

RESOLUTION NO. 00- 56

A RESOLUTION OF THE CITY OF GRASS VALLEY
APPROVING ENVIRONMENTAL NEGATIVE DECLARATION EI NO. 605,
ADOPTING FINDINGS, AND ADOPTING GRASS VALLEY 2020 GENERAL PLAN
AMENDMENT GPA00-01 TO REDESIGNATE A PORTION OF FREEMAN LANE
SOUTH OF WEST MCKNIGHT WAY AS A "LOCAL STREET"

WHEREAS, after continued noticed public hearings, the City Council on November 23, 2000 adopted Resolution No. 99-64, "A RESOLUTION OF THE CITY OF GRASS VALLEY CERTIFYING AN EIR, ADOPTING FINDINGS, ADOPTING A NEW GENERAL PLAN, AND APPROVING A MITIGATION MONITORING PROGRAM;" and

WHEREAS, on or about December 23, 1999, Overton Caperton and 23 others filed a Petition for Writ of Administrative Mandamus challenging the approval of the Grass Valley 2020 General Plan by the City Council; and

WHEREAS, on or about March 14, 2000, the Petitioners and the City entered into a STANDSTILL AND SETTLEMENT AGREEMENT with the City Council agreeing to consider amending the Grass Valley 2020 General Plan to redesignate that portion of Freeman Lane south of West McKnight Way to the junction of the extension of the future Crestview / Smith Road as a "local street," as the phrase is used on page 4-3 of the Grass Valley 2020 General Plan; and

WHEREAS, the Final EIR (SCH #98082023) for the Grass Valley 2020 General Plan certified by the City Council by Resolution No. 99-64 on November 23, 1999 serves as a Program EIR as the basis for future environmental determinations; and

WHEREAS, an Initial Study of potential environmental effects from the redesignation of Freeman Lane as a "local" street indicated that such redesignation would have minimal effects on the traffic model for the FEIR and the Planning Division made a preliminary finding that the proposed General Plan Amendment would not have a significant effect on the environment and that a Negative Declaration would be prepared; and

WHEREAS, notice of the proposed environmental decision was given by publication in The Union inviting written comments during a 20 day period from June 6, 2000; that no written comments were received during the period; and

WHEREAS, after noticed public hearing on June 26, 2000, the Planning Commission approved the Initial Study (EI No. 605) and Negative Declaration, approved the proposed General Plan Amendment GPA00-01, and recommended its adoption by the City Cou

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

1. Approves the Initial Study (EI No. 605) and directs staff to issue a Negative Declaration for the proposed General Plan Amendment GPA00-01.

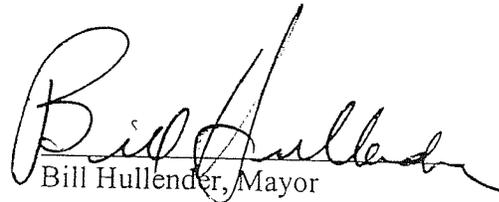
2. Adopts proposed General Plan Amendment GPA-01, as follows:

“The Grass Valley 2020 General Plan, adopted November 23, 1999, is hereby amended to redesignate that portion of Freeman Lane south of West McKnight Way to the junction of the extension of the future Crestview / Smith Road, as a ‘local street’ as the phrase is used on page 4-3 of the Grass Valley 2020 General Plan.”

3. Directs staff to file a Notice of Determination as required by law.

PASSED AND ADOPTED by the City Council of the City of Grass Valley at a regular meeting thereof held on the 11th day of July, 2000, by the following vote:

AYES: Councilmembers: Ingram, Tassone, Taylor, Stevens and Hullender
NOES: Councilmembers: None
ABSTAIN: Councilmembers: None
ABSENT: Councilmembers: None


Bill Hullender, Mayor

APPROVED AS TO FORM:


Claude L. Biddle, City Attorney


Bobbi Poznik, City Clerk



TABLE 4-1
FUNCTIONAL CLASSIFICATION
CITY OF GRASS VALLEY'S ARTERIAL AND COLLECTOR ROADWAY

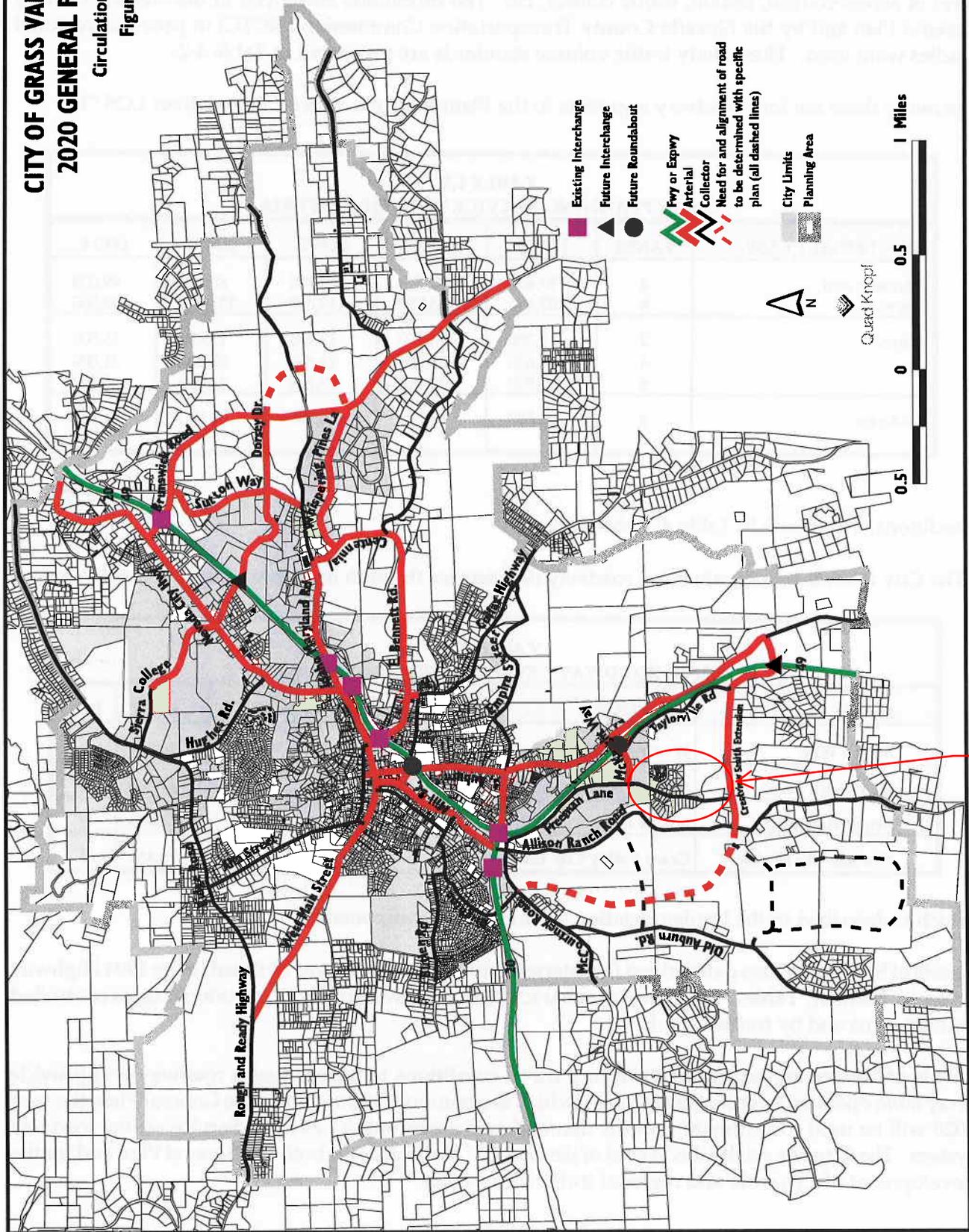
ARTERIALS	COLLECTORS
South Auburn Street Brighton Street Extension Brunswick Road Crestview Extension Empire Street Idaho Maryland Road (part) LaBarr Meadows Road Main Street Mill Street Neal Street Nevada City Highway Sierra College Drive (part)	Allison Ranch Road Alta Street East Bennett Brighton Street Butler Street Dorsey Drive Empire Street Freeman Lane Hughes Road Idaho Maryland Road (part) McCourtney Road McKnight Way Mill Street Richardson Street Ridge Road Sierra College Drive (part) Sutton Way Taylorville Road Whispering Pines Lane

The portion south of W. McKnight Way - 'Local' as per Resolution 00-56

All roadways not listed here are designated as local streets.

