

## **2. Serendipity Road Improvements Grant Application**

Project ranking criteria for (Project Title): \_\_\_\_\_

1. Does proposed project include one or more stream crossings and corrective grading within and close to a stream channel?

Yes  No

If yes: Number of stream crossings: \_\_\_\_\_

Corrective grading within and close to a stream channel: \_\_\_\_\_

2. Are improvements to roads in priority sub watersheds?

Yes  No

If yes: Which priority sub watershed: \_\_\_\_\_

Refuge sub watershed  Critical sub watershed

3. Is the proposed project maintained by a Road Maintenance Association?

Yes  No

If yes: Name of Road Maintenance Association: \_\_\_\_\_

Is the proposed project a cultivation sites approved under the 2016 Commercial Medical Marijuana Land Use Ordinance (CMMLUO) AND will the improvements bring the road into compliance with the standards?

Yes  No

If yes: What are the required standards/Conditions of Approval: \_\_\_\_\_

4. Is the proposed project located in an area of highly erodible soils, steep slopes, proximity to a watercourse(s), and have the presence of impacted fisheries?

Yes  No

If yes, check all that apply:

Highly erodible soils  Steep slopes  
 Proximity to a watercourse  Presence of impacted fisheries

Provide additional notes, if needed, based on boxes checked above: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

After evaluating the above, provide the following points (not to exceed one hundred total) based on the proposed project's:

- Project Design and Expected Outcomes – up to a total of 80 Points, based upon the project's alignment with the Program requirements and criteria set forth in these Guidelines.

Total score: \_\_\_\_\_

- Project Budget – up to a total of 10 Points, based on the applicant's ability to perform the work necessary to implement the project in a cost-efficient manner.

Total score: \_\_\_\_\_

- Experience and Capacity – up to 10 Points, based on the applicant's experience and capacity to perform the work necessary to implement the project.

Total score: \_\_\_\_\_

Total Final Ranking Score (out of 100 points): \_\_\_\_\_

# APPLICATION PACKET CHECKLIST

Please check below to ensure you have a complete application. Once complete, email the following documents, in pdf format with the text "Application for Remediation Grant Program Funding" in the subject line to [mrichardson@co.humboldt.ca.us](mailto:mrichardson@co.humboldt.ca.us).

- X Signed Application Submission Form
- X Project Description – Summary of the Project, up to 2 pages.
- X Plot Plan
- X Plot Plan Checklist – Attached
- X Cross sections of proposed work including topographic elevations
- X Scope of Work – Detailed Description of Work
- X Schedule for Completion – Identify Milestones
- X Erosion Control Plan and Monitoring Plan
- X Budget – Be as specific as possible – sample attached
- X Project Maps and Figures
- Letter(s) of Support (optional)

## APPLICATION FORM - Commercial Cannabis Land Use Ordinance Mitigation and Remediation Fund Program

Project Title: Serendipity Road Improvements    Date of Application: October 29, 2021

Applicant Name: Serendipity Associates, Inc.    Project APN: 218-091-007

Contact Person Name and Title: Tina Gordon, CEO

Contact Phone: (415) 710-3018    Contact Email: serendipitycollective@gmail.com

Contact Address: P.O. Box 5, Garberville, CA 95542

Amount Requested: \$99,426.00    Total Budget: \$132,049.00

Project Timeline: Start Date: July 1, 2022    End Date: September 1, 2022

Signature of Applicant: \_\_\_\_\_





Serendipity Road Improvements  
Applicant: Serenity Associates, Inc., Tina Gordon  
APN 218-091-007

Project Description

The project is located at 671 South Face Road (APN 218-091-007). The commercial cannabis operation consists of approximately 13,600 sf of permitted cultivation.

The field assessment completed by Stillwater Sciences (Erosion Remediation plan dated May 6, 2019), identified several stream crossing sites on the parcel that require upgrading to hydrologically disconnect the road system from the watercourses that drain south into Chamise Creek toward the Eel River. The remediation plan is intended to decrease existing and potential future sediment delivery into these unnamed intermittent and non-fishbearing perennial tributaries.






















The project involves the upgrade of four culverts and decommissioning of one crossing on the property. The project proposes to replace undersized culverts with ones designed to pass 100-year return interval flows, and armor crossing fills. It is critical that culverts are properly sized so that 100-year flows do not exceed the drainage structure capacity, which could lead to erosion of the adjacent outboard edge of the road.

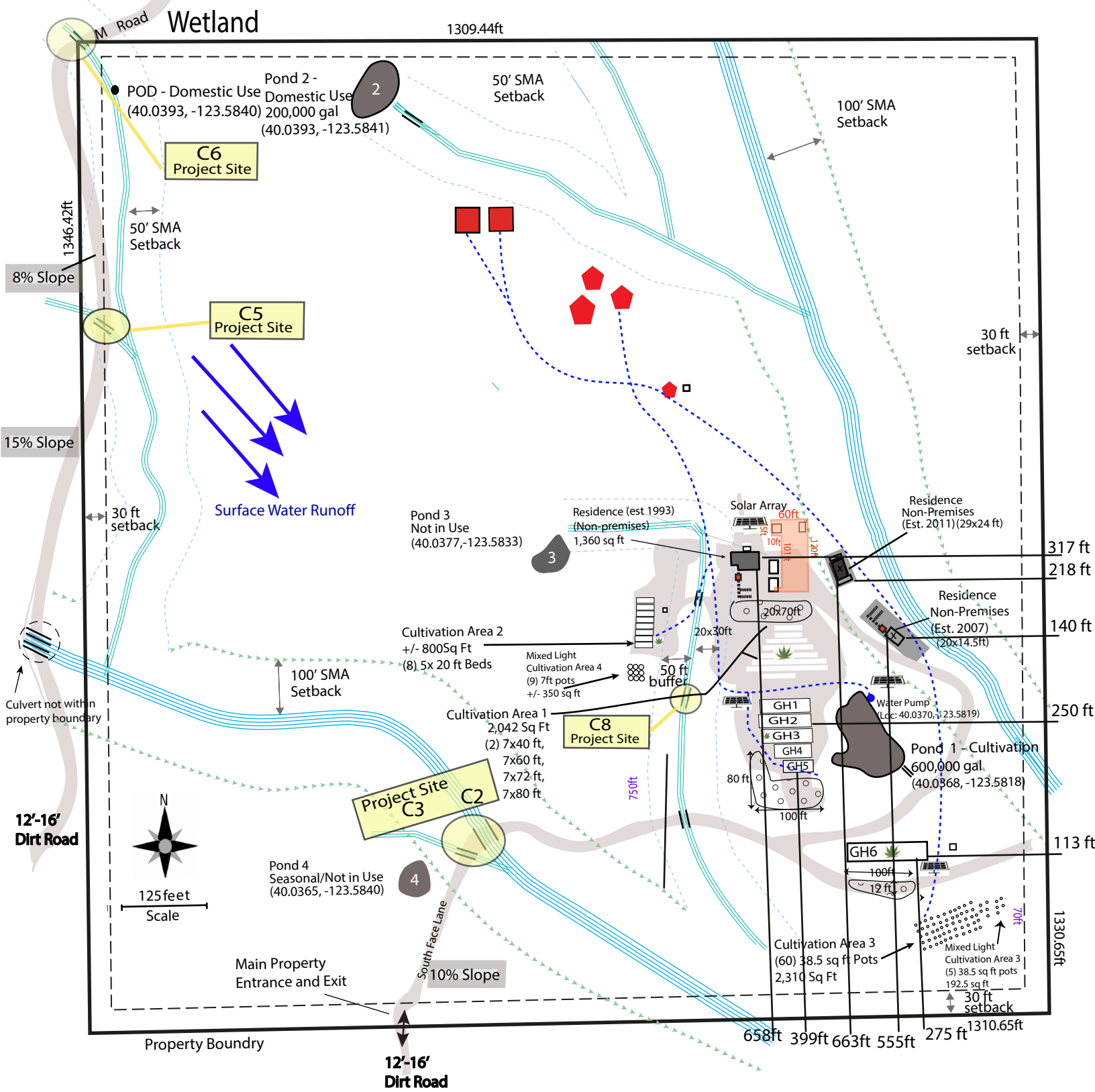
These upgraded watercourse crossings will achieve 100-year flood requirements and reduce sediment deposits into the streams that are connected to the Eel River.

GIS indicates that the parcel is in an area of high slope instability. The parcel is not located in a flood zone, nor is it in earthquake hazard zone. The subject property is surrounded by other rural improved parcels. No impact is anticipated on these surrounding parcels.

