

SUPPLEMENTAL INFORMATION

No. 2

For Planning Commission Agenda of:
February 20, 2020
Item No. H-2

Re: Applicant: Samoa Pacific Group
Case Number: FMS-13-003, PDP-13-001
APNs: 401-031-055, 401-031-070

Attached are revised Conditions of Approval that include additional requirements identified in the Planned Development Permit and Samoa Town Master Plan (STMP) policies of the Humboldt Bay Area Plan to be included in the Development Plan (noted in **bold**). Also included are revised Subdivision requirements for Public Works and a letter from the agent for the Samoa Pacific Group stating that they have reviewed the revised subdivision requirements and have no objections to them.

Attachment 1A

Conditions of Approval for the Samoa Pacific Group Final Map Subdivision

APPROVAL OF THE TENTATIVE MAP IS CONDITIONED ON THE FOLLOWING TERMS AND REQUIREMENTS WHICH MUST BE SATISFIED BEFORE THE FINAL MAP OR PHASE-SPECIFIC FINAL MAP MAY BE RECORDED:

Conditions of Approval:

1. All taxes to which the property is subject shall be paid in full if payable, or secured if not yet payable, to the satisfaction of the County Tax Collector's Office, and all special assessments on the property must be paid or reapportioned to the satisfaction of the affected assessment district. Please contact the Tax Collector's Office approximately three to four weeks prior to filing the parcel or final map to satisfy this condition. This requirement will be administered by the Department of Public Works.
2. The conditions on the Department of Public Works referral dated February 10, 2020 included herein as Exhibit A shall be completed or secured to the satisfaction of that department. Prior to performing any work on the improvements, contact the Land Use Division of the Department of Public Works
3. The Planning Division requires that two (2) copies of the Final Map be submitted for review and approval.
4. A map revision fee as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors (currently \$100.00 per parcel) as required by the County Assessor's Office shall be paid to the County Planning Division, 3015 H Street, Eureka. The check shall be made payable to the "Humboldt County Planning Division". The fee is required to cover the Assessor's cost in updating the parcel boundaries.
5. Applicant shall obtain a Coastal Development Permit for the subdivision and the following consistent with all applicable STMP Policies: upgrade of all utilities, including water supply and emergency controls, sewage collection, electrical services, street lighting and telephone/cable services; construction of subdivision improvements and installation of utilities; demolition of various sheds and the Fireman's Hall building; building renovations and site grading in conjunction with a lead paint hazard abatement program for existing houses reconstruction of existing hardscapes and the construction of new roads, parking areas, bus stops, trails, sidewalks and other pedestrian and bicycle facilities within the Town of Samoa.
6. The applicant shall submit three (3) copies of a Development Plan for all parcels to the Planning Department for review and approval. The map shall be drawn to scale and give detailed specifications as to the development and improvement of the site, and the following site development details:
 - A. Mapping
 - (1) Development standards for all parcels: existing buildings, building sites, setbacks, maximum lot coverage, maximum building height, parking spaces for each parcel.
 - (2) Existing roadway improvements, reserved rights-of-way, all existing structures, utility

lines and easements,

(3) All Environmentally Sensitive Habitat Areas (ESHAs) along with appropriate setbacks identified on the Tentative Map.

(4) Topography of the land in 1-foot contours.

B. Notes to be Placed on the Development Plan:

(1) "The applicant shall implement and follow the Samoa Protocol for Inadvertent Archaeological Discoveries during construction activities."

(2) "All new development shall conform to the recommendations and mitigation measures identified in the Supplemental Master Environmental Impact Report."

(3) "Residential development shall conform to the Solar Shading Study prepared for the tentative map. Changes to the building height or location shall be subject to approval by the Planning Director and shall be accompanied by a revised solar shading diagram."

(4) "The applicant has had prepared and submitted the "R1/R2 and Geologic Hazards Analysis Report for the Samoa Town Master Plan," May 29, 2013 prepared by LACO Associated, Inc. All new development shall follow the recommendations in the report."

(5) "Please note that the information and requirements described and/or depicted on this Development Plan are current at the time of preparation but may be superseded or modified by changes to the laws and regulations governing development activities. Before commencing a development project, please contact the Planning Division to verify if any standards or requirements have changed."

(6) Conditions of Approval 13 – 32 for the Planned Development Permit (attachment 1B herein and included in the Samoa Town Master Plan).

7. The applicant shall cause to be recorded a "Notice of Development Plan" for all parcels on forms provided by the Humboldt County Planning Division. Document review fees as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors (currently \$135.00 plus applicable recordation fees) will be required. The Development Plan shall also be noticed on the Final Map.

8. All development shall conform to the recommendations and mitigation measures identified in the Supplemental Master Environmental Impact Report and the Mitigation Monitoring and Reporting Program. The applicant shall be responsible for all staff costs associated with administering this condition.

Informational Notes:

1. To reduce costs the applicant is encouraged to bring in written evidence* of compliance with all of the items listed as conditions of approval in this Exhibit that are administered by the Planning Division (Namely: Condition(s) 3-8). The applicant should submit the listed item(s) for review as a package as soon as possible before the desired date for final map checking and recordation. Post application assistance by the Planner on Duty, or by the Assigned Planner, with prior appointment, will be subject to a review fee for Conformance

with Conditions billed at the County's current burdened hourly rate with an initial deposit as set forth in the Planning Division's schedule of fees and charges (currently \$95.00). Copies of all required forms and written instructions are included in the final approval packet.

* Each item evidencing compliance should note in the upper right-hand corner:

Assessor's Parcel No. _____, Exhibit "A", Condition _____
(Specify) (Specify)

2. The term of the approved Tentative Map and the Planner Development Permit shall be 24 months from the effective date of the action except where otherwise provided by law. An extension may be requested prior to the date in accordance with Sections 326-21, 326-31 and 312-11.3 of the Humboldt County Code.

Attachment 1B

Conditions of Approval for the Planned Development Permit

APPROVAL OF THE PERMIT IS CONDITIONED ON THE FOLLOWING TERMS AND REQUIREMENTS

Conditions of Approval:

1. The work shall be conducted in accordance with the Project Description and the pertinent Mitigation Measures of the certified Master EIR and certified Supplemental EIR for the duration of the permit.
2. Changes in the project other than Minor Deviations from the Plot Plan as provided in HCC Section 312-11.1 shall require a modification of this permit.
3. All applicable mitigation measures identified within the certified Master EIR and certified Supplemental Master EIR shall be incorporated and implemented during project construction.
4. The applicant is required to pay for permit processing on a time and material basis as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors. The Department will provide a bill to the applicant after the decision. Any and all outstanding Planning fees to cover the processing of the application to decision by the Hearing Officer shall be paid to the Humboldt County Planning Division, 3015 "H" Street, Eureka.
5. Pedestrian and bicycle facilities along Vance Avenue shall be installed concurrently with other roadway improvements and shall be open for public use prior to occupancy of any residential development on Master Parcel 2:
6. All approved pedestrian and bicycle paths, corridors, trails and tsunami evacuation routes within the lands subject to the STMP-LUP shall be open to the public at all times. These routes shall not be blocked, gated or obscured, or otherwise barricaded at any time except as may be necessary for initial construction and for occasional short-term maintenance.
7. At least two (2) bus stops shall be constructed within the Town of Samoa meeting the required access and improve standard set forth in this policy. Humboldt Transit Authority will be requested to add regularly scheduled bus service upon issuance of coastal development permits for development within the Business Park and new residential areas.
8. Paved bicycle/pedestrian paths shall be located outside of NR lands except (1) within the outermost 20 feet of the buffer portion of the designated and zoned Natural Resource areas, and (2) one designated footpath through the forested area on the north end of the Samoa lands designed to connect the area between the future Vance Road/Samoa Cookhouse area and the undercrossing of New Navy Base Road and tsunami evacuation routes. Tsunami evacuation route signs and interpretive signs explaining the sensitivity of the habitat and the protective purpose of the reserved area may also be installed along the trail route. No lighting shall be installed within the bicycle/pedestrian paths or the forest trail, and no lighting installed in adjacent developed areas shall directly illuminate the Natural Resource area.
9. Vance Avenue shall be reconstructed following the recommendations of the Department of Public Works dated January 27, 2017 or the applicant shall submit written approval from the Department of Public Works of an alternative design.
10. Wastewater treatment provided for the lands subject to the STMP-LUP shall be limited to

provision of service for development authorized pursuant to the STMP-LUP only. No lands or development outside the STMP-LUP shall be served by wastewater treatment facilities provided for the lands subject to the STMP-LUP. No pipeline connections to collect or transfer wastewater from off-site to or through the STMP-LUP lands shall be installed on or adjacent to the lands subject to the STMP-LUP.

