



Pratt Mountain, LLC

Road System Assessment Report

Record No.: PLN-2019-16117

APN: 216-133-013

Humboldt county, CA



8.12.20

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Introduction

This Road Assessment contains a detailed overview of the road system that is used to access the subject parcel, APN: 216-133-013, 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 Pratt Mountain Road (non-County maintained) and Private Drive, totaling approximately 1.46 miles in total length. The attached Road System Map depicts each of the two (2) 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	25+	40.100785°, -123.686826°	Intersection of Alderpoint Rd and Private Drive. No sight distance restrictions.	Maintain existing roadway width and sight distance.
2	3-4	16	40.101917°, -123.686427°	Gate 14' in width. No sight distance restrictions.	Maintain existing roadway width and sight distance.
3	5-7	18	40.104319°, -123.688589°	Inboard ditch and location of lead-out ditch. Some riling on road surface just after lead-out ditch. Lead-out ditch discharges onto a vegetated, stable hillside.	Improve inboard ditch and roadway to allow water to drain off roadway.
4	8-9	18	40.105457°, -123.689189°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
5	10-12	18	40.105597°, -123.689900°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
6	13-15	18	40.107572°, -123.690060°	Rutting on west side of roadway for approximately 75' in length. Inboard ditch and lead-out ditch located on the left side of roadway. Inadequate culvert crossing at RP 7 is causing runoff to travel down roadway.	Improve section of roadway to allow water to appropriately drain off road. Maintain existing roadway width, inboard ditch and lead-out ditch.
7	16-19	16	40.107979°, -123.689428°	Ditch relief culvert. Runoff jumps from inlet and travels down roadway.	Improve culvert crossing to allow appropriate conveyance of stormwater. The culvert shall be improved to pass the flow from a 100-year storm event, and to minimize erosion and sediment transport.
8	20-21	18	40.108883°, -123.689037°	Intersection of Pratt Mountain Rd and Private Drive. Gate 16' in width. No sight distance restrictions.	Maintain existing roadway width and sight distance.
9	22-23	15	40.109095°, -123.687206°	Pinch point. Through cut road causes narrow roadway for approximately 85' in length. No sight distance restrictions. Turn outs provided.	Maintain existing roadway width and sight distance.
10	24-25	16	40.108872°, -123.686570°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
11	26-28	16	40.108638°, -123.686123°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
12	29-30	18	40.108457°, -123.684187°	Typical section of roadway.	Maintain existing roadway width and sight distance.
13	31-32	14	40.107937°, -123.682304°	Pinch point. Start of narrow section of roadway. Bench cut road causes narrow roadway for approximately 250' in length. No sight distance restrictions. Turn out provided.	Maintain existing roadway width and sight distance.
14	33-34	16	40.108063°, -123.681518°	Pinch point. End of narrow section of roadway. Bench cut road causes narrow roadway for approximately 250' in length. No sight restrictions. Turn out provided.	Maintain existing roadway width and sight distance.
15	35-36	20	40.108866°, -123.679658°	End of Road Assessment. Turn around area. No sight distance restrictions.	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 1.46 miles from Alderpoint Rd (State Road No.: F6B165, per Humboldt County WebGIS). Alderpoint Rd is a paved, two-lane road with a painted center-line stripe. 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
Pratt Mountain Rd	0.80	1	8
Private Drive	0.66	8	15

Standard 2 – Functional Capacity

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

The entire road system that is associated with the parcel and premises has been determined to be equivalent to a Category 4 Road standard. The entire road system is, on average 18-20 feet in width, with adequate shoulders on each side of the traveled roadway and no designated parking on the traveled roadway. Although there are Road Points present along the Private Drive that reduce the roadway width, there are turnouts provided at all pinch points. The entire road system is less than 15% in grade.

