ATTACHMENT 1b

Sprowl Creek Full Resubmittal

ETA Humboldt, LLC
77 Avenue of Giants, Unit #4
Phillipsville, CA 95559
info@etahumboldt.com | (707) 923-1180
DBE: 51189 | DGS SB-Micro/SB-PW: 2027799 | CUPC WBE: 2027799 | WOSB

25 July 2023

Greetings Humboldt County Supervisors,

I am writing to you today to discuss APN 222-071-030, also known as Sprowl Creek LLC, formerly owned by Justin Baldwin. I represent Charles Dupont and his brothers (Jackson and Elliot) of Sprowl Creek LLC/Humboldt Spirit Inc. This letter is in response to the denial of the *Spowel Creek Road Improvement Grant* proposal applied for through the *Friends of the Eel River Grant Opportunity*.

To date, Mr. Dupont and his family have invested well over $100,000 into compliance and approval for planned remediation efforts for a property they have owned for less than 20 months. Due to financial circumstances described later in this letter, it has become clear that my clients have all but exhausted all their financial resources in pursuit of permission to remediate a historical cultivation site abused and essentially abandoned by the property's previous owner.

In order to support the Dupont's in their critical remediation efforts, my firm prepared and submitted an application for grant funding to the *Friends of the Eel River* grant program. The application was prepared in close cooperation with Humboldt County Planning and Building Department and the full scope of the issues associated with APN 222-071-030 was transparently discussed and understood by all involved. In early 2023, we were notified by Humboldt County staff that our proposal was far and away the best application submitted during the funding cycle.

In an unfortunate turn of events, this application for grant funding was denied before the Board of Supervisors on July 11, 2023. Denial was made on the grounds that NCRWQCB determined Mr. Dupont to be *"non-responsive"* and that he had not made significant remediative progress toward implementing documented plans. We were hopeful we would receive these grant funds so that the entire CRMP project could be implemented at once. Without grant funding, however, the planned remediation will likely take up to five years to fully complete.

I am asking the Board of Supervisors to please support Mr. Dupont's grant proposal. While the Dupont family is committed to completing the required remediation projects through Year 1 of the approved CRMP, a grant award would mean the entire plan can be implemented completely and immediately. Please note that Mr. Dupont and his family have been exceptionally cooperative: there are no plans for cultivation of any kind to occur in 2023, or indeed until the Year 1 Requirements of the approved CRMP have been fully implemented. In fact, there has been no cannabis cultivation on APN 222-071-030 in over six years.

Critical and timely remediative efforts to this property hinge upon the cooperation of all parties involved. The Dupont family understands that they are responsible for completing the 2023 requirements outlined in the CRMP as quickly as possible. It is my hope that some history regarding the site will underscore my clients' desire to operate within the bounds of law and agency approval will persuade CDFW and NCRWQCB to stand behind this important project in its push to raise necessary funding through local grant opportunities designed to support struggling cannabis cultivators in California.

Site History

The Duponts purchased the property in November 2021 and immediately began resolving issues created by Justin Baldwin dating back to 2014. They retained environmental consulting and legal services from Timberland Resource Consultants, Chris Carrol, Nicole Laggner- Attorney at Law, and my environmental consulting firm (ETA Humboldt LLC). Together, we worked diligently with CDFW and the NCRWQCB to revise the previously submitted CRMP. The original document was prepared and submitted by NRM, LLC in 2018. Resolution could not be found between the agency and NRM.

A revised CRMP, prepared and submitted by ETA Humboldt LLC was accepted and approved. We also completed and submitted 401, 404, and LSAA 1600 permits. Combined total permit fees related to this revision are in excess of $30,000. Professional consulting and legal fees related to this project total well over $60,000.

In addition to the permit filings outlined above, ETA Humboldt has worked closely with the County of Humboldt and the State Water Resources Control Board to manage open issues surrounding an unpermitted pond. Originally considered to be an on-stream pond, recent observations (including a site-visit during significant rainfall) have led CDFW and NCRWQCB to determine the pond to qualify as rainwater catchment – and therefore not under the jurisdiction of either agency. This revised pond determination led the County of Humboldt to release a standing property lien, which allowed the Dupont family to take full legal possession of APN 222-071-030.

However, the pursuit of legal possession has cost the Duponts an additional $15,000 on top of the more than $7,000 in back due Planning Department fees owed by Justin Baldwin, but paid by the Dupont family. Further costs due to the County Planning Department and third-party environmental contractor (LACO) for reviewing and preparing the project for hearing tally more than $15,000 in addition to the $22,000 already invested.

In addition to all the previously listed costs associated with legally acquiring and possessing APN 222-071-030, the Dupont family has invested nearly $5,000 in initial property cleanup efforts. The cleanup project involved remediating prior cultivation waste, including truckloads of garbage that had been left on this property for years and was so heavily covered in vegetation that the project required a large amount of time and energy from the Dupont family. This was the majority of the work that could be completed without permit approval and was completed as of May 2022.

All other remediation work required the approval of three separate permits in order to begin work. In April 2022, the Duponts received the first of the three permit approvals from CDFW. Permit 401 was approved on July 5, 2022 and the revised CRMP received approval from NCRWQCB on July 19 of the same year, allowing permitted work to finally begin.

Financial Woes: Market Collapse and Consumer Inflation

Unfortunately for Mr. Dupont and his brothers (and many, many other cannabis producers across the State), California's legal adult-use cannabis market experienced an unprecedented slump in wholesale product price during the same period (November 2021 - July 2022). Although the cannabis margins and profitability have been demonstrably depressed for years, Fall 2021 and Spring 2022 saw wholesale prices drop by 50% and marked the most significant downward trend in cannabis profits since California approved the legal industry. To add further stress to already squeezed cannabis cultivation margins, the United States has seen unprecedented and widespread consumer inflation which makes producing profitable cannabis in California all but impossible.

California's Department of Cannabis Control and Bureau of Cannabis Control recognized the significance of this slump and offered cultivators aid in several ways, namely the elimination of cultivation tax and the release of unprecedented grant funding available to local jurisdictions to help legacy cannabis farms stay in business. While made in good faith, the tax break and grant funding opportunities have ultimately proven to be "too little, too late" for a large portion of legacy cannabis cultivators in California.

Such is precisely the case for Mr. Dupont and his brothers. The loss of income my clients sustained during the downward market trend coupled with costs associated with refiling permits and CRMP tied to the property have made it financially impossible for the Duponts to accomplish any project implementation beyond the initial site remediation efforts made in 2022. This unfortunate reality was abundantly clear by October 2022 when ETA Humboldt applied for appropriate work extensions with CDFW and the NCRWCQB. The CRMP was granted an extension in May of 2023. My firm filed the CDFW extension request on behalf of Mr. Dupont first in-person, and then digitally via EPIMS. To date, neither Mr. Dupont nor my firm has received any response from CDFW.

Moving Forward

It is important to note that Mr. Dupont and his family are prepared to complete the 2023 requirements outlined in the now-approved CRMP by the fall deadline, regardless of any grant award. **However, our proposal makes clear and transparent that full and immediate implementation of the entire CRMP remediation project is absolutely possible given financial aid awarded through a support grant award.**

Once again, I implore NCRWQCB/Humboldt County Board of Supervisors to stand behind the Dupont application for grant funding. Together, we have made so much progress toward successfully implementing critical remediation projects on APN 222-071-030. It is my sincere hope that all private and agency parties realize the significance of this lynchpin moment. Critical remediation efforts and the livelihoods of local

legacy cannabis producers are absolutely contingent on grant funding opportunities focused on supporting people like the Dupont family in their efforts to remediate the consequences of illegal and environmentally unsustainable historical cannabis cultivation practices.

Most sincerely,

Vanessa Valare
Owner/Manager, ETA Humboldt LLC
(707) 923-1180
etahumboldt@gmail.com

Friends of the Eel River Mitigation and Remediation Grant Program

Sproul Creek Headwaters Road Improvements Application Packet

Table of Contents

Signed Application Submission Form	2
Project Description	3-4
Plot Plan	5
Plot Plan Checklist	6
Scope of Work	7
Schedule for Completion	12
Erosion Control and Monitoring Plan	13
Budget	154
Project Maps	161
Figures	165
Figure 1 CDFW Annual Reporting Document	165
Figure 2 CDFW Clean up and Remediation Addendum MAP	168
Figure 3 401 NCRWQCB Timeline Amendment	169

Mitigation and Remediation Grant Program
APPLICATION GUIDELINES

Application Packet Checklist

Please check below to ensure you have a complete application. Once complete, email the following documents, in pdf format with the text "Application for Remediation Grant Program Funding" in the subject line to eadler@co.humboldt.ca.us.

- ☒Signed Application Submission Form
- ☒Project Description – Summary of the Project, up to 2 pages.
- ☒Plot Plan
- ☒Plot Plan Checklist – Attached
- N/A ☒Cross sections of proposed work including topographic elevations
- ☒Scope of Work – Detailed Description of Work
- ☒Schedule for Completion – Identify Milestones
- ☒Erosion Control Plan and Monitoring Plan
- ☒Budget – Be as specific as possible – sample attached
- ☒Project Maps and Figures
- ☐Letter(s) of Support (optional)

APPLICATION FORM - Commercial Cannabis Land Use Ordinance Mitigation and Remediation Fund Program

Project Title: Sproul Creek Headwaters Road Improvements

Date of Application: 10/31/2022

Applicant Name: Humboldt Spirit Inc./ Dillon Dupont

Project APN: 222-071-030

Contact Person Name and Title: Dillon DuPont-owner

Contact Phone: 707-223-2078

Contact Email: dillondupont@gmail.com

Contact Address: 3739 Balboa St. Unit 152 San Francisco, CA 94121

Amount Requested: $117,170.00

Total Budget: $151,363.70

Project Timeline: Start Date: June 15th, 2023

End Date: November15th, 2023

Signature of Applicant:

Project Description

Sproul Creek-Headwaters Road Improvements

FOER Mitigation and Remediation Grants Program

Humboldt Spirit Inc.-Dillon DuPont

Project Location

The proposed implementation project is located within the Sproul Creek watershed, approximately 6 miles southwest of the town of Garberville, County of Humboldt, State of California. The project is in Section 16, T05S, R03E, Humboldt Base and Meridian; in the Garberville U.S. Geological Survey 7.5-minute quadrangle; Assessor's Parcel Number 222-071-030-000; latitude 40.0172 N and longitude 123.8363 W at the Parcel centroid. This parcel has nine unnamed Class III tributaries that are the headwaters to Sproul Creek. The parcel contains three access roads that are utilized by the applicant as well as neighbors that reside beyond the parcel. There is an existing road association that is charged with maintaining these roads, but they are not financially equipped for such a large road improvement project.

Approximately seventeen watercourses exist on the subject property consisting of fifteen Class III and two Class II watercourses. These watercourses function as tributaries to Sproul Creek which drains into Jones Creek, flows into Indian Creek and where it drains into the South Fork Eel River approximately 4 miles downstream. Numerous erosion control sites that directly affect watercourses on the subject property.

Project Overview

This Mitigation and Remediation Grant intends to begin implementation on 14 watercourse crossing projects and 18 erosion control projects located on parcel 222-071-030. All of the proposed watercourse crossing projects are located on tributaries that are direct headwaters to the Sproul Creek and the affected watercourse. These projects are primarily located on a community utilized road system utilized by over 40 landowners. These are historic ranch roads that have not been upgraded in decades. Many of the existing watercourse crossings are undersized and not functioning adequately. This property is a historic homestead parcel that dates back prior to the 1930's as the Neilson Ranch. Some project sites defined below will restore some land features that were disturbed in the historical era (pre 1970's). Many of the watercourse crossing project sites are located on community utilized sections of road with culverts that are presumed by condition to have been installed decades ago and are not up to current standards for watercourse crossing structures.

This parcel was purchased in 2021 by the current landowner with numerous cleanup locations, poorly functioning watercourse crossings, and multiple erosion and sediment control site to be implemented. The previous land owner was also subject to violations received from The California Department of Fish and Wildlife (CDFW) and the North Coast Regional Water Quality Control Board in 2015 prior to legalization of cannabis. The previous landowner did not resolve and or complete the necessary restoration and remediation efforts. The current landowner is faced with a huge remediation and restoration project. In 2021 and 2022 the new landowner has coordinated and completed permits with every involved agency.

Project Overview(Continued)

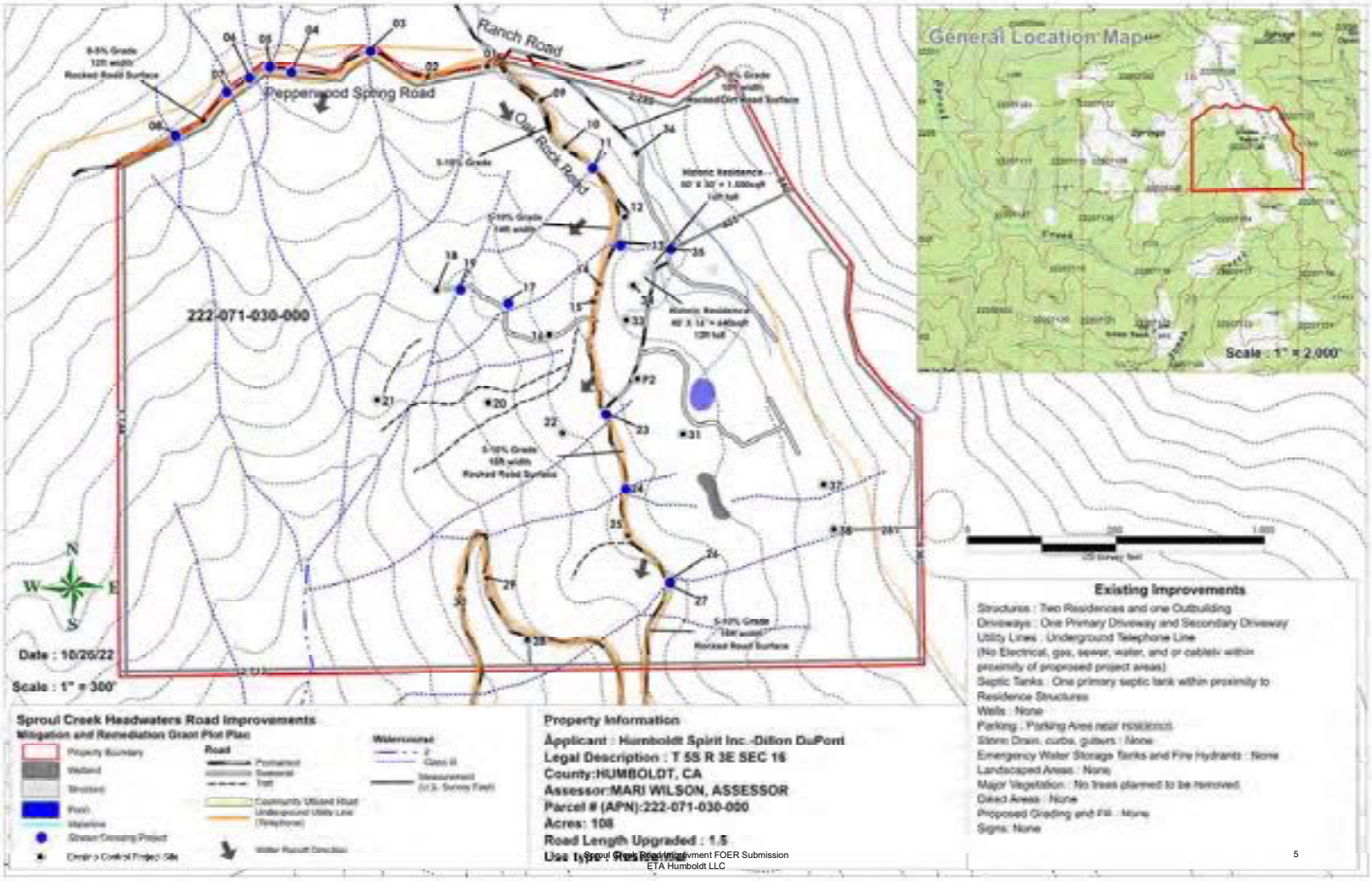
The new landowner has made significant effort and financial commitment to resolve all outstanding issues with involved agencies and has successfully completed all planning and permits necessary for the implementation of the proposed project. To date the current landowner has completed cleanup of the refuse, trash, and legacy cultivation waste on the property. This project has completed and accepting Lake and Streambed Alteration Agreement, 401 Water Quality Permit, and 404 Army Corp permits and Site Management Plan.

Project Overview and Outcome

Fourteen watercourse crossing projects are detailed in the Lake and Streambed Alteration Agreement between the applicant, Humboldt Spirit Inc.-Dillon DuPont, and California Department of Fish and Wildlife. The proposed project also consists of 18 areas where rocked rolling dips, water bars, and ditch relief culverts will be installed to mitigate sediment being transferred into the affected watershed. Planning efforts and project details are outlined in the approved Cleanup, Remediation and Mitigation plan approved by the North Coast Regional Waterboard. A 401 certification has been completed with the State Water Resources Control Board for the culvert upgrades. A 404 certification has also been completed with the Army Corps of Engineers.

This project will improve watercourse crossings and hydrologically disconnect areas that threaten to allow sediment delivery on three shared community utilized road that are moderately travelled and provide access for multiple neighbors that reside beyond the parcel. There are six crossings on Pepperwood Springs Rd., five crossings on Oak Rock Rd. and one crossing on Ranch Rd. to be upgraded. There are two crossings on a trail on the parcel that will be decommissioned, and the stream channel will be restored. There is also one ditch relief culvert located on a legacy road on the parcel that will be improved by installing erosion control materials and a waterbar. In addition, there are nine locations where a rocked rolling dip will be installed, five areas where ditch relief culverts will be installed, as well as three areas where a Waterbar will be installed to assure that potential sediment delivery will be mitigated.

These upgraded watercourse crossings and other road improvements will achieve 100-year flood requirements and reduce sediment deposits into unnamed tributaries, Sproul Creek, and the South Fork Eel River, protecting water quality and aquatic ecosystems and limiting impact on downstream resources. The objective of this implementation project is to protect and improve salmonid habitat through controlling and preventing road-related erosion within the streamside riparian zones and upland areas in the watershed. Biological benefits of stream restoration are derived from reestablishing important ecological functions on degraded streams. These are functions that can be observed and measured on high quality streams. Restoration accomplishes this by establishing a stable channel morphology which will support the development of a diverse stream ecosystem. Environmental standards and regulations have determined a standard for environmental compliance in effort to reduce, minimize and mitigate impacts associated with the human environmental interface of cannabis cultivation properties.