11. Existing residences on Master Parcel 3 shall be connected to the new and upgraded wastewater treatment facilities on Master Parcel 2 within 180 days after such facilities are constructed and placed in service. Existing septic system(s) shall be removed or remediated in accordance with RWQCB requirements, and otherwise properly abandoned, subject to any necessary Coastal Development Permit, within 180 days of connection of the subject residences to the new or upgraded wastewater treatment facilities.
12. The final plans for the new wastewater treatment facility shall also address abandonment and removal of old wastewater collection and treatment facilities in association with development of the new facilities covered by this CDP (i.e., the simultaneous abandonment and/or removal of the existing leach fields, cesspools, and other facilities that currently accept sewage from the existing developments).
13. All exterior lighting, including any lights attached to the outside of buildings, shall be the minimum necessary for the safe ingress and egress from the structures, and shall be low-wattage, non-reflective, shielded, and have a directional cast downward such that no light will shine beyond the boundaries of the subject parcel.
14. All new or replacement fencing shall be in a location and of such design as to be safely permeable for wildlife.
15. The use of herbicides or rodenticides on lands designated Natural Resources or Public Facilities, or within other areas containing wetland or ESHA habitat or buffers is prohibited. Rodenticides that contain anticoagulant compounds are prohibited anywhere within the lands subject to the STMP-LUP.
16. All landscaping shall comply with the provisions of STMP (ESHA) policy 14. New development shall submit a Landscaping Plan to the Planning Director for approval.
17. The landowner/developer shall demonstrate compliance with a Final Tsunami Safety Plan incorporating the County's "Tsunami Safety Plan for the Town of Samoa" dated April 2013 and all of the recommended tsunami hazard mitigation, design, safety, and other pertinent recommendations, as more fully set forth in STMP Hazards Policy 4.
18. A plan to control post-construction stormwater runoff flows, and maintain or improve water quality ("post-construction stormwater plan") shall specify site design, source control, and if necessary, treatment control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction. The post-construction stormwater plan shall demonstrate the preferential consideration of low impact development (LID) techniques in order to minimize stormwater quality and quantity impacts from development. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices, including minimizing impervious surfaces, infiltrating stormwater close to its source, and preservation of permeable soils and native vegetation.
19. Water quality and hydrology plan for developments of water quality concern required. In

addition to the information to be provided in the post-construction stormwater plan, applicants for "developments of water quality concern," shall submit a water quality and hydrology plan and be subject to the additional requirements listed in HCC Section 34.5.4.1.1.4.1.

20. All approved pedestrian and bicycle paths, corridors, trails and tsunami evacuation routes within the lands subject to the STMP-LUP shall be open to the public at all times. These routes shall not be blocked, gated, obscured, or otherwise barricaded at any time except as may be necessary for initial construction and for occasional short-term maintenance.
21. All public park and open space and pedestrian/bicycle paths and related amenities, other than those constructed with development of Master Parcel 2, shall be completed and the facilities opened to the prior to the commencement of development within either the Business Park or the new residential areas on Master Parcel 3.
22. The applicant shall follow the Archaeological Monitoring Plan and Protocol for Inadvertent Archaeological Discoveries during STMP implementation.
23. The applicant shall implement the Invasive Plan Management Plan (addendum to the Samoa Town Master Plan Biological Resource Study, September 9, 2013) to the extent that it is applicable to the current project.
24. The applicant shall follow the recommendations of the report "R1/R2 and Geologic Hazards Analysis Report for the Samoa Town Master Plan," May 29, 2013 prepared by LACO Associated, Inc.
25. Prior to construction of the Business Park on Master Parcel 3 and development within new residential areas, other than the Affordable housing development on Master Parcel 2, the designated Samoa Dune Interpretation Area, and the designated improvement described in Sections A-C of STMP (Coastal Access) Policy 3, shall be available for public use free of charge.
26. The restored historic downtown Samoa on Master Parcel 3 shall include at least one small retail grocery or convenience market. The landowner/developer shall be required as a condition of comprehensive division of Master Parcel 3 to 1) construct the building to house the grocery/convenience store prior to the recordation of final subdivision maps for any of the new residential areas, and 2) make the commercial building available for lease at market rates until at least five years after build-out of 75% of the new residential areas.
27. A landscaped buffer or its successor use shall be designed to screen the Samoa Processing Center or its successor use from the business park or other public coastal viewing locations, and minimize the odor, noise, light and other impacts that may be generated by the industrial use. This condition shall be satisfied at the time of development of the Business Park.
28. The following restriction shall apply per STMP (New Development) Policy 9: Wastewater treatment provided for lands subject to the STMP-LUP shall be limited to provision of service for development authorized pursuant to the STMP-LUP only
29. The applicant shall prepare and submit a Construction Pollution Control Plan subject to the approval of the Planning Director. The construction-phase erosion, sedimentation, and polluted runoff control plan ("construction pollution control plan") shall specify interim best management practices (BMPs) that will be implemented to minimize erosion and

sedimentation during construction and prevent contamination of runoff by construction chemicals and materials, to the maximum extent practicable. The construction pollution control plan shall demonstrate compliance with the provisions of STMP-LUP New Development Standard 1 Section 34.5.4.1.1.1.

30. The applicant shall prepare and submit a Post-Construction Stormwater Plan subject to the approval of the Planning Director. The plan to control post-construction stormwater runoff flows, and maintain or improve water quality ("post-construction stormwater plan") shall specify site design, source control, and if necessary, treatment control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction. The post-construction stormwater plan shall demonstrate compliance with the provisions of STMP-LUP New Development Standard 1 Section 34.5.4.1.1.2.
31. The applicant shall prepare and submit a post-construction stormwater plan using low impact development techniques subject to the approval of the Planning Director. The post-construction stormwater plan shall demonstrate the preferential consideration of low impact development (LID) techniques in order to minimize stormwater quality and quantity impacts from development. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices, including minimizing impervious surfaces, infiltrating stormwater close to its source, and preservation of permeable soils and native vegetation. LID techniques to consider include, but are not limited to, the those listed in STMP-LUP New Development Standard 1 Section 34.5.4.1.1.3.
32. The applicant shall prepare and submit a water quality and hydrology plan for developments of water quality concern subject to the approval of the Planning Director. In addition to the information to be provided in the post-construction stormwater plan, applicants for "developments of water quality concern," shall submit a water quality and hydrology plan and be subject to the following additional requirements:
 - a. a) submit a water quality & hydrology plan (WQHP), prepared by a California licensed civil engineer or landscape architect, which supplements the post-construction stormwater plan. The WQHP shall include calculations, per County standards, that estimate increases in pollutant loads and changes in stormwater runoff hydrology (i.e., volume and flow rate) resulting from the proposed development and shall specify the BMPs that will be implemented to minimize post-construction water quality and hydrologic impacts. The WQHP shall also include operation and maintenance plans for post-construction treatment control BMPs. In the application and initial planning process, the applicant shall be required to submit for approval a preliminary WQHP, and prior to issuance of a building permit the applicant shall submit a final WQHP for approval by the County Engineer; b) Selection of structural treatment control BMPs. If the County determines that the combination of site design and source control BMPs is not sufficient to protect water quality and coastal waters, a structural treatment control BMP (or suite of BMPs) shall also be required. developments of water quality concern are presumed to require treatment control BMPs to meet the requirements of the coastal land use plan and state and federal water quality laws, unless the water quality & hydrology plan demonstrates otherwise.
 - b. The water quality & hydrology plan for a development of water quality concern shall describe the selection of treatment controls BMPs. Applicants shall first

consider the treatment control BMP, or combination of BMPs, that is most effective at removing the pollutant(s) of concern or provide a justification if that BMP is determined to be infeasible.

- c. 85th percentile design standard for treatment control BMPs. For post-construction treatment of stormwater runoff in developments of water quality concern, treatment control BMPs (or suites of BMPs) shall be sized and designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, one-hour storm event (with an appropriate safety factor of 2 or greater) for flow-based BMPs.
- d. Maintain pre-development hydrograph. In developments of water quality concern where changes in stormwater runoff hydrology (i.e., volume and flow rate) may result in increased potential for stream bank erosion, downstream flooding, or other adverse habitat impacts, hydrologic control measures (e.g., stormwater infiltration, detention, harvest and re-use, and landscape evapotranspiration) shall be implemented in order to ensure that the pre- and post-project runoff hydrographs match within 10% for a two-year return frequency storm.
Content -The water quality and hydrology plan shall contain the information set forth in Sections 34.5.4.1.1.4.3.1 through 34.5.4.1.1.4.3.8 of the Coastal Zoning Regulations.
- e. Best management practices (BMPs); selection and incorporation of the measures and methods set forth in Sections 34.5.4.1.1.5.1 through 34.5.4.1.1.5.3 of the Coastal Zoning Regulations

Informational Notes:

1. If buried archaeological or historical resources are encountered during construction activities, the contractor on-site shall call all work in the immediate area to halt temporarily, and a qualified archaeologist is to be contacted to evaluate the materials. Prehistoric materials may include obsidian or chert flakes, tools, locally darkened midden soils, groundstone artifacts, dietary bone, and human burials. If human burial is found during construction, state law requires that the County Coroner be contacted immediately. If the remains are found to be those of a Native American, the California Native American Heritage Commission will then be contacted by the Coroner to determine appropriate treatment of the remains. The applicant is ultimately responsible for ensuring compliance with this condition.
2. The applicant is responsible for receiving all necessary permits and/or approvals from other federal, state and local agencies.
3. NEW DEVELOPMENT TO REQUIRE PERMIT. Any new development as defined by Section 313-139.6 of the Humboldt County Code (H.C.C.), shall require a Coastal Development Permit modification, except for Minor Deviations from the Plot Plan as provided under Section 312-11.1 of the Zoning Regulations.




**DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT**
MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

On-line Web: humboldtgov.org	Public Works Building Second & L St., Eureka Fax 445-7409	Clark Complex Harris & H St., Eureka Fax 445-7388			
Administration	445-7491	Natural Resources	445-7741	Land Use	445-7205
Business	445-7652	Natural Resource Planning	267-9542		
Engineering	445-7377	Parks	445-7651		
Facility Management	445-7621	Roads	445-7421		

LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Trevor Estlow, Senior Planner

FROM: Robert W. Bronkall, Deputy Director 

RE: SUBDIVISION REQUIREMENTS - IN THE MATTER OF THE APPLICATION OF SAMOA PACIFIC GROUP, APN 401-031-055 and -070, APPS # 8827 FOR APPROVAL OF A TENTATIVE MAP, CONSISTING OF ±200 ACRES INTO 333 LOTS

DATE: 02/10/2020
02/20/2020 Revised

The following requirements and standards are applicable to this project and must be completed to the specifications and satisfaction of the Department of Public Works (Department) before the subdivision map may be filed with the County Recorder. If there has been a substantial change in the project since the last date shown above, an amended report must be obtained and used in lieu of this report. Prior to commencing the improvements indicated below, please contact the Subdivision Inspector at 445-7205 to schedule a pre-construction conference.

These recommendations are based on:

- Tentative map prepared by Kelly-O'Hern dated 01/2020, and dated as received by the Humboldt County Planning Commission on 01/16/2020
- CEC Improvement Plans for Vance Avenue dated 02/20/2019
- CEC Cross Section for Bay View Avenue (between Cutten and 300' n'ly) dated 12/20/2013
- CEC Cross Section for Bay View Avenue (between Rideout and 200' s'ly) dated 12/16/2013
- CEC Cross Section for Bay View Avenue (between Rideout and Fenwick) dated 12/16/2013
- CEC Cross Section for Cadman Court (between Cutten and 250' n'ly) dated 12/20/2013
- CEC Cross Section for Cutten Street (between Bay View and Cadman) dated 12/20/2013
- CEC Cross Section for Fenwick Avenue dated 12/16/2013
- CEC Cross Section for Murphy Avenue dated 12/16/2013
- CEC Cross Section for Rideout Road dated 12/16/2013
- CEC Cross Section for Samoa Court (between Pacific Court and 480' s'ly) dated 12/16/2013
- CEC Cross Section for Sunset Avenue dated 12/16/2013

- CEC Cross Section for Sunset Driveway Loop dated 12/16/2013
- CEC Cross Section for Sunset Extension dated 12/16/2013
- CEC Cross Section for Vance Avenue (between Cutten and Hammond) dated 12/16/2013
- Samoa Pacific Group Exception Request for a Planned Unit Development <undated> and dated as received by Humboldt County Planning Division on 05/31/2013

NOTE: All correspondence (letters, memos, faxes, construction drawings, reports, studies, etc.) with this Department must include the Assessor Parcel Number (APN) shown above.

READ THE ENTIRE REPORT BEFORE COMMENCING WORK ON THE PROJECT

1.0 MAPPING

- 1.1 EXPIRATION OF TENTATIVE MAP:** Applicant is advised to contact the Planning & Building Department to determine the expiration date of the tentative map and what time extension(s), if any, are applicable to the project. Applicant is responsible for the timely filing of time extension requests to the Planning & Building Department.

Applicant is responsible for completing all of the subdivision requirements prior to expiration of the tentative map. Applicant is advised to promptly address all of the subdivision requirements in order to avoid the tentative map expiring prior to completion of the subdivision requirements. Applicants are encouraged to contact a land development professional for advice on developing a realistic schedule for the processing of the project.

- 1.2 MAP TYPE:** Applicant must cause to be filed a subdivision map showing monumentation of all property corners to the satisfaction of this Department in compliance with Humboldt County Code Section 326-15. Subdivision map checking fees shall be paid in full at the time the subdivision map is submitted for checking. County Recorder fees shall be paid prior to submittal of the map to the County Recorder for filing. The subdivision map must be prepared by a Land Surveyor licensed by the State of California -or- by a Civil Engineer registered by the State of California who is authorized to practice land surveying.

All Department charges associated with this project must be paid in full prior to the subdivision map being submitted to the County Recorder for filing.

Applicant shall submit to this Department four (4) full-size copies of the subdivision map as filed by the County Recorder.

Prior to submitting the subdivision map to the County Surveyor for map check, applicant shall submit the subdivision map to the utility providers to provide input on necessary public utility easements. Copies of the responses from the utility providers shall be included with the first submittal of the subdivision map to the County Surveyor.

- 1.3 DEPOSIT:** Applicant shall be required to place a security deposit with this Department for inspection and administration fees per Humboldt County Code Section 326-13, Improvement Review and Inspection Fees, prior to review of the improvement plans, review of the subdivision map, or the construction of improvements, whichever occurs first.

- 1.4 **EASEMENTS:** All easements that encumber or are appurtenant to the subdivision shall be shown graphically on the subdivision map. Those easements that do not have a metes and bounds description shall be noted on the subdivision map and shown as to their approximate location.
- 1.5 **FURTHER SUBDIVISION:** At least some of the parcels may be further divided; therefore, the applicant shall conform to Humboldt County Code Section 323-6(a)(5), Statements to Accompany a Tentative Subdivision Map.
- 1.6 **DEDICATIONS:** The following shall be dedicated on the subdivision map, or other document as approved by this Department:

(a) **NON-COUNTY MAINTAINED ROADS:**

Access: Applicant shall cause to be dedicated on the subdivision map a non-exclusive easement for ingress, egress, and public utilities for the benefit of the parcels/lots within the subdivision in a manner approved by this Department. Easements shall include additional rights of way for curb returns, turn arounds, and knuckles as determined by this Department. Unless otherwise specified below, the width of the easement shall include all drainage facilities, travel lanes, parking lanes, and pedestrian facilities.

Pedestrian facilities may be in the sidewalk easement that is adjacent to the road right of way.

In the new town area, applicant shall cause to be dedicated on the subdivision map a non-exclusive easement for public utilities for the benefit of the parcels/lots within the subdivision in a manner approved by this Department.

- (b) **NON-VEHICULAR ACCESS:** Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a 1-foot wide non-vehicular access strip adjacent to New Navy Base Road (County Road No. F3K010) and Vance Avenue Extension, formerly G-P Road, (County Road No. 3K052). The location shall be as shown on the tentative map, or as otherwise approved by this Department. Said easement shall be dedicated in manner and location as approved by this Department.

Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a 1-foot wide non-vehicular access strip adjacent to Vance Avenue and Milwaukee Avenue for all lots within the New Development Area which have a feasible access from a secondary road frontage.

- (c) **NEIGHBORHOOD BOX UNIT (NBU) MAILBOXES:** Prior to submission of the subdivision map, provide a sign-off from the post office on the location of the neighborhood box unit. Applicant shall cause to be dedicated on the subdivision map additional sidewalk easements as necessary to accommodate the NBU.
- (d) **TRAILS:** Applicant shall cause to be dedicated on the subdivision map a non-exclusive easement for trail purposes for the benefit of the parcels/lots within the subdivision in a manner approved by this Department. The easement shall be a minimum of 20 feet in width.

- 1.7 **PHASING:** This project is approved as a phased tentative map.

Prior to the subdivision map for Phase 1 or Phases 10 through 22 of the project being filed with the County Recorder, the applicant shall construct the improvements for Vance Avenue from Cookhouse Road (County Road No. 3K055) to Vance Avenue Extension, Formerly G-P Road, (County Road No. 3K052).

Depending on the sequence in which the phasing will be done, it may necessitate constructing access road improvements that would otherwise be constructed in a different phase.

The roadway improvements for Phase 18 and Phase 19 must be constructed together at the time that Phase 18 or Phase 19 is developed.

