Water Resource Protection Plan

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DEC 03 2019
Humboldt County
Cannabis Svcs.

WDID: 1B170614CHUM

180101070201TRC322

APN: 108-065-013

Prepared by:

Timberland Resource Consultants

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12/06/2017
Revised 11/13/2018

Water Resource Protection Plan

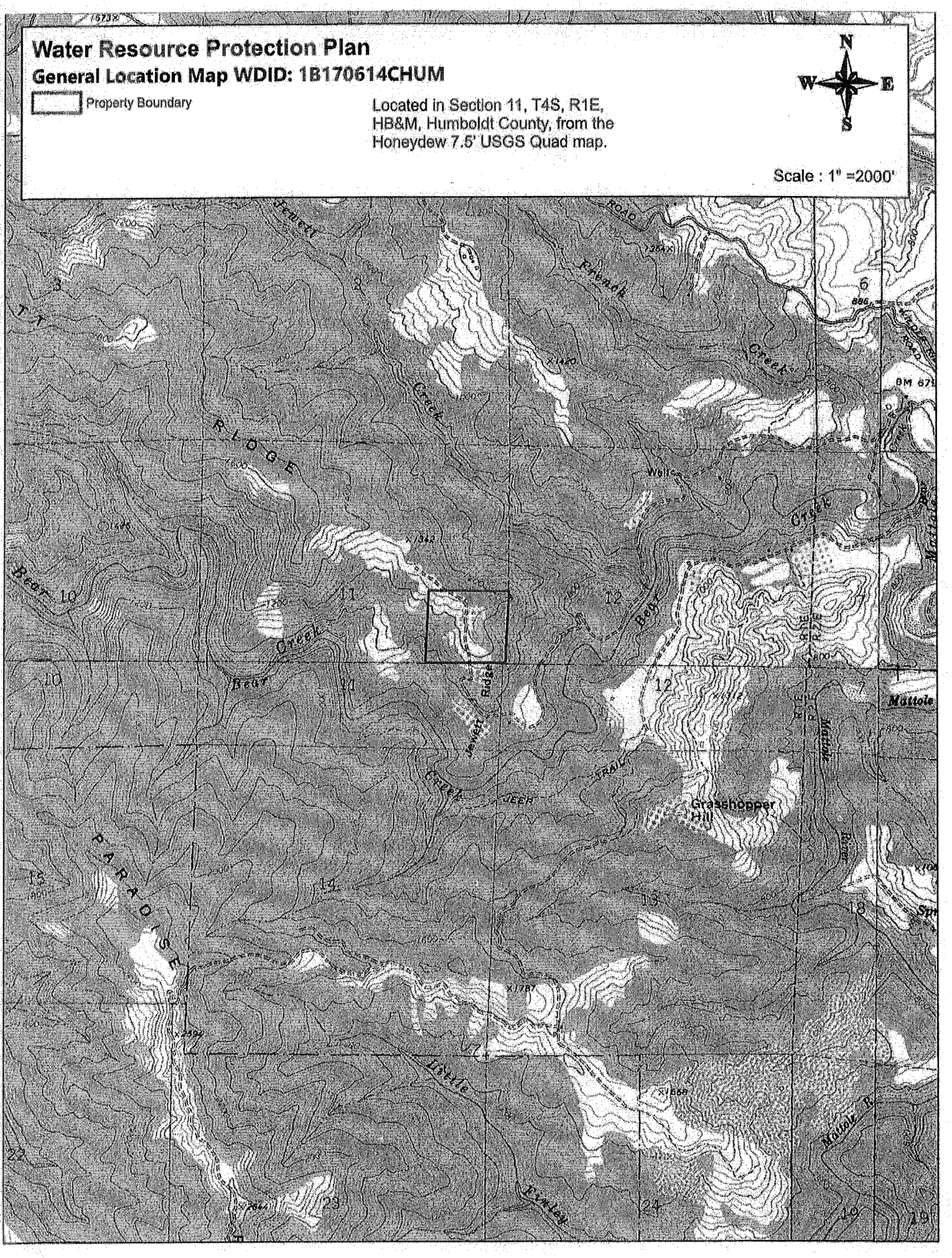
General Location Map WDID: 1B170614CHUM

Property Boundary

Located in Section 11, T4S, R1E, HB&M, Humboldt County, from the Honeydew 7.5' USGS Quad map.

N
W E
S

Scale : 1" =2000'



Monitoring Plan (Cont.)
Monitoring of the site includes visual inspection and photographic documentation of each feature of interest listed on the site map, with new photographic documentation recorded with any notable changes to the feature of interest. At a minimum, all site features must be monitored annually, to provide the basis for completion of the annual re-certification process. Additionally, sites shall be monitored at the following times to ensure timely identification of changed site conditions and to determine whether implementation of additional management measures is necessary to iteratively prevent, minimize, and mitigate discharges of waste to surface water: 1) just prior to October 15 to evaluate site preparedness for storm events and storm water runoff, 2) following the accumulation of 3" total precipitation or by November 15, whichever is sooner, and 3) following any rainfall event with an intensity of 3" precipitation in 24 hours. Precipitation data can be obtained from the National Weather Service Forecast Office (e.g. by entering the zip code of the parcel location at http://www.srh.noaa.gov/forecast).

Monitoring Plan Reporting Requirements
Order No. R1-2015-0023, Appendix C must be submitted to the Regional Water Board or approved third party program upon initial enrollment in the Order (NOI) and annually thereafter by March 31. Forms submitted to the Regional Water Board shall be submitted electronically to northcoast@waterboards.ca.gov. If electronic submission is infeasible, hard copies can be submitted to: North Coast Regional Water Quality Control Board, 5550 Skylane Boulevard, Suite A, Santa Rosa, CA 95403.

Assessment of the Standard Conditions
Assessment of Standard Conditions consisted of field examinations in the summer of 2018. The examination evaluated areas near, and areas with the potential to directly impact, watercourses for sensitive conditions including, but not limited to, existing and proposed roads, skid trails and landings, unstable and erodible watercourse banks, unstable upslope areas, debris, jam potential, inadequate flow capacity, changeable channels, overflow channels, flood prone areas, and riparian zones. Field examinations also evaluated all roads and trails on the property, developed areas, cultivation sites, and any structures and facilities appurtenant to cultivation on the property. Anywhere the Standard Conditions are not met on the property, descriptions of the assessments and the prescribed treatments are outlined following each associated section below.

Summary of Standard Conditions Compliance

1. Site Maintenance, Erosion Control, and Drainage Features Y☐/N☒
2. Stream Crossing Maintenance Y☐/N☒
3. Riparian and Wetland Protection and Management Y☒/N☐
4. Spoils Management Y☒/N☐
5. Water Storage and Use Y☐/N☒
6. Irrigation Runoff Y☒/N☐
7. Fertilizers and Soil Amendments Y☒/N☐
8. Pesticides and Herbicides Y☒/N☐
9. Petroleum Products and Other Chemicals Y☐/N☒
10. Cultivation-Related Wastes Y☒/N☐
11. Refuse and Human Waste Y☐/N☒

Assessment of the Standard Conditions (Cont.)

Rational Method for 100-year flood flow (A < 200 acres)								
		$T_c = 60((11.9 \times L^3)/H)^{0.385}$			$Q_{100} = CIA$			
	Crossing	Channel length (to top of basin) (mi)	Elevation difference (ft)	Concentration time (min)	Runoff coefficient	100-year Return-Period Precipitation (in/hr)	Area (acres)	100-yr flood flow (cfs)
No.		L	H	Tc	C	I*	A	Q100
6	*1*	0.09	200	*1*	0.4	3.67	7.23	***10.6***

3. Riparian and wetland protection and management:
Assessment of the property concluded that all Cultivation Areas are outside of the riparian buffer zones as defined by the California Regional Water Quality Control Board. Cultivation Area A is approximately 430' from a Class III watercourse. Cultivation Area B is approximately 150' from a Class III watercourse. Cultivation Area C is approximately 150' from a Class III watercourse. Cultivation Area D is approximately 220' from a Class III watercourse.

4. Spoils management:
Any/all spoils generated through development or maintenance of roads, driveways, earthen fill pads, or other cleared or filled areas have not been side-cast in any location where they can enter or be transported to surface waters.

5. Water storage and use:
This property currently utilizes two spring diversions for domestic use and an off-stream rain water catchment pond for cannabis irrigation. The pond is estimated to hold approximately 544,500 gallons. This property additionally has 38,900 gallons of hard tank storage. This quantity of water storage is adequately supplying this property of all require cannabis irrigation water during the forbearance period of May 15 through October 15. A water meter shall be installed at the spring diversions and pond to gain accurate water usage data for this property. Quantities of water utilized shall be recorded monthly. This standard condition is out of compliance until the discharger installs water meters on the two spring diversions and pond outlet.

According to the discharger this property currently utilizes water conservation techniques consisting of watering early in the morning (before 10a.m) or later in the evening (after 6 p.m.). To improve water conservation, it is recommended to implement applicable water conservation techniques per the Best Management Practices in Appendix B, Section F., Items 114-122 of the Order. These techniques include drip systems, mulching the base of plants, installing safety valves in the event of a leak, and replacing old and worn out irrigation components.
See General Recommendation #4.

Assessment of the Standard Conditions (Cont.)

11. Refuse and human waste:
This property currently utilizes a septic system attached to the residence. It is the responsibility of the landowner to comply with the requirements set forth under Humboldt County Health and Human Services, Department of Public Health: Sewage Disposal Regulations, Appendix VII, 1984. It is being recommended to create a central location where refuse and cultivation related waste can be contained and disposed of in a timely manner. No collections of refuse were observed at the time of survey. Trash is removed immediately as it is generated and is disposed of properly.

Remediation/Cleanup/Restoration:
Currently, five of the Standard Conditions are not being met. The Standard Conditions that are not in compliance are Site Maintenance, Erosion Control, and Drainage Features, Stream Crossing Maintenance, Water Storage and use, Petroleum products and other chemicals, and Refuse and Human Waste. The Mitigation Report following this section details the site-specific practices required to comply with the Standard Conditions. The Mitigation Report also contains numerous preventative measures designed to prevent future erosion sites from developing during operations. These sites will be treated in accordance with regulations, following approval of any and/or all necessary permits, and done in accordance with the BMP's listed in Appendix B of the Order.

General Recommendations

1. Fertilizer, soil amendments, and pesticide use is to be recorded in such a manner that cumulative annual totals are recorded for annual reporting.

2. Fertilizers shall be stored in an enclosed structure to ensure they do not leech. Empty fertilizer containers should be contained and disposed of in a timely manner.

3. Inorganic cultivation related waste and uncontained refuse shall be collected and contained in a central location in a way that prevents waste from being mobilized off-site, leeching, or not being disposed of in a timely manner. Organic waste shall be collected into one area where it can be burned or composted.

