

Barbara Bashall, Interim Executive Director

Nevada County Contractors Association

Bryan McAlister

From: Michael Anderson <mikea@clientworks.com>
Sent: Thursday, June 18, 2020 5:40 PM
To: Bryan McAlister
Subject: Fw: In support of the Cashin's Field project

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Bryan,

I sent this to Amy just now but it didn't get read. Any way you know to get my letter into the public record for this meeting? Thanks.

Michael A.

From: Michael Anderson
Sent: Thursday, June 18, 2020 5:29 PM
To: Nevada City Public Meetings <nevadacity.olson@gmail.com>
Subject: In support of the Cashin's Field project

To the Nevada City Planning Commission,

In a previous letter I expressed my support for the Cashin's Field project. In this email I would like to specifically address the traffic issues that many members of the public are voicing in today's meeting.

I worked at the Grass Valley Group from 1988 until 1998. During those years I was located in the N3 building on the second floor. With several hundred people working in the N2, N3, and N4 buildings there was always a steady stream of traffic coming and going through the Providence Mine Rd.-Zion Street intersection.

However, this use did not create terrible congestion at the Ridge Rd./Zion/Nevada City Hwy. due to the staggering of employee work times and hours. This type of staggering will also exist with the automobile use of residents at Cashin's Field. Additionally, at some point we will hopefully again have many hundreds of tech workers whose jobs will be at the Nevada City Tech Center. Those workers will need housing, and the Cashin's Field project will provide an opportunity for tech workers in lesser-paid supporting roles to live close enough to their job site that they can walk to work.

Congestion at the Ridge Rd./Zion/Nevada City Hwy. is experienced at peak school times, when Nevada Union High School, Deer Creek School, and 7-Hills Schools start and end their days. These schools are the primary cause of gridlock at this key intersection in Nevada City. Mitigating this particular use of Nevada City streets in the Zion St.-Ridge Rd. area has never been adequately addressed. Putting the onus on the Cashin's Field project is unfair and actually counter-intuitive.

Please approve this project.

Michael P. Anderson

Clientworks, Inc.

721 Zion St

Nevada City, CA 95959

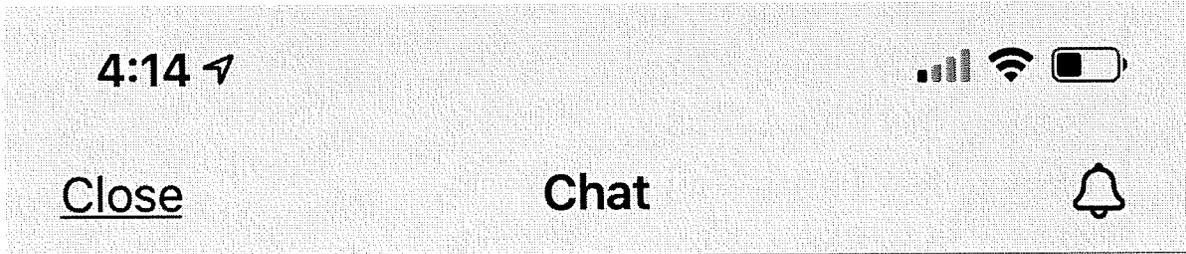
www.clientworks.com

530.470.0104 x102 - office

530.902.3549 - cell

From: GABRIELE CRISTAKES
To: Gabrielle Cristakes
Subject: Screenshot 2020-06-18 at 4:14:53 PM
Date: Thursday, June 18, 2020 4:15:56 PM
Attachments: Screenshot 2020-06-18 at 4:14:53 PM.png

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.



From Amy Wolfson to Everyone

Sorry just saw this. The school isn't a school :)

From Daniel Batchelor to me (Privately)

We need more affordable housing in Nevada City. This project looks amazing, it is well thought out, commun. As a business owner and resident I fully support this application.

We need more affordable housing in Nevada City. This project looks amazing, it is well thought out, and we need it in our community. As a business

our community. As a business
owner and resident I fully support
this application.

Send to: Everyone ▾

Tap here to chat or tap a message to reply

Send

Sent from my iPhone

June 18th, 2020

Nevada City Planning Commission
317 Broad Street,
Nevada City, CA 95959

Dear Nevada City Planning Commission,

It has come to my attention that there is a proposed housing development for affordable housing, called the Cashin's Field Project at 170 Ridge Road. As a professional in the area who has struggled to find adequate housing, I highly encourage you to consider how additional housing could help our community thrive.

I am a 36-year-old educational researcher working on a collaborative National Science Foundation grant between Nevada County Superintendent of Schools and the School of Education at UC Davis (<https://education.ucdavis.edu/ccs-our-forests>). When our project began in November 2019, I needed to relocate to Nevada City and rent a home that would allow me to easily travel to various elementary schools within the County. As part of my work I train elementary teachers in research-based best-practices for science instruction—a job I believe directly benefits teachers, students and the community.

I was disappointed to learn how few options were available in town, especially within a price range I could afford. Moving from Davis and being new to the community, I was concerned about feeling isolated in the more rural areas. I also needed reliable internet to complete my work.

Due to a lack of suitable housing options (e.g. cost, location, terms of the lease) meant that I postponed moving until March 2020. This meant losing valuable time to connect one-on-one with teachers and our project collaborators as we developed our 3rd to 5th grade in-school science program. Commuting daily from Davis would have taken valuable resources from our project (e.g. time and money).

When I could no longer postpone the move due to increased work demands in Nevada City, I found an unconventional housing arrangement outside of town. I rent a 120-square foot cabin that lacks a personal bathroom, kitchen and reliable internet for \$1100 per month. This is not a sustainable option for me or my work; I will reenter the housing market as a renter once my year lease is complete.

In contrast to this experience, renting an in-town, single-unit home that is designed to foster community-connections would be an ideal situation for my work and my livelihood. I look forward to hearing more how this project develops and hope that the Nevada City Planning Commission will take my testimony into consideration.

Thank you kindly,



Dr. Erin Bridges Bird
650-207-1314
bird@ucdavis.edu



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Project

1 message

Susan Casteel <casteelsusanl@gmail.com>
To: nevadacity.olson@gmail.com

Wed, Jun 17, 2020 at 2:02 PM

Good afternoon:

It seems incredible to me that this project is proposed for this location.

Traffic backs up onto Hwy. 49 for the exit on Gold Flat, onto the overpass and down Ridge Road, as well as, Zion.

If this project is to go forward, the traffic flow has to be improved to not back up onto the freeway off ramps (both directions), as well as, traffic stopped on the overpass. Either another lane on the overpass or another overpass could stop the back up.

Anyone that travels in this area understands all this congestion.

It seems this project would be better suited where there is clearly easy access and not already over taxed off ramps (both North and South), streets (Zion, Ridge Road, Gold Flat and Nevada City Hwy.), intersection and overpass.

The fact that there are 3 nearby schools - Nevada Union, Deer Creek and Seven Hills just adds to an already congested area.

Please provide a better location for this project.

Thank you.
Susan Casteel

From: Trudie Chandler <tru.chand.360@gmail.com>

Sent: Friday, June 12, 2020 4:21 PM

To: Amy Wolfson <Amy.Wolfson@nevadacityca.gov>

Subject: Planning Commission- June 18th Please include in the Planning Commission Packet

I watched with interest the May 13th, May 26th, and recently the June 8, 2020, ARC meeting about the Cashin's Field Project at 170 Ridge Road. My home is directly in front of the proposed affordable homes project. Although it will be impacted I would like to state that I am not opposed to an affordable housing project on the site as long as it is developed in a responsible manner that ensures safety for the residents of the project and surrounding community. My first reaction was that the developer plan for appropriate setbacks on Zion Street and Ridge Road that were consistent with the existing 75 ft. setbacks that the Providence Mine Office buildings included for Zion Street. Consideration was also given for a greenbelt that surrounded the parking lots providing an aesthetically appealing space for the homeowners from the parking lot noise and views of the 2 story buildings. When members of the public requested that the buildings be moved back from Zion Street and Ridge Road Mr. Mogavero responded "it just isn't going to happen.

