



DEPARTMENT OF PUBLIC WORKS  
**COUNTY OF HUMBOLDT**

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL  
McKINLEYVILLE  
FAX 839-3596

PUBLIC WORKS BUILDING  
SECOND & L ST., EUREKA  
FAX 445-7409

CLARK COMPLEX  
HARRIS & H ST., EUREKA  
FAX 445-7388

AVIATION	839-5401	ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741	LAND USE	445-7205
		BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540		
		ENGINEERING	445-7377	PARKS	445-7651		
		FACILITY MAINTENANCE	445-7483	ROADS & EQUIPMENT MAINTENANCE	445-7421		

**ROAD EVALUATION REPORT INSTRUCTIONS**

**PURPOSE:** The *Road Evaluation Report* is intended as a way for an applicant to document the condition of the access road(s) serving the subject property. This will enable Public Works staff to determine if the existing roadway network is suitable to accommodate the proposed use on the subject property.

In rural areas, a category 4 road is usually adequate for most uses. If the road is paved and has a centerline stripe it is considered by the Department to be a category 4 road. In urban and suburban areas, the road may also need to accommodate other road users (pedestrians, bicycles, equestrians, etc.). When roads meet or exceed this standard, the roadways can typically accommodate increased traffic. This evaluation is accomplished by the applicant completing Part A of the *Road Evaluation Report*.

When the roadways do not meet a category 4 standard, there is a question that road may not be able to accommodate traffic from the proposed use. The goal is to evaluate roads that do not meet road category 4 standards in order to determine if the roads can accommodate increased traffic. This evaluation is accomplished by the applicants engineer completing Part B of the *Road Evaluation Report*.

In lieu of constructing road improvements to meet a category 4 road standard, the Department may approve a *Neighborhood Traffic Management Plan*. The Department's criteria for approving a *Neighborhood Traffic Management Plan* is based upon site specific conditions; sound engineering judgment; the proposed ADT and DHV of the roads; the need to accommodate other road users (pedestrians, bicycles, equestrians, etc); and the frequency and quantity of traffic associated with the proposed use. The applicants Civil Engineer can address this in Part B of the *Road Evaluation Report*.

**REFERENCE:** Chapter 7 "Design Standards for Roadway Categories"

**INSTRUCTIONS:** The *Road Evaluation Report* consist of two parts. The first part (Part A) *may* be completed by the applicant. If the second part (Part B) is needed, it *must* be completed by a Civil Engineer licensed by the State of California.

A separate *Road Evaluation Report* is required for each road. Before completing these forms consult with the Land Use Division at 707.445.7205 to make sure you are evaluating all of the necessary roads for your project; and to make sure that you understand what is needed.

// END //



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS  
ROAD EVALUATION REPORT

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

Applicant Name: NORTHERN EMERALDS APN: 511-141-015

Planning & Building Department Case/File No.: APN 511-141-015, ZCC16-011

Road Name: HOOVEN RD. (complete a separate form for each road)

From Road (Cross street): DOWS PRAIRIE RD.

To Road (Cross street): END OF HOOVEN RD.

Length of road segment: ~ 3/4 miles Date Inspected 9/21/16

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.

Michael A. Taylor  
Signature

10/4/2016  
Date

MICHAEL TAYLOR / ATLAS ENGINEERING  
Name Printed

If you have questions regarding this form, or need assistance in filling it out, please call the Department of Public Works Land Use Division at 707.445.7205.



**PART B:** Only complete Part B if Box 3 is checked in Part A. Part B is to be completed by a Civil Engineer licensed by the State of California. Complete a separate form for each road.

Road Name: HOOVEN RD. Date Inspected: 9/21/16 APN: 511-141-025  
From Road: DOWS PRAIRIE RD. (PM 3:00)  
To Road: END OF HOOVEN RD. (PM 4:30)  
Planning & Building  
Department Case/File No.:

1. What is the Average Daily Traffic of the road?

ADT: ~80 Date(s) measured: 9/21/16

Method used to measure ADT:  Counters  Estimated using ITE Trip Generation Book

Is the ADT of the road less than 400?  Yes  No

If YES, then the road is considered very low volume and shall comply with the design standards outlined in the American Association of State Highway and Transportation Officials (AASHTO) *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)*. Complete sections 2 and 3 below.

