



New Earth Farms, LLC

Road System Assessment Report – Staton Drive

Record No.: N/A

APN: 524-072-010

Humboldt county, CA



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Appendix A: Road System Map

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Introduction

This Road Assessment contains a detailed overview of the road system that is used to access the subject parcel, APN: 524-072-010, and premises on which commercial cannabis activities occur on. The assessment describes how the road system meets the Performance Standard set forth in Section 55.4.12.1.8 – Road Systems in Humboldt County Ordinance No. 2599, Commercial Cannabis Land Use Ordinance. The road system leading to the subject parcel is comprised of Staton Drive (non-County maintained), totaling approximately 0.60 miles in total length. The attached Road System Map depicts the route that is used to access that subject parcel.

This report includes a separate section for each of the Performance Standards in section 55.4.12.1.8. Each section describes how the road system meets each Performance Standard.

Road Points

Road Points (RPs) were located along the route leading to the subject parcel. RPs are defined as interest points along the subject roads; locations of pinch points, locations of sight distance restrictions, intersections, gates, turnouts, typical road sections, stream crossings or drainage features (inboard ditches, culverts, etc.). RPs can contain multiple features, such as a pinch point along with a stream crossing. The road widths were measured, photos were taken, and recommendations were prescribed at each RP. The recommendations are based on whether the RPs pose a site-specific problem or pose a threat to water quality or biological resources.

Table 1 below contains a description of the Road Points, Latitude and Longitude, and the measure road width of each RP. The table also describe if there is a turnout present within appropriate distance to the RPs that present a pinch point or visibility restrictions, and the recommended prescription for each RP. See the attached Road System Map for more details of the location of each road segment. See the attached Road System Photographs for photos of each RP.

Table 1: All Road Points along entire Road System.

RP #	Photo # in Appendix B	Measured Road Width (ft.)	Lat., Long.	Description	Turnout Provided?	Recommendations
1	1-2	18	40.8834, -123.6304	Intersection of Staton Drive and Friday Ridge Road (State Road No.: 8L100). No sight distance restrictions.	N/A	Maintain existing roadway width
2	3-4	18	40.8832, -123.6310	Typical section of roadway. Location of drainage feature - Water bar.	N/A	Maintain existing roadway width and drainage feature
3	5-6	12	40.8832, -123.6318	Pinch point. Large tree reduces roadway width. No visibility restrictions. Location of drainage feature - Water bar.	Yes	Maintain existing roadway width, drainage feature and turnout.
4	7-8	25+	40.8833, -123.6324	Typical section of roadway. No visibility restrictions.	N/A	Maintain existing roadway width.
5	9	14	40.8834, -123.6323	Neighborhood gate. Gate measures 14 feet in width. No visibility restrictions.	Yes	Maintain existing gate, roadway width and turnout.
6	10-11	18	40.8844, -123.6312	Typical section of roadway. Appropriate inboard ditch along roadway. No visibility restrictions.	N/A	Maintain existing roadway width.
7	12-13	15	40.8848, -123.6309	Pinch point. Large tree reduces roadway width. No visibility restrictions.	Yes	Maintain existing roadway width and turnout.
8	14-16	18	40.8856, -123.6307	Location of drainage feature - drainage relief culvert. Only observed inlet due to vegetation. Appeared to be functioning correctly.	N/A	Maintain existing roadway width and drainage feature
9	17-18	12	40.8861, -123.6306	Pinch point. Reduced roadway width for ±200 feet in length. Vegetation growth reduces roadway width. No visibility restrictions.	No	Clear vegetation and widen roadway to extent possible.
10	19-21	12	40.8869, -123.6307	Pinch point. Reduced roadway for short distance. No visibility restrictions. Location of drainage feature - leadout ditch.	Yes	Maintain existing roadway width, turnout and drainage feature
11	22-23	18	40.8872, -123.6307	Typical section of roadway. No visibility restrictions.	N/A	Maintain existing roadway width.
12	24-25	18	40.8880, -123.6299	Gate. Gate measures 12.5 feet in width. Intersection of Staton Drive and USFS 6N13. No visibility restrictions.	Yes	Maintain existing roadway, gate width and turnout.
13	26-27	14	40.8884, -123.6306	Pinch point. Bench cut roadway for ±200 feet in length. No visibility restrictions.	Yes	Maintain existing roadway width and turnouts.
14	28-29	14	40.8886, -123.6309	Entrance to subject parcel. Gate. Gate measures 13 feet in width. No visibility restrictions.	Yes	Maintain existing roadway, gate width and turnout.