Since the May 13th meeting a greater concern regarding fire safety for the hundreds of residents in the project and surrounding community members weighs heavy on my mind. With Nevada City being in a CAL Fire designated Very High Fire Severity Zone fire evacuation and planning is a priority for all. It was clear from the consensus of public concern including the Fire Chief at the May 26th meeting that there was a need for a secondary driveway for evacuation purposes. The discussion centered around an exit at Searls. Initially, some thought it could also provide an alternative way into town reducing traffic on Ridge Road and Zion by traveling on Searls. However, the discussion turned to access only for use during an evacuation. Throughout the presentation on May 26th and June 8th, we heard Mr. Mogavero and Mr Woods repeatedly speak about the drawback to the site as the "access to the site is very challenging." Also, in the presentation, it was often heard that there "is a balancing act" in order to meet the need to develop this site.

In the June 8th virtual meeting Amy Wolfson recapped the need stated by the public and Fire Chief for an additional ingress/egress access specifically for the purpose of evacuation. A secondary access on Ridge Road was presented. It wasn't until late into the presentation that Mr. Woods presented the secondary layout of this access. It was explained the secondary access on Ridge Road would be a right turn in and a right turn out. It was designed with a small raised median discouraging occupants in the project from making a left hand turn when leaving out of the project onto Ridge Road. As a result, the secondary access would only allow occupants to head towards Zion Street in case of a fire evacuation when the rest of the community would be fleeing in the opposite direction towards the HWY 49/20 exit ramp! Tell me how this would provide public safety during fire evacuation for the residents of the project and community members in the event we need to exit HWY 49/20? Fire evacuation was the primary reason of having a secondary ingress/egress. Clearly that objective was not achieved. The development team is unwilling to move setbacks for Zion Street and Ridge Road and now unwilling to provide a secondary driveway for use in case of a fire evacuation. Where is the "balancing act" that was often referred to by the development team? It appears that the scale is heavily weighted and not in favor of Nevada City residents.

In the event of a wildfire, we have thousands that will need to be evacuated from the Ridge Road Corridor, Zion Street Business District, all of the feeder streets to Zion Street, 4 schools, and churches. Recently I heard that The Nevada City Tech Center and the Grass Valley Group are being considered for possible growth and if that materializes evacuation would require the use of Providence Mine Road along with the Providence Mine Office occupants all heading for Zion Street and out to Ridge Road leading to HWY 49/20 to evacuate. Ridge Road is classified in the Regional Transportation Plan as a Major Collector on the National Highway System. We can not afford to 'bottleneck' Ridge Road cutting off access to HWY 49/20.

In the repeated words of the development team, "access to the site is very challenging" and it is clear that the challenge has not been met as it creates an adverse safety impact for the residents of the proposed property and the surrounding community during a fire evacuation. This is a clear and present danger. Mistakes can not be made when pertaining to safety, to rush through this process is reckless. You must take the necessary time, expertise, and courage to get this right.

Trudie Chandler

Live Work Thrive NC
10696 Cedarsong Rd
Nevada City, CA 95959
(530) 278-8177



6/17/2020

Nevada City City Council
City of Nevada City
317 W Broad Street
Nevada City, CA 95959

Dear Mayor Senum and Members of the City Council,

We are writing to you in regards to the City Council's upcoming review and approval of the Cashin's Field Project, and would like to show our full support for the project. We are a new coalition working to help solve our local housing crisis by coordinating with well established businesses, nonprofits, governmental agencies and neighborhoods. Our mission: "We believe that all people who feel a deep connection to our community should have the ability to have a home, career, and culturally vibrant way of life here in Nevada County. It is our mission to provide solutions for achievable housing, economic vitality, and a soul satisfying lifestyle. Our goal is to preserve our historic rural character and enrich our culture of creativity and innovation, while ensuring our quality of life."

We believe the Cashin's Field Project provides many benefits for both the local residents and the City of Nevada City. The following are a few of the most prominent benefits we would like to bring to the attention of the Planning Commission and City Council:

Helping Solve the Housing Shortage

California has been suffering from a drastic housing shortage, which has been mirrored in our local community. The people need housing urgently and we've made very little progress to provide solutions. Meanwhile, young families are leaving our community and our houseless population continues to grow.

Supply of local affordable housing is virtually non-existent. Adding the Cashin's Field affordable long-term rentals at (56, 1-3 bedroom apartments) will be a huge step in helping place those on a waiting list of over 200 searching for affordable housing in our area.

For too long we've neglected to care for those who serve our meals, stock our shelves, as well as students and artists who struggle to put a roof over their head. These homes will help keep a diverse population beyond those with significant means helping to maintain a balanced population in our community.

The Cashin's Field affordable housing is also very friendly to our aging population. As more people in our community face health concerns or loss of a loved one, the need to downsize from large out-of town acreage estates to smaller residences in town continues to grow. These affordable apartments are in close proximity to the hospital, shopping, and historic downtown, and allow for an aging person to live in freedom and dignity in their beloved community.

Quality of Life:

A huge component of our community's quality of life is due to the arts and the cultural vibrancy of the area, as well as close proximity to outdoor parks and recreation. Boutique shops and restaurants combined with breweries and social gathering places attract old and young and help build a sense of community. Encouraging this is both important to Nevada City and the new tenants that will reside at the new project. Some of the features that we find especially appealing are:

- Community Gardens - for all residents to maintain and use.
- Mother-Lode Architecture - tying to the heritage of our community and designed by an award winning Architectural firm - Mogavero Architects.
- Large Community Gathering Center - including outdoor eating and sitting areas.

Sustainability

New studies are showing that the design of cities are playing as much a role in sustainability as technology. Walkable cities are proving to have less environmental impact, while improving health, and increasing economical contributions to their local communities. The Cashin's Field Project provides the walkability element, as it is in close proximity to schools, the grocery store, restaurants, and shopping of the 7 Hills District and Historic Downtown of Nevada City.

New California Building Code (CBC 2019) and Title 24 require the project to have net zero solar infrastructure immediately. By new state mandated construction standards and efficiencies, high-density housing creates the highest emission efficiencies available. In addition to the net zero residential solar element of the project, there will also be a number of Electric Vehicle Charging Stations included for the project.

Concerns

We have heard concerns around fire evacuation, secondary access, as well as the overall size and height of the buildings.

In regards to comments from residents and conversations with the developer, a solution has been provided by adding the second exit on Ridge Road. By adding this second exit, it addresses the concerns of proper evacuation in a fire and other emergency situations.

As for the size and design of the project we are fully confident that this project will be successfully integrated within the neighborhood aesthetic of Nevada City. Mogavero Architects is an award winning firm, who has a strong record of understanding neighborhood concerns. It is also our opinion that we could use higher density given the magnitude of the housing crisis and the need for high quality affordable housing.

Conclusion

Through our extensive outreach throughout the community, conversing with business leaders, elected officials, executive directors of nonprofits, and most importantly the general public, we have found strong support for the Cashin's Field Project. It is a step in the right direction to solving our local affordable housing crisis and provides homes that have the ability to increase the overall quality of life. These elements align with the core values of our coalition, and we fully support the approval of the Cashin's Field Project.

Sincerely,

Jonathan Collier
Founding Member
Live Work Thrive NC

&

Chris Ring
Founding Member
Live Work Thrive NC

My name is Dick Dirga. I live on 341 Brock Road, about 3 blocks from the proposed apartment project. I also am a member of the Sierra Presbyterian Church, directly across the street from the project.

My main concern for this project is the increased automobile congestion on the Ridge Road portion between Zion Street and the freeway. This area is already super congested, **with 6 schools in the immediate area (7 Hills Intermediate; Deer Creek Elementary; Nevada City Charter; Nevada County Special Education; Earl Jamieson High School; and Sunshine Preschool.)**. When the schools start/end, the traffic is usually backed up from the freeway to Zion Street and beyond. It's almost impossible to exit Sierra Presbyterian Church's main exit (across the road from the project's main exit) during those times. The church has another exit to the east onto Robinson Road, but it is usually backed up too. Even if the apartment project builds other exits on their property, to the East and West, they are still going to hit the heavy traffic on Ridge Road during school and other times. In addition, the schools are talking about increased hours in the future to allow split school shifts for the Covid 19 precautions. Daily school traffic congestion times will increase.

All of these school traffic problems we face now, or in the future, are just a preview of what would happen during a fire/emergency evacuation. Traffic would be backed up for many blocks trying to get on the freeway. Adding another 80-100 cars to these roads during an evacuation would make fire/disaster evacuation almost impossible.

