

**TRINITY COUNTY PLANNING COMMISSION STAFF REPORT
REQUEST FOR MODIFICATION OF PERCEL MAP CONDITIONS**

APPLICANT: Tyler Thompson

OWNERS: Tyler Thompson and Holly Hayes

PROJECT DESCRIPTION: The project applicant, Tyler Thompson, is requesting a Modification of Subdivision consistent with Trinity County Subdivision Ordinance Section 16.50 for Tentative Map (P-16-25) originally approved on June 8, 2017 per Resolution 2017-02. The Applicant is requesting post approval for modifications to two conditions of approval related to access.

LOCATION: The project is located at 531 School House Road, in the Salyer/Burnt Ranch planning area.

ASSESSOR PARCEL NUMBER: 008-820-001-000

GENERAL PLAN DESIGNATION: Rural Residential (RR)

ZONING DISTRICT: Rural Residential (RR)

EXISTING LAND USE: Residence and Accessory Structures

BACKGROUND DISCUSSION:

Subdivision Map P-16-25: Tentative Subdivision Map P-16-25 was originally approved on June 8, 2017 by Resolution Number 2017-02 including findings and conditions for the orderly development of a proposed, 15.36-acre, 2-parcel subdivision with parcels approximately 10.35 acres and 5.1 acres.

Extension Of Time: The California Subdivision Map Act and Trinity County Subdivision Ordinance allow for extensions to the original two-year approval at the discretion of the approving authority when the extension of time has been requested and filed prior to the date of expiration. The owners, have timely filed for the necessary extensions of time in order to complete the required conditions of approval. The most recent request for extension of time was granted on June 11 of 2020 for two years with the intent of resolving the remaining access conditions in order to finalize and record Tentative Parcel Map (p-16-25)

Request For Modifications of Conditions: In October of 2021, project applicant and owner Tyler Thompson submitted application (P-21-39) as a formal request for the Planning Commission, as the Advisory Agency, to review the request for proposed post modification of conditions related to road construction in order to finalize and record Tentative Subdivision Map (P-16-25) The post modification request is specific to two conditions: In Section D, Conditions D.1.a and D.1.b., The areas affected are highlighted on Attachment 3, Sheet C02 of the Grading Plan. The specifics of the applicant's request are detailed in Attachment 2.

Request: Variance Area #1

A subdivision modification is requested regarding conditional approval item D.1.a, requiring 18' road widths be constructed. The existing roadway is 12' wide through this location, where the road becomes bottle necked as result of the existing improvements made by the applicant's neighbor. The constraints imposed include steep slopes, fence lines and minimal setbacks from existing residential structures. To accommodate this conditional request, the applicant would have to relocate the neighbor's fence that is in good condition as is, regrade into the fenced yard space and potentially remove/impact mature trees and vegetation of the neighbor's yardage. TYCE and client feel that the existing 12' road width, that has served these private residential parcels until now, can continue to serve one additional parcel and residence without burden to the community. Total linear length of the requested variance here is up to 167 feet of roadway alignment, line of sight for oncoming traffic and opportunity for coordination of oncoming traffic to allow for single lane traffic to pass is of minimal concern

Response: Variance Area #1 (Attachment 3)

DOT recommends approval of the narrow road segment between houses, with the following mitigation:

- a. Adequate turnout area provided on the west end of the short, narrow road segment. Due to terrain and alignment, sight distance is not ideal, and a turnout on the eastbound direction will help to mitigate this. Turnout may require additional grading and road prep, but topography allows this to be accomplished with minimal effort.

Request: Variance Area #2 (Attachment 3)

A subdivision modification is requested here regarding conditional approval item D.1.a, requiring 18' road width and a 12% maximum road alignment grade be constructed. The existing roadway is 12' wide, at 14% grade for roughly 189 linear feet of alignment. The existing constraints imposed through this corridor are steep slopes. Substantial cuts or fill for catch slopes, and regrading of the roadway alignment would be required to accommodate this conditional request. TVCE and client feel that the existing 12' road width, that has served these private residential parcels until now, can continue to serve one additional parcel and residence without burden to the community. Sufficient line of

sight exists to allow for coordination between oncoming traffic to allow for single lane traffic to pass.

Response: Variance Area #2 – DOT recommends approval of this item at the steeper grade, with the following mitigation:

- a. The 14% grade segment be paved to reduce erosion potential.

Request: Variance Area #3

A subdivision modification is requested here regarding conditional approval item D.2.a, requiring a maximum road alignment grade of 12% be constructed. The existing roadway alignment grade is at 14% for approximately 100' linear feet of alignment. line-item D.1.b. states and allows for up to 14% maximum grade for short distances. The existing conditions of the road satisfy this condition.

Response: Variance Area #3 – The Department does not approve 14% grade for short distances in proximity to an intersection, as it presents a safety concern at the intersection, and it typically presents drainage issues directly affecting the County Road at the intersection.

Prior to granting any modification, The Advisory Agency shall make the all of the following findings:

- A. That the property to be divided is of such size and shape, or is affected by such topographic conditions, or that there are such special circumstances or conditions affecting the property that it is impossible, impractical or undesirable in the particular case to conform to the strict application of these regulations.

Response: Constraints from the project location are steep slope, substantial cuts or fill for catch slopes, and regrading of the roadway alignment as well include steep slopes, fence lines and minimal setbacks from existing residential structures. To accommodate the conditional requests, the applicant would have to relocate the neighbor's fence that is in good condition as is, regrade into the fenced yard space and potentially remove/impact mature trees and vegetation of the neighbor's yardage.

- B. That the Cost to the subdivider of strict or literal compliance with the regulation is not the sole Reason for granting the modification.