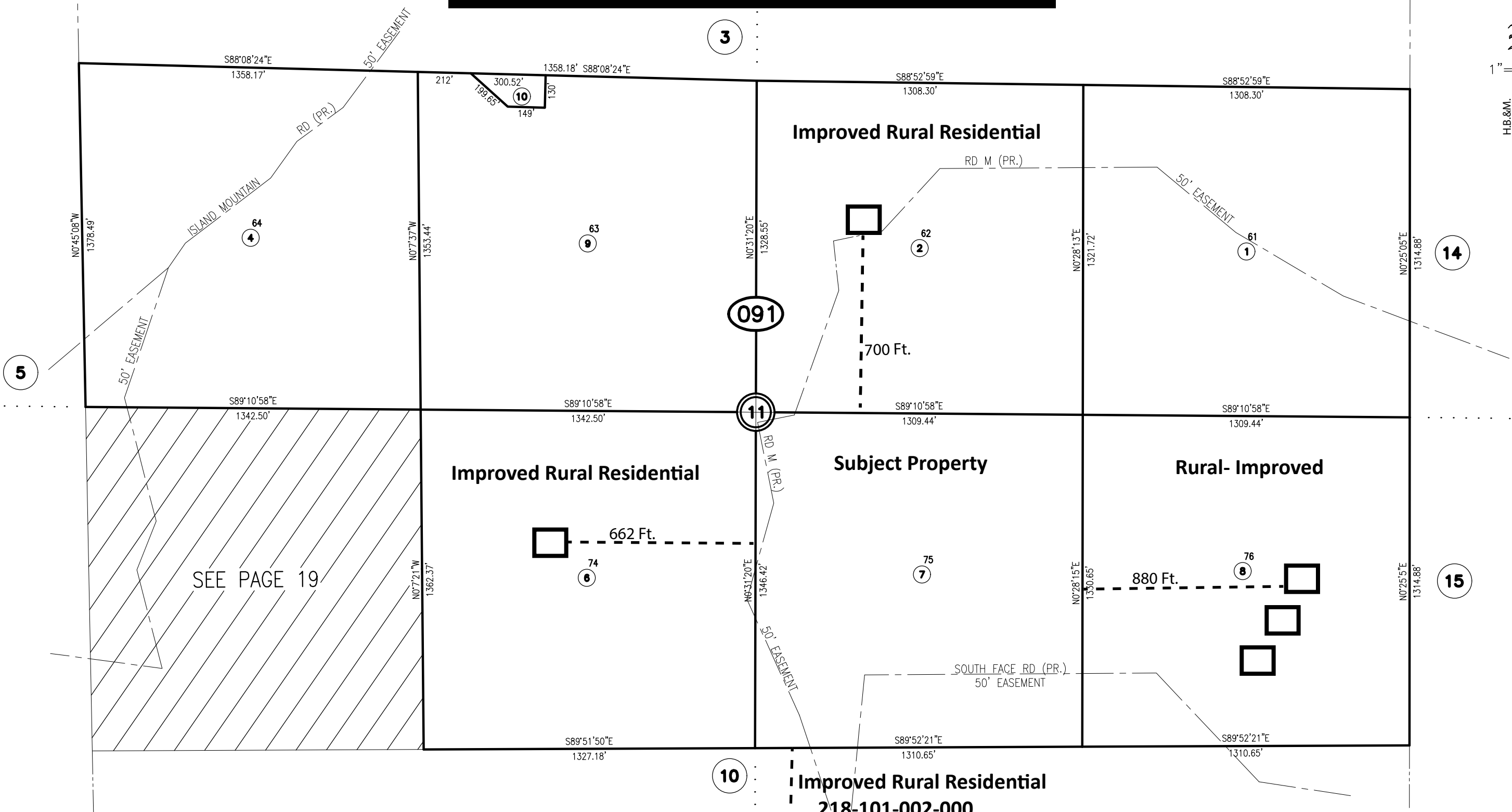
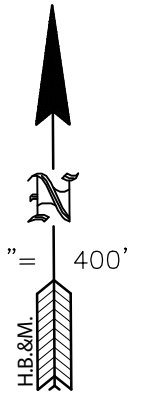
# Serendipity Associates Plot Plan - APN: 218-091-007

### LEGEND

 Cultivation Area	 Solar	 Gravel Roads, Graded Areas
 Poly Water Storage Tanks	 <P> Proposed Structures	 Class II Watercourse
 Poly Water Bladder Storage	 Ag Structures	 Class III Watercourse
 Pond	 Common Area	 Propagation Area
 Septic System	 Residence	 Irrigation Lines
 Water Pump	 Culverts	 Non-Premises
 100' Setback	 50' Setback	 30' Setback



**Tina Gordon- Serendipity Road Improvement  
Adjacent Parcels**

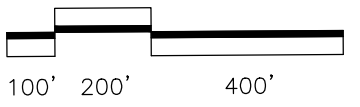


**COUNTY OF HUMBOLDT**  
**ASSESSOR'S PARCEL MAP**

1. THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY.
2. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN.
3. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

RS. BK. 24, SURVEYS PG. 124  
PM 58 BK.1 OF PARCEL MAPS, PG 81  
(RANCHO PALO VERDE)

NOTE - Assessor's Block Numbers Shown in Ellipses  
Assessor's Parcel Numbers Shown in Circles.





Mitigation and Remediation Fund  
Serendipity Road Improvements  
Applicant: Serendipity Associates, Inc. Tina Gordon  
APN 218-091-007

Scope of Work

The project will be completed by Lewis Land Development, Contractors State License Board #1012107. The project will be completed during the dry season between June 1 and October 15, 2022. The project bid is good for sixty days from October 15, 2021. Culvert prices have been increasing approximately 5-10% on a regular basis.

Crossing #2: The crossing is located on a cobble/gravel-bedded Class II watercourse that flows through a 60-ft long, 36 inch corrugated plastic pipe that is in good condition. The pipe is set nearly at grade (3 ft drop to channel) and has an armored inlet and unarmored outlet. There are approximately 500 cubic yards of fill in the crossing road prism. The stream channel is 5 feet wide. The channel immediately upstream of the culvert is lined with concrete. The existing pipe needs to be replaced with a 60 foot long, 72 inch corrugated metal pipe that is set at grade. (See attached CAD plan) The approaches to the crossing (40 feet on each side) shall be rocked.

Crossing #3: The crossing is located on a cobble/gravel-bedded Class III watercourse that also receives overflow water from a pond on the property. The culvert at this site is a 20 foot long, 12 inch corrugated metal pipe with a shotgun outlet and has failed due to excessive rust. The pipe has an unarmored inlet and outlet. There are approximately 13 cubic yards of fill in the crossing road prism. The stream channel is 1.5 feet wide. The pipe will be replaced with a 30 foot long 24 inch corrugated metal pipe, set at grade and will have armoring at the inlet and outlet according to general culvert upgrade specifications (Attached).

Crossing #5: The crossing is located on a gravel-bedded Class III watercourse. The culvert is a 40 foot long, 18 inch corrugated metal pipe on a Class III watercourse that has failed due to having a crushed inlet and a horizontally-angled downspout. The horizontal alignment of the downspout has resulted in erosion of road fill. It has an unarmored inlet and outlet and is set at grade. There are approximately 130 cubic yards of fill in the crossing road prism. The channel upstream of the corrugated metal pipe is approximately 2 feet wide.

The existing corrugated metal pipe needs to be replaced with a 50 foot long, 36 inch corrugated metal pipe that is set at grade, aligned to the channel, and have the inlet and outlet armored. The approaches to the crossing shall be rocked according to general culvert upgrade specifications (Attached).

Crossing #6: This crossing is located on a cobble/gravel-bedded Class II watercourse. The culvert is a 30 foot long, 36 inch corrugated metal pipe in fair condition. The pipe has a shotgun outlet that is sitting above two previously failed culverts. There is approximately 180 cubic yards

of fill in the crossing road prism. There is erosion occurring along the near-vertical right (looking downstream) bank. The crossing is located on a steep segment of road and has significant diversion potential. The channel upstream of the pipe is approximately 5 feet wide.

It is recommended that a 60 foot long, 60 inch corrugated metal pipe replace the existing one. The pipe should be set at grade and have the inlet and outlet armored. The uphill approach to the crossing shall be rocked and outsloped to drain onto the hillslope. The road at this location is too steep for installation of a critical dip to eliminate the diversion potential. Therefore, the road shall be rocked (70 feet on each side) such that there is a 1-2 percent outslope, which will allow for any diverted water to sheet off into the channel. The outboard berm on the downhill side of the crossing will be removed and the slope below the road will be covered with 1 to 2 foot rock to minimize erosion. (See attached CAD plan)

Crossing #8: Decommission 18-inch culvert. Each side of the decommissioned crossing will be sloped back to a 2:1 (horizontal: vertical) slope, channel stabilized with rock, and revegetated with the native vegetation that are located in the immediate vicinity.

Serendipity Road Improvements  
Applicant: Serendipity Associates, Inc., Tina Gordon  
APN 218-091-007  
Schedule for Completion

Milestone	Start Date	End Date
Detailed Project Scoping	March 1, 2022	March 30, 2022
Bidding and Contracting	April 1, 2022	April 30, 2022
Project Ground-Breaking	July 1, 2022	
Project Completion		September 1, 2022
Monitoring	July 1, 2022	Ongoing

# Five-Year Erosion Control Plan

## Project Management

Before and during the project best practices will be applied to ensure minimal disturbance to the waterway and local habitat.

- Work will be completed prior to the start of any rain that causes overland flow across or along the disturbed surface.
- Within 100 feet of a watercourse or lake, the traveled surface of roads will be treated to prevent waterborne transport of sediment and concentration of runoff that results from operations.
- The treatment for disturbed areas within 100 feet of a watercourse including (1) areas exceeding 100 contiguous square feet where operations have exposed bare soil, (2) road cut banks and fills, and (3) any other area of disturbed soil that threatens to discharge sediment into waters in amounts that will negatively affect the quality and beneficial uses of water, shall be grass seeded and mulched with straw.
  - Grass seed shall be applied at a rate exceeding 100 pounds per acre.
  - Straw mulch shall be applied in amounts sufficient to provide at least 2-4 inch depth of straw with minimum 90% coverage.
  - Slash may be substituted for straw mulch provided the depth, texture, and ground contact are equivalent to at least 2-4 inches of straw mulch.
  - Any treated area that has been subject to reuse or has less than 90% surface cover shall be treated again prior to the end of operations.
- Care will be taken not to unnecessarily disturb the native channel outside of the identified areas.
- Fill to be permanently removed will be stored in designated locations with no risk of sediment delivery.
- All disturbed areas where sediment delivery from surface erosion processes is feasible will be seeded and mulched to reduce surface erosion and transport processes.
- All disturbance associated with this project will be limited to the road and immediately adjacent channel reaches as necessary to improve road drainage, stormproof the crossings, and prevent sediment delivery to watercourses.
- Any spoils generated during construction will be used for road treatments, such as shaping, or stored in a stable location and mulched to prevent surface erosion.
- The stream crossing will be treated according to standards provided in the “Handbook for Forest, Ranch and Rural Roads” (Weaver, Weppener and Hagans, 2015) and the California Salmonid Stream Habitat Manual, Part X (Weaver, Hagans and Weppner, 2006).