If NO, then the road shall be reviewed per the applicable policies for the design of local roads and streets presented in AASHTO policy on Geometric Design of Highways and Streets, commonly known as the Green Book. Complete section 3 below.

2. Identify site specific safety problems with the road that include, but are not limited to: (Refer to Chapter 3 in *AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)* for guidance.)

A. Pattern of curve related crashes.

Check one:  No.  Yes, see attached sheet for PM locations.

B. Physical evidence of curve problems such as skid marks, scarred trees, or scarred utility poles

Check one:  No.  Yes, see attached sheet for PM locations.

C. Substantial edge rutting or encroachment.

Check one:  No.  Yes, see attached sheet for PM locations.

D. History of complaints from residents or law enforcement.

Check one:  No.  Yes ( check if written documentation is attached)

E. Measured or known speed substantially higher than the design speed of the road (20+ MPH higher)

Check one:  No.  Yes.

F. Need for turn-outs.

Check one:  No.  Yes, see attached sheet for PM locations.

3. Conclusions/Recommendations per AASHTO. Check one:

The roadway can accommodate increased traffic from the proposed use.

The roadway can accommodate increased traffic from the proposed use if the recommendations on the attached report are done. ( check if a *Neighborhood Traffic Management Plan* is also required and is attached.)

The roadway cannot accommodate increased traffic from the proposed use. It is not possible to address increased traffic.

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

Mill S. J.  
Signature of Civil Engineer

10/4/2016  
Date

(SEAL)



# ATLAS ENGINEERING

252 G ST.

ARCATA, CA 95521

(707) 822-2822 PH & FAX

WWW.ATLASENG.NET

CA LIC. NO. C68893

October 13, 2016

Humboldt County Land Use Division  
3015 H St.  
Eureka, CA 95501

RE: Northern Emeralds  
Hooven Road Survey  
APN 511-141-015

The existing road is approximately 3/4 miles long. It is a gravel road that is 12' at its narrowest and 16' at its widest section, similar to a Category 2 Road. There are 8' wide shoulders on each side for the first 1/4 mile, and the road and shoulders are bracketed by existing fences on each side. Drainage features/swales are visible along the margins of the existing road. There are a couple of steep proportions, approximately 200 feet long or less with approximately 15% grade, with existing grass turnouts at the top and bottom of steep grades and curves. Only eight (8) residential units/driveways access this road.

Assuming a maximum number of trips of 10 per day per single-family dwelling unit (9.57 per ITE), there are only 80 trips a day. An additional ten (10) employees from Northern Emeralds would account for 30 trips per day at a Weekday Daily Traffic Rate of 3.02 per employee for "General Light Industrial." The new total Average Daily Trips (ADT) number would be 110, far less than the 400 ADT that qualifies for Very Low-Volume Local Roads.

The existing road is in good condition as is, and would require very significant improvements to achieve the Category IV status (removal of existing neighbors' fences, revised driveway aprons, widening of the road/grading, including large cut banks at the middle portion of the road, paving, and revising of the existing drainage facilities). In lieu of widening the road to 20 feet, we recommend improving the existing grass turnouts with compacted gravel to a width of 10' and length of 80' in accordance with Category 2 roads. The turn-outs would be placed at approximately 1/4 mile increments, specifically at the top and bottom of the steeper grade at the middle portion of the road, as shown on the attached plan. This will allow for improved sight visibility and safety at the sharper corners on Hooven Road. The Clients are also aware that they will be required to pave a new 20' wide by 50' long entry at the intersection of Hooven Road and Dows Prairie Road.

Feel free to give me a call with any questions or if you require additional information. I look forward to speaking with you soon.