The road system serves seven (7) parcels, ranging from 40-acre to 220-acres. The average daily traffic (ADT) for the entire road system is 35. 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 Jewett Creek water shed, which is located in the Middle Main Eel River watershed. There are seven (7) Road Points (RPs) that are associated with water quality and biological resources located along the entire road system. These RPs include locations of inboard ditches, lead-out ditches, and drainage relief culverts. There are no surface water crossings along the road system. See the Road System Map for more details of the location of RPs. RPs associated with water quality and biological resources are colored blue on the Road System Map. See the attached Road System Assessment Photographs for photos of each RP.

Table 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.

RP #	Figure(s)	Lat., Long.	Description	Recommendation
3	5-7	40.104319°, -123.688589°	Inboard ditch and location of lead-out ditch. Some riling on road surface just after lead-out ditch. Lead-out ditch discharges onto a vegetated, stable hillside.	Improve inboard ditch and out slope roadway to allow water to appropriately drain off roadway.
4	8-9	40.105457°, -123.689189°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
5	10-12	40.105597°, -123.689900°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
6	13-15	40.107572°, -123.690060°	Rutting on west side of roadway for approximately 75' in length. Inboard ditch and lead-out ditch located on the left side of roadway. Inadequate culvert crossing at RP 7 is causing runoff to travel down roadway.	Improve section of roadway to allow water to appropriately drain off road. Maintain existing roadway width, inboard ditch and lead-out ditch.
7	16-19	40.107979°, -123.689428°	Ditch relief culvert. Runoff jumps from inlet of culvert and travels down roadway.	Improve culvert crossing to allow appropriate conveyance of stormwater. The culvert shall be improved to pass the flow from a 100-year storm event, and to minimize erosion and sediment transport.
10	24-25	40.108872°, -123.686570°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.
11	26-28	40.108638°, -123.686123°	Inboard ditch and location of lead-out ditch. Lead-out ditch discharges onto a stable, vegetated hillside.	Maintain existing roadway width, inboard ditch and lead-out ditch.

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

RP 3, RP 6 and RP 7 have the potential to discharge sediment which can pose a threat to water quality. Recommendations for these RPs include improving inboard ditches and a drainage relive culvert 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 or major erosion issues 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, as well as improving inboard ditches, and improving a drainage relive culvert. 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

Road System Map (1 of 2)

(All roads and Blue Line Streams per Humboldt County WebGIS)