## Roads

- Sidecast or fill material extending more than 20 feet in slope distance from the outside edge of a roadbed, which has access to a watercourse or lake, shall be treated with slope stabilization measures.



- All roads shall have drainage and/or drainage collection and storage facilities installed as soon as practical following operations and prior to either (1) the start of any rain which causes overland flow across or along the disturbed surface within 100 feet of a watercourse, or (2) any day with a National Weather Service forecast of a chance of rain of 30 percent or more, a flash flood warning or a flash flood watch.

### **Streamside Management Area**

- Within 100 feet of a watercourse, where the undisturbed natural ground cover cannot effectively protect beneficial uses of water from sediment introduction, the ground shall be treated with slope stabilization measures and timed as above.
- Except for culvert repairs and maintenance, no driving or operating of vehicles or equipment will occur within the riparian setbacks or within waters of the state unless authorized.

### **Maintenance**

- Work will only occur during the period of June 15 through October 15 (or first significant rainfall) to limit and avoid impacts to aquatic habitat and salmonids.
- Vegetation will only be removed from sites where it is growing on anthropogenically placed fill material, where erosion is likely to deliver to active watercourses, or where necessary for the implementation of effective storm-proofing treatments.
- All disturbed areas capable of delivering sediment to a watercourse will be seeded with barley or wheat based erosion control seed not containing Annual or Perennial Ryegrass and mulched with weed free straw at a rate no less than 50 lb/acre of seed and 4,000 lb/acre of straw.

### **Monitoring**

To avoid risk of future stream diversions and erosion, monitoring will be implemented to reduce the risk of stream crossing failures caused by excessive flow, culvert plugging, overtopping, washout and stream diversion.

- Regular, periodic, and storm inspections and maintenance, including removal of debris.
- Ongoing monitoring for proper drainage during the rainy season.
- Installation of debris barriers.
- Monitor culverts for rusting, leaking, separated or other signs of impending failure.
- Look for evidence of plugging and overtopping, such as depositional terraces or a delta of sediment upstream of the pipe inlet.
- Look for ponding, damage to inlets, including crushed or ripped inlets.
- Monitor crossing for slope failure from one or both sides of the channel.

Serendipity Road Improvements  
 Applicant: Serendipity Associates, Inc., Tina Gordon  
 APN 218-091-007  
 Project Budget

<b>Budget Item</b>	<b>Grant</b>	<b>Other Funds</b>
Permit Fees		
401 Certification	\$2,066.00	
LSAA		\$12,623.00 Serendipity Associates
Consultant and Professional Fees	\$14,500.00	\$20,000.00 Serendipity Associates
Materials	\$34,800.00	
Equipment	\$38,060.00	
Labor	\$10,000.00	
Total	\$99,426.00	\$32,623.00
Total Requested	\$99,426.00	

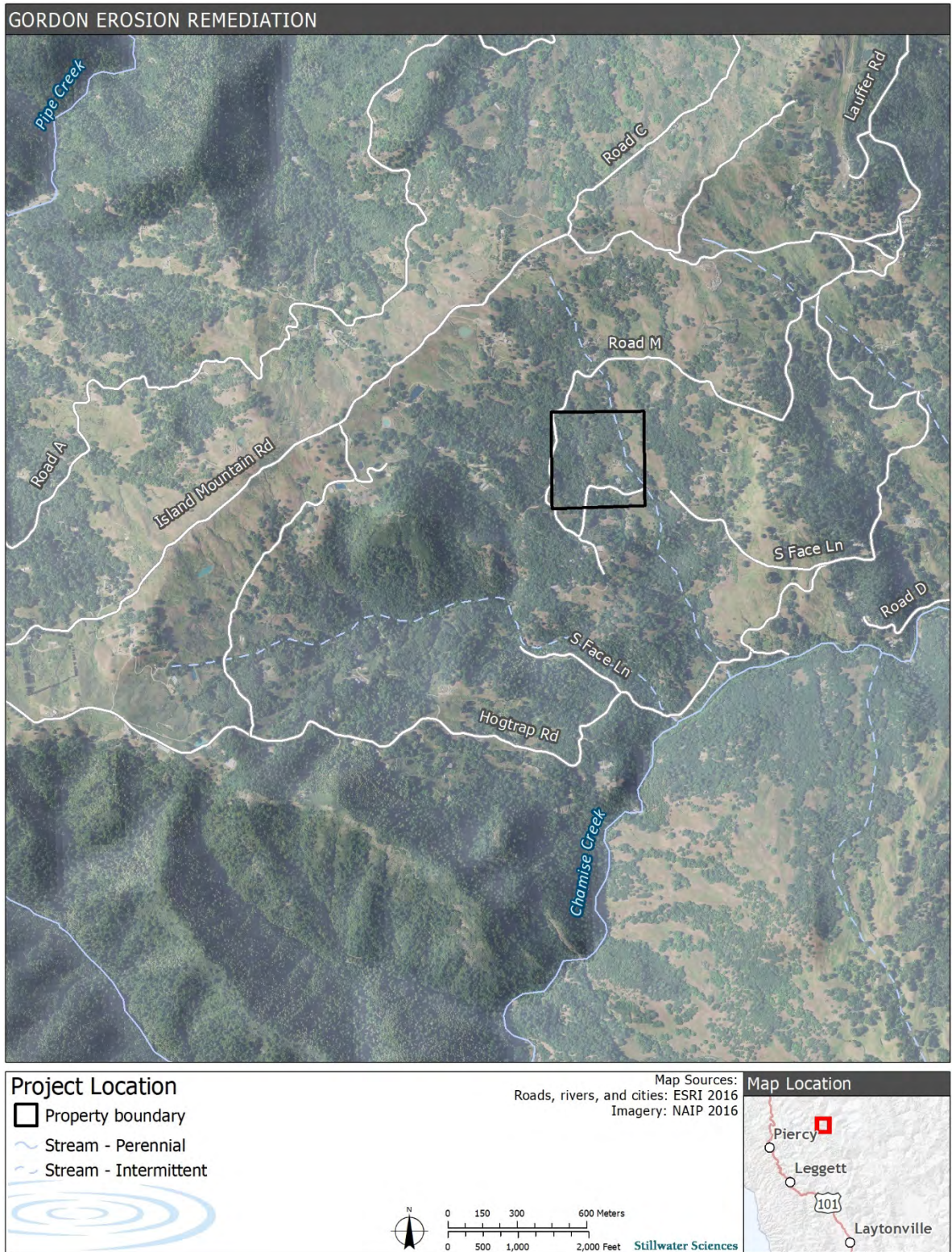


Figure 1. Project location map for APN 218-091-007.

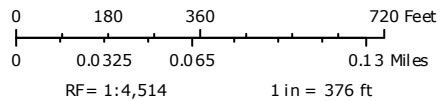




# Gordon Topo Map

Humboldt County Planning and Building Department

- |                           |                           |                                  |                  |
|---------------------------|---------------------------|----------------------------------|------------------|
| <b>Highways and Roads</b> | — Private or Unclassified | — Subsurface                     | — Major Interval |
| Principal Arterials       | — Major River or Stream   | - - - City Boundary              |                  |
| Minor Arterials           | <b>Blue Line Streams</b>  | --- Counties                     |                  |
| Major Collectors          | — Perennial 1-3           | ••• Parcels (no APN labels)      |                  |
| Minor Collectors          | — Perennial >4            | <b>Topographic Contours 40ft</b> |                  |
| Local Roads               | — Intermittent            | — Minor Interval                 |                  |



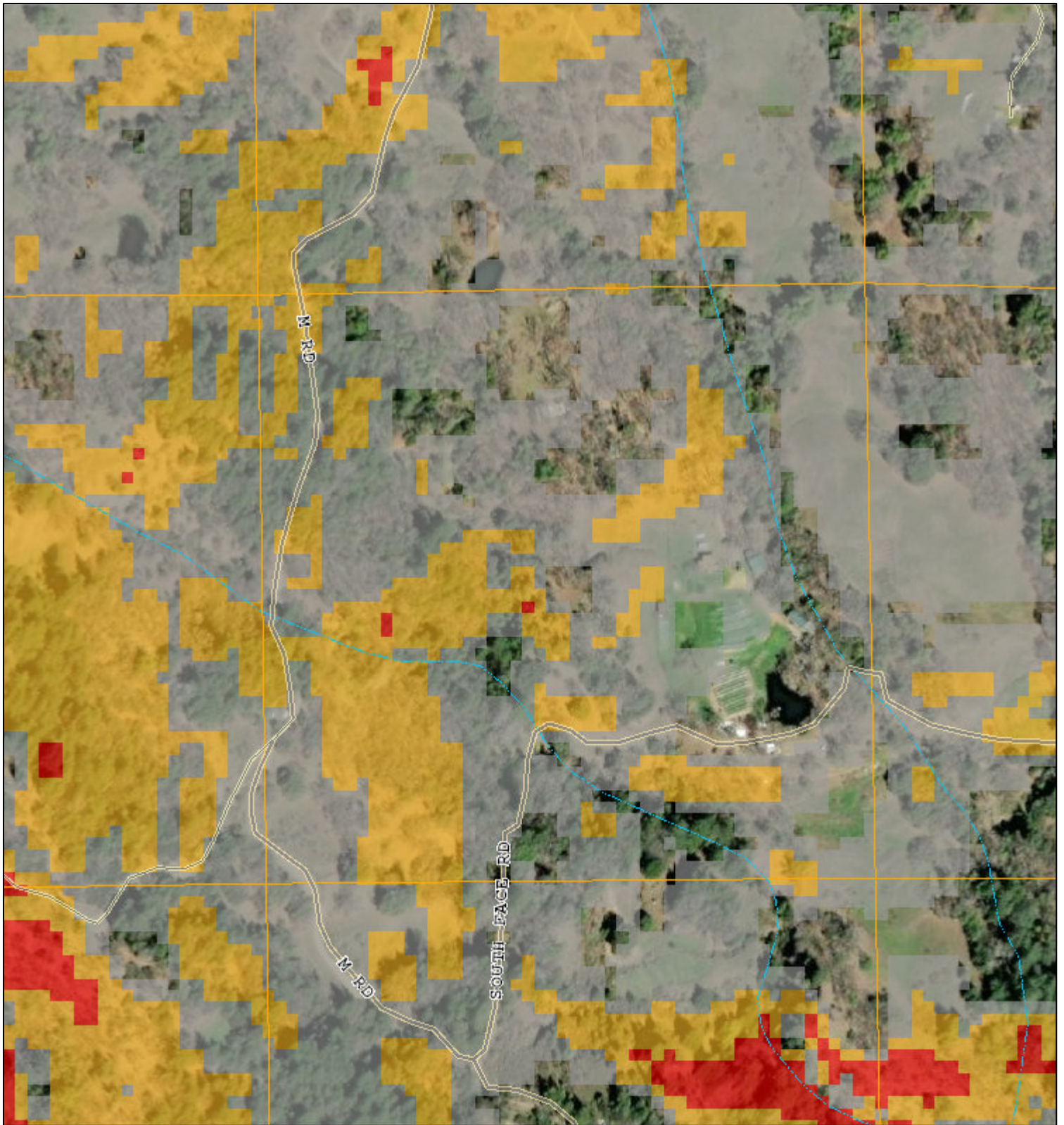
Printed: October 11, 2021      Web AppBuilder 2.0 for ArcGIS