- 1.8 **PRIVATE ROADS:** Pursuant to County Code Section 324-2(c)(3), the subdivision map shall show the lanes clearly labeled "Non-County Maintained Lane" or "Non-County Maintained Road". Pursuant to County Code Section 324-2(c)(5), the following note shall appear on the map or instrument of waiver, which shall read substantially as follows:

"If the private lane or lanes shown on this plan of subdivision, or any part thereof, are to be accepted by the County for the benefit of the lot owners on such lane rather than the benefits of the County generally, such private lane or lanes or parts thereof shall first be improved at the sole cost of the affected lot owner or owners, so as to comply with the specification as contained in the then applicable subdivision regulations relating to public streets."

2.0 IMPROVEMENTS

- 2.1 **CONSTRUCTION PLANS:** Construction plans shall be submitted for any required road, drainage, landscaping, and pedestrian improvements. Construction plans must be prepared by a Civil Engineer registered by the State of California. Construction plans shall be on a sheet size of 22" x 34", unless approved otherwise by this Department. Construction of the improvements shall not commence until authorized by this Department. This Department will require the submission of one full size (22" x 34") set and one reduced (11" x 17") set of the approved construction plans prior to start of work.

The construction plans shall show the location of all proposed new utilities and any existing utilities within 10 feet of the improvements. The plans shall be signed as approved by the local fire response agency and public utility companies having any facilities within the subdivision prior to construction authorization by this Department.

Construction plans shall be tied into elevation datum approved by this Department.

Unless otherwise waived by this Department, record drawing ("As-Built") plans shall be submitted for any road, drainage, landscaping, and pedestrian improvements that are constructed as part of this project. Record drawing plans must be prepared by a Civil Engineer registered by the State of California. Once approved by this Department, one (1) set of "wet stamped" record drawings on 22" x 34" mylar sheets shall be filed with this Department.

- 2.2 **CONSTRUCTION PERIOD:** Construction of improvements for this project will not be allowed to occur between October 15 and April 15 without permission of this Department.

- 2.3 **ADA FACILITIES:** All existing pedestrian facilities shall be retrofitted as necessary for ADA compliance. All newly constructed pedestrian facilities shall be ADA compliant.
- 2.4 **ROAD NAMES:** The access road(s)/street(s) shall be named as approved by the Planning & Building Department - Planning Division.
- 2.5 **TRAFFIC CONTROL DEVICES:** Street name and traffic control devices may need to be placed as required and approved by this Department.
- 2.6 **ACCESS ROADS:** The surface of the access road(s) shall conform to the *Structural Section* requirements within this document. The access road(s) serving the subdivision shall be constructed to the satisfaction of this Department as follows:

- (a) **INTERNAL SUBDIVISION ROADS (EXISTING TOWN):** Applicant shall construct the following roads as follows:

Drainage swales and culverts to be provided when needed.

Pedestrian facilities serving each lot shall be provided as required by a Certified Access Specialist (CAsp). When feasible, pedestrian facilities shall be separated from roads with a 5' wide (or larger) landscape strip. Pedestrian facilities shall be constructed in concrete, unless otherwise approved by the Department. Pedestrian facilities shall be a minimum of 5 feet in width, unless constraints require a reduced width. Landscape strips shall be reduced or eliminated before the width of the sidewalk is reduced.

Street Name	Approximate Number of Lots Served by Road	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Bay View Avenue (Cутten Street to Fenwick Avenue)	10	MC	20'	40' Min.	No	Minor Collector Road (2) 10' wide paved travel lanes with 0.5' wide PCC mow strips on each side. No on-street parking; except in parking bays. Construct parking bays where feasible.
Bay View Avenue (Fenwick Avenue to RR crossing) (Driveway to Lot 136)	--	--	--	--	--	Driveway

Street Name	Approximate Number of Lots Served by Road	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Cadman Court (Lot 30 to Rideout Road)	13	L	16'	16'	No	<p>Local Road</p> <p>(1) 16' wide paved travel lane with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible.</p> <p>No on-street parking; except in parking bays.</p> <p>Construct parking bays where feasible.</p> <p>Post as One-Way road.</p>
Cadman Court (Cutten Street to Lot 30)	--	L	20'	20'	No.	<p>Local Road</p> <p>(2) 10' wide paved travel lanes with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible.</p> <p>No on-street parking; except in parking bays.</p> <p>Construct parking bays where feasible.</p>
Cutten Street	6	MC	20'	60'	No	<p>Minor Collector Road</p> <p>(2) 12' wide paved travel lanes with 0.5' wide PCC mow strips on each side.</p> <p>The CASp shall evaluate the need for a 5' wide PCC sidewalk along the south side.</p> <p>No on-street parking; except in parking bays.</p> <p>Construct parking bays where feasible.</p>
Fenwick Avenue	15	L	20'	24'	No	<p>Local Road</p> <p>(1) 12' wide paved travel lane with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible.</p> <p>(1) 8' wide parking lane along one side where feasible.</p> <p>No on-street parking; except in parking bays.</p> <p>Construct parking bays where feasible.</p> <p>Post as One-Way road.</p>

Street Name	Approximate Number of Lots Served by Road	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Murphy Avenue (Samoa Court to Sunset Avenue)	9	L	10'	20'	No	Local Road (1) 10' wide paved travel lane with 0.5' wide PCC mow strips on each side*. Widen to 18' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible. Post as One-Way road. *20' wide along the frontage of Lot 79; elsewhere may be reduced to constraints between existing buildings.
Pacific Court	2	L	24' min.	55'	No	Local Road (2) 12' wide paved travel lanes with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible.
Rideout Road	5	MC	20'	26'	No	Local Road (2) 11' wide paved travel lanes with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible.
Samoa Court (Sunset Avenue to Sunset Extension)	6	L	16' min.	20'	No	Local Road (1) 16' wide paved travel lanes with 0.5' wide PCC mow strips on each side. * Widen to 20' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible. *May be reduced to constraints between existing buildings.

Street Name	Approximate Number of Lots Served by Road	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/Turn Around Required?	Typical Section
Samoa Court (Vance Avenue to Pacific Court)	12	L	14'	20'	No	Local Road (1) 14' wide paved travel lane with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible. Post as One-Way road.
Samoa Court (Pacific Court to Sunset Avenue)	12	L	20'	20'	No	Local Road (2) 10' wide paved travel lanes with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible.
Sunset Avenue (Vance Avenue to N'y Line Lot 79)	--	C	20'	30'	No	Local Road (2) 10' wide paved travel lanes with 0.5' wide PCC mow strips on each side. The CASp shall evaluate the need for a 5' wide PCC sidewalk along the south side. No on-street parking; except in parking bays. Construct parking bays where feasible.
Sunset Avenue (N'y Line Lot 79 to N'y line Lot 93)	44	L	12'	16'	Yes	Local Road (1) 12' wide paved travel lane with 0.5' wide PCC mow strips on each side. Widen to 20' wide when feasible. No on-street parking; except in parking bays. Construct parking bays where feasible.
Sunset Extension (Sunset Avenue to Samoa Court)	3	L	12'	20'	No	Local Road (1) 12' wide paved travel lane with 0.5' wide PCC mow strips on each side. No on-street parking; except in parking bays. Construct parking bays where feasible.

Street Name	Approximate Number of Lots Served by Road	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Tulip Lane (Vance Avenue to End)	3	L	12'	20'	Yes	Local Road (1) 12' paved travel lane with 0.5' wide PCC mow strips on each side; widen road to 20' for a length of 50' at Vance Avenue. No on-street parking; except in parking bays.
Unnamed Road (serving Lots 131, 133, 129, 137, 129) (Sunset Avenue to Sunset Avenue)	7	L	10'	10' min.	No	Local Road (1) 10' wide paved travel lane with 0.5' wide PCC mow strips on each side. No on-street parking; except in parking bays. Construct parking bays where feasible. Post as One-Way road.
Vance Avenue (Cookhouse Road [3K055] to Cutten Street) OFFSITE	--	MC	34'	46' min	No	Minor Collector Road Vance Avenue shall be constructed to the improvement plans prepared by CEC Engineering dated 02/20/2019. It is noted that the improvement plans are a draft and have not been plan checked by the Public Works Department and are subject to revisions. This may include, but is not limited to, variations to typical sections and changing station ranges. The improvement plans for Vance Avenue shall be reviewed and approved by a certified access specialist (CASp) to ensure that all pedestrian improvements needed to serve build-out of the area have been provided and that the proposed improvements comply with ADA requirements.

The roads within the existing town area are constrained by existing buildings and other infrastructure. In many instances it will not be feasible to 1) have a uniform right of way width; 2) develop the road to a uniform typical section; 3) develop the roadway to standards typical for a modern subdivision; and 4) provide continuous parking lanes and/or parking bays along one or both sides of a road. The roads shall be developed to the maximum extent feasible to the typical sections set forth above. Due to the existing development whenever feasible 1) off-site driveways shall be provided, and 2) on-street parking lanes and/or parking bays shall be provided.