If the project is allowed to continue, I would recommend these points to help traffic flows:

- 1. Have 2 more exits, 1 east and 1 west from the project. Do not allow left turns from the main and west exits.**
- 2. Reduce the number of units on the project, thereby reducing the number of automobiles on site.**
- 3. Expand Ridge road between Zion and the freeway to 4 lanes.**

Dick Dirga (530-575-1110)

Thomas Farrell
504 Zion Street
Nevada City, CA 95959

Nevada City Planning Commission
317 Broad Street
Nevada City, CA 95959
16 June 16, 2020

Subject: 16/18 PC Meeting – Cashin’s Field

Dear Commissioners:

The purpose of this letter is suggest corrections to the process and point out fatal flaws.

The recommendation is that you use the full 90 days allowed by law to make needed corrections. Nevada City’s largest project in the last 40 years demands sober reflection and careful attention to established procedures and laws. The complications imposed by the pandemic require the City and Commission to be particularly careful in disclosure and process.

The City’s procedure is rife with significant errors that practically ensure failure if this project is challenge. It may even be too late to make corrections without starting over.

Doubtful Membership

Oddly enough, the composition of the current Commission almost ensures failure if the project is approved and subsequently challenged. The election and swearing in of two new Councilmembers some time ago appears to mean that two Commissioners are sitting with expired terms.

The failure to include the duly elected and sworn Council members in deliberations could be a fatal flaw all by itself. It would be wise to ask the City Attorney to opine on this issue and include it in the project record.

Brown Act

The numerous errors in noticing of meetings, and the improper conduct of meetings in the wake of C19 requirements guarantees failure all by itself. A cursory review of the record reveals the Council meeting of May 26 was not properly noticed. Items material to an informed decision and vital to public understanding do not appear in the documents available to the public, or to the Commission.

The notice for all your meetings, including the meeting of May 18, says ***“Governor Newsom has issued Executive Orders that temporarily suspend requirements of the Brown Act”***

The Governor’s proclamation does not say that what so ever. Just those words alone destroys any notion of “sunshine” in your deliberations and will only be construed as a deliberate attempt to suppress public understanding and participation. Please take the time to note the Governor’s order places additional burdens, not fewer, for “virtual” meetings. Watching a meeting on UTube does not meet the test of “participation.” Read the Governor’s proclamation with care. Note the other requirements required in the posting and public participation. We all will pay the bill for haste. Please don’t hurry.

Also at issue is the documentation and accumulation of the public record regarding this project. There is no central repository for the amassed documents and accessing them on-line. Some documents are in the minutes of unnoticed meetings, some are part of Council involvement. There is no possibility of prevailing in court that the City has done due diligence.

Please note the City's prohibition (contained in its instructions to the public) that the United States Post Office may not be used to communicate with the Council or Commission. Email only. Forbidding the use of the Post Office is a fatal flaw. This might also be a good place to point out the required email process makes it very difficult, if not impossible, to include attachments and exhibits. And, I would hope you would agree using the City's web site is a nightmare come true. Take the time to do it right.

Errors in the Application

The Application for Architectural Review dated 5-15-2020 submitted by Laurie Doyle is not included in the Commission's electronic packet for the meeting of 18 May, 2020. At least, not as of June 17. I think we can be safe in assuming the revelation of that omission would not bide well in court. However, since it is not, let me point out that on the face of the Application form the instructions are that the form is to be signed by the property owner or agent. And, if an agent, that a letter from the owner be included. There does not appear to be such letter from the owner available in the records available to the public on-line. Without signed permission from the owner the entire Application is moot, if not fraudulent. Take a moment to consult with the City Attorney to determine if you are reviewing a farce. There does not appear to be a downside to doing it right, obtain the signature. What is done correctly won't have to be explained in court later on.

Traffic Study

The project documents include a traffic study. Your project record does not appear to contain our City Engineer's review of the study.

Since it appears the City Engineer's review (memo dated May 22, 2020) is not in your packet may I recommend that you take the time to obtain it

and give it due consideration? There are a number of important considerations including those about ingress and egress. Failure to include the documents in your deliberations and project record will not bode well if challenged in court. Please note the third party traffic report in your packet appears to understated traffic by close to half. The omission of the 2018 traffic study appears to be a subterfuge.

Determination Before Deliberation

Should this project be challenged the opposition, if any, will have no difficulty in documenting that a number of Commissioner's and Council Members discussed this project in public and made statements about how they will vote well before deliberations and the vote. It might be wise to consult with the City Attorney to determine if the Brown Act in regard to serial meetings has been violated.

Supposed Urgency

We live in Gold Country. Most of it was not made mining it. "Flim-Flam" is our history's middle name. Has yet another snake-oil salesman arrived at our door with an apple and a "Hurry, hurry last-chance" offer? There is no money in this project for our City and \$35,000,000 on day-one for the single owner of the project (but not the owner of subject property). His urgency is not our urgency. You might well ask yourselves why this man, who has the experience of owning about twenty similar projects, choose the last minute in the middle of a pandemic to apply. Adam and Eve took the apple without considering the source. Don't be bamboozled. Take a sober moment to really look at what is happening. Take the time to do it right.

Summary

A host of significant procedural and material errors plague this project. The Commission itself may have no legal standing; the Brown Act has been violated in many ways; the owner of the property may be ignorant

of the application; vital documents were not included in the public record or, it seems, in your deliberations; members of the Council and Commission have been vocally disingenuous in public. If there is a defense at all it must be in taking the time to correct some of the errors and allow a comprehensive look including genuine public participation. At least take the time to pretend this has been an open and fair process. It can only help.



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Project

1 message

Abigail Haven <1abigailgypsywife@gmail.com>
To: "nevadacity.olson@gmail.com" <nevadacity.olson@gmail.com>

Thu, Jun 18, 2020 at 9:05 AM

I live here on Zion St. Nevada City In the Seven Hills District. Nevada City is our historical town that those who live here would love to preserve. Urban density high rise housing belongs somewhere else. Brunswick area is the place for big box stores, Fast Food, and higher density housing ; Not Nevada City.

Please preserve our town. Thank You, Abigail Garrido



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field low income housing project

1 message

Kriss Frazee <phyzees@gmail.com>
To: nevadacity.olson@gmail.com

Tue, Jun 16, 2020 at 8:42 PM

To be read at the Planning Commission and the City Council please

I will try to make this a short read, as I hope there are many opponents to this project and many letters of concern. My family has lived and owned a home on Zion St since 1985. Many changes along this busy street have happened during that time. They have all worked out just fine, the school where the old High School once was, the College of Ayurveda as examples. This proposed apartment complex on the very busy corner of Ridge and Zion, in a small lot, seems very unreasonable for Nevada City. It is much too large for the space and this area of our town. There are probably other properties where something like this would work. It also seems as if this idea is being "rushed" through the system here before the people living here can have much input. Is it a plus for the developer or for us? The impact of 56 units on that small lot doesn't seem quite right.

Thank you,
a concerned neighbor



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Project

2 messages

Carol Gentine <carol_gentine@yahoo.com>
To: nevadacity.olson@gmail.com

Sun, Jun 14, 2020 at 5:06 PM

Cashin's Field Housing Project

To the Planning Commission and the City Council

I live on Zion and I love it. My only complaint would be the traffic. It's sometimes difficult and dangerous to put out or back out of a drive way. A couple of speed bumps would help a lot with this problem. I have a disabled son living in low income housing in Long Beach California and I would love to have him living close to me only when I heard of this Cashin's Field Housing Project coming to Zion St my first reaction was "We can't handle the current traffic problem much less 57+ more cars. And right now my view is beautiful trees and blue sky's and the thought of it changing to a 3 story man made building is not a present thought. I know low income housing is needed and I would love to have my son closer to me but please find a different location that is not already congested and would not turn a beautiful tree covered lot into a 3 story asphalt city. Beautiful quaint Nevada City has never had ugly so please don't start now.

Regards,
Carolena Gentine

Sent from my iPad by Carol Gentine

Carol Gentine <carol_gentine@yahoo.com>
To: nevadacity.olson@gmail.com, duanestrawser@gmail.com

Wed, Jun 17, 2020 at 11:23 AM

>

> Cashin's Field Housing Project

[Quoted text hidden]

June 15, 2020

Subject: Proposal to Develop 170 Ridge Road

To: Nevada City Planning Commission and City Council:

As the owner of the subject property for the last 20 years, I have been asked to state an opinion about the proposed development. I viewed the web meeting when the project was presented by the architect, and heard the Town Council comments. I have also seen hard copies of the updated site plan.