Ranch Road
Peppermood Spring Road
Oak Rock Road
222-071-030-000
General Location Map
Scale : 1" = 2,000'
Date : 10/26/22
Scale : 1" = 300'
Sproul Creek Headwaters Road Improvements
Mitigation and Remediation Grant Plot Plan
Property Information
Applicant : Humboldt Spirit Inc.-Dillon DuPont
Legal Description : T 5S R 3E SEC 16
County:HUMBOLDT, CA
Assessor:MARI WILSON, ASSESSOR
Parcel # (APN):222-071-030-000
Acres: 108
Road Length Upgraded : 1.5
Existing Improvements
Structures : Two Residences and one Outbuilding
Driveways : One Primary Driveway and Secondary Driveway
Utility Lines : Underground Telephone Line
(No Electrical, gas, sewer, water, and or cable within proximity of proposed project areas)
Septic Tanks : One primary septic tank within proximity to Residence Structures
Wells : None
Parking : Parking Area near residence
Storm Drain, curbs, gutters : None
Emergency Water Storage Tanks and Fire Hydrants : None
Landscaped Areas : None
Major Vegetation : No trees planned to be removed
Diked Areas : None
Proposed Grading and Fill : None
Signs: None

PLOT PLAN AND TENTATIVE MAP CHECKLIST

The following information must be shown on your plot plan or tentative map. Please check ✓ the box to the left of the items shown on the plot plan or tentative map. If any item is not on your site to your knowledge, write "N/A" next to the box. Plot plans shall be drawn on a minimum size sheet of 8-1/2" x 11", and tentative subdivision maps on a minimum size sheet of 18" x 26". ***Note: This Checklist must be completed by the applicant and submitted with your application.***

Applicant's Name _ Humboldt Spirit Inc.-Dillon DuPont_ APN 222-071-030

FOR ALL PROJECTS

- ☒ 1. Name of applicant(s)
- ☒ 2. Location or vicinity map (on or attached to the plot plan)
- ☒ 3. The subject parcel (show entire parcel with dimensions)
- ☒ 4. Date, north arrow and scale
- ☒ 5. Name, County road numbers, and width of all existing and proposed access roadways adjacent to or within the subject parcel (indicate width of traveled way, grade (in % slope), and surface)
- ☒ 6. Existing and proposed improvements (label as "existing" and "proposed" with dimensions and distance to nearest two (2) property lines)
  - ☒ a. Structures and buildings (include floor area, height and proposed use)
  - ☒ b. Driveways and turnaround areas (indicate width, grade (in % slope) and surface)
  - ☒ c. Utility lines (electric, gas, telephone, sewer, water, and cable TV)
  - ☒ d. Septic tanks and leachfields (label primary/reserve areas and test holes)
  - NA e. Wells
  - ☒ f. Parking and loading areas (show individual parking spaces, including handicapped parking and ramps)
  - NA g. Storm drains, curbs and gutters
  - NA h. Emergency water storage tanks and fire hydrants
  - NA i. Landscaped areas (include proposed exterior lighting)
  - NA j. Major vegetation (identify mature trees (12" dbh or larger) to be removed)
  - NA k. Diked areas
  - NA l. Proposed grading and fill (estimate volume)
  - NA m. Signs (indicate size, illuminated, and design (e.g., monument, pylon, etc.))
  - NA n. Other - specify _____
- ☒ 7. Direction of surface water runoff
- ☒ 8. Location and width of all existing and proposed easements of record
- NA 9. Hazardous areas (indicate on map if on the project site or within 400 feet of the project site):
  - a. Areas subject to inundation or flooding
  - b. Steep or unstable slopes
  - c. Expansive (clay) soils
  - d. Earthquake faults
  - e. Hazardous waste or substance sites
  - f. Other - specify _____
- ☒ 10. Sensitive habitat areas (indicate on map if on project site or within 400 feet of the project site):
  - ☒ a. Creeks, rivers, sloughs and other drainage courses
  - ☒ b. Lakes, ponds, marshes, or "wet" meadows
  - NA c. Beaches
  - NA d. Sand dunes
  - ☒ e. Other - specify _Wetland_
- ☒ 11. Historical buildings or known archaeological or paleontological resources
- ☒ 12. Land use and buildings on adjacent parcels, and approximate distances to closest property lines

FOR LOT LINE ADJUSTMENT PLOT PLANS ONLY

- ☐ 13. Proposed new lines and lines to be eliminated (show lines to be eliminated as dashed)
- ☐ 14. Areas (in square footage or acreage) of the initial and resulting parcels

FOR TENTATIVE SUBDIVISION MAPS ONLY

- ☐ 16. Approximate dimensions and areas of all proposed lots
- ☐ 17. A statement that "All easements of record are shown on the tentative map and will appear on the recorded subdivision map"
- ☐ 18. Contour lines (at _____ intervals)
- ☐ 19. For major subdivisions (5 or more parcels): proposed drainage improvements, details of any grading to be performed, approximate radii of all roadway curves, areas for public use, and typical sections of all streets, highways, ways and alleys
- ☐ 20. Names and assessor's parcel numbers of all contiguous ownerships

NOTE: THE SUBMITTAL OF INCOMPLETE OR ILLEGIBLE PLOT PLANS OR TENTATIVE MAPS WILL CAUSE DELAYS IN THE PROCESSING OF YOUR APPLICATION

Sproul Creek-Headwaters, Humboldt Spirit Inc. Road Improvements

FOER Mitigation and Remediation Grants Program

Scope of Work

Overview

Fourteen Watercourse Crossing upgrades are planned to be upgraded and eighteen Erosion/Sediment control project sites are planned to be implemented.

Stream Crossing 03: An existing 8-inch diameter by 20-foot-long CMP culvert on a watercourse. The crossing is too short, shot-gunned, not-to-grade, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 18-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 15 to 20 cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4-feet deep by 4-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 04: An existing 8-inch diameter by 20-foot-long smooth steel culvert on a watercourse that is too short, shot-gunned, not-to-grade, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 18-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 15 to 20 cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4-feet deep by 4-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 05: An existing 12-inch diameter by 20-foot-long double walled plastic culvert crossing on a watercourse that is too short, shot-gunned, not-to-grade, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 18-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 15 to 20 cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4-feet deep by 4-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 06: An existing 12-inch diameter by 20-foot-long CMP culvert crossing on a watercourse that is too short, shot-gunned, not-to-grade, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 24-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 20 to 25 cubic yards of fill and 150 ft_2 of overall disturbance (30-feet long by 4-feet deep by 5-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 07: An existing 12-inch diameter by 20-foot-long half CMP, half smooth steel culvert crossing on a watercourse crossing that is too short, shot-gunned, not-to-grade, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 30-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 30 to 35 cubic yards of fill and 150 ft_2 of overall disturbance (30-feet long by 6-feet deep by 5-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 08: An existing 8-inch diameter by 20-foot-long CMP culvert crossing on a watercourse that is too short, shot-gunned, not-to-grade, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 18-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 15 to 20 cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4-feet deep by 4-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 11: An existing 24-inch diameter by 20-foot-long double walled plastic culvert crossing on a watercourse that is adequately sized for the 100-year flow, but it is too short and lacks a rock armor energy dissipater which is resulting in the erosion of the fill slope. This notification proposes the applicant attach a minimum 20-foot culvert extension or downspout to the outlet of the culvert with a flexible single-walled 24-inch diameter culvert that outlets beyond the fill prism of the road and rock armor the outlet per the attached specifications. The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 13: A Class III watercourse that lacks an adequate crossing structure and is being diverted down the inside ditch of the road approximately 150-feet before being relieved by the DRC at SMP Site 14/P8/WQ10. This notification proposes that the watercourse crossing be realigned with a minimum 18-inch diameter culvert and set to grade with the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 20 to 25 cubic yards of fill and 160 ft_2 of overall disturbance (40-feet long by 4-feet deep by 4-feet wide). The upgrading of this crossing will require the removal of one California Bay tree sapling and may require the loss of native grasses, forbs, and ferns. Timberland Resource Consultants suggests that the inside ditch be cleared and that the DRC that is currently diverting the flow from the Class III watercourse be upgraded to an 18-inch diameter DRC.

Stream Crossing 17: An existing 18-inch diameter by 20-foot-long double walled plastic culvert crossing on a watercourse on an abandoned road. This notification proposes that this crossing be decommissioned per the attached specifications. The decommissioning of this crossing requires the removal of approximately 15 to 20 cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4 feet deep by 4 feet wide). The decommissioning of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 19: An existing 18-inch diameter by 20-foot-long double walled plastic culvert on a watercourse crossing on an abandoned road. The installation of this culvert misaligned the watercourse. This notification proposes that this crossing be decommissioned, and the watercourse be re-aligned to the native channel per the attached decommissioning specifications. The decommissioning of this crossing requires the removal and displacement of approximately 15 to 20 cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4-feet deep by 4-feet wide). The realignment of this crossing will require the removal of four Douglas fir trees, one 15-inch diameter, one 11-inch diameter, one 7-inch diameter, one 3-inch diameter and a few Douglas fir seedlings at the crossing outlet. The decommissioning of the crossing may also require the loss of native grasses, forbs, and ferns.

Stream Crossing 23: An existing 18-inch by 20-foot-long CMP and 12-inch diameter by 20-foot-long CMP culvert crossing on a watercourse that is becoming plugged, and one culvert is already plugged, at the inlet. The culverts are shot-gunned, not-to-grade, too short, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 30-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 30 to 35 cubic yards of fill and 150 ft_2 of overall disturbance (30-feet long by 6-feet deep by 5-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 24: An existing 18-inch diameter by 20-foot-long corrugated aluminum culvert crossing on a watercourse that is shot-gunned, not-to-grade, too short, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 36-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 20 to 30-cubic yards of fill and 100 ft_2 of overall disturbance (20-feet long by 6-feet deep by 6-feet wide). The upgrading of this crossing will require the removal of two Douglas fir trees, one 17-inch diameter and one 18-inch diameter. The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 26: An existing 18-inch diameter by 20-foot-long steel culvert crossing on a watercourse that is shot-gunned, not-to-grade, too short, eroding the road fill slope at the outlet, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 30-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 30 to 35-cubic yards of fill and 150 ft_2 of overall disturbance (30-feet long by 6-feet deep by 5-feet wide). The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Stream Crossing 35: An existing 8-inch diameter by 20-foot-long steel culvert crossing on a watercourse that is shot-gunned, not-to-grade, too short, misaligned, and undersized for the 100-year flow. This notification proposes this culvert be upgraded to a minimum 18-inch diameter culvert set to grade of the watercourse with a length extending past the fill prism of the road per the attached culvert installation specifications. The upgrading of this crossing requires the removal and displacement of approximately 15 to 20-cubic yards of fill and 120 ft_2 of overall disturbance (30-feet long by 4-feet deep by 4-feet wide). The upgrading of this crossing will require the removal of one 6-inch diameter white oak. The upgrading of this crossing may require the loss of native grasses, forbs, and ferns.

Ditch Relief Culvert (DRC) 38: An existing ditch relief culvert consisting of a 12" corrugated metal pipe that is no longer needed. No inside ditch or concentrated road surface runoff flows reach this culvert as the road up-grade is heavily vegetated and no longer used. Legacy refuse metal debris have been discarded or used as riprap in the past below the outlet of the ditch relief culvert and within the watercourse channel.
This notification proposes that the refuse and metal debris be removed, erosion materials be applied per the specifications outlined in the attached General Erosion Control specifications and a waterbar be installed.

Site 1: Multiple ditch relief culverts are to be Installed on the inside ditch on the adjoining parcel to the north which Is also enrolled In the State Cannabis General Order. See that enrollment for details. {WDID# 1_ 12CC417597) From this site to Site 08 and the property boundary to the west, remove the outboard roadside berms and out slope sections of this road in-between and upgrade of the watercourse crossings, as feasible.

Site 2: Install a rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 9: Install a 15" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Site 10: Install a 15" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Site 12: Install a rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 15: Install a rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 16: Install a waterbar to the specifications outlined in the attached BMPs. See attached BMPs: Waterbar Construction, General Operations BMPs, and General Erosion Control specifications.

Site 18: Install a water bar to the specifications outlined in the attached BMPs. Maintain as necessary. See attached BMPs: Water bar Construction, General Operations BMPs, and General Erosion Control specifications.

Site 24: Install a rocked rolling dip approximately 130' upgrade of this watercourse crossing. Maintain the kickout drainage feature regularly. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications. (Note: this site will also receive an upgraded culvert per the LSA.)

Site 25: Install a rocked rolling dip as flagged in the field that captures the Inside ditch, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip
Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 28: Clear the Inside ditch upgrade approximately 250'. Install an 18" diameter ditch relief culvert In combination with a rocked rolling dip, as flagged in the field, per the specifications outlined in the attached BMPs: See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Site 29: Clear the Inside ditch upgrade approximately 250'. Install an 18" diameter ditch relief culvert In combination with a rocked rolling dip, as flagged in the field, per the specifications outlined in the attached BMPs: See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Site 30: Install a rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 33: Install a rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 34: Install a rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Site 36: Clear the Inside ditch upgrade approximately 250'. Upgrade with a 15" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Site 37: Remove the organic cultivation-related wastes from the outlet channel, remove the ditch relief culvert and install a waterbar to the specifications outlined in the attached BMPs. See Waterbar Construction, General Operations BMPs, and General Erosion Control specifications.

Milestone	Start Date	End Date
Grant Awarded		
Detailed Project Scoping/ Pre Site Documentation	June 15, 2023	July 15th
Project Construction and Implementation	July 15, 2023	October 15, 2023
Project Completion Reports Submitted	October 15, 2023	November 15, 2023
Project Completion		November 15,2023

Erosion Control Measures

1. 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.

2. 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.

3. 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) road cut banks and fills, and (C) 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. 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.

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

5. Sidecast or fill material extending more than 20 feet in slope distance from the outside edge of a roadbed, 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, for which completion date is October 15.

6. 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.

Annual Winterization Measures

Winterization measures consist of general cleanup and winter-preparation activities that both prepare for and utilize, anticipated, local winter weather.

- Any exposed soils resulting from winterization activities shall be seeded and straw mulch.
- Any/all areas of exposed soils in and around cultivation areas are seeded and either straw mulched with weed-free straw or woodchips.
- All existing culvert inlets, interiors, and outlets shall be cleared of any existing or potential obstructions to include; debris upstream of the culvert such as sediment, loose, moveable rocks, and raftable, small, woody debris.
- Damage or wear resulting from vehicular use to road surfaces (such as rutting or wheel tracks) and/or road surfacing (such as rock) that would impair road surface drainage or drainage features (such as out sloping, waterbars, rolling dips, etc.) shall be repaired before the Winter Period.
- All existing surface drainage features and sediment capture features shall be maintained if needed to ensure continued function through the Winter Period.
- All fertilizers and petroleum products will be stored in an area located outside of riparian setbacks, completely sealed, placed in secondary containment (liquids), and stored in a manner that prevents contact with precipitation and surface runoff.
- Chemical toilets will be removed from the property until need resumes the following cultivation season, or at a minimum serviced and left unused during periods when not in use.
- Water storage tank lids shall be appropriately closed to prevent the access of wildlife.
- All refuse/trash shall be removed and disposed of appropriately.
- All inorganic material capable of being transported by wind or rain shall be secured and stored appropriately.

Monitoring Plan

Applicants shall regularly inspect and maintain the condition of access roads, access road drainage features, and watercourse crossings. At a minimum, cannabis cultivators shall perform inspections before the onset of fall and winter precipitation and following storm events that produce at least 0.5 in/day or 1.0 inch/7 days of precipitation. See Required Monitoring tables below for specificity monitoring and reporting requirements. Cannabis cultivators are required to perform all of the following maintenance:

- Remove any wood debris that may restrict flow in a culvert.
- Remove sediment that impacts access road or drainage feature performance.
- Place any removed sediment in a location outside the riparian setbacks and stabilize the sediment.
- Maintain records of access road and drainage feature maintenance for annual reporting.

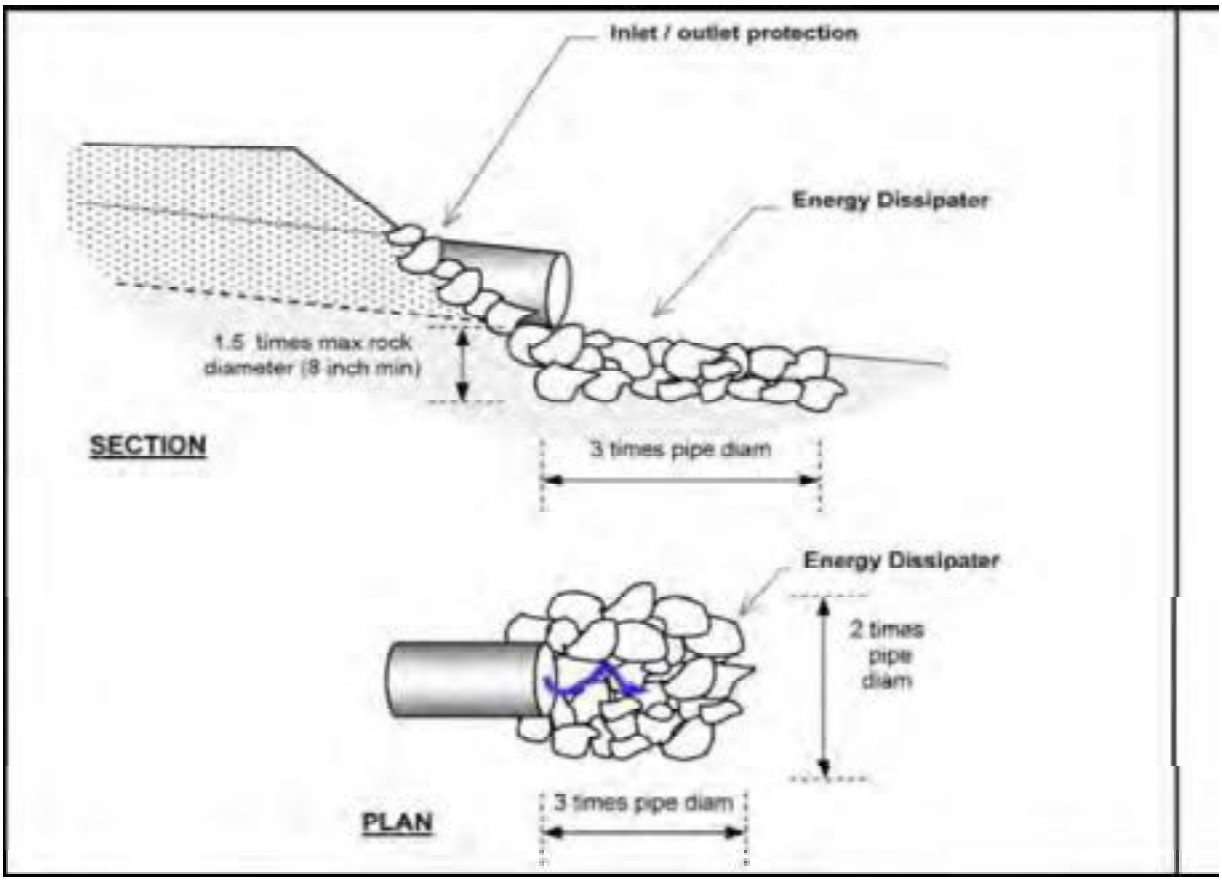
Areas that are, or may become, inaccessible during winter months due to extreme weather such as snow, road closures, seasonal access roads to the property, or any other such conditions shall make additional efforts to enhance Winterization measures in the absence of monitoring during storm events.

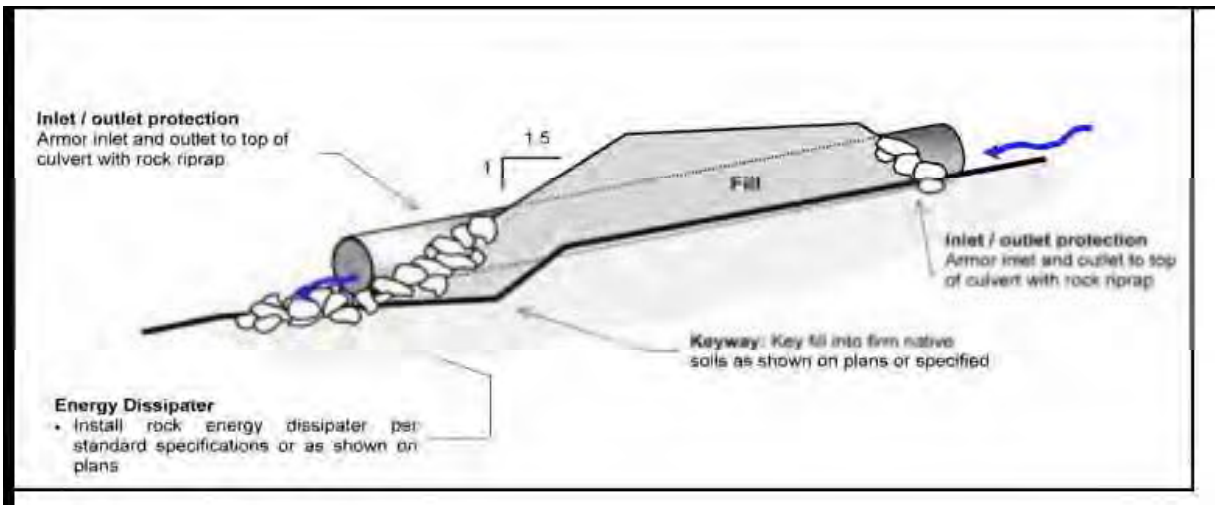
Monitoring Requirement	Description
Winterization Measures Implemented	Report winterization procedures implemented, any outstanding measures, and the schedule for completion.
Tier Status Confirmation	Report any changes in the tier status.
Third-Party Identification	Report any change in third-party status as appropriate.