Footnotes:

¹ Function Road Classification Abbreviations: A = Alley; L = Local Road; MC = Minor Collector Road

(b) **INTERNAL SUBDIVISION ROADS (NEW DEVELOPMENT):** Applicant shall construct the following roads as follows:

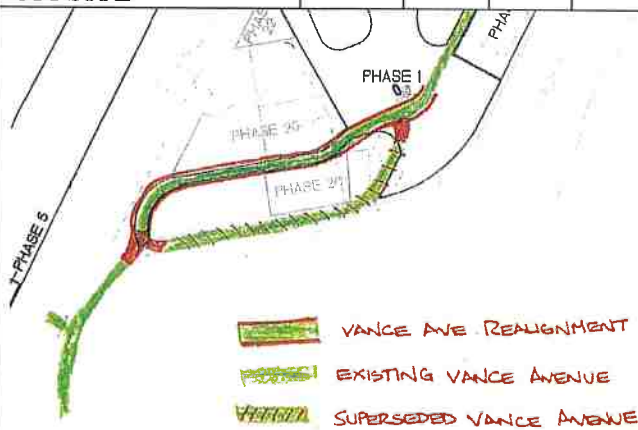
Drainage swales and culverts to be provided when needed.

Pedestrian facilities serving each lot shall be provided as required by a Certified Access Specialist (CASp). When feasible, pedestrian facilities shall be separated from roads with a 5' wide (or larger) landscape strip. Pedestrian facilities shall be constructed in concrete, unless otherwise approved by the Department. Pedestrian facilities shall be a minimum of 5 feet in width, unless constraints require a reduced width. Landscape strips shall be reduced or eliminated before the width of the sidewalk is reduced.

Street Name	Approximate Number of Lots Served by Road ²	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Alley (lots 155-164) (Hammond Street to Hammond Street)	10R	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side. It is recommended that this alley be eliminated in order to construct the typical section for Hammond Street One-Way Loop.
Alley (lots 171-173) (Ocean Front Avenue)	3R	L	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.
Alley (lots 309 - 313) (Compass Lane to Compass Lane)	6N	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.
Alley (lots 314 - 316) (Compass Lane to Compass Lane)	4N	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.
Alley (lots 319 - 323) (Compass Avenue to Milwaukee Avenue)	5N	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.

Street Name	Approximate Number of Lots Served by Road ²	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/Turn Around Required?	Typical Section
Compass Lane (Milwaukee Avenue to Milwaukee Avenue)	13N	L	24'	44'	No	Local Road: (2) 12' paved travel lanes with 0.5' wide PCC mow strips on each side. No on-street parking. All parking must be provided on the individual lots.
Driftwood Lane (Murphy Avenue to Hammond Street)	12	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.
Geary Street (Hammond Street to 100' E'ly Murphy Avenue)	<40	L	20'	20' min	No	Local Road (2) 10' paved travel lanes with 0.5' wide PCC mow strips on each side. No on-street parking except in parking bays. Applicant is encouraged to maximize parking bays between Lots 211 and 273 and between Lots 210 and 272.
Hammond Street (Vance Avenue to Ocean Front Avenue)	--	MC	30'	40' min	No	Minor Collector Road (2) 5' paved bike lanes with 0.5' wide PCC mow strips on each side. (2) 10' paved travel lanes. No on-street parking except in parking bays.
Hammond Street (Vance Avenue to Murray Avenue) (fronting lots 135 & 280)	<30	L	32'	42'	No	Local Road (1) 12' paved travel lane. Widen to 16' when feasible. (2) 8' paved parking lanes (when feasible) with 0.5' wide PCC mow strips on each side.
Hammond Street (Vance Avenue to Murray Avenue) (fronting lots 290, 301 - 305)	<30	L	32'	42'	No	Local Road (1) 12' paved travel lane. (2) 8' paved parking lanes (when feasible) with 0.5' wide PCC mow strips on each side.

Street Name	Approximate Number of Lots Served by Road ²	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Hammond Street One Way Loop (north of Ocean Front Avenue)	35	L	12'	20' min	No.	Local Road (1) 12' paved travel lane with 0.5' wide PCC mow strips on each side. No on-street parking except in parking bays.
Johnson Court (Murphy Avenue to Geary Street)	13R	L	20'	30' min	No	Local Road (2) 10' paved travel lanes with 0.5' wide PCC mow strips on each side No on-street parking except in parking bays. Realign intersection with Geary Street to intersect at 90 degrees.
Lumber Lane (Sand Dune Street to Hammond Street)	8R	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.
Milwaukee Avenue (Vance Avenue to Vance Avenue)	--	MC	34'	60'	No	Minor Collector Road Vance Avenue shall be constructed to the improvement plans prepared by CEC Engineering dated 02/20/2019. It is noted that the improvement plans are a draft and have not been plan checked by Public Works and are subject to revisions. This may include, but is not limited to, variations to typical sections and changing station ranges.
OFFSITE						<p data-bbox="964 1360 1385 1451">No improvements are required for the superseded portion of Vance Avenue, other than obliteration.</p> <p data-bbox="964 1451 1385 1785">Vance Avenue and Milwaukee Avenue shall be completed and opened to the public prior to issuance of a building permit in the new town area that is comprised of Phases 10 through 22; and prior to issuance of any Certificate of occupancy in Phase 1.</p>



Street Name	Approximate Number of Lots Served by Road ²	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Murphy Avenue (Johnson Court to Hammond Street)	15R	L	20'	40'	No	Local Road (2) 10' paved travel lanes with 0.5' wide PCC mow strips on each side. No on-street parking except in parking bays.
Murphy Avenue (Hammond Street to Geary Street)	8R	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side.
Murray Avenue (Hammond Street to Hammond Street)	<30R	L	32'	42'	No	Local Road (1) 16' paved travel lane. (2) 8' paved parking lanes with 0.5' wide PCC mow strips on each side.
Ocean Front Avenue (Lots 186 to 199)	28R	L	20'	30'	Yes	Local Road (2) 10' paved travel lanes with 0.5' wide PCC mow strips on each side. No on-street parking except in parking bays.
Sand Dune Street (Geary Street to Murphy Avenue)	8	A	20'	20'	No	Alley: paved 19' in width with 0.5' wide PCC mow strips on each side.
Sawmill Road (Sand Dune Street to 100' E'ly of Murphy Avenue)	--	A	20'	20'	No	Alley: Paved 19' in width with 0.5' wide PCC mow strips on each side. The applicant is encouraged to either (a) Eliminate the road, or (b) Construct a trail in lieu of the road (See trail section below). Relocate Sawmill Road parking area at Lot 211 to front Geary Street.

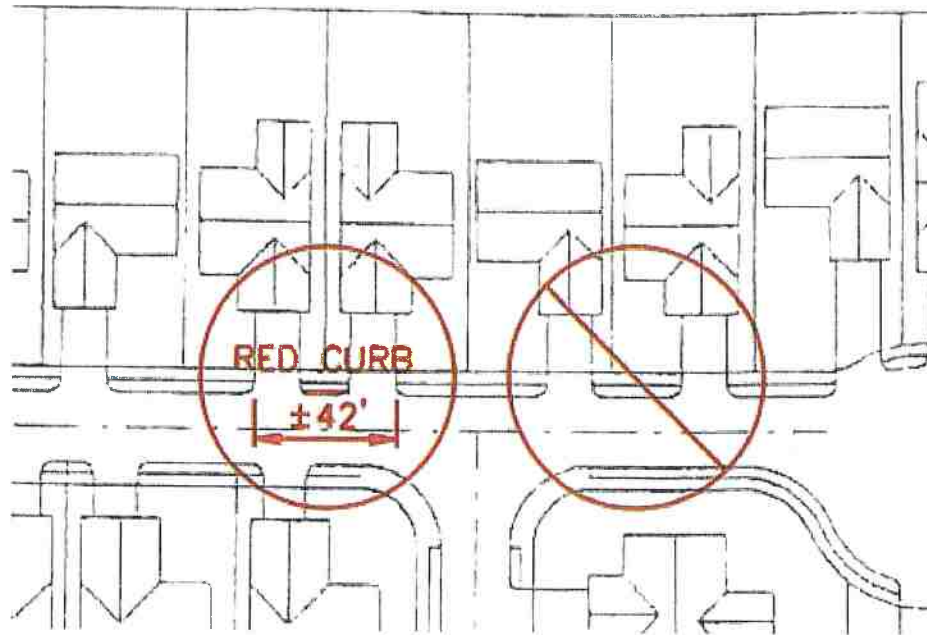
Street Name	Approximate Number of Lots Served by Road ²	Functional Classification ¹	Typical paved width	Typical R/W	Cul-de-sac/ Turn Around Required?	Typical Section
Vance Avenue (Vance Avenue Extension [3K052] to Milwaukee Avenue) OFFSITE	--	MC	34'	60'	No	<p>Minor Collector Road</p> <p>(2) 5' paved bike lanes with 0.5' wide PCC mow strips on each side.</p> <p>(2) 12' paved travel lanes.</p> <p>No on-street parking.</p> <p>Vance Avenue and Milwaukee Avenue shall be completed and opened to the public prior to issuance of a building permit in the new town area that is comprised of Phases 10 through 22; and prior to issuance of any Certificate of occupancy in Phase 1.</p>
Vance Avenue (Milwaukee Avenue to Cutten Street) OFFSITE	--	MC	34'	60'	No	<p>Minor Collector Road</p> <p>(2) 5' paved bike lanes with 0.5' wide PCC mow strips on each side.</p> <p>(2) 12' paved travel lanes.</p> <p>No on-street parking.</p> <p>Vance Avenue and Milwaukee Avenue shall be completed and opened to the public prior to issuance of a building permit in the new town area that is comprised of Phases 10 through 22; and prior to issuance of any Certificate of occupancy in Phase 1.</p>
Vance Avenue Extension [3K052] (New Navy Base Road to Vance Avenue) OFFSITE	--	MC	34'	60'	No	<p>Minor Collector Road</p> <p>(2) 5' paved bike lanes with 0.5' wide PCC mow strips on each side.</p> <p>(2) 12' paved travel lanes.</p> <p>No on-Street Parking.</p> <p>Vance Avenue and Milwaukee Avenue shall be completed and opened to the public prior to issuance of a building permit in the new town area that is comprised of Phases 10 through 22; and prior to issuance of any Certificate of occupancy in Phase 1.</p>