Standard 1 – Dead End Road Length

Project shall not be located more than 2-mile (driving distance) from the nearest intersection with a Category 4 road or secondary access for emergency vehicles and personnel, including wildland fire equipment.

The project site is located approximately 0.60 miles from Friday Ridge Rd (State Road No.: 8L100, per Humboldt County WebGIS). Friday Ridge Rd is a paved, two-lane road and is on the County's "Approved List" of roads that meet (or are equivalent to) Road Category 4 standards.

Standard 2 – Functional Capacity

Roads providing access to the parcel or premises must meet or exceed the Category 4 road standard (or same practical effect).

The entire road system that is associated with the parcel and premises has been determined to be equivalent to a Category 4 Road standard. The entire road system is, on average 18-20 feet in width, with adequate shoulders on each side of the traveled roadway and no designated parking on the traveled roadway. Although there are Road Points present along the roadway that reduce the roadway width, there are turnouts provided at all pinch points.

The road system serves seven (6) parcels, ranging from 5-acre to 400+-acres. The average daily traffic (ADT) for the entire road system is 30. This is calculated by multiplying the number of parcels served by the road system by 5 (Humboldt County Code - Design Standards for Roadway Category).

Standard 3 – Private Road Systems – Protection for Water Quality and Biological Resources

Private road systems and driveways providing access to parcel shall be designed, maintained, or retrofitted in accordance with the “Five Counties Salmonid Conservation Roads Maintenance Manual.” This includes measures to protect water quality using best management practices so that:

- *Impacts from point source and non-point source pollutants are prevented or minimized.*
- *Design and construction of culverts, stream crossings, and related drainage features shall remove barriers to passage and use by adult and juvenile fish, amphibians, reptiles and aquatic invertebrates.*

The road system is located in the Campbell Creek-Trinity River water shed and the Old Campbell Creek water shed, which are located in the Lower Trinity River watershed and the South Form Trinity watershed, respectively. There are five (5) Road Points (RPs) that are associated with water quality and biological resources located along the entire road system. These RPs include locations of inboard ditches, lead-out ditches, water bars and drainage relief culverts. There are no surface water crossings along the road system. See the Road System Map for more details of the location of RPs. RPs associated with water quality and biological resources are colored blue on the Road System Map. See the attached Road System Assessment Photographs for photos of each RP.

Table 2 below describes all road points associated with water quality and biological resources. The table lists the location (Lat./Long.) of each RP, describes the relation to water quality, describes any issues related to water quality or biological resources and describes any recommendations associated for each RP. There are no road related landslides, slope failures or major erosion issues within the road system.

Table 2: Road Points associated with Water Quality and Biological Resources.

RP #	Photo # in Appendix B	Lat., Long.	Description	Potential Threat to Water Quality / Biological Resources	Recommendations
2	3-4	40.8832, -123.6310	Typical section of roadway. Location of drainage feature - Water bar.	None	Maintain existing roadway width and drainage feature
3	5-6	40.8832, -123.6318	Pinch point. Large tree reduces roadway width. No visibility restrictions. Location of drainage feature - Water bar.	None	Maintain existing roadway width, drainage feature and turnout.
6	10-11	40.8844, -123.6312	Typical section of roadway. Appropriate inboard ditch along roadway. No visibility restrictions.	None	Maintain existing roadway width.
8	14-16	40.8856, -123.6307	Location of drainage feature - drainage relief culvert. Only observed inlet due to vegetation. Appeared to be functioning correctly.	None	Maintain existing roadway width and drainage feature
10	19-21	40.8869, -123.6307	Pinch point. Reduced roadway for short distance. No visibility restrictions. Location of drainage feature - leadout ditch.	None	Maintain existing roadway width, turnout and drainage feature

Overall, the subject road system is designed and constructed in accordance with the “Five Counties Salmonid Conservation Roads Maintenance Manual.” The road system is adequately sloped to allow water to runoff the road surface, minimizing riling and sediment mobilization.