Culvert Installation Specifications

- New culvert installations shall be sized to accommodate a 100-year storm.
- 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.
    - 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, at a minimum of one-third to one-half the culvert diameter.
- Critical dips shall be installed on culvert crossings to eliminate diversion potential.
- Road approaches to crossings shall be treated out to the first drainage structure (i.e. waterbar) 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.
- Stabilize the site pursuant to Addendum 12A.

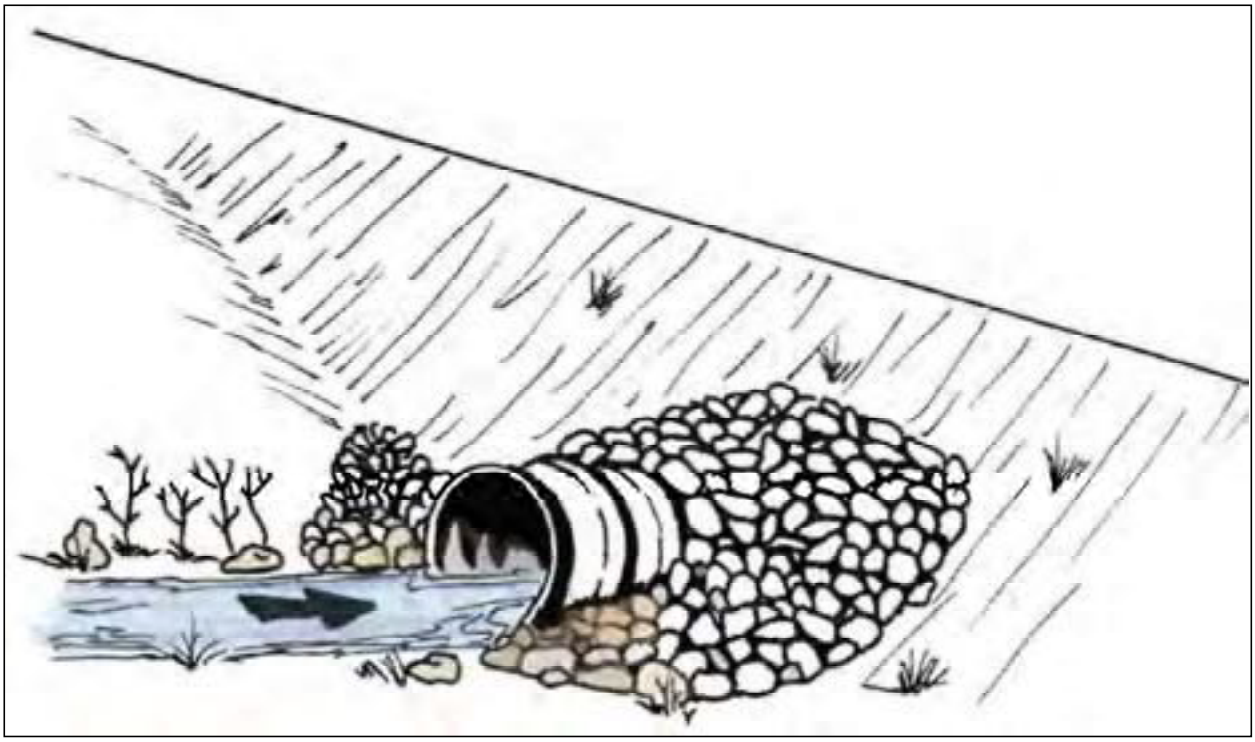
Culvert Installation Specifications



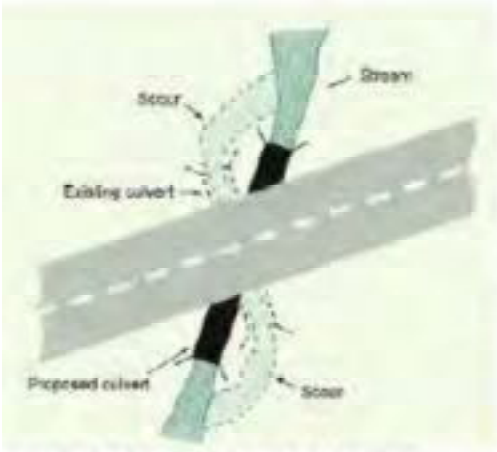


Riprap installed to protect the inlet and outlet of a stream crossing culvert from erosion or for energy dissipation should be keyed into the natural channel bed and banks to an approximate depth of about 1.5x the maximum rock thickness. Riprap should be placed at least up to the top of the culvert at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

Culvert Installation Specifications



Rock armor used for inlet and outlet protection (i.e., not as energy dissipation) does not have to be sized to protect against high velocity scour. If the culvert is properly sized and its length is adequate, it should be able to transmit flood flows without scouring the inlet or eroding the outlet around the culvert. Armor shown here is designed to protect the culvert outlet and basal fill from splash erosion and from occasional submergence and currents within standing water (at the inlet) when the culvert plugs. Importantly, inlet and outlet armor also serves to trap sediment that has been eroded or slides down the new constructed fill face in its first several years, until the slope becomes well vegetated.



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).

Culvert Installation Specifications

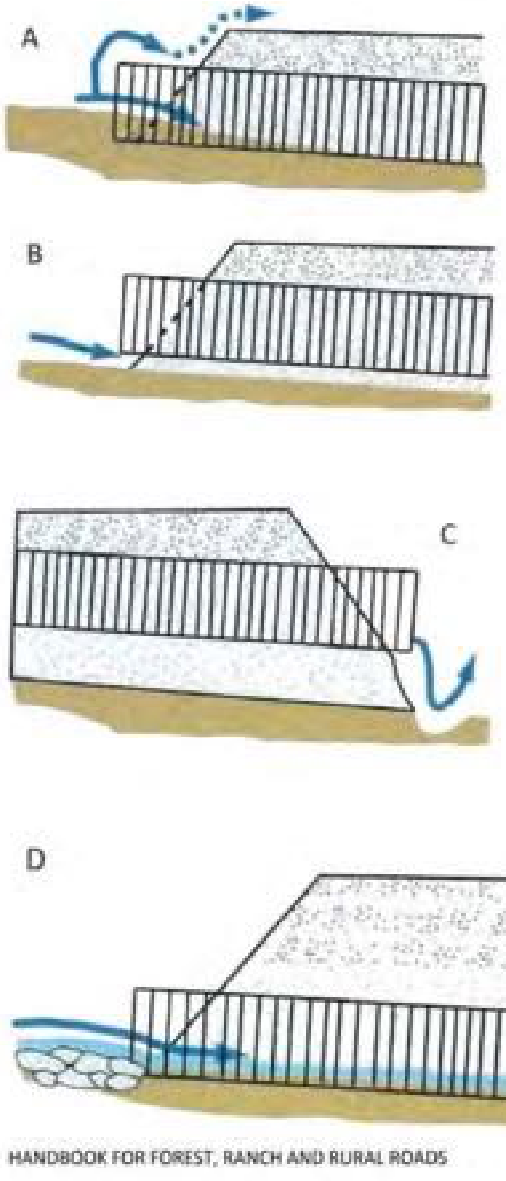
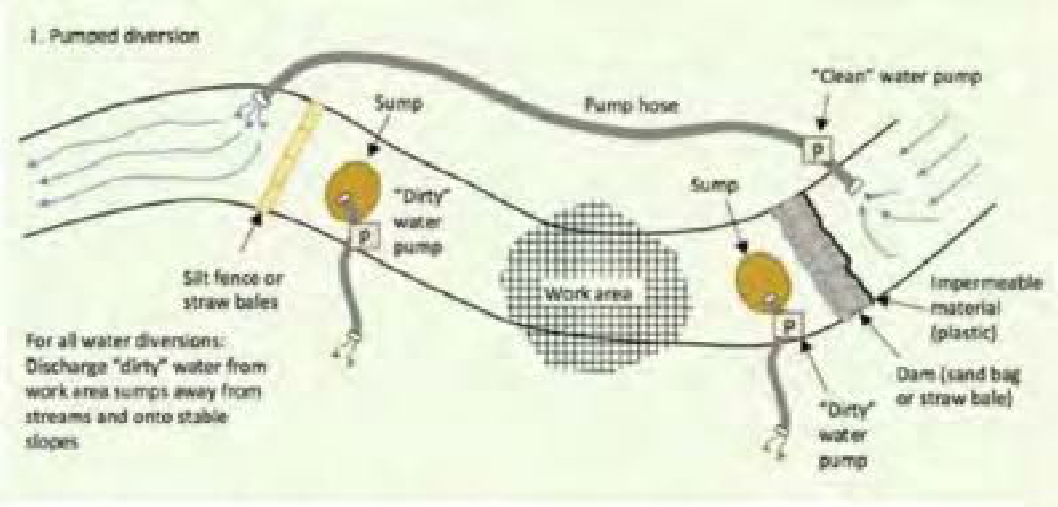
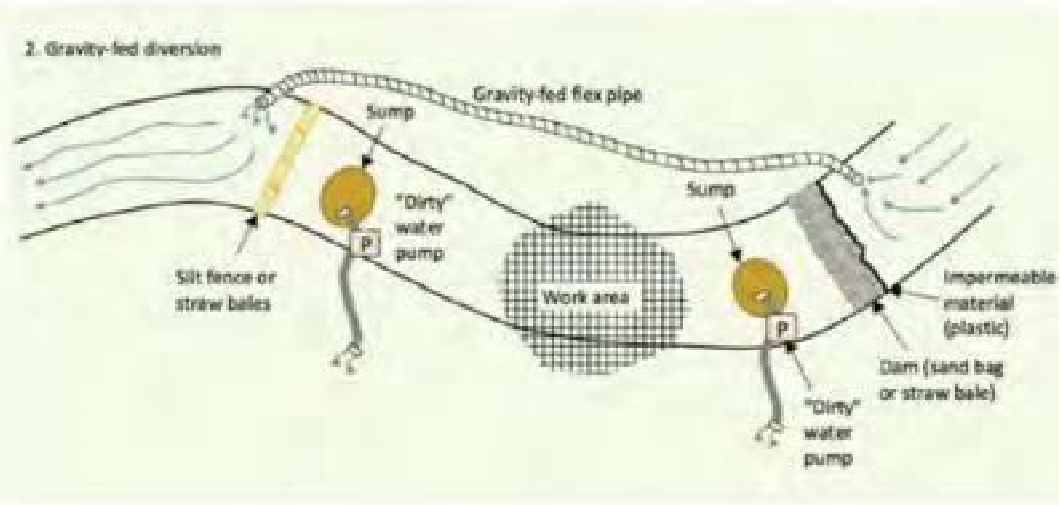


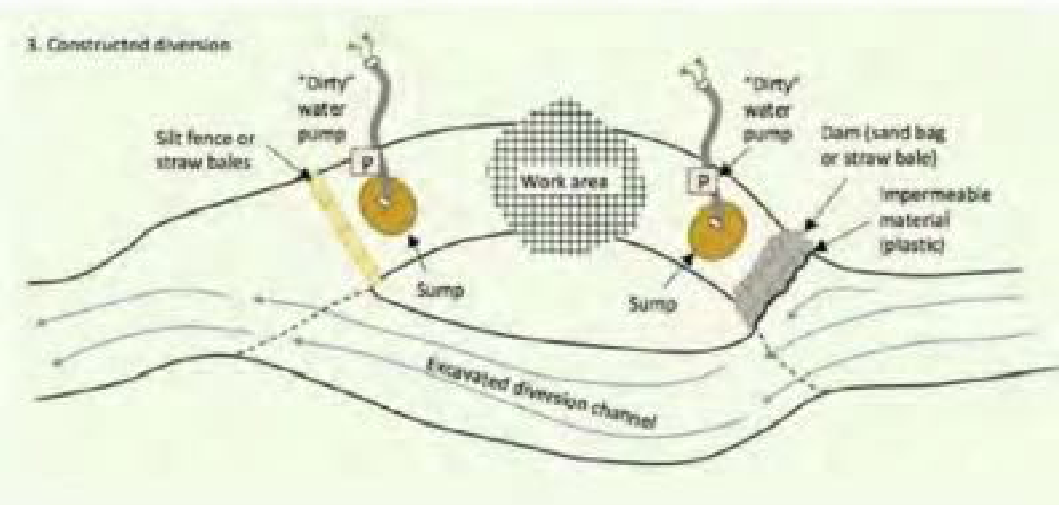
FIGURE 155. *Proper culvert installation involves correct culvert orientation, setting the pipe slightly below the bed of the original stream, and backfilling and compacting the fill as it is placed over the culvert. Installing the inlet too low in the stream (A) can lead to culvert plugging, yet if set too high (B) flow can undercut the inlet. If the culvert is placed too high in the fill (C), flow at the outfall will erode the fill. Placed correctly (D), the culvert is set slightly below the original stream grade and protected with armor at the inlet and outlet. Culverts installed in fish-bearing stream channels must be inset into the streambed sufficiently (>25% embedded) to have a natural gravel bottom throughout the culvert (Modified from: MDSL, 1991).*

HANDBOOK FOR FOREST, RANCH AND RURAL ROADS

Cofferdam Construction and Use Specifications







Cofferdam Construction and Use Specifications

FIGURE 197. *Flex pipe stream diversion around a road construction site. The inlet to this 6 inch diameter flex pipe inlet collects clear streamflow from a retention dam above the project site and gravity feeds it around the project area and back into the natural channel downstream from construction work (see photo).*

FIGURE 198. *Sand bag retention dam on this small stream was used to pond streamflow so it could be pumped around a culvert installation site. The green intake hose is screened to keep out rocks and debris while the red pump hose extends several hundred feet around the project work area.*

FIGURE 199. *For larger streams, pump trucks, large pumps or multiple small pumps can be used to pump streamflow around project work sites. Here, a pump truck is used to temporarily divert flow in a fish bearing stream where dual culverts are being replaced with a railcar bridge. Young fish were removed from this fish bearing stream before project work started.*

BMP: Crossing Abandonment

- Excavate and removing all fill materials placed in the stream channel when the crossing was originally built.
- Excavated banks shall be laid back to a 2:1 (50%) or natural slope to prevent slumping and soil movement.
- Fill material should be excavated to recreate the original channel grade (slope) and orientation.
- All bare soils should then be mulched, seeded, and planted to minimize erosion until vegetation can protect the soil surface.
- The approaching road segments shall be cross-road(waterbars) drained to prevent road runoff from discharging across the freshly excavated channel sideslopes.
- When fills are removed, they shall be excavated to form a channel that is as close as feasible to natural watercourse grade and orientation.
- The excavated channel bed should be as wide, or slightly wider than, the original watercourse channel.
    - This can be better determined by observing the channel width of the watercourse up slope of crossing to be removed at a point in which the crossing or any other disturbance has not affected the natural channel slope and width.
- 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.
- In certain situations, bank and channel rock and woody debris armoring may be appropriate to provide channel and bank stabilization.

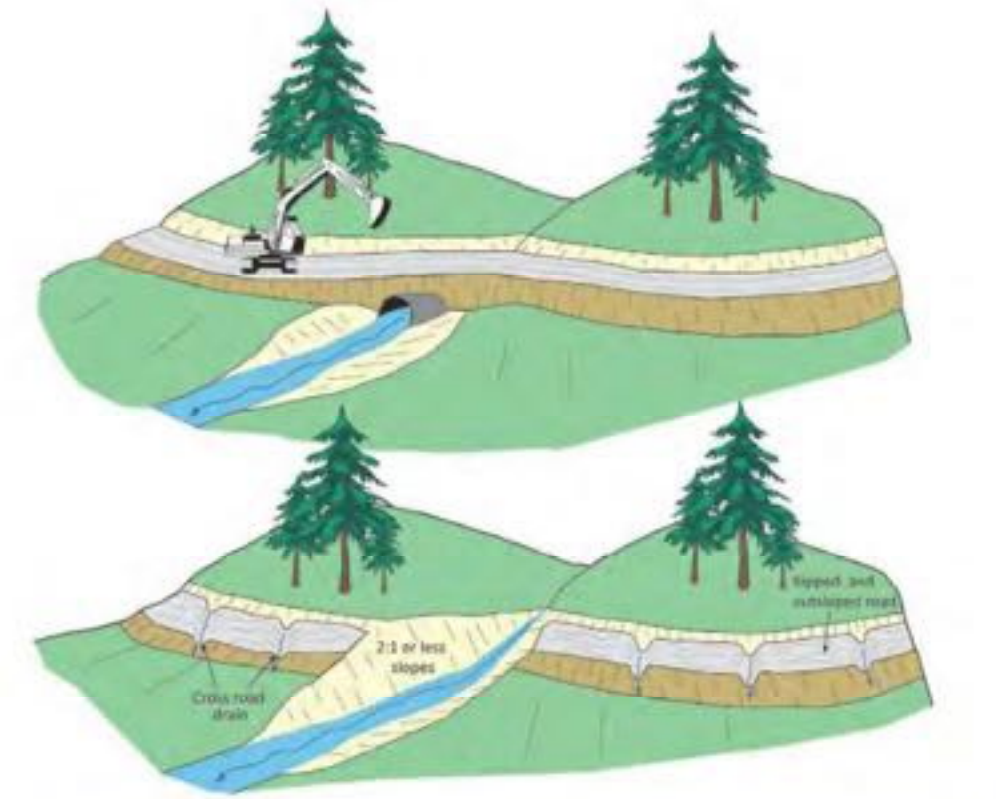
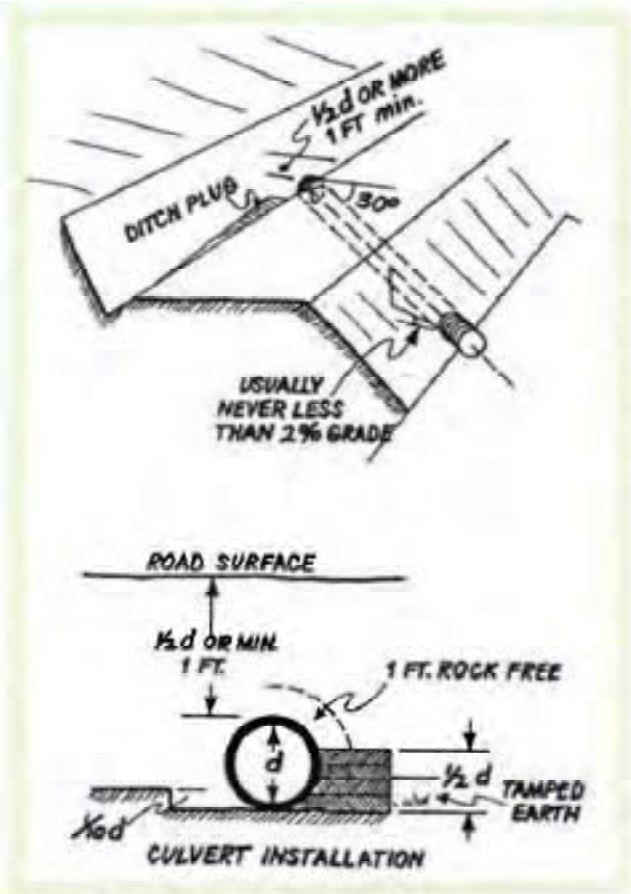


FIGURE 263. *On roads that are to be closed (decommissioned), all stream crossing culverts and fills should be removed. Stream crossing excavations are best performed using an excavator. The original channel should be excavated and exhumed down to the former streambed, with a channel width equal or greater 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: 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.