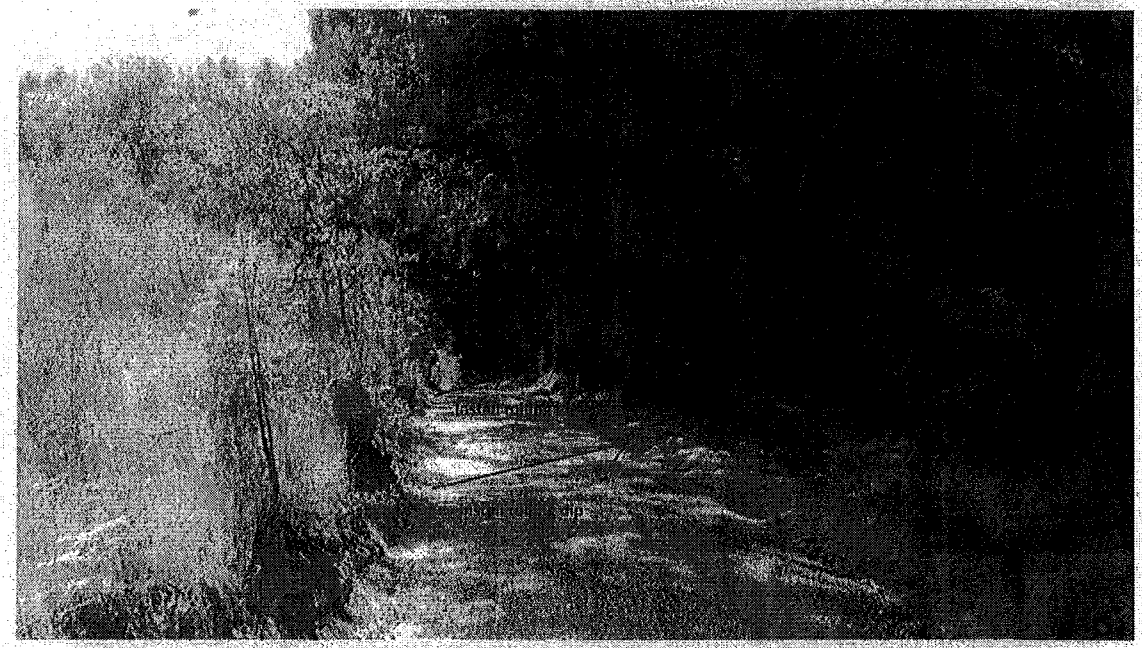
4. Water meter(s) shall be installed to record water usage. Water use for the irrigation of cannabis is to be recorded monthly for annual reporting and separately from water used for domestic uses.

5. Frequent use of un-surfaced roads should be avoided, particularly when road surfaces are soft/saturated.

6. Existing or newly installed road surface drainage structures such as water bars, rolling dips, ditch relief culvers, and intentionally in/out-sloped segments of road shall be maintained to ensure continued function of capturing and draining surface runoff.

7. Road surfaces should be maintained via grading, as needed, to prevent road surface runoff from being trapped in and eroding wheel tracks.

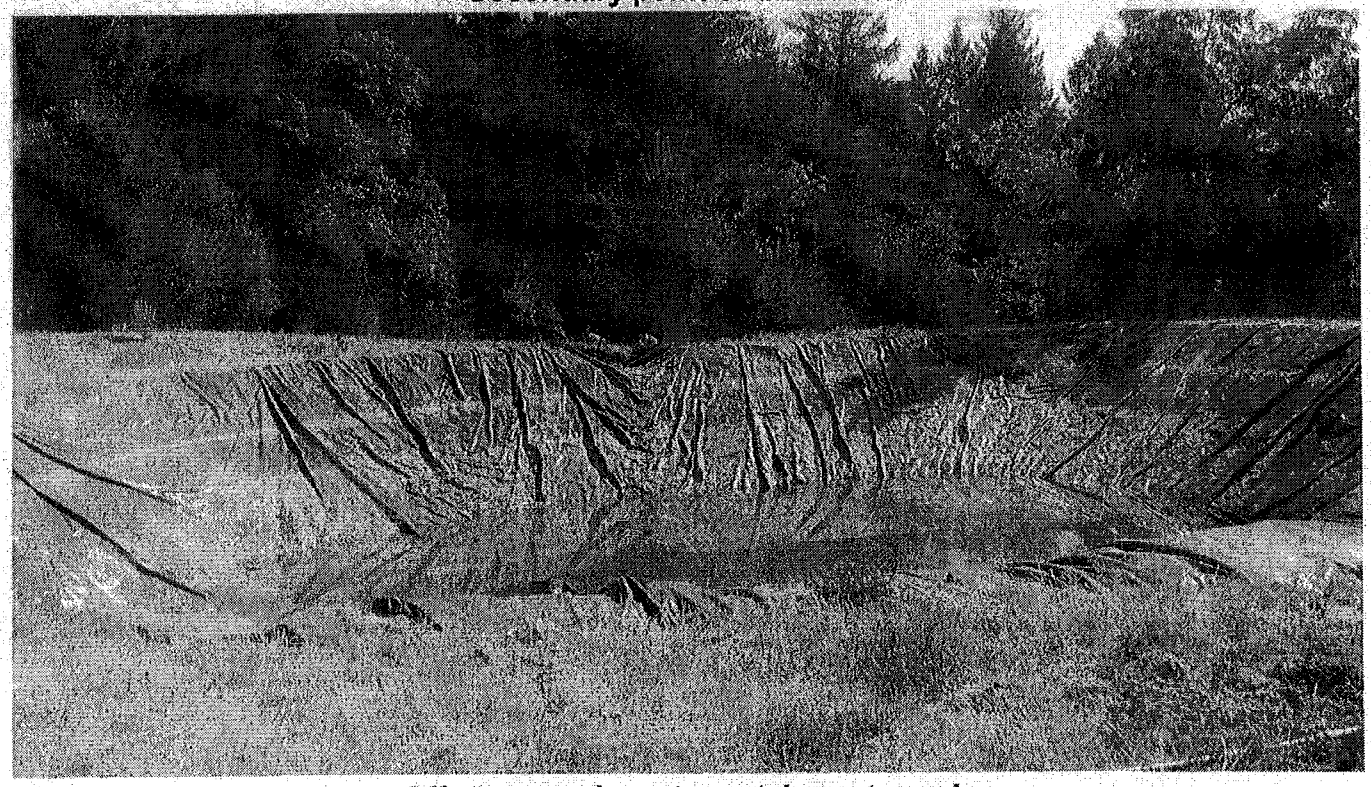
Photographs



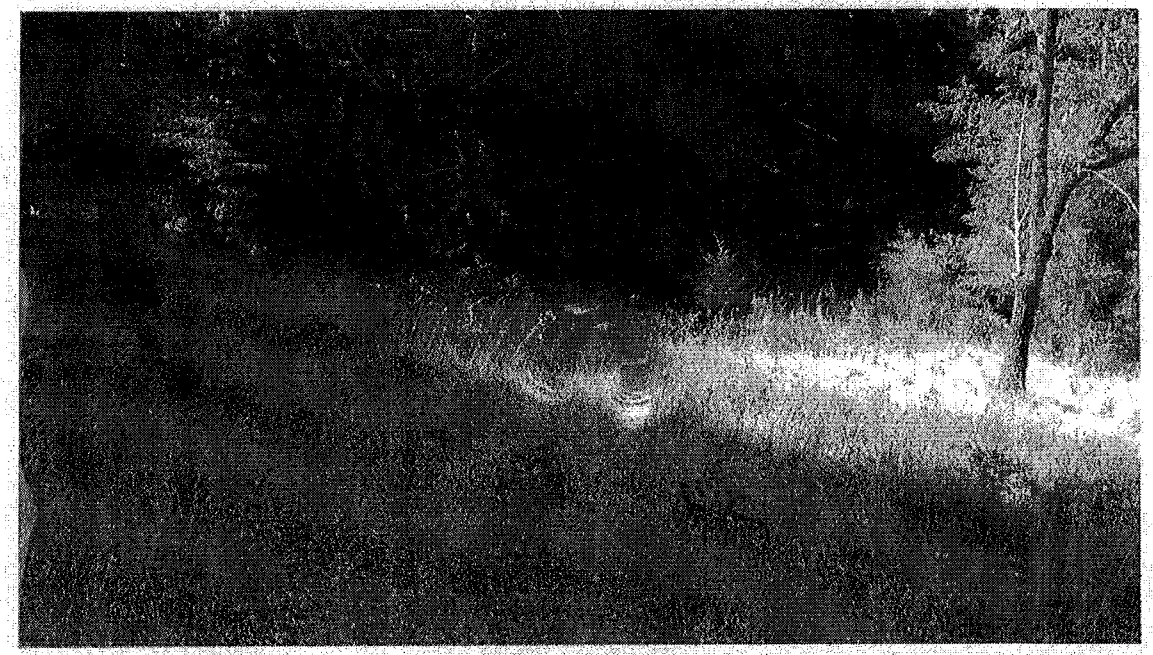
Site 01 – Section of permanent use road that is inadequately drained.

Site 03 – One 500-gallon and one 250-gallon fuel tanks. Both of these are lacking secondary containment, cover, and sidewind protection. The plastic fuel storage tank is not suitable for fuel storage and shall be removed immediately.

