



# City of Nevada City

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**SPECIAL MEETING  
PLANNING COMMISSION AGENDA  
WEDNESDAY, NOVEMBER 2, 2016 6:30 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

*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

**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.

### TRAIL ROUTE SELECTION WORKSHOP

1. Staff Introduction (10 minutes)
2. BYLT Introduction three route alternatives (15 minutes)
3. Pros/Cons of each route (15-25 minutes)
4. Summarize Pros and Cons (10-minutes)
5. Identify the community's top pros and cons (5 minutes)

**ANNOUNCEMENTS:** Next Regular Meeting – November 17, 2016

### ADJOURNMENT

## 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.

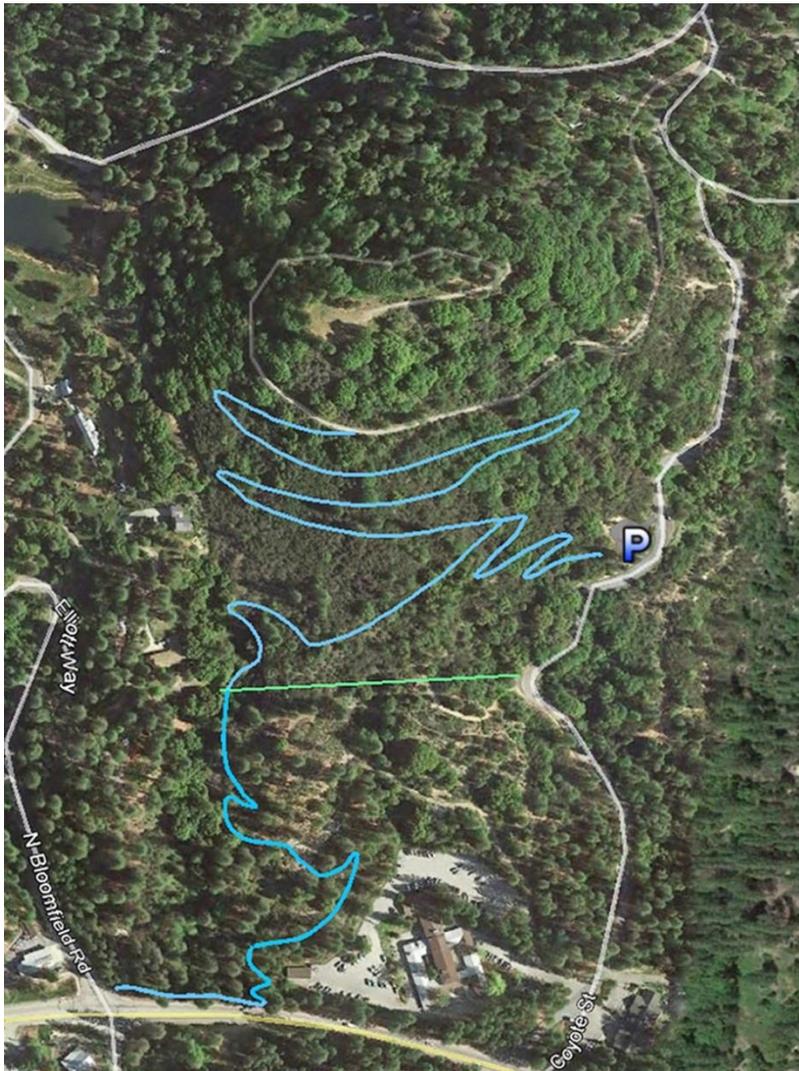
#### FROM THE SOUTH LINE TO THE TOP

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.