Conclusion

In conclusion, the Road System used to access the subject parcel has been determined to be within conformance of Humboldt County Code Section 55.4.12.1.8 – Road Systems in Humboldt County Ordinance No. 2599, with the recommended improvements. These recommendations are further described in Table 1, above.

This Road System Assessment Report is solely a guiding document for information of the location, attributes and condition of all the road features (Road Points). All recommendations set forth in this report shall be reviewed by all involved parties/agencies, prior to any construction. All construction to the road system shall be done in accordance with the “Five Counties Salmonid Conservation Roads Maintenance Manual.” Furthermore, prior to any construction activities, a pre-construction meeting shall be held between the Applicant, Contractors, and any members of a potential future Road Maintenance Association.

References

1. Commercial Cannabis Land Use Ordinance (CCLUO). Adopted by the Board of Supervisors on May 8, 2018
2. Humboldt County WebGIS. Humboldt County Planning and Building Department. Retrieved from <http://webgis.co.humboldt.ca.us/HCEGIS2.0/>
3. Humboldt County Code - A Codification of the General Ordinances of Humboldt County, California - Passed May 5, 2020.
4. A Water Quality and Stream Habitat Protection Manual For County Road Maintenance in Northwestern California Watersheds - "*Five Counties Salmonid Conservation Roads Maintenance Manual*"

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: *Part A may be completed by the applicant*

Applicant Name: New Earth Farms, LLC APN: 524-072-010

Planning & Building Department Case/File No.: N/A

Road Name: Staton Drive (complete a separate form for each road)

From Road (Cross street): Friday Ridge Road (State Road No, 8L100)

To Road (Cross street): Subject Parcel

Length of road segment: 0.60 miles Date Inspected: 9/12/2020

Road is maintained by: County Other Private
(State, Forest Service, National Park, State Park, BLM, Private, Tribal, etc)

Check one of the following:

Box 1 The entire road segment is developed to Category 4 road standards (20 feet wide) or better. If checked, then the road is adequate for the proposed use without further review by the applicant.

Box 2 The entire road segment is developed to the equivalent of a road category 4 standard. If checked, then the road is adequate for the proposed use without further review by the applicant.

An equivalent road category 4 standard is defined as a roadway that is generally 20 feet in width, but has pinch points which narrow the road. Pinch points include, but are not limited to, one-lane bridges, trees, large rock outcroppings, culverts, etc. Pinch points must provide visibility where a driver can see oncoming vehicles through the pinch point which allows the oncoming vehicle to stop and wait in a 20 foot wide section of the road for the other vehicle to pass.

Box 3 The entire road segment is not developed to the equivalent of road category 4 or better. The road may or may not be able to accommodate the proposed use and further evaluation is necessary. Part B is to be completed by a Civil Engineer licensed by the State of California.

The statements in PART A are true and correct and have been made by me after personally inspecting and measuring the road. A map showing the location and limits of the road being evaluated in PART A is attached.


Signature

3/14/2022
Date

Derek Roelle
Name Printed

Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.445.7205.

Appendix A: Road System Map

Appendix B: Road System Photographs



Photo 1: RP 1. Vehicle traveling west, photo taken facing west.



Photo 2: RP 1. Vehicle traveling west, photo taken facing east.



Photo 3: RP 2. Vehicle traveling west, photo taken facing west.



Photo 4: RP 2. Vehicle traveling west, photo taken facing east.