I am in full support of this project to build affordable housing for Nevada City. I think the project is cleverly designed as a small community and would create a nice place to live. I urge all Commission and Council members to expedite the process to get it funded and built.

Respectfully,

Thomas E. Harrington

Harrington Family Foundation, Managing Director.



Nevada City Public Meetings <nevadacity.olson@gmail.com>

170 Ridge Road – Cashin’s Field Affordable Housing

1 message

Carrie <carrie.kitkitdizzi@gmail.com>
To: NEVADACITY.OLSON@gmail.com

Thu, Jun 18, 2020 at 9:21 AM

Dear NC planning Commission,

Please take more time to review this project. I reside in the home that I own as a single mother with two kids at 630 Zion Street. I was born in Nevada City 44 years ago and I am currently a local Broad St business owner.

I believe bringing in a housing project of this size will be negatively impactful to this neighborhood. I do not think the proposed location is appropriate for a project of this magnitude. Zion St and Ridge Rd are already congested with traffic because of the 3 major schools and grocery stores that service people all over this community and I believe bringing a potential 200 more people into this area will tip this neighborhood into a overpopulated, dysfunctional mess.

I do not argue that Nevada City needs affordable, low income housing. I hope that a better or revised proposal comes along that creates housing and still preserves this neighborhood.

Thank you,
Carrie Hawthorne
630 Zion Street

Sent from my iPhone

Catrina Olson

From: Shelly Covert <Nevadacityrancheria@live.com>
Sent: Wednesday, June 17, 2020 4:34 PM
To: Katrina Olson; Amy Wolfson
Cc: Ember Amador
Subject: Cashin Field comment

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Nevada City Planning Commission,

We would like to make a comment from the Nevada City Rancheria Nisenan Tribe in regards to the "Cashin Field" development project. The project lies within our territorial boundaries and is especially relevant to 'ustomah (or what is now Nevada City). It is possible Cultural artifacts and or materials could be unearthed during the project given the project's relevance to Nisenan life before modern development.

If Cultural materials should be found, the Nevada City Rancheria Nisenan Tribal Council should be notified and immediately included in the process.

Thank you. Contact information:

Shelly Covert
530-570-0846
PO Box 2624
Nevada City, CA 95959

and...

Richard Johnson
530-265-6563
PO Box 2624
Nevada City, CA 95959

SHELLY COVERT
Secretary, Community Outreach and Spokesperson • [Nevada City Rancheria Nisenan Tribal Council](#)
Nisenan Exhibit Coordinator • [Firehouse No. 1 Museum](#)
Executive Director • [California Heritage: Indigenous Research Project \(CHIRP\)](#)
Check out my Blog • [ShellyCovert.Net](#)



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Project

1 message

Eileen <eileen@eileenkennedydesign.com>
To: nevadacity.olson@gmail.com
Cc: reinettesenum@gmail.com

Tue, Jun 16, 2020 at 1:49 PM

Dear Planning Commission and City Council,

I am a concerned neighbor of the Cashin's Field Housing Project and have lived at 618 Zion Street for 15 years in a home I own. I'm the head of this household, have a self employed home based business and am a single mother with daughter at Seven Hills. Previously she attended to Deer Creek. Our entire life revolves around Zion Street and I'm really worried that 57 units of low and very low income housing will negatively impact the quality of life in our neighborhood.

My biggest concern is the size of the project: It's too many units. I'm a designer and have studied some urban planning and know that large developments like this rarely enhance neighborhoods. I might be okay with half of that number OR half that number units AND mixed income level apartments.

I am also concerned about the rush to push it through and think more time should be taken to address fire risks, setback, access, and more. I understand that the issue is being rushed to obtain grant money which is only available until July 1. I am certain that there will be other opportunities to access money in a more timely way that is less rushed and provides opportunity for a more thought out plan. I worry about who's set to benefit from the rental income and about the money leaving our area.

Please hold off on approving this and please read my comments at the Planning Commission and City Council Meetings when the issue comes up.

Sincerely,
Eileen Kennedy
618 Zion St
Nevada City, CA
95959

EILEEN KENNEDY

BUTTERFLY ARTIFACT™
<http://www.wearbutterflyjeans.com>
<https://www.instagram.com/eileenkennedydesign/>

Direct: 530.575.5833



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Project

1 message

DARLA KIDWELL <dbkhunnicutt@aol.com>
To: nevadacity.olson@gmail.com

Wed, Jun 17, 2020 at 12:25 PM

I'm writing this email in regards to the 57 unit apartments. This is crazy. Talk about traffic safety issues fire emergencies and I just plain don't want it. Than I just heard that there is no elevators in the 44 ft building. That again is crazy. What about the elderly your diffently not thinking about them. You plan on housing young tenents. The more I hear about this project. I'm totally against it. I do not support this.

Thank you
Darla Kidwell
245 Brock Rd.
Nevada City, Ca

Sent from my iPad

Amy Wolfson

From: Kathryn McCamant <kmccamant@cohousing-solutions.com>
Sent: Wednesday, June 17, 2020 9:23 AM
To: Amy Wolfson
Subject: Re: Cashins Community on Ridge Road

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks.

~~Traffic, like three cars at the intersection would be a problem?~~

Just read this

I will just point that the primary traffic issue in that area is parents driving their kids to/from school. If more people lived within walking distance of their schools, like these families at Cashins Field will be, more kids could walk to school creating fewer traffic issues. The traffic issues are not those that live and work in this area, but parents driving down from Banner Mountain.

Respectfully,

Katie

Kathryn McCamant, President
CoHousing Solutions
224 Main Street
Nevada City, CA 95959
T.530.478.1970 C.916.798.4755
www.cohousing-solutions.com



From: Amy Wolfson <Amy.Wolfson@nevadacityca.gov>
Date: Wednesday, June 17, 2020 at 8:38 AM
To: Kathryn McCamant <kmccamant@cohousing-solutions.com>
Subject: RE: Cashins Community on Ridge Road

Hi Kathryn,

I have attached your prior letter to the staff report that was distributed to the commissioners last Friday. The main point of contention for most people seems to be a perception of traffic/circulation concerns.

Amy Wolfson
City Planner
(530) 265-2496 x130

From: Kathryn McCamant <kmccamant@cohousing-solutions.com>
Sent: Tuesday, June 16, 2020 2:53 PM
To: Amy Wolfson <Amy.Wolfson@nevadacityca.gov>
Subject: Re: Cashins Community on Ridge Road

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just confirming that you will share my email of support for Cashins Field Project for the upcoming Planning Commission Meeting.
Also wondering if there are any particular issues creating controversy?

Katie

--
Kathryn McCamant, President
CoHousing Solutions
224 Main Street
Nevada City, CA 95959
T.530.478.1970 C.916.798.4755
www.cohousing-solutions.com



From: Amy Wolfson <Amy.Wolfson@nevadacityca.gov>
Date: Monday, June 8, 2020 at 3:57 PM
To: Kathryn McCamant <kmccamant@cohousing-solutions.com>
Subject: RE: Cashins Community on Ridge Road

Hi Kathryn,

I had my screen full of You Tube and Zoom and I couldn't see your email pop up in time for public comment. I will still include it in the public record that goes to the Planning Commission. Sorry about that.

Amy Wolfson
City Planner
(530) 265-2496 x130

From: Kathryn McCamant <kmccamant@cohousing-solutions.com>
Sent: Monday, June 8, 2020 9:53 AM
To: Amy Wolfson <Amy.Wolfson@nevadacityca.gov>
Subject: Cashins Community on Ridge Road

From: Ralph Nieders

Sent: Thursday, June 11, 2020 5:01 PM

To: Amy.wolfson@nevadacityca.gov <Amy.wolfson@nevadacityca.gov>

Subject: Please add to Planning Commission review.

Access and evacuation routes- While the developer has agreed to a second access point on Ridge Road, in the case of a fire, the right turn to right turn design will not support a rapid evacuation of the property's tenants and can actually generate a choke point blocking the overall flow of traffic. The recent sale of the Grass Valley Group/Nevada Tech Center could refloat that business unit and significantly add to traffic on Ridge Road. Previously over a thousand people worked at the Tech Center. Like housing, Nevada City need jobs and the Tech Center is the ideal location. To downplay the risk of fire and evacuation, is to guarantee the loss of life during a fire event. To risk safety in order to satisfy an affordable housing quota is showing poor judgment and sincerity by public officials. Lower density would mitigate some of the risk.