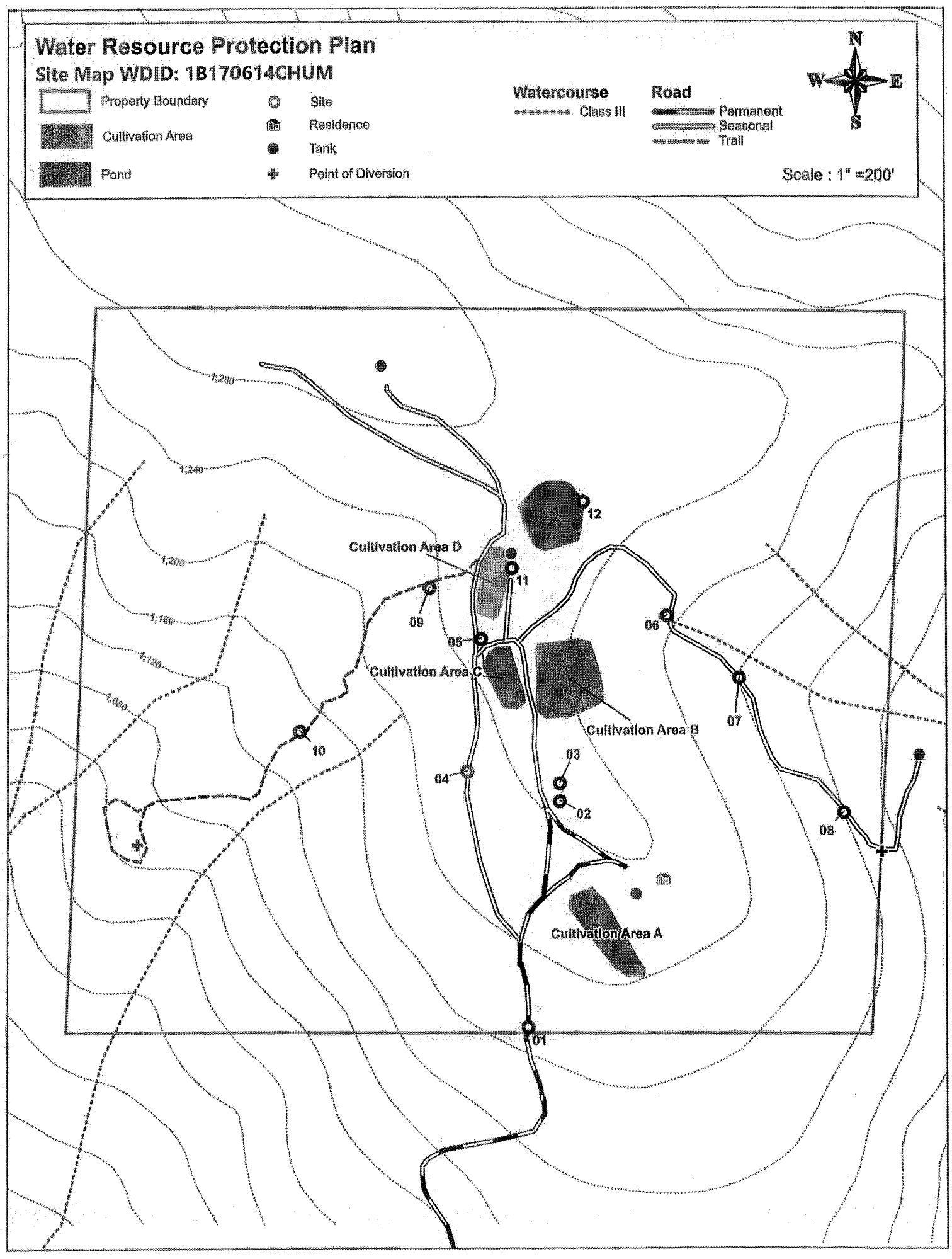
Secondary point of diversion.



Off stream rain water catchment pond.



Site 09 – Section of trail that is inadequately drained. Install water bars every 100ft on this section of trail.


Water Resource Protection Plan
Site Map WDID: 1B170614CHUM
Property Boundary
Cultivation Area
Pond
Site
Residence
Tank
Point of Diversion
Watercourse
Class III
Road
Permanent
Seasonal
Trail
N
W
E
S
Scale : 1" =200'
1,280
1,240
1,200
1,160
1,120
1,080
Cultivation Area D
Cultivation Area C
Cultivation Area B
Cultivation Area A
01
02
03
04
05
06
07
08
09
10
11
12

Timberland Resource Consultants

WRPP - Mitigation Report

WDID: 1B170614CHUM

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
7	-124.025198 40.126635	Seasonal	-	X	-	A.1.	-	

Current Condition: This site references an existing rolling dip. This drainage feature is functioning adequately.

Prescribed Action: None.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
8	-124.024547 40.126008	Trail	X	X	-	A.1.	Prior to 10/15/19	

Current Condition: Section of trail that is inadequately drained.

Prescribed Action: Install two water bars on this section of road per the specifications of the attached BMP: Water Bar.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
9	-124.027115 40.127045	-	X	X	-	A.1.	Prior to 10/15/19	

Current Condition: This site references a section of trail that appears to be used by All-terrain vehicles. This section of trail is inadequately drained.

Prescribed Action: Install water bars on this trail spaced every 100ft per the specifications of the attached BMP : Water Bar. These water bars shall be placed every 100ft from Site 09 to 10.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
10	-124.027905 40.126363	-	X	X	-	A.1.	Prior to 10/15/19	-

Current Condition: There is a water bar at this location. This drainage feature is not functioning adequately.

Prescribed Action: Re-establish this drainage feature per the specifications of the attached BMP : Water Bar.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
11	-124.02661 40.127142	Seasonal	X	X	-	A.10.	Prior to 10/15/19	

Current Condition: This site references the central location that cultivation related spoils is stored at. The location is appropriate however there is a seasonal use road that has the potential to transport spoils downhill to a Class III watercourse crossing referenced as Site 06.

Prescribed Action: This pile shall be covered prior to the winter season of any given year additionally a straw waddle shall be staked around the perimeter of this soil storage location in effort to minimize the potential for hydrological connection.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
12	-124.02617 40.127468	Permanent	-	X	-	A.1.	-	

Current Condition: This site references a rocked spill way for the pond on this property. This spill way drains onto a flat grassy area. This drainage structure is functioning adequately.

Prescribed Action: None.

BMP: General Recommendations

- **Fertilizers, soil amendments, and pesticides**
  - Fertilizer, soil amendments, and pesticide use it to be recorded in such a manner that cumulative annual totals are recorded for annual reporting.
  - Store in-use fertilizers in a securable storage container, such as a tote or deck box, adjacent to the mixing tanks.

- **Petroleum products and hazardous materials**
  - Utilize spill trays when fueling portable generators or water pumps to prevent the potential for leeching, seepage or spillage.
  - It is recommended that all petroleum products and other chemicals are registered with the California Environmental Reporting System (CERS) to satisfy future licensing requirements.

- **Water storage and Use**
  - Water use shall be designed and metered such that water used for the irrigation of cannabis will be recorded separately from domestic use. Water use for the irrigation of cannabis is to be recorded monthly for annual reporting.
  - Ensure lids are secured on all water storage tanks to prevent wildlife from becoming entrapped within the tank.
  - Install float valves, or implement another equivalent system, on all applicable water storage and transfer tanks to prevent unnecessary water diversion and the overflowing of water tanks.

BMP: General Erosion Control

- Timing for soil stabilization measures within the 100 feet of a watercourse or lake: For areas disturbed from May 1 through October 15, treatment shall be completed prior to the start of any rain that causes overland flow across or along the disturbed surface. For areas disturbed from October 16 through April 30, treatment shall be completed prior to any day for which a chance of rain of 30 percent or greater is forecast by the National Weather Service or within 10 days, whichever is earlier.

- Within 100 feet of a watercourse or lake, the traveled surface of logging roads shall be treated to prevent waterborne transport of sediment and concentration of runoff that results from operations. Treatment may consist of, but not limited to, rocking, out sloping, rolling dips, cross drains, water bars, slope stabilization measures, or other practices appropriate to site-specific conditions.

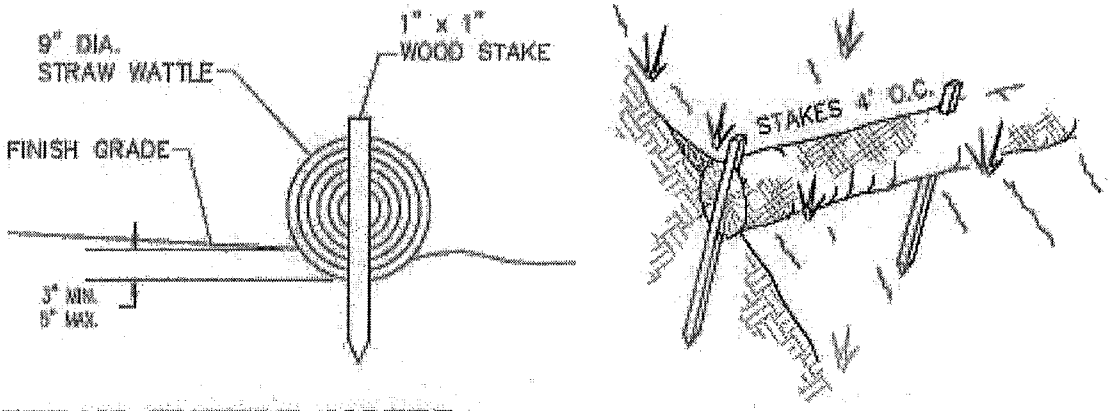
- The treatment for other disturbed areas within 100 feet of a watercourse or lake, including: (A) areas exceeding 100 contiguous square feet where operations have exposed bare soil, (B) approaches to road watercourse crossings out to 100 feet or the nearest drainage facility, whichever is farthest, (C) road cut banks and fills, and (D) any other area of disturbed soil that threatens to discharge sediment into waters in amounts deleterious to the quality and beneficial uses of water, shall be grass seeded and mulched with straw or fine slash. Grass seed shall be applied at a rate exceeding 100 pounds per acre. Straw mulch shall be applied in amounts sufficient to provide at least 2- 4-inch depth of straw with minimum 90% coverage. Slash may be substituted for straw mulch provided the depth, texture, and ground contact are equivalent to at least 2 – 4 inches of straw mulch. Any treated area that has been subject to reuse or has less than 90% surface cover shall be treated again prior to the end of operations.

- Within 100 feet of a watercourse or lake, where the undisturbed natural ground cover cannot effectively protect beneficial uses of water from operations, the ground shall be treated with slope stabilization measures described in #3 above per timing described in #1 above.

- Side cast or fill material extending more than 20 feet in slope distance from the outside edge of a landing which has access to a watercourse or lake shall be treated with slope stabilization measures described in #3 above. Timing shall occur per #1 above unless outside 100 feet of a watercourse or lake, in which completion date is October 15.

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

BMP: General Erosion Control (Cont.)

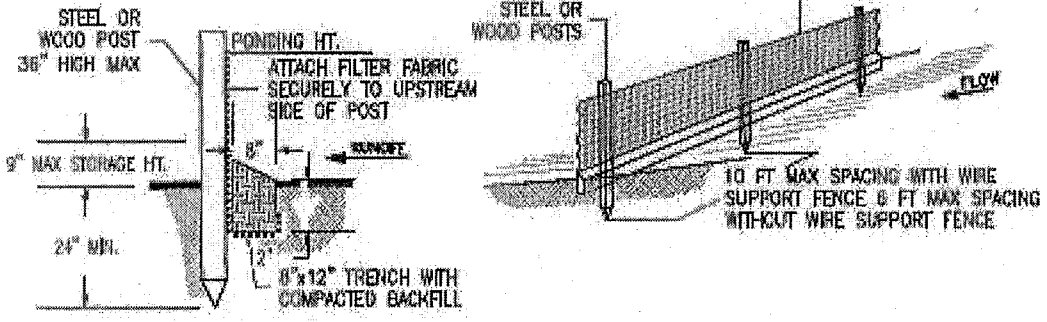


STRAW WATTLE NOTES:

1. STRAW WATTLES SHALL BE INSTALLED WITH 18 OR 24 INCH WOOD STAKES AT FOUR FEET ON CENTER. THE ENDS OF ADJACENT STRAW WATTLES SHALL BE ABUTTED TO EACH OTHER SNUGLY OR OVERLAPPED BY SIX INCHES.
2. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3"–5" DEEP. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND THE ROLL.