Response: While the property owner has expressed that a significant investment has been made in order to complete the required improvements, and additional cost would be incurred to meet the conditions as originally approved, they are not requesting that the modifications would be cost prohibitive.

- C. That the modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity.

Response: Based on the Department of Transportation response to Variance Requests #1 and #2, And the Comments received from the Calfire Representative in Attachment 5 to this report, stating that the improvements to the road improve fire apparatus access which is acceptable to the current plan. And recommends that not additional parcel splits would be acceptable without widening the road to the 18-foot width originally requested. Modifications would not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity.

- D. That granting the modification is in accordance with the intent and purposes of these regulations and is consistent with the General Plan and with all other applicable Specific Plans of the County.

Response: The modifications as proposed for #1 and #2 meet the intent for conditioning subdivisions as set out in Section 16.04.021 Intent and Purpose of the Trinity County Subdivision Ordinance, sub-section (N)

“To ensure that, insofar as possible, Land is subdivided in a manner that will promote the public health, safety and convenience, and general welfare in conformance with the General Plan”.

ENVIRONMENTAL DETERMINATION: Based on the information provided to staff for review and consideration, the proposed request for modification will not pose any significant additional new environmental impacts which have not previously been evaluated in the Mitigated Negative Declaration prepared for Tentative Parcel Map P-16-25 and adopted with Resolution 2017-02 as conditions of approval. Mitigation Measure XVI(a) states: Road improvements are required to meet the both County Road Standards and Calfire access requirements. The resolution approving the tentative map includes provisions to meet these development standards.

STAFF RECOMMENDATION: Staff recommends that the Planning Commission: Approve the request for Modification (Variance area #1 and #2) regarding Condition D.1.a as recommended by the Department of Transportation and no change for the Modification (Variance #3), Condition D.1.b, based on the required findings listed in Resolution PC-2022-01

ALTERNATIVES:

1. The Planning Commission may deny the requested modifications.
2. The Planning Commission may request continuance for additional information.

ATTACHMENTS:

1. Resolution PC 2022-01
2. Modification Request
3. Grading Plan, Highlighted sheet C02
4. Grading Plan, All sheets
5. Comments from CALFIRE Representative
6. Resolution No. 2017-02 (approval for Tentative Map P-16-25)
7. Mitigated Negative Declaration (pg.14 & 15, Mitigation Measure XVI(a))
8. Project Location Map

REVISED RESOLUTION NO. PC-2022-01

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE COUNTY OF TRINITY**

WHEREAS, the Planning Commission of the County of Trinity has considered a request for Post Approval Subdivision Modification (P-21-39) for Approved Tentative Subdivision Map (P-16-25), Assessor Parcel Number 008-820-001-000 filed by property owner Tyler Thompson. The request for subdivision modification effects two conditions in Section D.Roads: D.1.a in two locations and D.1.b of Resolution 2017-02; and

WHEREAS, said Subdivision Modification request was referred to various affected public and private agencies, County departments, and referral agencies for review and comments; and

WHEREAS, a duly noticed public hearing was held on February 10, 2022; and

WHEREAS, the Planning Commission of the County of Trinity has considered public comments and a report from the Planning Department.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Trinity:

1. Finds that the proposed request for modifications #1 and #2 will not pose any significant additional new environmental impacts which have not previously been evaluated in the Mitigated Negative Declaration prepared for Tentative Parcel Map P-16-25 and adopted with Resolution 2017-02 as conditions of approval. The recommendations provided by Department of Transportation provide equivalent mitigation to Mitigation Measures XVI.a of the Mitigated Negative Declaration, noting that Mitigation Measures may be revised if the proposed mitigation (Condition Modification) achieves the same intended mitigation as the original.
2. Makes the following findings with the recommended change for the Subdivision Modification request:
 - a. The applicant has stated that due to the particular physical characteristics of the roadway would require additional grading and would require negative impacts to a neighboring property and would be impractical to conform to the strict application of the County Road design.
 - b. That the Cost to the subdivider of strict or literal compliance with the regulation is not the sole Reason for granting the modification. While the property owner has expressed that a significant investment has been made in order to complete the required improvements, they are not requesting that the modifications due to cost prohibitive conditions.

February 10, 2022

- c. That the modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity. The modifications as proposed would not be detrimental to the health, safety and welfare of other properties in the vicinity of the proposed project.
 - d. That recommendations provided by Department of Transportation, and written approval provided by CALFIRE for the post approval subdivision modifications to Resolution 2017-02 would provide the same practical effect and as recommended would promote public health, safety and convenience, and general welfare and meet the intent of condition D.1.a.
3. Approves the request for Post Approval Subdivision Modification P-21-39, for Approved Tentative Subdivision Map (P-16-25), Assessor Parcel Number 008-820-001-000, subject to the required findings that the recommended modifications meet the guidelines of the Trinity County General Plan, are consistent with the Trinity County Subdivision Ordinance and Trinity County Fire Safe Regulations.