Sincerely,

  
Michael Taylor







ATLAS  
ENGINEERING

232 G ST.  
ARCATA, CA 95521  
(707) 822-3622 FAX  
WWW.ATLASENG.NE1

ROAD SURVEY  
**HOOVEN PERMITTING**  
2230 HOOVEN ROAD MCKINLEYVILLE, CA 95519  
APN 511-141-015



PROPOSED IMPROVEMENTS PLAN

1"=250'-0" 1



EXISTING PARCEL IMAGE



Date:

Revision No.:

Date: 8/23/2016

Project #: 16076

Drawn by: JOH

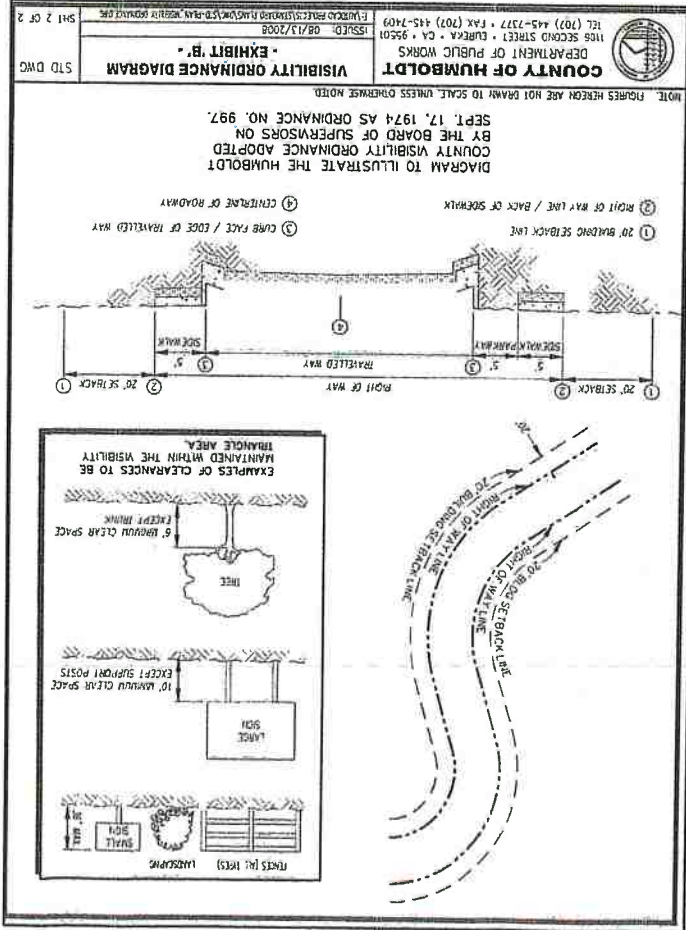
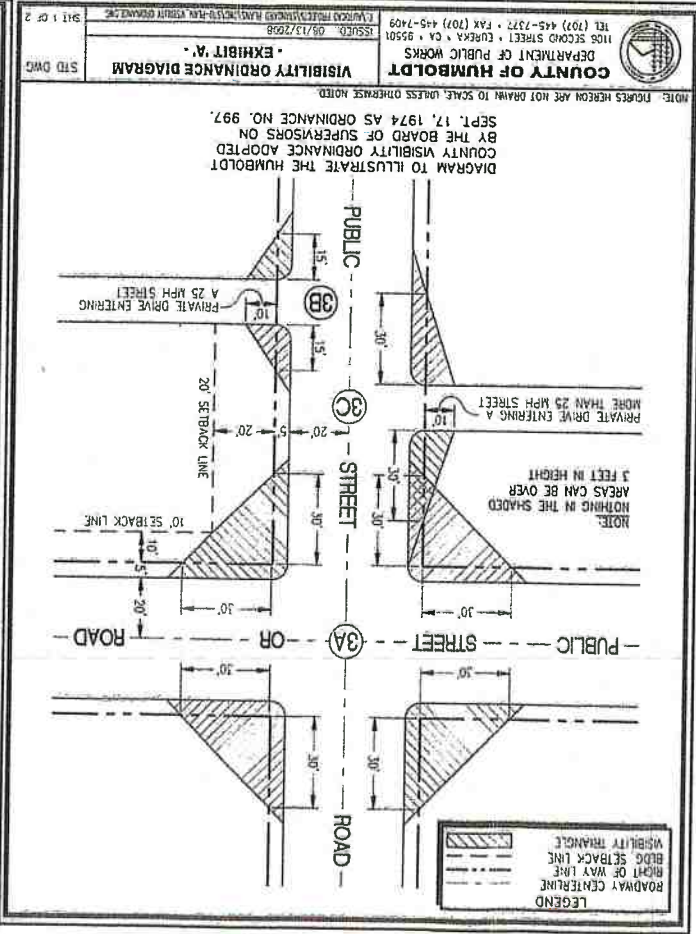
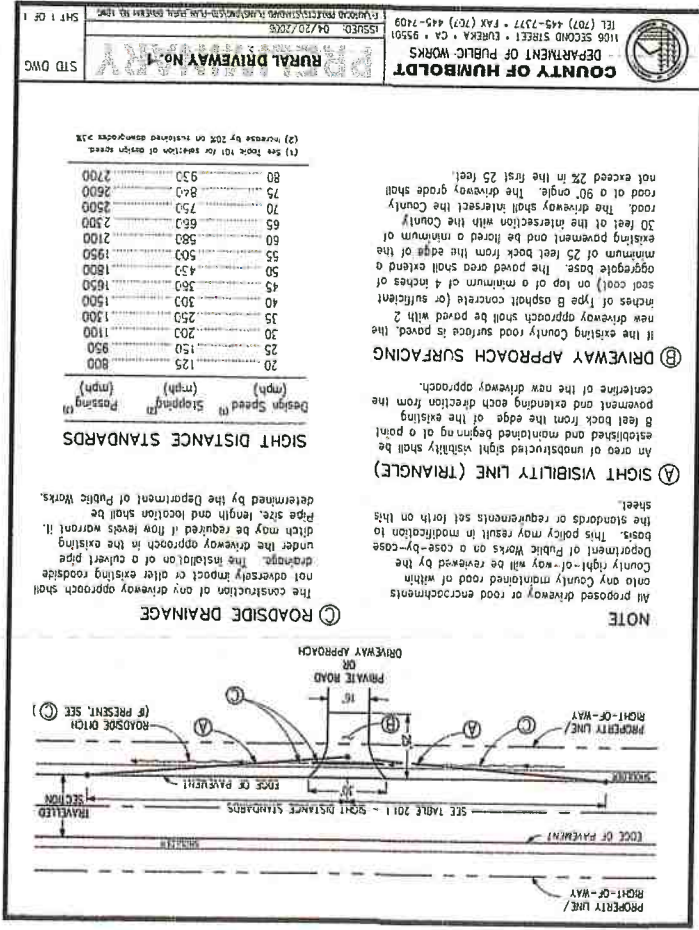
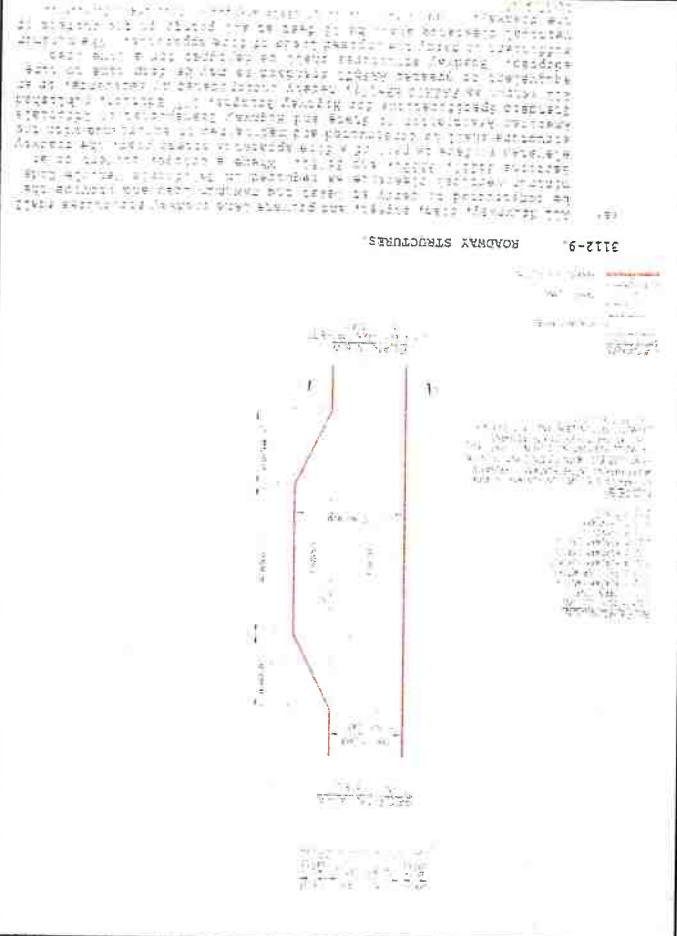
Scale: 1"=250'-0'

Sheet No.