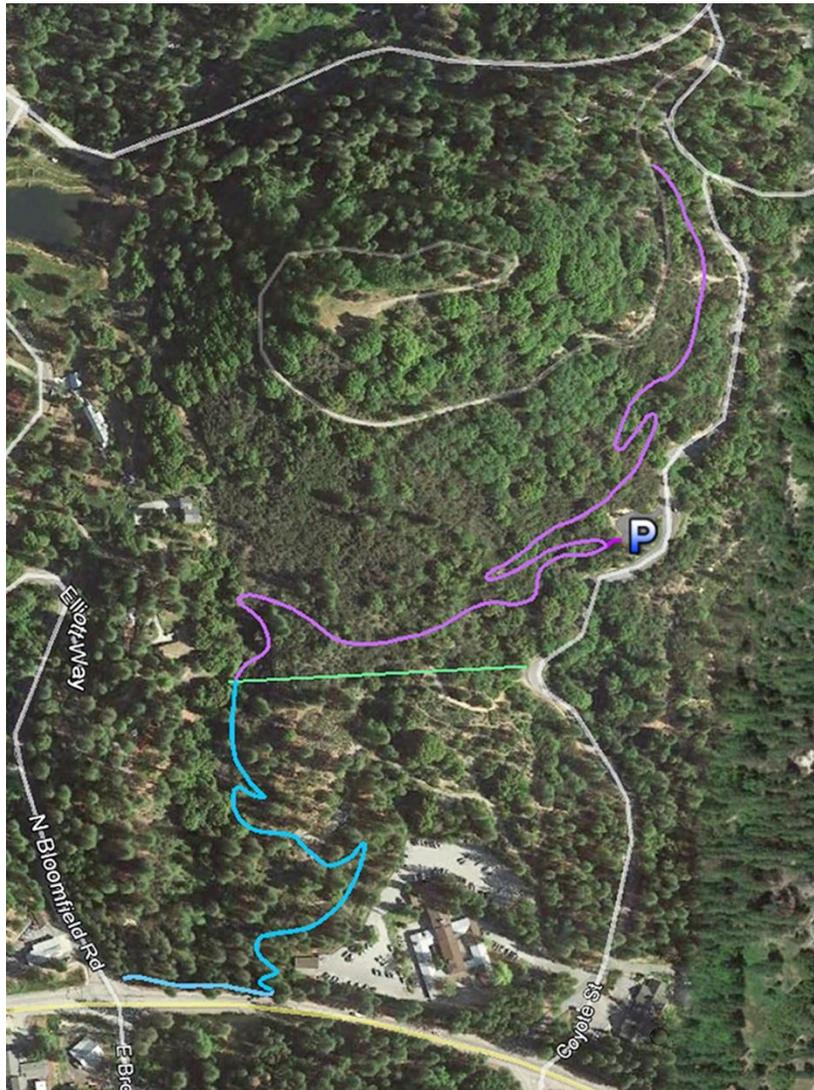
Readers may ask if the proposed route could have gone around the west side of the mountain and joined the "road to the top" on the north side, very near where it comes up to the flat top of the mountain. This possibility was studied and rejected because a 6 to 8 percent grade on the trail would never 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.

Silverston 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, Silverston 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.