HANDBOOK FOR FOREST, RANCH AND RURAL ROADS

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: Waterbar Construction

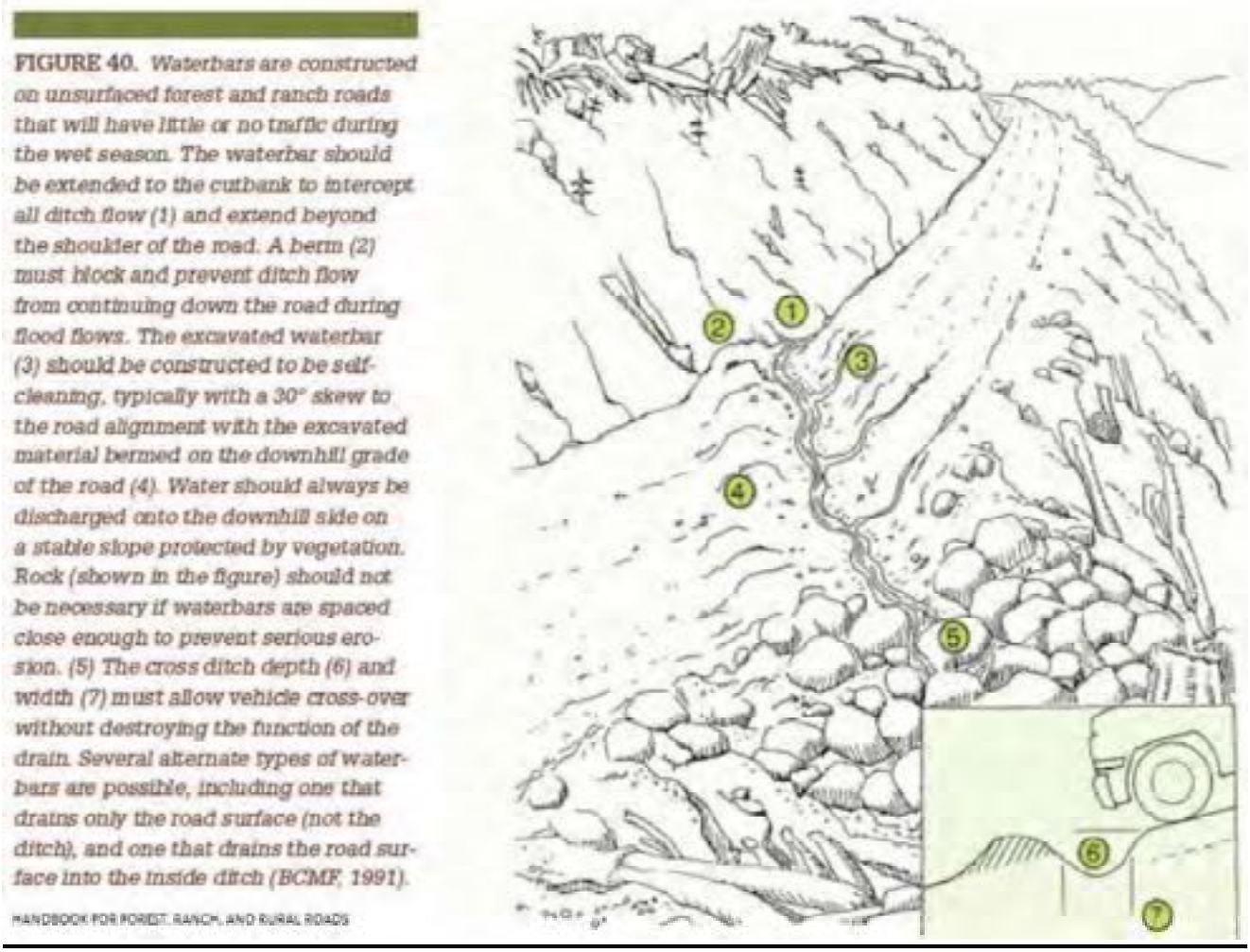


FIGURE 40. *Waterbars are constructed on unsurfaced forest and ranch roads that will have little or no traffic during the wet season. The waterbar should be extended to the cutbank to intercept all ditch flow (1) and extend beyond the shoulder of the road. A berm (2) must block and prevent ditch flow from continuing down the road during flood flows. The excavated waterbar (3) should be constructed to be self-cleaning, typically with a 30° skew to the road alignment with the excavated material bermed on the downhill grade of the road (4). Water should always be discharged onto the downhill side on a stable slope protected by vegetation. Rock (shown in the figure) should not be necessary if waterbars are spaced close enough to prevent serious erosion. (5) The cross ditch depth (6) and width (7) must allow vehicle cross-over without destroying the function of the drain. Several alternate types of waterbars are possible, including one that drains only the road surface (not the ditch), and one that drains the road surface into the inside ditch (BCMF, 1991).*

HANDBOOK FOR FOREST, RANCH, AND RURAL ROADS

Erosion and Monitoring Control Plan

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 01/P6/WQ 2	-123.836474 40.020162	Permanent	X	X	-	Prior to 10/15/23	

Current Condition: Existing ditch relief culvert currently drains 850' of inside ditch line which has formed a gully below the road. This segment of road to the west property boundary has outboard berms from road surface grading which prevent surface runoff from leaving the road.

Prescribed Action: Multiple ditch relief culverts are to be installed on the inside ditch on the adjoining parcel to the north which is also enrolled in the State Cannabis General Order. See that enrollment for details (WDID# 1_12CC417597) Remove outboard side berms and/or out slope sections of this road in-between and up grade watercourse crossings as feasible to the property boundary to the west, past Site 08.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 2	-123.837191 40.020056	Permanent	X	X	-	Prior to 10/15/23	

Current Condition: Concentrated road surface runoff is eroding the road surface and discharging in the surface waters.

Prescribed Action: Install rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 03/P5/WQ 3	-123.837191 40.020056	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition: Class III watercourse crossing consisting of a 8" diameter corrugated metal pipe that is too short, shotgunned, not-to-grade, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.

Prescribed Action: Upgrade the existing culvert with an 18" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 04/P4/WQ 4	-123.838823 40.020109	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition: Class III watercourse crossing consisting of a 8" diameter steel pipe that is too short, shotgunned, not-to-grade, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.

Prescribed Action: Upgrade the existing culvert with an 18" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 05/P3/WQ 5	-123.839084 40.020141	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition: Class III watercourse crossing consisting of a 12" diameter double-walled plastic pipe that is too short, shotgunned, not-to-grade, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.

Prescribed Action: Upgrade the existing culvert with an 18" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Erosion and Monitoring Control Plan Cont

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 06/P2/WQ 6	-123.839334 40.020049	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	
Current Condition: Class III watercourse crossing consisting of a 12" diameter half corrugated half steel metal pipe that is too short, shotgunned, not-to-grade, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.						Prescribed Action: Upgrade the existing culvert with an 24" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 07/P1/WQ 7	-123.839607 40.019924	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	
Current Condition: Class III watercourse crossing consisting of a 12" diameter corrugated metal pipe that is too short, shotgunned, not-to-grade, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.						Prescribed Action: Upgrade the existing culvert with an 30" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 08/WQ 8	-123.840219 40.019507	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	
Current Condition: Class III watercourse crossing consisting of a 8" diameter corrugated metal pipe that is too short, shotgunned, not-to-grade, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.						Prescribed Action: Upgrade the existing culvert crossing with an 18" culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 09/Point 1	-123.835825 40.019852	Permanent	X	X	-	Prior to 10/15/23	
Current Condition: Long, undrained, inside ditch is discharging to surface waters via the inlet of the watercourse crossing culvert at Site 11.						Prescribed Action: Install a 15" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 10	-123.835528 40.019428	Permanent	X	X	-	Prior to 10/15/23	
Current Condition: Long, undrained, inside ditch is discharging to surface waters via the inlet of the watercourse crossing culvert at Site 11.						Prescribed Action: Install a 15" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.	

Erosion and Monitoring Control Plan Cont

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 11/P7/WQ 9	-123.83519 40.019238	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition:	Prescribed Action:
Class III watercourse crossing consisting of a 24" diameter double-walled plastic pipe that is adequately sized for the 100-year event but it is too short and lacks a rock armor energy dissipater that is resulting in the erosion of the fillslope.	Attach a minimum 20' culvert extension to the outlet of the existing culvert with a flexible single-walled 24" diameter pipe that outlets approximately where the existing flagging in the channel is located. Rock armor the outlet per the specifications outlined in the attached BMPs. See Permanent Culvert Crossing: Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 12	-123.8348 40.018782	Permanent	X	X	-	Prior to 10/15/23	

Current Condition:	Prescribed Action:
Concentrated road surface runoff is eroding the road surface and discharging in the surface waters.	Install rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 13/Point 2	-123.834838 40.018542	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition:	Prescribed Action:
Class III watercourse lacks an adequate watercourse crossing and is being diverted down the inside ditch approximately 150' before being drained by the ditch relief culvert at Site 14.	Re-align the watercourse to its original channel by installing a new 18" diameter culvert crossing per the specifications in the attached BMP's. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 14/P8/WQ 10	-123.835105 40.018163	Permanent	X	X	-	Prior to 10/15/23 pending the approval of any required permits	

Current Condition:	Prescribed Action:
Ditch relief culvert consisting of a 12" diameter corrugated metal pipe that is shotgunned, not-to-grade, too short, and rusted through causing significant scour and erosion of the road fill prism. A Class III watercourse was diverted up grade by the inside ditch to this DRC.	Clear the inside ditch up grade to Site 13. Upgrade with a 18" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 15	-123.835168 40.018	Permanent	X	X	-	Prior to 10/15/23	

Current Condition:	Prescribed Action:
Concentrated road surface runoff is eroding the road surface and discharging in the surface waters.	Install rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 16/P26	-123.835697 40.017686	Trail	X	X	-	Prior to 10/15/23	
Current Condition: Concentrated road surface runoff is eroding the road surface.						Prescribed Action: Install a waterbar to the specifications outlined in the attached BMPs. See attached BMPs: Waterbar Construction, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 17/C4	-123.836204 40.017994	Trail	X	X	X	Prior to 10/15/23 pending the approval of any required permits	
Current Condition: Class III watercourse crossing consisting of an 18" diameter double-walled plastic pipe on a road longer needed or used.						Prescribed Action: Decommission the watercourse crossing per the specifications outlined in the attached BMPs: See Crossing Abandonment or Permanent Culvert Crossing, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 18	-123.836856 40.018075	Trail	X	X	-	Prior to 10/15/23	
Current Condition: Concentrated road surface runoff is eroding the road surface and discharging to surface waters.						Prescribed Action: Install a waterbar to the specifications outlined in the attached BMPs. See attached BMPs: Waterbar Construction, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 19/C3/C3.1/P23	-123.837057 40.018095	Trail	X	X	X	Prior to 10/15/23 pending the approval of any required permits	
Current Condition: Class III watercourse crossing consisting of an 18" diameter double-walled plastic pipe on a road longer needed or used. The installation of this culvert misaligned the watercourse.						Prescribed Action: Decommission the watercourse crossing, and re-align the watercourse as flagged, per the specifications outlined in the attached BMPs: See Crossing Abandonment, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 20	-123.836426 40.017058	-	X	-	-	Prior to 10/15/23	
Current Condition: 10,000-gallon water storage bladder without containment.						Prescribed Action: Remove and dispose of the water storage bladder and all other cultivation-related wastes.	

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 21	-123.837761 40.017071	-	-	-	-	-	

Current Condition: The "steep failing streambank" mentioned here in the original 2015 Inspection Report is associated with natural stream channel erosion which can be observed in other untouched reaches up and down channel from this. No development disturbances at this location created this condition. Also, the 2015 Inspection Report has no mention to why this location was even mentioned in the report or what the issue is with this location.

Prescribed Action: None. Site for reference.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 22/ST2	-123.835528 40.01678	-	X	-	-	Prior to 10/15/23	

Current Condition: Small, lined, off-stream water transfer and storage impoundment that has cleaned up and disposed of.

Prescribed Action: Remove and dispose of the liner and all other cultivation-related wastes.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 23/C2/P9/WQ 16	-123.835079 40.017189	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition: Class III watercourse crossing consisting of an 18" and 12" diameter corrugated metal pipes with one that is becoming plugged, and one already plugged, at the inlet, shotgunned, not-to-grade, too short, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.

Prescribed Action: Upgrade the existing culvert with an 30" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 24/P10/WQ 17	-123.834765 40.01628	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition: Class III watercourse crossing consisting of an 18" diameter corrugated aluminum pipe that is shotgunned, not-to-grade, too short, eroding the road fillslope at the outlet, and undersized for the 100-year storm event. Concentrated road surface runoff is discharging to surface waters via a kickout drainage feature immediately down grade of the outlet.

Prescribed Action: Install a rocked rolling dip approximately 130' up grade of this watercourse crossing. Maintain the kickout drainage feature regularly. Upgrade the existing culvert with an 36" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 25	-123.834728 40.015839	Permanent	X	X	-	Prior to 10/15/23	

Current Condition: Concentrated road surface runoff is eroding the road surface and discharging in the surface waters.

Prescribed Action: Install rocked rolling dip as flagged in the field that captures the inside ditch, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 26/P11/WQ 18	-123.83422 40.015425	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	

Current Condition: Class III watercourse crossing consisting of an 18" diameter steel pipe that is shotgunned, not-to-grade, too short, eroding the road fillslope at the outlet, and undersized for the 100-year storm event.

Prescribed Action: Upgrade the existing culvert with an 30" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 27	-123.834241 40.015334	Permanent	X	X	-	As required	

Current Condition: Kickout drainage feature that is functioning properly.

Prescribed Action: None. Maintain regularly.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 28/WQ 19 & 20	-123.835923 40.014865	Permanent	X	X	-	Prior to 10/15/23	

Current Condition: Long, undrained, inside ditch is discharging to surface waters down grade. Concentrated road surface runoff is eroding the road surface.

Prescribed Action: Clear the inside ditch up grade approximately 250'. Install an 18" diameter ditch relief culvert in combination with a rocked rolling dip, as flagged in the field, per the specifications outlined in the attached BMPs: See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 29/WQ 19 & 20	-123.83642 40.015433	Permanent	X	X	-	Prior to 10/15/23	

Current Condition: Long, undrained, inside ditch is discharging to surface waters down grade. Concentrated road surface runoff is eroding the road surface.

Prescribed Action: Clear the inside ditch up grade approximately 250'. Install an 18" diameter ditch relief culvert in combination with a rocked rolling dip, as flagged in the field, per the specifications outlined in the attached BMPs: See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 30	-123.836744 40.015336	Permanent	X	X	-	Prior to 10/15/23	

Current Condition: Concentrated road surface runoff is eroding the road surface.

Prescribed Action: Install rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 31	-123.834075 40.016781	-	X	-	-	Prior to 10/15/23	
Current Condition: Potting soils storage area within riparian setbacks and hosting thistles.						Prescribed Action: Relocate or reuse potting soils, eradicate thistles.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 32/R1/P24/WQ 11	-123.834062 40.017236	Permanent	X	X	-	Prior to 10/15/23	
Current Condition: Pond overflow consisting of an 18" diameter double-walled pipe that is sized and functioning properly. However, the outlet lacks an adequate rock armor energy dissipater.						Prescribed Action: Install an rocked armor energy dissipater per the specifications outlined in the attached BMPs. See Permanent Culvert Crossing Design: Inlet and Outlet Armoring.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 33	-123.834772 40.017832	Seasonal	X	X	-	Prior to 10/15/23	
Current Condition: Concentrated road surface runoff is eroding the road surface.						Prescribed Action: Install rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 34	-123.834695 40.018155	Seasonal	X	X	-	Prior to 10/15/23	
Current Condition: Concentrated road surface runoff is eroding the road surface.						Prescribed Action: Install rocked rolling dip as flagged in the field, per the specifications outlined in the attached BMPs. See rocked/Rolling Dip Design and Placement, General Operations BMPs, and General Erosion Control specifications.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 35/C1/P26	-123.834266 40.01849	Permanent	X	X	X	Prior to 10/15/23 pending the approval of any required permits	
Current Condition: Class III watercourse crossing consisting of an 8" diameter corrugated metal pipe that is shotgunned, not-to-grade, too short, misaligned, and undersized for the 100-year storm event.						Prescribed Action: Upgrade the existing culvert with an 18" diameter culvert per the specifications in the attached BMP's. See Permanent Culvert Crossing, Permanent Culvert Crossing Design: Critical Dip and Hydrologic Disconnect Placement, Critical Dip, Culvert Orientation, Inlet and Outlet Armoring, General Operations BMPs, and General Erosion Control specifications.	

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 36	-123.834668 40.019377	Permanent	X	X	-	As required	

Current Condition: Existing ditch relief culvert consisting of an 15" diameter corrugated metal pipe that has a crushed inlet, improper angle, shotgunned, and exposed in the fill.

Prescribed Action: Clear the inside ditch up grade approximately 250'. Upgrade with a 15" diameter ditch relief culvert per the specifications outlined in the attached BMPs. See Ditch Relief Culvert, and Permanent Culvert Crossing Design (Inlet and Outlet Armoring), General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 37/WQ 13	-123.83238 40.016328	Legacy	X	X	-	Prior to 10/15/23	

Current Condition: Ditch relief culvert consisting of a 8" corrugated metal pipe that is no longer needed. No inside ditch or concentrated road surface runoff flows reach this culvert as the road up grade is heavily vegetated and not used. Organic cultivation-related was

Prescribed Action: Remove the organic cultivation-related wastes from the outlet channel, remove the ditch relief culvert and install a waterbar to the specifications outlined in the attached BMPs. See Waterbar Construction, General Operations BMPs, and General Erosion Control specifications.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Site 38/WQ 14	-123.832253 40.015913	Legacy	X	X	X	Prior to 10/15/23	

Current Condition: Ditch relief culvert consisting of a 12" corrugated metal pipe that is no longer needed. No inside ditch or concentrated road surface runoff flows reach this culvert as the road up grade is heavily vegetated and not used. Legacy refuse metal debris have been discarded or used as rip-rap in the past below the outlet of the ditch relief culvert and is within the watercourse channel.

Prescribed Action: Remove the ditch relief culvert and install a waterbar to the specifications outlined in the attached BMPs. See Waterbar Construction, General Operations BMPs, and General Erosion Control specifications. Remove the legacy refuse metal debris, lay-back stream channel slopes, and treat distrubed soils with erosion control measures per the specifications outlined in the attached BMPs. See General Operations BMPs, and General Erosion Control specifications.

	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
P1/WQ 12	-123.833113 40.01747	-	-	-	-	-	

Current Condition: Historic Point of Diversion of the Nelson Ranch, still in use.

Prescribed Action: None. Site for reference.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
P2/P21 & P22	-123.834633 40.017287	-	-	-	-	-	

Current Condition: POD and water storage tanks have been removed.

Prescribed Action: None. Site for reference.

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
P27	-123.833813 40.016899	Permanent	-	-	-	-	
Current Condition: Road surface has been adequately rocked.						Prescribed Action: None. Site for reference.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
G1, G2, G3, G4, OG1	N/A	-	-	-	-	-	
Current Condition: All cultivation related wastes and refuse has been cleaned up and has been disposed of.						Prescribed Action: None. Site for reference.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
ST3/P19	N/A	-	-	-	-	Immediately	
Current Condition: Plastic septic tank no longer in use.						Prescribed Action: None. Consult with Humboldt County Health and Human Services regarding the future of this septic tank.	

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Past Cultivation Areas	N/A	-	X	X	-	Prior to 10/15/23	
Current Condition: Past cultivation areas that are no longer used with remaining cultivation-related materials, fencing, and wastes.						Prescribed Action: Remove any remaining fencing, pots, or other cultivation-related wastes and materials from these areas. Seed and mulch the Past Cultivation Area, and any Disturbed Area associated with its removal, with erosion control or native grass seed mix and weed free straw(or woodchips) per the specifications outlined in the attached BMPs: See General Erosion Control specifications. If cultivation soil is not re-used, contour the cultivation-related soils into the ground outside of any riparian buffer areas, and seed and mulch the contoured soils with erosion control or native grass seed mix and weed free straw.	

