



# City of Nevada City

PLANNING COMMISSION AGENDA  
THURSDAY, OCTOBER 20, 2016 1:30 PM  
Council Chambers – City Hall  
317 Broad Street - Nevada City, CA 95959

**•AUDIENCE MEMBERS DESIRING TO ADDRESS THE PLANNING COMMISSION ON ITEMS ON THE AGENDA:** After recognition by the Chair, state your name, address and your comments or questions. Please direct your remarks to the Commission. So that all interested parties may speak, please limit your comments to the item under discussion. All citizens will be given the opportunity to speak, consistent with Constitutional rights. Time limits are at the discretion of the Chair. **•If you challenge** the Commission's decision on any matter in court, you will be limited to raising only those issues you or someone else specifically raised or delivered in writing to the Planning Commission at or prior to the meeting. **•Requests for disability-related modifications or accommodations** may be made by contacting the City Planner and should be made at least 72 hours prior to the meeting.

## 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.*

## PLEDGE OF ALLEGIANCE

**ROLL CALL** Chair Dan Thiem, Vice-Chair Stuart Lauters, Commissioners Gail Damskey, Steffen Hawkins-Snell, Skyler Moon

## APPROVAL OF ACTION MINUTES

September 15, 2016

**HEARING FROM THE PUBLIC:** Comments on items not on the agenda are welcome and are limited to three minutes. However, action or discussion by the Commission may not occur at this time.

## ARCHITECTURAL REVIEW

1. **321 Broad Street (Bonanza Market)** – Architectural Review Application for Exterior Lighting at Bonanza Market
2. **107 Sacramento Street (Stone House)** - Architectural Review Application for Re-roof to replace the existing wood shingles with composition shingles
3. **356 Alexander Street** – Architectural Review of 269 square foot addition and remodel at the existing residence

## PRESENTATION

1. Bear Yuba Land Trust- Sugarloaf Trail Alignment Process Recommendation
2. 325 Spring Street - Miners Foundry and Nevada City Frontscape Improvement Presentation

## PLANNING COMMISSION LIAISON REPORTS –Previously approved projects – **informational only**

205 York Street (Tinnery) – window/door cladding color (Commissioner Thiem)

107 Sacramento Street (Stone House) -- Apartment door (Commissioner Thiem)

214 Mill Street (Beacock residence) – Paint Color (Commissioner Lauters)

## STAFF APPROVALS AND DETERMINATIONS – (for information only):

101 Argall Way - reroof like for like

415 Spring – like-for like reroof

145 Grove Street – 6 ponderosa pines – bark beetle

401 N. Pine – 1 liquid amber- within re-routed drainage channel

640 Zion – 8 Ponderosa Pines – bark beetle

403 Redbud Way – 1 Ponderosa Pine, surrounded by decking, dying threatening structure

324 Gethsemane – Like for like siding replacement

522 Sacramento Street – 1 ornamental plum, dying, to be replaced with like species.

401 N. Pine Street - 1 Liquidambar, new drainage design

## CORRESPONDENCE:

## ANNOUNCEMENTS:

Upcoming Projects

Special Joint Meeting – November 16, 2016 (Nevada Street Bridge Design Options)

Next Regular Meeting – November 17, 2016 (holiday schedule)

## ADJOURNMENT



# City of Nevada City

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**PLANNING COMMISSION ACTION MINUTES  
THURSDAY, SEPTEMBER 15, 2016 1:30 PM  
Council Chambers – City Hall  
317 Broad Street - Nevada City, CA 95959**

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**•AUDIENCE MEMBERS DESIRING TO ADDRESS THE PLANNING COMMISSION ON ITEMS ON THE AGENDA:** After recognition by the Chair, state your name, address and your comments or questions. Please direct your remarks to the Commission. So that all interested parties may speak, please limit your comments to the item under discussion. All citizens will be given the opportunity to speak, consistent with Constitutional rights. Time limits are at the discretion of the Chair. **•If you challenge** the Commission's decision on any matter in court, you will be limited to raising only those issues you or someone else specifically raised or delivered in writing to the Planning Commission at or prior to the meeting. **•Requests for disability-related modifications or accommodations** may be made by contacting the City Planner and should be made at least 72 hours prior to the meeting.

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**Mission Statement**

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**PLEDGE OF ALLEGIANCE**

**ROLL CALL** Chair Dan Thiem, Vice-Chair Stuart Lauters, Commissioners Gail Damskey, Steffen Hawkins-Snell, Skyler Moon- all present

**APPROVAL OF ACTION MINUTES**

August 18, 2016

Motion by S. Lauters to approve minutes as presented

Seconded by S. Moon

Vote5/0, motion carries

**PRESENTATION**

**Brown Act – Presentation by City Attorney, Hal DeGraw**

**HEARING OM THE PUBLIC:** Comments on items not on the agenda are welcome and are limited to three minutes. However, action or discussion by the Commission may not occur at this time.

See video record

**PUBLIC HEARINGS TO BEGIN at 2:00 p.m.**

**ARCHITECTURAL REVIEW**

1. **377 Wyoming Road- Yvonne & Ron Read, owners** - Architectural Review and Tree removal for a new 4,647 sq ft residence

Representative: Bruce Boyd

**Public:**

Laurie Oberholtzer, Nevada Street

Nancy Fleming-498 Jordan Street

Michel Smiley-498 Jordan Street

Motion by S. Lauters to continue Architectural Review until a more comprehensive plan that includes the Variance proposal and a design that is more in keeping with Nevada City style architecture is submitted.

Second by G. Damskey

Vote:5/0, motion carries

**USE PERMIT**

2. **109 North Pine Street – Mark Lobaugh, Epic Wireless, project representative** – cellular antenna installation  
(continued from June 16, 2016 and August 18, 2016)

Public: See video record

Motion by G. Damskey to deny the request for continuance and recommending that another location may be more suitable

Seconded by S. Moon

Vote: 3 ayes/0 nos/ 2 recusals, motion carries

Motion by G. Damskey to deny the Use Permit application based on staff's recommended findings A-D, without modification

Second by S. Hawkins-Snell

Vote: 3 ayes/0 nos/ 2 recusals, motion carries

**CITY COUNCIL RECOMMENDATION**

3. Recommendation for a Historic Plaques Program

Motion by S. Moon to recommend that City Council adopt of the plaques program with the following recommendations

- Application should require that the font be specified, and should be consistent with existing plaques,
- Received applications should be referred to the historic Landmarks Commission
- Require that material be bronze or bronze-like

Seconded by G Damskey

Vote: 4/0/1 absent (Lauters), motion carries

**PLANNING COMMISSION LIAISON REPORTS** –Previously approved projects – **informational only**

422 Spring Street- Gobert: re-roof and residing permit- Lauters and Thiem

214 Mill Street – Beacock: Lauters-coming next week

205 York – revised metal cladding color – Thiem

**STAFF APPROVALS AND DETERMINATIONS – (for information only):**

309 Cross Street – Siding and garage door replacement

133 Orchard Street – Removal of 7 dead Ponderosa pines

**CORRESPONDENCE**

**ANNOUNCEMENTS: Next Regular Meeting – October 20, 2016**

**ADJOURNMENT**

Motion by S. Moon to adjourn at 2:55 p.m.

Seconded by G. Damskey

Vote: 4/0/1 absent (Lauters)



# City of Nevada City

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TO: Planning Commission

FROM: Amy Wolfson, City Planner

HEARING DATE: October 20, 2016

RE: Architectural Review Application for Exterior Lighting at Bonanza Market;  
321 Broad Street

**ATTACHMENT:**

- 1) Application for Architectural Review
- 2) Lighting Spec Sheet
- 3) Lighting Comparison Chart

**ACTION REQUESTED:**

- 1) Approve six new exterior lights for the Bonanza Market at 321 Broad Street

**BACKGROUND:**

In December 2015 staff became aware of new exterior lights having been installed on the Bonanza Market, located at 321 Broad Street. These lights had been installed without first securing an electrical building permit from the Building Department and without any architectural review approval. At that time, staff advised the owner of the permitting process and requested that the lights be turned off until all appropriate permits have been secured. Staff also expressed concern regarding the existing lumen output and design style of the existing lights and referred the owner to the City's lighting and design standards. The owner complied with the City's request to keep the lights off and has been cooperative in this process.

**APPLICATIONS:**

The owner of the building, Habiba Sherali, has submitted an application for exterior lighting and is requesting approval to replace the six existing unpermitted lights with bronze-colored gooseneck lighting.

**REGULATORY:**

**Outdoor Lighting Standards:** Pursuant to Section 17.80.215 of the Municipal Code, lighting is limited to the minimum necessary for safety and security. Design guidelines also encourage use of only the minimum lighting necessary and suggests that new lighting in the Historical District not detract from the gas lights. Lighting is considered a reasonable use at the proposed location as it is intended to illuminate existing pedestrian pathways and also provide some security for the building. However, staff received many complaints about the illegally installed lighting, with particular concern expressed over the brightness intensity. The applicant has provided a comparison chart of lighting types in an effort to help interpret the proposed lumen intensity. However, staff is recommending a Condition of Approval that final lumen output be evaluated by a commissioner liaison. The liaison shall determine the brightness intensity, or if a dimmable lighting option is not available that allows the liaison to approve a specified lumen setting, the liaison shall evaluate a minimum of one installed bulb prior to final sign off.

**Architectural Review Standards:** Pursuant to Municipal Code Section 17.68.080, the exterior appearance of the proposed lighting must be found to be consistent with Mother Lode style of

architecture. The proposed gooseneck lighting is similar to other lighting found within the Historical District, including the KVMR building across Bridge Street. However, the City's adopted Design Guidelines encourage fixtures that are compatible with the building's style, period and materials. The semi-circle architecture was a product of the original 1940s era Purity Store. The original wood siding was replaced with stucco in 2007. Gooseneck lighting appears to have been an available style in the 1940s and gooseneck lighting is presently in use in the Historic District. Therefore, staff is supportive of the proposed style for the subject building.

**RECOMMENDED CONDITIONS OF APPROVAL:**

1. Nevada City contracts with the Nevada County Building Department for issuance of permits. The County will not issue permits unless the plans have been stamped and approved by Nevada City. Therefore, prior to issuance of a building permit, submit three sets of plans to Nevada City Planning Department, along with a filing fee of \$80 (made payable to the City of Nevada City). The plans will be reviewed by the City Planner and City Engineer for consistency with the approval and will require their signatures
2. Lighting is limited to limited to the minimum necessary for safety and security. Final lumen output shall be evaluated by a commissioner liaison. If a dimmable lighting option is not available that allows the liaison to approve specified brightness intensity, then the liaison shall evaluate and approve a minimum of one installed bulb prior to final sign off.
3. All proposed lights shall comply with the 14-foot height limit and energy efficiency standards outlined in City Municipal Code Section 17.80.215
4. Lighting fixtures shall be shielded or recessed to minimize light spill to adjoining properties by:
  - a. Ensuring that the light source (e.g., bulb) is shielded and directed downward with no more than a 30-degree horizontal deflection from the light source.
  - b. Confining glare and reflections within the boundaries of the site to the maximum extent feasible.
5. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness.
6. All improvement shall substantially comply with the exhibits presented to the Planning Commission.
7. The decision of the planning commission may be appealed to the city council not later than fifteen (15) days after this final action or decision. Any work during this period is at the applicant's own risk.

**PLANNING COMMISSION ACTION:**

After discussion and hearing from the public, the Planning Commission can make a motion to approve the Architectural Review application to replace and install the proposed exterior lighting at 321 Broad Street, subject to the conditions above or as modified, making findings A-C:

- A. That the proposed residential structure is generally compatible with Nevada City style architecture; and
- B. That the proposed residence is compatible with the context of the surrounding neighborhood; and
- C. That the proposed exterior lighting as conditioned is consistent with the outdoor lighting standards outlined in City Municipal Code Section 17.80.215



# 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

Habiba Sherali

Name 1629 Arena Blvd

Address Davis, CA 95603

City, State 408-393-9352

Phone

**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 – 10 folded copies

Address and Assessor's parcel number of property where construction is proposed (also complete attached location key map):

321 Broad Street

Street Address

Assessor's Parcel Number

Nearest cross street Bridge St.

New floor area proposed \_\_\_\_\_ S.F.

Briefly describe proposed project:

Replace exterior lights

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.

Rachael V. [Signature] Precision Electric

Signature

9/10/2016  
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 checked="" type="checkbox"/>
Block views or sunshine from existing buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the site plan provide a private yard area?	<input type="checkbox"/>	<input checked="" 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: Bronze Straight Shade Goose neck Luminaire

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.

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## GN1LED26YSTA

**RAB**  
 LIGHTING


13 & 26 Watt Straight Shade LED Gooseneck Luminaire designed to match the architecture of Main Street storefronts and building perimeters. LED Gooseneck Straight Shade with 24" Goose Arm Style 1.

Color: Bronze

Weight: 11.0 lbs

Project:

Type:

Prepared By:

Date:

**Driver Info**

Type:	Constant Current
120V:	0.25A
208V:	0.16A
240V:	0.14A
277V:	0.12A
Input Watts:	29W
Efficiency:	89%

**LED Info**

Watts:	26W
Color Temp:	3000K
Color Accuracy:	82 CRI
L70 Lifespan:	100000
Lumens:	1,262
Efficacy:	43 LPW

**Technical Specifications****LED Characteristics****Color Accuracy (CRI):**

CRI can change due to the fixture color. Please contact the RAB Lighting Design department for more details.

**Lifespan:**

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

**LED:**

Single multi-chip, 26W high-output, long-life LED.

**Correlated Color Temp. (Nominal CCT):**

3000K

**Color Stability:**

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

**Color Uniformity:**

RAB's range of CCT (Correlated color temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2015.

**Listings****UL Listing:**

Suitable for wet locations. Suitable for mounting within 1.2m (4ft) of the ground.

**IESNA LM-79 & IESNA LM-80 Testing:**

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and 80, and have received the Department of Energy "Lighting Facts" label.

**Sensor Characteristics****Lead Time:**

3 weeks expedited shipping. 6 weeks standard shipping.

**Construction****Fixture:**

The GN1LED26YSTA comes with the GOOSE1A arm.

**Thermal Management:**

Custom heat sink assembly in thermal contact with die-cast aluminum housing for superior heat sinking.

**Housing:**

Precision die-cast aluminum housing, lens frame and mounting plate.

**Gaskets:**

High Temperature Silicone

**Mounting:**

Heavy-duty mounting arm with "O" ring seal and stainless steel screw.