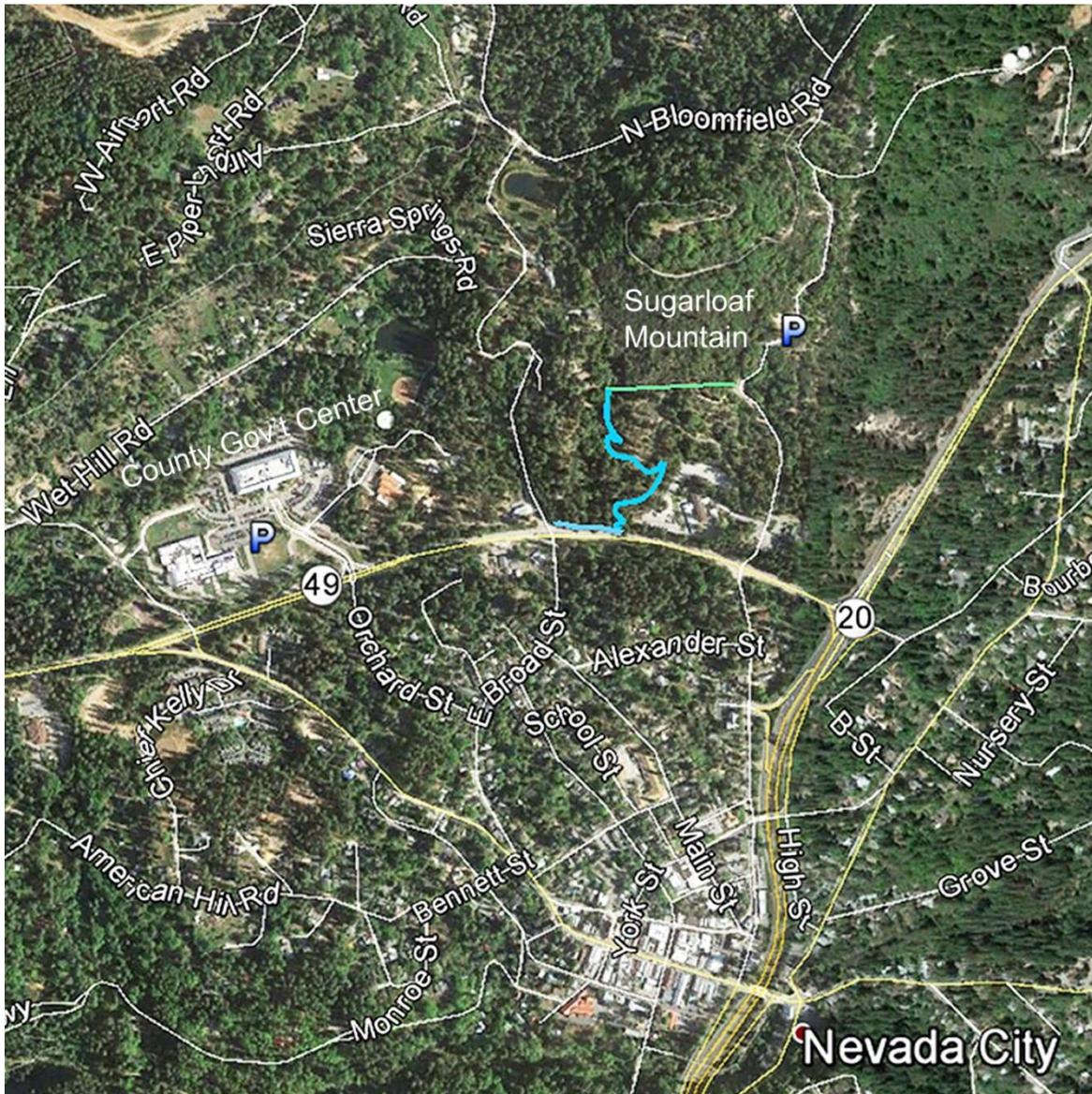
**APPENDIX A**

**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



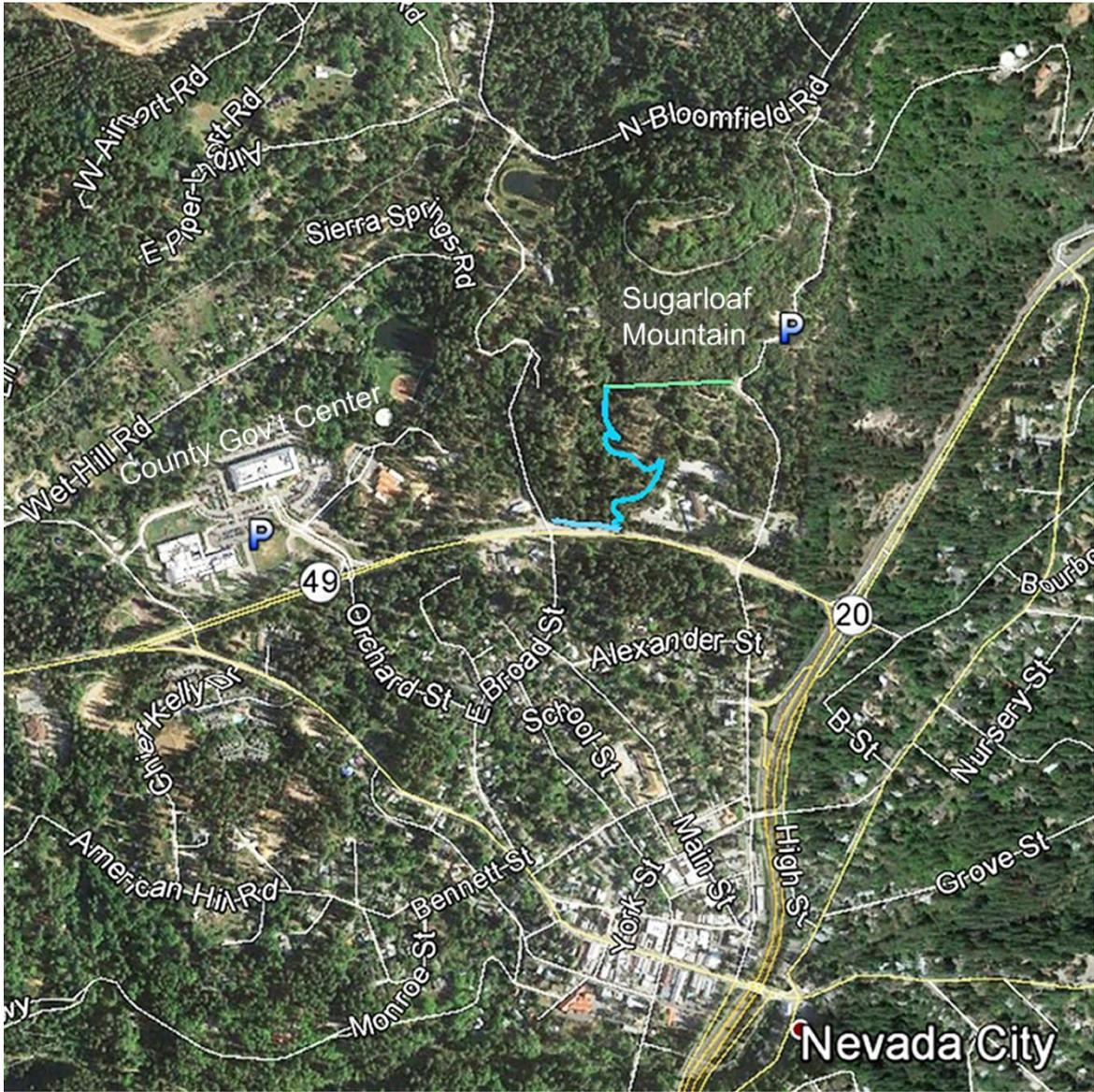
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Vicinity Map