R1

N.T.S. 2

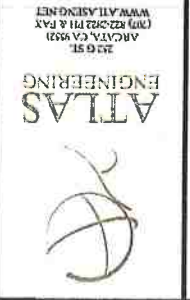




Revision No.:  
 Date:

Project #: 16076  
 Date: 8/23/2016  
 Drawn by: JOH  
 Scale: 1/8"=1'-0"  
 Sheet No. R2

ROAD IMPROVEMENT DETAILS  
 HOOVEN PERMITTING  
 2230 HOOVEN ROAD  
 MCKINLEYVILLE, CA 95519  
 APN 511-141-015





**Hooven Productions, LLC.**  
**Road System Assessment Report**

APN: 511-141-015

Humboldt County, CA

---



April 2020

# Contents

Introduction .....	3
Road Points .....	3
Standard 1 – Dead End Road Length .....	4
Standard 2 – Functional Capacity .....	4
Standard 3 – Private Road Systems – Protection for Water Quality and Biological Resources.....	4
Conclusion.....	6
References .....	6
Table 1: All Road Points Along Entire Road System. ....	3
Table 2: Roads Included in the Road System. ....	4
Table 3: Road Points associated with Water Quality and Biological Resources. ....	5

## Attachments

**Appendix A:** Road System Map

**Appendix B:** Road System Photographs



## Introduction

In 2016, A road evaluation report by ATLAS Engineering was completed assessing the capacity and functionality for Hooven Road from the intersection of Dows Prairie Road to an entrance to the subject’s parcel.

This Road Assessment contains the water quality overview of the road system that is used to access the subject parcel, APN: 511-141-015, 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 Hooven Road. The road in review is the Hooven Road at the intersection of Dows Prairie Road and Hooven Road to the gate of the cultivation area, approximately 0.65 miles in total length. The attached Road System Map depicts each of the roads that comprise the route.

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, 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#	Figure(s)	Measured Roadway Width (ft)	Lat., Long.	Description	Recommendation
1	1-2	36	40.97068°, -124.09583°	Intersection of Dows Prairie Road and Hooven Drive. No sight distance restriction.	Maintain existing roadway width and sight distance
2	3-4	16	40.97068°, -124.09129°	Dirt Road 16’ in width with 7’ wide x 90’ long turn out. No sight distance restrictions.	Maintain existing roadway width and sight distance
6	11-12	20	40.97165°, -124.08668°	Dirt Road 20’ in width with 24’ wide by 80’ long turn out. No sight distance restrictions.	Maintain existing roadway width and sight distance
7	13-14	14	40.97004°, -124.08509°	Intersection of Hooven Drive and Private Driveway. 14’ wide gate. No sight distance restrictions.	Maintain existing roadway width and sight distance
8	15-16	10	40.97004°, -124.08509°	End of road assessment. Open area prior to gate for turnaround. No sight distance restriction.	Maintain existing roadway width and sight distance

## 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 0.65 miles from the intersection of Dows Prairie Road (State Road No:4M220) and Hooven Road. Dows Prairie Road is a two-lane, paved road with a painted center stripe. Hooven Road is a graveled, two-lane road. Table 2 below describes each road segment that is included in the road system that is used to access the subject parcel. The table details the road name, length and the Road Points associated with each road segment. See the attached Road System Map for more details of the location of each road segment.

*Table 2: Roads Included in the Road System.*

Road Name	Length (mi.)	Start Road Point	End Road Point
Hooven Road	0.50	1	7
Private Driveay	0.15	7	8

## 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 was evaluated by Atlas Engineering in 2016 for functionality. Atlas Engineering’s road evaluation determined Hooven road to the 511-141-015 parcel is in good condition and would achieve Category 4 road standard with improving existing grass turnout (RP 6) with compacted gravel to a width of 10 feet and length of 80 feet and pave the intersection of Hooven Road and Dows Prairie Road.

During March 31<sup>st</sup>, 2021 road evaluation revealed that Hooven Road was improved by resizing the existing grass turnout (RP 6) to size specified and the paving of the intersection of Hooven Road and Dows Prairie Road. The entire road system is, on average 12-20 feet in width, with adequate shoulders on each side of the traveled roadway and no designated parking on the traveled roadway. The Hooven Road is mostly graveled and dirt, the road at the gate to the property is paved to the gate of the cultivation area.

