

## SUPPLEMENTAL INFORMATION #1

For D'Ubb]b[ '7 ca a ]g]cb Agenda of:  
8YW'a VYf% 2022

<input checked="" type="checkbox"/>	Consent Agenda Item	
<input type="checkbox"/>	Continued Hearing Item	
<input type="checkbox"/>	Public Hearing Item	No. <u>9-%%</u>
<input type="checkbox"/>	Department Report	
<input type="checkbox"/>	Old Business	

Project Title: **GU`a cb`7 fYY\_` : Ufa g**  
Record Number: PLN-202&-%+, +\*  
Assessor Parcel Numbers: &%&\$\*%\$' \$  
Location: GU`a cb`7 fYY\_ Area

Attached for the D'Ubb]b[ '7 ca a ]g]cbfi record and review is the following supplementary information:

1. H\Y`Di V]WK c\_f\_gfYZYffU`fYgdcbgY`UffUW\YX`hc`H\Y`di V`]g\YX`GUZZFYdcfh]gUggcW]UHYX`k`Jh` a separate planning application. The correct referral response has been included with this supplemental.
2. A Road Evaluation referenced in Attachment 4 prepared by a licensed engineer evaluating road conformance with Humboldt County Code standards for the protection of public health and safety, including fire safe road access, capacity to support anticipated traffic volumes, water quality objectives, and protection of habitat.



DEPARTMENT OF PUBLIC WORKS  
**C O U N T Y   O F   H U M B O L D T**  
MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
AREA CODE 707

ON-LINE  
WEB: CO.HUMBOLDT.CA.US

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


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BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540
ENGINEERING	445-7377	PARKS	445-7651
FACILITY MANAGEMENT	445-7493	ROADS	445-7421

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

LAND USE	445-7205
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**LAND USE DIVISION INTEROFFICE MEMORANDUM**

TO: Abbie Strickland, Planner, Planning & Building Department

FROM: Kenneth M. Freed, Assistant Engineer 

DATE: 08/09/2022

RE:	Applicant Name	SALMON CREEK FARMS LLC
	APN	212-061-030
	APPS#	PLN-2022-17876

The Department has reviewed the above project and has the following comments:

- ☒ The Department's recommended conditions of approval are attached as **Exhibit "A"**.
- ☐ Additional information identified on **Exhibit "B"** is required before the Department can review the project. **Please re-refer the project to the Department when all of the requested information has been provided.**
- ☐ Additional review is required by Planning & Building staff for the items on **Exhibit "C"**. **No re-refer is required.**
- ☐ *Road Evaluation Reports(s)* are required; See **Exhibit "D"**

**Note:** Prior to requesting an applicant to submit a road evaluation report, verify if the project is exempt from meeting road system performance standards under CCLUO v2.0 sections 313-55.4.6.5.1 and 314-55.4.6.5.1, even if this box is checked.

**No re-refer is required.**

\*Note: Exhibits are attached as necessary.

Additional comments/notes:

Applicant has submitted a road evaluation report, dated 07/29/22, with Part A –Box 2 checked, certifying that the road is equivalent to a road Category 4 standard.

Whether specifically addressed or not within the road evaluation report, per Section 1273.03 of State Fire Safe Regulations, California Code of Regulations (CCR), Title 14 Natural Resources, Division 1.5 Department of Forestry, Chapter 7 - Fire Protection, Subchapter 2 SRA Fire Safe Regulations, which have been established pursuant to California Public Resource Code Section 4290 et seq. *(a) At no point shall the grade for all roads and driveways exceed 16 percent; (b) The grade may exceed 16%, not to exceed 20%, with approval from the County of Humboldt Planning & Building Department with mitigations, such as paving, to provide for the same practical effect. Mitigation measures other than paving require an exception to be approved per Section 1270.06.* [Note: Fire Safe Regulations set forth in County Code Section 3111-1, et seq. have been superseded by the 01/01/2020 CCR since County Code has not been recertified by the Department of Forestry pursuant to Section 1270.04.]

// END //



Public Works Recommended Conditions of Approval

(All checked boxes apply) APPS # 17876

- ☒ COUNTY ROADS- PROXIMITY OF FARMS:  
Applicant is advised that County maintained roads may generate dust and other impacts to farm(s). Applicant shall locate their farm(s) in areas not subject to these impacts. Applicant shall be responsible for protecting their farm(s) against these impacts. Applicant shall hold the County harmless from these impacts. Applicant is advised that a paved road may not always remain paved and Applicant shall locate their farms appropriately. Applicant is advised that the amount of traffic on a road will vary over time which may increase or decrease the impacts.
- ☒ COUNTY ROADS- FENCES & ENCROACHMENTS:  
All fences and gates shall be relocated out of the County right of way. All gates shall be setback sufficiently from the County road so that vehicles will not block traffic when staging to open/close the gate. In addition, no materials shall be stored or placed in the County right of way.  
  