DULY PASSED AND ADOPTED this 10th day of February, 2022 by the Planning Commission of the County of Trinity by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

RECUSE:

WILLIAM SHARP, CHAIRMAN
Planning Commission
County of Trinity
State of California

ATTEST:

Lisa Lozier

Secretary of the Planning Commission

By: _____
Deputy



TRINITY VALLEY CONSULTING ENGINEERS, INC
Engineering - Surveying - Land Planning - Construction Management

Client: Tyler Thompson and Holy Hayes
531 School House Road
Burnt Ranch, CA 99927
Application #P-16-25

Trinity County Planning Department
Planning Director and respective Planning Commissioners
61 Airport Rd
Weaverville, CA 96093

Trinity County Reviewing Agency,

We are writing today to request 3 subdivision modifications (variances) be made to the conditions of approval provided for the minor subdivision of Tyler Thompson and Holy Hayes, contained in that county project #P-16-25. In this application package you will find:

- 1 - Planning Department Master Application requesting the subdivision modification.
- 2 - This written explanation for the request.
- 3 - Exhibit 1 being the last conditional response by this representative.
- 4 - Exhibit 2 a grading plan for the subject road with details regarding the requests.
- 5 - Exhibit 3 the original conditional approval provided by the lead agency.

We are requesting subdivision modifications be made for 3 sites along the private road known as powder house road that currently serves 4 private residences and will serve 5, upon recording of the minor subdivision parcel map. Page C02 of Exhibit 2 (grading plan) shows an overview of the road improvements with the 3 variance locations highlighted in red, for reference.

Variance Area #1

Of exhibit 2 (grading plan) please review sheet C08 for details. A subdivision modification is requested here regarding conditional approval item D, requiring 18' road widths be constructed. The existing roadway is 12' wide through this location, where the road becomes bottle necked as result of the existing improvements made by the applicants neighbor. The constraints imposed include steep slopes, fence lines and minimal setbacks from existing residential structures. To accommodate this conditional request, the applicant would have to relocate the neighbor's fence that is in good condition as is, regrade into the fenced yard space and potentially remove/impact mature trees and vegetation of the neighbor's yardage. The cost of this labor would be undue and unreasonable for the scope of this minor subdivision. TVCE and client feel that the existing 12' road width, that has served these private residential parcels until now, can continue to serve one additional parcel and residence without burden to the community. Total linear length of the requested variance here is up to 167 feet of roadway alignment, line of sight for oncoming traffic and opportunity for coordination of oncoming traffic to allow for single lane traffic to pass is of minimal concern.

Main Office
67 Walnut Way
Willow Creek CA 95573
(530) 629.3000

Weaverville Office
2200 Main Street
Weaverville CA 96093
(530) 623.4446

Variance Area #2

Of exhibit 2 (grading plan) please review sheet C08.1 for details. A subdivision modification is requested here regarding conditional approval item D, requiring 18' road width and a 12% maximum road alignment grade be constructed. The existing roadway is 12' wide, at 14% grade for roughly 189 linear feet of alignment. The existing constraints imposed through this corridor are steep slopes. Substantial cuts or fill for catch slopes, and regrading of the roadway alignment would be required to accommodate this conditional request. The costs of this labor would be undue and unreasonable for the scope of this minor subdivision. TVCE and client feel that the existing 12' road width, that has served these private residential parcels until now, can continue to serve one additional parcel and residence without burden to the community. Sufficient line of sight exists to allow for coordination between oncoming traffic to allow for single lane traffic to pass. Also note that the conditional approval letter provided by the reviewing agency, attached herein as exhibit #3, line item D. Roads Subsection 1(b) states and allows for up to 14% maximum grade for short distances. The existing conditions of the road satisfy this condition.