Footnotes:

¹ Function Road Classification Abbreviations: A = Alley; L = Local Road; MC = Minor Collector Road

² Lot Abbreviations: N = non-residential lots; R = residential lots

On Roads with a 16-foot-wide travel lane: Wherever feasible, driveways shall be placed back-to-back to provide ± 42 -foot-long "turnouts" for standard two-car wide (18-foot-wide) driveways. [± 26 -foot-long "turnouts" are provided with one-car (10-foot-wide) driveways]. See the diagram below. The circle on the left represents the ideal condition with back-to-back driveways; the circle on the right represents the condition that should be avoided.



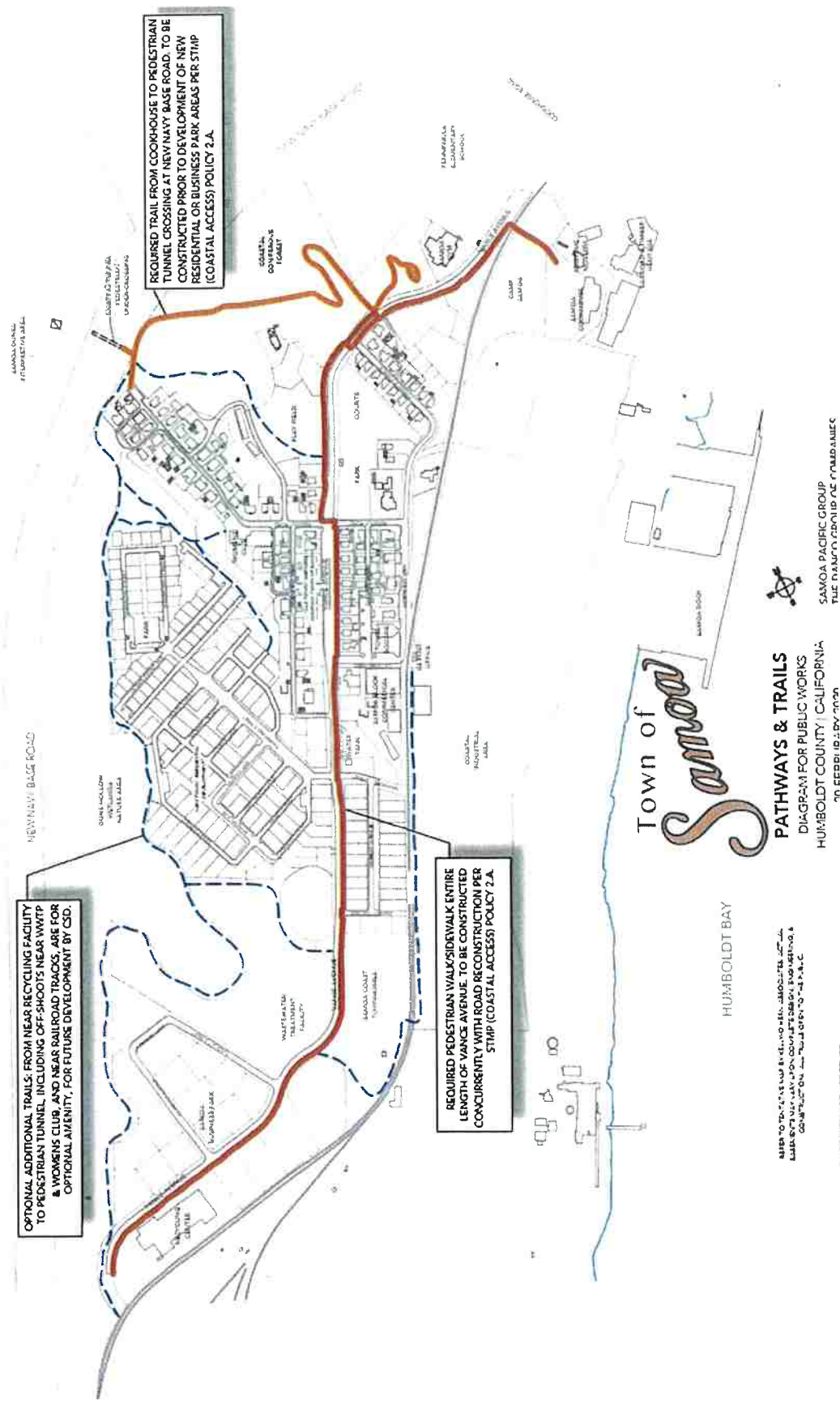
(c) **TRAILS**

Construct 10-foot-wide trail network (orange lines) as shown in the diagram below. The dashed blue lines represent optional trails. The Department recommends that the trail be constructed in PCC for ADA compliance.

If the optional trail segment near Lot 79 is constructed, then the trail shall be extended to Sunset Avenue.

The entire trail network (orange lines) shall be completed and opened to the public prior to the commencement of development (issue of building permits) within either the business park area or the new residential areas.

Note: the pedestrian facilities (red lines) along Vance Avenue are to be constructed at the same time that Vance Avenue is constructed.



- (c) The intersection of the subdivision access road(s) and the County road shall be constructed in conformance with the standards for a private road intersection as illustrated in Caltrans standards. The access opening must conform to Humboldt County Code Section 341 regarding visibility.
- (d) Intersection corner radii at the curb face shall be provided at the intersection of roads based upon the following, unless otherwise approved by this Department:

Intersection Corner Radii AASHTO, Chapter 9, "Corner Radii into Local Urban Streets"				
Road Classification – Road "A"				
Road Classification – Road "B"		local roads	collector roads & arterial roads	industrial use areas & truck routes
	local roads	15'	20'	N/A
	collector roads & arterial roads	20'	25'	40'
	industrial use areas & truck routes	N/A	40'	40'

- (f) The widening of existing roads may require the reconstruction of the existing road to provide a uniform centerline grade compatible with the proposed curb grade. This is necessary in order to provide an adequate cross slope to the proposed gutter. Engineering plans showing existing and proposed conditions for both the centerline grade and roadway cross sections will be necessary to ensure proper drainage. In addition, existing utilities may need to be adjusted and/or relocated at the expense of the applicant.
- (g) Nothing is intended to prevent the applicant from constructing the improvements to a greater standard.
- (h) Nothing is intended to prevent this Department from approving alternate typical sections, structural sections, drainage systems, and road geometrics based upon sound engineering principals as contained in, but not limited to, the Humboldt County Roadway Design Manual, Caltrans Highway Design Manual, Caltrans Local Programs Manual, Caltrans Traffic Manual, California Manual on Uniform Traffic Control Devices (MUTCD), and AASHTO's A Policy of Geometric Design of Highways and Streets (aka "The Green Book"). Engineering must not be in conflict with Humboldt County Code or County adopted guidelines and policies.
- (i) Applicant shall remove and replace any public curb, gutter, sidewalk, flowline drain, or pavement found by this Department to be broken, uplifted, or damaged that fronts or is within the subdivision.

2.7 **STRUCTURAL SECTION:** The access road(s) shall be constructed to a structural section recommended in the soils report and as approved by this Department.

- (a) **For paved road surfaces**, the structural section shall include a minimum of 0.2 foot of Caltrans Type B hot mix ("asphalt") over 0.67 foot of Caltrans Class 2 aggregate base. If required by this Department, the structural section of all roads shall be determined by Caltrans R-Value method using a Traffic Index (T.I.) approved by this Department. Based upon soil conditions, this Department may also require a geotextile fabric to be placed on top of the sub grade.