Erosion and Monitoring Control Plan Cont

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Water Storage and Use	N/A	-	X	X	-	Prior to 10/15/23	

Current Condition: Currently there is not enough water storage on the property to meet forbearance requirements during the required period from April 1st to October 31st. At present there are no devices or procedures in place to record water usage associated with the irrigation of cannabis and domestic use.

Prescribed Action: Using water use estimates, the cannabis cultivator is to install and fill approximately 23,000 gallons of additional storage prior to the Forbearance Period for 2019/2020. Recorded water use data shall be used to determine remaining, or exact, storage needs to meet full forbearance. Any additional storage needed to meet water needs during the Forbearance Period shall be installed and filled prior to the Forbearance Period for 2021. Less water storage may be sufficient if recorded water usage numbers determine that actual water use is less than estimates. Water metering devices, or procedures for the well(s), shall be installed to record all water diverted, pumped, and used water for the irrigation of cannabis and domestic use. Water meter(s) and water supply infrastructure shall be designed/installed in a manner such that water usage for the irrigation of cannabis can be recorded separately from water used for domestic use. Additionally, if there are multiple sources of water, infrastructure/metering device(s) shall be design/installed in a manner that each source of water is recorded separately. Monthly water usage shall be recorded for annual reporting purposes. Also, water storage tank lids shall be appropriately closed to prevent the access of wildlife and, if not currently implemented, water conservation measures such as drip line irrigation, morning or evening watering, and mulch or cover cropping of cultivated top soils shall also be implemented.

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Liquid Petroleum Products	N/A	-	-	X	-	As required	

Current Condition: All liquid petroleum products (e.g. any size container of any petroleum product) requires secondary containment while not in immediate use and cover from precipitation during the wet season. Adequate quantities of absorbent materials shall also be stored at all locations where these types of materials are used and stored.

Prescribed Action: Any/all liquid petroleum products and their containers shall be stored in secondary containment (e.g. plastic totes or sealed metal boxes) while being stored long term or not in immediate use, wherever these materials are used anywhere on the property. Adequate quantities of absorbent materials (e.g. purpose made materials for oil and fuel spills, cat litter) shall be stored at all locations where these types of materials are used and stored. Should a spill of these materials occur, absorbent materials will be applied immediately and allowed enough time to absorb as much material as possible. Following treatment, absorbent materials applied as well as any contaminated soil will be removed and disposed of appropriately for the spilled material. See attached BMPs: Generator, Fuel, and Oil Management for further details.

Erosion and Monitoring Control Plan Cont.

WDID# - 1_12CC407540

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Treatment Priority	Date Completed
Generators and Gas Powered Pumps	N/A	-	-	X	-	As required	

Current Condition: All liquid petroleum powered generators and pumps require secondary containment, and cover from precipitation during the wet season. Adequate quantities of absorbent materials shall also be stored at all locations where the generators and gas powered pumps are used and stored.	**Prescribed Action:** Any/all liquid petroleum powered generators or pumps (large or small) shall be stored in secondary containment (e.g. plastic totes, sealed metal boxes, drip pans, pre-fabricated portable containment berms or fabricated and lined containment basins) while being stored long term or not in immediate use, wherever these materials are used anywhere on the property. Adequate quantities of absorbent materials shall be stored at all locations where these types of materials are used and stored. Should a spill of these materials occur, absorbent materials will be applied immediately and allowed enough time to absorb as much material as possible. Following treatment, absorbent materials applied as well as any contaminated soil will be removed and disposed of appropriately for the spilled material. See attached BMPs: Generator, Fuel, and Oil Management for further details.

Site Management Plan

Site Map [WDID - 1_12CC407540]

Property Boundary
Proposed Cultivation
Disturbed Area - None
Past Cultivation
Wetland
Riparian Area
Pond
Structure

Roads
Permanent
Seasonal Access
Trail
Foot Trail
Legacy

Watercourses
Class II
Class III
Class IV

Site
POD
Tank

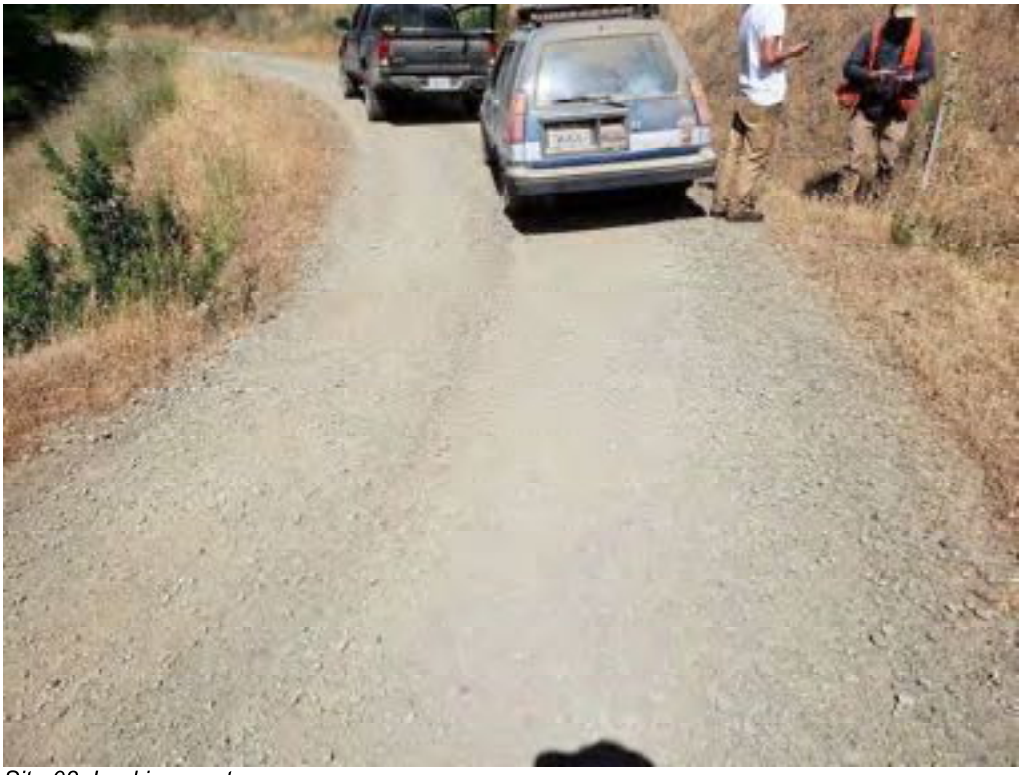
Timberland Resource Consultants

2020 NAIP DOQ
Map Date 08/10/2021

TRC - 525

Photographs Correlating to Site Management Plan Map

Photo Dates: February 3rd, June 8th, and July 7th , 2021



Site 03. Looking west.

Site 03. Looking down channel from the outlet.

Site 03. Looking up channel from the inlet.

Site 03. Looking at the outlet.

Site 04. Looking up channel from the inlet.

Site 04. Looking at the inlet of the channel.

Site 04. Looking at the outlet.

Site 04. Looking down channel from the outlet. The upgraded culvert will extend to where the man is hanging the blue flagging.

Site 05. Looking up grade to the east towards Site 04..

Site 05. Looking at the inlet to the lower right and up channel to the upper left.

Site 05. Looking at the outlet.

Site 05. Looking down channel from the outlet.

Site 06. Looking at the inlet.

Site 06. Looking up channel from the inlet.

Site 06. Looking at the outlet.

Site 06. Looking down channel from the outlet. The upgraded culvert will outlet approximately where the blue flagging is hanging.

Site 07. Looking up channel from the inlet.

Site 07. Looking at the outlet.

Site 07. Looking down channel from the outlet. The upgraded culvert will outlet approximately in the brush to the upper center of the photo.

Site 08. Looking up channel from the inlet of the culvert.

Site 08. Looking at the inlet.

Site 08. Looking at the outlet of the culvert.

Site 09

Site 10

Site 11. Looking at the outlet of the culvert.

Site 11. Looking at the inlet.

Site 11. Looking up channel from the inlet.

Photo looking at where the proposed outlet of the watercourse crossing at Site 11 will be approximately.

Site 12. Hydrologic disconnect for Sites 13, 14, and 23.

Looking up grade from Site 12 towards Site 11.

Site 13. Looking up grade at Site 13. A Class III watercourse is diverted down the inside ditch to the right. Re-alignment of this watercourse will consist of a culvert installed diagonally across the road from the grass patch in the upper center right to the lower left of the photo.

Site 13. Proposed outlet location.

Site 13. Proposed inlet location.

Site 14. Looking down grade at Site 14 with Site 15 further down grade a short distance.

Site 14. Looking at the outlet of the ditch relief culvert.

Site 14. Looking up grade towards Site 13.

Site 15 looking up grade towards Site 14. Hydrologic disconnect for Site 23.

Photo looking up grade at Site 16.

Site 17

Inlet of the watercourse crossing at Site 17.

Outlet of the watercourse crossing at Site 17

Site 19. The watercourse crossing here will be decommissioned and will be re-aligned to its natural channel up grade approxiametly to where this photo was taken.

Site 19. Approximately location of watercourse re-alignement. A waterbar (Site 18) will be installed further up grade from the re-aligned watercourse.

Inlet of Site 19

Inlet of Site 19 looking up channel.

Site 19. Looking down channel from the outlet.

Site 19. Looking at the outlet.

Site 19. Photo of the southeastern embankment of G5/G6/G, immediately down stream of the outlet of the watercourse crossing at Site 19. Note vegetation and rotted tree in the upper right. Indicative that this location has been in this condition for many years and was not recently created.

Photo looking north at G5, G6, & G6 from the channel immediately below Site 19.

Site 20.

Site 21. This site was in the 2015 Inspection Report

Looking at the upper extent of Site 21.

Looking at the lower extent of Site 21.

Photo looking southwest at Site 21.

Site 22

Site 23. Looking down grade.

Site 23. The outlet is to the right center, inlet is to the left center out of frame.

Outlet of watercourse crossing at Site 23. Blue flag represents proposed outlet of culvert upgrade.

Site 23 looking up channel from the inlet. The inlet is to the right of the photo by the tree.

Site 23. Looking down channel from the outlet. The upgraded culvert will outlet approximately where the blue flag is being hanged.

Looking up grade from Site 23 towards Site 14 and 15.

Site 24. Looking down grade.

Site 24. Inlet of the watercourse crossing.

Site 24. Outlet of the watercourse crossing.

Site 25 looking up grade towards Site 24.

Site 26. Inlet of the watercourse crossing.

Site 26. Outlet of the watercourse crossing.

Site 26. Looking down channel from the outlet.

Site 27 looking up grade at Site 26.

Site 34. Looking up grade at Site 34.

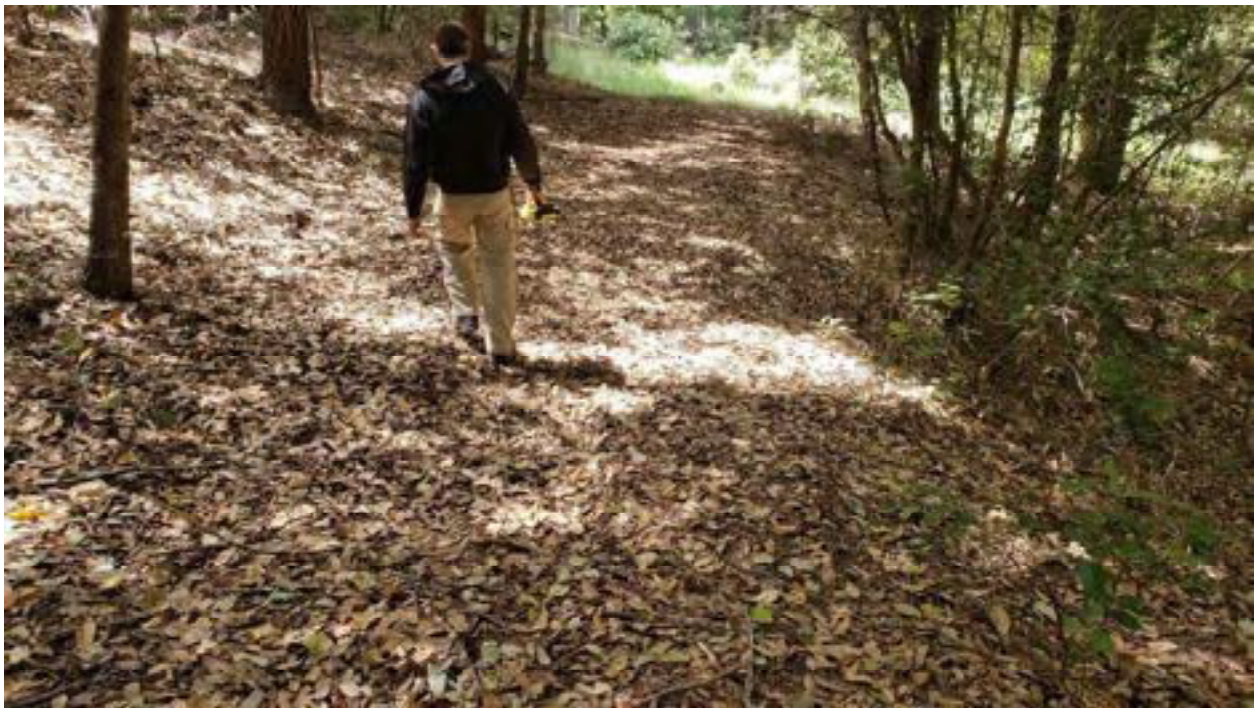
Site 35. Looking at the inlet to the lower center right and the incoming stream channel to the center left where the rotten stump is located.

Site 35. Looking at the outlet(circled). The culvert upgrade will re-align the watercourse to its original channel, which will require the outlet to be placed in the lower left of the photo.

Site 35. Looking at the down channel and where the culvert outlet will approximately be located.

Site 36

Photo looking up grade at the road down to G1, G2, G3, and G4 from approximately where the photos on page 19 of the 2015 Inspection Report were taken.



Looking down grade from the same location the previous photo was taken, on the road down to G1, G2, G3, and G4.

G1

G2

G3

G4

G5, G6, & G7.

Looking up grade at OG1.

Looking down grade at OG1.

ST3

Photo looking at the Past Cultivation Area located adjacent to Site 31 and P27.

Photographs corresponding to all CDFW Notification Points

Photo 6: Stream Crossing 03. Looking downstream towards the inlet of the 8-inch diameter culvert at stream crossing 03. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 7: Stream Crossing 03. Looking upstream from the inlet of the 8-inch diameter culvert at stream crossing 03. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 8: Stream Crossing 03. The roadside approach to stream crossing 03 facing west. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 9: Stream Crossing 03. Looking upstream towards the outlet of the 8-inch diameter culvert at stream crossing 03. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 10: Stream Crossing 03. Looking downstream from the outlet of the 8-inch diameter culvert at stream crossing 03. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 11: Stream Crossing 04. Looking downstream towards the inlet of the 8-inch diameter culvert at stream crossing 04. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 12: Stream Crossing 04. Looking upstream from the inlet of the 8-inch diameter culvert at stream crossing 04. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 13: Stream Crossing 04. The roadside approach to stream crossing 04 facing West. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 14: Stream Crossing 04. Looking upstream towards the outlet of the 8-inch diameter culvert at stream crossing 04. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 15: Stream Crossing 04. Looking downstream from the outlet of the 8-inch diameter culvert at stream crossing 04. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 16: Stream Crossing 05. Looking downstream towards the inlet of the 12-inch diameter culvert at stream crossing 05. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 17: Stream Crossing 05. Looking upstream from the inlet of the 12-inch diameter culvert at stream crossing 05. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 18: Stream Crossing 05. The roadside approach to stream crossing 05 facing West. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 19: Stream Crossing 05. Looking upstream towards the outlet of the 12-inch diameter culvert at stream crossing 05. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 20: Stream Crossing 05. Looking downstream from the outlet of the 12-inch diameter culvert at stream crossing 05. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 21: Stream Crossing 06. Looking downstream towards the inlet of the 12-inch diameter culvert at stream crossing 06. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 22: Stream Crossing 06. Looking upstream from the inlet of the 12-inch diameter culvert at stream crossing 06. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 23: Stream Crossing 06. Looking upstream towards the outlet of the 12-inch diameter culvert at stream crossing 06. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 24: Stream Crossing 06. Looking downstream from the outlet of the 12-inch diameter culvert at stream crossing 06. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 25: Stream Crossing 07. Looking downstream towards the inlet of the 12-inch diameter culvert at stream crossing 07. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 26: Stream Crossing 07. Looking upstream from the inlet of the 12-inch diameter culvert at stream crossing 07. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 27: Stream Crossing 07. The roadside approach to stream crossing 07 facing Southwest. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 28: Stream Crossing 07. Looking upstream towards the outlet of the 12-inch diameter culvert at stream crossing 07. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 29: Stream Crossing 07. Looking downstream from the outlet of the 12-inch diameter culvert at stream crossing 07. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 30: Stream Crossing 08. Looking downstream towards the inlet of the 8-inch diameter culvert at stream crossing 08. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 31: Stream Crossing 08. Looking upstream from the inlet of the 8-inch diameter culvert at stream crossing 08. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 32: Stream Crossing 08. The roadside approach to stream crossing 08 facing West. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 33: Stream Crossing 08. Looking upstream towards the outlet of the 8-inch diameter culvert at stream crossing 08. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 34: Stream Crossing 08. Looking downstream from the outlet of the 8-inch diameter culvert at stream crossing 08. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 35: Stream Crossing 11. Looking downstream towards the inlet of the 24-inch diameter culvert at stream crossing 11. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 36: Stream Crossing 11. Looking upstream from the inlet of the 24-inch diameter culvert at stream crossing 11. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 37: Stream Crossing 11. The roadside approach to stream crossing 11 facing Northwest. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 38: Stream Crossing 11. Looking towards the outlet of the 24-inch diameter culvert at stream crossing 11. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 39: Stream Crossing 11. Looking downstream from the outlet of the 24-inch diameter culvert at stream crossing 11. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 40: Stream Crossing 13. Looking upstream from the road where inlet of stream crossing 13 is proposed. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 41: Stream Crossing 13. Looking downstream from the road where the outlet of stream crossing 13 is proposed. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 42: Stream Crossing 13. The roadside approach to stream crossing 13 facing North. The blue line indicates where the proposed culvert will be installed in-line with the native stream channel. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 43: Stream Crossing 13. Looking downslope along the inside ditch that is currently diverting the flow away from the native stream channel at stream crossing 13. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 44: Stream Crossing 13. Looking upslope from the inlet of the DRC along the inside ditch that is currently diverting the flow away from the native stream channel at stream crossing 13. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 45: Stream Crossing 13. Looking upstream towards the outlet of the 12-inch DRC that is the current outlet of the water from stream crossing 13. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 46: Stream Crossing 13. Looking downstream stream from the outlet of the 12-inch diameter DRC that is the current outlet of the water from stream crossing 13. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 47: Stream Crossing 17. Looking downstream towards the inlet of the 18-inch diameter culvert at stream crossing 17 that is proposed for removal. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 48: Stream Crossing 17. Looking upstream from the inlet of the 18-inch diameter culvert at stream crossing 17 that is proposed for removal. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 49: Stream Crossing 17. The roadside approach to stream crossing 17 that is proposed for removal facing East. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 50: Stream Crossing 17. Looking upstream towards the outlet of the 18-inch diameter culvert at stream crossing 17 that is proposed for removal. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 51: Stream Crossing 17. Looking downstream from the outlet of the 18-inch diameter culvert at stream crossing 17 that is proposed for removal. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 52: Stream Crossing 19. Looking downstream towards the inlet of the 18-inch diameter culvert that is proposed for removal at stream crossing 19. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 53: Stream Crossing 19. Looking upstream from the road along the native stream channel that is to be realigned at stream crossing 19. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 54: Stream Crossing 19. The roadside approach to stream crossing 19 facing West. The red line depicts where the current misaligned 18-inch culvert is located. The blue line depicts where the native channel used to flow and also where the channel will be realigned to after the stream crossing is decommissioned. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 55: Stream Crossing 19. Looking upstream towards the outlet of the 18-inch diameter culvert at stream crossing 19. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 56: Stream Crossing 19. Looking downstream from the outlet of the 18-inch diameter culvert at stream crossing 19. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 57: Stream Crossing 19. Looking downstream from the road. The pink flag indicates where the native stream channel is and where the stream will be realigned to once stream crossing 19 is decommissioned. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 58: Stream Crossing 23. Looking downstream towards the inlet of the double barreled 18-inch and clogged 12-inch diameter culvert at stream crossing 23. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 59: Stream Crossing 23. Looking upstream from the inlet of stream crossing 23. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 60: Stream Crossing 23. The roadside approach to stream crossing 23 facing North. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 61: Stream Crossing 23. Looking upstream towards the outlet of the double barreled 18-inch and clogged 12-inch diameter culvert at stream crossing 23. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 62: Stream Crossing 23. Looking downstream from the outlet of stream crossing 23. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 63: Stream Crossing 24. Looking downstream towards the inlet of the 18-inch diameter culvert at stream crossing 24. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 64: Stream Crossing 24. Looking upstream from the inlet of the 18-inch diameter culvert at stream crossing 24. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 65: Stream Crossing 24. The roadside approach to stream crossing 24 facing South. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 66: Stream Crossing 24. Looking upstream towards the outlet of the 18-inch diameter culvert at stream crossing 24. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 67: Stream Crossing 24. Looking downstream from the outlet of the 18-inch diameter culvert at stream crossing 24. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 68: Stream Crossing 26. Looking downstream towards the inlet of the 18-inch diameter culvert at stream crossing 26. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 69: Stream Crossing 26. Looking upstream from the inlet of the 18-inch diameter culvert at stream crossing 26. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 70: Stream Crossing 26. The roadside approach to stream crossing 26 facing South. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 71: Stream Crossing 26. Looking upstream towards the outlet of the 18-inch diameter culvert at stream crossing 26. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 72: Stream Crossing 26. Looking downstream from the outlet of the 18-inch diameter culvert at stream crossing 26. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 73: Stream Crossing 35. Looking towards the inlet of the 8-inch diameter culvert at stream crossing 35. Photo date 6-8-2021.