**Cold Weather Starting:**

The minimum starting temperature is -40°F/-40°C

**Finish:**

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals. Offers significantly improved gloss retention and resistance to color change.

**Green Technology:**

Mercury and UV free, and RoHS compliant. Polyester powder coat finish formulated without the use of VOC or toxic heavy metals.

**Electrical****Driver:**

Constant Current, Class 2, 100-277V, 50/60 Hz, 0.48 A, THD≤20%, PF 97.9%.

**Surge Protection:**

4kv

**Other****Shades:**

15" Straight Shade offered.

**Equivalency:**

The GNLED26 is equivalent in delivered lumens 120W incandescent, 75W MH or 42W CFL.

**California Title 24:**

Goosenecks complies with 2013 California Title 24 building and electrical codes as a commercial outdoor non-pole-mounted fixture < 30 Watts when used with a photosensor control. Select catalog number PCS900(120V) or PCS900/277 to order a photosensor.

**Patents:**

The design of the Gooseneck is protected by patents pending in US, Canada, China and Taiwan.

**Warranty:**

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish. See our full warranty

**Country of Origin:**

Designed by RAB in New Jersey and assembled in Taiwan.

**Trade Agreements Act Compliant:**

This product is a product of Taiwan and a "designated country" end product that complies with the Trade Agreements Act.

# GN1LED26YSTA



## Technical Specifications (continued)

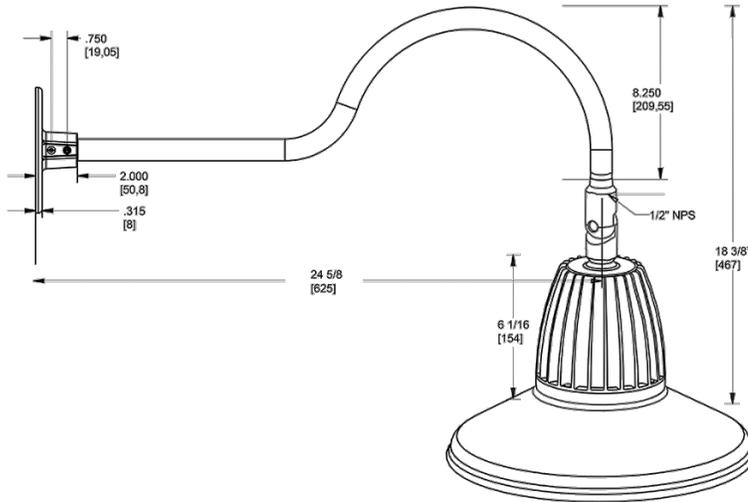
**Other**

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**GSA Schedule:**

Suitable in accordance with FAR Subpart 25.4.

### Dimensions



### Features

- Adjustable 45° swivel joint
- Superior heat sink
- Die-cast aluminum housing
- 5 year LED warranty

### Ordering Matrix

Family	Watts	Color Temp	Reflector	Shade	ShadeSize	Finish
GN1LED	26	Y		ST		A
	26 = 26W 13 = 13W	N = 4000K (Neutral) Y = 3000K (Warm)	= Flood R = Rectangular S = Spot	ST = Straight Shade	11 = 11" = 15"	B = Black W = White A = Bronze S = Silver G = Hunter Green YL = Yellow LB = Light Blue BL = Royal Blue BWN = Brown I = Ivory R = Red

**Comparison Chart**  
**LED Lights vs. Incandescent Light Bulbs vs. CFLs**

<p align="center"><b>Energy Efficiency &amp; Energy Costs</b></p>	<p align="center"> <b>Light Emitting Diodes (LEDs)</b></p>	<p align="center"> <b>Incandescent Light Bulbs</b></p>	<p align="center"> <b>Compact Fluorescents (CFLs)</b></p>
<p align="center"><b>Life Span (average)</b></p>	<p align="center"><b>50,000 hours</b></p>	<p align="center"><b>1,200 hours</b></p>	<p align="center"><b>8,000 hours</b></p>
<p align="center"><b>Watts of electricity used</b> (equivalent to 60 watt bulb).</p> <p>LEDs use less power (watts) per unit of light generated (lumens). LEDs help reduce greenhouse gas emissions from power plants and lower electric bills</p>	<p align="center"><b>6 - 8 watts</b></p>	<p align="center"><b>60 watts</b></p>	<p align="center"><b>13-15 watts</b></p>
<p align="center"><b>Kilo-watts of Electricity used</b> (30 Incandescent Bulbs per year equivalent)</p>	<p align="center"><b>329 KWh/yr.</b></p>	<p align="center"><b>3285 KWh/yr.</b></p>	<p align="center"><b>767 KWh/yr.</b></p>
<p align="center"><b>Annual Operating Cost</b> (30 Incandescent Bulbs per year equivalent)</p>	<p align="center"><b>\$32.85/year</b></p>	<p align="center"><b>\$328.59/year</b></p>	<p align="center"><b>\$76.65/year</b></p>

<p align="center"><b>Environmental Impact</b></p>	<p align="center"> <b>Light Emitting Diodes (LEDs)</b></p>	<p align="center"> <b>Incandescent Light Bulbs</b></p>	<p align="center"> <b>Compact Fluorescents (CFLs)</b></p>
<p align="center"><b>Contains the TOXIC Mercury</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>Yes - Mercury is very toxic to your health and the environment</b></p>
<p align="center"><b>RoHS Compliant</b></p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No - contains 1mg-5mg of Mercury and is a major risk to the environment</b></p>
<p align="center"><b>Carbon Dioxide Emissions</b> (30 bulbs per year)</p> <p>Lower energy consumption decreases: CO2 emissions, sulfur oxide, and high-level nuclear waste.</p>	<p align="center"><b>451 pounds/year</b></p>	<p align="center"><b>4500 pounds/year</b></p>	<p align="center"><b>1051 pounds/year</b></p>

<b><u>Important Facts</u></b>	 <b>Light Emitting Diodes (LEDs)</b>	 <b>Incandescent Light Bulbs</b>	 <b>Compact Fluorescents (CFLs)</b>
Sensitivity to low temperatures	None	Some	Yes - may not work under negative 10 degrees Fahrenheit or over 120 degrees Fahrenheit
Sensitive to humidity	No	Some	Yes
<b>On/off Cycling</b> Switching a CFL on/off quickly, in a closet for instance, may decrease the lifespan of the bulb.	No Effect	Some	Yes - can reduce lifespan drastically
Turns on instantly	Yes	Yes	No - takes time to warm up
Durability	Very Durable - LEDs can handle jarring and bumping	Not Very Durable - glass or filament can break easily	Not Very Durable - glass can break easily
Heat Emitted	3.4 btu's/hour	85 btu's/hour	30 btu's/hour
Failure Modes	Not typical	Some	Yes - may catch on fire, smoke, or emit an odor

<b><u>Light Output</u></b>	 <b>Light Emitting Diodes (LEDs)</b>	 <b>Incandescent Light Bulbs</b>	 <b>Compact Fluorescents (CFLs)</b>
<b>Lumens</b>	<b>Watts</b>	<b>Watts</b>	<b>Watts</b>
450	4-5	40	9-13
800	6-8	60	13-15
1,100	9-13	75	18-25
1,600	16-20	100	23-30
2,600	25-28	150	30-55



# City of Nevada City

TO: Planning Commission

FROM: Amy Wolfson, City Planner

HEARING DATE: October 20, 2016

RE: Architectural Review Application for Re-roof to replace the existing wood shingles with composition shingles - 107 Sacramento Street – “Stone House”– Restaurant/ Event Venue

### ACTION REQUESTED:

- 1) Approve the Architectural Review application to replace the existing wood shingle roof with a composition material

### BACKGROUND:

On April 21, 2016 the Planning Commission approved an Architectural Review application for the improvements to the Stone House, including the following:

1. 3<sup>rd</sup> story deck addition
2. Door/window replacement and door elimination
3. New color palette for the wood siding
4. Proposed landscaping wall
5. New and Replacement Lighting

Interior improvements were also approved administratively around the same time. During the course of renovation work, the owner was informed of the poor condition of the existing wood shingle roof. An evaluation by roofing contractor, Michael Sperling found cracking, holes, misplaced fasteners, and staples that are open to the weather. Sperling cautioned that immediate attention was needed or the interior remodeling work would be compromised by the impending rainy season. With consideration of a forecasted rain event, along with consideration of Sperling’s call for immediate action, staff approved removal and repair of the existing roof with a weather-proofing underlayment to protect the building until such time that a final roof material is approved by the Planning Commission.

### PROJECT PROPOSAL

The owner of the Stone House, Jonathan Rowe is proposing to replace the roof with a Sienna Lifetime composition roof shingle in Chateau Gray. The proposed shingle material lays in a diamond pattern as shown in the example below.



*Applicant's preferred color choice*



The roof is visible from public views along Boulder Street and along Sacramento Street. A new roof material will impact views of this historic building. However, a wood shingle is no longer an option for roofing material due to California Building Code and Fire Code requirements. The proposed shingle replacement will comply with applicable building codes and will also accommodate the budgetary constraints of the applicant.



*from Boulder/Sacramento St. intersection*



*from Boulder Street*



*from Sacramento Street.*

**RECOMMENDED MOTION:**

After discussion and hearing from the public, the Commission can make a motion to approve/deny the architectural review application, as conditioned, for the re-roof with composition shingles, making the following finding:

- A. That the exterior appearance of the proposed re-roof is/is not consistent with the Mother Lode type of architecture (17.68.080).
- B. That the hat the exterior appearance of the proposed re-roof is/is not compatible with the surrounding neighborhood.

**CONDITIONS OF APPROVAL**

1. Nevada City contracts with the Nevada County Building Department for issuance of permits. The County will not issue permits unless the plans have been stamped and approved by Nevada City. Therefore, prior to issuance of a building permit, submit three sets of plans to Nevada City Planning Department, along with a filing fee of \$80 (made payable to the City of Nevada City). The plans will be reviewed by the City Planner and City Engineer for consistency with the approval and will require their signatures.
2. All building plans shall substantially comply with the exhibits provided to the Planning Commission  
City Hall • 317 Broad Street • Nevada City, California 95959 • (530) 265-2496



# City of Nevada City

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**TO:** Planning Commission

**FROM:** Amy Wolfson, City Planner

**HEARING DATE:** October 20, 2016

**APPLICANT:** Paul Fellers, project architect on behalf of owner, Rick Hellwig

**RE:** **Applications for Architectural Review of 269 square foot addition and remodel at the existing residence at 356 Alexander Street**

## **ATTACHMENTS:**

1. Architectural Review Application
2. Site Plan, Floor Plan, and Elevations
3. Photographs
4. Material Description

## **ACTION REQUESTED**

1. Approve the addition and remodel work to the existing residence

## **SITE DEVELOPMENT STANDARDS**

**Lot Size:** 6,438 sq. ft. (0.15 acres)

**Lot Coverage:** 50%

**Zoning:** R1-SC: Single Family Residential-Scenic Corridor

**Building Height:** 35-feet

**Setbacks:** Front yard: 30-ft, Rear Yard: 25-ft, Interior side yards: 5-ft

**Historical District:** Outside

## **BACKGROUND**

The subject residence at 356 Alexander Street is not depicted on the 1898 Sanborn Map, though staff believes it is consistent with Pre-World War II construction. In 1987 the Planning Commission approved a 196 sq ft sunroom addition on the eastern side of the residence. In 1994, the 318 sq ft upper level of the garage was converted to a guest room use bringing the total size of the residence to 1,413 square feet. The existing house is setback approximately 7-feet from the roadway and encroaches within the 25-foot front yard setback. When the garage was initially constructed the Planning Commission approved a Variance for it to encroach up to 13 feet from the roadway. The Variance was not sought for the existing encroaching portion of the residence so the existing residence is considered a non-conforming structure.

## **PROJECT PROPOSAL**

**PROPOSED REMODEL:** The applicant is proposing to reside the sunroom addition with hardi-board siding that matches the drop-lap, wood siding of the original residence that still remains on the front of the structure. The applicant is also proposing to replace two windows on the front, and add windows to the western side, and rear of the structure. A casement window is proposed over the kitchen counter on the front of the residence, in the northwest corner. All other windows are proposed to be double-hung in style, and will feature wood cladding as indicated on the elevation sheet. The architect is proposing to use Loewen Windows that feature simulated divided lites that are bonded to the glass with an interior shadow bar

**PROPOSED ADDITION:** The applicant is also proposing to add 269 square feet of additional floor area, primarily to the rear of the residence. Because the 1987 sunroom addition was constructed with a shed roof, the new addition will change the roofline so that the roof peak that is parallel to the street will extend further east. Removal of the shed roof and the extension of the original roof line will likely result in a more harmonious connection of the additions (both earlier and proposed) with the original architecture (see elevations and photograph exhibit).

**REGULATORY CONSIDERATION:**

***Legal Non-Conforming Structure:*** Pursuant to Municipal Code Section 17.76, no non-conforming building may be enlarged or substantially altered except when the alteration is for a minor addition to a non-conforming single-family residence, so long as the specific findings can be made as outlined in Section 17.76.020, and listed below. Staff has included an analysis in italics immediately following each finding as it relates to the subject property.

1. The single-family residence being altered, remodeled or accessory building added to was constructed prior to December 27, 1973, the date of the original adoption of the zoning ordinance;  
*The city's earliest building record for this property is for a 1981 restoration and repair of the residence, described by the owner at that time as an "old Victorian home...." The architecture and construction is consistent with early 1900s architecture. While staff has not been able to pinpoint a date of original construction it is staff's estimation that the original residence was built well before 1973.*
2. The proposed addition will not increase the existing floor area of the structure being altered by more than twenty percent (in the case of the construction of a new accessory building, there is no size limitation);  
*The 269 square foot addition to the existing 1,413 square foot residence will result in a 19% increase in floor area.*
3. The nonconformance of the existing residence is based on existing setback encroachments and/or lot area, lot width or lot frontage deficiencies;  
*The non-conforming component of the structure is that area of the original residence that encroaches within the 25-foot front yard setback, at 7-feet from the roadway.*
4. No portion of the proposed new addition or new accessory building will encroach into the setbacks currently required by this title in the base or combining district regulations;  
*The currently proposed addition will comply with all setback standards as presented on the attached site plan.*
5. The property is used expressly for a single-family dwelling use and the base zoning district is R1 or R2, and no conditional uses, such as guest houses, second housing units or bed and breakfast uses exist on the property.  
*The property is presently used as a single-family dwelling. In researching the property file, it does appear that there had been some debate whether or not the above-garage guest room required a Use Permit as a "guest house." At that time, the owner had agreed to make some modifications to the floor plan and also file a deed restriction attesting to the single-family use of the property and no Conditional Use Permit was required.*

***Administrative Approval Criteria.*** It is worth noting that the proposed architectural alterations before the Planning Commission nearly fall under those alterations that may be administratively approved at the staff level. Pursuant to Municipal Code Section 17.88.040.F the City Planner may approve alterations that meet certain criteria, most of which can be objectively calculated including setback standards and an increased floor area that does not exceed 25%. However, one of the conditions lends itself to a more subjective interpretation and reads as follows:

*The addition or remodel does not result in a significant change to the architecture of the property in question. In the event the city planner determines that the addition or remodel may result in a significant change to the architecture of the property or generates significant public interest, the application shall be sent to the planning commission for architectural review.*

In the end, primarily due to the roofline alteration, and due to staff's estimation of the residence's pre-World War II construction date, staff concluded that it would best be heard by the Planning Commission.