Another important component of the City's functional classification are truck routes. Currently the City has no designated truck routes within the Grass Valley City limits, although trucks are prohibited on East Maryland Drive.

**CITY OF GRASS VALLEY
2020 GENERAL PLAN**
Circulation Plan
Figure 4-1



'Local' as per Resolution 00-56

RESOLUTION NO. 2011-32

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRASS VALLEY: 1) CERTIFYING THE ENVIRONMENTAL IMPACT REPORT; 2) APPROVING ANNEXATION 07PLN-46, GENERAL AMENDMENT 07PLN-48, PREZONE 07PLN-47, AND SPECIFIC PLAN 07PLN-49; AND, 3) APPROVING A RESOLUTION OF APPLICATION REQUESTING THE NEVADA COUNTY LOCAL AGENCY FORMATION COMMISSION CONDUCT PROCEEDINGS FOR THE ANNEXATION APPLICATION FOR THE LOMA RICA RANCH PROJECT LOCATED NORTHEAST OF THE CITY LIMITS, APN 09-570-62, 63, 64, 65, 35-412-11, 13, 14, 23, 37-450-01, 02, AND 35-412-24 (MCCARTHY PROPERTY)

WHEREAS, Loma Rica Ranch, LLC, submitted the following application packet: 1) Annexation Application 07PLN-46 to annex the 452 acre Loma Rica Ranch site and the 3.15 acre McCarthy property; 2) General Plan Amendment 07PLN-48 to change the Land Use Mix in Figure 3-4 of the General Plan; 3) Prezone Application (07PLN-47) to prezone the Loma Rica Ranch property to the (SP) Specific Plan Zoning District and the McCarthy property to M-1; and 4) Specific Plan Application 07PLN-49 to create the Loma Rica Ranch Specific Plan, and

WHEREAS, the properties are contiguous to the existing City boundaries;
and

WHEREAS, the properties are located within the Grass Valley Sphere of Influence Plan's 2000-2005 annexation time horizon and the recently adopted "Near-term Planning Horizon", and

WHEREAS, the proposed annexation is consistent with the City's Sphere of Influence Plan, and

WHEREAS, the City of Grass Valley desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code, for annexation of the project area, and

WHEREAS, it is the City's desire that the proposed annexation be subject to the following terms and conditions:

1. That this annexation is subject to the terms of the MASTER TAX EXCHANGE AGREEMENT, entered into by the City Council and Board of Supervisors on October 9, 2001.

2. That the territory to be annexed to the City be detached from Nevada County Consolidated Fire District.

3. That the territory to be annexed to the City shall be subject to the levying or fixing and collection of any previously authorized taxes, benefit assessments, fees or charges of the City.

WHEREAS, the applicant proposes to amend Figure 3-4 of the City's 2020 General Plan for the Loma Rica Ranch SDA to include a mixed-use project for a maximum of 700 housing units, 54,000 square feet of commercial and retail uses, 364,161 square feet of business park and light industrial uses, and 313.9 acres of open space and recreational uses, and

WHEREAS, as noted in the February 23, 2011, Staff Report to the Planning Commission and Attachment 5 (Comparison of the Grass Valley General Plan and Loma Rica Ranch Specific Plan) of said report, and in the April 13, 2011, Staff Report to the City Council and Planning Commission for the joint study session, the proposed General Plan Amendment to change the land use mix in Figure 3-4 is consistent with the goals, objectives, and policies established in the 2020 General Plan, specifically:

1. The current 2020 General Plan land use mix does not provide a healthy or balanced community or a balanced jobs/housing mix.
2. The proposed General Plan Amendment provides a more balanced and sustainable land use mix and jobs/housing balance the City wishes to achieve.
3. The proposed General Plan Amendment provides a better opportunity to improve the City's economic base and provides additional protection of the environment.