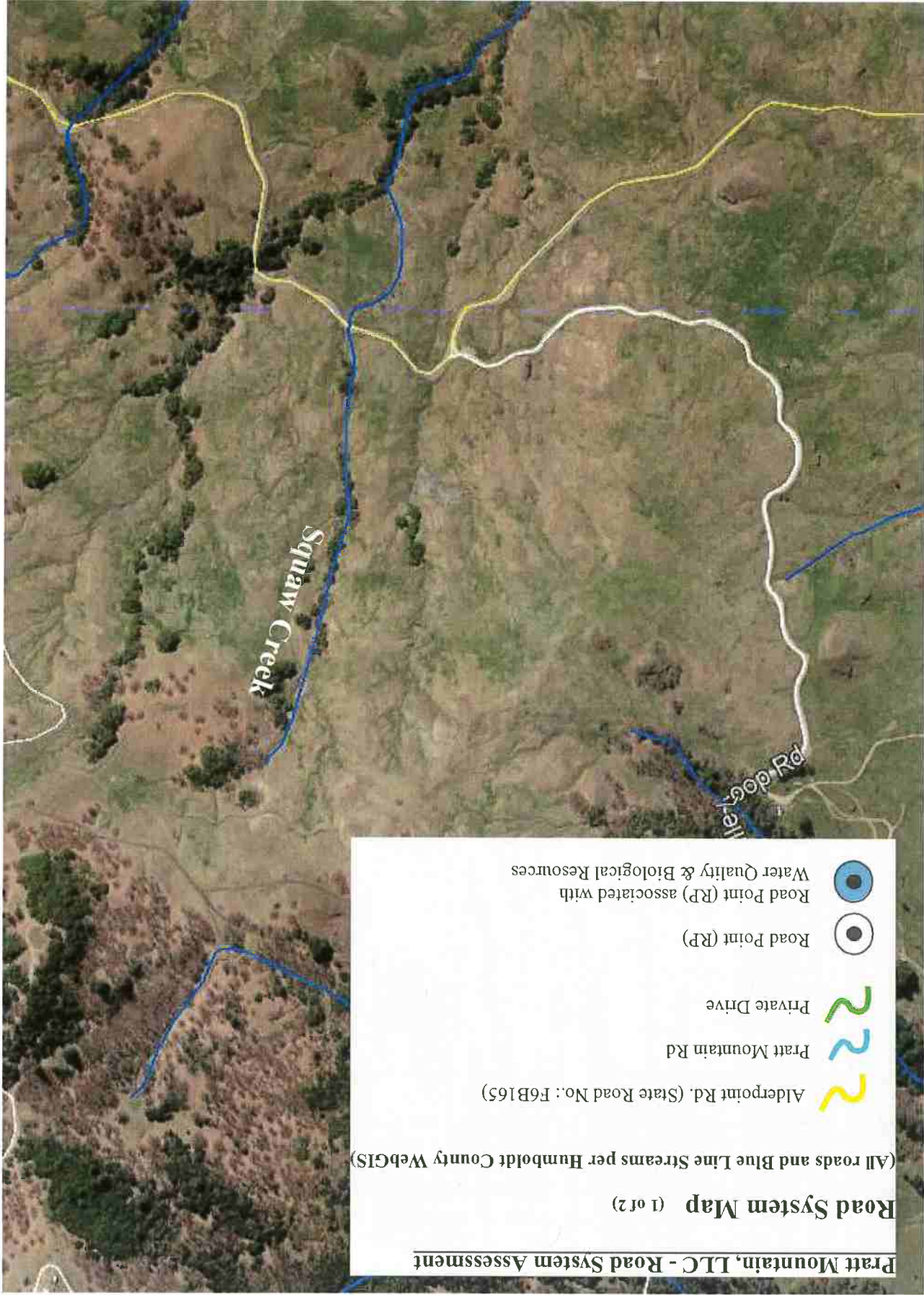
Alderpoint Rd. (State Road No.: F6B165)

Pratt Mountain Rd

Private Drive

Road Point (RP)

Road Point (RP) associated with
Water Quality & Biological Resources



Road System Map (2 of 2)

(All roads and Blue Line Streams per Humboldt County WebGIS)