**ENVIRONMENTAL REVIEW:**

Because residential use of a structure is an allowed use in the R1 zoning designation, local authority can only be ministerial in nature. Sections 21080 of the Public Resource Code, of the California Environmental Quality Act (CEQA), exempts ministerial projects from environmental review.

**RECOMMENDED CONDITIONS OF APPROVAL:**

1. Nevada City contracts with the Nevada County Building Department for issuance of permits. The County will not issue permits unless the plans have been stamped and approved by Nevada City. Therefore, prior to issuance of a building permit, submit three sets of plans to Nevada City Planning Department, along with a filing fee of \$80 (made payable to the City of Nevada City). The plans will be reviewed by the City Planner and City Engineer for consistency with the approval and will require their signatures.
2. All improvements shall substantially comply with the exhibits presented to the Planning Commission.
3. A Planning Commission member shall be appointed as a Liaison to assist the applicant with any minor modifications to the permit, if needed.

**RECOMMENDED MOTION:**

- A. Make a Motion to Approve the Architectural Review Application subject to the above Conditions of Approval or as modified, making findings 1 through 3, including 3a through 3e pursuant to Sections 17.88.040 and 17.76.020 of the City Municipal Code:
  - 1) That the proposed residential structure is generally compatible with Nevada City style architecture; and
  - 2) That the proposed residence is compatible with the context of the surrounding neighborhood; and
  - 3) That while the structure is considered a legal, and non-conforming building in that the original residence encroaches within the front yard setback, and the Planning Commission finds:
    - a. The single-family residence being altered and remodeled was constructed prior to December 27, 1973, the date of the original adoption of the zoning ordinance;
    - b. The proposed addition will not increase the existing floor area of the structure being altered by more than twenty percent;
    - c. The nonconformance of the existing residence is based on existing setback encroachments and/or lot area, lot width or lot frontage deficiencies;
    - d. No portion of the proposed new addition or new accessory building will encroach into the setbacks currently required by this title in the base or combining district regulations;
    - e. The property is used expressly for a single-family dwelling use and the base zoning district is R1 or R2, and no conditional uses, such as guest houses, second housing units or bed and breakfast uses exist on the property.



CITY OF NEVADA CITY  
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Bus. Lic.	

APPLICATION FOR ARCHITECTURAL REVIEW

Applicant/Property Owner

RICK HELLWIG (OWNER)      PAUL FELLERS ARCHITECT  
 Name  
356 ALEXANDER STREET      110 BOULDER ST.  
 Address      Nevada City, CA  
NEVADA CITY, CALIFORNIA      1-530-265-2745  
 City, State  
1-671-637-3495  
 Phone

Check all that apply:

- A New Building
  - Changes to Existing
  - In the Historic District
  - Other (Describe)  
 Number of existing units 1  
 Year of original construction ?
- Supporting data must be attached:
- Color chips
  - Material specs, i.e. roofing, windows, etc.
  - Elevations/Site plans – 10 folded copies

Address and Assessor's parcel number of property where construction is proposed (also complete attached location key map):

356 ALEXANDER STREET      APN 05-350-14  
 Street Address      Assessor's Parcel Number  
 Nearest cross street COYOTE STREET      New floor area proposed 269 S.F.

Briefly describe proposed project:

Addition to existing residence on east and south sides and back; proposed addition is 269 sq. feet. Remodel interior of existing residence and replace two existing windows; remodel area is approx. 680 sq. feet.

Number of dwelling units on property 1

COMPLETE FOR ALTERATIONS TO EXISTING BUILDINGS:

Construction will involve (check all that apply):

- Foundation replacement
- Siding replacement -  All siding or  Repairs over 40 %
- Roof replacement
- Use of metal framed windows
- Removal of old materials. Describe: Remove existing exterior walls on east & south for new addition

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 Paul Fellers      Date October 4, 2016

-----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 Size of Residence with the new addition is not any larger than adjacent residences. The new addition does not raise height of roof any higher than existing roof line. East setback is 6'-6", 1'-6" greater than 5-ft min. setback.

**VOLUME AND MASSING**

Lot Size 6,438 SF  $\pm$

	Yes	No
Will the proposed building or changes		
Have a larger floor plan than surrounding buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Be taller than surrounding buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block views or sunshine from existing buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the site plan provide a private yard area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion, if needed:

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**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: Composition Roofing Shingles, texture and color to match existing roofing Pitch: 3/12 7 1/2/10 10 1/2/12

Siding: Hardie Plank Smooth lap siding

Windows: Clad Wood Windows, DOUBLE HUNG

Trim: Hardie Board, Roof trim Western Red Cedar

Foundation/Pony walls: \_\_\_\_\_

Decks, porches, railings: Composite decking, Redwood railing

**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:

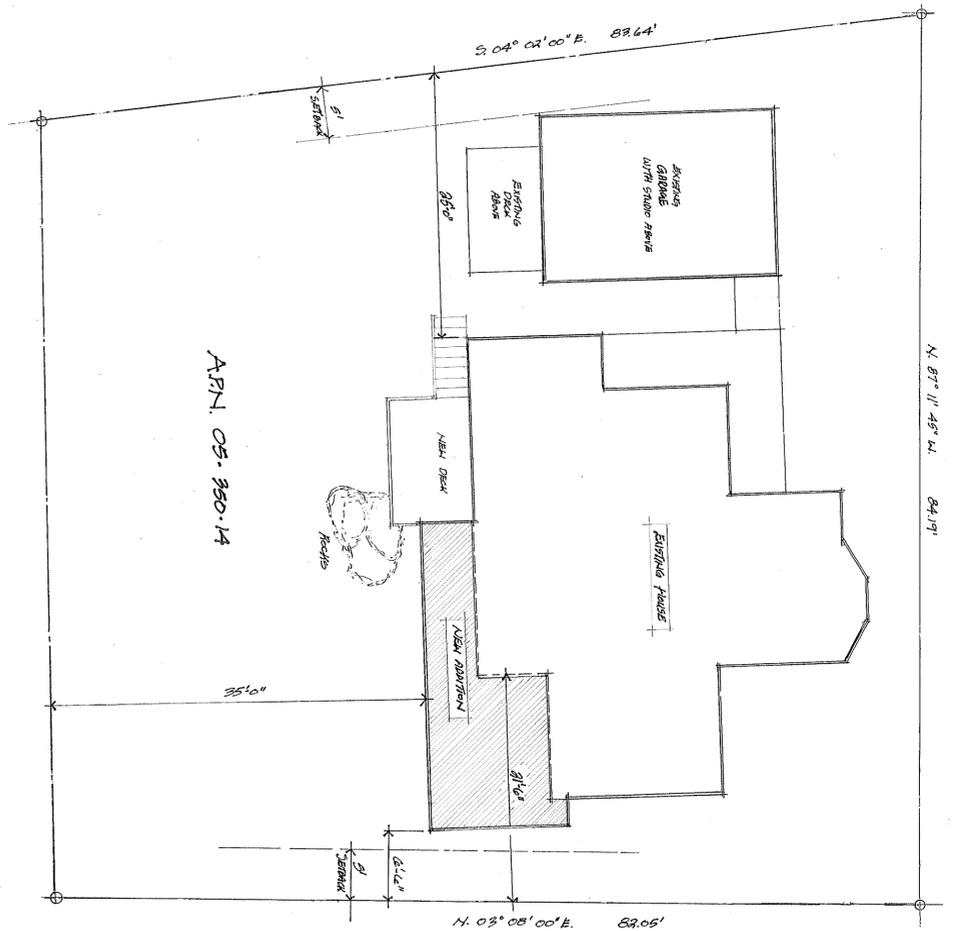
- Foundation, rock work or veneer accents
- Vents and flues
- Door and window materials, trim and design detail
- Porch and deck framing and railing details
- Garage door

**OTHER APPLICABLE INFORMATION**

Use the space below to provide any additional information for the Planning Commission.

Exterior trim details at roof overhangs, window trim, door trim and corner trim will match existing trim details on house.

366 ALEXANDER STREET



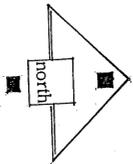
A.F.N. 05.350.14

**SITE PLAN**

SCALE 1/8" = 1'-0"

**NOTES:**

1. OWNER: FRANK HELLWIG, TOSHIKO HELLWIG  
 1708 K. MARINE DR. SUITE 101  
 THUNDERBOLT, CA 95078 949.913
2. PROJECT LOCATION: 366 ALEXANDER STREET, NEVADA CITY, CALIFORNIA.
3. A.F.N. 05.350.14
4. REMODEL AND ADDITION: 1,095 SQ. FT. EXIST. HOUSE  
 518 SQ. FT. EXIST. SHADE TREES  
 14.13 SQ. FT. ALLOWABLE AREA OF ADDITION = 208 x 1413 SQ. FT. = 283 SQ. FT.  
 PROPOSED ADDITION = 2169 SQ. FT.
5. BUILDING COVERAGE = 2168



**HELLWIG RESIDENCE**

**ADDITION & REMODEL**

356 Alexander Street Nevada City California

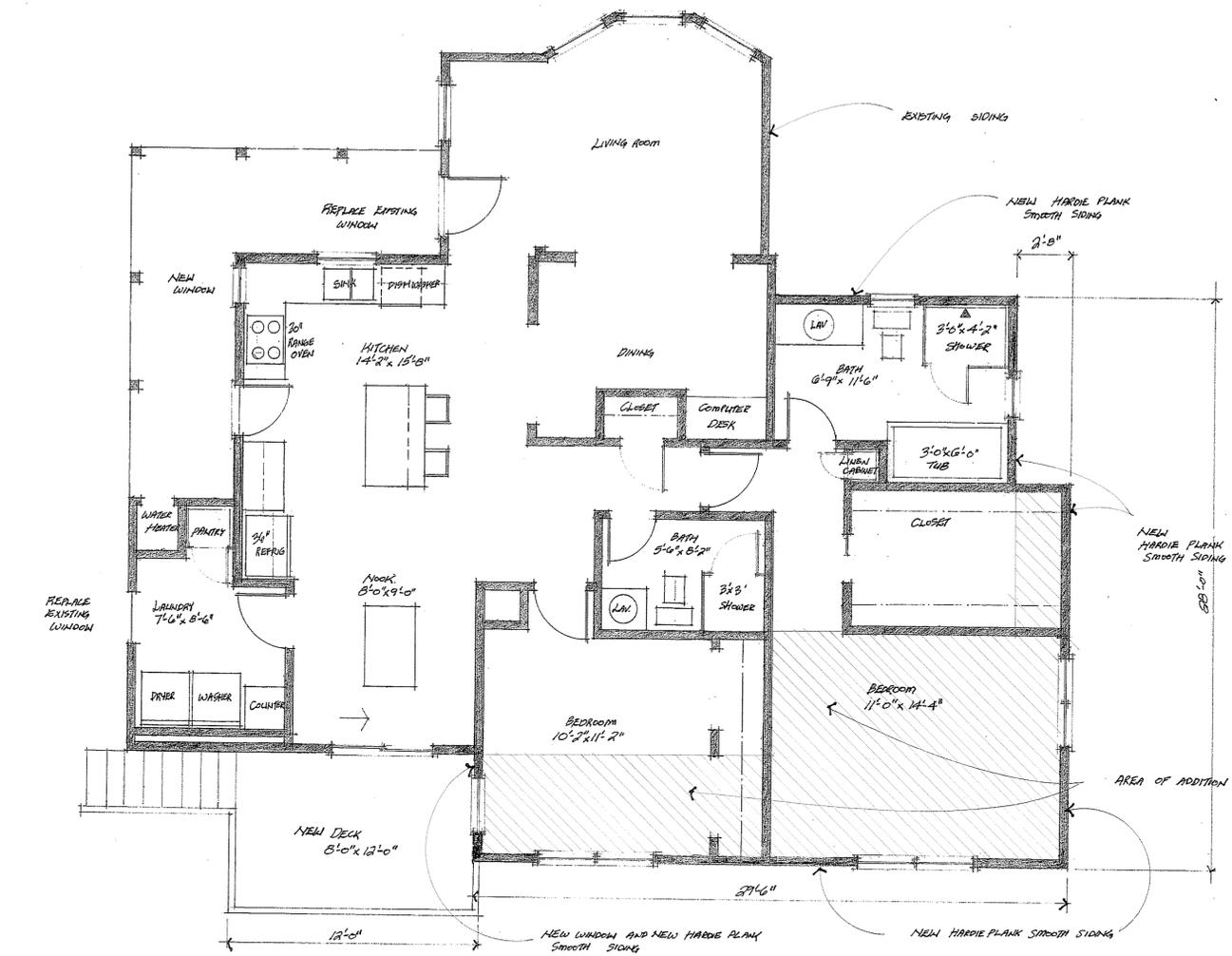


PAUL FELLERS ARCHITECT

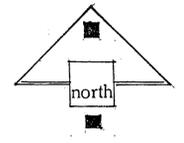
CALIFORNIA LICENSE NO. C-9700  
 110 BOULDER STREET NEVADA CITY, CA 95959  
 (530) 265-2745