When widening hot mix ("asphalt") roads, the widened road shall be paved with hot mix. A sawcut is required to ensure a uniform joint between the existing and new pavements. The location of the sawcut shall be approved by this Department based upon the condition of the existing road surface.

- (b) Access roads and driveways may include decorative accent treatments such as, but not limited to, stamped concrete or decorative brick pavers. Decorative accent treatments must provide appropriate traction for pedestrians, bicycles, and vehicles. **Decorative access treatments are not permitted within the public right of way**, unless approved in writing by this Department.

2.8 **UNKNOWN IMPROVEMENTS:** Other on-site and/or off-site improvements may be required which cannot be determined from tentative map and/or preliminary improvement plans at this time. These improvements will be determined after more complete improvement plans and profiles have been submitted to the County for review.

2.9 **UTILITIES:** The proposed improvements may require the undergrounding or relocation of existing facilities at the expense of the applicant. Undergrounding of existing facilities, relocation of existing facilities, or construction of new facilities shall be completed prior to constructing the structural section for the roadway.

If any utilities are required to be installed as a condition of tentative map, the utility work shall be completed prior to constructing the structural section for the road. All laterals shall be extended onto each lot and marked in a manner that they will be easily located at the time of individual hookups. A letter of completion of all work from each involved utility company shall be submitted prior to constructing the roadway structural section. Any utilities that need to be relocated shall be done solely at the subdivider's expense.

Applicant shall remove any abandoned utilities (natural gas, electrical, cable tv, etc.,) within the public right of way fronting the subdivision or within the subdivision as directed by this Department.

2.10 **NEIGHBORHOOD BOX UNIT (NBU) MAILBOXES.** When clustered mailboxes (neighborhood box units) are required by the Post Office, applicant shall obtain approval for the location of the mailbox unit from the Postmaster. The pad for the mailbox unit shall be constructed as part of the subdivision and shall be encompassed by a sidewalk easement or other easement, as approved by this Department.

2.11 **COMPLETION OF SIDEWALK IMPROVEMENTS:** Sidewalk improvements may be deferred until such time as a building permit is pulled. Each building permit pulled will require that an ADA accessible sidewalk be constructed to connect the subject lot to the existing

pedestrian network outside of the subdivision. Depending on the lot being built upon, this may include constructing sidewalk in front of numerous vacant lots within the subdivision. Sidewalk improvements must be completed prior to the "final" of the building permit. Any sidewalk damaged during construction will need to be replaced prior to the "final" of the building permit.

3.0 DRAINAGE

- 3.1 **DRAINAGE ISSUES:** Applicant shall be responsible to correct any involved drainage problems associated with the subdivision to the satisfaction of this Department.
- 3.2 **DRAINAGE REPORT:** Applicant must submit a complete hydraulic report and drainage plan regarding the subdivision for review and approval by this Department. This may require the construction of drainage facilities on-site and/or off-site in a manner and location approved by this Department.
- 3.3 **STORM WATER QUALITY:** Applicant shall include within the project site the implementation of Best Management Practices (BMPs) to prevent storm water pollution. BMPs include, but are not limited to, stenciling drainage inlets.

A storm water filtration system shall be constructed to the satisfaction of this Department for all parking lots.

4.0 GRADING

- 4.1 **APPLICABILITY:** The items in Section 4.0 apply only to the NEW DEVELOPMENT area of the project. Grading Plans are not required for the developed lots within the existing town, except as necessary to correct drainage problems (See Item 3.1).
- 4.2 **SOILS REPORT:** Pursuant to Humboldt County Code Section 331-14(E)(5), applicant shall provide a soils engineering report that addresses the entire subdivision. The report shall include sufficient detail to enable the Building Official to issue building permits for each lot within the subdivision.

Pursuant to Humboldt County Code Section 331-14(H)(6)(b)(3), the Applicant shall file a copy of the soils engineering report with the Chief Building Official.

- 4.3 **GRADING PLAN:** Pursuant to Humboldt County Code Section 331-14(H)(6)(b)(1), the applicant shall submit an engineered preliminary (rough) grading plan, addressing the entire project construction area, to this Department for review and approval. The purpose of the grading plan is to establish building pads that will drain to the roads (or other approved drainage course) without creating lot drainage from one lot to flow across the buildable area of adjacent lots.
- 4.4 **GRADING CRITERIA:** Each lot shall have a building pad graded to a maximum of 2% per Humboldt County Code Section 331-14 (H)(3)(d), unless waived by this Department. Building pads shall be of a sufficient size to accommodate anticipated future structures.

The elevation of the building pad shall be established so that a driveway from the building pad to the back of sidewalk will have a minimum slope of 1% and a maximum slope of 16%.

If sidewalk is not required, then the driveway slope will be measured to the back of driveway apron.

- 4.5 **CONSTRUCTION TIMING:** Grading within the subdivision or off-site rights of way shall **not** occur prior to approval of a grading plan by this Department. Construction of improvements or grading for this project will not be allowed to occur between October 15 and April 15 without permission from this Department.

- 4.6 **DATUM:** Grading plans shall be tied into elevation datum approved by this Department.

- 4.7 **SLOPES:** Benches/terraces when required by Humboldt County Code Section 331-14(H)(3)(b) shall also include interceptor drains when required by this Department.

Interceptor drains when required by this Department or per Humboldt County Code Section 331-14(H)(3)(e) shall be sized per the drainage study to pass a Q₁₀₀ storm event with at least 0.5-foot freeboard.

Proposed lot lines shall be situated at the top of slopes between lots, unless otherwise approved by this Department.

- 4.8 **EROSION CONTROL:** Pursuant to Humboldt County Code Section 331-14(H)(6)(d)(1), an erosion control plan (aka, sediment control plan, Storm Water Pollution Prevention Plan, etc.) addressing erosion from storm water runoff and wind shall accompany the grading plan.

For construction sites equal to or greater than one (1) acre, a Notice of Intent (NOI) and permit registration documents are required to be filed with the State Water Quality Control Board. A copy of the State's receipt of the approved NOI shall be provided to this Department prior to the start of construction.

5.0 MAINTENANCE

- 5.1 **MAINTENANCE OF IMPROVEMENTS:** The improvements to be constructed as part of this subdivision will not be maintained by the County. Pursuant to Humboldt County Code Section 323-2(b) regarding Private Lanes, the Applicant must provide a permanent maintenance plan acceptable to this Department for all improvements including, but not limited to, the following: roads, drainage systems (pipes, drainage inlets, detention basins), pedestrian facilities, and landscape areas. An engineer's estimate for the cost of yearly maintenance must be approved by this Department. Maintenance shall be provided by a maintenance association, district, or other means as approved by this Department. More than one maintenance plan may be needed.

A maintenance plan is not required for driveways; as driveways serve only one parcel. A maintenance plan is *optional* for roads that serve only two parcels. A maintenance plan is required for roads serving three or more parcels.

6.0 DEVELOPMENT PLAN

Add the following notes to the development plan:

Lots fronting Vance Avenue and Milwaukee Avenue that have additional road frontages shall take vehicular access from the additional road frontages whenever feasible in order to reduce driveways along minor arterial roads.

7.0 LANDSCAPING

<NONE>

// END //



DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT
MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

On-line Web: humboldt.gov	Administration 445-7491	Public Works Building Second & L St., Eureka Fax 445-7409	Natural Resources 445-7741	Clark Complex Harris & H St., Eureka Fax 445-7388
	Business 445-7652		Natural Resource Planning 267-9542	Land Use 445-7205
	Engineering 445-7377		Parks 445-7651	
	Facility Management 445-7621		Roads 445-7421	

LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Trevor Estlow, Senior Planner

FROM: Robert W. Bronkall, Deputy Director 

DATE: 02/10/2020
02/20/2020 Revised

RE: **SAMOA PACIFIC GROUP, APN 401-031-055 and -070 (formerly APN 401-031-036), FMS 13-3, CDP 13-30, PDP 13-1, NOM 13-6**

EXCEPTION REQUEST – NEW DEVELOPMENT AREA: The cross-sections proposed for the new development area are not consistent with the road standards set forth in Appendix A to the County Subdivision Ordinance. The Department recommends that when feasible roads be constructed to the standards in the subdivision ordinance. The project is proposing the new town area with a density consistent with urban levels. The new town area is to be served by roads without curb and gutter. In the residential area, the roads in most instances would not have a traditional parking lane. In lieu of a traditional parking lane, parking bays/areas are proposed throughout the residential development area. Because the existing town area is developed without curbs, gutters, and in many instances, parking lanes, the applicant is proposing to carry this theme forward with the proposed new development area. The project has been conditioned with the intent that the Planning Commission will approve the exception request.