Green areas- The developer claims he wants to preserve the eastern portion of the property as a green area, and urban forest for the tenants, and mentions two trees, one with a 60 inch diameter and another with 48 inches. Such trees have a very expansive root extending 100 feet and more. Significant trenching will be required for the sewer, water, power and communications across this designated green area to connect to Searls Avenue, and to all the proposed buildings. The trenching will impact the health of the majority of the trees on the property, and the original estimate of only removing 40 trees has now risen to 89, and after trenching, the damage to the expansive root system that interconnect these trees, will impact a majority that then will become diseased. Within a short period, five years, due to safety and fire concerns, those trees will also have to be removed. That is a future that can be predicted today.

The votes are clearly there to approve the project as is. With little effort, this project could become a model for others to follow, but that would require a little more sincerity and transparency. An LLC will be created, investors will meet their ROI threshold, the developer will get a nice completion bonus and in the long run people will stop caring and no longer get involved because the system does not work.

Disappointing to see what has happened in Nevada City, and I am sure Bob and Ruth Paine will agree with me, I knew them both. Progress and preservation have just become words with no meaning.

Respectfully,

Ralph Nieders.
900 Zion Street.



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Development

1 message

Frances Ohman <frannoh@gmail.com>
To: nevadacity.olson@gmail.com

Thu, Jun 18, 2020 at 1:00 AM

To whom it may concern,

I moved here last year and almost immediately started working as a cashier for Briar Patch Food Co-op. I have learned through the many conversations I have had over my register that this is a community that cherishes the health of its environments and its people.

This housing project upholds those values. The architecture highlights the mining history of Nevada Country and seeks to be well integrated within the existing community. The green spaces within and its convenient walkability promotes the healthy lifestyles that so many of us seek. The preservation of the existing forest maintains the beauty of what has brought and kept so many of us.

In this county, we are acutely aware of the possible fire hazards and I trust our dedicated professionals to ensure that this project has all the appropriate safety measures. There is an opportunity here that we cannot waste. This housing project fulfills a need desperately felt within a large part of our community.

I urge you to consider the people who benefit from this project. They are the people who take care of the elderly. They are the people you turn to when something breaks. They are the people who help you at the store. Most importantly, as we have all now learned, they are essential.

Thank you for your time,
Frances Ohman

Aurora Packard
aurorapackard@gmail.com

June 16, 2020

Nevada City Manager
NevadaCity.olson@gmail.com

To be presented to:
Nevada City Planning Commission
Nevada City City Council

Dear Nevada City Planning Commission and Nevada City Council,

I am writing to express my support for the Cashin's Field Project. This multi-family apartment complex would enhance the economic vitality of our community by providing essential workforce housing while addressing the need for affordable housing stock for families, students, and community members with disabilities. Further, this development is in a walkable area, minimizing environmental impact and bolstering local businesses.

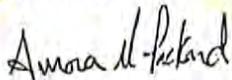
The Motherload design style will preserve our historic mining town aesthetic. It will minimize environmental impact by preserving the old growth trees; using swales to slow, spread, and sink storm water runoff; and using solar panels and other environmentally conscious methods to ensure net-zero design standards are met.

The Cashin's Field Project would provide families with housing close to schools, parks, and shopping. Workforce and college age students would remain in the area because of close proximity to Sierra College, office spaces, and community workspaces for the tech industry. This housing would help them be able to stay in the area. It is essential that we retain young families and local talent.

With the recent influx of residents from other communities moving to Nevada County because of their ability to telecommute, it is essential we take care of our existing community members who need affordable housing. Rental housing stock will continue to become less accessible for students, families, and people with disabilities as those with higher incomes move into the area causing prices to rise. The only way to break the cycle of chronic homelessness in our community is to prevent it. Affordable housing prevents homelessness. We must be committed to this aim.

I enthusiastically support this project in the best interest of our community. Thank you for your time and attention.

Sincerely,



Aurora Denita Packard



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Affordable Housing Project - Letter In Support

1 message

Alexis Rosenbaum <alexis.rosenbaum@gmail.com>
To: nevadacity.olson@gmail.com

Thu, Jun 18, 2020 at 12:12 PM

Dear Mayor Senum and Members of the City Council,

* To be read at today's Planning Commission meeting and next week's City Council meeting *

I am writing to show my support for the Cashin's Field affordable housing project. I'm a 41-year-old, single mom who is extremely grateful for the beautiful one bedroom apartment I live in Chicago Park, Grass Valley. However, my rent is \$1100 and even with working full-time in a management level position, I'm unsure of how/when I'll be able to afford a bigger place for my Son and me.

When his father & I separated I was a housewife and didn't have my own income. With my family living in the Bay Area, I basically had no place to go. I'm grateful for the community here because I was offered several house-sitting gigs while I got on my feet.

So, I put my stuff in storage and with my toddler in tow, spent a handful of months, during the winter, jumping around the county house sitting. After I got a job babysitting (so I could keep my son close during the divorce), a friend offered me a tiny home on her property with a bathroom in the main house for \$700/mo. I didn't care about the price because it was comparable to what's in the county, but my father had to pay because I couldn't afford it. Plus, I was desperate & simply grateful for my own space.

I feel grateful and blessed for the opportunities that have been presented to me over the past couple of years - my amazing sales & marketing manager job, my son's preschool, and our home.

But what's next?

What happens when my Son is too big to co-sleep?
What happens when he outgrows our place?
Where do we go next?

I'm not a victim to my circumstances & I take full responsibility for how I got here. I work hard, save money, and live simply. AND my Son deserves to grow up in a home, with his own room, maybe a yard, without seeing his mother stressed to make ends meet.

My story is not unique or isolated. I know numerous single moms who struggle in this county because there's a lack of affordable housing. Nevada County has endless resources to offer, resources that if redistributed & managed properly could propel us towards an abundant, diverse & prosperous community.

It's 2020 and it's time that we do our part as a county to provide affordable housing, walkable cities, small ecological impact, community diversity, and new opportunities for the future generations to come.

Sincerely,

Alexis Rosenbaum

Sincerely, Alexis A. Rosenbaum

c: 530.955.1188

e: alexis.rosenbaum@gmail.com

Look deep into nature and you will understand everything better - A. Einstein



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Cashin's Field Housing Project

1 message

S.A.STASER <sandis@sierraemail.com>
To: nevadacity.olson@gmail.com

Thu, Jun 18, 2020 at 9:41 AM

Planning Commission and City Council,

While we like the idea of affordable housing, we feel this project is way too large for that piece of property, and 3 stories is too high, too many apartments . We feel the traffic would be a nightmare, trying to get in and out of that entrance and exit would be difficult and dangerous. The traffic in that area is already terrible, and it makes it hard for emergency vehicles trying to get to the freeway. The entrance and exit is not in a good location and having one on Searls would not be good either.

Sincerely,
Roland Schumacher
Sandra Staser

NO ADDRESS

Catrina Olson

From: Lorraine Reich <reichlawoffice@gmail.com>
Sent: Thursday, June 18, 2020 12:27 PM
To: Katrina Olson
Subject: Casin's Field Housing Project

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Olson,

The Casin's Field Housing Project is on the agenda for the Planning commission for June 18, 2020. When running for City Council I learned many things about Nevada City that I didn't know. -- despite having lived here for 30 years. I learned that we do not have affordable housing which to me means rents lower than \$800/month for a single room or studio, and under \$1200/month for a house. The typical rents in our town now range from \$800 for single room, and you can't find an entire house for under \$1,500/month. This means that minimum wage earners, and median wage earners (under \$20.00/hour) cannot possibly afford to live in Nevada City.

So to meet the need of our low wage earners, who work in the restaurants, the shops, the markets, and laborers, etc., I determined we have a lack of affordable housing in Nevada City. I came to believe that the property across the highway from the post office could be zoned for multiple story apartment buildings.

Then along came this Casin's Field project. I looked over the vision, the plans and the specs, and I have concluded this is a fantastic opportunity for Nevada City to provide housing for the working classes. My vote is Yes! on this project and I urge the Planning Commission to take all steps to facilitate the completion of this project.

Lorraine Reich
153 Park Avenue Ext.
Nevada City, CA 95959
(530) 274=1077.