Photo 5: RP 3. Vehicle traveling west, photo taken facing west.

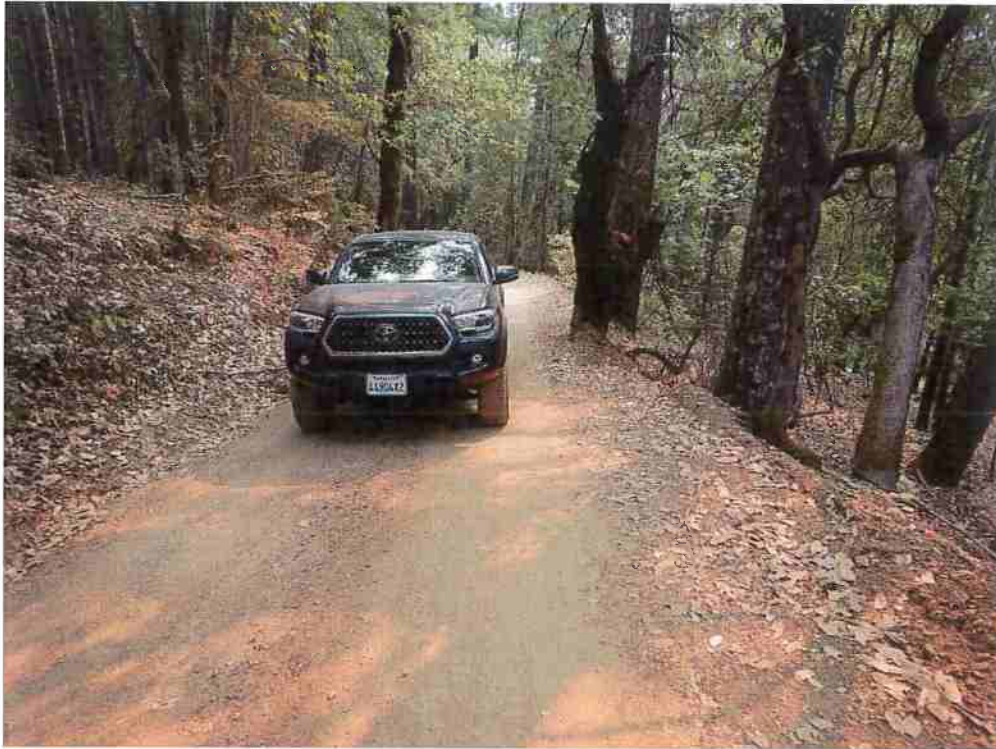


Photo 6: RP 3. Vehicle traveling west, photo taken facing east.



Photo 7: RP 4. Vehicle traveling west, photo taken facing west.



Photo 8: RP 4. Vehicle traveling west, photo taken facing east.



Photo 9: RP 5. Vehicle traveling north, photo taken facing north.



Photo 10: RP 6. Vehicle traveling north, photo taken facing north.



Photo 11: RP 6. Vehicle traveling north, photo taken facing south.



Photo 12: RP 7. Vehicle traveling north, photo taken facing north.