STRAW WATTLE INSTALLATION DETAIL

NTS



SILT FENCE NOTES:

1. THE CONTRACTOR SHALL INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT.
2. CONTRACTOR SHALL REMOVE SEDIMENT AS NECESSARY. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF–SITE AND IN AN AREA THAT CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

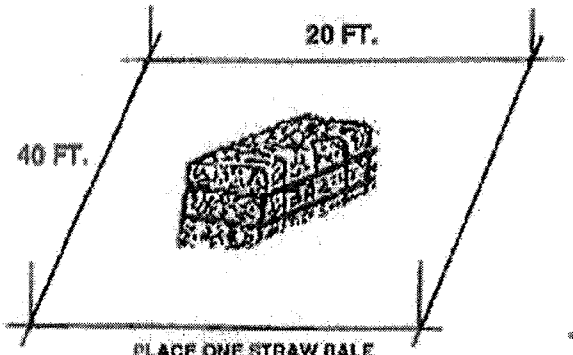
SILT FENCE DETAILS

NTS

BMP: General Erosion Control (Cont.)

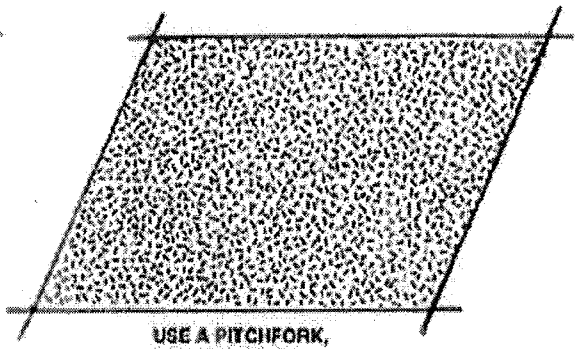
SPREAD THE STRAW

MARK OFF 800 SQ FT. PLOTS



PLACE ONE STRAW BALE PER PLOT (~74 POUNDS). THIS IS EQUIVALENT TO 2 TONS PER ACRE.

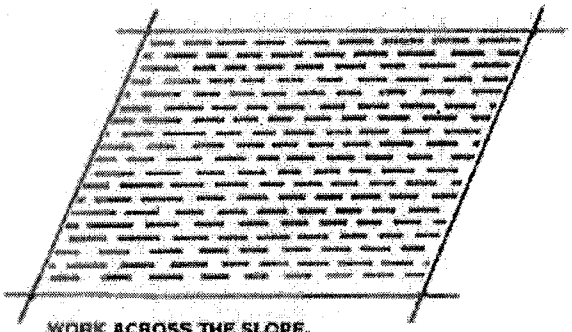
SPREAD EVENLY



USE A PITCHFORK, SPADING FORK, OR BY HAND

ANCHOR THE STRAW

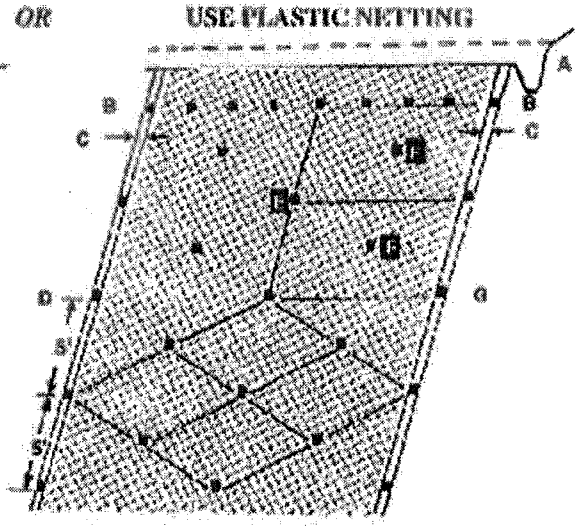
CRIMP BY HAND



WORK ACROSS THE SLOPE.
PUNCH STRAW 4 INCHES DEEP.
A SQUARE END SPADE WORKS WELL.
MAKE PUNCH EVERY 12 INCHES.

OR

USE PLASTIC NETTING



A. LAY BIRD CONTROL NETTING OR SIMILAR MATTING IN STRIPS DOWN THE SLOPE OVER THE STRAW. BURY UPPER END IN 6-8 INCH DEEP AND WIDE TRENCH.. MOST NETTING COMES IN 14 TO 17 FT. WIDE ROLLS.

B. SECURE THE UPPER END WITH STAKES EVERY 2 FEET.

C. OVERLAP SEAMS ON EACH SIDE 4-5 INCHES.

D. SECURE SEAMS WITH STAKES EVERY 5 FEET.

E. STAKE DOWN THE CENTER EVERY 5 FEET.

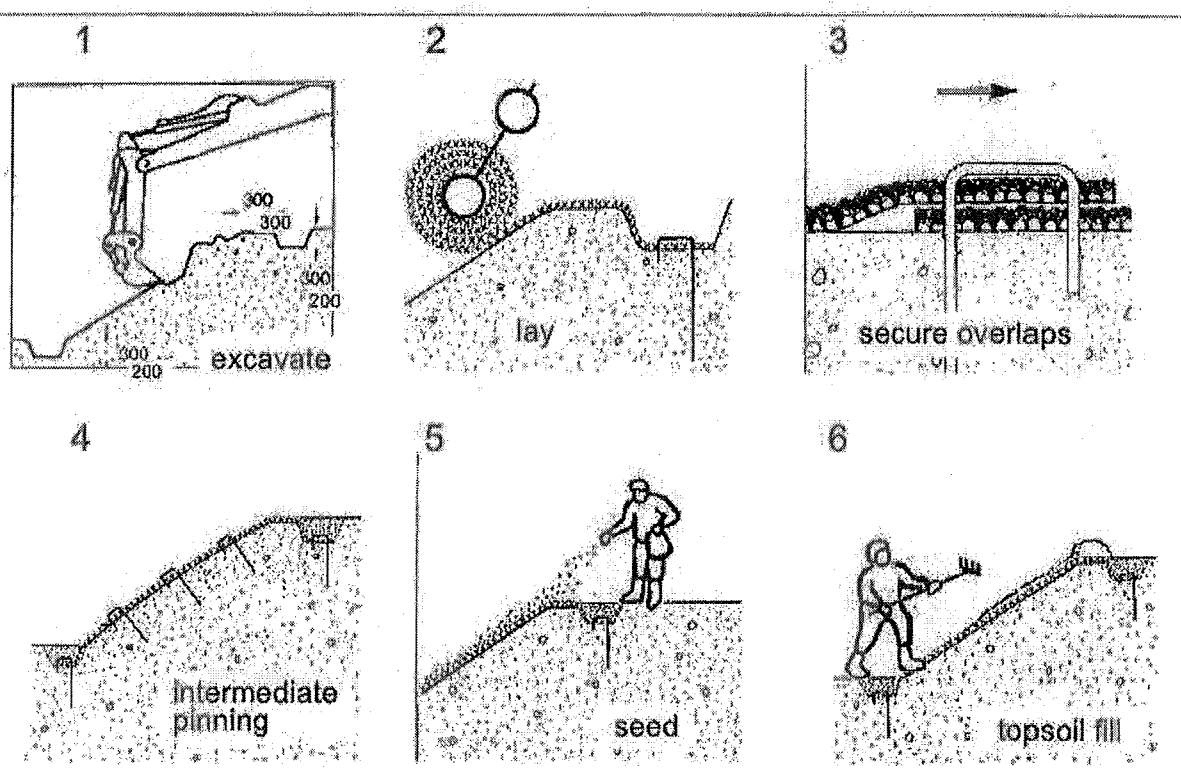
F. STAKE MIDDLES TO CREATE DIAMOND PAT TERN THAT PROVIDES STAKES SPACED 4-5 FEET APART.

G. USE POINTED 1X2 INCH STAKES 8 TO 9 INCHES LONG. LEAVE 1 TO 2 INCH TOP ABOVE NETTING, OR USE "U" SHAPED METAL PINS AT LEAST 9 INCHES LONG.

NOTE: WHEN JOINING TWO STRIPS, OVERLAP UPPER STRIP 3 FEET OVER LOWER STRIP AND SECURE WITH STAKES EVERY 2 FEET LIKE IN "B" ABOVE

BMP: General Erosion Control (Cont.)

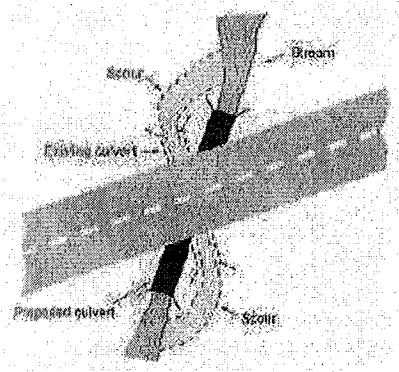
Installation of a geosynthetics mat - Enkamat



www.geosyntheticsworld.com

BMP: Permanent Culvert Crossing

- New culvert installations shall be sized to accommodate flows associated with a 100-year storm event.
- If the new culvert is replacing a poorly installed old culvert, the crossing may need to be abandoned to the following standard:
  - When fills are removed they shall be excavated to form a channel that is as close as feasible to natural watercourse grade and orientation, and that is wider than the natural channel.
  - Excavated banks shall be laid back to a 2:1 (50%) or natural slope.
- New culverts shall be placed at stream gradient, or have downspouts, or have energy dissipaters at outfall.
  - Align culverts with the natural stream channel orientation to ensure proper function, prevent bank erosion, and minimize debris plugging. See Figure 97 below.
  - Place culverts at the base of the fill and at the grade of the original streambed or install a downspout past the base of the fill. Downspouts should only be installed if there are no other options.
  - Culverts should be set slightly below the original stream grade so that the water drops several inches as it enters the pipe.
  - Culvert beds should be composed of rock-free soil or gravel, evenly distributed under the length of the pipe.
  - Compact the base and sidewall material before placing the pipe in its bed.
  - Lay the pipe on a well-compacted base. Poor basal compaction will cause settling or deflection in the pipe and can result in separation at a coupling or rupture in the pipe wall.
  - Backfill material should be free of rocks, limbs, or other debris that could dent or puncture the pipe or allow water to seep around the pipe.
  - Cover one end of the culvert pipe, then the other end. Once the ends are secure, cover the center.
  - Tamp and compact backfill material throughout the entire process, using water as necessary for compaction.
  - Backfill compacting will be done in 0.5 – 1.0 foot lifts until 1/3 of the diameter of the culvert has been covered.
  - Push layers of fill over the crossing to achieve the final design road grade, road fill above the culvert should be no less than one-third to one-half the culvert diameter at any point on the drivable surface.
- Critical dips shall be installed on culvert crossings to eliminate diversion potential. Refer to Figure 84 below.
- Road approaches to crossings shall be treated out to the first drainage structure (i.e. waterbar, rolling dip, or hydrologic divide) to prevent transport of sediment.
- Road surfaces and ditches shall be disconnected from streams and stream crossings to the greatest extent feasible. Ditches and road surfaces that cannot be feasible disconnected from streams or stream crossings shall be treated to reduce sediment transport to streams.
- If downspouts are used, they shall be secured to the culvert outlet and shall be secure on fill slopes.
- Culverts shall be long enough so that road fill does not extend or slough past the culvert ends.
- Inlet of culverts, and associate fill, shall be protected with appropriate measures that extend at least as high as the top of the culvert.
- Outlet of culverts shall be armored with rock if road fill sloughing into channel can occur.
- Armor inlets and outlets with rock, or mulch and seed with grass as needed (not all stream crossings need to be armored).
- Where debris loads could endanger the crossing, a debris catchment structure shall be constructed upstream of the culvert inlet.
- Bank and channel armoring may occur, when appropriate, to provide channel and bank stabilization.