Photographs corresponding to all CDFW Notification Points

Photo 74: Stream Crossing 35. Looking upstream from the inlet of the 8-inch diameter culvert at stream crossing 35. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 75: Stream Crossing 35. The roadside approach to stream crossing 35 facing North. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 76: Stream Crossing 35. Looking upstream towards the outlet of the 8-inch diameter culvert at stream crossing 35. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 77: Stream Crossing 35. Looking downstream from the outlet of the 8-inch diameter culvert at stream crossing 35. Photo date 9-1-2021.

Photographs corresponding to all CDFW Notification Points

Photo 78: DRC 38: Looking at legacy Refuse downstream from the DRC. Photo date 6-10-2021

Photo 79: DRC 38: Looking at legacy Refuse downstream from the DRC. Photo date 6-10-2021

Photographs corresponding to all CDFW Notification Points

Photo 80: DRC 38: Looking at legacy Refuse downstream from the DRC. Photo date 6-10-2021

Photo 81: DRC 38: Looking at legacy Refuse downstream from the DRC. Photo date 6-10-2021

Project Name-Sproul Creek-Headwaters Road Improvements
Applicant- Humboldt Spirit Inc Dillon Dupont
Project Budget

Budget Item	Cost	FOER Grant Funds	Humboldt Spirit Inc-Paid
Professional and Consulting Fees	$29,298.70	$12,600.00	$17,898.70
1600 Lake and Stream Alteration Agreement Permit Fees	$14,898.00	$0.00	$14,898.00
401/404 Certifications Permit Fees	$2,417.00	$0.00	$2,417.00
Contractor Bid for entire job, Labor, materials and equipment	$104,750.00	$104,570.00	$0.00
Total	$151,363.70	$117,170.00	$34,613.70

LEWIS LAND
DEVELOPMENT INC.
751 E Branch RD
Garberville Ca 95542
ph# 707 -223-3937
Lic #1012107

Estimate

DATE	ESTIMATE #
10/24/2022	118

BILL TO
DILLION DuPONT sprowl cr

ITEM	DESCRIPTION	QTY	RATE	AMOUNT
	remove an install 17 culverts			0.00
	straw	40	25.00	1,000.00
	1\4 to riprap	16	700.00	11,200.00
	15"x20'culverts	3	700.00	2,100.00
	18"x20' culverts	7	800.00	5,600.00
	24"x20 culverts	2	1,100.00	2,200.00
	24" band	1	60.00	60.00
	24"x20 culverts	2	1,100.00	2,200.00
	30"x20"	3	1,400.00	4,200.00
	36"x20' culvert	1	2,000.00	2,000.00
	9 rolling dips			0.00
	base rock	18	335.00	6,030.00
	excavator	191	250.00	47,750.00
	10yd truck	48	165.00	7,920.00
	skidsteer	60	165.00	9,900.00
	10yd truck & trailer	14	185.00	2,590.00

Subtotal	104,750.00
7.25% Tax	
Total	104,750.00

ETA Humboldt, LLC
77 Ave of the giants #4
Phillipsville, CA 95559 US
+1 7079231180
etahumboldtvv@gmail.com

Estimate

ADDRESS	SHIP TO		
Dillon Dupont Humboldt Spirit Inc	Dillon Dupont Humboldt Spirit Inc	ESTIMATE DATE	1012 10/26/2022

SERVICE	DESCRIPTION	QTY	RATE	AMOUNT
Grant Consulting Services	Project Scoping and direct on site consultation with General Contractor for implementation	20	105.00	2,100.00T
Grant Consulting Services	Project Initiation correspondence with CDFW, NCRWQCB, and Army Corps of Engineers	4	105.00	420.00T
Grant Consulting Services	Project completion on site documentation for reporting to CDFW, NCRWQCB and Army Corps of Engineers	16	105.00	1,680.00T
Grant Consulting Services	Work Completion Reports and erosion control implementation / success rate reporting to CDFW, NCRWQCB and Army Corps of Engineers	80	105.00	8,400.00T

SUBTOTAL	12,600.00
TAX	0.00
TOTAL	**$12,600.00**

Accepted By

Accepted Date

STATE OF CALIFORNIA

DEPARTMENT OF FISH AND WILDLIFE

LAKE AND STREAMBED ALTERATION PROGRAM

Information Regarding Amendments of Lake or Streambed Alteration Agreements

---

The holder of an agreement ("holder") may request the Department of Fish and Wildlife (CDFW) to amend a Lake or Streambed Alteration Agreement ("agreement"), provided the request is received by CDFW in writing prior to the agreement's expiration. If the request is not received prior to the agreement's expiration, CDFW will be unable to accept the request. In that case, the holder will need to notify CDFW in accordance with Fish and Game Code section 1602 or section 1611 and obtain a new agreement in order to begin or continue the work covered by the expired agreement.

In order to request an amendment, the holder shall complete and submit the attached Amendment Request form, with the correct fee, to the CDFW regional office that serves the area where the project is located.

For more information on Lake and Streambed Alteration Agreements, see Fish and Game Code section 1600.

FOR DEPARTMENT USE ONLY				
Date Received	*Amount Received*	*Approved?*	*Date Approved*	*Expiration Date*
	$	☐ Yes ☐ No		
Assigned to:				

REQUEST TO AMEND LAKE OR STREAMBED ALTERATION AGREEMENT

Complete EACH field, unless otherwise indicated, and submit ALL required enclosures, attachments, and fee(s) to the CDFW regional office that serves the area where the project will occur. Attach additional pages to notification, if necessary.

1. APPLICANT REQUESTING AMENDMENT

If the applicant is a business, agency, or utility, please include the name of the applicant's representative, who should be an employee of the applicant.	
Name	Dillon DuPont
Business/Agency	
Mailing Address	3739 Balboa St. Suite 152
City, State, Zip	San Francisco, CA 94121
Phone Number	707-223-2078
Email	dillondupont@gmail.com

2. CONTACT PERSON (*Complete only if different from applicant.*)

Name	Vanessa Valare
Business/Agency	ETA Humboldt LLC
Mailing Address	P.O. Box 147
City, State, Zip	Phillipsville, CA 95559
Phone Number	707-923-1180
Email	etahumboldt@gmail.com

While an applicant is legally responsible for complying with Fish and Game Code section 1602 et seq., an applicant may designate and authorize an agent (e.g., lawyer, consultant, or other individual) to act as a Designated Representative. The Designated Representative is authorized to sign the notification and any agreement on behalf of the Applicant.

Do you authorize the Contact Person above to represent you as your Authorized Designated Representative?

☑ Yes, I authorize.	☐ No, I do not authorize.

3. PROJECT INFORMATION

Project Name (as identified in the Final Agreement)	DuPont water diversion, pond spillway and stream crossings project
Agreement Number	EPIMS-HUM-22999-R1
Expiration Date	04/14/2027

4. AMENDMENT REQUEST AND FEE

Check the applicable box below and refer to the current fee schedule to determine the appropriate amendment fee.

- A minor amendment is one that would not significantly modify the scope or nature of any project covered by the agreement or any measure included in the agreement to protect fish and wildlife resources, as determined by CDFW, or an amendment to transfer the agreement to another entity by changing the name of the entity to the name of the transferee (see Cal. Code Regs., tit. 14, § 699.5, subd. (a)(10)).
- A major amendment is one that would significantly modify the scope or nature of any project covered by the agreement or any measure included in the agreement to protect fish and wildlife resources, or require additional environmental review, as determined by CDFW (see Cal. Code Regs., tit. 14, § 699.5, subd. (a)(7)).

☑ Minor Amendment ☐ Major Amendment

Note: CDFW is not required to determine whether an amendment is complete or otherwise process the amendment until CDFW has received the correct fee.

5. AMENDMENT DESCRIPTION

A. Describe the amendment in detail

- Written description of all project activities with detailed step-by-step description of project implementation.
- Include any structures (e.g., rip-rap, culverts) that will be placed or modified in or near the stream, river, or lake, and any channel clearing.
- Specify volume, and dimensions of all materials and features (e.g., rip rap fields) that will be used or installed.
- Enclose diagrams, drawings, design plans, construction specifications, and maps that provide all of the following: site specific construction details; dimensions of each structure and/or extent of each activity in the bed, channel, bank or floodplain; overview of the entire project area (i.e., "bird's-eye view") showing the location of each structure and/or activity, significant area features, stockpile areas, areas of temporary disturbance, and where the equipment/machinery will access the project area.
  - A helpful resource to assist in the development of quality PDF maps in Google Earth. See Using Google Earth to Map your Property (PDF).

The project is limited to 17 encroachments. One encroachment is for water diversion from an unnamed tributary to Sproul Creek. Water is diverted for domestic use only. Work for the water diversion will include use and maintenance of the water diversion infrastructure. One encroachment is for the installation of an armored pond spillway. Three encroachments are for the realignment of native channels, removal of failed culverts remediation and decommissioning of an abandoned road. The 12 other proposed encroachments are to upgrade existing culverts that are failing or undersized. Work for these encroachments will include excavation, removal of existing culverts, replacement with new properly sized culverts, backfilling and compaction of fill, and rock armoring as necessary to minimize erosion.

☐ Continued on additional page(s)

B. Explain the reason(s) for the amendment request

Permittee was unable to get the work that was scheduled for completion in 2022 done, and would like to amend the agreement to push the work completion dates for all projects one year forward. SC13, SC17 and SC19 will be completed in 2023. SC11, SC23, SC24, SC35, and DRC 38 will be completed in 2024. SC3, SC4, SC5, SC6, SC7 and SC8 will be competed in 2025, and SC26 will be completed in 2026. Amendment is also to update costs of projects. All culvert replacements will cost $5,000.00 each instead of $2,500.00 due to inflation.

☐ Continued on additional page(s)

6. SIGNATURE

I hereby certify that to the best of my knowledge the information in this amendment request ("request") is true and correct and that I am authorized to sign this request as, or on behalf of, the applicant. I understand that if any information in this request is found to be untrue or incorrect, CDFW may suspend processing this request or suspend or revoke any draft or final Lake or Streambed Alteration Agreement issued pursuant to this request. I understand also that if any information in this request is found to be untrue or incorrect and the changes described in this request has already begun, I and/or the applicant may be subject to civil or criminal prosecution. I understand that this notification applies only to the project(s) described herein and that I and/or the applicant may be subject to civil or criminal prosecution for undertaking any project not described herein, unless CDFW has been separately notified of that project in accordance with Fish and Game Code section 1602 or 1611.

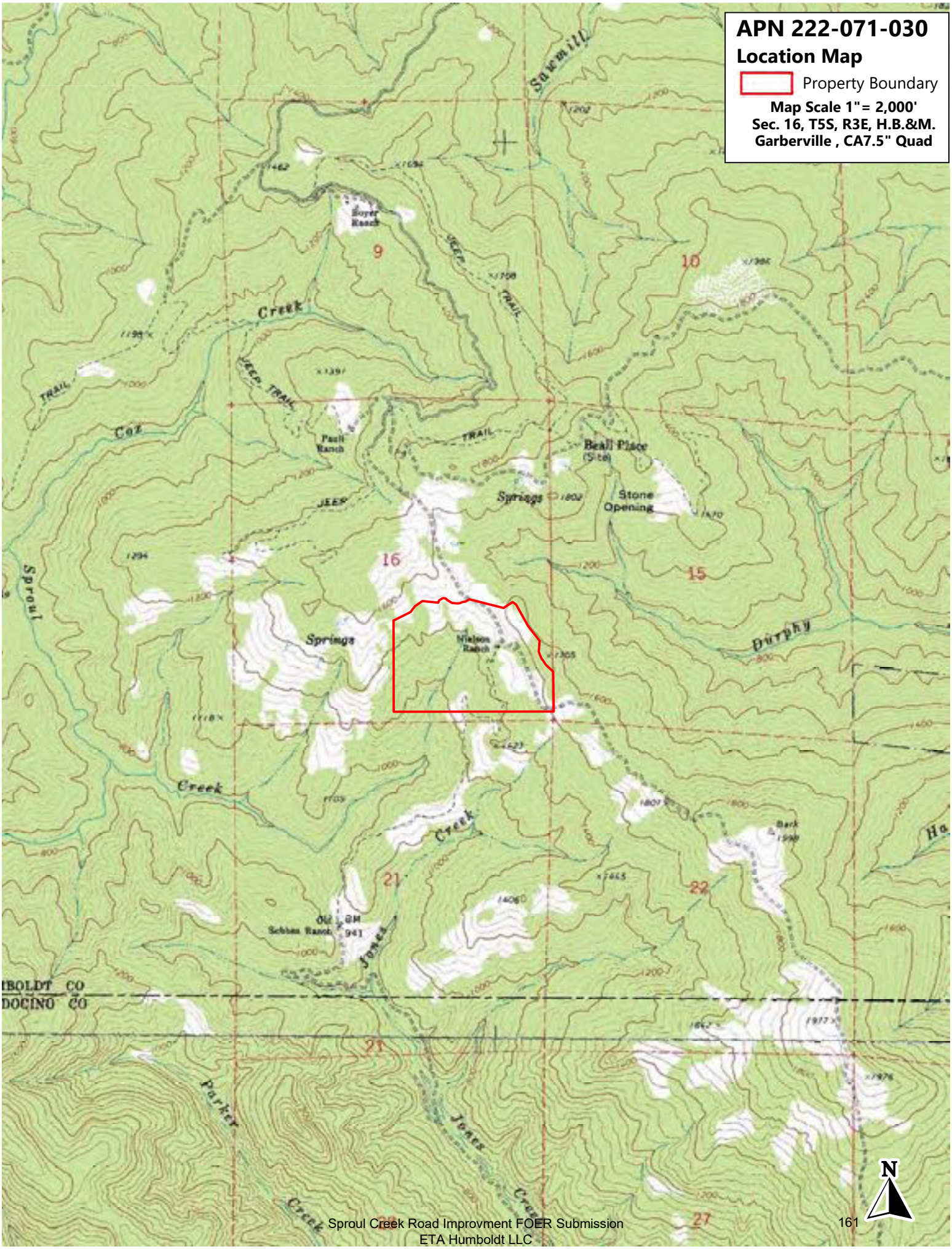
Signature of Applicant or Applicant's Authorized Representative