DATE PRINTED

PROJECT NUMBER



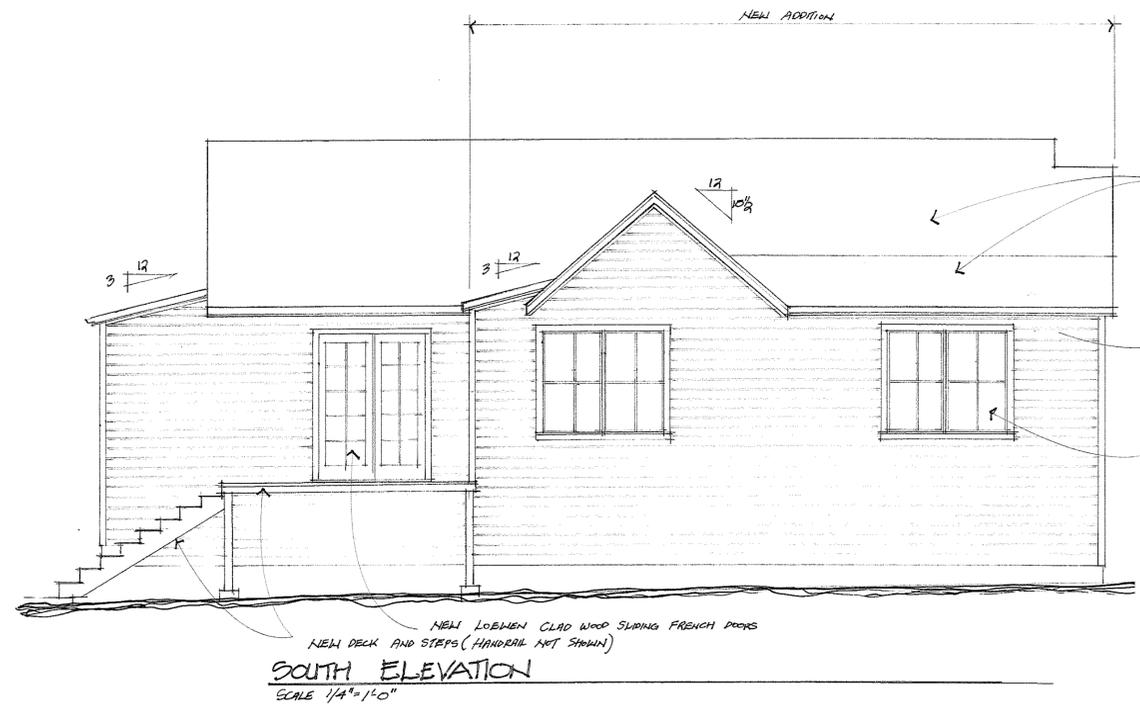
FLOOR PLAN REMODEL/ADDITION  
SCALE 1/4" = 1'-0"



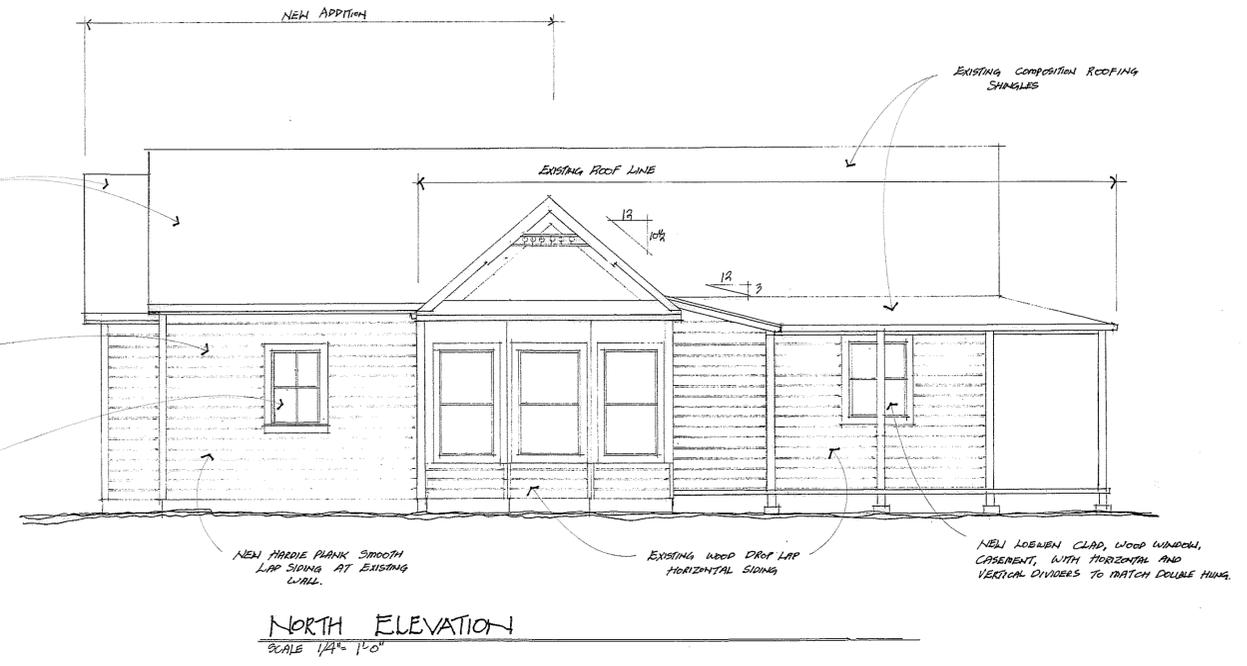
HELLWIG RESIDENCE  
SEPTEMBER 27, 2016  
PROPOSED NEW SQ.FT. 269 SQ.FT.



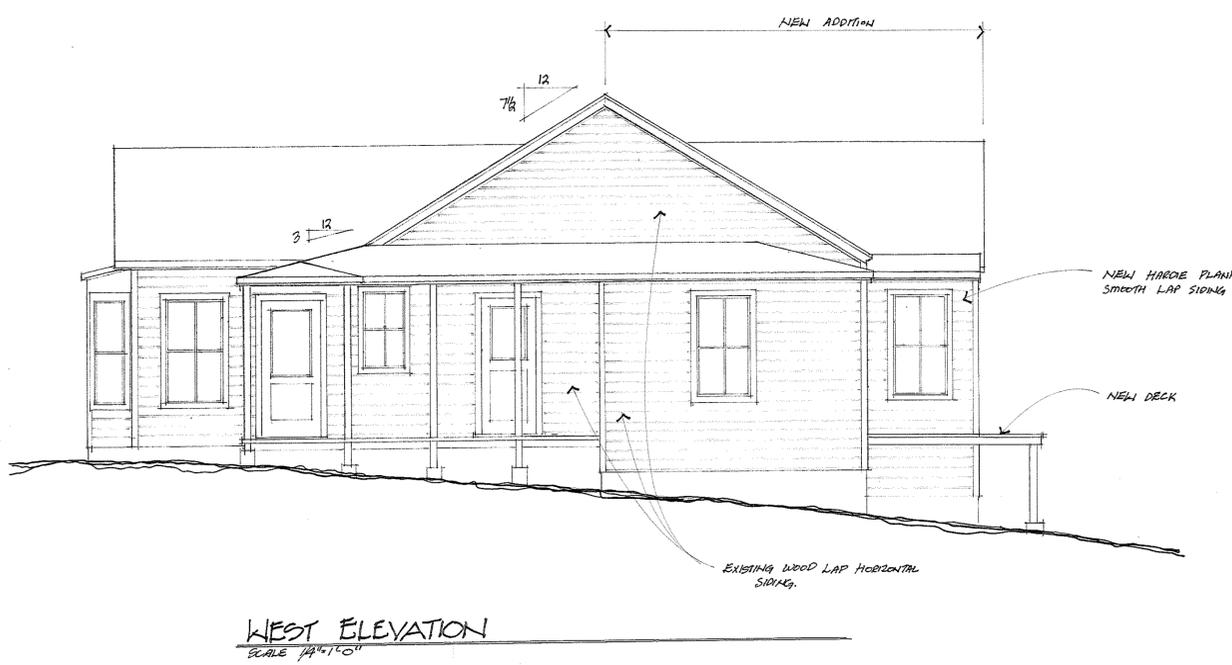
HELLWIG RESIDENCE  
ADDITION & REMODEL  
356 Alexander Street  
Nevada City California



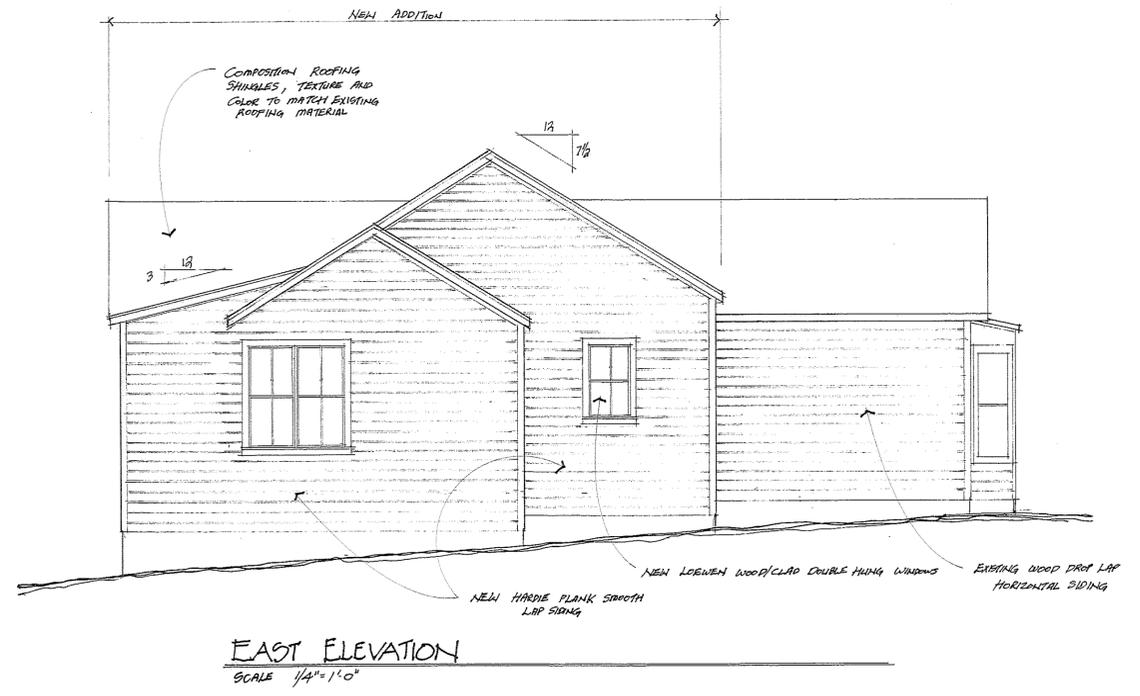
**SOUTH ELEVATION**  
SCALE 1/4" = 1'-0"



**NORTH ELEVATION**  
SCALE 1/4" = 1'-0"



**WEST ELEVATION**  
SCALE 1/4" = 1'-0"



**EAST ELEVATION**  
SCALE 1/4" = 1'-0"

PAUL FELLERS ARCHITECT  
 CALIFORNIA LICENSE NO. C-9700  
 110 BOULDER STREET, NEVADA CITY, CA 95959  
 (530) 265-2745  
 DATE PRINTED PROJECT NUMBER



**HELLWIG RESIDENCE**  
 ADDITION & REMODEL  
 Nevada City California  
 356 Alexander Street

356 ALEXANDER STREET



Arrows indicate direction of  
roof extension.



## PRODUCT FEATURES

## STYLES

Double Hung, Single Hung, Radius Top and Cottage options.

## STANDARD FEATURES

- Natural, clear Douglas Fir interior (no visible finger joints)
- 4 9/16" (116 mm) jamb construction
- Low E insulated glazing with 1/2" (13 mm) airspace
- Extruded aluminum cladding in a variety of standard colors, primed wood or clear fir exterior
- Insect screens
- Wood exterior windows are supplied with linen, bronze or sandstone screen frame at no additional charge. Screen-frame color is matched to exterior finish on metal clad units.

## HARDWARE

A selection of hardware finishes are available. See the Hardware in section A for more information.

## GLAZING

Heat-Smart® Double, Heat-Smart® Triple and StormForce™. StormForce not available on all products.

## SIMULATED DIVIDED LITES (SDL)

Ogee Profile — 3/4" (19 mm), 1 1/8" (30 mm), 2" (51 mm).

Putty Profile — 5/8" (16 mm), 7/8" (22 mm), 1 1/8" (30 mm), 2" (51 mm).

Square Profile (interior only) — 3/4" (19 mm), 7/8" (22 mm), 1 1/8" (30 mm), 2" (51 mm).

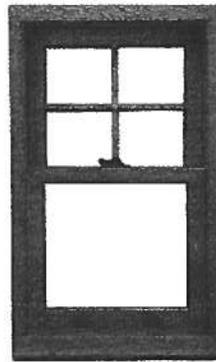
## CASING

WOOD: 2" (51 mm) Brickmould, 3 1/2" (89 mm) Flat, 5 1/2" (139 mm) Flat, Adams and Williamsburg.

METAL CLAD: 2" (51 mm) Brickmould, 3 1/2" (89 mm) Flat, Nose & Cove, Adams, Williamsburg and Contemporary.

## METAL CLAD COLOR SPECTRUM

Standard and Architectural Palette colors, including anodized finishes.



Double/Single Hung

LEGEND: ● Standard ○ Optional

HARDWARE STYLES	Double/ Single Hung
Sash Lock	●
Sash/Lift	○

VARIABLES	Double/ Single Hung
Function:	
Use for Egress	●
Available with Screen	●
Durability:	
Low Maintenance Metal Clad Exterior <sup>1</sup>	●
Clear Douglas Fir Exterior Finish	○
Clear Mahogany Exterior Finish	○
Primed Exterior Finish	○
Performance:	
Heat-Smart® Double	●
Heat-Smart® Triple	○
StormForce™	○
Appearance:	
SDL	○

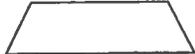
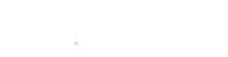
FINISH OPTIONS: REFER TO SECTION A.

<sup>1</sup> - Various Standard and Architectural metal clad colors, including anodized finishes

SIMULATED DIVIDED LITES & GRILLES

SDL BARS ADD A DISTINCTIVE DESIGN FEATURE to full-size panes of glass. Wood or metal bars securely bonded to the outer surfaces of the sealed glass unit simulate the appearance of traditional true divided lites. Available with straight or radius bars.

EXTERIOR BAR OPTIONS

	OGEE	PUTTY
CROSS SECTION*		
5/8" [16]		
3/4" [19]		
7/8" [22]		
1 1/8" [30]		
2" [51]		

A22  
www.loewen.com | 1.800.563.9367 | GLASS & GLAZING OPTIONS

See Cyprium section for Cyprium profiles

\* Cross sections shown in 7/8" [22 mm] profile size.

356 ALEXANDER STREET



**HardiePlank**  
DESIGN COLLECTION

Design is what distinguishes a new exterior from new siding.