Assessor's Parcels in Vicinity



Center Line of Easement over APN 05-310-09



Center Line of Easement over APN 05-310-10



## Sugarloaf Master Plan Considerations

Pursuant to the Sugarloaf Master Plan, the following policies are recommended in relation to any trail construction:

1. All trail development should be presented to the public for review.  
*In addition to several public meetings staff welcomes public feedback at any stage of the trails project from route selection to a formal trail proposal. BYLT has included in their proposal that they will communicate with neighbors about the trail alignment.*
2. Environmental review should be completed on any trail project.  
*This will be completed after a trail alignment is approved.*
3. Trails shall be constructed at no more than 4 feet wide. Narrow, winding trails, like narrow, winding roads, encourage slower travel speeds.  
*The 4 foot width is acknowledged and listed as the trail width under "Trail Construction" on page 13.*
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%.  
*The proposal suggests that slopes would be a moderate 6 to 8 percent grade.*
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.  
*Brush clearing and visual aesthetics of the trail are discussed on page 13 & 14 of the Proposal.*
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.  
*Reverse grades will be constructed to insure drainage and to temper bicycle speeds. (page 13)*
7. To minimize development and disturbance to the property there should not be separate trails for bikers & hikers.  
*Although the Hybrid Alternative shows an option for two trails, this is addressed in the proposal "Thinking about a Route", page 3*
8. Signs at trailheads with reminders about trail etiquette.  
*Signs would be addressed after a trail alignment is decided upon and is will be covered within the actual project proposal.*
9. Mile markers shall be placed on trails.  
*Included in the proposal in the "Signs" section on page 14.*
10. Accessibility to the property should be improved by creating parking spaces.

*A parking plan has been proposed in the proposal.*

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.

*The commitment to a 4' wide trail and 6to8 percent slopes, allows for the trail to be as accessible as possible considering the overall slopes of the property.*

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.

*Visual Impact of the proposed trail is discussed on page 14 of the proposal.*

14. Only trails for pedestrians and bikers should be constructed. Equestrian and trails for motorized vehicles are not appropriate for this property.

*No suggestion for equestrian use has been made.*

15. Existing trails should be mapped with attempts made to incorporate those trails into new trail development.

*Alternative 2 and the Hybrid Alternative make use of the existing trail on the property.*