SOPA Thai Cuisine
312 Commercial Street
Nevada City, CA 95959
(530) 470-0101

June 16, 2020

Hello Madam Mayor, and members of the Council. My name is Sopaworn Savedra and I am the owner of Sopa Thai Cuisine located at 312 Commercial Street in Nevada City. Sopa Thai Cuisine was established in 2006 and since that time, I have seen multiple employees struggle firsthand with paying rent. I fully support the Cashin's Field project. I was not always financially stable and at one point in my life, I struggled to feed a family of five while working a waitressing job or out in the fields. Knowing my family always had a roof over their head was one of the utmost importance. I believe it is a beautiful design that works amazingly well in our little town of Nevada City and in a great location. This project would bring desperately needed affordable housing for people in our community like my staff, who can't afford rent in Nevada City. As an example, I have 4 employees who live in the same home, and one of them has a family, because rents are so high in Nevada City. In addition my staff that helps support my business is constantly changing due to the unavailability of affordable housing. I fully support the project and look forward to its completion. Please approve the project right away so we don't miss out on the one-time funding that is available for our County. We can't afford to lose these funds. Thank you for your time in hearing my comments.

Sincerely,

*Sopa Savedra
Owner*

SOPA Thai Cuisine
312 Commercial Street
Nevada City, CA 95959
(530) 470-0101

May 26, 2020

Hello Madam Mayor, and members of the Council. My name is Martin Savedra and I am the manager of Sopa Thai Cuisine located at 312 Commercial Street in Nevada City. Sopa Thai Cuisine was established in 2006 and since that time, I have seen multiple employees struggle firsthand with paying rent. I fully support the Cashin's Field Project and its beautiful design. The beautiful design will not only add to the great atmosphere but to an overdue solution to an ongoing need. I feel it would be a good fit for Nevada City. This project is going to bring desperately needed affordable housing for people in our community like my staff, who can't afford rent in Nevada City. Currently, I have 4 employees who live in the same home, and one of them has a family, sharing the rent. Prior to purchasing my home, I had experienced the lack of housing in and around of Nevada City. I fully support the project and look forward to its completion. Please approve the project right away so we don't miss out on the one-time funding that is available for our County. We can't afford to lose these funds. Thank you for your time in hearing my comments.

Sincerely,

*Martin Savedra
Manager*



Nevada City Public Meetings <nevadacity.olson@gmail.com>

Fwd: Cashin's Field Housing Projectc

1 message

Donna Taggart <donnataggart@icloud.com>
To: nevadacity.olson@gmail.com

Tue, Jun 16, 2020 at 12:43 PM

Hello, we are forwarding our email to Reinette Senum regarding our concerns about the proposed development at Cashin's Field in Nevada City. Thanks for your attention on this matter. Donna Taggart and Peter Selaya (638 Zion St. Nevada City)

Sent from my iPad

Begin forwarded message:

From: Donna Taggart <donnataggart@icloud.com>
Date: June 16, 2020 at 12:38:21 PM PDT
To: reinettesenum@gmail.com
Subject: Cashin's Field Housing Projectc

Hi Reinette,

We are emailing our concerns about the projected housing development at the corner of Ridge Road and Zion Street. We don't feel that such a large project is an appropriate match for that corner. It is really going to impact traffic congestion especially when school reopens. It is taller than any building in Nevada City and will be unsightly in our historic neighborhood.

Even the fact that it is being developed and will profit a company from outside our county is unacceptable. They don't have to live next door to such a large complex!

More time and feedback is needed as well for environmental impacts including our sewer treatment plant, our water supply and our fire safety assessments.

With 57 units that will mean at least a 100 extra cars on the road in this small area.

Please limit this development as much as possible.

Thank you and feel free to read our concerns at the Planning Commission Meeting on June 18th.

Donna Taggart and Peter Selaya
638 Zion St.
Nevada City, CA.

Sent from my iPad

To: Nevada City Planning Commission

Josie Andrews, chair

Stuart Lauters

Jason Rainey

David Bohegian

Peter Van Zant

Cc. Brian McAllister, City Engineer

Amy Wolfson, City Planner

Catrina Olson, City Manager

Mike Dent, Nevada County Housing

From: Nancy Weber

750 Lindley Ave.

Nevada City, CA

6/15/20

RE: Cashin's Field Affordable Housing Project

This is a project that should be built. It is a good use of the site, is close to amenities and we have a great need for affordable housing.

There are two glaring problems:

- a safe way out for the project's occupants should there be a fire (and for fire fighting equipment to get in at the same time)
- a compounding of traffic congestion at the multi-intersections on Ridge Road between Zion St. and the freeway

In more recent renderings of the project design, two access points off Ridge Road have replaced the single entry/exit (also on Ridge Rd). While that may provide a solution for the project residents, it creates a further problem for traffic congestion/confusing multi-intersections on that stretch of Ridge Rd. Planning for use of that roadway must include fire evacuation and include freeway access for the 800 plus student bodies of Deer Creek and Seven Hills Schools as well as a large CALFIRE station and Nevada City Fire Station.

The almost 5 acre site allows options for access on both Searls and Zion Streets which would reduce the hazards presented by the Ridge Rd. access:

- A right hand turn off Ridge Rd. into the project for westbound traffic would seem workable. A left hand, eastbound turn out of the project onto Ridge would create problems.
- At Searls, a left hand turn out of the project would reduce traffic congestion on Ridge
- At Zion, the rock faced walking path would need to be interrupted which should not eliminate it as a possibility.

For either Searls or Zion St. entries there will probably be a loss of more trees. In weighing decisions of safety vs. esthetics, safety seems a higher priority.

I am not an engineer and am making assumptions. Please obtain more information on the traffic concerns. Nevada County Transportation Commission has a study—Gold Flat Rd. Corridor Study, 2015-16. Dan Landon, Executive Director, could provide useful information for decision makers. He was seen as a participant on the Zoom City Council Meeting (5/26/20) but was not called on to speak and no report has been included in that or subsequent meetings. It would be helpful to know any plans for improved traffic management on the involved section of Ridge Rd.

There is also an esthetic problem with building placement on the site design--minimal set backs for the tall buildings from the well traveled streets. The office buildings at Providence Mine just across Zion provide an excellent example of thoughtful setbacks, with trees and shrubbery making a more natural setting typical of Nevada City.

I sense that there is room for negotiation between all parties involved in bringing this project forward. I urge you to advocate for a safe and attractive project. If it can't be designed without compounding a traffic problem on Ridge Rd., then it should not be approved.

Thanks for the opportunity to give input.

June 17, 2020

Planning Commissioners,

I am opposed to the Cashin's Field project as proposed. I am not opposed to affordable housing. People who know me know that I have long been a proponent of providing affordable housing in Nevada City and strive to do my part to provide it. I have a problem in the way this project proposes it.

This is an example of old-school affordable housing planning at its worst. By putting all these units on one site, we will be setting up future tenants, especially children, to the bullying and discrimination that results from having an address that identifies as "one of those places." Rather, we should be repurposing existing vacant buildings into multi-family housing of all socio-economic levels. High, medium, and low (subsidized) cost housing mixed together. The developer would save money on new building costs and the City would have vacant property put back into use.

Additionally, this project has been rushed through the process in a way that has not allowed the citizens to have much input. Most of the residents of Nevada City are not even aware of it yet. Slow down and do it right. Look at the myriad of traffic, ingress/egress, fire, policing, and other impacts that are being downplayed or overlooked in the rush.

Lastly, I question the process this project has followed. The lack of noticing, the favoritism of amending a Council Agenda after it had been posted to put a presentation on that other residents are denied, the incompleteness of the application itself, and the lack of availability for the Public to review the plans are all worrisome, if not outright illegal. Contrary to the mistaken position the City has taken, the Brown Act was not suspended during the COVID-19 pandemic, it was simply modified.

Please take the time to process this application correctly and produce the best project for Nevada City residents now and in the future.

Sincerely,

Cathy Wilcox-Barnes
222 Nihell St.
Nevada City, CA 95959

Welcome to live chat! Remember to guard your privacy and abide by our community guidelines.

Kalita Todd

I am in support of the Cashin's Field project. As a 40+ yr NC resident, involved in community & invested in the betterment NC. This project will go far in creating housing for low income folks.

Kalita Todd

I am an low-income elder that is looking to relocate closer to town. My experience includes a large amount of community living, so I have skills to offer toward creating community housing & interest.

nc neighbors

the intent behind the use permit for offices on main floor downtown was not just revenue but a vibrant downtown. Upstairs for offices, downstairs for entertainment, restaurants, true retail.

nc neighbors

For same reason, we do not want to see housing downstairs, but upstairs. Save the precious main floor for people generating general retail.

nc neighbors

This was a big concern and a big decision when the policy was created. Not just about real estate offices.