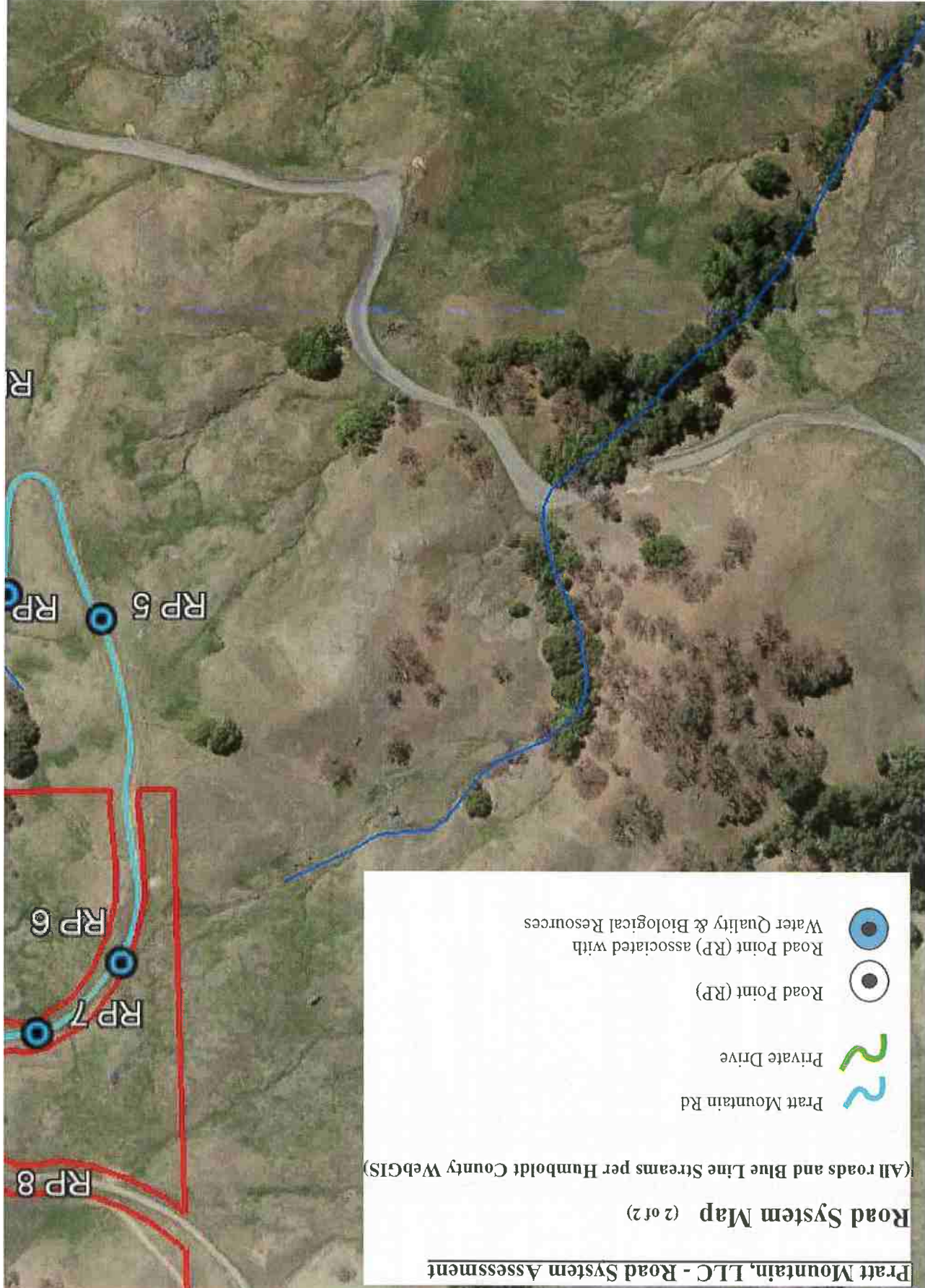
Pratt Mountain Rd
Private Drive



Road Point (RP)



Road Point (RP) associated with
Water Quality & Biological Resources



Appendix B: Road System Photographs



Figure 1: RP 1. Intersection of Alderpoint Rd and Private Drive. Image obtained from Google Earth. Image taken facing south-east on Alderpoint Rd.



Figure 2: RP 1. Intersection of Alderpoint Rd and Private Drive. Image obtained from Google Earth. Image taken facing south-east on Alderpoint Rd.



Figure 3; RP 2. Gate 14' in width. Photo taking facing north.



Figure 4: RP 2. Gate 14' in width. Vehicle traveling north. Photo taking facing south.



Figure 5: RP 3. Inboard ditch and location of lead-out ditch. Vehicle traveling north. Photo taking facing north.