The road system serves eight (8) parcels, ranging from 0.5-acre to 83-acres. The average daily traffic (ADT) for the entire road system is 40. 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 Luffenholtz Creek-Frontal Pacific Ocean water shed, which is located in the Mad River watershed. There are three (3) Road Points (RPs) that are associated with water quality and biological resources located along the entire road system. There are no surface water crossings along the access road system. See the Road System Map for more details of the location of the RP's associated with water quality and biology resources are shown blue on the road system map. See the attached Road System Assessment Photographs for photos of each RP.

Table 3 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.

*Table 3: Road Points associated with Water Quality and Biological Resources.*

<b>RP #</b>	<b>Figure(s)</b>	<b>Lat., Long.</b>	<b>Description</b>	<b>Recommendation</b>
3	5-6	40.97067°, -124.09050°	Culvert beside road	Remove culvert, install and maintain inboard ditch with lead-out discharge to vegetated hillside
4	7-8	40.97106°, -124.08823°	Inboard ditch and location of lead-out ditch. Lead-out discharges onto a vegetated, stable hillside	Maintain inboard ditch and slope road toward inboard
5	9-10	40.97167°, -124.08708°	Inboard ditch. Lead-out discharges onto a vegetated, stable hillside	Maintain inboard ditch and slope road toward inboard

Overall, the subject road system requires few recommendations to be designed and constructed in accordance with the “*Five Counties Salmonid Conservation Roads Maintenance Manual.*” The road system is inadequately sloped to allow water to runoff the road surface, minimizing riling and sediment mobilization. It is recommended to slope the road from RP 4 to 5 toward the inboard ditch to elevate riling.

Recommendations for these RPs include installing inboard ditch from RP 3 to lead out to vegetated area south of turn out at RP 2, slope the road from RP 4 to 5 toward the inboard ditch and improving and maintaining inboard ditches to allow the conveyance of stormwater and to minimize sediment transport. These recommendations are further described in Table 3. There are no road related landslides, slope failures within the road system.

## 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. Recommended improvements include maintaining existing road widths, sight distance and drainage features. 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*”



## **Appendix A: Road System Map**

# Appendix B: Road System Photographs



Figure 1: RP 1. Intersection of Dows Prairie Road and Hooven Road, Paved apron 36' in width. Image taken facing south.

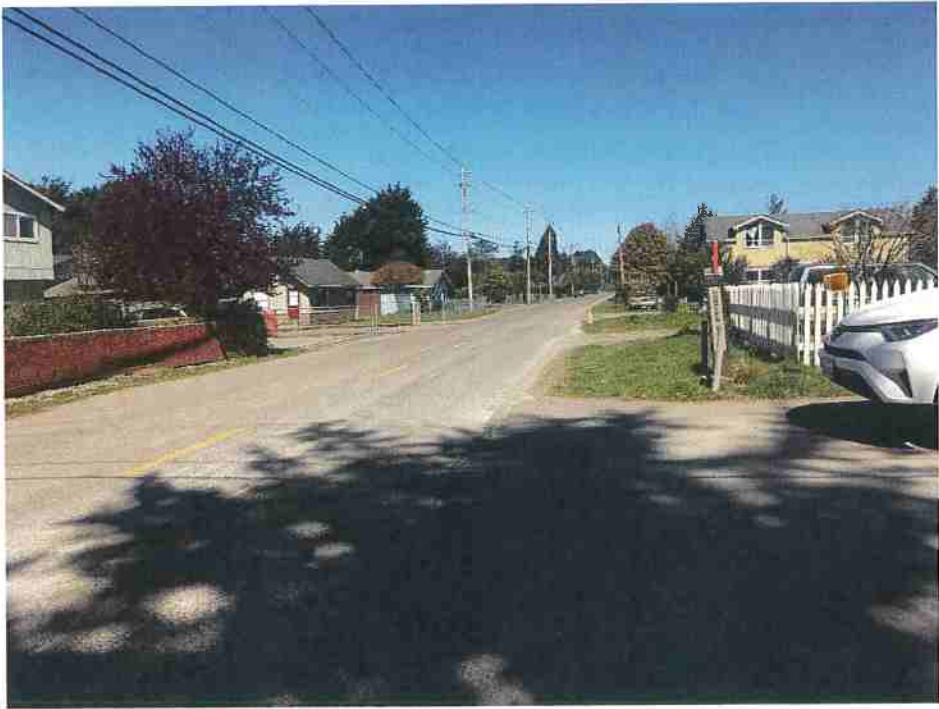


Figure 2: RP 1. Intersection of Dows Prairie Road and Hooven Road, Paved apron 36' in width. Image taken at gate facing north.