**CUSTOM BEADED SMOOTH**  
LAP SIDING

This is one of James Hardie's four new profiles that provides a distinctive aesthetic through texture, dramatic shadow lines and color. Visit [JamesHardie.com/design](http://JamesHardie.com/design) for more information.

- Thickness: 5/16"
- Length: 12' planks
- Widths: 8" (6.75" exp.)
- Weight: 2.3 lbs./sq. ft.



# City of Nevada City

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**TO:** Planning Commission

**FROM:** Amy Wolfson, City Planner

**HEARING DATE:** October 20, 2016

**RE:** **Sugarloaf Trail Alignment Public Outreach Recommendation**

## **ACTIONS REQUESTED**

Review and provide direction to staff on providing public outreach in order to obtain public input on a preferred trail alignment

**BACKGROUND / DISCUSSION:** In January of this year, the City Council reviewed and accepted a Master Plan for Sugarloaf Mountain (attached). Among the components of that plan, is conceptual direction for trail alignment to connect the City with the Sugarloaf property. The plan provides direction on how trails should be developed, beginning on page 5. With this direction in mind, the Bear Yuba Land Trust has prepared three trail alignment options (attached) for the City's consideration.

**PUBLIC OUTREACH:** Workshops and meetings held in advance of adoption of the Master Plan were well attended. Staff anticipates the trail alignment will spark significant public interest. Staff is therefore recommending that the Planning Commission hold at least one public workshop, potentially as an evening Special Planning Commission Meeting at the beginning of November. Staff has determined that November 2 or 3, 2016 works well for staff schedules and for representatives of the Bear Yuba Land Trust. Staff is seeking direction on the workshop scheduling, as well as any other method of public outreach.

**TRAIL ALIGNMENT OPTIONS:** The Bear Yuba Land Trust is presenting three trail alignment options all of which have a commencement point at the North Bloomfield road intersection with State Highway 49, which I will refer to as the "intersection." The three options are summarized as follows: 1) a switchback trail, from the intersection to a midpoint of the existing sugarloaf access road, 2) an alignment that primarily follows along the existing substandard trail route, albeit with a new connector trail to the intersection and connecting to a point lower on the access road, and 3) a hybrid of these two approaches. The options being presented take into consideration the limitations of the site, existing trail use, and the conceptual direction provided by the Master Plan. Each option is discussed in the presentation material provided. Staff has asked that the Land Trust provide an introductory presentation for the Planning Commission, and will ask that they take the lead on the November workshop in terms of material presentation.

**RECOMMENDATION:** Staff is primarily seeking direction on how to approach public outreach, and recommends a minimum of one public workshop to be held as a Special Planning Commission meeting.

## **ATTACHMENTS:**

1. 2016 Master Plan
2. Bear Yuba Land Trust Trail Alignment Options

# **Sugarloaf Mountain Master Plan**

**January 2016**

## **Introduction**

The acquisition of Sugarloaf Mountain has been a priority for the City since the adoption of the City's General Plan in 1986. The City partnered with the State Parks & Recreation Department, the Nevada County Land Trust (now named Bear Yuba Land Trust and referred to as such throughout the rest of this document), the County of Nevada and Friends of Sugarloaf to make the vision of opening this property to the public as open space a reality. The City acquired the Sugarloaf Mountain property in January 2011. The City has taken great strides to be good stewards of the open space parcels they own. This plan will provide guidelines and policies to continue this stewardship.

## **Vision Statement**

Sugarloaf Mountain has always been an iconic backdrop to Nevada City. The City maintains a vision of preserving the natural appearance of the mountain from the surrounding area; within and from the mountain to encourage the appreciation of the open space and the City. The City hopes to preserve the environmental attributes of the space by reducing non-native plants, allowing native plants and wildlife to flourish on the current landform, and by protecting the biological integrity. Passive recreational opportunities will be encouraged. It will be accessible to the public for low-impact passive recreational activities.

## **Background Information**

Sugarloaf Mountain is a 36 acre parcel located north of Highway 49 at 10730 Coyote St. (APN: 36-020-26). This parcel was acquired by the City of Nevada City in January 2011 with funding from the following sources:

State of California Parks & Recreation Department – Proposition 40 funding

County of Nevada – AB1600 funds

The Bear Yuba Land Trust – loan to cover balance of purchase until County AB1600 funds were available

Friends of Sugarloaf

Appendix A is a map of the Sugarloaf Mountain parcel.

There are some use restrictions on the property due to the funds used to purchase the property. The intent of the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002 (Prop. 40) is to acquire and develop parks and recreational areas for the purpose of land, air, and water conservation programs. It is also intended to acquire, restore, preserve and interpret California historical and cultural resources. The purpose of County AB1600 funds are to assist in meeting the park and recreation needs of Nevada County residents.

This Plan takes these restrictions and intended purposes into consideration. The City does not intend to use the property for purposes that would be in conflict with these restrictions.

In addition, the City is in the process of annexing Sugarloaf Mountain into the City. Through this process the entire 36 acre property will be zoned Open Space. The City's Municipal Code states the following:

*“The purpose of Open Spaces is to provide for and encourage the creation and permanent maintenance of open space, both natural and landscaped for the purposes of maintaining and enhancing aesthetics, recreational opportunities, resource management, public health and safety, and mitigation of development.”*

Principal permitted uses, accessory uses and conditional uses are included in the zoning code. Appendix B provides a full Chapter 17.56 of the Municipal Code.

Sugarloaf Mountain is mentioned several times in the City's General Plan – adopted March 24, 1986 in reference to conservation, land use and scenic resources. This confirms the importance of this property to the citizens of Nevada City. Therefore, the care and decisions regarding this property shall be well thought out.

### **Historical Information**

Uses of Sugarloaf Mountain prior to the gold rush days are largely unknown as members of the Nisenan Nevada City Rancheria tribe shared their history from generation to generation in the form of oral stories – not written. Shelly Covert, Secretary of the Tribal Council of the Nevada City Rancheria, shared the following

bits of history with the Recreation Committee (August 26, 2015 meeting) as told to her by her grandfather.

- The top of Sugarloaf Mountain was round before it had been “cut” off.
- The top of the mountain was used for communicating with other villages by sending up smoke signals. This was possible because there is a line of site to other hills in the area.
- There was a battle with their “Camptonville Cousins” at this location.
- They called this mountain Koo’ Lăü.

During the gold rush days the mountain received its name because it resembled a loaf of coarse brown sugar, as it was processed and sold during the 19<sup>th</sup> and early 20<sup>th</sup> centuries. Sugarloaf Mountain was largely used as a landmark during the gold rush era as noted in various diaries, such as these from Harry L. Wells (1880, History of Nevada County)

“Lying north of Nevada City and on the opposite (side) of Sugarloaf is Selby Flat, a place that was a quiet village...”

“Tomlinson...owned some water power near Sugarloaf that he had used in elevation and washing dirt...”

### Commercial Uses

Although the property has been logged many times since the area was settled, the Cooper Toll Road and a water delivery ditch are the only commercial uses that may have occurred on this property.

### Recreation Uses

Sugarloaf Mountain was used for celebratory announcements. In 1876 a cannon was fired from the summit of Sugarloaf to welcome the train which arrived on newly constructed rail from Colfax; through Grass Valley and into Nevada City.

On the 4<sup>th</sup> of July it was common to shoot guns or explode dynamite atop Sugarloaf Mountain.

More information about the history of Sugarloaf Mountain can be found in Appendix C: *Sugar Loaf Nevada City’s Promontory and the Adjoining Manzanita Diggins* Compiled by Robert M. Wyckoff, MA

## Recent History

A timeline of events taking place to encourage and ensure the City's acquisition of Sugarloaf Mountain was provided by the Friends of Sugarloaf and is available in Appendix D.

## **Purpose**

This Master Plan is intended to serve as a consensus-building document expressing general guidelines for amenities, programs, and management practices of the Sugarloaf Mountain property. Projects and development would be dependent upon availability of funding and completion of detailed environmental impact studies and public review. It is intended to suggest ways of precluding development that is inconsistent with the Vision for the property.

## **Current Property Uses and Development**

There are trails on the property which have existed for many years by non-permitted, non-structured users. Since Sugarloaf Mountain is public property, these trails are open for the public to use.

A maintenance and emergency road begins at Coyote St. (see Appendix E: Easement Deed) and twists around the property to the top of Sugarloaf Mountain. This maintenance drive also serves as a walking trail to access the top of the property.

Three (3) benches have been approved for placement on the property through the process of the City's "Policy for Placement of Items in City Parks and Open Space". Those three benches are in place at the top of Sugarloaf Mountain and are used for picnicking and enjoying the surrounding views.

No other development is in process or has been approved at this time.

## **Possible Future Property Uses and Development**

The following suggestions are ideas that are proposed for the property, but would need sufficient funding, completion of detailed environmental impact studies and public review before proceeding with any projects or development mentioned herein.

## Trails

Appendix F shows potential trails that the property could connect to:

- The Hirschman Trail to the west (red)
- The trail at Tobiassen Park to the west (purple)
- The NID trails along their ditches to the northwest (green)
- The conceptual County Trail Plan trail to the south and east (pink)

Sugarloaf Mountain could serve as an eventual side hike, if not an important connector of a much longer trail system. The Western Nevada County Non-Motorized Recreational Trails Master Plan was adopted September 21, 2010 by the Board of Supervisors. The Master Trails Plan highlights the Sugarloaf Mountain area as a potential regional trail connection between Nevada City and Pioneer Trail. Pioneer Trail begins at the Five-Mile House Restaurant on Highway 20 and connects to Eastern Nevada County. Pioneer Trail is heavily used by hikers, bikers and equestrians. This connection would create optimum use of trails on Sugarloaf Mountain.

The City conducted a workshop to receive public input for this Master Plan. The top priority that came out of that workshop was that Sugarloaf Mountain provide connectivity to town, bike lanes, sidewalks or other trails. Another top priority was mountain bike trails. However, there was some concern about a trail shared by mountain bikers and hikers. The concern with a shared trail is the difference in speed between the two user groups. Development of more than one trail could interfere with other recommended policies included in this Master Plan that embrace the efforts of being “light on the land”. It is recommended that rather than constructing multiple trails on the property, any trail development should adopt the following policies to allow for a shared trail as well as good trail management.

The following policies are recommended in relation to any trail construction:

1. All trail development should be presented to the public for review.
2. Environmental review should be completed on any trail project.
3. Trails shall be constructed at no more than 4 feet wide. Narrow, winding trails, like narrow, winding roads, encourage slower travel speeds.

4. Trails should be constructed at a minimal slope to discourage excessive speeds by bikers. A 5% slope (5 foot drop per 100 feet of trail) is recommended and all slopes should be below 20%.
5. The brush and tree cover along the trail route should be managed so that the vegetation provides a visual and physical barrier to cutting switchbacks, creating new trail routes, etc. and the trail clearing should be used to both provide a visual barrier ahead, so that excessive speeds are discouraged, as well as taking efforts to clear specific areas to provide a view of the trail ahead for the safety of the user but not encourage faster speeds.
6. Use reverse grades throughout the trail route (ie: downhill trail should reverse and become an uphill trail for 20 to 35 feet before returning to the downhill). This will assist with draining the trail and the uphill sections of trail will moderate speed of trail users.
7. To minimize development and disturbance to the property there should not be separate trails for bikers & hikers.
8. Signs at trailheads with reminders about trail etiquette.
9. Mile markers shall be placed on trails.
10. Accessibility to the property should be improved by creating parking spaces.
11. The steep slope of the property will most likely not allow for trails that would meet ADA requirements. However, every effort should be made to design trails that can be used by as many people as possible.
12. Any new trails that are considered should integrate with existing or future regional non-motorized trails. (See Appendix F)
13. Trails should be discrete, cleverly designed and not scar the mountain as it is viewed from town.
14. Only trails for pedestrians and bikers should be constructed. Equestrian and trails for motorized vehicles are not appropriate for this property.
15. Existing trails should be mapped with attempts made to incorporate those trails into new trail development.

It is common during trail development to include directional and interpretive signs. Those signs would be reviewed with the proposal of a trail development project. City Council will have final approval on all sign design and language as described in the Policy for Placement of Items in City Parks & Open Space.

## Parking

Currently there is not a safe place for the public to park when going onto the Sugarloaf Mountain property. There are several options for development of parking spaces. It is recommended that the parking area be driven by a trail project, so that parking is in a location that allows for the best access to the trail.

A suggestion that was made at the public workshop on December 8, 2015 was that the City utilize the parking lot of the United States Forest Service (USFS). This would require permission and possible easements from the USFS and the property owners. This may be worth investigating if a proposed trail aligns with this parking lot.

## Bathrooms

The second highest priority that evolved from the December 2015 Workshop was that there should be no bathrooms (or picnic tables) placed on Sugarloaf Mountain. The City created this same policy for the Hirschman's Pond property. City human and financial resources are minimal and the addition of bathrooms on this or other City Open Space parcels would cause additional strain on those limited resources.

The disadvantage to not providing bathrooms is that the public may go "off trail" and create their own facilities.

It is recommended that the City not construct bathrooms on this property. If in the future, it becomes more desirable to provide such facilities, it is recommended that bathrooms only be constructed if there is a way to include the facility in a trail adoption program or other similar program to insure that maintenance and upkeep meet the high standards that are expected from our community. If constructed, bathrooms should be located near a road or trailhead, not placed anywhere near the top of the mountain or visible from a distance. Bathrooms should only be installed if necessary and in association with a trail.

## Rules and Regulations

The following rules and regulations are currently posted on the Sugarloaf property.

1. Alcohol not allowed.
2. Property is closed dusk to dawn.
3. Camping is not allowed.
4. No Smoking.
5. Pack it in – pack it out.
6. Motorized vehicles are prohibited.
7. Due to fire danger campfires are not allowed.
8. No Firearms.
9. Dogs must be on a leash.

It is recommend that the Sugarloaf Mountain property be added to ordinance 12.12.070 (Appendix G)

At the December 2015 Workshop, the following suggestions were made as potential rules for the property and are not already posted rules or included in ordinance 12.12.070.

No bicycles: Refer to the Trails section on page 5.

Provide bags for dog clean up: The City has made a practice of providing dog bags in City parks and on trails.

No lights: Refer to policy #8 in the Goals and Policies Section on page 9.

NO rentals for special events: Refer to policy #4 in the Goals and Policies Section on page 9.

No parking in E. Broad/N. Pine neighborhood: It is unclear how this would be enforced. If any trails are developed on the property, trail users should be encouraged to park in a more appropriate location.