Variance Area #3

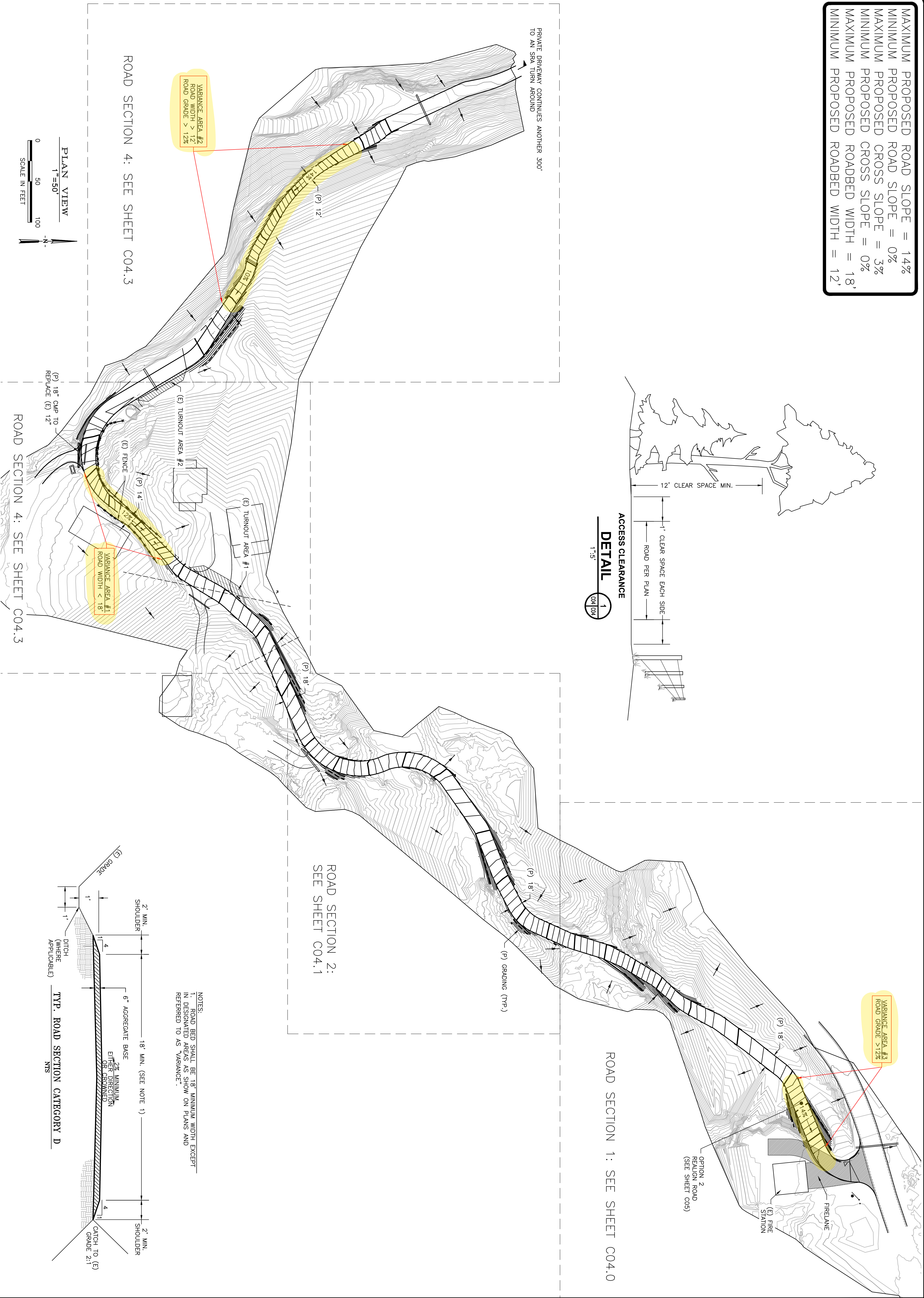
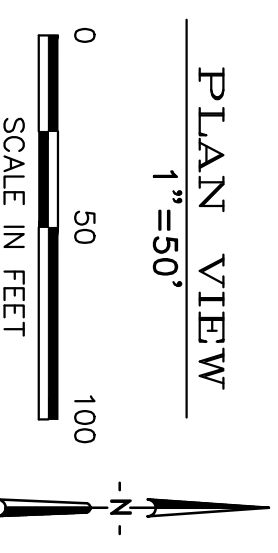
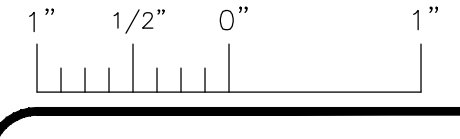
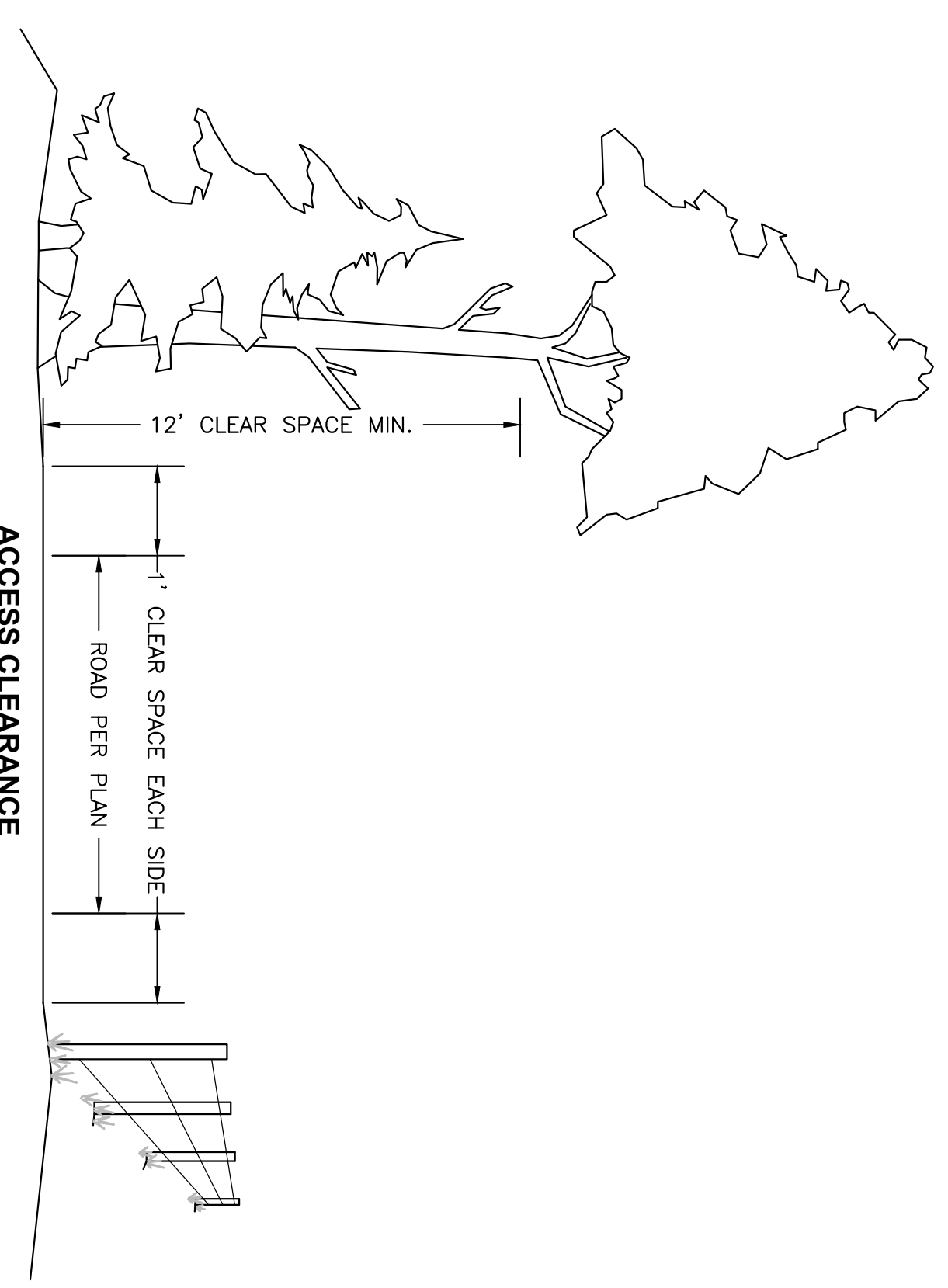
Of exhibit 2 (grading plan) please review sheet C08.2 for details. A subdivision modification is requested here regarding conditional approval item D, requiring a maximum road alignment grade of 12% be constructed. The existing roadway alignment grade is at 14% for approximately 100' linear feet of alignment. Note that the conditional approval letter provided by the reviewing agency, attached herein as exhibit #3, line item D. Roads Subsection 1(b) states and allows for up to 14% maximum grade for short distances. The existing conditions of the road satisfy this condition.