**Map Disclaimer:**  
 While every effort has been made to assure the accuracy of this information, it should be understood that it does not have the force & effect of law, rule, or regulation. Should any difference or error occur, the law will take precedence.

Source: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Humboldt County GIS, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, FRAP, FEMA, USGS, ESA, CGS

Figure □ □ □ □ □ M □ □

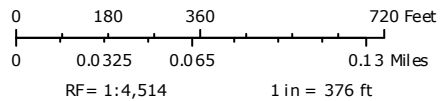




# Gordon Slope Map

Humboldt County Planning and Building Department

- |                           |                           |                           |
|---------------------------|---------------------------|---------------------------|
| <b>Highways and Roads</b> | — Private or Unclassified | — Intermittent            |
| Principal Arterials       | — Major River or Stream   | — Subsurface              |
| Minor Arterials           | <b>Blue Line Streams</b>  | — City Boundary           |
| Major Collectors          | — Perennial 1-3           | — Counties                |
| Minor Collectors          | — Perennial >4            | — Parcels (no APN labels) |
| Local Roads               |                           | — Awareness Floodplain    |



Printed: October 11, 2021

Web AppBuilder 2.0 for ArcGIS

**Map Disclaimer:**

While every effort has been made to assure the accuracy of this information, it should be understood that it does not have the force & effect of law, rule, or regulation. Should any difference or error occur, the law will take precedence.

Source: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Humboldt County GIS, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, FRAP, FEMA, USGS, ESA, CGS



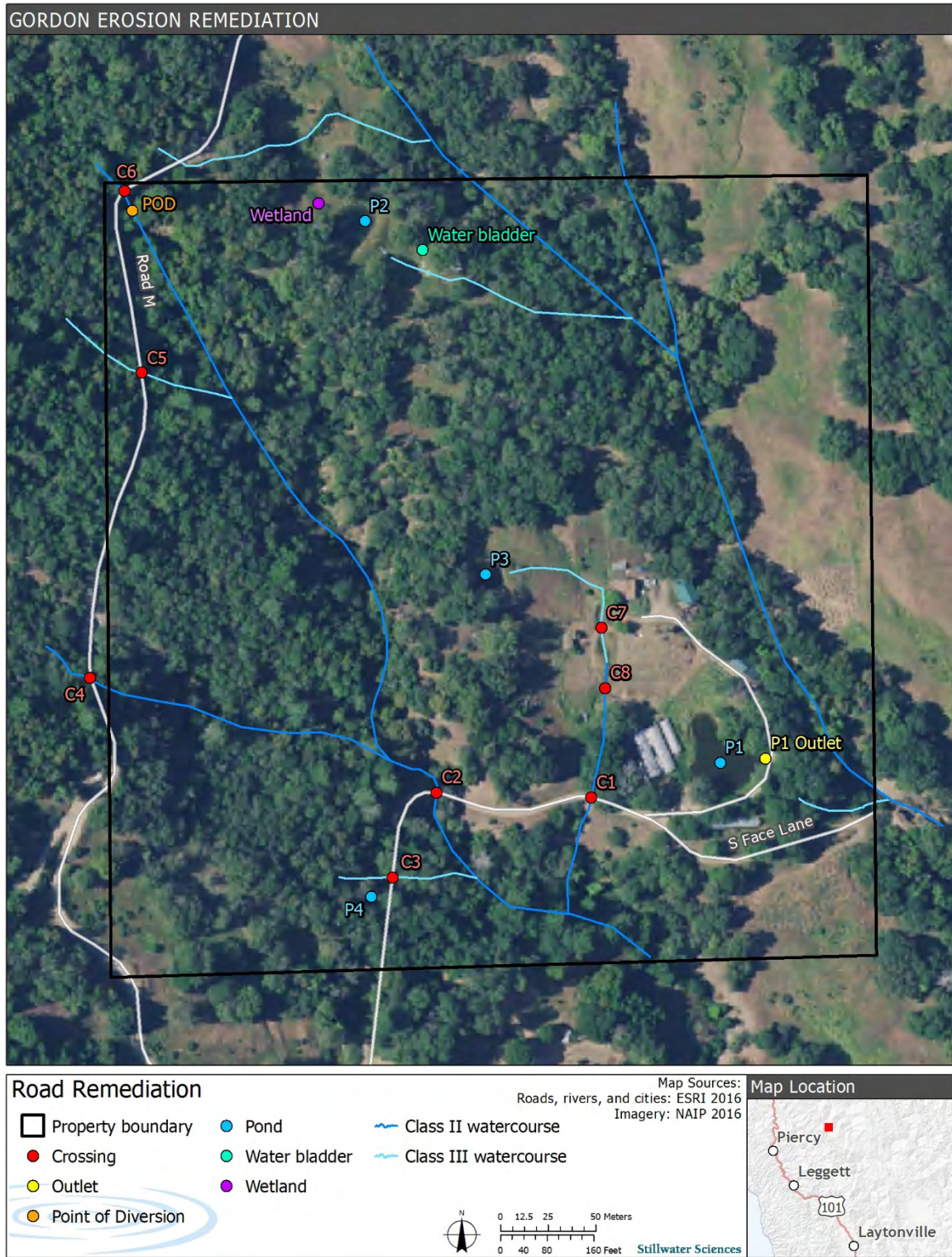
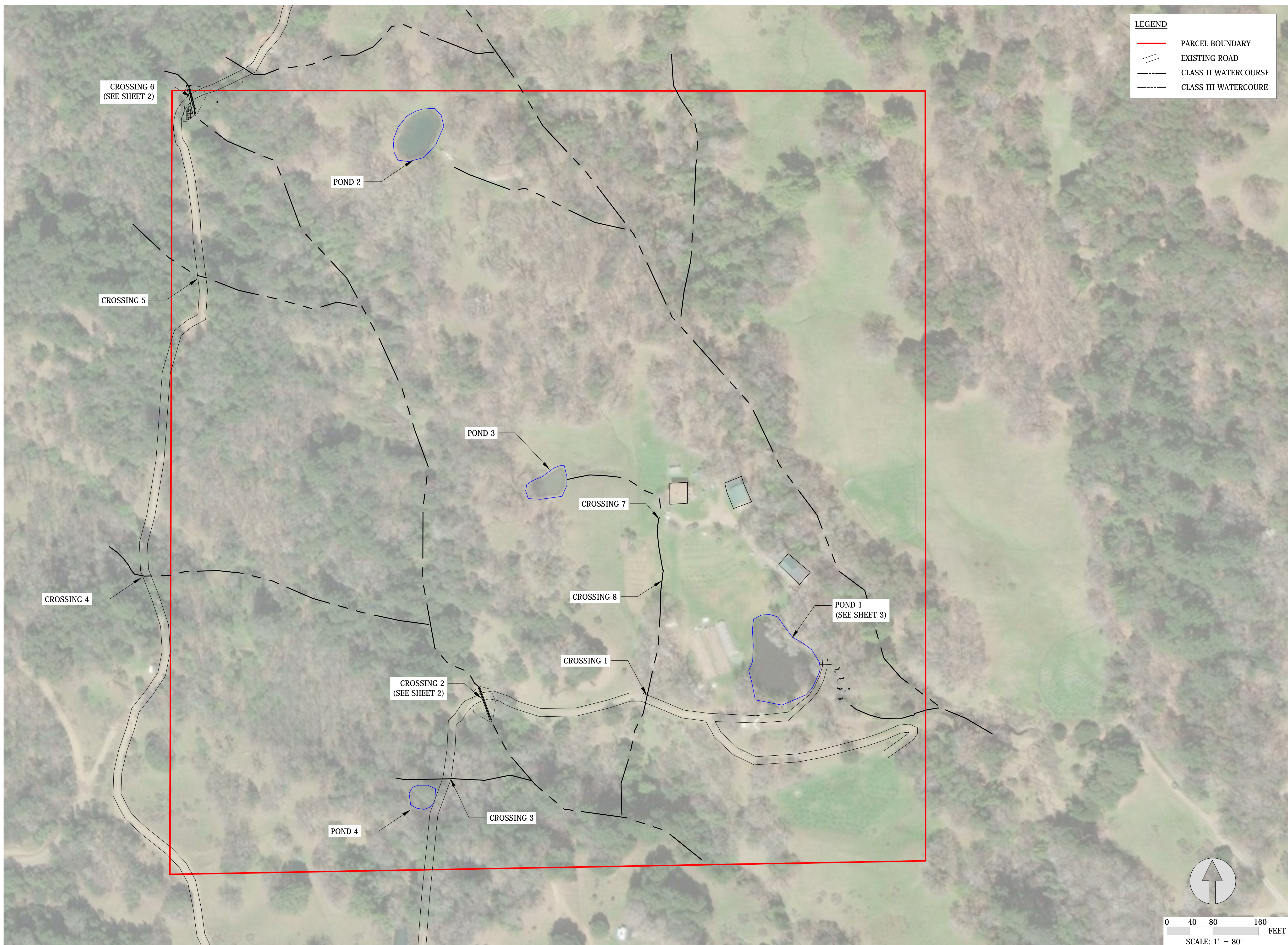


Figure 2. Parcel and road remediation locations.