This condition shall be completed to the satisfaction of the Department of Public Works prior to commencing operations, final sign-off for a building permit, or Public Works approval for a business license.
- ☐ COUNTY ROADS- DRIVEWAY (PART 1):  
The submitted site plan is unclear and/or shows improvements that are inconsistent with County Code and/or Department of Public Works policies. The applicant is advised that these discrepancies will be addressed at the time that the applicant applies to the Department of Public Works for an Encroachment Permit. If the applicant wishes to resolve these issues prior to approval of the Planning & Building permit for this project, the applicant should contact the Department to discuss how to modify the site plan for conformance with County Code and or Department of Public Works policies. Notes:
- ☐ COUNTY ROADS- DRIVEWAY (PART 2):  
Any existing or proposed driveways that will serve as access for the proposed project that connect to a county maintained road shall be improved to current standards for a commercial driveway. Applicant must apply for and obtain an encroachment permit from the Department of Public Works prior to commencement of any work in the County maintained right of way. This also includes installing or replacing driveway culverts; minimum size is typically 18 inches.
  - If the County road has a paved surface at the location of the driveway, the driveway apron shall be paved for a minimum width of 18 feet and a length of 50 feet (or to break in slope) where it intersects the County road.
  - If the County road has a gravel surface at the location of the driveway, the driveway apron shall be rocked for a minimum width of 18 feet and a length of 50 feet where it intersects the County road.
  - If the County road is an urban road, frontage improvements (curb, gutter, and sidewalk) shall also be constructed to the satisfaction of the Department. Any existing curb, gutter or sidewalk that is damaged shall be replaced.  
The exact location and quantity of driveways shall be approved by the Department at the time the applicant applies to the Department of Public Works for an Encroachment Permit.  
  
This condition shall be completed to the satisfaction of the Department of Public Works prior to commencing operations, final sign-off for a building permit, or Public Works approval for a business license.
- ☐ COUNTY ROADS- DRIVEWAY (PART 3):  
The existing driveway will require substantial modification in order to comply with County Code. The applicant may wish to consider relocating the driveway apron if a more suitable location is available.
- ☐ COUNTY ROADS-PARKING LOT- STORM WATER RUNOFF:  
Surfaced parking lots shall have an oil-water filtration system prior to discharge into any County maintained facility.  
  
This condition shall be completed to the satisfaction of the Department of Public Works prior to commencing operations, final sign-off for a building permit, or Public Works approval for a business license.
- ☒ COUNTY ROADS- DRIVEWAY & PRIVATE ROAD INTERSECTION VISIBILITY:  
All driveways and private road intersections onto the County Road shall be maintained in accordance with County Code Section 341-1 (Sight Visibility Ordinance).  
  
This condition shall be completed to the satisfaction of the Department of Public Works prior to commencing operations, final sign-off for a building permit, or Public Works approval for a business license.
- ☐ COUNTY ROADS- PRIVATE ROAD INTERSECTION: (AT COUNTY MAINTAINED RD)  
Any existing or proposed non-county maintained access roads that will serve as access for the proposed project that connect to a county maintained road shall be improved to current standards for a commercial driveway. Applicant must apply for and obtain an encroachment permit from the Department of Public Works prior to commencement of any work in the County maintained right of way. This also includes installing or replacing intersection culverts; minimum size is typically 18 inches.
  - If the County road has a paved surface at the location of the access road, the access road shall be paved for a minimum width of 20 feet and a length of 50 feet (or break in slope) where it intersects the County road.
  - If the County road has a gravel surface at the location of the access road, the access road shall be rocked for a minimum width of 20 feet and a length of 50 feet where it intersects the County road.  
This condition shall be completed to the satisfaction of the Department of Public Works prior to commencing operations, final sign-off for a building permit, or Public Works approval for a business license.
- ☐ COUNTY ROADS- ROAD EVALUATION REPORT(S):  
All recommendations in the Road Evaluation Report(s) for County maintained road(s) shall be constructed/implemented to the satisfaction of the Public Works Department prior to commencing operations, final sign-off for a building permit, or approval for a business license. An encroachment permit shall be issued by the Department of Public Works prior to commencement of any work in the County maintained right of way.