Matthew Coulter

How many historical protected trees will be cut down this week in Nevada City ?

Richard Baker

I'm here to answer any questions

Richard Baker

The fenced enclosures were approved in the earlier application - this is specifically for the canopy

Matthew Coulter

sounds volitil ,

Matthew Coulter

sounds volitil ,

Matthew Coulter

L.A. fire a few weeks ago. Fire fighters got blown up.

Richard Baker

The description should be for an express retail space - not outdoor

Diana Gamzon

On behalf of the Nevada County Cannabis Alliance, I would like to commend Daniel Batchelor and the entire team of Elevation '2477 for seamlessly adjusting their operations to not only meet,

Diana Gamzon

but exceed industry standards for operating a dispensary during the COVID 19 pandemic. While other dispensaries throughout the state were required to only ensure patrons maintained a 6' distance and

Diana Gamzon

wore face masks in store, Elevation has gone above and beyond to protect the health of both employees and patrons. We fully support the planning decision

Diana Gamzon

in a motion to approve the express outdoor area moving forward. It is uncertain how business operations will be altered due to the pandemic and we are grateful for the city in working with our

Diana Gamzon

industry to be proactive in preparations.

Diana Gamzon

Thank you, Diana Gamzon, Executive Director, Nevada County Cannabis Alliance

Jonathan Collier

Elevations has always acted in a most professional and community minded way.

Jonathan Collier

They've shown great leadership within the business community.

Matthew Coulter

great business. proven.needed.

Kayla Rayson

Our community is in dire need of affordable housing. Having beautiful, accessible homes in walking distance to town is not only an economic solution to this need, but an environmentally

Kayla Rayson

Sound solution as well.

Kayla Rayson

This is also a sustainable solution to housing in our area due to reducing the footprint of sprawl.

Kayla Rayson

This project also allows access to those who cannot drive, but can successfully still get their needs met close by. I believe this will support local businesses as well as local community building and

Kayla Rayson

Involvement

Matthew Coulter

Air B&B and vacation homes are at 35% in Nev Co.. Empty homes are everywhere. Traffic couldn't be worse at this spot. Please fix the traffic situation first. Can any 'local' company build it ?

Matthew Coulter

without elevators, first responders would have to carry people downstairs. difficult.

Kayla Rayson

Are elevators possible? I agree.

Chris Ring

Great improvement adding the 2nd exit and horseshoe design. Feels much safer. Buildings in front and parking in the back will make the curb appeal much better.

Trudie Chandler

How does the secondary access allow evacuation for the residents in the event of fire? They can only turn right towards Zion while the rest of the community will be traveling the opposite direction?

Trudie Chandler

In the event of a wildfire/fire with hundreds of people having to flee for safety from the project it appears that bottlenecking and grid lock wouldn't be avoided.

Trudie Chandler

Thousands of other residents of the community will also have to be able to use Ridge Road to access HWY 49 ramp. This presents a serious adverse safety concern for the occupants and community.

Trudie Chandler

Nevada City has very few exits available for HWY access don't block us in during fire evacuation.

Matthew Coulter

Under building parking is a fire hazard. I think they banned it in So. Cal., an earthquakes hazard too.

Trudie Chandler

Having to evacuate hundreds of people and the possibility of gridlock underscore that this project is too big for the site and location. It needs to be designed as a smaller project to allow for safety

Chris Ring

As with any project development, traffic considerations are always very carefully considered. There are multiple studies including the Cashin's Field Traffic Study and Gold Flat Road Corridor Study.

Chris Ring

both of these studies reflect the upgrades needed based on increased traffic at Ridge Road

Trudie Chandler

A current 2018 traffic study supplied by the City Engineer was never presented to the public. That study reflected significantly higher numbers and much heavier traffic.

Trudie Chandler

Ca. Insurance Commissioner reports major nonrenewal of fire insurance policies due to the adverse impacts of building in CAL Fire Zoning. GV 30 unit cohousing

Trudie Chandler

had insurance canceled.

Matthew Coulter

\$ talks. the Bay Area bought us. Market rate ? Affordable ? How much ?

1862beacon

As a neighbor of this project (off of Zion St), I am in FULL support of the development. It is well thought out and desperately needed. It is important that we welcome smart growth.

Trudie Chandler

How many commissioners that are making this decision live in this area and will be impacted upon fire evacuation? I too welcome smart growth.

Trudie Chandler

Can you imagine if Banner Mountain residents had to evacuate and head for HWY 49 with the rest of us?

Trudie Chandler

Commissioners you need to take more time to evaluate this project due to the many adverse conditions that are presented. Smaller would be better and safer in a couple different places.

Bethany Celio

I'm in full support of this project. Cashin's Field is in a great location, walkable & bikeable to downtown, grocery stores, schools, etc. We are desperately in need of affordable housing.

Michael Taylor

One of the largest fire threats to Nevada City is the homeless camps just outside of town. We need to increase housing, especially affordable housing to help solve this problem.

Bethany Celio

Providing these 56 units would help relieve the extremely stressed rental market here in Nevada City.

Bethany Celio

I appreciate the thoughtful architectural design, and think it would be a tremendous benefit for our community.

Matthew Coulter

affordable for who ? cost ? estament ?

Trudie Chandler

Read: Sacramento Bee Destined to Burn...Nevada City is featured.Fire evacuation plans must be your/all of our responsibility in order to provide safety for all.

Michael Taylor

I've been part of this community since the 70's. I've seen Nevada City go through several economic challenges. Every time we fail to build housing our local economy fails.

Michael Taylor

I've taken my daughter to school at Deer Creek and now 7 Hills and have made this commute for 6 years. The traffic concerns are highly exaggerated. It is congested but for very short periods of time.

Michael Taylor

The intersection at Searls and 49 has a roundabout planned for it. This would solve a lot of the traffic concerns. Of course it's a matter of priority and this still doesn't trigger the need for it.

Michael Taylor

Although I would like to see that roundabout sooner than later.

Michael Taylor

I'm also a private firefighter and no matter where you live in the community evacuation is going to be an issue.

Michael Taylor

Quite honestly Nevada City is probably one of the best places to evacuate in our county because of its access to both HWY 20 & 49



City of Nevada City

June 24, 2020

Ms. Judith Blackwell
Executive Director
California Tax Credit Allocation Committee
915 Capitol Mall, Room 485
Sacramento, CA 95814

RE: Letter of Support for Cashin's Field Affordable Housing Development located at 170 Ridge Road, Nevada City, CA to expand affordable housing in Nevada City

Dear Ms. Blackwell,

On behalf of the City of Nevada City, as the designated local jurisdiction, I am sending you this Letter of Support for the Cashin's Field Affordable Housing Development Project located at 170 Ridge Road, Nevada City, California. We are pleased at the opportunity to partner with the County of Nevada, Central California Housing Corporation (CCHC) and Regional Housing Authority (RHA) to expand affordable housing for residents of Nevada County and Nevada City alike.

The proposed development would make available fifty-six (56) units of low-income affordable housing via eleven (11) one-bedroom, thirty (30) two-bedroom, and fifteen (15) three-bedroom units, as well as one (1) manager's unit. Included on site is a community building with managerial/leasing offices, multi-purpose lounge, kitchenette, and outdoor gathering spaces. To protect the most vulnerable, the development will be rent restricted for qualified residents with income ranging from 30%-60% of the area medium income for a fifty-five-year affordability period. This project design uses a "village concept" that promotes three high-level objectives: 1. To provide an environment that is supportive of family residents that assist in creating supportive community relationships; 2. Substantially preserve the existing ecological context of the site including maintenance of much of the existing forest and stormwater patterns; and 3. Provide an architecture that is consistent with the mining heritage of Nevada City that is reflective of current construction systems and aesthetics.

The project is ideally located walking distance to local public transportation, elementary and middle schools, Pioneer Park, and the Seven-Hills Business District that includes access to a full-scale grocery store and medical pharmacy, among other amenities. The Development Team has partnered with Mogavero Architects and SCO Planning,

Engineering & Surveying, Inc. to incorporate design features that embed local aesthetics, community green spaces, energy efficiency, low visibility parking with hazardous vegetation defense improvements against wildfire.