Figure 000re00 0r000g0M00



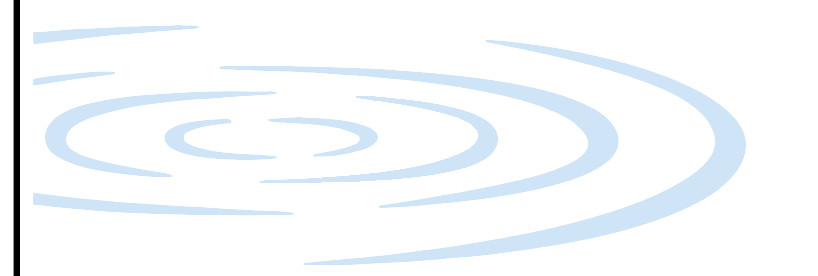


**GORDON PROPERTY IMPROVEMENTS**

HUMBOLDT COUNTY, CA

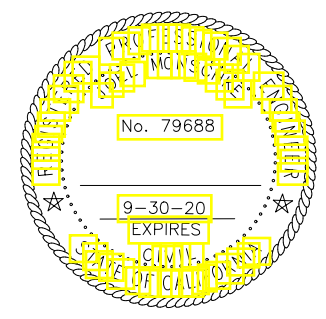
**Stillwater Sciences**

850 G STREET SUITE K  
ARCATA, CA 95521 P: (707) 822-9607



PROJECT NUMBER: 656.08  
SCALE: AS NOTED  
DATE: 4/10/19

DESIGN: JM  
DRAWN: RT  
CHECKED: X  
APPROVED: X



**OVERVIEW**

LAST SAVED: 4/15/2019 11:15:00 AM | PLOT DATE: 4/15/2019 11:15:00 AM | PLOT STYLE:   
 P:\656.08 - HOLLIE - HALL LISA\656.08 GORDON\ACAD\2 MICHEL GORDON\_MODEL.DWG





Photo A-3. C2 inlet.





Photo A-4. C2 outlet.



Photo A-5. C3 inlet.





Photo A-6. C3 outlet.





Photo A-7. C5 inlet.



Photo A-8. C5 outlet.





Photo A-9. C6 inlet.



Photo A-10. C6 outlet.





Photo A-13. C8 inlet.





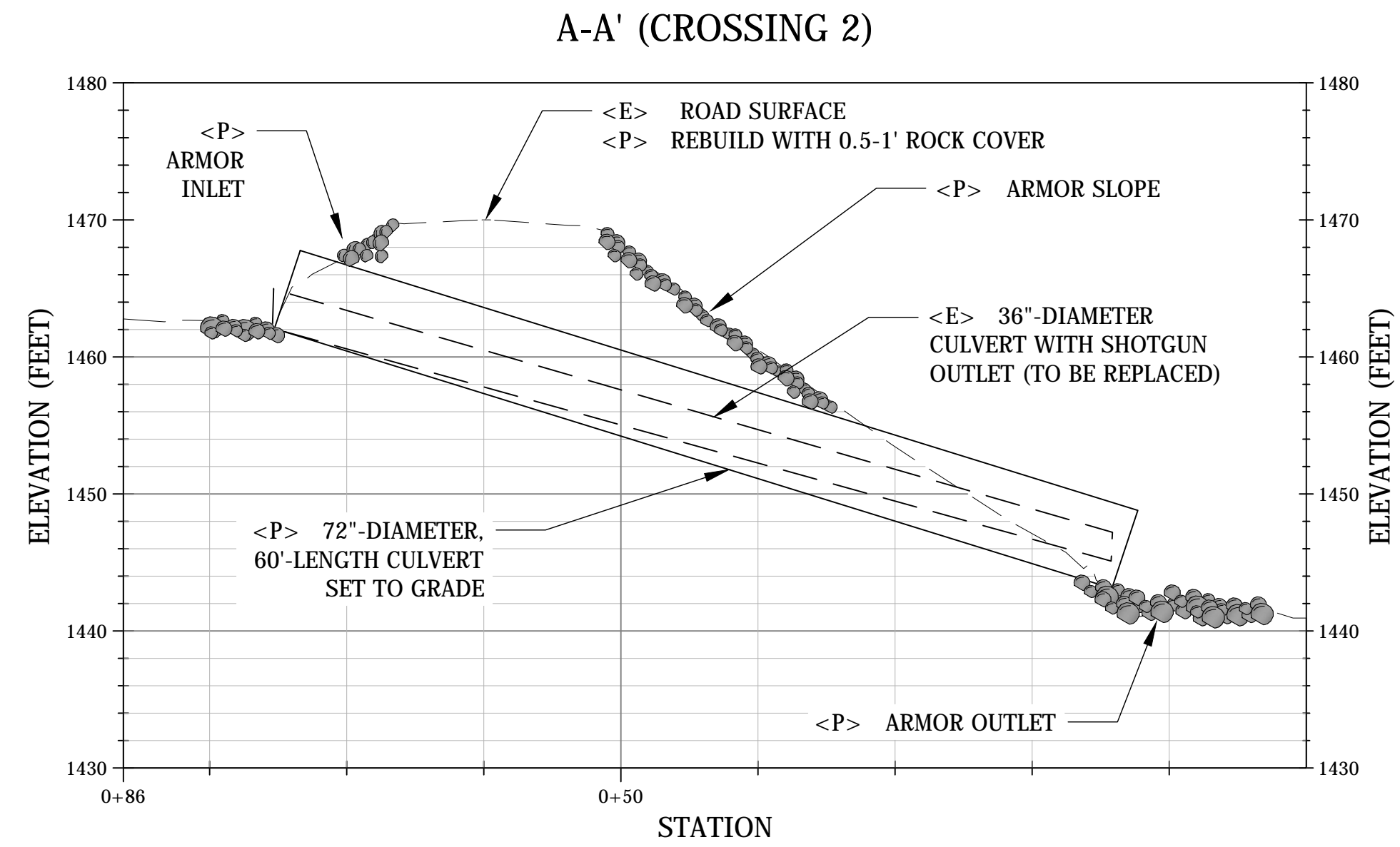
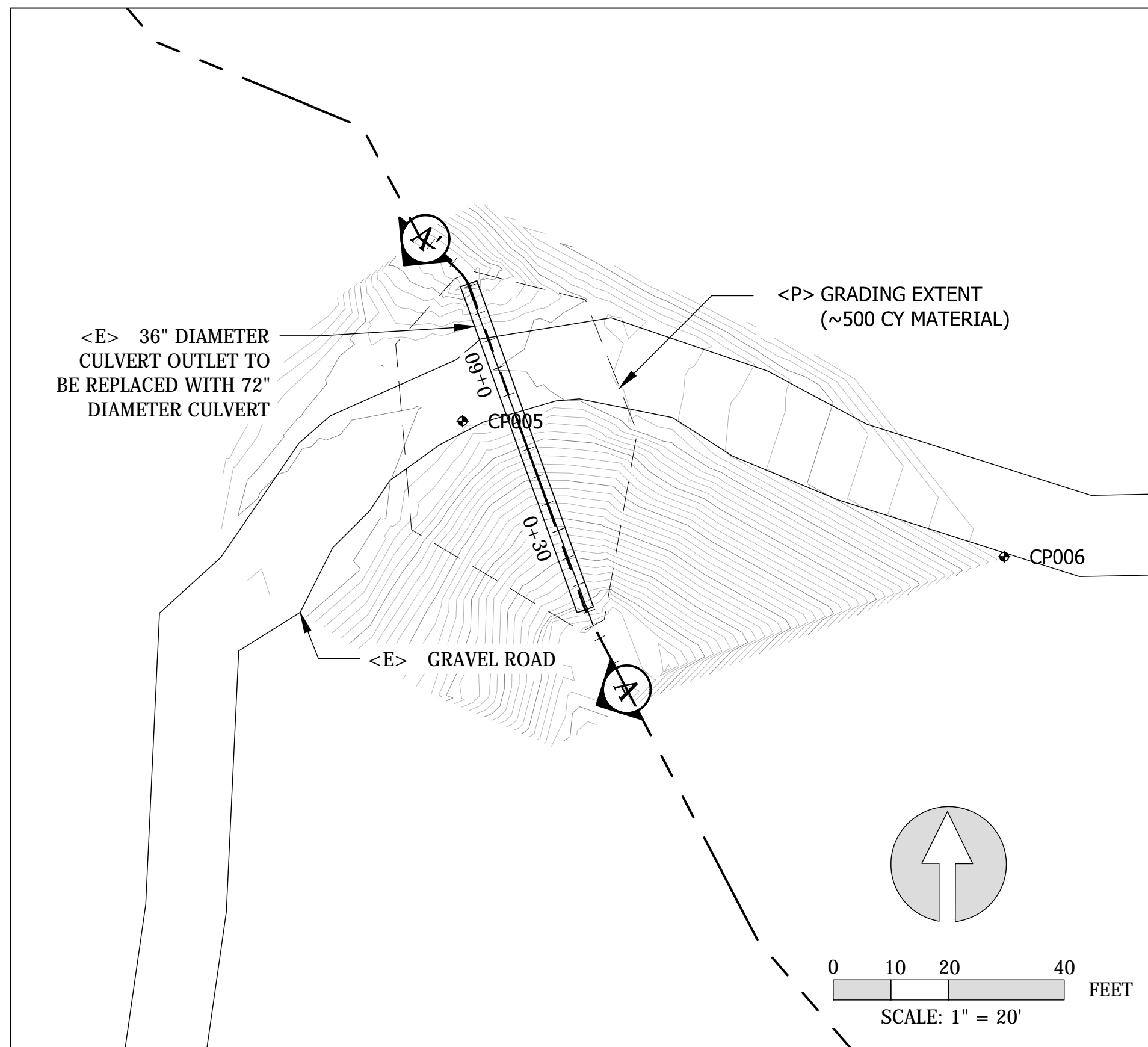
Photo A-14. C8 outlet.