// END //





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402 E Street  
Eureka, CA 95501

(707) 443-8651

www.omsberg.com  
kpreston@omsberg.com

**ROAD EVALUATION  
for  
SALMON CREEK ROAD TO APN 212-061-030  
MIRANDA, CALIFORNIA**

Prepared for:

Applicant: Salmon Creek Farms, LLC

Owner: John & Jacqueline Mahony Trust

PLN-2022-17876

Prepared by:

OMSBERG & PRESTON

402 E Street

Eureka, CA 95501

(707) 443-8651

October 24, 2022

Job. No.: 15-325-11

Kimberly D. Preston, R.C.E. 62665

Dated: 10-26-22



## Road Analysis

A road analysis over and across Salmon Creek Road was conducted by Tyler Martin, EIT of Omsberg & Preston on October 19, 2022 in order to review a section of said road in conjunction with that County application for the Special Permit applied for under permit number PLN-2022-17876. The road segment evaluated by this Report begins at Maple Hills Road, and concludes at the operations on APN 212-061-030, the project parcel (refer to Figures 1 & 2 of Appendix A), and was undertaken at the request of the County of Humboldt to determine the status of the road in relation to:

- (1) fire safe access and standards,
- (2) the road's capacity to support increased traffic due to operations under the proposed project,
- (3) roadway water quality objectives, and
- (4) protection of habitat along the road.

## Background

Salmon Creek Road, a County-maintained road accessed via US Highway 101, was previously evaluated by Joel Monschke of Stillwater Sciences under that Technical Memorandum dated October 13, 2017, prepared for APN 221-081-004. Mr. Monschke's Memorandum covered 1.7 miles of Salmon Creek Road, from Maple Hills Road to Thomas Road, and found the ADT to be 640 trips per day over the segment of road evaluated. Table A, below, from said Memorandum is presented herein for reference only.

*Table 1: Road Description per Technical Memorandum by Monschke (2017)*

MILEPOST	DESCRIPTION
0.0 – 0.7	PAVED, WITH YELLOW STRIP, 18-24 FT WIDTH W/2-FT GRAVEL SHOULDERS
0.7 – 0.8	RELATIVELY NARROW SECTION, 16-FT WIDTH NO SHOULDER, DEEP DITCH
0.8 – 0.9	RELATIVELY NARROW SECTION, 15-FT WIDTH W/1-FT SHOULDERS
0.9 – 1.0	18-FT ROAD WIDTH W/1-FT SHOULDERS
1.0 – 1.1	20-FT ROAD WIDTH W/1-FT SHOULDERS
1.1 – 1.2	24-FT ROAD WIDTH W/1-FT SHOULDERS
1.2 – 1.3	16-FT ROAD WIDTH W/1-FT SHOULDERS, PINCH POINT W/GOOD VISIBILITY
1.3 – 1.4	22-FT ROAD WIDTH W/2-FT SHOULDERS
1.4 – 1.45	28-FT WIDTH BRIDGE W/NO SHOULDER
1.45 – 1.5	24-FT ROAD WIDTH W/2-FT SHOULDERS
1.5 – 1.6	24-FT ROAD WIDTH W/2-FT SHOULDERS
1.6 – 1.7	THOMAS ROAD INTERSECTION, 32-FT ROAD WIDTH W/2-FT SHOULDERS

Two (2) areas of concern were also called in out in said Memorandum: (1) the first at milepost (MP) 0.3, where a then-recent debris slide created a pinch point, and (2) the segment from MP 0.8 to 1.0, which was characterized as a “narrow segment with blind curves”.

During our October 19, 2022 road investigation, the slide debris/pinch point at the first area of concern was found to have been resolved, as the slide material no longer existed. The second area of concern, from MP 0.8 to 1.0, had undergone some significant improvements, most notably turnout improvements (at MP 0.8 & MP 0.93), road widening and vegetation clearing along the

entire segment (from MP 0.8 to MP 1.0), and drainage feature improvements. In general, the entire segment of Salmon Creek Road evaluated by this Report was found to have been repaired, widened, and significantly improved in sight distance through vegetation removal.

## Site Investigation & Analysis under PLN-2022-17876

At the time of our field investigation APN 212-061-030 had County approval under PLN-11822-ZCC and had been operating as a licensed farm with on-site processing and several employees. Under the proposed microbusiness Special Permit application, PLN-2022-17876, the already-approved operation will continue as-permitted, and will not incur additional impacts; however, it is our understanding that additional uses are being requested under the new Special Permit, as follows:

- Transfer of 9,640 S.F. of cultivation approved under PLN-11822-ZCC to a microbusiness license (PLN-2022-17876), and
- Addition of distribution and off-site farm-based retail sales licenses added to the parcel's existing operations

The transfer of cultivation square footage for the proposed microbusiness application will be administrative in nature, with no additional cultivation or change in current operations proposed. The cultivation square footage will be removed from the existing license and placed under a microbusiness type license, allowing for the operations of distribution and non-store front retail sales from the parcel. Under the microbusiness license, Salmon Creek Farms, LLC and its operators could distribute their own product to retail store fronts and other customers through delivery, off-site pickup or other similar means. More specifically, the applicants are seeking to utilize the proposed distribution license to intake product from all licenses owned by John Mahony and Salmon Creek Farms, LLC, and perform all distribution facility tasks at this centralized location. The product will then be sold off-site through sales directly to retailers, and wholesale to distribution companies, in addition to farmers markets, festivals, and other opportunities for sales that are not a traditional storefront retail shop. No on-site customer traffic is proposed under the microbusiness license, which is expected to reduce costs, as well as vehicle trips per day over and across that portion of Salmon Creek Road covered by this evaluation.