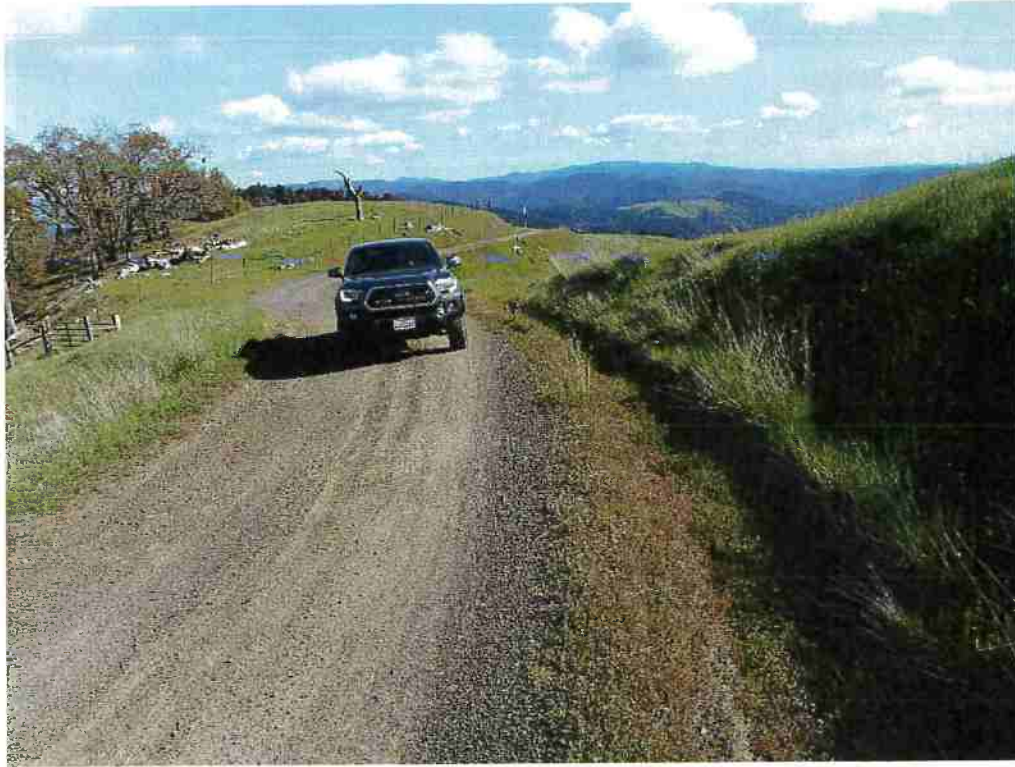


Figure 6: RP 3. Inboard ditch and location of lead-out ditch. Vehicle traveling north. Photo taking facing south.