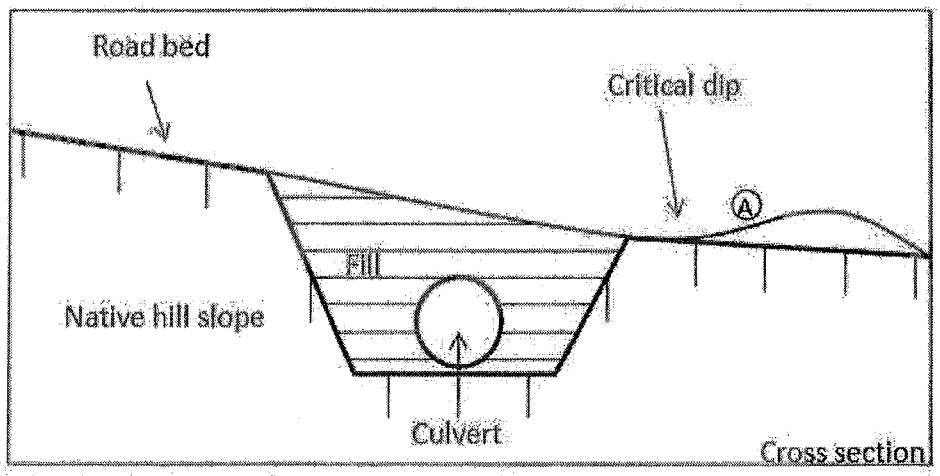


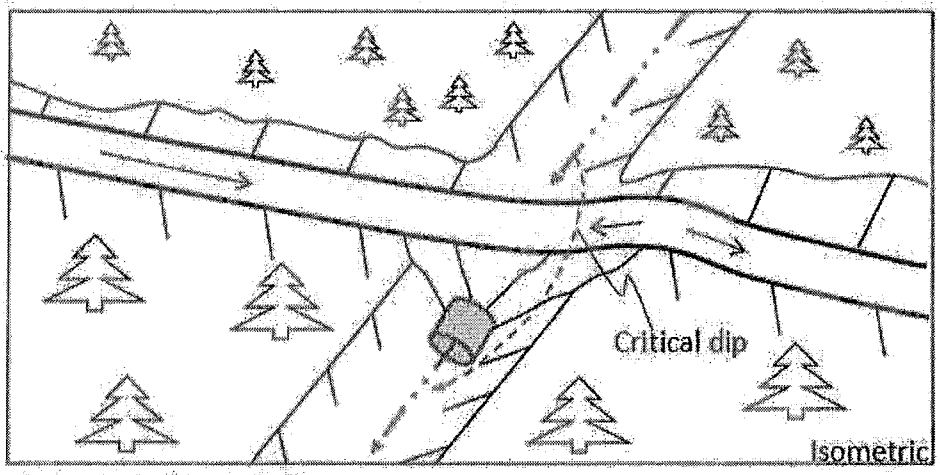
HANDBOOK FOR FOREST, RANCH AND RURAL ROADS

FIGURE 97. Culvert alignment should be in relation to the stream and not the road. It is important that the stream enters and leaves the culvert in a relatively straight horizontal alignment so streamflow does not have to turn to enter the inlet or discharge into a bank as it exits. This figure shows a redesigned culvert installation that replaces the bending alignment that previously existed. Channel turns at the inlet increase plugging potential because wood going through the turn will not align with the inlet. Similarly, channel turns at the inlet and outlet are often accompanied by scour against the channel banks (Wisconsin Transportation Information Center, 2004).

BMP: Permanent Culvert Crossing Design (Critical Dip)

Typical Critical Dip Design for Stream Crossings with Diversion Potential

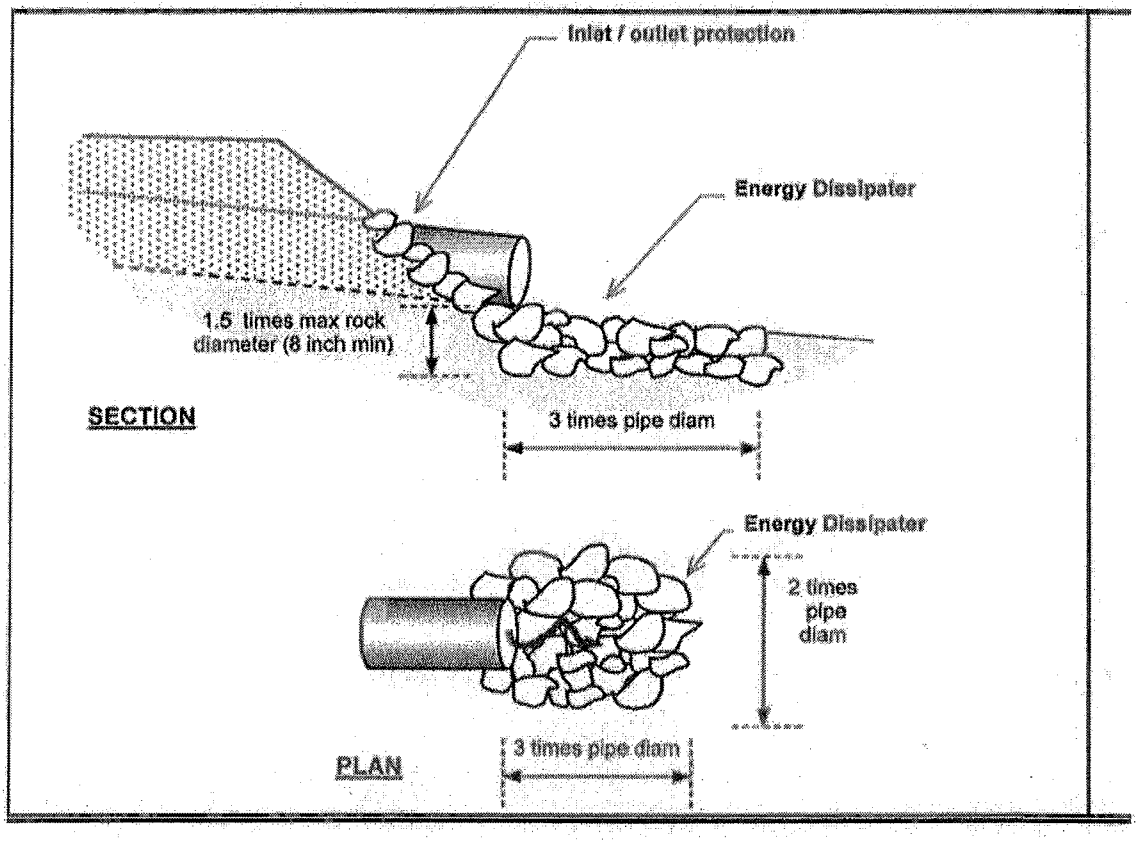


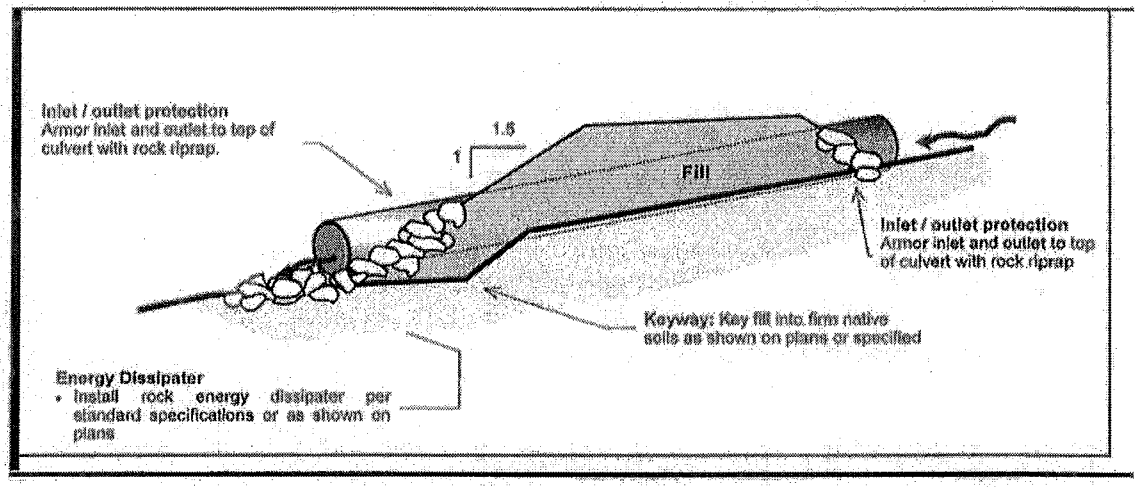


Critical Dip Construction:

1. Critical dip will be constructed on the lower side of crossing.
2. Critical dip will extend from the cutbank to the outside edge of the road surface. Be sure to fill inboard ditch, if present.
3. Critical dip will have a reverse grade Ⓐ from cutbank to outside edge of road to ensure flow will not divert outside of crossing.
4. The rise in the reverse grade will be carried for about 10 to 20 feet and then return to original slope.
5. The transition from axis of bottom, through rising grade, to falling grade, will be in the road distance of at least 15 to 30 feet.
6. Critical dips are usually built perpendicular to the road surface to ensure that flow is directed back into the stream channel.