Photo A-15. Pond 1.



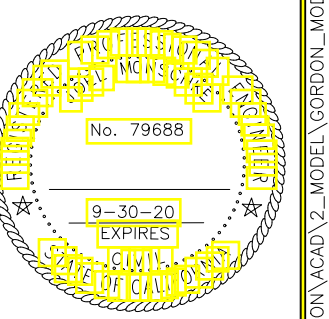
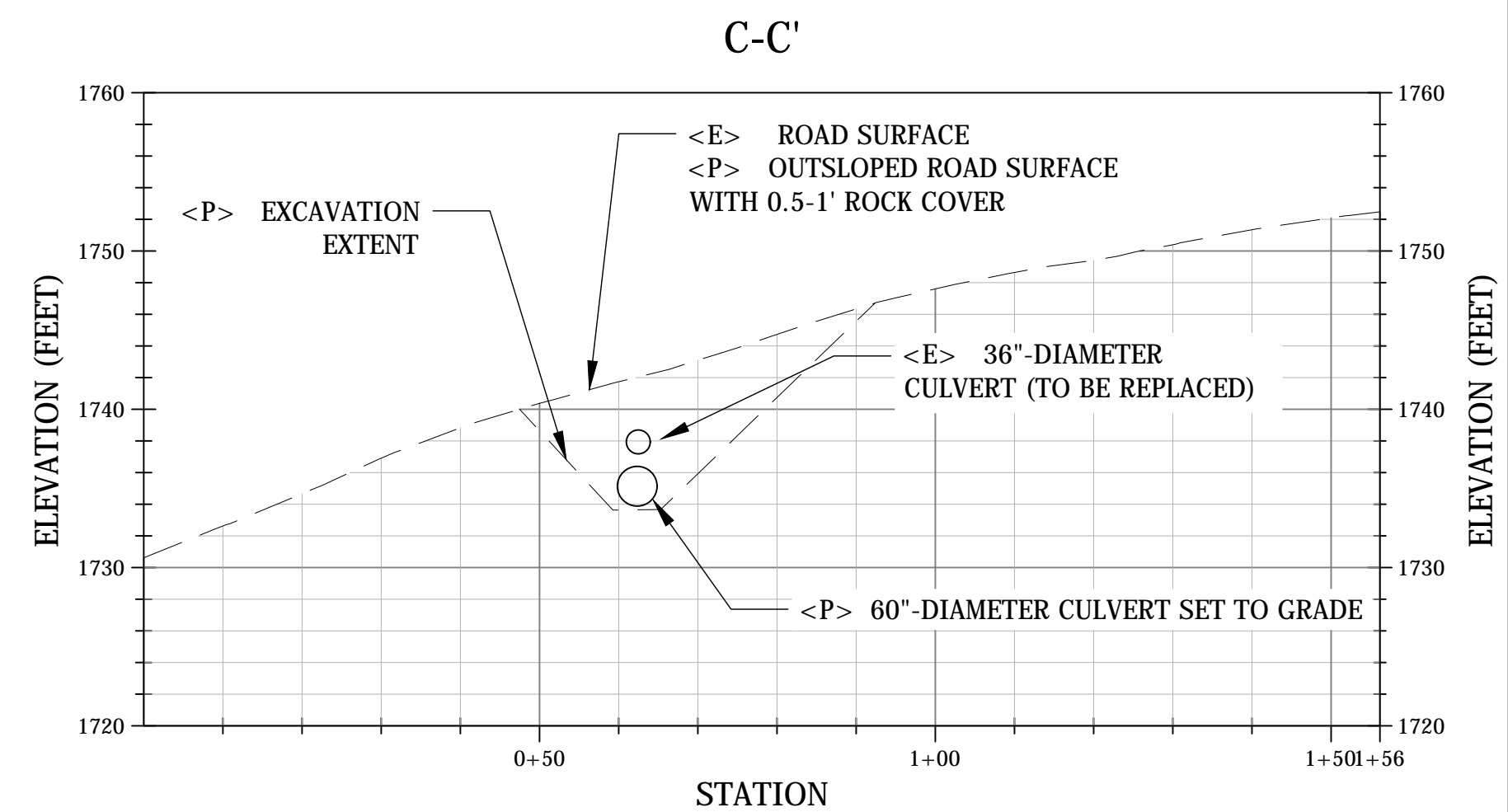
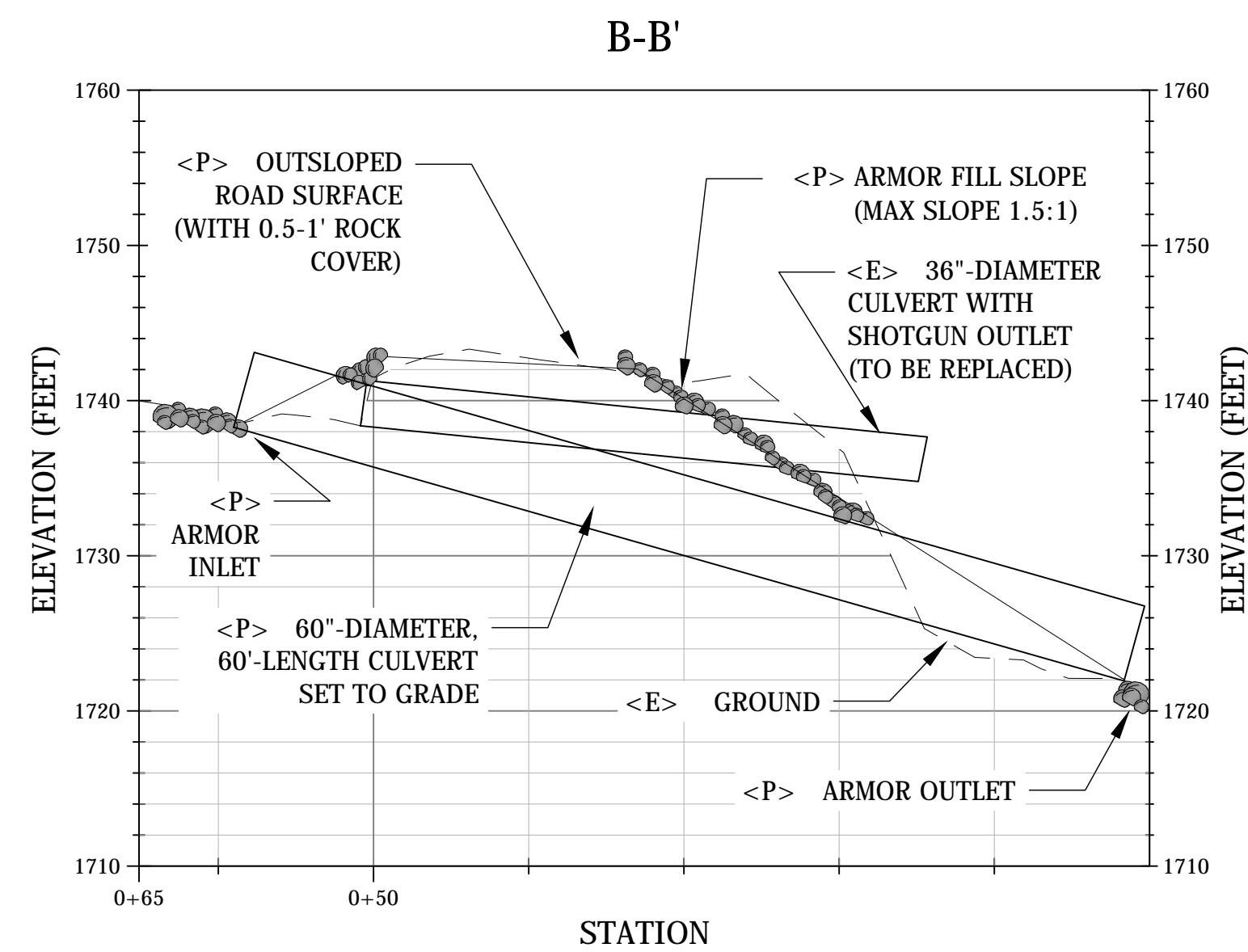
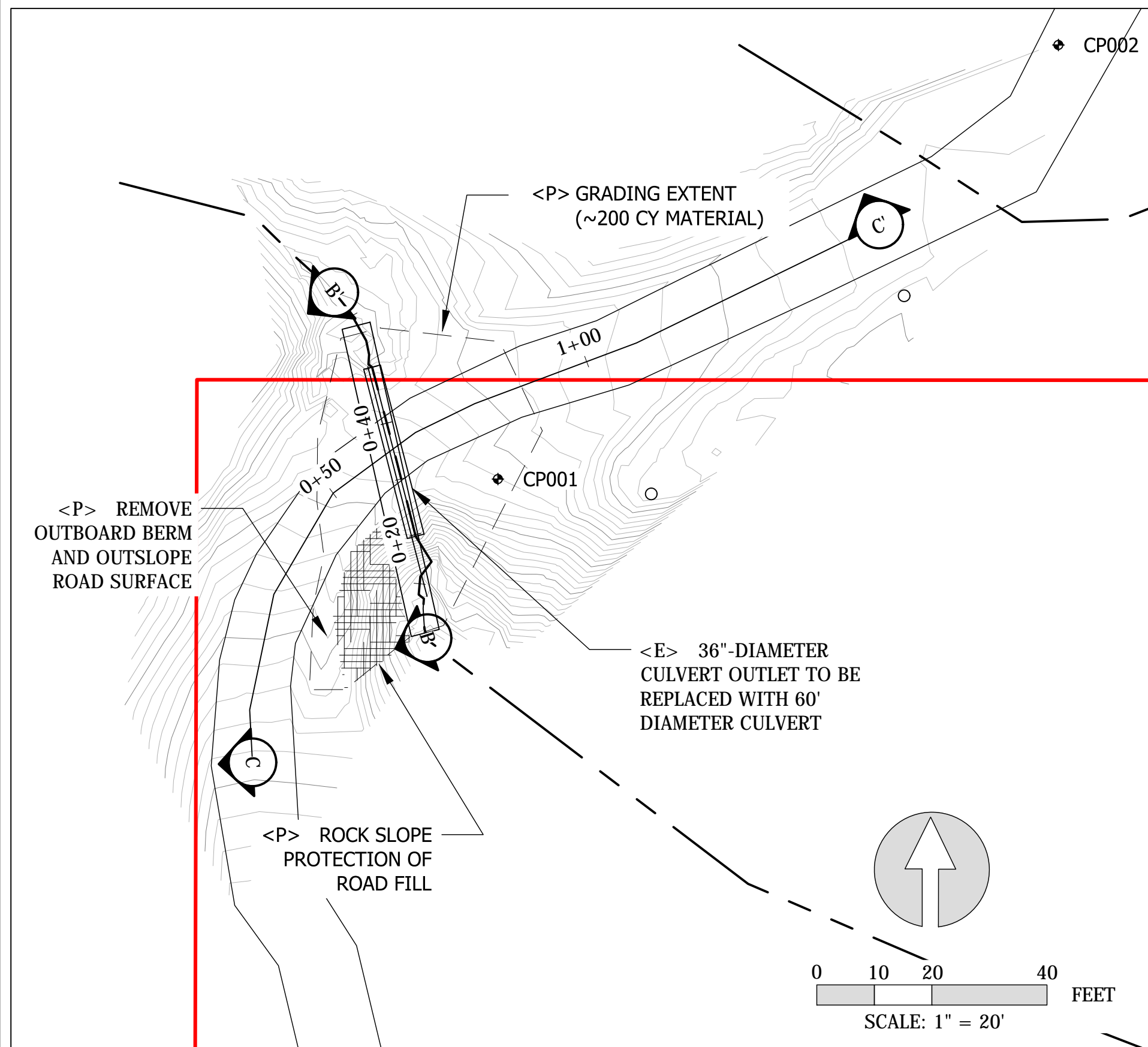
CROSSING 2 CULVERT REPLACEMENT