Abide by city/county noise ordinances: The Sugarloaf Mountain property is being

annexed into City limits. All City ordinances will be enforced. In the case of noise ordinance, the City's code is more restrictive than the county's. No special events will be permitted on the property, so no amplified music or noise should take place. No maintenance work on the property shall begin prior to 7:00 a.m. and will end before sunset.

### **Goals and Policies**

The City's General Plan states, "A goal of the City is to preserve its strong sense of entry and the sense of a distinct city surrounded by green, wooded hills. A joint city-county effort should be made to preserve the forested part of Nevada City's historic setting." It also states that the City should "Preserve the existing impression of a historic town surrounded by open forest... [and] preserve and enhance the important natural features, e.g., Sugarloaf..." In addition at the December 2015 Workshop, a top priority was that there be minimal uses and minimal impacts.

The following policies will help to insure that Sugarloaf Mountain is preserved for future generations to enjoy.

1. Avoid any land disturbance such as major grading and/or tree removal which would cause visible scars. (City's General Plan 1985; pg. 22)
2. Any tree removal shall adhere to the City's tree removal policies. The City desires to preserve the landscape of recent history and not the historic landscape from the gold rush era, when the property was generally bare of vegetation from logging.
3. Prevent soil erosion and hillside scarring through control of grading, restrictions on removal of vegetation, and limitation of development of steep slopes. (City's General Plan 1985; pg. 33)
4. Sugarloaf Mountain shall be a space for passive recreational opportunities for current and future residents and visitors. To maintain the integrity of the peaceful open space, the City will not rent the property for special events of any size.
5. The City will encourage schools and other groups to use City open spaces for environmental and historical education.

6. The City will partner with non-profit organizations for development of recreational opportunities, ongoing fire control management of the property and educational programs.
7. No historical artifacts, art work, statues, etc. shall be placed on the property to ensure that the green spaces are protected and there is minimal impact to the property.
8. The property is closed from 30 minutes after sunset to sunrise. Therefore no lighting should be placed on the property.

### **Management Practices**

The City adopted a Hazardous Fuels Reduction Plan on October 28, 2015. (Appendix H) The plan identifies the types of fire fuels that should be removed from the property and how to remove them to reduce the risk of wildfire. The benefits of reducing hazardous fuels include:

1. Reduction of wildfire risk
2. Opening up the landscape for better views
3. Invasive, non-native plants prevent native plants from being established on the site
4. Native plants provide food and shelter for native wildlife; non-native plants may exclude plants that provide valuable food and shelter
5. Invasive, non-native plants are costly to maintain as they aggressively invade public use areas (trails, parking areas, gathering areas, etc.)

## APPLICATION TO NEVADA CITY PLANNING COMMISSION

**Meeting Date:** September 15, 2016

**Applicant:** Bear Yuba Land Trust  
Marty Coleman Hunt, Executive Director  
Bill Haire, Trails Coordinator  
Greg Archbald, Trails Volunteer

**Subject:** Sugarloaf Mountain Trail

**Actions requested:** Select a route for the Sugarloaf Mountain Trail from the alternatives presented in this application. Recommend this route to City Council. Recommend that Bear Yuba Land Trust (BYLT) be selected to build the trail, in coordination with City staff.

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### BACKGROUND

Nevada City acquired the Sugarloaf Mountain property in January 2011. The Sugarloaf Mountain Master Plan was adopted January 10, 2016. People have been using this property for many years, both prior to and after acquisition by the City.

There are presently two primary trails on Sugarloaf Mountain:

- Road to the top. A graded and well-graveled road to the top, beginning near the intersection of Coyote St and North Bloomfield Rd. This "road to the top" built by former owners of the property is wide with a gentle grade, suitable for a wide range of users. It is now serving as the City's official trail to the top of Sugarloaf.
- User trail. An informal, user-created, trail along the east side of the property, beginning near the driveway into the Tahoe National Forest headquarters on Coyote St and ending at the "road to the top" near Coyote St. This "user trail" has existed for many years and has been used by mountain bikers, hikers, as well as homeless people camping on the mountain. It is narrow, unmarked, with variable grade -- mostly moderate with several short steep stretches.

In this application, BYLT proposes three alternative routes for a new Sugarloaf Mountain Trail -- a trail that would connect mountain and town with a user-friendly route with safe and legal access. BYLT staff believes the question of route selection is one that should be debated and decided by the City and interested public, due to the prominence and importance of the location.

## ACCESS FROM TOWN

*In terms of legal access, the City's property on Sugarloaf Mountain is isolated from the town of Nevada City by a large strip of private land between Highway 49 and the lower line of the City's property (see Appendix A, page 1.)*

The City's property *appears* to be connected to town by the user trail that starts on lower Coyote St but the connection is physical only -- not legal. That is because the user trail was built across several parcels of private land without any owner approval. The part of the trail that lies on the City's property is now legal, but the part that passes over two private parcels near the foot of Coyote St (about 1/4 mile in length) has no right of way or easement. As a result, there is presently no legal access across private property to the south line of the Sugarloaf Mountain property from the vicinity of Highway 49 and Coyote Street.

Presently, the only legal and practical public access way into the Sugarloaf Mountain open space is high up the mountain near the intersection of Coyote St and North Bloomfield Rd. An easement, secured by the City from private owners there, allows the public to walk up a driveway to where the present "road to the top" starts behind a gate.

This access situation forces people who want to use Sugarloaf Mountain to the top of Coyote St for access. Since it is dangerous and unpleasant to walk or ride a bike up Coyote St, this means most people will drive to the top of Coyote St and try to find a place to park. There is no way now that they can legally walk or ride up the mountain from its base except on public streets.

The straight line distance from Robinson Plaza in Nevada City to the top of Sugarloaf is just three quarters of a mile; and to the south line of the Sugarloaf property is just a little over half a mile. In short, Sugarloaf Mountain is so close to town that it clearly and obviously begs to be connected. This is undoubtedly why, at the December 2015 workshop that led to the Sugarloaf Mountain Master Plan, "The top priority...was that Sugarloaf Mountain provide connectivity to town, bike lanes, sidewalks or other trails."

## SECURING LEGAL ACCESS

Early in the summer of 2013, the Bear Yuba Land Trust began working on the challenge of securing legal access for a trail that could connect the town to Sugarloaf.

For several reasons, BYLT focused attention on the north side of Highway 49 west of the Tahoe National Forest headquarters. The City was then planning to construct a sidewalk from Main Street to the stop-lighted intersection at North Bloomfield. The county was building a wide new trail from the NW corner of that intersection to the Rood Center which would connect the intersection to Hirschman trail and Tobiassen Park. This intersection was also the only one with a high standard pedestrian crossing in the vicinity of Sugarloaf and by far the safest way to cross Highway 49. In addition, there was a natural ravine less than 100 yards east of this intersection where a trail could start up the hill toward Sugarloaf.

BYLT's first approach was to the owner of the property where the ravine is located. After a long and sometimes encouraging negotiation, BYLT had to abandon the effort due to the eventual unwillingness of the landowner to grant an easement. The land trust turned next to the owner immediately east of the ravine, where the Tahoe National Forest leases its headquarters. These negotiations were successful, as were negotiations with the owners of the parcel up the hill that adjoins the Sugarloaf Mountain property. In October, 2015, easements were granted to BYLT which made legal and safe access to Sugarloaf possible from the vicinity of Highway 49.

#### NATURE OF THE EASEMENTS

As a non-profit organization, BYLT works only with landowners who voluntarily agree to allow their property to be used in some way for the public benefit. In the case of trail easements, this means looking for ways to cross an owner's property while still leaving the owner with fully acceptable economic and practical use of the property.

The easements granted to BYLT are shown in Appendix A, pages 3 & 4. They pass through western portions of the two private parcels, located away from the main economic and practical uses of those parcels.

The easements are 20' wide; 10' on either side of a center line, shown in the Appendix pages just mentioned, that follows a route laid out by BYLT and agreed to by the landowners. The center line was located in such a way that the constructed trail would maintain an average 6 to 8 percent grade across both parcels to the SW corner of the City's Sugarloaf Mountain property. (Though the legal easement is 20' wide, the trail itself would be 4' wide and built to US Forest Service standards -- like similar trails built by BYLT in the area.)

Full public access to Sugarloaf from town is nearly, but not completely, accomplished by these two easements. The final and essential link will be permission from Caltrans to construct a section of trail from the NE corner of North Bloomfield and Highway 49 to connect with these easements. The Caltrans legal right of way here is much wider than the actual roadway, which provides a strip of state-owned land along the north side of the road where the trail can be located. If the City Council approves a Sugarloaf Mountain Trail project, BYLT will ask that the City take the lead in negotiations with Caltrans to secure an encroachment permit for trail construction.

#### THINKING ABOUT A ROUTE

With Caltrans permission, and with the two BYLT easements over intervening private land, full public access will be accomplished from the corner of North Bloomfield to the SW corner of the City's Sugarloaf Mountain property. The question then arises: *Where to from there?*

In planning a possible route, or routes, to the top of Sugarloaf BYLT has carefully considered the Sugarloaf Mountain Master Plan adopted January 20, 2016. Key policies for establishing a trail route and the type of trail are summarized below:

- It is recommended that rather than constructing multiple trails on the property, any trail development should adopt the following policies to allow for a shared trail as well as good trail management.
- Development of more than one trail could interfere with other recommended policies included in this Master Plan that embrace the efforts of being “light on the land”.
- To minimize development and disturbance to the property there should not be separate trails for bikers & hikers.
- The steep slope of the property will most likely not allow for trails that would meet ADA requirements. However, every effort should be made to design trails that can be used by as many people as possible.
- Any new trails that are considered should integrate with existing or future regional non-motorized trails. (See Appendix F)
- Only trails for pedestrians and bikers should be constructed. Equestrian and trails for motorized vehicles are not appropriate for this property.
- Trails should be constructed at a minimal slope to discourage excessive speeds by bikers. A 5% slope (5 foot drop per 100 feet of trail) is recommended and all slopes should be below 20%.
- Trails shall be constructed at no more than 4 feet wide. Narrow, winding trails, like narrow, winding roads, encourage slower travel speeds.
- Existing trails should be mapped with attempts made to incorporate those trails into new trail development

The clear intent of these policies is to favor strongly, though not absolutely require, the construction of a single trail on the mountain that is designed to accommodate both hikers and bikers, has "minimal slope" and other design features to discourage bicycle speeds, and can be used by many people.

While not stated directly in the policy language quoted above, this trail would be the principal trail by which the top priority of providing "connectivity to town, bike lanes, sidewalks or other trails" is achieved. In other words, this trail will become the main "Sugarloaf Mountain Trail" connecting mountain to town and integrating with "existing or future regional non-motorized trails."

If the policies above are followed in letter and spirit, only one main route will go up the mountain from the south boundary line to the top (or to meet the existing "road to the top.") Only one high standard trail will exist on that route.

While many alternative routes are theoretically possible, there are three main elements that tend to limit the alternatives to just a few practical choices. The three elements are:

- The easements held by BYLT lead to a starting point on the City's Sugarloaf Mountain property that is in the lower left (SW) corner near the ravine mentioned earlier.
- The existing "road to the top" crosses the south face of the mountain near the top and is the logical end point for any new trail construction.
- The *general route* of the existing "user trail" paralleling Coyote Street on the eastern side of the property (within the boundaries of the City's Sugarloaf Mountain property) is an obvious alternative that should be seriously considered.

It is important to add here that simply utilizing the full length of the existing "user trail" as the Sugarloaf Mountain Trail is not, in the opinion of BYLT staff, an alternative. Along its present route and as constructed, the existing "user trail" on the City's property cannot possibly meet the trail policies quoted above without major alterations. South of the City's property where the "user trail" runs across private property to lower Coyote Street, the trail offers no utility at all because it lacks a legal easement to cross those lands. Finally, even in the improbable event a legal and feasible route could be secured in the lower Coyote Street area, the problem of public safety would remain. In the foreseeable future, a safe way of crossing the state highway at Coyote Street is highly unlikely to be developed because of its proximity to the busy intersection with Highway 20. The driveways of the USFS office and Consolidated Fire Station 84 are a further complication.

#### FIRST SECTION OF THE ROUTE

In considering alternatives, BYLT staff has taken the first part of the route as a given. It starts at the NE corner of Hwy 49 and North Bloomfield, runs east within the Hwy 49 right of way to where the private easements begin, and then climbs up to the SW corner of the City's Sugarloaf Mountain property.

[See illustration, next page.]

### First Section of Route -- to SW Corner of City Property



First section of the proposed route. Green line is *approximate* south boundary of the City's Sugarloaf Mountain property.

The blue line above shows the key section of trail that bridges the private property gap between Hwy 49 and the City's Sugarloaf Mountain property. It connects the town to the mountain. It also connects the mountain to trails and public open spaces to the west. From the NW corner of Hwy 49 and North Bloomfield, an excellent paved, trail goes west to the County Government Center where connections are made to Tobiassen Park and Wet Hill Rd, and then further west to the Hirschman's Pond open space and its trails. For bicycle riders, it's a short connection from the west end of the Hirschman Trail to Newtown Rd and a whole range of other connections in the county.