In conclusion, we request your support and approval of the above described subdivision modifications. Please find the included master application.

Thank you for your consideration,
TVCE
10-18-21



MAXIMUM PROPOSED ROAD SLOPE = 14%
MINIMUM PROPOSED ROAD SLOPE = 0%
MAXIMUM PROPOSED CROSS SLOPE = 3%
MINIMUM PROPOSED CROSS SLOPE = 0%
MAXIMUM PROPOSED ROADBED WIDTH = 18'
MINIMUM PROPOSED ROADBED WIDTH = 12'



TVCE
67 WALNUT WAY
PO BOX 1567
WILLOW CREEK, CA 95573
PHONE (530) 629-3000
FAX (530) 629-3011

JTM JR.	JTM	JTM	TVCE
JTM JR.	JTM	JTM	TVCE
JTM JR.	JTM	JTM	TVCE
JTM JR.	JTM	JTM	TVCE
JTM JR.	JTM	JTM	TVCE

△	1/31/18	PRELIMINARY DESIGN
△	3/31/19	REVISE PER COUNTY COMMENTS
△	7/31/19	REVISE PER COUNTY COMMENTS
△	9/20/19	REVISE PER COUNTY COMMENTS
△	3/31/20	REVISE PER COUNTY COMMENTS
REV	DATE	DESCRIPTION

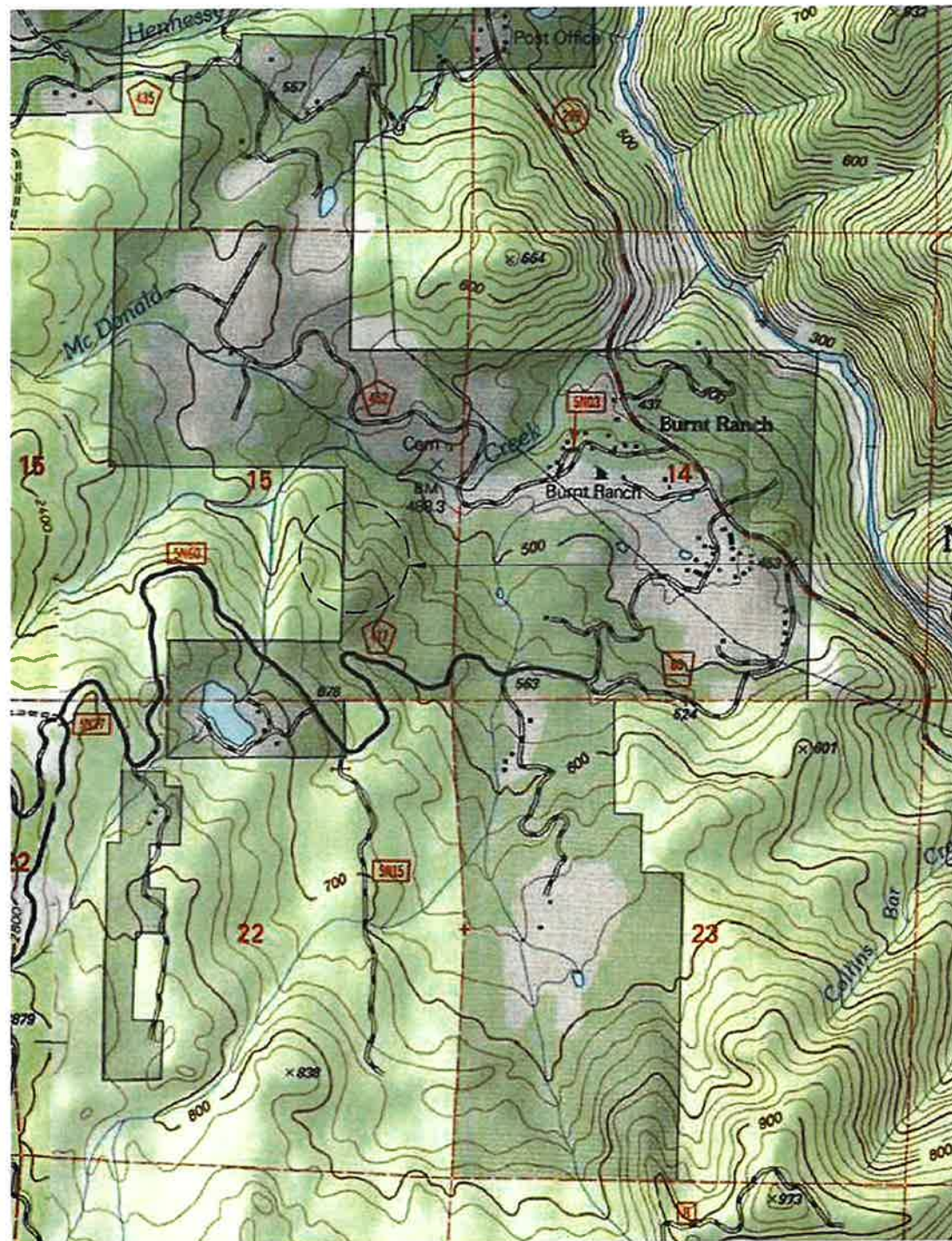
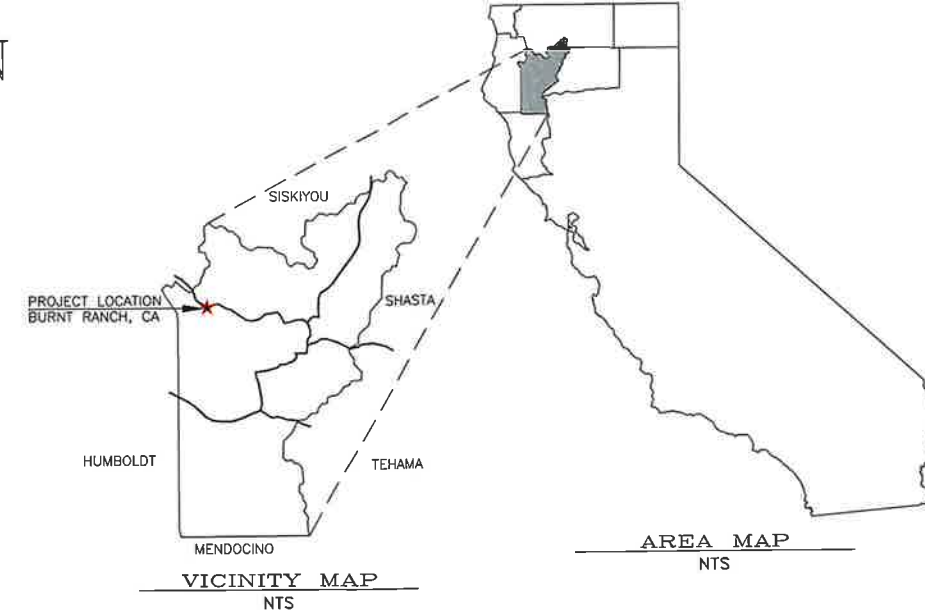
HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 143
BURNT RANCH, CA 95527
PROPOSED SITE PLAN
TRINITY COUNTY, CALIFORNIA