BMP: Permanent Culvert Crossing Design (Inlet and Outlet Armoring)





Riprap installed to protect the inlet and outlet of a stream crossing culvert from erosion or for energy dissipation should be keyed into the natural channel bed and banks to an approximate depth of about 1.5x the maximum rock thickness. Riprap should be placed at least up to the top of the culvert at both the inlet and outlet to protect them from splash erosion and to trap any sediment eroded from the newly constructed fill slope above.

BMP: Rocked Ford

- Rocked fords are drainage structures designed to carry watercourses across roads where culvert crossings are not feasible or un-necessary.
- In channel constructed fords shall be of appropriate material that shall withstand erosion by expected velocities and placed in a U-shaped channel to create a drivable crossing.
  - The road shall dip into and out of the rocked ford to minimize diversion potential. Construct a broad rolling dip across the roadbed, centered at the crossing, which is large enough to contain the expected 100-yr flood discharge while preventing flood flow from diverting down the road or around the rock armor.
- The road surface at the ford shall be constructed with clean rock. The rock shall be applied to a minimum depth of 6 inches.
  - A range of interlocking rock armor sizes should be selected and sized so that peak flows will not pluck or transport the armor off the roadbed or the sloping fill face of the armored fill.
- The ford's outlet shall be rock armored to resist downcutting and erosion.
  - *Excavate the keyway and armored area* - Excavate a two to three-foot-deep "bed" into the dipped road surface and adjacent fillslope (to place the rock in) that extends from approximately the middle of the road, across the outer half of the road, and down the outboard road fill to where the base of the fill meets the natural channel. At the base of the fill, excavate a keyway trench extending across the channel bed.
  - *Armor the basal keyway* - Put aside the largest rock armoring to create the buttresses. Use the largest rock armor to fill the basal trench and create a buttress at the base of the fill. This should have a "U" shape to it and it will define the outlet where flow leaves the armored fill and enters the natural channel.
  - *Armor the fill* - Backfill the fill face with the remaining rock armor making sure the final armor is unsorted and well placed, the armor is two coarse-rock layers in thickness, and the armored area on the fill face also has a "U" shape that will accommodate the largest expected flow.
  - *Armor the top of the fill* - Install a second trenched buttress for large rock at the break-in-slope between the outboard road edge and the top of the fill face.
- If water is expected during the time of use, an adequately sized pipe shall be installed to handle the flow if present (min. 6 inch).
  - The pipe shall be laid over the rocked ford surface.
  - The inlet should be at grade with the upstream flow.
  - The outlet shall drain onto the outlet armoring of the rocked ford.
  - A layer of clean rock/gravel shall be installed over the pipe to establish the running surface of the truck road.
  - Following use, the temporary pipe shall be removed and the placed rock/gravel shall be graded out of the ford and used on the approaches.
  - No significant alteration to the bed and bank of the stream shall occur.
- Road approaches to rocked fords shall be rock surfaced out to the first drainage structure (i.e. waterbar) or hydrologic divide to prevent transport of sediment using rock.
- Bank and channel armoring may occur when appropriate to provide channel and bank stabilization.
- Road approach rock and rock ford armoring shall be reapplied following use as needed to maintain a permanent crossing.

BMP: Armored Ford [Fill]

- Armored fords are drainage structures designed to carry watercourses across roads.
- Armored fords shall have a U-shaped channel to create a drivable crossing.
  - The road shall dip into and out of the armored ford to minimize diversion potential. Construct a broad rolling dip across the roadbed, centered at the crossing, which is large enough to contain the expected 100-yr flood discharge while preventing flood flow from diverting down the road or around the rock armor.
- The road surface at the armored ford shall utilize native soils.
- The ford's inlet shall be rocked if a threat of head cutting exists.
  - *Excavate the keyway* - Excavate a one to three-foot-deep "bed" into the inboard edge of the road
  - *Armor the basal keyway* – place various sized rock in the constructed keyway to prevent head cutting. Use the largest rock armor to fill the keyway trench and create a buttress along the inboard edge of the road. This should have a "U" shape to it and it will define the inlet where flow leaves the natural channel and enters the road.
- The ford's outlet shall be rock armored to resist downcutting and erosion.
  - *Excavate the keyway and armored area* - Excavate a two to three-foot-deep "bed" into the dipped road surface and adjacent fillslope (to place the rock in) that extends from approximately the middle of the road, across the outer half of the road, and down the outboard road fill to where the base of the fill meets the natural channel. At the base of the fill, excavate a keyway trench extending across the channel bed.
  - *Armor the basal keyway* - Put aside the largest rock armoring to create the buttresses. Use the largest rock armor to fill the basal trench and create a buttress at the base of the fill. This should have a "U" shape to it and it will define the outlet where flow leaves the armored fill and enters the natural channel.
  - *Armor the fill* - Backfill the fill face with the remaining rock armor making sure the final armor is unsorted and well placed, the armor is two coarse-rock layers in thickness, and the armored area on the fill face also has a "U" shape that will accommodate the largest expected flow.
  - *Armor the top of the fill* - Install a second trenched buttress for large rock at the break-in-slope between the outboard road edge and the top of the fill face.
- If water is expected during the time of use, an adequately sized pipe shall be installed to handle the flow if present (min. 6 inch).
  - The pipe shall be laid over the armored ford surface.
  - The inlet should be at grade with the upstream flow.
  - The outlet shall drain onto the outlet armoring of the rocked ford.
  - A layer of clean native shall be installed over the pipe to establish the running surface of the truck road.
  - Following use, the temporary pipe shall be removed and the placed native soil shall be removed and drifted along the approaches.
  - No significant alteration to the bed and bank of the stream shall occur.
- Road approaches to armored fords shall be treated with seed and straw mulch out to the first drainage structure (i.e. waterbar) or hydrologic divide to prevent transport of sediment pursuant to Item 18, Section II.
- Bank and channel armoring may occur when appropriate to provide channel and bank stabilization.
- Armored ford armoring shall be reapplied following use as needed to maintain a permanent crossing.

BMP: Armored Ford [Fill] (Cont.)

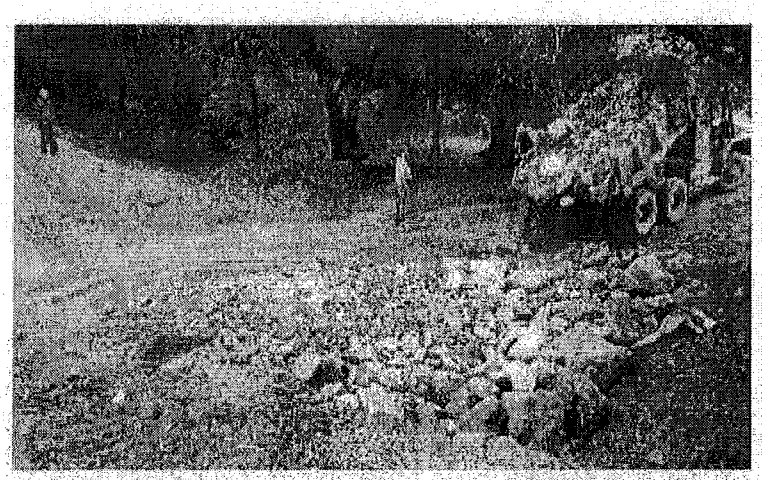


FIGURE 121D. *Well graded rock armor is then backfilled into the structure and spread across the breadth of the U-shaped stream crossing, and about one-third the way up the roadbed, so that streamflow will only flow over or come in contact with resistant armor material. The armor must be spread and compacted across the design width of the expected flood flow channel width so peak flows will not flank the armored structure.*

FIGURE 121E. *Two weeks after this armored fill was constructed, a storm flow event occurred and the structure maintained its function and integrity. The road approaches had not yet been compacted or surfaced with road rock.*

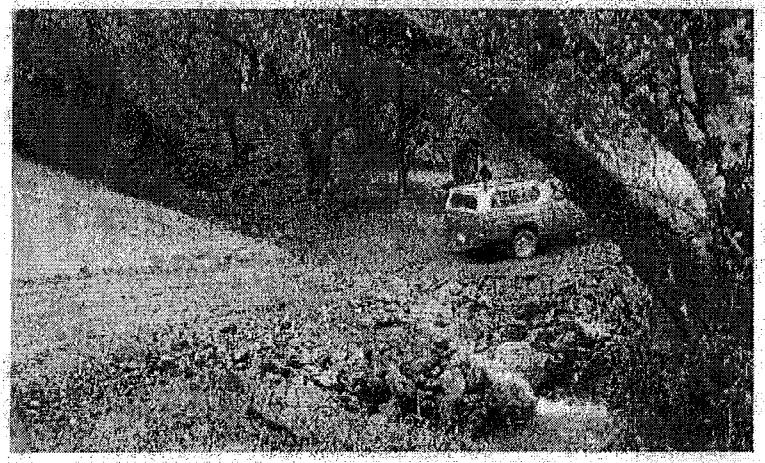


FIGURE 121F. *The same armored fill as it appeared after the first winter flood flows. No maintenance was required to reopen the road. It is also clear that no stream diversion is possible at this stream crossing site, and the volume of fill within the crossing has been reduced to the minimum amount needed to maintain a relatively smooth driving surface on this low volume road.*

BMP: Crossing Abandonment

- When fills are removed they shall be excavated to form a channel that is as close as feasible to natural watercourse grade and orientation, and that is wider than the natural channel.
- Excavated banks shall be laid back to a 2:1 (50%) or natural slope.
- Temporary crossings shall be removed by November 15.
  - Any temporary culvert crossing left in after October 15 or installed between October 15 and May 1, shall be sized to accommodate the estimated 100-year flow.
- Bank and channel armoring may occur when appropriate to provide channel and bank stabilization.