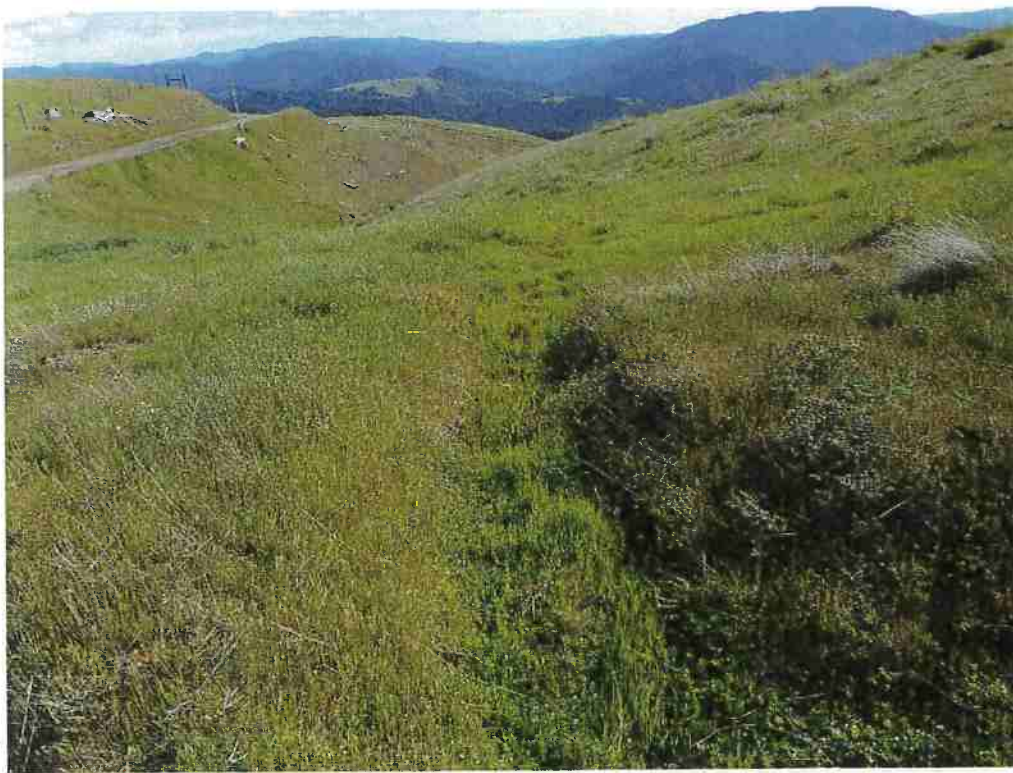


Figure 7: RP 3. Lead-out ditch discharging on stable, vegetated hillside. Photo taken facing west.



Figure 8: RP 4. Inboard ditch and location of lead-out ditch. Vehicle traveling west. Photo taking facing west.



Figure 9: RP 4. Inboard ditch and location of lead-out ditch. (Lead-out ditch located behind vehicle.) Vehicle traveling west. Photo taking facing east.

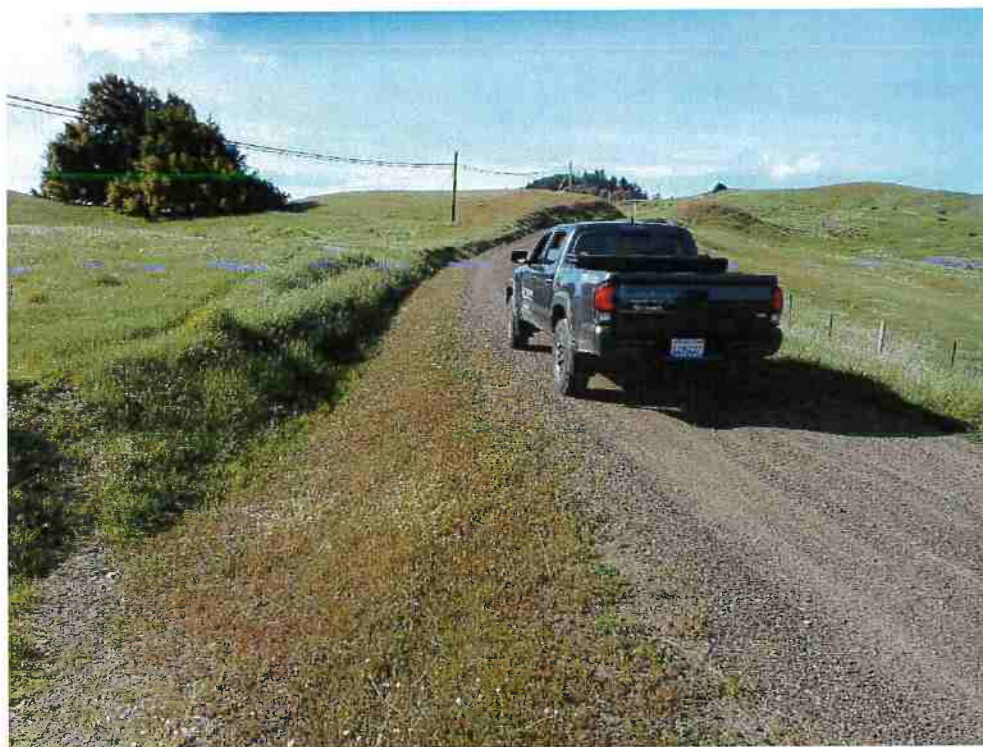


Figure 10: RP 5. Inboard ditch and location of lead-out ditch. Vehicle traveling north. Photo taking facing north.



Figure 11: RP 5. Inboard ditch and location of lead-out ditch. Vehicle traveling north. Photo taking facing south.



Figure 12: RP 5. Lead-out ditch. Photo taken facing west.