A Road Evaluation Report Form was prepared and submitted by the property owner in conjunction with the microbusiness application, which stated that the road is functionally equivalent to a Category 4 road. This was confirmed during our site investigation; however, as the new microbusiness license will include expanded uses under HCC§55.4.10, the road segment evaluated is subject to further assessment in order to consider the following:

- 1) Fire safe road access,
- 2) Capacity to support anticipated traffic volumes,
- 3) Water quality objectives, and
- 4) Protection of habitat

## Site Specific Assessment of Road for Proposed Activities

The segment of Salmon Creek Road analyzed by this Report was assessed under the four (4) following criteria, as required by HCC§55.4.10.3 and HCC§55.4.10.2, which cover farm-based retail sales and microbusinesses, respectively (refer to Appendix B for supporting photos).

### 1. Fire Safe Road Access

During our field investigation, the road was observed to have been well-maintained along its entire length, with roadside and overhanging vegetation cleared, in addition to several locations where new asphalt pavement for road repairs and/or widening was found. This is likely due to the multitude of cannabis projects that utilize Salmon Creek Road and the associated requirements and conditions of approval of the projects, as well as County road improvement activity. The entirety of Salmon Creek Road, from Maple Hills Road to the subject parcel, is paved, with turnouts observed at intervisible distances along the segment, at least one (1) every 0.1 to 0.15 miles. No portion of the road evaluated by this Report was found to have grades greater than 16% or curve radii less than 50 feet, and no dead-end segments were found to exist with the exception of the end of the driveway on the subject parcel, which had a large turnaround area constructed at its terminus. We therefore believe the segment of Salmon Creek Road covered by this valuation meets the standards of Fire Safe Road Access under HCC§3112.

The driveway accessing the site's operations is roughly 600 feet long and paved, with a large open paved parking and turnaround area at its terminus. The driveway has one gate located approximately 40 feet from Salmon Creek Road. The only substandard aspect of the driveway was vertical clearance to tree limbs. If the driveway undergoes routine maintenance that addresses this vertical clearance issue, all standards set forth by HCC§3112-12 and HCC§3112-13 shall be considered satisfied.

### 2. Capacity to Support Anticipated Traffic Volumes

Long stretches of the road segment analyzed were found to have new asphalt paving that widened the travel lanes, as well as repairs that have improved the travel surface along this stretch of road. In addition, new turnout construction or improvements to existing turnouts was undertaken, and large swaths of vegetation removal had occurred, greatly improving sight distance along Salmon Creek Road.

The recent reduction in cannabis production activities in Humboldt County has likely directly impacted the traffic on Salmon Creek Road. As noted in the Monschke Memorandum, as many as 92 active cannabis permits existed as of October 12, 2017. It is our belief that this number, along with the associated traffic, has most certainly decreased over the last five (5) years.

Salmon Creek Farms, LLC currently holds a permit for 29,885 S.F. of cultivation, together with its associated processing, approved May 28, 2019. This operation has continued since then, and traffic impacts due to cannabis production will not change. Currently, a distributor comes to the property multiple times each week to pick up product, as-needed. This activity will cease under the proposed microbusiness permit, and Salmon Creek Farms, LLC will assume the distribution role related to their cannabis production. Per owner testimony, it is anticipated that deliveries from the farm will be less than half the traffic activity by current third-party distribution pickup.

Due to the reduction in traffic associated with the property's proposed microbusiness permit as well as what we believe to be a total decrease in traffic along Salmon Creek Road, together with our assumption that all other permitted activities will remain the same, it is our opinion that the segment of Salmon Creek Road evaluated by this Report has the capacity to support the anticipated traffic volumes.

### 3. Water Quality Objectives

Salmon Creek Road's drainage features have been repaired/upgraded significantly since cannabis legalization and continue to be improved and repaired along its length. As previously mentioned, some portions of the road have been noticeably improved since the Monschke Memorandum of 2017. During the site investigation, the road was evaluated using standards and objectives found in "A Water Quality and Stream Habitat Protection Manual for County Road Maintenance in Northwestern California Watersheds" (hereinafter referred to as Manual). Drainage ditches were observed to have been vegetated, and no signs of erosion were observed. Salmon Creek Road itself is in good condition and does not show signs of damage or sediment discharge due to water flow. Water quality objectives along Salmon Creek Road continue to be met in accordance with the Manual, and it is not expected that the proposed project will have a significant impact on meeting these objectives.

The driveway accessing the site's operations is paved along its entire length and out-sloped appropriately. Natural adjacent grades are well vegetated, with slopes less than 1:1. We therefore believe that water quality objectives as called for in the Manual are being met on the parcel and will continue to be met after project approval.