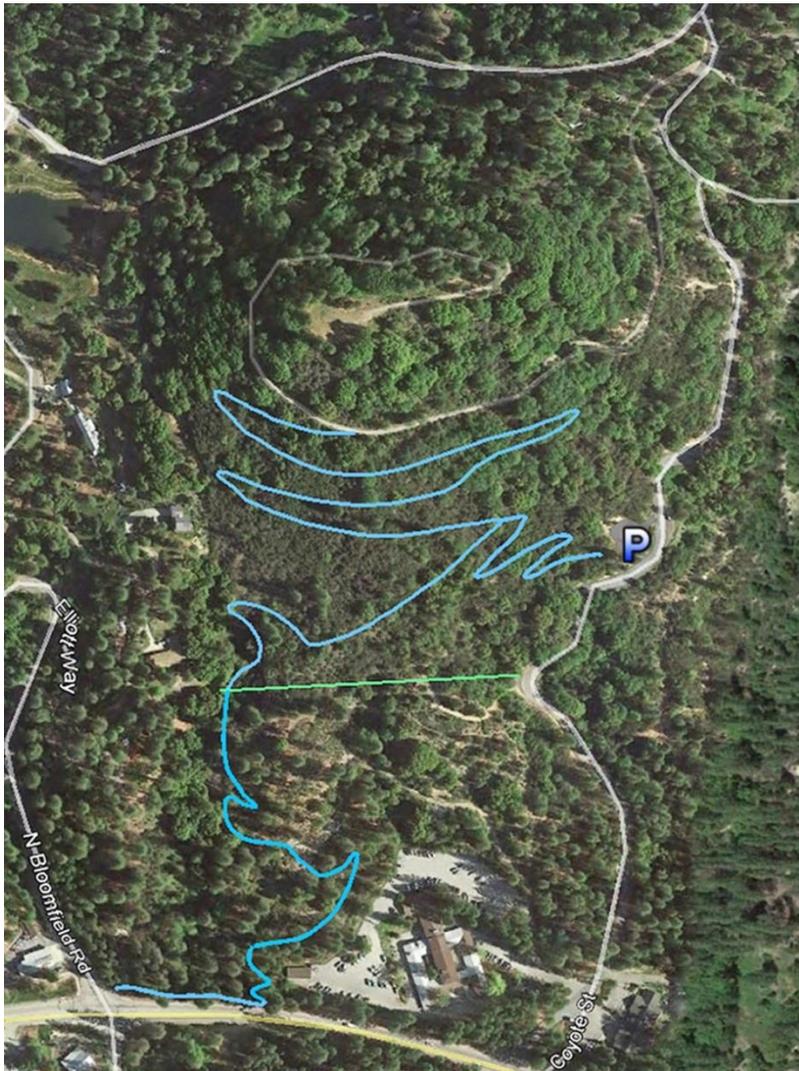
#### FROM THE SOUTH LINE TO THE TOP

As shown in the illustration above, the first section of the proposed route enters the City's Sugarloaf Mountain property at the lower left or SW corner of that property. ***The question of where to go from here is now the main issue before the City and the interested public.***

BYLT staff has scouted one possible route, shown in light blue on the following photo. This was done in the field by cutting brush and using clinometer readings to establish a route with a moderate 6 to 8 percent grade from the SW corner to a point well up on the existing "road to the top." The route offers several excellent viewpoints as it crisscrosses the upper slopes of Sugarloaf to meet the "road to the top" at a point slightly more than 1/4 mile up that road from Coyote St, maximizing the user experience of a relatively narrow trail through a natural setting as opposed to walking on the exposed grade of the "road to the top." This route also offers a significant public safety advantage. It provides access that would enable crews to initiate vegetation management activities including hazardous fuels reduction and removal of hazard trees. It would also provide an access for firefighting or law enforcement if this should be necessary.

[See illustration, next page.]

### Alternative 1



Possible route (light blue) to a point well up the "road to the top." *Approximate* south boundary of City property in green. Route shown is schematic. The built trail would not have long, straight, stretches -- as required by City guidelines. Parking is shown on Coyote street with a connector to the main trail.

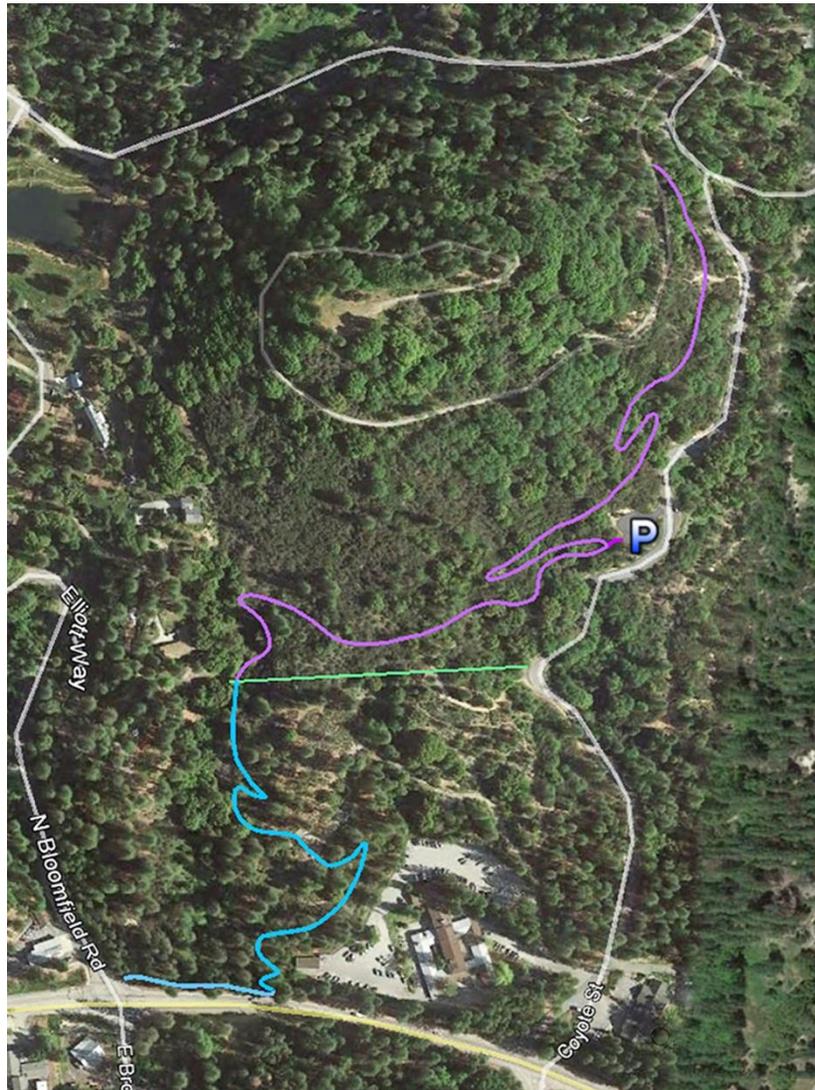
Readers may ask if the proposed route could have gone around the west side of the mountain and joined the "road to the top" on the north side, very near where it comes up to the flat top of the mountain. This possibility was studied and rejected because a 6 to 8 percent grade on the trail would never reach the road. The route shown in blue is, in the judgment of BYLT staff, an excellent route offering the most direct route to and from the top of the mountain for hikers and bikers.

If Alternative 1 were built, what would happen to the "user trail" along the east side of the Sugarloaf Mountain property? If we read the Sugarloaf Mountain Master Plan policies correctly, they strongly suggest one trail only for shared use by walkers and bikers -- which leads to the conclusion that the "user trail" should be abandoned through trail deconstruction and habitat restoration. Over time, the present narrow trail would become naturalized and absorbed back into the landscape while the new trail would become established as the one Sugarloaf Mountain Trail.

The City and the public may wonder at the practicality and wisdom of abandoning this "user trail." It may be encouraged by policy, but is it the best thing to do? BYLT staff believes and recommends that consideration be given to an alternative route to the top that incorporates parts of the existing "user trail." At the time of this application, staff had not proven such a route by measurements on the ground. However, based on the knowledge gained in flagging the Alternative 1 route and review of a basic contour map the staff is convinced that such a route is feasible. The route shown on the following illustration was drawn using very basic topographic information. (A route laid out by cutting through brush and making ground measurements could differ significantly in detail although the general concept and orientation of the trail would not.)

[See illustration, next page.]

## Alternative 2



Alternative trail route on City property (in purple) utilizing parts of existing "user trail." *Approximate* S boundary of City property in green. Route is illustrative only and has not been proven by ground measurements. Built trail would not have long, straight, stretches -- as required by City policy.

The primary disadvantage of this or a similar alternative is that it reaches the "road to the top" near the entry gate by Coyote St which significantly lengthens the distance that trail users have to travel on the "road to the top" to reach the flat top of the mountain. This detracts from the sense of being on a typical hiking and biking trail in an undeveloped, natural landscape, that Alternative 1 provides. There are several advantages, however, to this alternative. It incorporates some parts of the existing "user trail" (although significant portions would need to be decommissioned) and it is somewhat "lighter on the land." It also runs close to the potential parking area on Coyote St, thus making a shorter and easier connection to the potential parking

area than would be the case with the first route suggested above where a connector segment more than 500' long would be required.

This or a similar alternative, which tops out near Coyote St, would provide the shortest way to reach proposed trails that could go easterly from the intersection of Coyote St and North Bloomfield Rd. If the proposed Pines to Mines trail between Nevada City and Truckee becomes a reality, it may well connect with Nevada City through this intersection. The new Sugarloaf Mountain Trail, in whatever form adopted, would serve as a key link between downtown Nevada City and the extension of the Pines to Mines trail east along Harmony Ridge.

#### A HYBRID ALTERNATIVE

Many runners and mountain bikers appreciate the existing "user trail" in its present state. It is narrow, well established, has some great views and goes through many lovely stretches with overarching trees and shrubs which lend a "tunnel" effect to the trail. Little of this would remain if the alternative just mentioned were adopted and built to standard multi-use trail specifications.

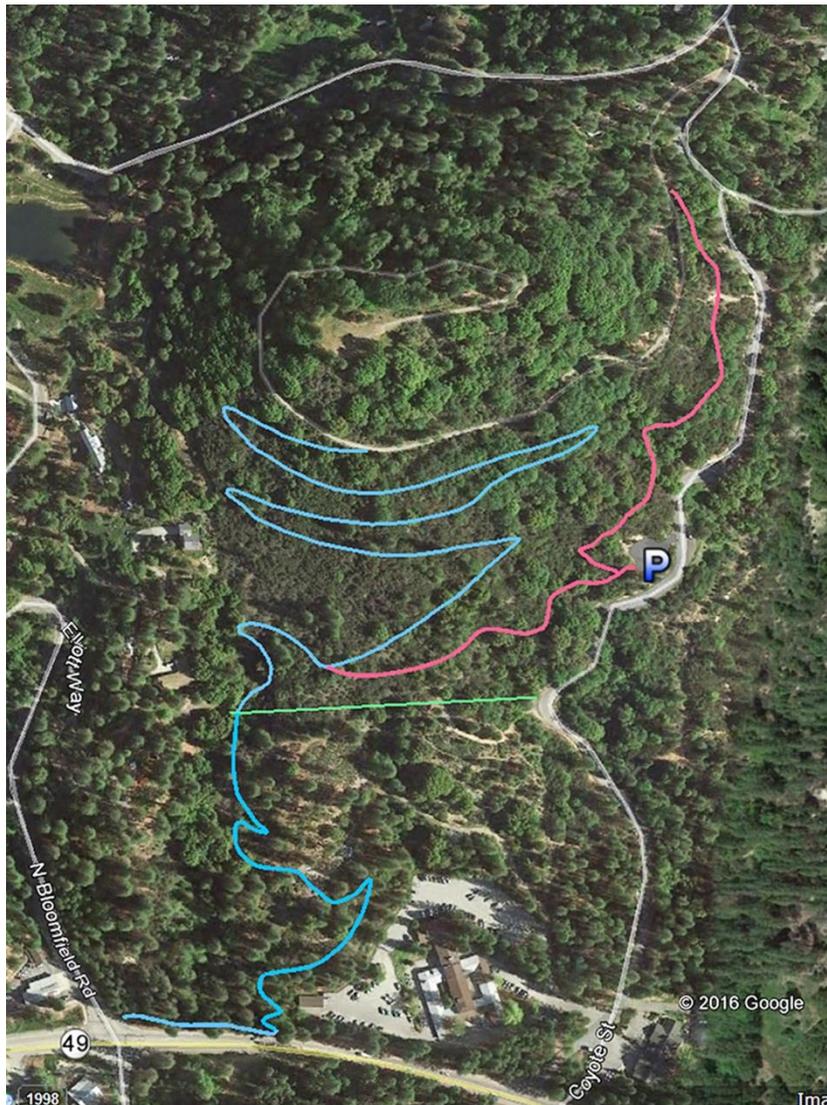
BYLT staff suggests the City consider interpreting the Sugarloaf Mountain Master Plan Policies in such a way that two active trails could remain on the south face of the mountain. The first would follow the BYLT route suggested above. This would be the main Sugarloaf Mountain Trail, connecting with the "road to the top" well up that road from Coyote St. The second trail would be the existing "user trail" -- *only the part which is on the City-owned property* -- slightly improved but essentially as it is today. It would be connected at the base (above the south property line) by a new single track trail, built narrow like the existing user trail, running between the base and the main Sugarloaf Mountain Trail.

If this configuration were adopted, trail users would potentially have the best of both worlds. The main trail would be the preferred route for most users with its wider track, moderate grade and its more direct route to the top of the mountain. Others could take the narrower and occasionally steeper route along the old "user trail" for a more rustic experience, or to go more directly to the corner of Coyote St and North Bloomfield.

The hybrid alternative is shown below. The main Sugarloaf Mountain Trail, as proposed by BYLT staff in Alternative 1 is shown in blue. The trail would be 4' wide, moderate in grade and built to specifications of the Sugarloaf Mountain Master Plan. The pink line on the right is the existing, narrow and substandard "user trail" with a new section at the base to connect it to the main trail.

[See illustration, next page.]

### Alternative 3



Hybrid alternative. Main trail in blue. Existing "user trail" in pink with a new connecting section linking it to the main trail. *Approximate S boundary of City property in green.*

#### PARKING PLAN

People who live in the town of Nevada City can easily walk or ride from their homes to the start of the Sugarloaf Mountain Trail using city streets and sidewalks. Area residents and visitors from out of town will need parking options near town when they come to use this trail.

Public parking is presently not available at the intersection of Hwy 49 and North Bloomfield where the trail begins. For this reason, the Sugarloaf Mountain Trail will have no formal

trailhead with trailhead parking. There are two good parking options for this trail, however, which can serve the trail. They are:

(1) Ample parking at the Nevada County Government Center, connected directly to the start of the Sugarloaf Mountain Trail by a 1/4 mile paved, dedicated pathway from Helling Way in the government center to the intersection at North Bloomfield Rd and Hwy 49.

(2) An excavated area on City property (perhaps a former borrow pit) on the west side of Coyote St about 0.3 mile uphill from Hwy 49, that could be improved as a parking lot for the trail. There is an existing dirt driveway into this area which measures about 60' x 70'. The area is shown in all the trail alternative photos with the "P" parking symbol, and each alternative has been presented with a trail link shown to this parking area. The potential parking area is similar in size to the parking area that has served well for the Hirschman Trail.

The possibility of parking at the Tahoe National Forest headquarters on lower Coyote St has been raised by various parties. BYLT staff has not included it as a parking option for several reasons. This is private property leased by the U.S. Forest Service. Any arrangement to utilize the parking would have to be negotiated with both the owner and tenant. Additional easement(s) for trail connection would need to be secured, and a new trail segment would have to be built. It is uncertain whether the needed permissions would be given. Further, the parking lot closest to the trail is a fenced off area for fleet parking, and the parking area behind and uphill of the main buildings is a potentially challenging location for out-of-town visitors to find. BYLT staff believes that the main trail is much better served by the ample parking at the county government center and its direct link to the intersection of Hwy 49 and North Bloomfield.