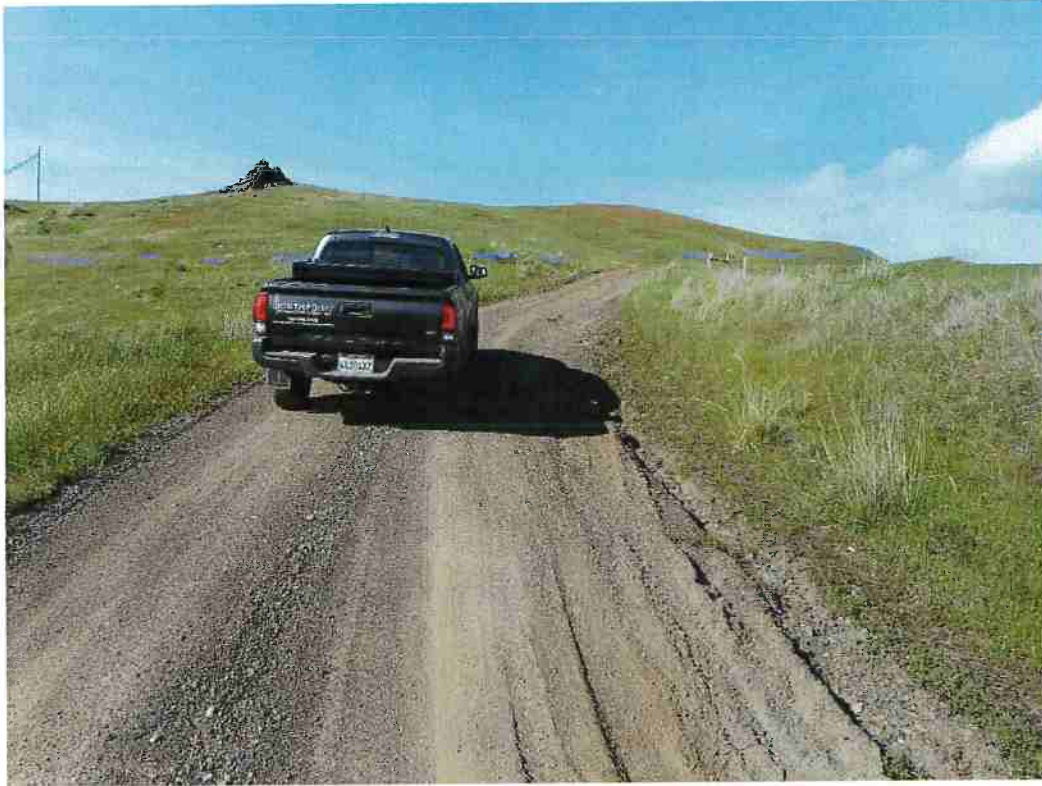


Figure 13: RP 6. Location of rutting on road surface. Vehicle traveling north. Photo taking facing north.



Figure 14: RP 6. Inboard ditch and location of lead-out ditch. Vehicle traveling north. Photo taking facing north.



Figure 15: RP 6. Lead-out ditch. Vehicle traveling north. Photo taking facing south.



Figure 16: RP 7. Culvert crossing. Vehicle traveling north. Photo taking facing north.



Figure 17: RP 7. Culvert crossing. Vehicle traveling north. Photo taking facing south.



Figure 18: RP 7, Inlet of culvert.



Figure 19: RP 7, Outlet of culvert.



Figure 20: RP 8. Intersection of Pratt Mountain Rd and Private Drive. Gate. Vehicle traveling north. Photo taking facing north.



Figure 21: RP 8. Intersection of Pratt Mountain Rd and Private Drive. Gate. Vehicle traveling north. Photo taking facing south.



Figure 22: RP 9. Pinch point. Vehicle traveling east. Photo taking facing east.