### 4. Protection of Habitat

Habitat protection along the road segment analyzed is provided for through continuing maintenance and repair of road drainage features, so as to limit sediment and chemical transport to adjacent Salmon Creek and/or the South Fork of the Eel River. We believe the standards of habitat protection as prescribed by the Manual are being met along this stretch of County road.

The property has been occupied since 1968 or before and is relatively flat with rolling meadows. The Stormwater Management Plan section of the project's Operations Plan provides for the protection of riparian areas, with testimony that companion plants, native grasses, and indigenous vegetation surround the parcel's cultivation areas. No signs of runoff or erosion were found to exist in the vicinity of the cultivation area(s), and the parcel has had no incident for the duration of the operations under PLN-11822-ZCC. Furthermore, the parcel was developed under the benefit of county permits and has gone through subsequent review processes to obtain its entitlements. As such, we believe that the protection of habitat, as prescribed by the Manual, will continue to be satisfied under the new microbusiness permit.



# Appendix A

## Road & Site Mapping



Omsberg & Preston

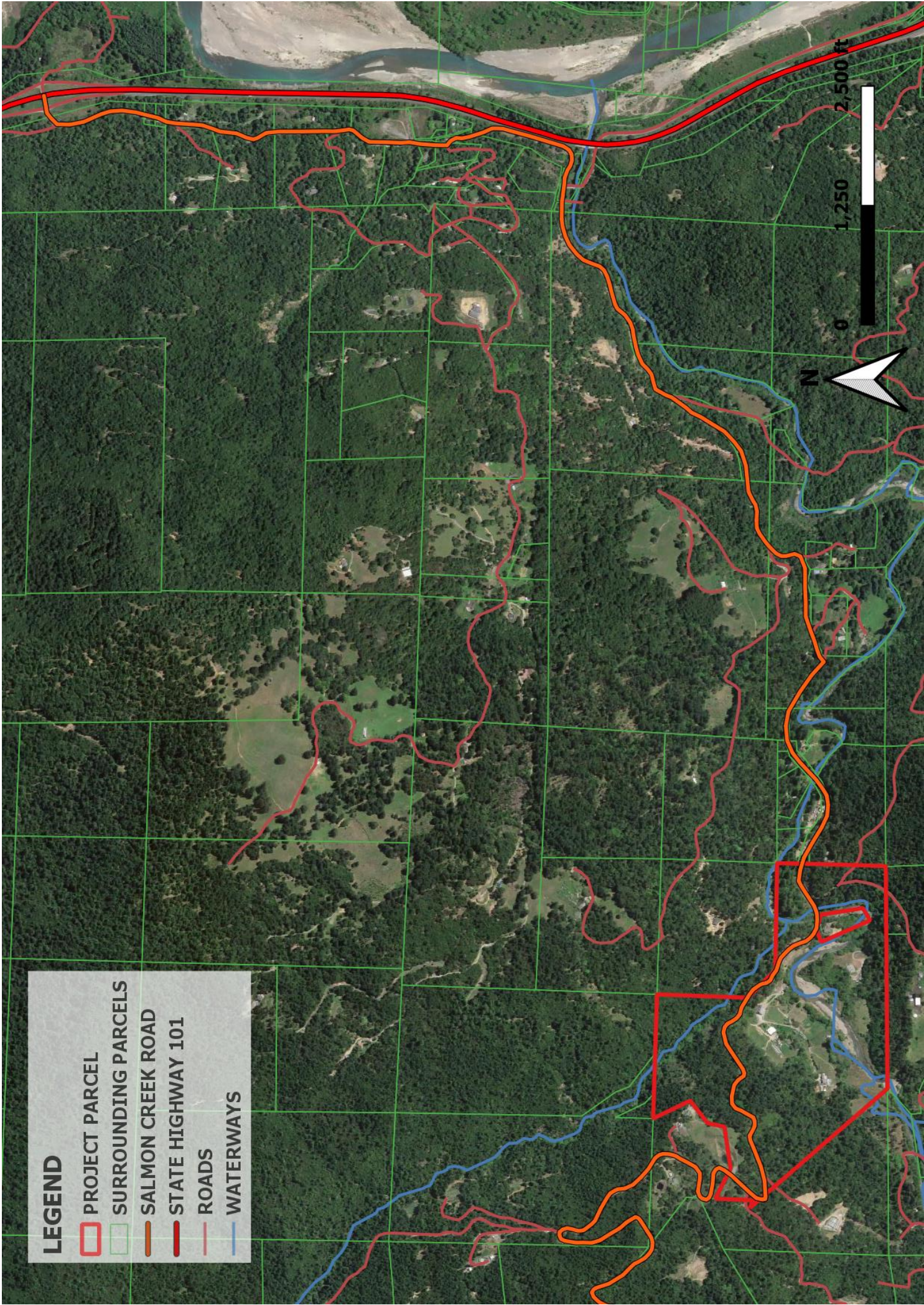
402 E Street  
Eureka, CA 95501  
(707) 443-8651