If the Planning Commission does not approve a County Code 325-9 exception request for reduced subdivision improvement standards, the following conditions of approval will be modified as follows:

Append Item 2.6(b) as follows: All roads (with the exception of alleys) shall have Caltrans Type A2-6 curb and gutter (or Caltrans Type A3-6 curb and gutter when the road does not have a crown). All residential roads (with the exception of alleys) shall have an 8' wide paved parking lane in front of all residential lots.

EXCEPTION REQUEST – EXISTING TOWN AREA: In general, the roads within the existing town area cannot be developed to the standards set forth in Appendix A to the County Subdivision Ordinance. This is because the existing structures were built too close the road and there is insufficient room to build the improvements without removing/relocating the existing structures. The Department acknowledges this condition and is recommending roadway cross-sections be approved by the Planning Commission that fit within the existing development. The cross-sections for the existing town area were developed with the following hierarchy: travel lanes (highest); parking lanes; pedestrian facilities; and bicycle facilities (lowest).

Also, because of the location of the structures, the width of the right of way for the roads cannot be made to the standards set forth in Appendix A to the County Subdivision Ordinance.

The Department can support a County Code 325-9 exception request for reduced right of way width and roadway standards for the existing town area. The conditions of approval reflect this request.

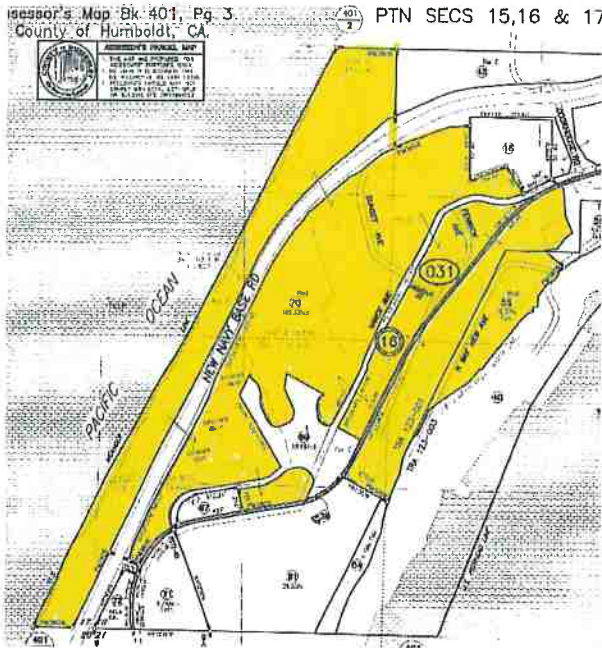
MILWAUKEE AVENUE – VANCE REALIGNMENT: The proposed project includes the realignment of Vance Avenue at the southerly end of the project. The realigned road is called Milwaukee Avenue. No improvements are being required in the superseded portion of Vance Avenue other than obliteration for the unused portion.



Above: Diagram showing the realignment of the superseded portion of Vance Avenue

OFF-SITE IMPROVEMENTS: The Department's subdivision requirements include off-site improvements on APN 401-031-069. This property is labeled as "not a part of this subdivision" on sheet 1 of the tentative map. It is shown as "Phase 1" on the phasing map on sheet 2 of the tentative map.

PHASING MAP: The phasing map needs to be updated so that all of the land within the proposed subdivision falls into a phase.



Above: Assessor Map with the subject properties shaded in yellow.



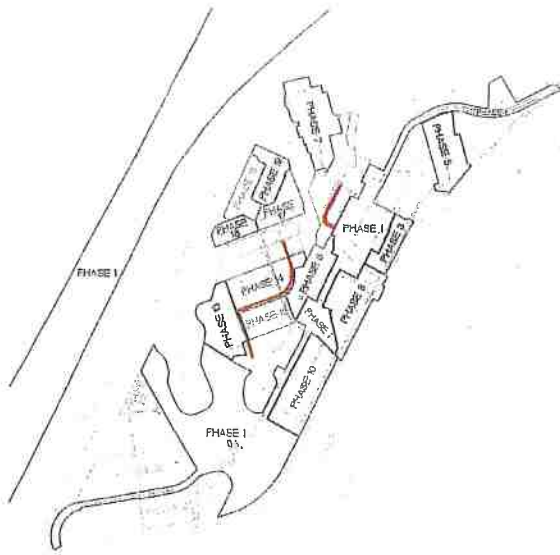
Above: Phasing Map (Sheet 2 of the tentative map).

ROAD MAINTENANCE: Because the roads in the existing town area cannot be built to County Standards, the roads are not eligible to be brought into the County-maintained road system.

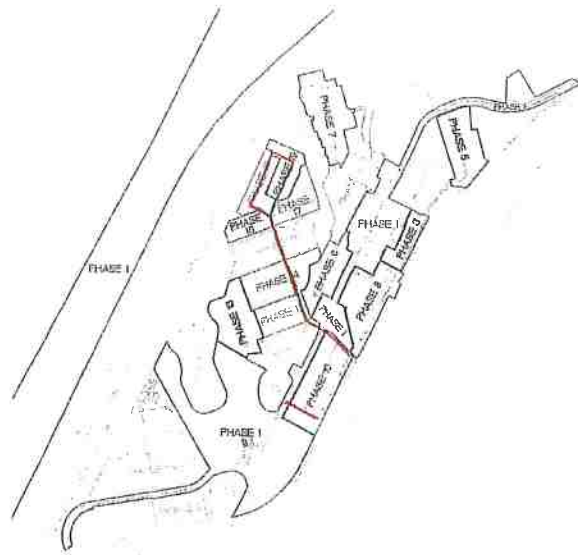
If the roads in the new development area are constructed to County Standards, then those roads are eligible to be included in the County-maintained road system if a Permanent Road Division is formed to fund road maintenance.

Roads not brought into the County-maintained road system will be privately maintained and a road maintenance association (or similar entity) must be formed to provide road maintenance.

ROAD NAMES: Hammond Street and Murphy Avenue both have multiple segments. This should be reviewed during the street naming process.



Above: Murphy Avenue Segments



Above: Hammond Street Segments

The proposed project includes the realignment of Vance Avenue at the southerly end of the project. The realigned road is called Milwaukee Avenue. It is recommended that Milwaukee Avenue be renamed to Vance Avenue and that the superseded portion of Vance Avenue be renamed to something else; perhaps Milwaukee Avenue.



Above: Diagram showing Vance Avenue and the proposed realignment

The Department recommends that Rideout Road be renamed to Sunset Avenue due to Rideout Road intersecting Vance Avenue opposite of Sunset Avenue.

ROADWAY CROSS SECTIONS: Sheets 10 and 11 of the tentative map contain roadway cross-sections listed by roadway functional classification. There is no correlation to roadway cross-sections shown on these sheets to the roads shown on the tentative map. The Department's subdivision requirements Item 2.7(a) assign roadway improvement requirements.

TRAILS: It is not clear in which phases portions of the trail will be constructed. It is recommended that the trail be completed and opened to the public prior to issuance of the 100th building permit in the new town area that is comprised of Phases 1 and 10 through 22.

VANCE AVENUE/ MILWAUKEE AVENUE: As part of the Planning Commission approving a tentative map for APN 401-031-069, the Department issued subdivision requirements which included design requirements for the improvement of Vance Avenue*. During the public hearing for the subdivision on 02/21/2019, the Planning Commission modified the Department's requirements to approve the draft improvement plans prepared by CEC Engineering dated 02/20/2019. The Department's subdivision requirements for this project includes the Planning Commission's requirements for Vance Avenue in order for both subdivisions to have consistent requirements for Vance Avenue.

In addition, the subdivision for APN 401-031-069 included timing requirements for the completion of Vance Avenue to be prior to the issuance of a certificate of occupancy for any lot in the subdivision. The timing for the completion of Vance Avenue continues to reflect that occupancy requirement for Phase 1 as well as prior to issuance of a building permit for Phases 10 through 22.

Vance Avenue and Milwaukee Avenue shall be completed and opened to the public prior to issuance of a building permit in the new town area that is comprised of Phases 10 through 22; and prior to issuance of any Certificate of occupancy in Phase 1.

*Note that Vance Avenue and Milwaukee Avenue are both referred to as Vance Avenue on the CEC plans.

// END //

Kelly-O'Hern Associates

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Professional Land Surveyors
Phone and fax: 707-442-7283

February 20, 2020

Trevor Estlow
Humboldt County Planning Division
3015 H Street
Eureka, CA 95501

RE: Samoa Pacific Group – APN 401-031-055 and 401-031-070

Dear Trevor:

The members of the Samoa Pacific Group engineering and design team have received the revised Subdivision Requirements from Bob Bronkall, dated 2/20/2020. We have no objections to the revised Subdivision Requirements.

Samoa Pacific Group will not be requesting any changes from the proposed conditions of approval.

Sincerely,
Kelly-O'Hern Associates
Agent for Samoa Pacific Group



Mike O'Hern