WHEREAS, Section 1.08.010 of the Grass Valley Municipal Code requires all proposed annexations to the City to be rezoned or preplanned by the Planning Commission prior to City Council authorizing submittal of an application to the Local Agency Formation Commission, and

WHEREAS, the proposed rezone of the Loma Rica Ranch site to the Specific Plan Zoning Designation is appropriate and consistent with the City's General Plan, and the rezone of the McCarthy property to M-1 is appropriate based on surrounding land uses and site constraints, and

WHEREAS, the Loma Rica Ranch Specific Plan (LRRSP) is a policy-based document that is intended as a framework to guide future development on the 452-acre site, and

WHEREAS, the LRRSP sets forth a land use mix as well as development standards that will serve as the zoning regulations in order to provide specific direction as to the type and intensity of uses permitted in the LRRSP as well as development and design criteria within the LRRSP, and

WHEREAS, the City Council finds the changes in Exhibit "A" are necessary to ensure certain City standards are included in the LRRSP and to address the long-term implementation of the LRRSP, and

WHEREAS, the City prepared a Draft Environmental Impact Report for the Loma Rica Ranch project and provided a 45-day public review period from October 1 to November 15, 2010, and

WHEREAS, on October 19 and October 25, 2010, the Planning Commission conducted public hearings, reviewed, and took public testimony on, the Draft EIR for the Loma Rica Ranch project, and

WHEREAS, on February 23, 2011, the Planning Commission conducted a duly noticed public hearing on the General Plan Amendment, Annexation, and Prezone applications and considered the Final EIR, and

WHEREAS, on March 15, 2011, the Planning Commission conducted a duly noticed public hearing on the Specific Plan application, and

WHEREAS, on April 13, 2011, the City Council and Planning Commission conducted a joint study session to review the proposed project and the Planning Commission's recommendations, and

WHEREAS, on May 11, 2011, the City Council conducted a duly noticed public hearing on the General Plan Amendment, Annexation, Prezone, and Specific Plan applications, and considered the Final EIR, and

WHEREAS, the City Council finds, as described in Section 1.2 of Exhibit "B" attached to this resolution, this Final Environmental Impact Report (EIR) has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and

WHEREAS, the City Council has independently reviewed, analyzed and considered the Final EIR, Findings of Fact in Exhibit "B", Statement of Overriding Considerations in Exhibit "C" prior to making its decision on this project, and the Final EIR reflects the independent judgment of the City of Grass Valley, and

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Grass Valley does hereby certify the Environmental Impact Report, and approve

Annexation 07PLN-46, General Amendment 07PLN-48, Prezone 07PLN-47, and Specific Plan 07PLN-49 as amended in the attached Exhibit "A", and

BE IT FURTHER RESOLVED that the Findings of Fact in Exhibit "B" confirm the FEIR adequately addresses the potentially significant environmental impacts associated with the Loma Rica Ranch project, and

BE IT FURTHER RESOLVED that City has balanced the specific economic, legal, social, technology, and other benefits of the project noted in Exhibit "C" against its significant and unavoidable environmental impacts when determining whether to approve the project applications, and

BE IT FURTHER RESOLVED that certain mitigation measures in Exhibit "D" are partially or fully the responsibility and jurisdiction of another public agency. Said agencies have reviewed the Draft and Final EIRs. Therefore, said agencies can and should adopt those mitigation measures as it pertains to its area of jurisdiction, and

BE IT FURTHER RESOLVED that the mitigation measures listed in Exhibit "D" be included as conditions of approval for the Loma Rica Ranch project and be made a part of this approving action.

BE IT FURTHER RESOLVED that the City Council of the City of Grass Valley affirms as follows:

1. That the foregoing statements are true and correct.

2. That this Resolution of Application is hereby adopted and approved by the City Council of the City of Grass Valley, and the Local Agency Formation Commission of Nevada County is hereby requested to take proceedings for the annexation of the territory, according to the terms and conditions stated above and in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

ADOPTED as a Resolution of the City Council of the City of Grass Valley at a meeting on May 11, 2011.