**LEGEND**

- EXISTING MAJOR CONTOUR (5')
- EXISTING MINOR CONTOUR (1')
- PARCEL BOUNDARY
- EXISTING ROAD
- CLASS II WATERCOURSE
- CLASS III WATERCOURSE

CROSSING 6 CULVERT REPLACEMENT



P:\656.08 - HOLLIE - HALL LISA\656.08 GORDON\A\A2.MXD MICHEL GORDON MODELING  
 LAST SAVED: 4/15/2019 11:52:11 AM  
 PLOT DATE: 4/15/2019 11:52:11 AM  
 PLOT STYLE: sst.dwt  
 IF BAR DOES NOT MEASURE 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY



**GORDON PROPERTY IMPROVEMENTS**

HUMBOLDT COUNTY, CA

**Stillwater Sciences**

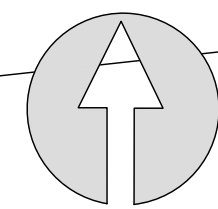
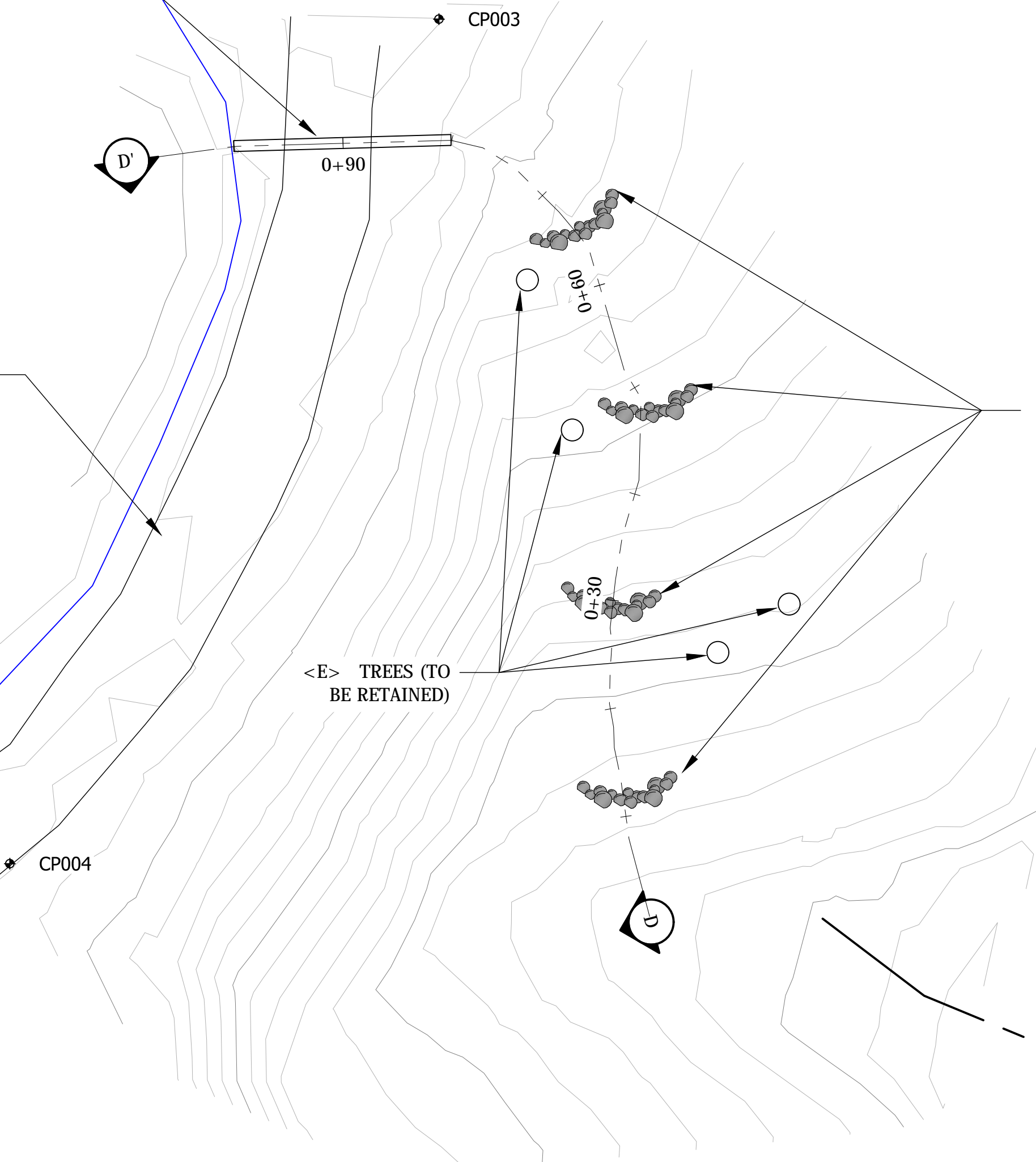
850 G STREET SUITE K  
ARCATA, CA 95521 P: (707) 822-9607

<E> 1" DIAMETER CULVERT  
OUTLET TO BE REPLACED  
WITH 18"-DIAMETER  
CULVERT

<P> ELEVATE AND ROCK  
ROAD SURFACE

<P> ARMORED  
PERCOLATION  
BASINS

<E> TREES (TO  
BE RETAINED)



0 5 10 20  
FEET  
SCALE: 1" = 10'