## TRAIL CONSTRUCTION

The trail will incorporate construction standards developed by and used by the USDA, Forest Service. These are the same standards that were used for the construction of the Hirschman Trail and for sections of the Tribute Trail built by the BYLT. These standards also conform to the Sugarloaf Mountain Master Plan policies.

The trail will be constructed so that the average grade over the length of the trail is about 6 percent. There will be places where the trail that must be constructed at steeper grades to circumvent obstacles but, in all cases, the grade will be kept moderate and sustainable and safe for mixed use.

Trail tread width will be 4 feet. Brush screening between legs of the trail will be maintained to prevent trail users from cutting from one leg to another. Long clear runs will be avoided so that the trail does not facilitate increased speeds by mountain bike riders. The trail will be constructed with reverse grades to insure drainage and to temper speeds. As much as possible, the trail route will wind around rocks, trees, and brush while following the contour of the land,

gently climbing to the top or descending to the bottom. This will add interest to the trail while controlling speed.

Residents of homes on Elliott Way, and any home east of North Bloomfield facing Sugarloaf Mountain, will be given an opportunity to consult with BYLT prior to trail construction to locate trail sections and switchbacks across the ravine from them in a way that protects their privacy.

The trail will be constructed by a combination of methods including the use of hand tools exclusively in some areas and the use of mechanized equipment with finish work by hand in other areas. It is anticipated that much of the trail will be built by volunteers, however funding will be sought to allow the purchase of construction services by a qualified trail construction contractor.

Brush clearing should be limited to the fall, winter, and spring months when there is adequate moisture to reduce fire danger to an acceptable level. Trail construction will also be limited to those times when there is adequate soil moisture to insure that the soils can be worked and compacted to meet the construction standards. Because of the nature of the site, little or no work will be accomplished during summer or early fall.

#### VISUAL IMPACT OF TRAIL CONSTRUCTION

Concern has been expressed that the trail might be visible from the streets of Nevada City. There is no reason to expect that any portion of the alternative trails described in this application will be seen from town as long as the vegetation on the mountain continues to look much as it does today. Trail clearing will be localized to the trail, leaving trees and large shrubs in place, routing the trail around and under them. This will naturally screen the trail from view as seen from town. (Vegetation management projects in the future to reduce hazardous fuels on Sugarloaf Mountain might temporarily expose small sections of trail to view from town but these would soon be screened again by re-growth of vegetation along the trail.)

#### SIGNS

There have been suggestions that artwork be placed along the trail and that artistic features be constructed in the trail improvements. Signage would be limited and there would be no artwork placed along or designed into the trails. (Sugarloaf Mountain Master Plan, policy 7, page 10 of 10.) Mile markers at intervals, directional signs, and regulatory signs would be installed in collaboration with City staff, and with the City's approval, in accordance with the Sugarloaf Mountain Master Plan.

#### CULTURAL RESOURCES SURVEY

In June 2016, BYLT contracted with professional archaeologist Mark D. Selverston to carry out a cultural resource survey of the trail route described in Alternative 1, above. He was also asked to evaluate the potential along the route for hazardous residues from historic mining activities.

His detailed report "Sugar Loaf Mountain Trail Cultural Resources Survey, Nevada County, California" is included with this application as Appendix B.

Selverston found "no relevant cultural resources studies or cultural resources [for this site] filed with the state" prior to his investigation. (p 1) In his field work he discovered four separate remnants of mining activity on the mountain from the gold rush era that, in his opinion, were historically significant for their "potentially important data." (p 15) These remnants include "a segment of a substantial water conveyance ditch," a "depression that appears to be a prospect for locating gold deposits," a "water conveyance ditch segment," and "an abandoned earthen road segment cut into the slope." (p12-13) He noted that in addition to these specific items, "assorted elements of placer mining were identified across the lower portion of the trail route, including overgrown sluice channels, races feeding into one of the sluice channels, steep banks where mining has washed away large volumes of soil and rock, and irregular and undulating ground surface left from various placer mining activities, also called diggings." (p11)

Summing up his cultural resource findings, Selverston concluded: "The identified cultural resources do not appear to be threatened by the proposed trail, in the opinion of the author. While they are associated with California's gold-mining legacy, they do not retain integrity to convey that association. They are potentially eligible under Criteria 4, for their archaeological data, but this value does not appear to be threatened by trail construction and use. Therefore it appears the project would not alter any of the characteristics that potentially qualify the sites for listing to the state's inventory of important cultural resources." (p 1)

With respect to toxic mining legacy, he added: "With regard to the potential for the trail alignment to contain potentially dangerous remains left over from the gold-mining era, no evidence of gold processing, such as mill remains or tailings, was observed anywhere during the survey or found in the literature. The type of mining activity that occurred in the trail alignment would likely not have left toxic remains. Similarly, there is no evidence of hard rock mining at this location, and none was observed, so there are no potentially harmful waste dumps present." (p1)

## CONCLUSION

In preparing this application, BYLT staff was very much aware of the historic opportunity that the City now has to unite the town directly with its iconic mountain backdrop. Important choices are being made here. It is a "big deal" for the City, its residents and for the visitors it will attract.

We have emphasized what we see as the key facts and issues in this application, rather than advocating a particular outcome. BYLT stands ready to work with the City through all the needed planning, environmental review, and trail construction -- whichever route is selected.

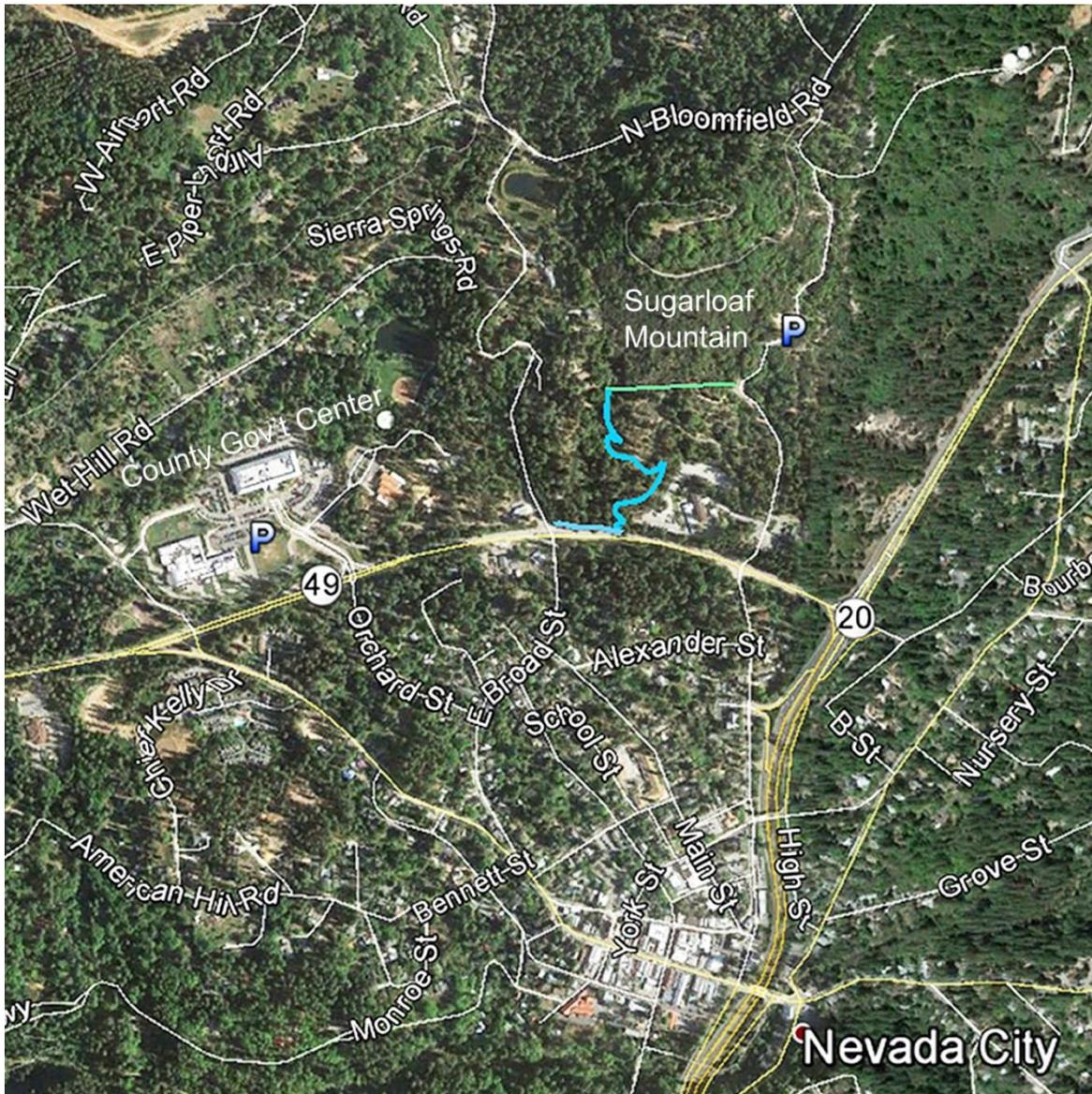
**APPENDIX A**

**Application Of Bear Yuba Land Trust  
To Nevada City Planning Commission**

**regarding**

**Sugarloaf Mountain Trail  
September 2016**

### Vicinity Map



### Assessor's Parcels in Vicinity



**Center Line of Easement over APN 05-310-09**



Center Line of Easement over APN 05-310-10





# City of Nevada City

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**TO:** Planning Commission

**FROM:** Amy Wolfson, City Planner

**HEARING DATE:** October 20, 2016

**RE:** **Miners Foundry and Nevada City Frontscape Improvement Presentation**

## **ACTIONS REQUESTED**

Review and provide direction on a conceptual frontscape improvement proposal

**BACKGROUND / DISCUSSION:** In April 2012 the Planning Commission approved a landscaping plan in front of the Miners Foundry as mitigation for tree removal. The landscape project was implemented as part of an Eagle Scout project with grand funding by the Nevada City Rotary. Recently, Foundry representatives have approached City staff with a conceptual update to the frontscape. Among the elements of the update are an updated landscaping plan, reconfiguration of historic artifacts, re-location of two parking spaces, and erecting a pillar-style bulletin sign similar to that of KVMR. Among the goals of the updated frontscape, is to provide a gathering space for event-attendees to spend outdoors during event breaks.

**RECOMMENDATION:** No action on the plan is being requested at this time. Foundry representatives are seeking a general indication as to whether or not their conceptual plan is supported by the Planning Commission. The applicant will bring forward a formal plan proposal at a future date and any feedback that might direct them toward a successful outcome is welcome.

## **ATTACHMENTS:**

1. Frontscape Project Narrative

# Miners Foundry and Nevada City Winery Frontscape Improvement Project

## Miners Foundry and Nevada City Winery Frontscape Project:

Spring Street in the Nevada City Historic District is undergoing a transformation. The new KVMR building and new business activity is bringing more locals and visitors to Spring Street. KVMR and the Nevada City Winery are teaming up to up-grade the visual and functioning elements in front of the Miners Foundry and between the two businesses. Below are descriptions of the Project Elements.

### 1. Driveway pavement improvement.



**Description:** Leave the Spring Street driveway location as is. Straighten and shift the driveway off of a few feet to the southeast (towards the Winery). Moving the driveway a few feet toward the winery would straighten it at the Spring Street end. Removing the “bump-out” at the driveway end of the flower bed in front of the Foundry would further straighten its lower end.

**Benefit:** Easier access for wine bottling trucks, coaches and customers.

### 2. Sidewalk improvement.



**Description:** Extend the existing sidewalk adjacent to the driveway to Spring Street. Add a handrail to the street side.

**Benefit:** Easier, safer access by customers to both the Winery and Foundry. Handicapped access is available to the public at other entrances to the two businesses.

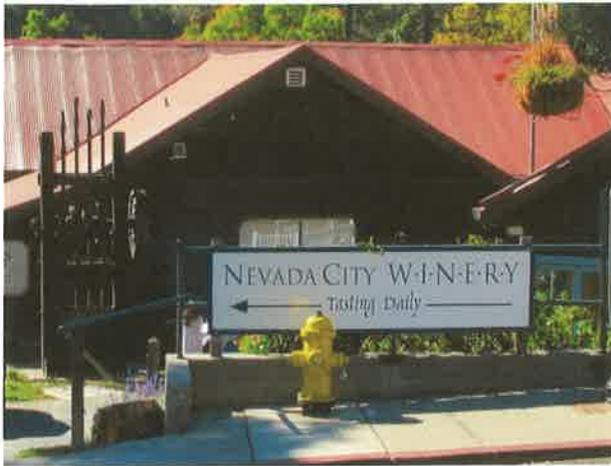
### 3. Driveway entry visual improvements.



**Description:** Build pillars on each side of the driveway near Spring Street utilizing existing iron left over from the old Pine Street Bridge. This iron was manufactured by the Foundry and is decorative. Each pillar would be lighted and have a sign directing visitors either to the Miners Foundry or to the Winery. They would be visible from Broad Street.

**Benefits:** Improved street view, improved lot lighting, and drawing attention to the site from Spring Street and Broad Street. Expands the period look of the Miners Foundry.

### 4. Event Bulletin Board signage.



**Description:** Replace the existing sign on the Spring Street sidewalk fence with a lighted bulletin board promoting Foundry and Winery events.

**Benefit:** The board would describe current and upcoming events at the Foundry and the Winery, increasing the business activity on Spring Street.

#### 5. Move Stamp Mill



**Description:** Improve the front view of the Foundry building by moving the Stamp Mill to the left front of the Foundry building. Move other historic artifacts to other places in front of the building. Reposition the Miners Foundry sign for better visibility. Re-landscape.

**Benefits:** Moving the tall crusher to the left will allow an unobstructed view of the building. Better placement of artifacts will draw visitors and retain the historic aspect of the site.

#### 6. Create a new patio in front of the Foundry.



**Description:** Remove parking places and most shrubs at the front of the Foundry building and build a flagstone or other hard surface patio.

**Benefits:** Improved front view of the Foundry without obstruction from parked cars. Creates a new, flexible patio space for social events, bands, and for ticketing tables.

**Issue:** Loss of two parking spaces to be addressed by adding spaces in the lower lot.

#### 7. Expand and Improve the Upper Gallery's patio.



**Description:** Increase the size and beauty of the patio/garden area adjacent to the Upper Gallery just below the corner of Spring Street and Bridge Street. Replace or improve the handrail.

**Benefits:** Additional space for parties and events. Improved photo spot for weddings. Improved frontscape view from passersby.