RESOLUTION NO. 2011-32

AYES in favor of: *Council Member Cookson, Foyler & Mayor Arbuckle*

NOES: *NONE*

ABSENT: *Vice Mayor Miller, Council Member Swarthout*

ABSTAIN: *NONE*

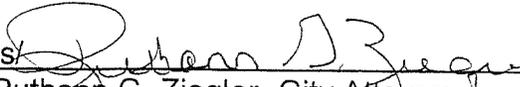


Jan Arbuckle, MAYOR

ATTEST: 

Kristi K. Bashor, CITY CLERK

APPROVED AS TO FORM:

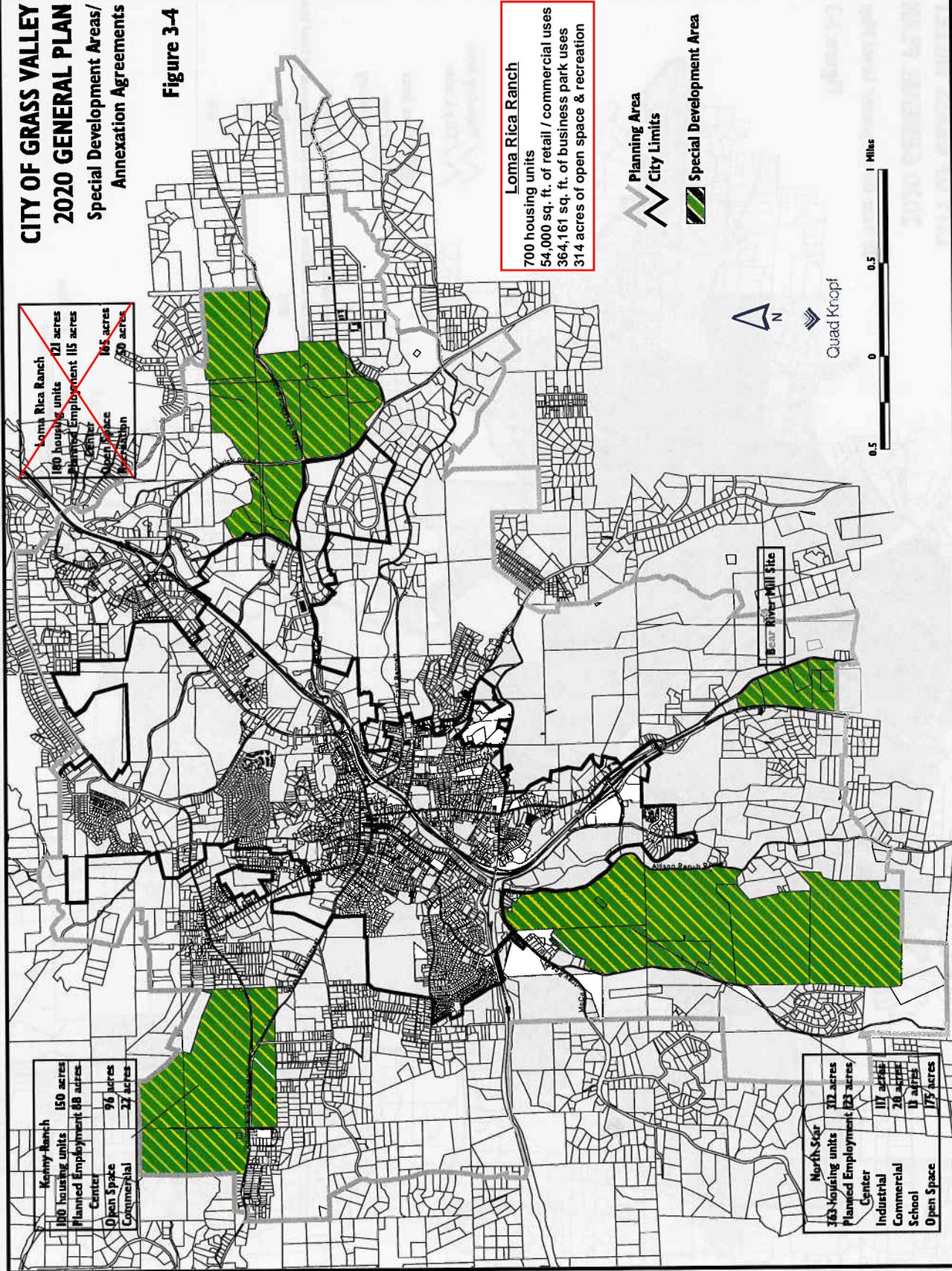
/s/ 

Ruthann G. Ziegler, City Attorney



CITY OF GRASS VALLEY 2020 GENERAL PLAN Special Development Areas/ Annexation Agreements