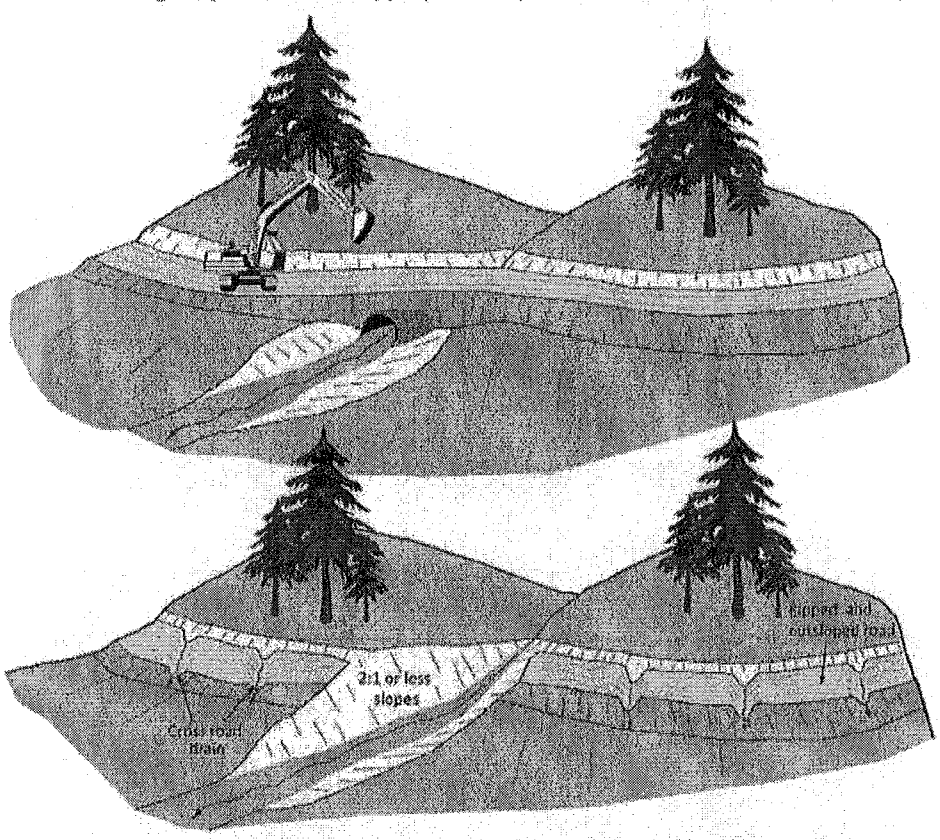


FIGURE 263. *On roads that are to be closed (decommissioned), all stream crossing culverts and fills should be removed. Stream crossing excavations are best performed using an excavator. The original channel should be excavated and exhumed down to the former streambed, with a channel width equal or greater than the natural channel above and below the crossing. Sideslopes should be laid back to a stable angle, typically a 2:1 (50%) gradient, or less. Spoil can be endhauled off-site or stored on the road bench adjacent the crossing, provided it is placed and stabilized where it will not erode or fail and enter the stream.*

BMP: Rolling Dip Design and Placement

- Rolling dips are drainage structures designed to force surface water to be drained from the road surface.
- The road shall dip into, and rise out of, the rolling dip to eliminate the potential of road surface runoff to run further down road way.
- The rolling dip shall be constructed with clean native materials or rock surfaced where specified.
- The rolling dips outlet may be armored to resist down-cutting and erosion of the outboard road fill.
- Do not discharge rolling dips into any areas that show signs of instability or active landsliding.
- If the rolling dip is designed to divert both road surface and ditch runoff, block the down-road ditch with compacted fill in order to force all ditch flows through the trough (low point) of the rolling dip.

BMP: Rocked Rolling Dip Design and Placement

- Rocked rolling dips are drainage structures designed to carry known sources of surface water across road ways or from known persistently wet segments of road such as swales without defined watercourses or road segments with heavy bank/road seepage.
- The road shall dip into, and rise out of, the rocked rolling dip to minimize diversion potential.
- The rocked rolling dip shall be constructed with clean rock that is large enough to remain in place during peak flows. Rock size shall vary relative to the anticipated flow through the dip with larger rock used in location where greater flow is anticipated.
- The rocked rolling dips inlet and outlet shall be armored to resist down-cutting and erosion.
- The entire width of the rocked rolling dip shall be rock armored to a minimum of 5-feet from the centerline of the dipped portion of the rolling dip.
- If a keyway is necessary, the rocked rolling dip keyway at the base of the dip shall be of sufficient size, depth and length to support materials used in the rocked rolling dip construction back up to the road crossing interface.
- Do not discharge rolling dips into any areas that show signs of instability or active landsliding.
- If the rolling dip is designed to divert both road surface and ditch runoff, block the down-road ditch with compacted fill.
- The rolling dip should be designed as a broad feature ranging from 10-100 feet long so that it is drivable by most types of vehicular traffic and not significantly inhibit traffic and road use.

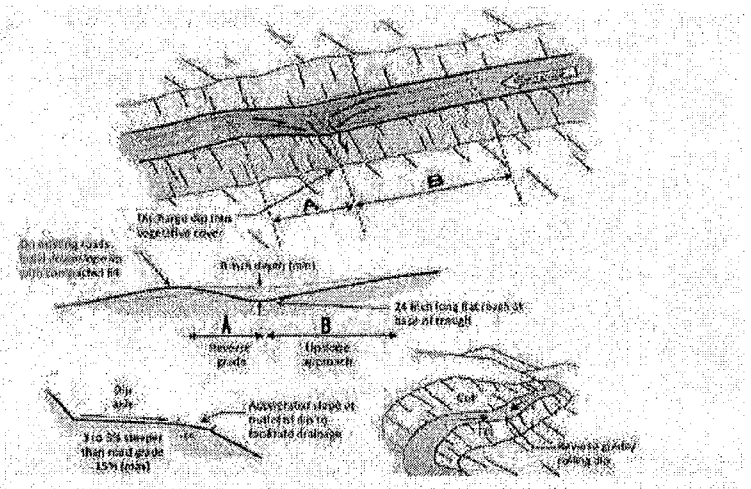


FIGURE 34. A classic Type I rolling dip, where the excavated up-road approach (B) to the rolling dip is several percent steeper than the approaching road and extends for 60 to 80 feet to the dip axis. The lower side of the structure reverses grade (A) over approximately 15 feet or more, and then falls down to rejoin the original road grade. The dip must be deep enough that it is not obliterated by normal grading, but not so deep that it is difficult to negotiate or a hazard to normal traffic. The outward cross-slope of the dip axis should be 3% to 6% greater than the up-road grade (B) so it will drain properly. The dip axis should be out-sloped sufficiently to be self-cleaning, without triggering excessive downcutting or sediment deposition in the dip axis (Modified from Best, 2013).

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BMP: Rolling Dip Design and Placement

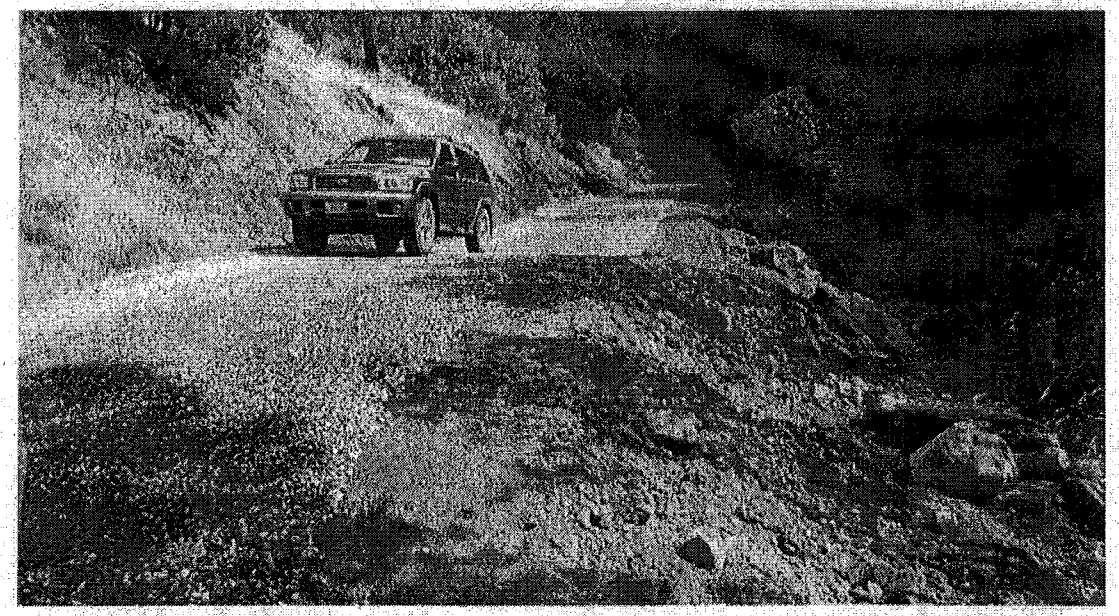

FIGURE 33A.
Rolling dip constructed on a rock surfaced rural road. The rolling dip represents a change-in-grade along the road alignment and acts to discharge water that has collected on, or is flowing down, the road surface. This road was recently converted from a high maintenance, insloped, ditched road to a low maintenance, outsloped road with rolling dips.

FIGURE 33B.
This side view of an outsloped road shows that the rolling dip does not have to be deep or abrupt to reverse road grade and effectively drain the road surface. This outsloped forest road has rolling dips that allow all traffic types to travel the route without changing speed.

BMP: Road Outsloping

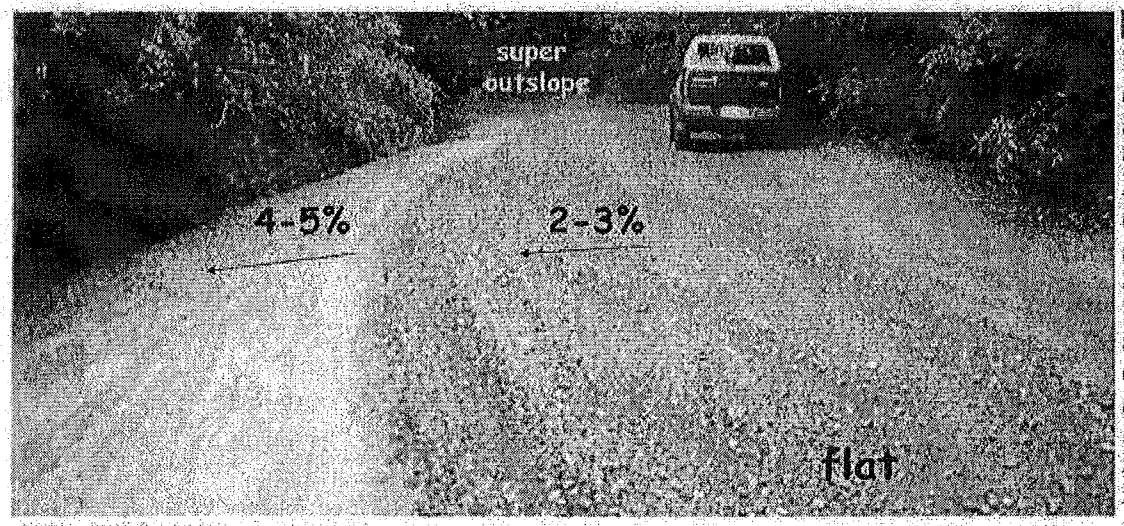

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FIGURE 29. *Road shape changes as the road travels through the landscape. For example, an outsloped road will have a steep or "banked" outslope through inside curves, a consistent outslope through straight reaches and a flat or slightly insloped shape as it goes through an outside curve. The road may have an outslope of 2-3% across the travel surface while the shoulder is more steeply outsloped to ensure runoff and sediment will leave the roadbed.*

BMP: Ditch Relief Culvert

- Install ditch relief culverts at an oblique (typically 30 degree) angle to the road so that ditch flow does not have to make a sharp angle turn to enter the pipe. On low gradient roads (<5%), where ditch flow is slow, ditch relief culverts can be installed at right angles to the road.
- Install ditch relief culverts (DRC) to outlet at, and drain to, the base of the fill
- If it cannot be installed at the base of the fill, install the DRC with a grade steeper than the inboard ditch draining to the culvert inlet, and then install a downspout on the outlet to carry the culverted flow to the base of the fillslope or energy dissipater material at outlet to prevent erosion or the outboard road fill.
- Downspouts longer than 20 feet should be secured to the hillslope for stability.
- Ditch relief culverts should not carry excessive flow such that gullying occurs below the culvert outlet or such that erosion and down-cutting of the inboard ditch is occurring.
- Do not discharge flows from ditch relief culverts onto unstable areas or highly erodible hillslopes.
- If the ditch is on an insloped or crowned road, consider reshaping road outsloping to drain the road surface. The ditch and the ditch relief culvert would then convey only spring flow from the cutbank and hillslope runoff, and not turbid runoff from the road surface.