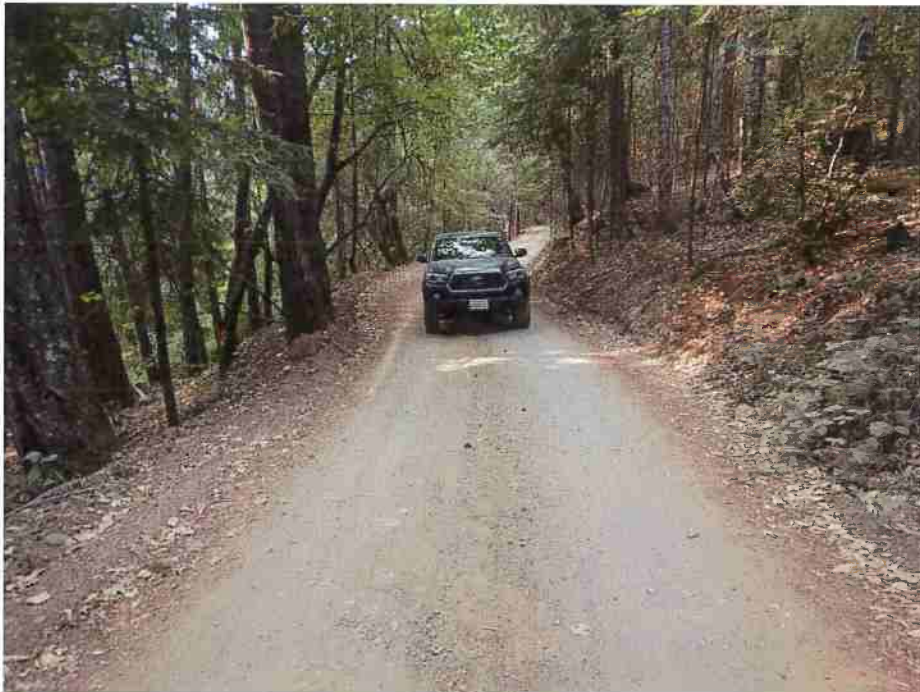


Photo 13: RP 7. Vehicle traveling north, photo taken facing south.



Photo 14: RP 8. Vehicle traveling north, photo taken facing north.



Photo 15: RP 8. Vehicle traveling north, photo taken facing south.



Photo 16: RP 8. Inlet to drainage relieve culvert.



Photo 17: RP 9. Vehicle traveling north, photo taken facing north.

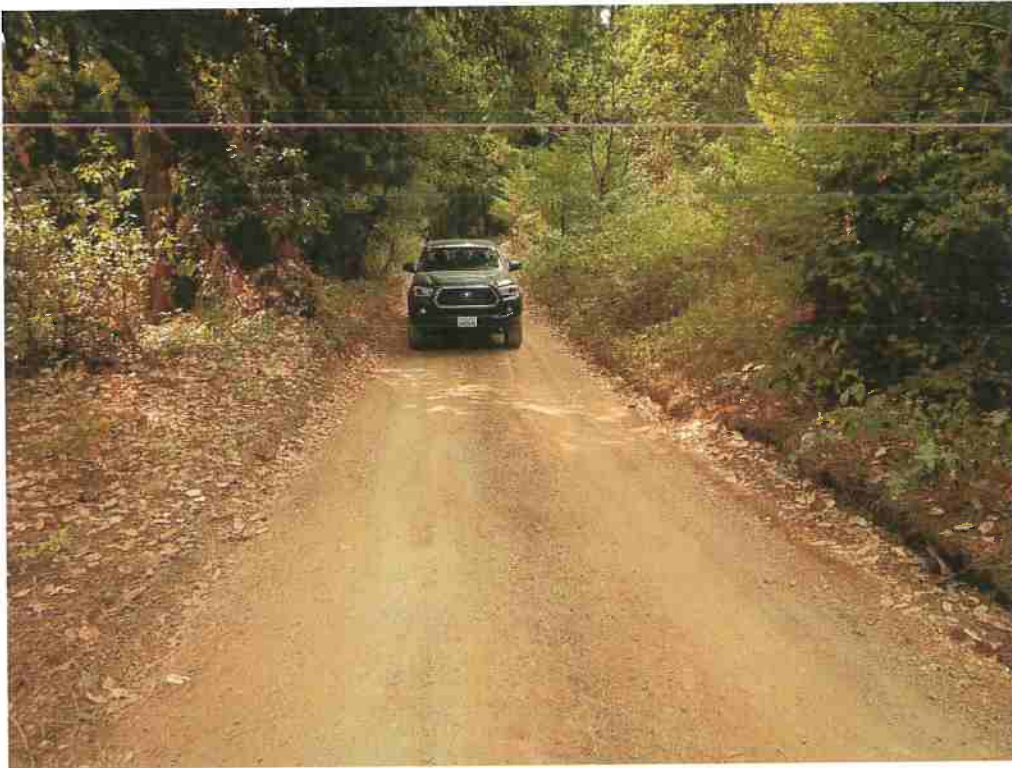


Photo 18: RP 9. Vehicle traveling north, photo taken facing south.