Figure 3-4



CITY OF GRASS VALLEY
RESOLUTION NO: 2013-33

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRASS VALLEY
APPROVING GENERAL PLAN AMENDMENT 13PLN-05, AN AMENDMENT TO
ADD ONE POLICY TO THE CIRCULATION ELEMENT

WHEREAS, Implementation Program 7-CI of the City of Grass Valley's General Plan, as specified in the text of the program, and supported by in the General Plan and General Plan EIR, provides for a method to address the unique circumstances related to streets and intersections in the City and to allow a relaxation, or exception, to the LOS D standard; and

WHEREAS, the City Council has performed the analysis with respect to Implementation Program 7-CI (IP7C-I) and found it is necessary to relax the LOS standard at the following intersections: 1) Mill and Neal Streets; 2) W. Main and Mill Streets; 3) W. Main and Church Streets; 4) W. Main and School Streets; 5) Bank and South Auburn Streets; 6) State Route 20/49 Southbound ramp and Bennett Street; and

WHEREAS, the City has considered applicable vision, policy, and purpose statements listed in the General Plan in its review of the standards and factors listed in IP7-CI; and

WHEREAS, the improvements needed to achieve a LOS D standard in the downtown intersections would require street widening and other physical street improvements. These improvements would impact existing parking spaces, sidewalks, public improvements, potential buildings, and structures. Such widening and other improvements to achieve LOS D would impact the pedestrian environment and alter the historic character of the downtown; and

WHEREAS, upon review of the General Plan and the General Plan EIR and its record, it is clear that there was flexibility built into the LOS standard to address the unique issues facing Grass Valley. The ultimate LOS standard must be considered in balance with other factors; and

WHEREAS, the City must balance road improvements and their potential impacts with the small town character, historic downtown, and Grass Valley's unique physical built environment; and

WHEREAS, in 2007, the City established Form-Based zoning in the historic downtown to encourage mixed-uses, higher densities, reduced parking, and other standards that protect the unique building form and character of Grass Valley. One of the key outcomes of the form-based concept was to place a greater emphasis on pedestrians rather than vehicles. The Development Code includes many provisions which further implement the City's efforts to encourage a pedestrian-friendly, walkable, and sustainable community; and

WHEREAS, the proposed action to relax the LOS standard in the downtown streets is consistent with the State of California's goals to create walkable and sustainable streets. This action promotes walking and alternative forms of transportation by planning for pedestrians rather than planning for cars. This further promotes the goals of AB 32 by promoting a

pedestrian, rather than auto, friendly community. Consistent with AB 1358, Complete Streets Act of 2008, this action can help reduce greenhouse gas emissions, improve public health by encouraging physical activity, reduce vehicle miles traveled (VMT), biking, walking and public transit. Furthermore, the Safe Routes to School Program supports walking to schools. Since there are several schools in downtown area, it is critical to maintain and create student friendly streets; and

WHEREAS, based on the initial study prepared for this project, and findings made pursuant to CEQA Guidelines Section 15168 (c)(2), the City finds that the proposed project is within the scope of the two program EIRs. This project will not cause new significant effects on the environment that were not adequately addressed in the prior EIRs. Furthermore, the only purpose of including additional analysis of the previously identified significant and unavoidable impacts is to put the City in a position to adopt the same statement of overriding considerations. Since the significant effects have been adequately addressed in the two previous EIRs, no new environmental document is required; and

WHEREAS, the City Council finds that the proposed policy is consistent with the General Plan; and

WHEREAS, the City Council finds that the policy will not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and

WHEREAS, the City Council finds that the project consists of the addition of one policy that implements IP7-CI. Based on this, the proposed amendment does not constitute a substantial revision to the Circulation Element, which would warrant the requirements set forth in Government Code Section 65302 (AB 1358) for the City to address a balanced, multimodal transportation network. However, the City finds the policy in fact complies with some of the goals of the legislation by protecting the existing alternative forms of transportation and giving pedestrians and Grass Valley's unique characteristics a priority over vehicles.

NOW, THEREFORE BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRASS VALLEY does hereby amend the General Plan and add the following policy to the Circulation Element:

27-CP To provide pedestrian friendly and walkable streets, and to protect the historical character of the downtown, LOS E is an acceptable LOS for the following intersections: 1) Mill and Neal Streets; 2) W. Main and Mill Streets; 3) W. Main and Church Streets; 4) W. Main and School Streets; 5) Bank and South Auburn Streets; 6) State Route 20/49 Southbound ramp and Bennett Street.