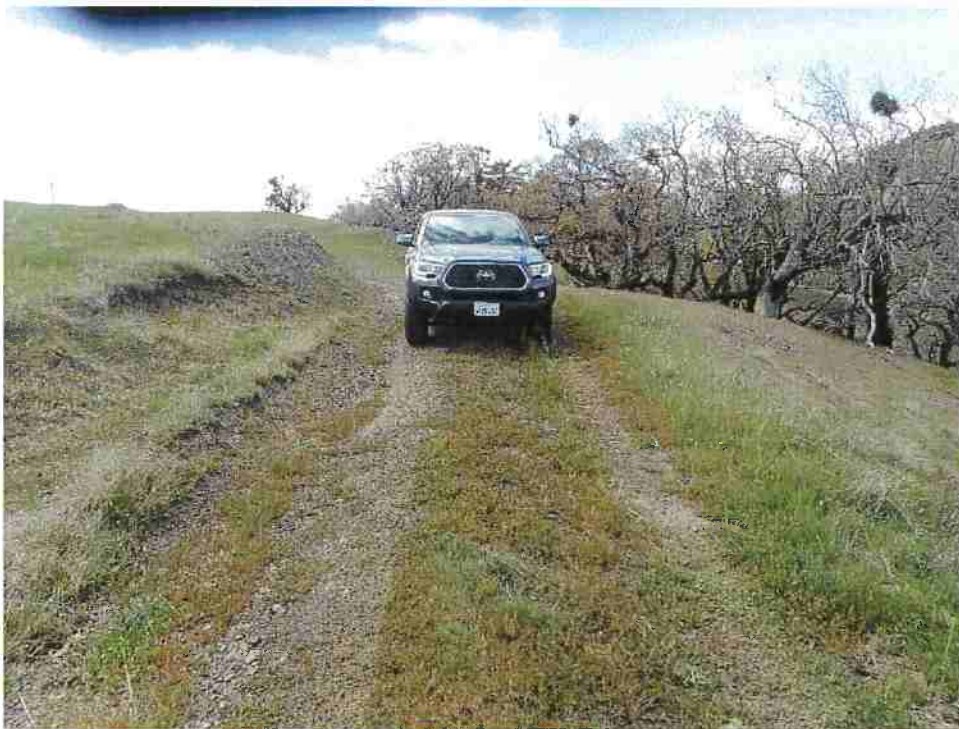


Figure 23: RP 9. Pinch point. Vehicle traveling east. Photo taking facing west.



Figure 24: RP 10. Vehicle traveling east. Photo taking facing east.



Figure 25: RP 10. Vehicle traveling east. Photo taking facing west.



Figure 26: RP 11. Inboard ditch and location of lead-out ditch. Vehicle traveling east. Photo taking facing east.



Figure 27: RP 11. Inboard ditch and location of lead-out ditch. Vehicle traveling east. Photo taking facing west.



Figure 28: RP 11. Lead-out ditch. Vehicle traveling east. Photo taking facing west.



Figure 29: RP 12. Typical section of roadway. Vehicle traveling east. Photo taking facing east.



Figure 30: RP 12. Typical section of roadway. Vehicle traveling east. Photo taking facing west.



Figure 31: RP 13. Pinch point. Start of narrow section of roadway. Bench cut road causes narrow roadway. Vehicle traveling east. Photo taking facing east.



Figure 32: RP 13. Pinch point. Start of narrow section of roadway. Bench cut road causes narrow roadway. Vehicle traveling east. Photo taking facing west.



*Figure 33: RP 14. Pinch point. End of narrow section of roadway. Bench cut road causes narrow roadway. Vehicle traveling east.
Photo taking facing east.*



*Figure 34: RP 14. Pinch point. End of narrow section of roadway. Bench cut road causes narrow roadway. Vehicle traveling east.
Photo taking facing west.*



Figure 35: RP 15. End of Road Assessment. Turn around area. Vehicle traveling east. Photo taking facing east.



Figure 36: RP 15. End of Road Assessment. Turn around area. Vehicle traveling east. Photo taking facing west.