Photo 19: RP 10. Vehicle traveling north, photo taken facing north.



Photo 20: RP 10. Vehicle traveling north, photo taken facing north.



Photo 21: RP 10. Leadout ditch.



Photo 22: RP 11. Vehicle traveling north, photo taken facing north.



Photo 23: RP 11. Vehicle traveling north, photo taken facing south.



Photo 24: RP 12. Vehicle traveling north, photo taken facing north.



Photo 25: RP 12. Vehicle traveling north, photo taken facing south.



Photo 26: RP 13. Vehicle traveling north-west, photo taken facing north-west.

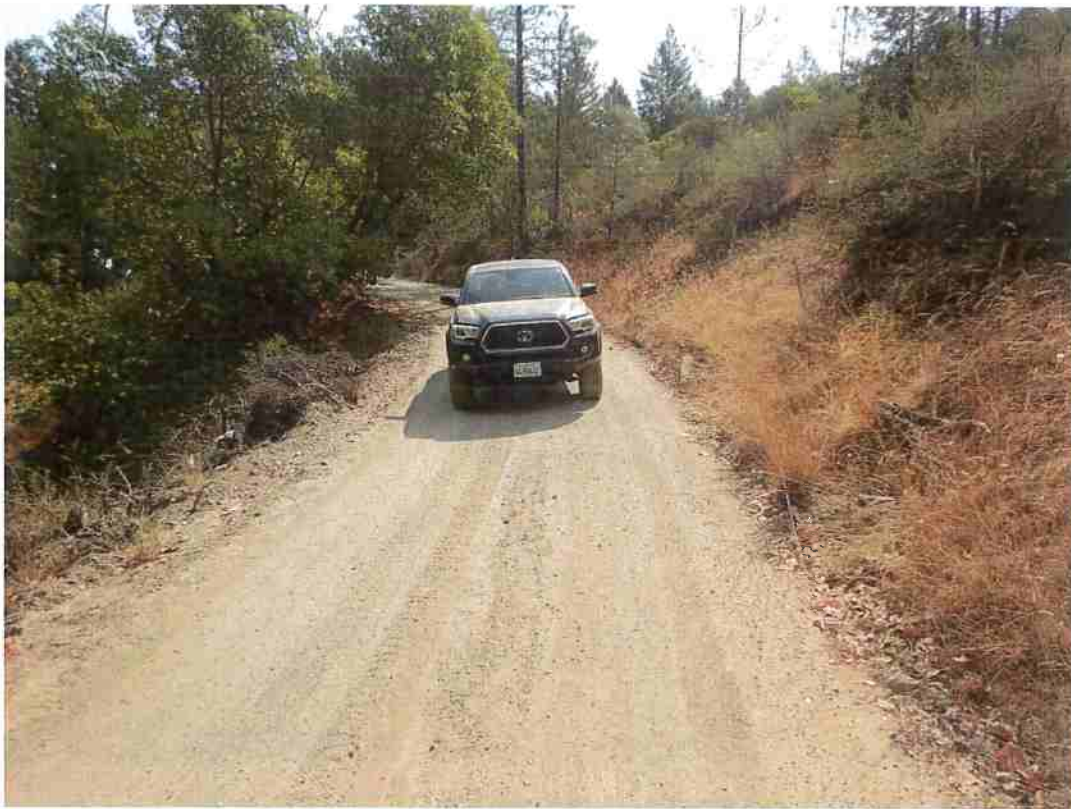


Photo 27: RP 13. Vehicle traveling north-west, photo taken facing south-east.



Photo 28: RP 14. Vehicle traveling north-west, photo taken facing north-west.



Photo 29: RP 14. Vehicle traveling north-west, photo taken facing south-east.