LOS D is an acceptable LOS for all other intersections and road segments. Pursuant to Implementation Action 7-CI, the City may relax the LOS D standard on a case-by-case basis provided the Council considers the factors in 7-CI.

PASSED AND ADOPTED as resolution at a regular meeting of the City Council of the City of Grass Valley held on June 11, 2013 by the following vote:

AYES: Council Members: *Arbuckle, Fowyer, Levine, Swarthout + Mayor Miller*

NOES: Council Members: *NONE*

ABSENT: Council Members: *NONE*

ABSTAINING: Council Members: *NONE*

By:


Dan Miller, Mayor

Attest:


Kristi K. Bashor, City Clerk

Approved as to form:


Michael G. Colantuono, City Attorney



- 7-CP Provide park and ride facilities to encourage car pooling and discourage excess automobile usage.
- 8-CP Incorporate separated, non-motorized paths in street cross-section designs whenever feasible.
- 9-CP Adopt appropriate designs, techniques and standards to calm traffic through residential neighborhoods.
- 10-CP Encourage Nevada County to utilize City roadway, access and circulation standards within the Planning Area.
- 11-CP Design selected streets and intersections employing modern roundabouts and other traffic calming techniques.
- 12-CP Adhere to high safety standards where pedestrians and bicyclists are exposed to motorized vehicles.
- 13-CP Assure the continuity of sidewalks by instituting a city-wide sidewalk planning/construction programs.
- 14-CP Provide street lighting in existing neighborhoods as necessary.
- 15-CP Avoid environmentally sensitive areas, to the extent feasible, when expanding the roadway network.
- 16-CP Eliminate curb cuts and other vehicular encroachments along arterial and collector streets where feasible and practical, to promote both efficient traffic flow and traffic safety.
- 17-CP Redesign and reconstruct freeway access and connector streets, to include a new interchange at Dorsey Drive and Highway 20/49.
- 18-CP Study bypass routes designed and located to avert undesirable through-traffic in residential and non-residential neighborhoods.
- 19-CP Add vehicular parking in the downtown area.
- 20-CP Re-design intersections on collector streets to improve and "smooth" traffic flow.
- 21-CP Defer to preservation of community character, including historical and architectural features, when planning and implementing transportation improvements.
- 22-CP Remove impediments to emergency access from public streets and rights-of-way.
- 23-CP Establish and periodically review emergency access standards in appropriate city development codes and ordinances.
- 24-CP Coordinate circulation and development plans with public safety agencies, fire departments/districts and emergency service providers.
- 25-CP Defer the extension of Freeman Lane southward across Wolf Creek until such time as the Crestview-Smith extension is constructed between North Star and Highway 49.
- 26-CP Develop design standards to ensure that road segments being improved to four lanes incorporated aesthetic treatments, including landscaping, landscaped medians, setbacks for sidewalks, street lights, street furniture, signage restrictions, and other design elements.
- 27-CP Per Resolution 2013-33 (See * and ** below).

CIRCULATION IMPLEMENTATION ACTIONS AND STRATEGIES

- 1-CI Adopt the roadway classification system outlined in the Circulation Element. The City shall plan, design and regulate roadways in accordance with the functional classification system reflected in Figure 4-1 and Table 4-1.
- 2-CI Regularly update Development Impact Fees.
- 3-CI Ensure that proposed specific plans are consistent with the provisions of the functional classification component. This shall include incorporation of consistent design standards for roadways, associated bikeways and trails, and landscape areas. Require that large development proposals and specific plans include comprehensive financing plans for streets and highways.

*Provide pedestrian friendly and walkable streets; protect the historical character of the downtown, LOS E is an acceptable LOS for the following intersections: 1) Mill & Neal; 2) W. Main & Mill; 3) W. Main & Church; 4) W. Main & School; 5) Bank & S. Auburn; 6) State Route 20/49 Southbound ramp & Bennett.

**LOS D is an acceptable LOS for all other intersections and road segments. Pursuant to Implementation Action 7-CI, the City may relax the LOS D standard on a case-by-case basis provided the Council considers the factors in 7-CI.