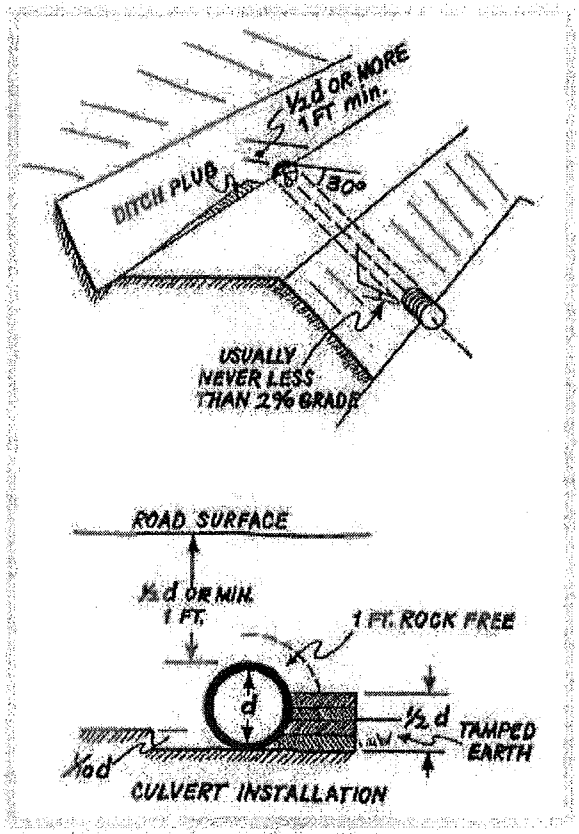

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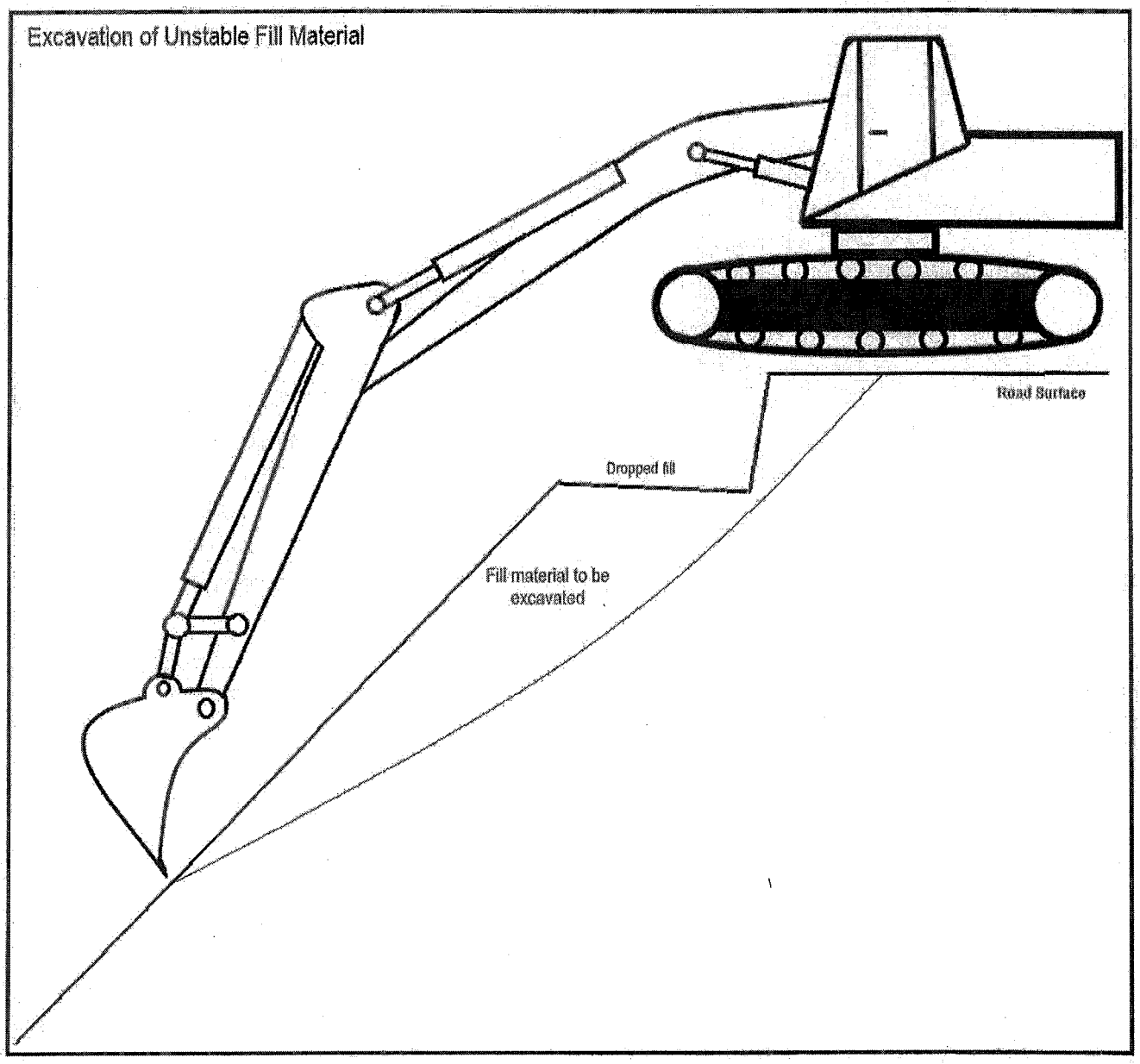
FIGURE 48. *The elements of a properly installed ditch relief culvert. The culvert is angled at about 30 degrees to the road alignment to help capture flow and prevent culvert plugging or erosion of the inlet area. It is set at the base of the fill (ideally) or with a grade slightly steeper than the grade of the contributing ditch (but never with a grade less than 2 percent) (USDA-SCS, 1983). At a minimum, the grade of the ditch relief culvert should be sufficient to prevent sediment accumulation at the inlet or deposition within the culvert itself (it should be self-cleaning) (USDA-SCS, 1983).*

BMP: Unstable Fill Removal and Treatment

FIGURE 230. *The most cost-effective treatment for unstable fills along the outside of a forest, ranch or rural road is simply the direct excavation of the unstable material. If road width is too narrow, additional width can often be derived from cutting into the bank. The excavation should encompass the unstable fill materials, beginning at the inside crack or scarp, and extending out and down the fill slope as far as possible. For proper surface drainage, and to retrieve most of the unstable fill, the excavation should have a concave profile when completed. Typically, the bulk of the fill is within 20 to 25 feet of the outside edge of the road and is easily reached by a midsized excavator. Any remaining fill is likely to be small enough that it will not fail or travel far enough to reach the stream.*

BMP: Unstable Fill Removal and Treatment



BMP: Rock Armor Cutbank

FIGURE 52. *This wet and potentially unstable cut slope on a newly constructed road was stabilized using a buttress of large rock armor. To assure their effectiveness, rock buttresses and other retaining structures should be designed by a qualified engineer or engineering geologist.*

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BMP: Rip-Rap Size Class Table

TABLE 25. Standard classification and gradation of riprap by size of rock[1]

Riprap size class	Median particle weight[2]	Median particle diameter[2] (in)	Minimum and maximum allowable particle size (in)[2]						
			D_{15}		D_{50}		D_{85}		D_{100}
			Min	Max	Min	Max	Min	Max	Max
Class I	20 lb	6	3.7	5.2	5.7	6.9	7.8	9.2	12.0
Class II	60 lb	9	5.5	7.8	8.5	10.5	11.5	14.0	18.0
Class III	150 lb	12	7.3	10.5	11.5	14.0	15.5	18.5	24.0
Class IV	300 lb	15	9.2	13.0	14.5	17.5	19.5	23.0	30.0
Class V	¼ ton	18	11.0	15.5	17.0	20.5	23.5	27.5	36.0
Class VI	3/8 ton	21	13.0	18.5	20.0	24.0	27.5	32.5	42.0
Class VII	½ ton	24	14.5	21.0	23.0	27.5	31.0	37.0	48.0
Class VIII	1 ton	30	18.5	26.0	28.5	34.5	39.0	46.0	60.0
Class IX	2 ton	36	22.0	31.5	34.0	41.5	47.0	55.5	72.0
Class X	3 ton	42	25.5	36.5	40.0	48.5	54.5	64.5	84.0

[1]Lagasse et al. (2006)
[2]Equivalent to spherical diameter

BMP: Cultivation Site Restoration

- Remove all cultivation and associated materials from designated cultivation site.
  - This includes plant mass, root balls, potting containers, cultivation medium and any materials associated with the preparation, cultivation, and harvest of commercial cannabis.
  - Cultivation medium removed from the site shall be stored/disposed of in compliance with Order conditions related to spoils management.
- All disturbed and/or unstable slopes shall be stabilized and returned to pre-project conditions.
  - Slopes shall be contoured as close as feasible to natural grade and aspect.
  - Temporary erosion control shall be applied to prevent sediment run-off.
- Soil exposed as a result of project work, soil above rock riprap, and interstitial spaces between rocks shall be revegetated with native species by live planting, seed casting, or hydroseeding prior to the rainy season of the year work is completed.
  - Native plants characteristic of the local habitat shall be used for revegetation when implementing and maintaining cleanup/restoration work in riparian and other sensitive areas.
  - Native forbes and gramminoids shall be planted to replace sediment stabilization, sediment filtration and nutrient filtration
  - Native trees and shrubs shall be planted to replace bank stabilization, inputs of large woody debris and temperature control within riparian areas.
  - Restoration of the quality/health of the riparian stand shall promote: 1) shade and microclimate controls; 2) delivery of wood to channels, 3) slope stability and erosion control, 4) ground cover, and 5) removal of excess nutrients.