Road System Overview

Salmon Creek Farms LLC (Mahony)  
APN 212-061-030  
PLN-2022-17876

Figure 1

October 24, 2022  
15-325-11  
1" = 800 Feet



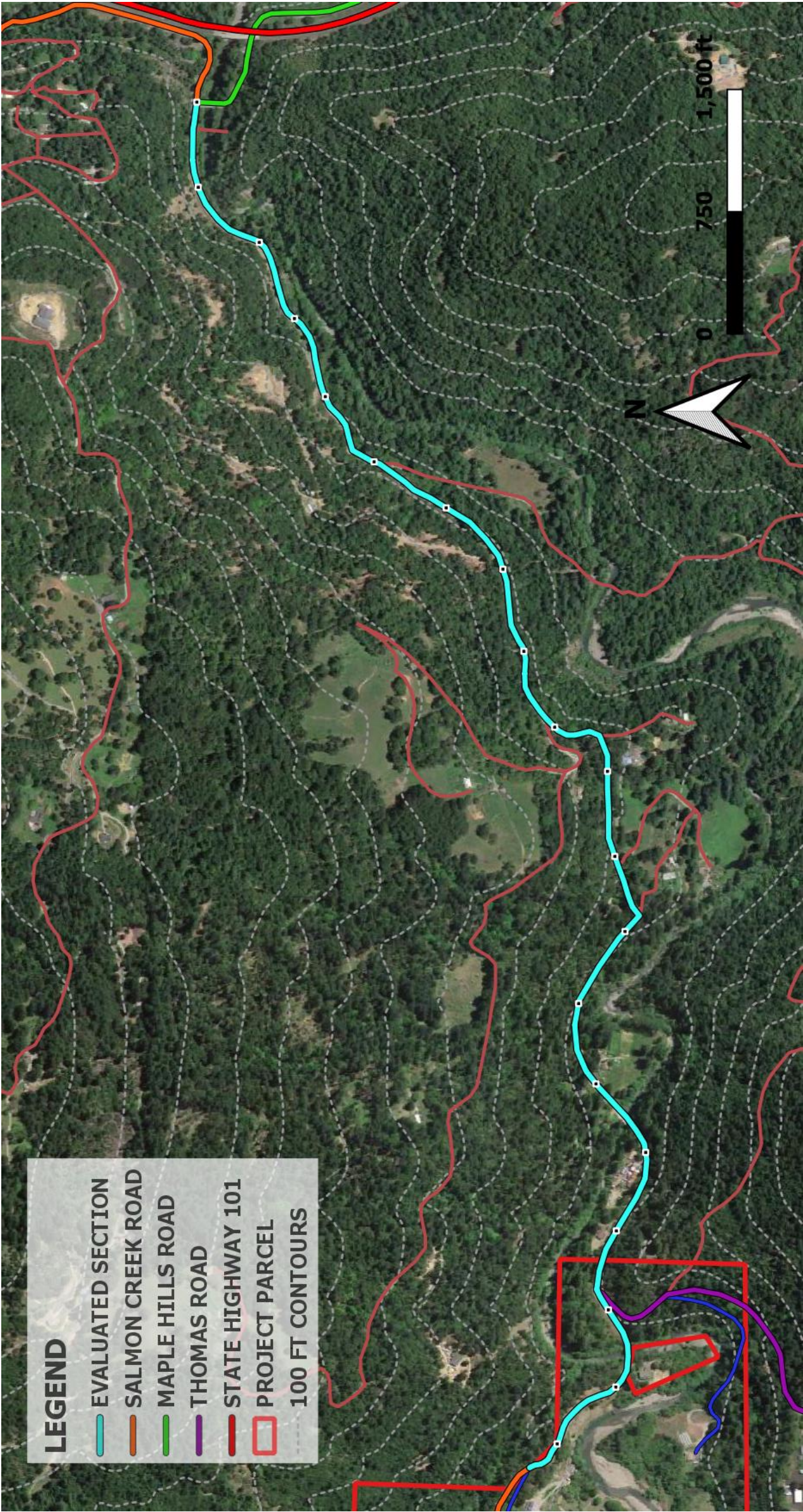


Omsberg & Preston

Segment Overview

Figure 2

402 E Street	SALMON CREEK FARMS LLC (MAHONY)	OCTOBER 24, 2022
Eureka, CA 95501	APN 212-061-030	15-325-11
(707) 443-8651	PLN-2022-17876	1" = 800 FEET