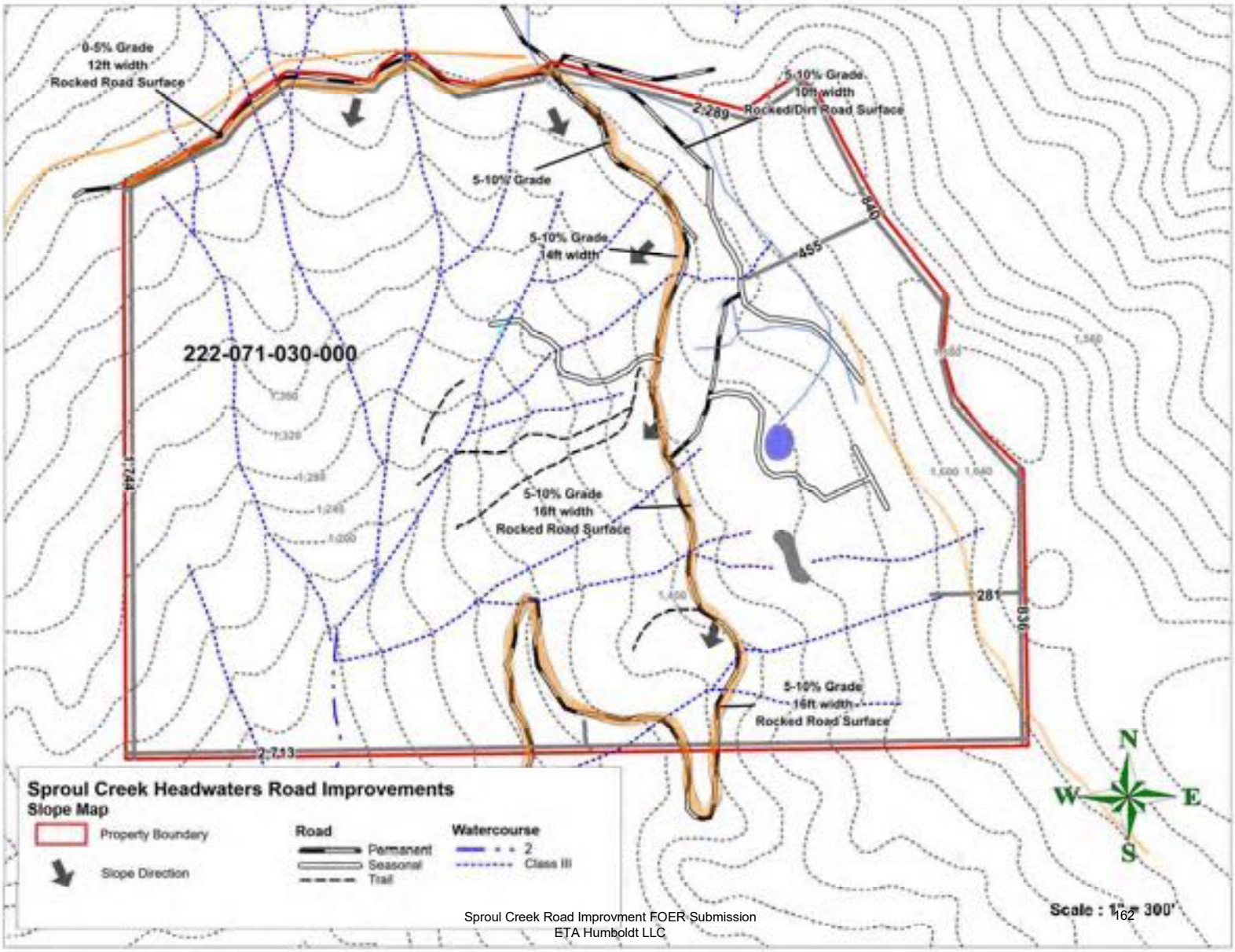
Date

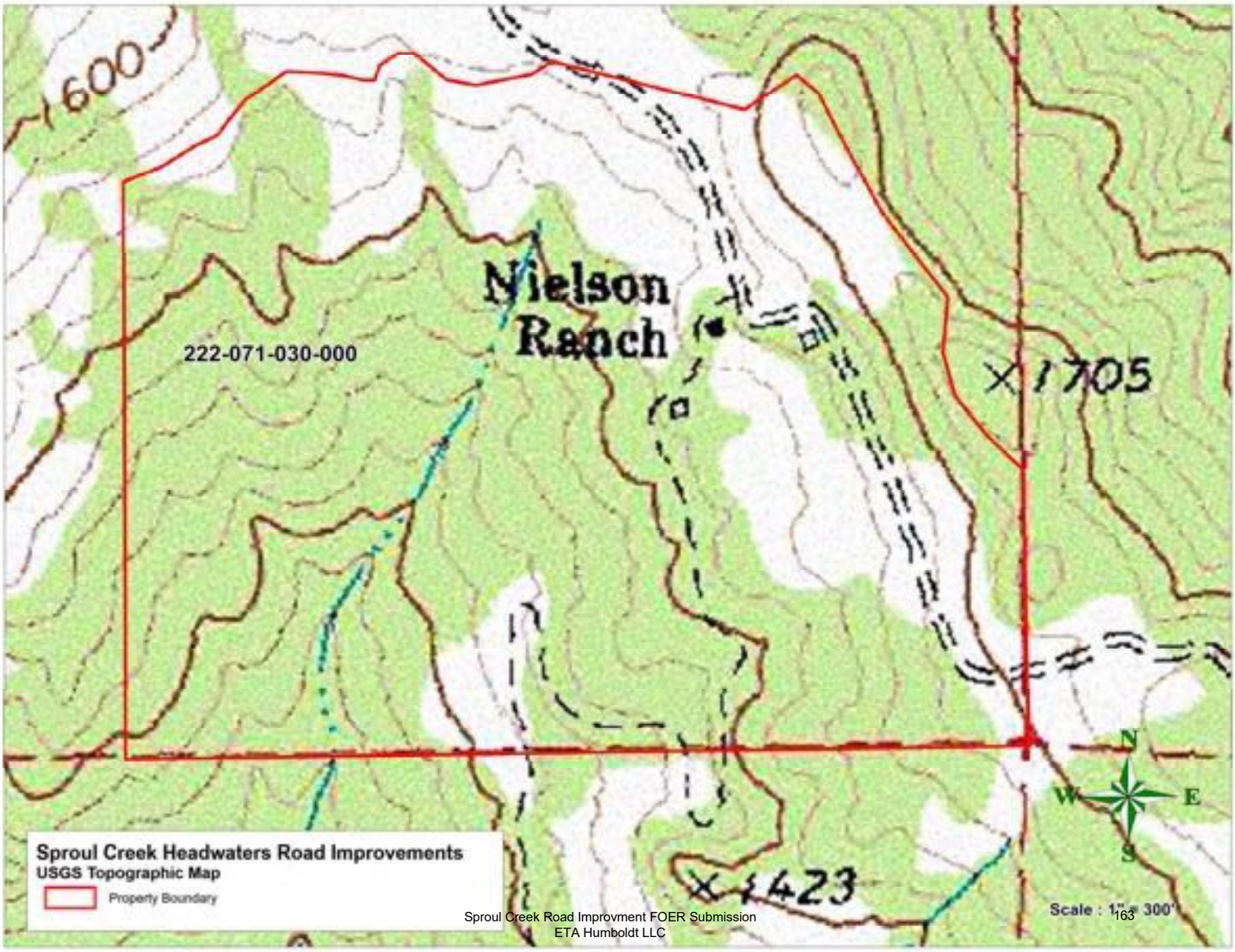
Dillon Dupont

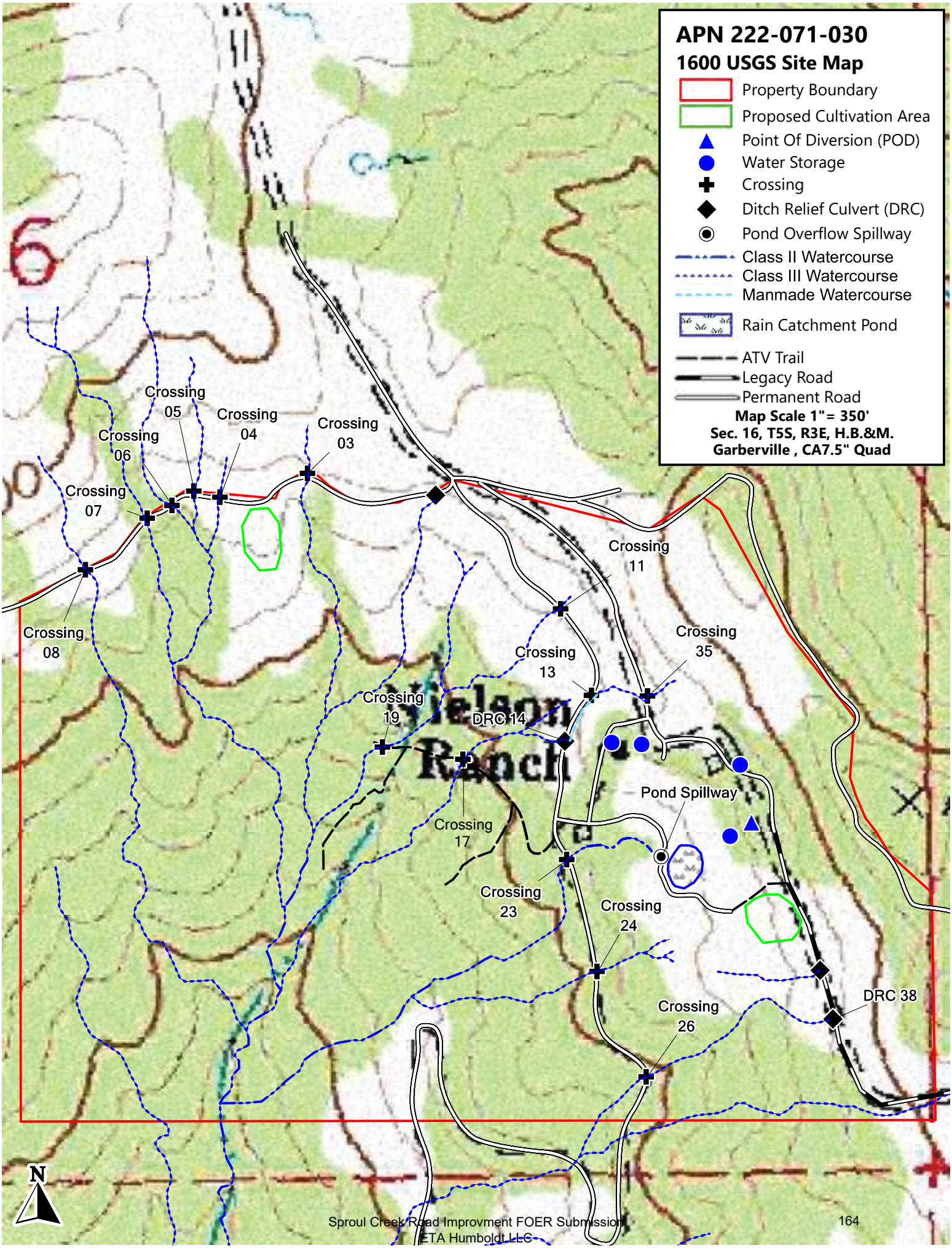
Print Name

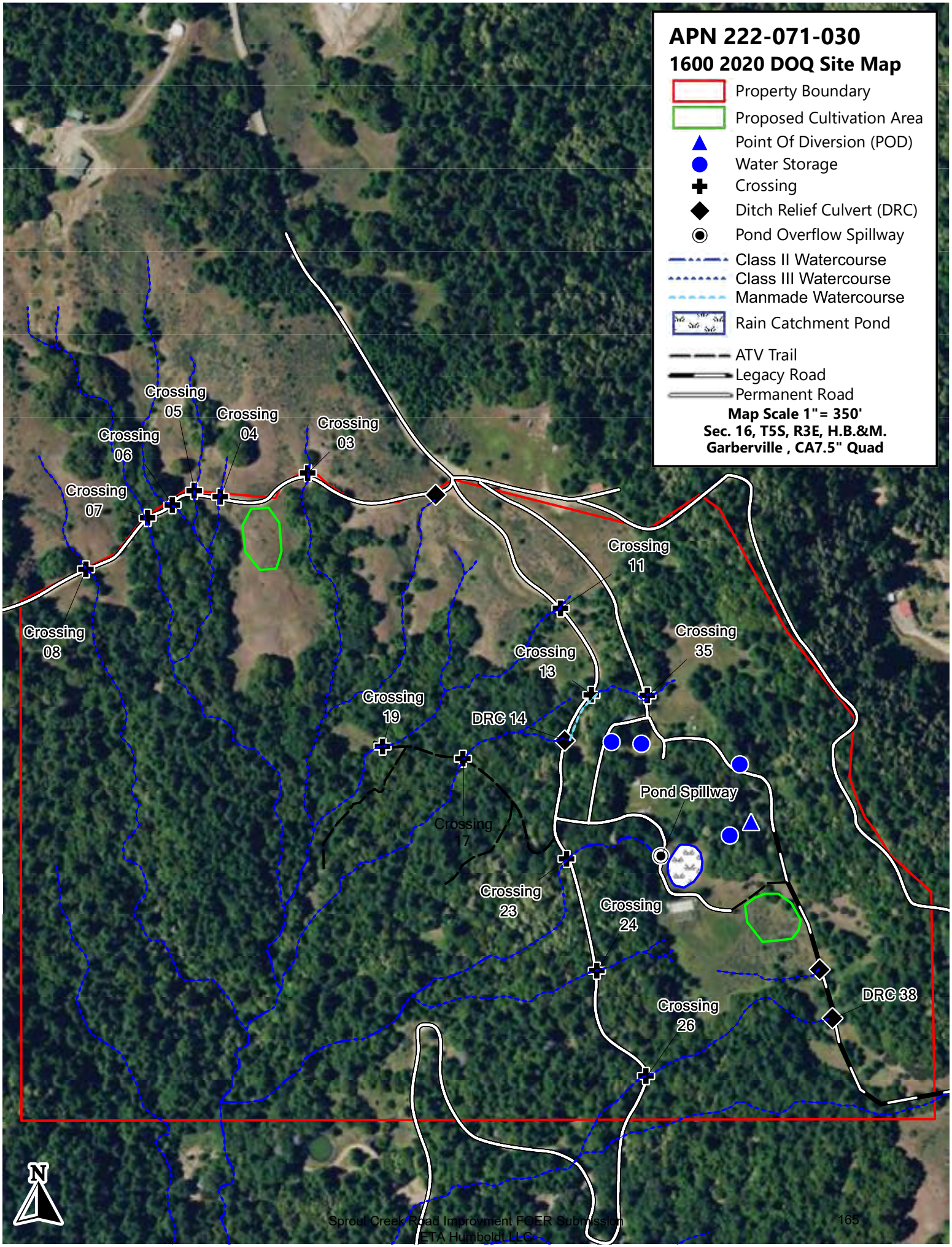
Note: If approved, a copy of this form must be available at the work site with the original agreement.


APN 222-071-030
Location Map
Property Boundary
Map Scale 1"= 2,000'
Sec. 16, T5S, R3E, H.B.&M.
Garberville , CA7.5" Quad
Sawmill
Boyer Ranch
9
10
Creek
JEEP TRAIL
TRAIL
Coz
Paull Ranch
Beall Place (Site)
Springs
Stone Opening
16
15
Sproul
Springs
Nielson Ranch
Durphy
Creek
Creek
21
22
Old Sebben Ranch
Jones
Parker
Jones
Creek
27
N


0-5% Grade
12ft width
Rocked Road Surface
5-10% Grade
10ft width
Rocked/Dirt Road Surface
2,289
5-10% Grade
5-10% Grade
14ft width
840
455
222-071-030-000
1,744
5-10% Grade
16ft width
Rocked Road Surface
281
836
5-10% Grade
16ft width
Rocked Road Surface
2,713
Sproul Creek Headwaters Road Improvements
Slope Map
Property Boundary
Slope Direction
Road
Permanent
Seasonal
Trail
Watercourse
2
Class III
N
W
E
S
Scale : 1" = 300'


1600
Nielson Ranch
222-071-030-000
1705
1423
N
W
E
S
Sproul Creek Headwaters Road Improvements
USGS Topographic Map
Property Boundary
Scale : 1" = 300'


APN 222-071-030
1600 USGS Site Map
Property Boundary
Proposed Cultivation Area
Point Of Diversion (POD)
Water Storage
Crossing
Ditch Relief Culvert (DRC)
Pond Overflow Spillway
Class II Watercourse
Class III Watercourse
Manmade Watercourse
Rain Catchment Pond
ATV Trail
Legacy Road
Permanent Road
Map Scale 1"= 350'
Sec. 16, T5S, R3E, H.B.&M.
Garberville , CA7.5" Quad
Crossing 03
Crossing 04
Crossing 05
Crossing 06
Crossing 07
Crossing 08
Crossing 11
Crossing 13
Crossing 35
Crossing 19
DRC 14
Crossing 17
Crossing 23
Crossing 24
Crossing 26
Pond Spillway
DRC 38
N


APN 222-071-030
1600 2020 DOQ Site Map
Property Boundary
Proposed Cultivation Area
Point Of Diversion (POD)
Water Storage
Crossing
Ditch Relief Culvert (DRC)
Pond Overflow Spillway
Class II Watercourse
Class III Watercourse
Manmade Watercourse
Rain Catchment Pond
ATV Trail
Legacy Road
Permanent Road
Map Scale 1"= 350'
Sec. 16, T5S, R3E, H.B.&M.
Garberville , CA7.5" Quad
Crossing 05
Crossing 04
Crossing 03
Crossing 06
Crossing 07
Crossing 08
Crossing 11
Crossing 35
Crossing 13
Crossing 19
DRC 14
Pond Spillway
Crossing 17
Crossing 23
Crossing 24
DRC 38
Crossing 26
N

Lake or Streambed Alteration Agreement Annual Reporting

Permittee: Dillon Dupont

Project Name: DuPont Water Diversion, Pond Spillway, and Stream Crossings Project

Date: 10-13-2022

NOTIFICATION NO. EPIMS-HUM-22999-R1

Unnamed Tributary to Sproul Creek, Tributary to the South Fork Eel River, Tributary to the Eel River and the Pacific Ocean Assessor Parcel Number: 222-071-030-000

Project Location

The project to be completed is located within the Sproul Creek watershed, approximately 6 miles southwest of the town of Garberville, County of Humboldt, State of California. The project is located in Section 16, T05S, R03E, Humboldt Base and Meridian; in the Piercy U.S. Geological Survey 7.5-minute quadrangle; Assessor's Parcel Number 222-071-030-000; latitude 40.0201 N and longitude 123.8388 W at the point of diversion (POD).

Reporting Requirements

Streambed Alteration Agreement - Notification #EPIMS-HUM-22999-R1 October 31, 2022 for the following projects: SC-13, SC-17, SC-19. A notice of completed work (condition 2.4), with supplemental photos, shall be submitted to CDFW within seven (7) days of project completion.

Project Status

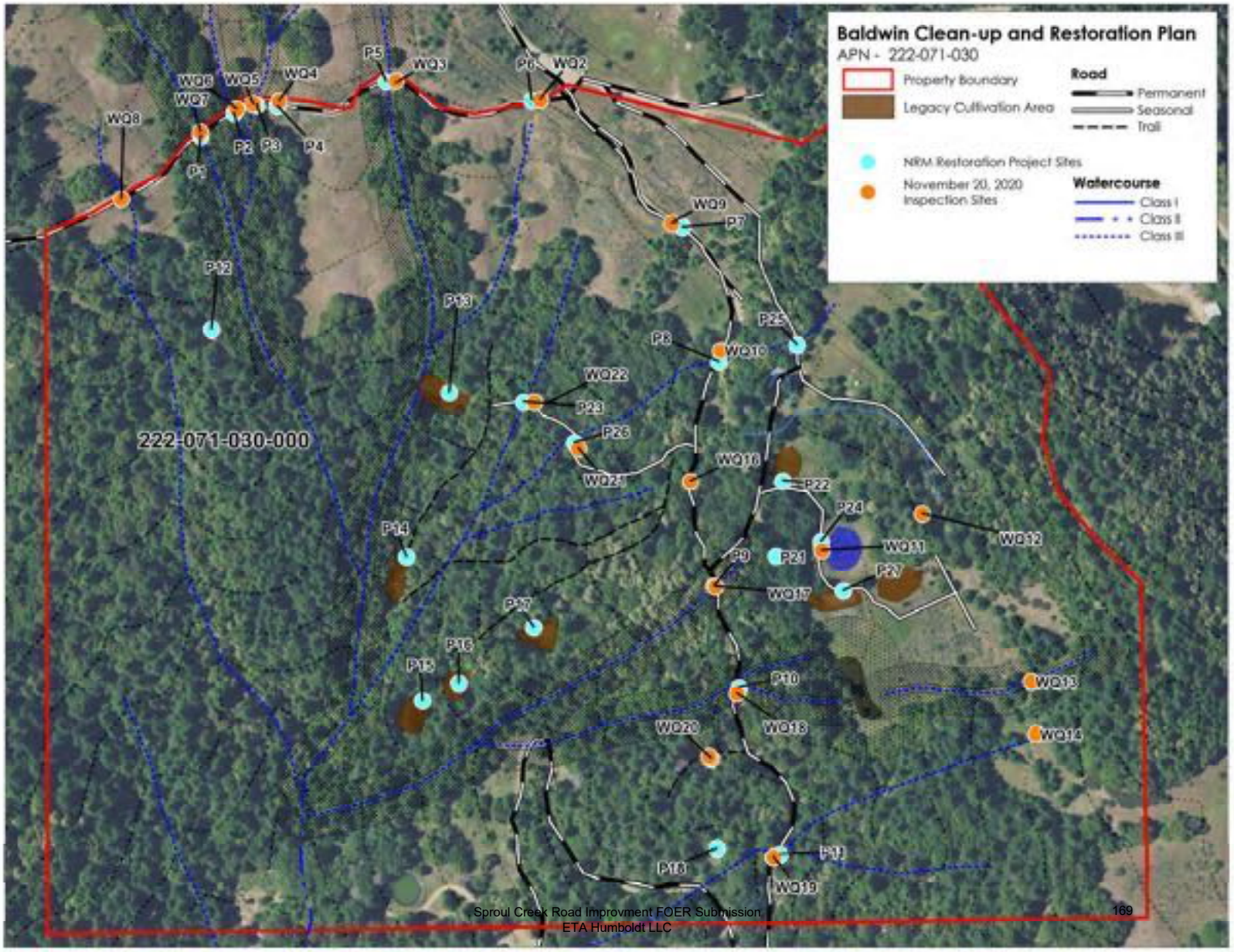
The projects site SC-13, SC-17, and SC-19, have not been completed for the reporting year of 2022. It has been reported by the landowner that they are preparing to complete the aforementioned project sites during the work period of June 1 through October 31, 2023. As part of this reporting document an amended Completion Schedule is being submitted. The new estimations for completion of the proposed work will still be accomplished within the 5-year time frame of the Streambed Alteration Agreement. The modified work completion timeline will adjust the work completion timeframe by one year with an ending date expected to be 2025. The proposed timeline for completion will retain the estimation for completion by no later than October 31, 2025 for the following projects: SC-26, and DRC-38.