DATE OF ISSUE:	MARCH 2020
SCALE:	AS SHOWN
PROJECT NO.:	605.06
DRAWING NO.:	C02
DRAWN BY:	J. MCKNIGHT JR.
DESIGNED BY:	ERIC KEYES
CHECKED BY:	J. MCKNIGHT
APPROVED BY:	TVCE

TRINITY VALLEY CONSULTING ENGINEERS, INC.

GRADING & EROSION CONTROL PLAN

FOR
HOLLY HAYES AND TYLER THOMPSON
 531 SCHOOL HOUSE ROAD,
 BURNT RANCH, CA 95527
 APN: 008-820-01

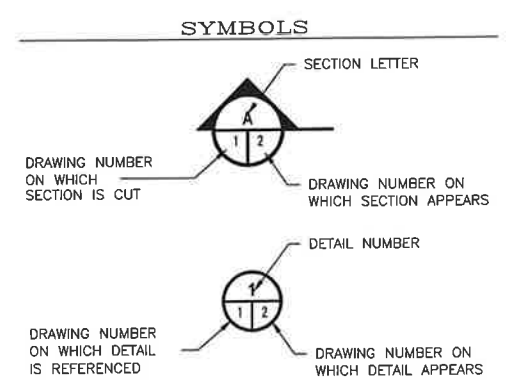


PROJECT LOCATION
BURNT RANCH, CA

LOCATION MAP
NTS

PROPOSED	EXISTING

ABBREVIATIONS	
AC	= ASPHALTIC CONCRETE
AB	= AGGREGATE BASE
A.D.	= ALGEBRAIC DIFFERENCE
BC, PC	= BEGIN CURVE
CO	= CLEAN OUT
CL	= CENTER LINE
CMP	= CORRUGATED METAL PIPE
CPCT.	= COMPACT
D	= DELTA
DET	= DETAIL
DRN	= DRAIN
<A>	= EXISTING
EC	= END CURVE
EG	= EXISTING GROUND
EP	= EDGE OF PAVEMENT
FF	= FINISH FLOOR
FG	= FINISH GRADE
FH	= FIRE HYDRANT
FL	= FLOW LINE
GA	= GUY ANCHOR
GV	= GATE VALVE
HC	= HANDICAPPED
HDPE	= HIGH DENSITY POLYETHYLENE PIPE
INV	= INVERT
(INT-X)	= INTERSECTION
K	= SIGHT DISTANCE
LAT	= LATERAL
LD.	= LOCAL DEPRESSION
LF.	= LINEAR FEET
LF.	= SEWER LEACH FIELD
LT.	= LEFT
MAS.	= MASONRY
MI	= MILES
MSE	= MECHANICALLY STABILIZED EARTH
(N)	= NEW
NTS	= NOT TO SCALE
O.C.	= ON CENTER
PG&E	= PACIFIC GAS & ELECTRIC
(P)	= PROPOSED
PP	= POWER POLE
PRC	= POINT OF REVERSE CURVE
PT	= POINT
PVI	= POINT OF VERTICAL INTERSECTION
PVT	= PRIVATE
RT	= RIGHT
RTN	= RETURN
SB	= SET BACK
SDMH	= STORM DRAIN MAN HOLE
SHT	= SHEET
SD	= STORM DRAIN
STA	= STATION
STD.	= STANDARD
TC	= TOP OF CURB
TBC	= TOP BACK OF CURB
TFC	= TOP FACE OF CURB
TOB	= TOP OF BANK
TEL	= TELEPHONE
TP	= TOP OF PAVEMENT
TVCE	= TRINITY VALLEY CONSULTING ENGINEERS
TW	= TOP OF WALL
(TYP)	= TYPICAL
UG	= UNDERGROUND
W	= WATER
WV	= WATER VALVE