## Appendix B

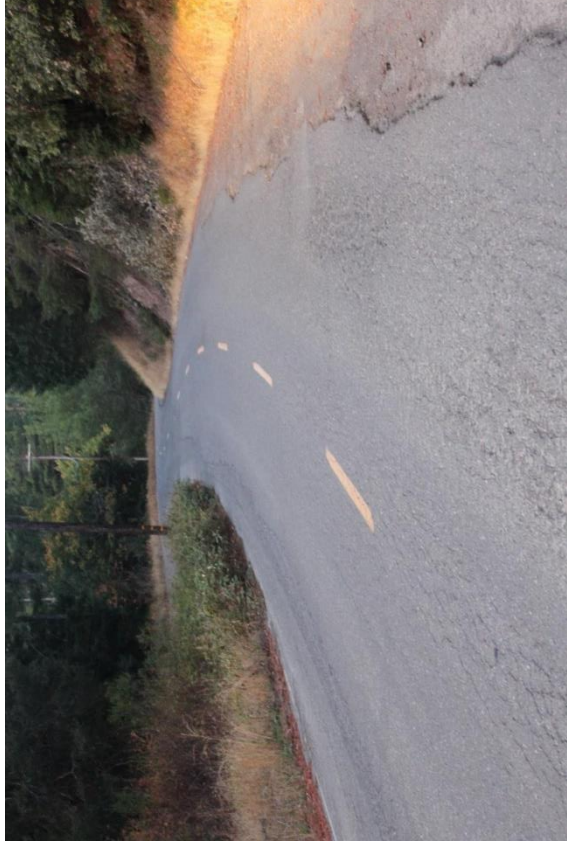
### Photo Documentation



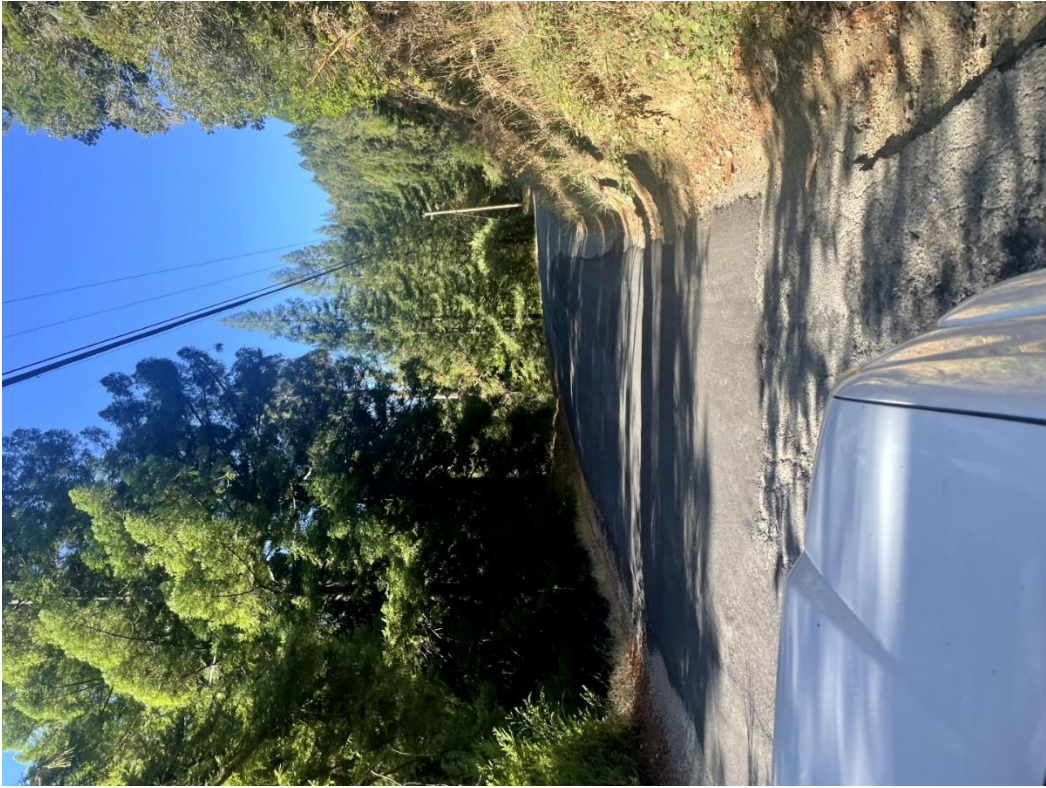
*Image 1: Road improvements undertaken along Salmon Creek Road (October 19, 2022)*