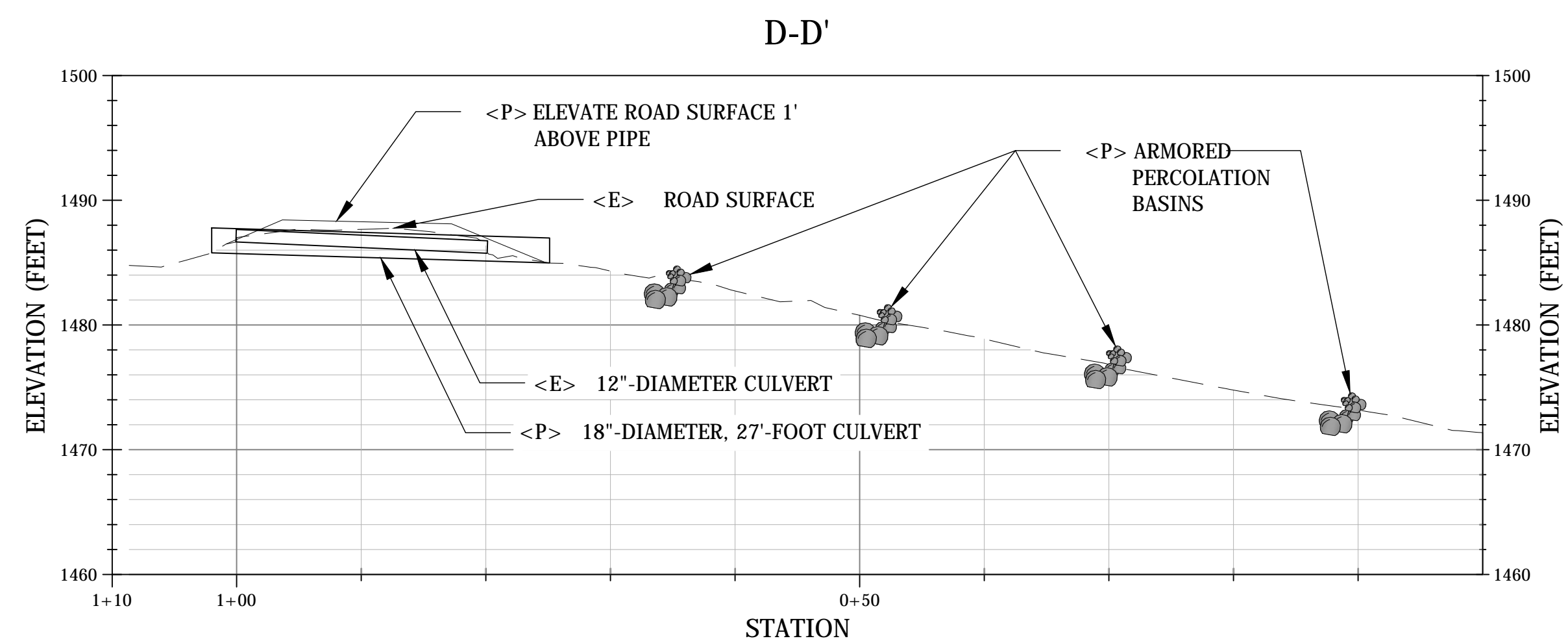


Figure □

LEGEND	
	EXISTING MAJOR CONTOUR (5')
	EXISTING MINOR CONTOUR (1')
	PARCEL BOUNDARY
	EXISTING ROAD
	CLASS II WATERCOURSE
	CLASS III WATERCOURSE

PROJECT NUMBER: 656.08

SCALE: AS NOTED

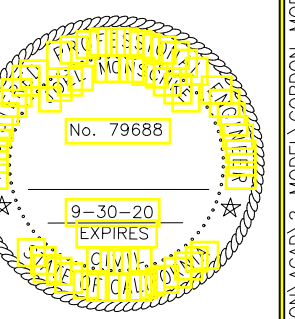
DATE: 4/10/19

DESIGN: JM

DRAWN: RT

CHECKED: X

APPROVED: X



POND 1

SHEET 3 OF 3

IF BARS DOES NOT MEASURE 1" DRAWING IS NOT TO SCALE - ADJUST ACCORDINGLY  
 PLOT STYLE  
 PLOT DATE: 4/15/2019  
 LAST SAVED: 4/15/2019

### 4.1.8 Site C8

C8 is located on a Class II watercourse that contains wetland plants (e.g. Juncus). The culvert is a 20-ft long, 18-in CPP that is set below grade (based upon sediment deposits in pipe) and has an unarmored inlet and outlet. There are approximately 11 yd<sup>3</sup> of the fill in the crossing. The channel upstream of the crossing is approximately 2.5 ft wide.

The seasonal road containing the culvert is not used for the operations. Therefore, the crossing will be decommissioned. Each side of the decommissioned crossing will be sloped back to a 2:1 (horizontal:vertical) slope, channel stabilized with rock, and revegetated with the native wetland plants that are located in the immediate vicinity.

Table 3. Summary of rock needed for each culvert crossing needing a LSAA.

Site ID	Outlet / inlet armor rock size range (ft)*	Total outlet / inlet rock needed (cubic yards)	Road surface rock size*	Total road surface rock needed (cubic yards)	Total rock volume (cubic yards)
C2	1 to 2	30	4-inch minus	30	60
C3	1 to 2	5	4-inch minus	10	15
C5	1 to 2	8	4-inch minus	15	23
C6	1 to 2	21	4-inch minus	50	71
C8	0.5 to 1	2	4-inch minus	0	2

\* Approximate rock size to weight conversion:

- 4-in minus rock (1 cy = 1.5 tons)
- 1- to 2-ft rock = 0.25 to 0.5 ton

### 4.2 General Culvert Upgrade Specifications

The following specifications should be followed when constructing the culverts:

- The heavy equipment operator should separate out inlet and outlet armoring and road surface rock from other fill during excavation operations for those crossings that will be reusing existing material.
- Remove existing culvert (if applicable) and excavate a trench at the original channel gradient to place the culvert. Note that on steep channels (as seen on this project), culverts may be installed at a more gentle slope with extensive rock armoring placed under the outlet for channel armoring and energy dissipation as shown in Figure 6.
- If extensive rock armoring is necessary downstream of the culvert, the rock should be placed prior to the installation of the culvert to allow for best equipment access. Begin to place rock from the downstream extent of the culvert’s spillway, with the first row of rock firmly keyed into the bench at the bottom of the spillway.
- Upon completion of the spillway near to the elevation of the culvert outlet, finalize the trench where the culvert will be placed. The base of the trench should be well compacted (minimum 90% relative compaction [RC]) and constructed at an even gradient, with a minimum width of 4 feet greater than the culvert diameter to allow for compaction along the sides of the culvert.
- Place culvert in the trench. Compaction around the culvert should occur in 6-in to 1-ft lifts using a Wacker or other approved method. Soils should be wetted or dried for maximum compaction (minimum 90% RC).

- After culvert is covered with fill, begin rebuilding road prism in 1-ft lifts. Compaction should occur with a Sheepsfoot or other approved method.
- Place final rock armoring around culvert outlet, culvert inlet, and upstream channel as described in Figure 6 and any available site-specific specifications. A critical dip will be constructed over new fill or at a location identified in attached designs. The dip will be constructed of rock armoring that extends from the top of the culvert to the road surface.
- Ensure that road surface drainage is controlled with rolling dips upslope of the crossing and armored inboard ditches as necessary.
- Place a minimum of 6 in of 4-in minus road rock on all disturbed areas adjacent to the crossing.
- All sites are subject to changes based on field conditions and/or as directed by engineer or watershed scientist.

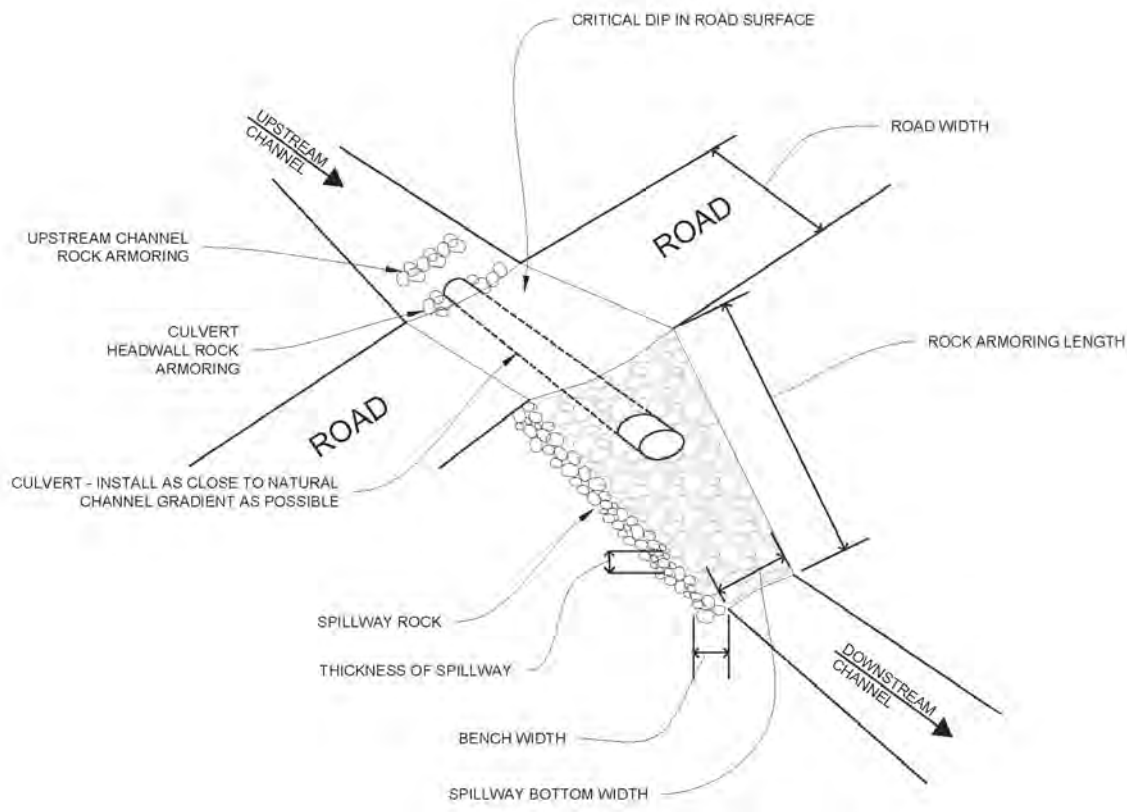


Figure 6. Culvert installation schematic.

## 5 WATER USE AND STORAGE

### 5.1 Pond 1

Pond 1 is located in the southwest portion of the property and has been in place since at least 1993, according to Google Earth imagery (Figures 2 and 3). It has a surface area of approximately 0.12 acres, is about 15 ft deep at the center, and is not connected to waters of the State. The pond

**From:** [Jessica](#)  
**To:** [Adler, Elanah](#); [Richardson, Michael](#); [Margro Advisors](#)  
**Subject:** Serendipity Associates, Inc. - Mitigation and Remediation Grant Fund Proposal  
**Date:** Friday, October 29, 2021 1:26:51 PM  
**Attachments:** [Mitigation Fund Application - Serendipity Gordon.pdf](#)  
[Gordon Grant Maps & Figures.pdf](#)

---

Dear Michael and Elanah,

I am pleased to present the attached grant proposal on behalf of Tina Gordon, Serendipity Associates, Inc.

Please feel free to reach out to me with questions or comments.

Thank you,

Jessica

--

Jessica  
Project Manager  
Margro Advisors

1-707-500-2420