Progress to Date

In 2022 the new landowner and Permittee has been in the process of transferring ownership of the property. The landowner has also been coordinating with the Waterboard for the final requested items regarding the approval of a property wide Clean-Up and Restoration Plan. The CRMP was approved July 20th of 2022. The landowner has also successfully had a Section 401 water quality certification and 404 Army Corps permit completed by Timberland Resource Consultants. The 401 and 404 permit have been approved by the associated agencies. Due to extensive permitting and financial responsibilities to many agencies and governing bodies the landowner has been unable to complete the projects SC-13, SC-17, SC-19. The table attached below overviews the requested changes to the estimated times for completion.

Project Site Identification	Estimated Completion Date
POD-1	(Annual use and Maintenance) April 1 – November 15
SC-3	Replace existing undersized 8-inch diameter culvert with minimum 18" diameter culvert set to grade. Rock armor inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2025.
SC-4	Replace an existing undersized 8-inch diameter culvert with minimum 18-inch diameter culvert set to grade. Rock armor inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2025.
SC-5	Replace existing 12-inch diameter culvert with minimum 18-inch diameter culvert set to grade. Rock armor inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2025.
SC-6	Replace existing 12-inch diameter culvert with minimum 24-inch diameter culvert set to grade. Rock armor inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2025.
SC-7	Replace existing 12-inch diameter culvert with minimum 30-inch diameter culvert set to grade. Rock armor inlet and outlet as necessary to minimize potential erosion The proposed work shall be completed by no later than October 31, 2025.
SC-8	Replace existing 8-inch diameter culvert with minimum 18-inch diameter culvert set to grade. Rock armor inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2025.
SC-11	An adequately sized 24-inch diameter culvert is present, but slightly short. Installation of a flexible 20-foot by 24-inch diameter culvert downspout or extension is required and shall have a rock armor energy dissipater installed at the outlet to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2024.
SC-13	A Class III watercourse lacking an adequate stream crossing structure and diverting down the inside ditch of the road shall be realigned to its historic channel. Install minimum 18-inch diameter culvert set to grade. The proposed work shall be completed by no later than October 31, 2023.
SC-17	An existing 18-inch diameter culvert on an abandoned road shall be removed and decommissioned. The proposed work shall be completed by no later than October 31, 2023.

Project Site Identification	Estimated Completion Date
SC-19	An existing, misaligned, and failing 18-inch culvert on an abandoned road shall be removed and the road decommissioned. The crossing shall be realigned to match with the native channel. This is a site of remediation. The proposed work shall be completed by no later than October 31, 2023.
SC-23	Replace an existing double barrel 18-inch diameter culvert(s) shall be removed and upgraded to a minimum 30-inch diameter culvert. The proposed work shall be completed by no later than October 31, 2024.
SC-24	Replace an existing 18-inch diameter culvert with a minimum 36-inch diameter culvert set to grade. Rock armor the inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2024.
SC-26	Replace an existing 18-inch diameter with a minimum 30-inch diameter culvert set to grade. Rock armor the inlet and outlet as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2025.
SC-35	Replace an existing undersized 8-inch diameter culvert with a minimum 18-inch diameter culvert set to grade. Rock armor as necessary to minimize potential erosion. The proposed work shall be completed by no later than October 31, 2024.
DRC-38	Legacy metal debris and refuse shall be removed from the watercourse channel below. The proposed work shall be completed by no later than October 31, 2025.
Off-stream Pond-1	An off-stream pond shall have the overflow spillway adequately rock armored extending past the toe of the embankment and into the stream channel below. The proposed work shall be completed by no later than October 31, 2024.


Baldwin Clean-up and Restoration Plan
APN - 222-071-030
Property Boundary
Legacy Cultivation Area
Road
Permanent
Seasonal
Trail
NRM Restoration Project Sites
November 20, 2020 Inspection Sites
Watercourse
Class I
Class II
Class III
222-071-030-000
WQ1
WQ2
WQ3
WQ4
WQ5
WQ6
WQ7
WQ8
WQ9
WQ10
WQ11
WQ12
WQ13
WQ14
WQ15
WQ16
WQ17
WQ18
WQ19
WQ20
WQ21
WQ22
P1
P2
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
P13
P14
P15
P16
P17
P18
P19
P21
P22
P23
P24
P25
P26
P27

Cleanup and Abatement Order No. R1-2021-0056

Proposed Project Timeline Extension Request

Project Name: DuPont Water Diversion, Pond Spillway, and Stream Crossings Project

Date: 10-17-2022

Unnamed Tributary to Sproul Creek, Tributary to the South Fork Eel River, Tributary to the Eel River and the Pacific Ocean Assessor Parcel Number: 222-071-030-000

Project Location

The projects to be completed is located within the Sproul Creek watershed, approximately 6 miles southwest of the town of Garberville, County of Humboldt, State of California. The project is located in Section 16, T05S, R03E, Humboldt Base and Meridian; in the Garberville U.S. Geological Survey 7.5-minute quadrangle; Assessor's Parcel Number 222-071-030-000; latitude 40.0201 N and longitude 123.8388 W at the point of diversion (POD).

Project Status

The project Sites 01/WQ2, 2, 09, 10, 12, 15, 16, 18, 20, 22/ST2, 25, 31, 32/ R1/ WQ11, 33, 34, have not been completed for the reporting year of 2022. It has been reported by the landowner that they are preparing to complete the aforementioned project sites during the work period of June 1 through October 31, 2023. As part of this reporting document an amended Completion Schedule is being submitted. The new estimations for completion of the proposed work will still be accomplished within the 5-year time frame of the CAO. The modified work completion timeline will adjust the work completion timeframe by one year with an ending date expected to be 2025. The proposed timeline for completion will retain the estimation for completion by no later than October 31, 2025 for the following projects: Site 11 / WQ 9, 17 / C4, 19 / C3/3.1, 23 / C2/ WQ16, 24 / WQ 17, 26 / WQ 18, 37 / WQ 13, and 38 / WQ 14.

Progress to Date

In 2022 the new landowner and Permittee has been in the process of transferring ownership of the property. The landowner has also been coordinating with the Waterboard for the final requested items regarding the approval of a property wide Clean-Up and Restoration Plan. The CRMP was approved July 20th of 2022. The new landowner has continued general clean-up of the property. The landowner has also successfully had a Lake and Streambed Alteration Agreement, Section 401 water quality certification and 404 Army Corps permit completed by Timberland Resource Consultants. The LSAA, 401 and 404 permit have been approved by the associated agencies. Due to extensive permitting and financial responsibilities to multiple taxing and regulating agencies. The landowner has been unable to complete implementation for the projects scheduled for Completion in 2022. The table attached below overviews the requested changes to the estimated times for completion.

Justification for Timeline Extension

The financial costs of applying for and receiving all the permits associated with this project is extensive. The applicant hired two different agencies to assist in filing the necessary paperwork, and paid

$14,898.25to CDFW for the LSAA, $2,417 to SWRCB for the 401, $11,563.80 to TRC for filing and document creation fees, and $12,236.25 to ETA Humboldt for consulting services related to the violation, filing and document creation fees. It came to over 40,000 dollars to create a plan and pay permit fees to all agencies involved. This is in addition to the purchase agreement for the land itself. At the same time, the applicant's revenue was reduced drastically due to the major reduction in value of Cannabis Products. Partner these factors with out-of-control inflation on all products and services, and the applicant simply ran out of money to implement the projects that were supposed to be completed in 2022.

The applicant purchased this property because it is next door to their property, and they would like to see the property cleaned up and remediated. The applicant intends on making this happen as soon as possible. As such, they are currently applying for the Friends of the Eel River Mitigation and Remediation Grants program. This project in the Sproul Creek refuge watershed, and free of Humboldt County Code Enforcement Violations makes it extremely qualified for this grant. If awarded, the grant funds will allow the applicant to complete all the notification points in both the Lake and Streambed Alteration Agreement and the CRMP, likely faster than the timeline states. We will know if they get this grant sometime in February 2023. Even if they do not get the grant award, the applicants are committed to completing of the projects within this amended timeline.

Implementation Schedule	
Prior to 10-15-2023	
Site	**Proposed Work Completion Date**
Site 01/WQ2	08-15-2023
Site 2	08-15-2023
Site 09	08-15-2023
Site 10	08-15-2023
Site 12	08-15-2023
Site 15	09-15-2023
Site 16	09-15-2023
Site 18	09-15-2023
Site 20	09-15-2023
Site 22/ST2	09-15-2023

Site 25	10-10-2023
Site 31	10-10-2023
Site 32/ R1/ WQ11	10-10-2023
Site 33	10-10-2023
Site 34	10-10-2023
Prior to 10-15-2024	
Site 03 / WQ 3	08-15-2024
Site 04 / WQ 4	08-15-2024
Site 05 / WQ 5	08-15-2024
Site 06 / WQ 6	08-15-2024
Site 07 / WQ 7	08-15-2024
Site 08 / WQ 8	09-15-2024
Site 13	09-15-2024
Site 14 / WQ 10	09-15-2024
Site 28 / WQ 19	09-15-2024
Site 29 / WQ 20	09-15-2024
Prior to 10-15-2024	
Site 30	10-10-2024
Site 36	10-10-2024
Site 35/C1	10-10-2024
Prior to 10-15-2025	
Site 11 / WQ 9	08-15-2025
Site 17 / C4	08-15-2025
Site 19 / C3/3.1	08-15-2025
Site 23 / C2/ WQ16	08-15-2025
Site 24 / WQ 17	08-15-2025
Site 26 / WQ 18	09-15-2025
Site 37 / WQ 13	09-15-2025
Site 38 / WQ 14	09-15-2025

Adaptive Management Plan					
Waterboard Inspection Point	**Corresponding Project Site Reference**	**Project Description**	**Project Current Status**	**Project Recommendations**	**Project Timeline**
WQ1	NA	Inadequately drained section of road. Inadequate intervals of hydrologic disconnects from a 100ft section of inside ditch.	This WQ1 Site is located on the adjacent property, the landowner has been informed of specific road upgrades and is in the process of coordinating the installation of ditch relief culverts on this section of road.	Specifications and details on disconnecting the hydrologically connected ditch relief culvert will be outlined in the pending Lake and Streambed Alteration Agreement (LSAA), Site Management Plan (SMP), and Water Quality Certification (401).	Adjacent landowner is currently in the process of coordinating with the road association and hiring contractors to hydrological disconnect this inside ditch and install appropriately space ditch relief culverts. Work is expected to initiate on August 20th 2021.
WQ2	P6	An existing 24-inch ditch relief culvert (DRC) that is accepting run-off from 600 feet of ditch. There is active gully erosion occurring downslope of the DRC in the grassland soils.	Pending Applicable Permits	Adjacent land owner will Install four new ditch relief culverts on the road that leads to this location.	Adjacent landowner is currently in the process of coordinating with the road association and hiring contractors to hydrological disconnect this inside ditch and install appropriately space ditch relief culverts. Work is expected to initiate on August 20th 2021.
WQ3	P5	8-inch culvert on a Class III stream	Pending Applicable Permits	The existing culvert will be replaced with a new 18-inch CMP, installed at an 18 percent grade.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
WQ4	P4	Rusted 8.5 Inch Metal culvert located on a Class III watercourse	Pending Applicable Permits	The existing culvert will be replaced with a new 18-inch CMP, installed at an 29 percent grade.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
WQ5	P3	Class III stream crossing with a 12-inch corrugated plastic culvert installed not to grade.	Pending Applicable Permits	The existing culvert will be replaced with a new 18-inch CMP, installed at an 17 percent grade.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022

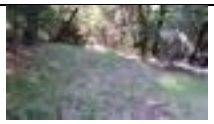
Waterboard Inspection Point	Corresponding Project Site Reference	Project Description	Project Current Status	Project Recommendations	Project Timeline
WQ6	P2	Class III stream crossing with a 12-inch CMP, undersized and rusted through, shotgun outlet.	Pending Applicable Permits	Replaced with a new 18- inch CMP, installed at a 19 percent grade. Further specifications are referenced in the submitted CRM, and will be addressed in the SMP, LSAA, and 401 to come.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in August 2022 Installation of additional DRC's
WQ7	P1	Class III stream crossing with a 12-inch CMP. This culvert is undersized with a shotgun outlet	Pending Applicable Permits	This culvert is proposed to be replaced with a new 18-inch CMP, installed at a 28 percent grade.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
WQ8		Inadequate Watercourse Crossing	Pending Applicable Permits	Pending Site Management Plan/ LSAA Recommendations	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
WQ9	P7	Inadequately drained inside ditch. A 24" DRC that is accepting too much flows resulting in erosion at the outlet.	No Change	Install two ditch relief culverts on the road approach/ inside ditch at appropriately placed intervals to reduce the amount of flows associated at this site.	Work is expected to initiate in August 19th 2021
WQ10	P8	Existing 12-inch ditch relief culvert (DRC) That is accepting flows from and inadequately drained inside ditch.	No Change	Replace the existing DRC with an 18-inch CMP at a steeper grade. Flows will be reduced due to installation of DRCs above this project location.	Work is expected to initiate in August 19th 2021
WQ11	P24	Pond Overflow consisting of 24" outlet armored with woody debris.	No Change	Armor pond overflow outlet	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in April 2023
WQ12	NA	Spring Point of Diversion	No change	Decommision Spring	Pending applicable permnits
WQ13	NA	Legacy crossing with historic structure material in the channel	No change	Pending	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2023

Waterboard Inspection Point	Corresponding Project Site Reference	Project Description	Project Current Status	Project Recommendations	Project Timeline
WQ14	NA	Legacy scrap metal located in watercourse channel below a watercourse crossing on a legacy road.	No Change	Pending	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2023
WQ15	NA	Waste Potting soils	Soils have been removed and area has revegetated with native grasses	Recommendations Complete	Completed
WQ16	NA	Greenhouse Bordering wetlands	Greenhouse structure still exists wetland has been delineated and associated buffer t the greenhouse was found to be adequate. No cannabis cultivation has taken place on this property since the original violation.	None	None
WQ17	P09	18-inch CMP on a 2-foot-wide, Class II channel	No Change	Is proposed to be upgraded with a new 24-inch CMP.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2023
WQ18	P10	15-inch CMP on a Class III watercourse. Undersized, Plugged inlet and Shotgun Outlet	No Change	It is proposed to upgrade to an 18" culvert .	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2023
WQ19	P11	18" CMP located on a Class III watercourse crossing. Rusted through, not functioning adequately.	No Change	Proposed to Upgrade to an 18" culvert.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2024
WQ20	NA	Inadequately drained section of road.	No change	Road drainage features are pending recommendations from Site Management Plan expected to be completed by September 2021. Work is expected to initiate in 2022.	None

Waterboard Inspection Point	Corresponding Project Site Reference	Project Description	Project Current Status	Project Recommendations	Project Timeline
WQ21	NA	Watercourse Crossings with and 18" Plastic Culvert. To short causing erosion on the inlet and outlet.	No Change	This section of road is expected to be decommissioned of which the crossings will be pulled and water bars installed. Any and all work within or near stream channels is pending a Final Agreement from CDFW.	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
WQ22	P23	Removal and Stream Channel Restoration Project 23 is currently an 18-inch corrugated plastic culvert on a Class III stream crossing. This culvert is misaligned and not outflowing into the correct watercourse causing erosion to the outlet.	No Change	The recommendation is to restore this site and return the flow course to its original channel pending applicable permits	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
NA	P22	Discontinuation of Illegal Water Diversion	The use of this water diversion has been ceased	Remove Diversion infrastructure pending applicable permits (LSAA)	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
NA	P25	8-inch CMP (corrugated metal pipe) on a Class III stream	No change	replaced with an 18-inch CMP set to approximate channel grade	Pending Applicable permits LSAA (Feb 2022) 401(April 2022) Expected work initiation in June 2022
NA	P26	Section of road that is inadequately drained	No change	Install Rolling Dip	Work expected to initiate June 2022

Work Completion Report

Waterboard Inspection Point	Corresponding Project Site Reference	Project Description	Project Recommendation	Project Current Status	Project Timeline	Before	After
NA	P12	Removal of Grow Area 1 from Riparian Protection Buffer Legacy Cultivation Materials consisting of pots, potting soil, fencing, netting, fencing and stakes.	Clean up and dispose of all cultivation related waste at a licensed waste disposal facility.	All cultivation materials have been clean from this site. The associated location has completely grassed over.	Recommendation Completed	No Picture	ETA Humboldt July 15th,2021
NA	P13	Removal of Grow Area 2 from Riparian Protection Buffer. Legacy Cultivation Materials consisting of pots, potting soil, fencing, netting, fencing and stakes.	All Cannabis-related infrastructure at the site will be completely removed. This includes all remaining irrigation materials, pots, and refuse such as nutrient containers and plastic support netting.	All cultivation materials have been clean from this site. The associated location has completely grassed over.	Recommendation Completed	NRM, June 15, 2017	ETA Humboldt July 15th,2021
NA	P14	**Removal of Grow Area 3 from Riparian Protection Buffer**	Clean up all remaining infrastructure included smart pots, potting soil, stakes, fencing, and bags of trash and fertilizer	All cultivation materials have been clean from this site. The associated location has completely grassed over.	Recommendation Completed	NRM, June 15, 2017	ETA Humboldt July 15th,2021

Waterboard Inspection Point	Corresponding Project Site Reference	Project Description	Project Recommendation	Project Current Status	Project Timeline	Before	After
NA	P15	**Removal of Grow Area 4 from Riparian Protection Buffer**	All Cannabis-related infrastructure at the site will be completely removed. This includes all irrigation materials, pots, and refuse such as nutrient containers and plastic support netting.	All remaining Cannabis related materials have been removed.	Recommendation Completed	NRM, June 15, 2017	ETA Humboldt July 15th,2021
NA	P16	Removal of Grow Area 5 from Riparian Protection Buffer	Removal of the remaining soil and pots at this location.	All remaining Cannabis related materials have been removed.	Recommendation Completed	NRM, June 15, 2017	 ETA Humboldt July 15th,2021
NA	P17	**Removal of Grow Area 6 from Riparian Protection Buffer**	All cultivation related materials had been removed prior to NRM site inspection on May 5, 2017	Completed Area was grassed over at the time of inspection. Remaining fencing and soil were removed since NR's Site inspection.	Recommendation Completed	NRM, June 15, 2017	NRM, June 15, 2017
NA	P18	**Removal of Grow Area 7 from Riparian Protection Buffer**	Remove all remaining cultivation related materials consisting of soil, and miscellaneous refuse.	All remaining trash and cultivation related materials have been removed. One small travel trailer.	Recommendation Completed	None	ETA Humboldt July 15th,2021

Waterboard Inspection Point	Corresponding Project Site Reference	Project Description	Project Recommendation	Project Current Status	Project Timeline	Before	After
NA	P19	Illegal septic system/ travel trailer	Remove or permit the existing septic system.	Trailer and all domestic/ cultivation relate waste have been removed. Septic system is still in place.	Work / permitting on this site is expected to begin June 2022.	NRM, June 15, 2017	ETA Humboldt July 15th,2021
NA	P20	Removal of Trash and Wastes Threatening Water Quality	Is cultivation-related and domestic garbage and wastes located at various sites throughout the property (Photos 51-55). These materials include plastic containers, tarps, pallets, irrigation materials, spent potting soils, buckets, stales, plastic ties, bottles and empty soil bags, among others	All materials must be disposed of at a licensed waste disposal facility, and all disposal receipts must be kept as proof of proper disposal.	Recommendation Completed	NRM, June 15, 2017	ETA Humboldt July 15th,2021
NA	P21	Removal of Water Storage Tank from Watercourse	Remove these tanks and place outside of the riparian buffer.	Tanks have been removed.	Recommendation Completed	NRM, June 15, 2017	ETA Humboldt July 15th,2021