Figure 3: RP 2. Graveled Road Width 16' with 7' wide and 90' long righthand turnout. Image shown facing west.

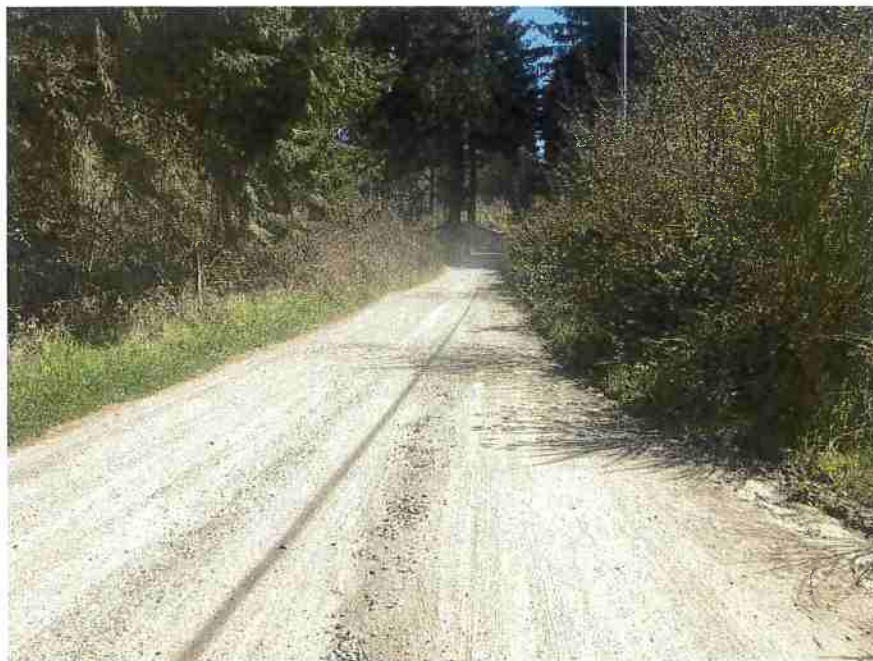


Figure 4: RP 2. Graveled Road Width 16' with 7' righthand turnout. Image shown facing east.



Figure 5: RP3. 16' graveled road width; Inboard ditch with failing culvert and location of lead-out ditch. Image shown facing east.



Figure 6: RP3. 14' Paved road width; lead-out ditch. Image shown facing west.





*Figure 7: RP4. Outlet of 12' ditch relief culvert. Image shown facing east; away from Dows Prairie Rd.*



*Figure 8: RP4. Outlet of 12' ditch relief culvert. Image facing west; toward Dows Prairie Rd.*



*Figure 9: RP5. Inlet of 12' ditch relief culvert. Image shown facing east; away from Dows Prairie Rd.*



*Figure 10: RP 5. Inlet of 12' ditch relief culvert. Image shown facing west; toward from Dows Prairie Rd.*





*Figure 11: RP 6. 20' road width; unpaved road. 24' wide turnout at bend in road. Image shown facing northwest.*



*Figure 12: RP 6. 20' road width; gravel road. Image shown facing west.*



*Figure 13: RP 7. 14' gate width; paved driveway. Image shown facing south.*



*Figure 14: RP 7. 14' gate width; paved driveway. Image shown facing north.*





*Figure 15: RP 8. 10' gate width; paved driveway. Image shown facing north.*



*Figure 16: RP 8. 10' gate width; paved driveway. Image shown facing south.*



**Legend**

- General Road Points (RP)
- Water Quality Road Points (RP)
- Streams (Humboldt Web GIS)
- Road (Humboldt Web GIS)
- 10 ft Contours
- ▭ APN 511-141-015



EGH Holdings  
APN 511-141-015

250 500