Cashin's Field Affordable Housing Development is a win-win project as it promotes the City's objective to promote affordable housing, prevent homelessness, support local economic development, create defensible space to reduce the risk of wildfire, and advance community resiliency through energy efficiency. To underscore support for the project, the City of Nevada City has already allocated \$157,730 in Permanent Local Housing Allocation (PLHA) funds in the form of a secured loan to the Developer which will bear 3% simple interest for up to 55 years with loan payments due annually based on residual receipts. Therefore, the City strongly supports the Cashin's Field Affordable Housing Development Project located at 170 Ridge Road, Nevada City, California.

Please feel free to contact me with any questions.

Sincerely,

Reinette Senum
Mayor, City of Nevada City

Cc:
County of Nevada Board of Supervisors
Central California Housing Corporation
Regional Housing Authority

REPORT TO CITY COUNCIL

City of Nevada City
317 Broad Street
Nevada City CA 95959
www.nevadacityca.gov

June 24, 2020

TITLE: Commitment of Permanent Local Housing Allocation (PLHA) Capital Funds Loan for Cashin's Field Affordable Housing Project

RECOMMENDATION: Review, approve and authorize the Mayor to sign the letter of commitment for a loan of Permanent Local Housing Allocation (PLHA) funds for the Cashin's Field Affordable Housing Project at 170 Ridge Road, Nevada City, CA.

CONTACT: Catrina Olson, City Manager

BACKGROUND / DISCUSSION:

On May 18, 2020, the City received a letter from the Regional Housing Authority (RHA) and its Co-Developer and Partner, Central California Housing Corporation (CCHC) requesting assistance from the City of Nevada City to provide a loan from its year one and year two PLHA funds to assist in financing the Cashin's Field Affordable Housing Project in the amount of \$157,730.

At the June 10, 2020 meeting the City Council directed staff to prepare a commitment letter including the requested loan terms in the request letter which are as follows:

- \$157,730 principal loan amount
- 3% simple interest, up to a 55-year amortization and term
- Loan payments due annually based on residual receipts

The purpose of this item is to provide a Capital Funds commitment Letter for the Cashin's Field Affordable Housing Project located at 170 Ridge Road in Nevada City for the purposes of submission of the Tax Credit Allocation Committee application that is due by the developer on July 1, 2020.

The proposed development is a multi-family apartment community located at the corner of Ridge Road and Zion Street, historically known as Cashin's Field. The project was heard by the Planning Commission June 18, 2020. The project is a 56-unit low-income affordable housing project serving income qualified residents in Nevada City and the surrounding areas. The proposed development will include 11 one-bedroom, 30 two-bedroom, and 15 three-bedroom units as well as a manager's unit. Also included on site would be a community building with managerial/leasing offices, multi-purpose lounge, kitchenette, and outdoor gathering spaces. 100% of the units will be rent restricted for qualified residents with income ranging from 30% to 60% of the area medium income for a 55-year affordability period.

The City's loan commitment to the Cashin's Field project would be contingent on the City receiving the PHLA funding from the State. If the City does not receive these funds from the

State, the City would not be obligated to provide a loan to the Cashin's Field project out of the General Fund or any other Discretionary City Fund.

The County of Nevada received a similar request for a letter of commitment in support of a two- year allocation of County PLHA funding and the same loan structuring. The request for approval and authorization for the Board of Supervisors Chair to sign the Letter of Commitment of Capital Funds for Cashin's Field Affordable Housing Project was approved at the June 9, 2020, Nevada County Board of Supervisors' Meeting.

ENVIRONMENTAL CONSIDERATIONS: Not applicable.

FISCAL IMPACT: \$157,730 of Nevada City's forthcoming PLHA from the State. There is no impact to the City's General Fund and no budget amendment is needed at this time.

ATTACHMENTS:

- ✓ Letter of Commitment of PLHA Funds for Cashin's Field Affordable Housing Project
- ✓ Request letter from the RHA and CCHC for PLHA fund and loan commitment to Cashin's Field Affordable Housing Project
- ✓ Nevada County Board of Supervisors Commitment Letter for support of the Cashin's Field Affordable Housing Project



City of Nevada City

June 24, 2020

Gustavo Becerra
Executive Director
Regional Housing Authority
1455 Butte House Road
Yuba City, CA 95993

Subject: Commitment of Capital Funds Loan in the amount of \$157,730
Cashin's Field Affordable Housing Project

On June 24, 2020 by means of Agenda Item 6B (under Old Business), The City Council of the City of Nevada City reviewed, approved and authorized the commitment of a loan to the Regional Housing Authority for the subject of Cashin's Field Affordable Housing Project. A capital funds loan in the amount of \$157,730 has been authorized. These funds will be used to facilitate the financing of the development project. Loan terms will include a simple interest rate not to exceed 3% annual interest, up to a 55-year term and payments based on residual receipts, and the loan will be secured by a deed of trust and promissory note.

This loan commitment is expressly conditioned upon a successful application for low-income housing tax credits and all necessary financing to make the project feasible in the 2020 and 2021, 9% California Tax Credit Allocation Committee competitive funding rounds.

The City of Nevada City is very supportive of this development initiative, addressing the serious housing needs of low-income residents in Nevada City and surrounding areas. Please contact me should you have any questions concerning this commitment of funds.

Sincerely,

Reinette Senum, Mayor
City of Nevada City



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www.RegionalHA.org

May 18, 2020

Catrina Olson
City Manager
City of Nevada City
317 Broad Street
Nevada City, CA 95959

**Re: Cashin's Field Apartments
Request for Permanent Local Housing Allocation (PLHA) Funds**

Dear Ms. Olson:

The Regional Housing Authority and its Co-Developer and Partner, Central California Housing Corporation (CCHC) respectfully requests the assistance from the City of Nevada City to provide a loan from its year one and year two PLHA funds to assist in the financing of the Cashin's Field Apartments project in the amount of \$157,730.

The project will compete for 9% Low-Income Housing Disaster Tax Credits in the July 1, 2020 California Tax Credit Allocation Committee (CTCAC) application round. The project needs soft financing in order to be financially feasible. Applications that are not financially feasible do not pass threshold requirements with CTCAC. We believe the addition of the City funds in the project would provide the public leverage needed to make the project competitive and feasible.

The loan would be structured under the following terms:

- \$157,730 principal loan amount
- 3% simple interest, up to a 55-year amortization and term
- Loan payments due annually based on residual receipts

We would be happy to meet with you and your staff to further discuss our proposal. Please contact me at your earliest convenience to set up a time. I can be reached at (530) 671-0220 ext. 113, or by email at g.becerra@regionalha.org.

I look forward to hearing from you soon.

Sincerely,

Gustavo Becerra

Gustavo Becerra
Executive Director

COUNTY OF NEVADA
STATE OF CALIFORNIA
BOARD OF SUPERVISORS



Chair Heidi Hall, 1st District
Edward C. Scofield, 2nd District
Vice-Chair Dan Miller, 3rd District
Susan Hoek, 4th District
Richard Anderson, 5th District
Julie Patterson Hunter,
Clerk of the Board

June 9, 2020

Gustavo Becerra
Executive Director
Regional Housing Authority
1455 Butte House Road
Yuba City, CA 95993

Subject: Commitment of Capital Funds Loan in the amount of \$650,000
Cashin's Field Low-Income Apartment Complex

Dear Mr. Becerra,

On June 9, 2020, by means of Agenda Item SR-20-2947, the Board of Supervisors of the County of Nevada approved and authorized the commitment of a loan to the Regional Housing Authority for the subject Cashin's Field affordable housing project. A capital funds loan in the amount of \$650,000 has been authorized. These funds will be used to facilitate the financing of the development project. Loan terms will include a simple interest rate not to exceed 3% annual interest, a 55-year term, and payments based only on residual receipts, and the loan will be secured by a deed of trust and promissory note.

This loan commitment is expressly conditioned upon successful application for low-income housing tax credits and all other necessary financing to make the project feasible in the 2020 and 2021, 9% California Tax Credit Allocation Committee competitive funding rounds.

The County of Nevada is very supportive of this development initiative, addressing the serious housing needs of low-income residents in Nevada County. Please contact me should you have any questions concerning this commitment of funds.

Sincerely,

Heidi Hall
Chair, Board of Supervisors

950 Maidu Avenue, Suite 200, Nevada City CA 95959-8617
phone: 530.265.1480 | fax: 530.265.9836 | toll free: 888.785.1480 | email: bdofsupervisors@co.nevada.ca.us
website: <https://www.mynevadacounty.com/>