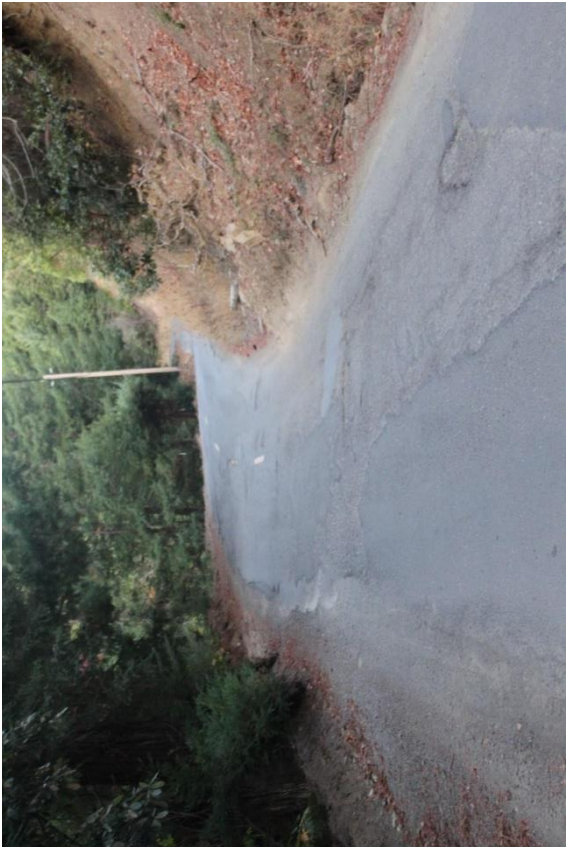
*Image 2: Another view of Salmon Creek Road improvements (October 19, 2022)*



*Image 3: Same location as Images 1 & 2 (October 3, 2017)*



*Image 4: More road improvements and widening (October 19, 2022)*



*Image 5: Same location as Image 4 (October 3, 2017)*





*Image 6: The approach to an improved section near MP 1.1. The power pole in Image 8 can be seen on the left of the road (October 19, 2022)*



*Image 7: Patching and widening undertaken about 100 feet past the location of Image 6, even with the power pole visible in Image 6 & 8 (October 19, 2022)*

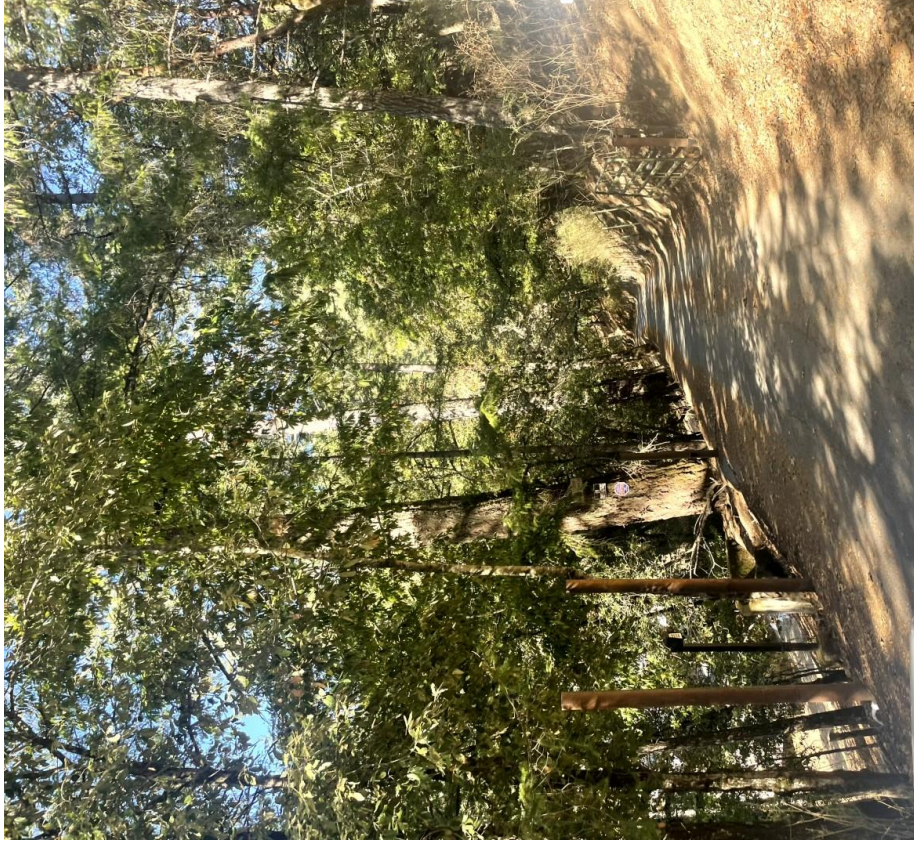


*Image 8: Same stretch of the road, looking in opposite direction of Images 6 & 7 (October 3, 2017)*





*Image 9: Typical traffic on Salmon Creek Road (October 3, 2017)*



*Image 10: The beginning of the parcel's driveway (taken from County road, October 19, 2022)*





*Image 11: About 1/3 of the way down the driveway; some overhead vegetation clearing is needed*



*Image 12: Nearing the end of the driveway*





*Image 13: End of the driveway, at large turnaround area*