SHEET INDEX			
DRAWING #	TITLE	REVISION	DATE
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C04.2	ROAD PLAN AND PROFILE SEGMENT-3	4	3-31-20
C04.3	ROAD PLAN AND PROFILE SEGMENT-4	4	3-31-20
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ENGINEERING NOTES

ALL REQUIREMENTS FROM THE SOILS REPORT HAVE BEEN INCORPORATED INTO THESE PLANS.

THE ENGINEER OF RECORD SHALL INSPECT ALL SITE GRADING.

SURVEY NOTES

FIELD SURVEY FOR TOPOGRAPHIC PURPOSES WAS PERFORMED BY TVCE ON OCTOBER 23, 2017

A BOUNDARY SURVEY WAS CONDUCTED BY TVCE. REPRESENTED ON PARCEL MAP.

CONTRACTOR ALERT!

CONTRACTOR MUST CONTACT USA DIG AT 800-227-2600 AT LEAST 72 HOURS BEFORE ANY EARTHWORK OR ACTIVITIES THAT MAY IMPACT EXISTING UNDERGROUND UTILITIES.

EXISTING UTILITY ALIGNMENTS BOTH HORIZONTALLY AND VERTICALLY MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITIES.

TVCE
 67 WALNUT WAY
 PO BOX 1567
 WILLOW CREEK, CA 95527

1/23/18	PRELIMINARY DESIGN	JTM
3/23/18	REVISE PER COUNTY COMMENTS	JTM
7/23/19	REVISE PER COUNTY COMMENTS	JTM
9/20/19	REVISE PER COUNTY COMMENTS	JTM
1/11/20	REVISE PER COUNTY COMMENTS	JTM

TYLER THOMPSON & HOLLY HAYES
TITLE SHEET

DRAWN BY: J. MCKNIGHT JR.
 DESIGNED BY: JTM
 CHECKED BY: JTM

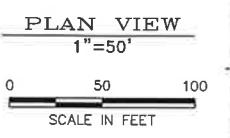
DATE OF ISSUE: MARCH 2020

SCALE: AS SHOWN

PROJECT NO: 605.06

DRAWING NO: T01

TRINITY VALLEY CONSULTING ENGINEERS



TVCE
67 WALNUT WAY
PO BOX 1567
WILLOW CREEK, CA 95128

DATE	DESCRIPTION	BY	CHKD
1/31/18	PRELIMINARY DESIGN	JTM	JTM
3/31/19	REVISE PER COUNTY COMMENTS	JTM	JTM
7/31/19	REVISE PER COUNTY COMMENTS	JTM	JTM
9/20/19	REVISE PER COUNTY COMMENTS	JTM	JTM
3/31/20	REVISE PER COUNTY COMMENTS	JTM	JTM

HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 143
BURNT RANCH, CA 95527

EXISTING SITE PLAN

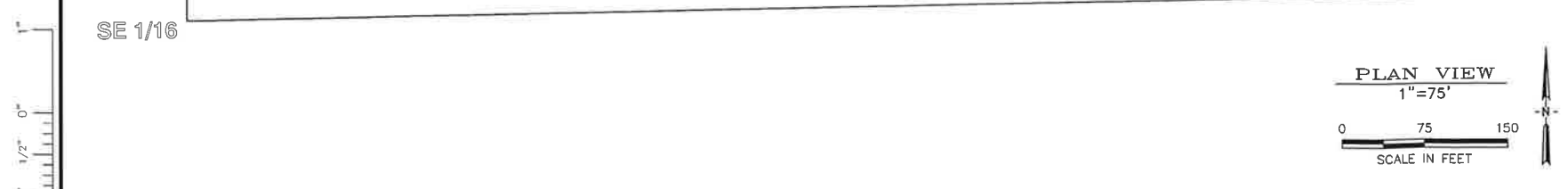
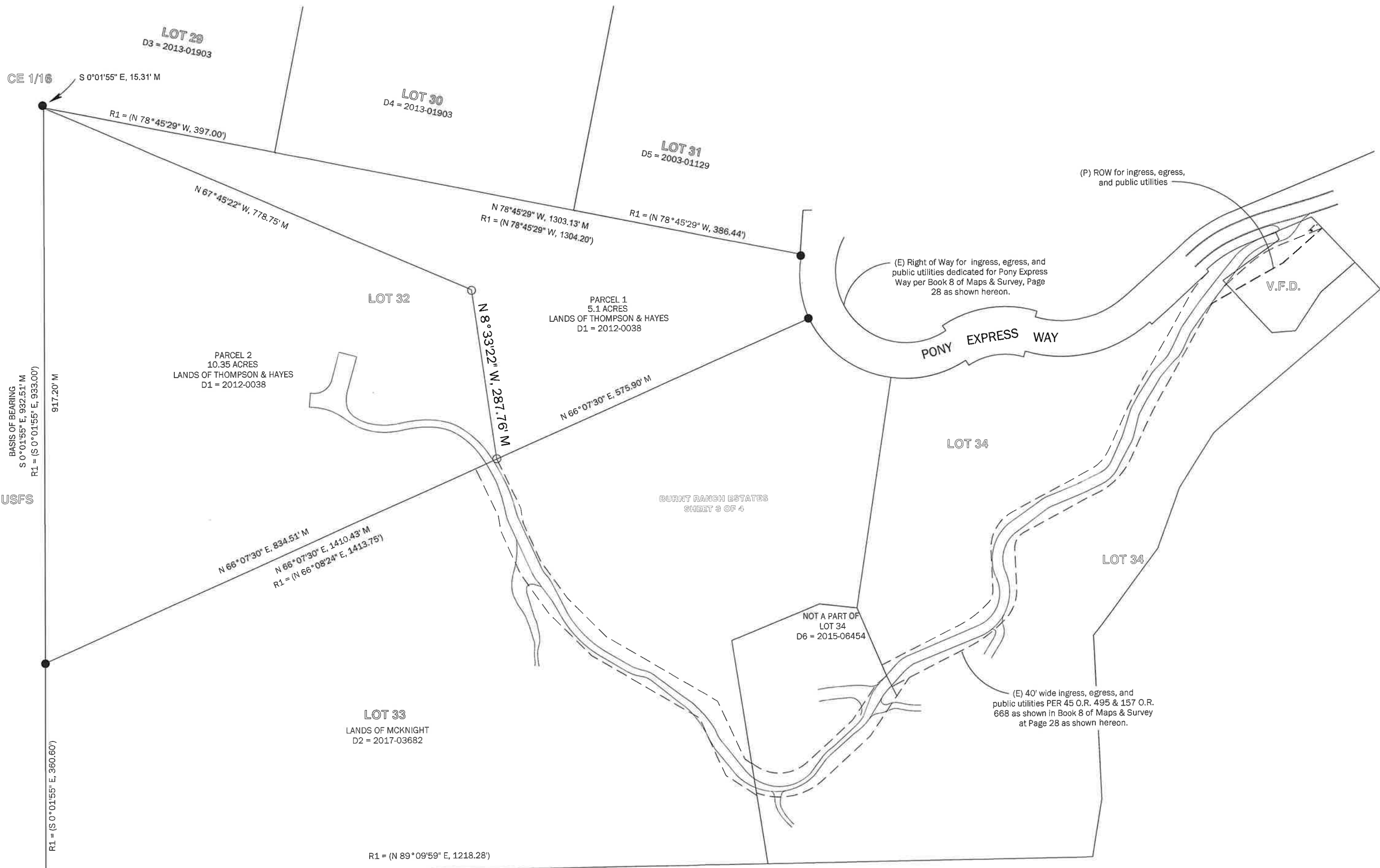
DRAWN BY:	J. MCKNIGHT JR
DESIGNED BY:	ERIC KEYES
CHECKED BY:	J. MCKNIGHT
DATE OF ISSUE:	MARCH 2021
SCALE:	AS SHOWN
PROJECT NO:	605.06
DRAWING NO:	C01

DATE	DESCRIPTION	BY
1/21/18	PRELIMINARY DESIGN	
2/21/19	REVISE PER COUNTY COMMENTS	

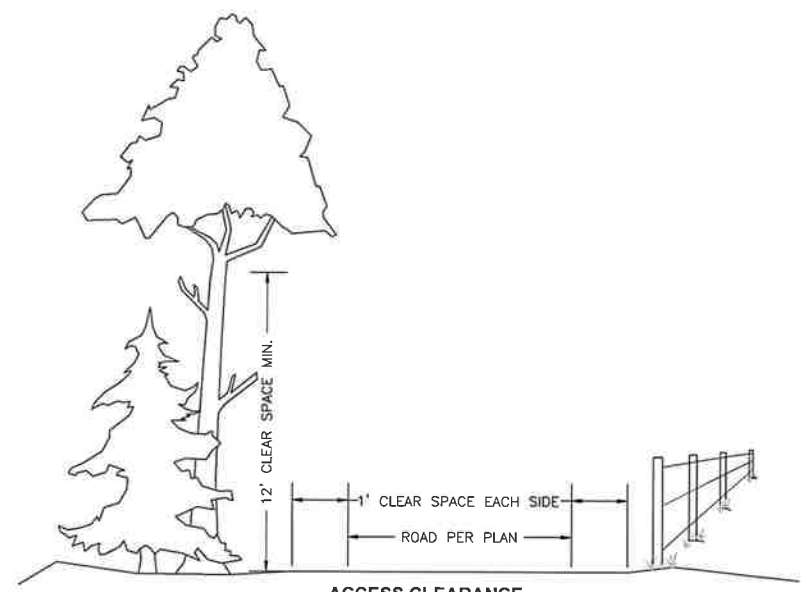
HOLLY HAYES & TYLER THOMPSON
 APN: 008-820-01
 PONY EXPRESS ROAD, BURNT RANCH
 BURNT RANCH, CA 95527

DATE OF ISSUE: MARCH 2019
 SCALE: AS SHOWN
 PROJECT NO: 605.06
 DRAWING NO: C01

DRAWN BY: J. MCKNIGHT JR
 DESIGNED BY: ERIC KEYES
 CHECKED BY: [Signature]
 TRINITY VALLEY CONSULTING ENGINEERS



MINIMUM PROPOSED ROAD SLOPE = 0%
 MAXIMUM PROPOSED CROSS SLOPE = 3%
 MINIMUM PROPOSED CROSS SLOPE = 0%
 MAXIMUM PROPOSED ROADBED WIDTH = 18'
 MINIMUM PROPOSED ROADBED WIDTH = 12'



VARIANCE AREA #3
ROAD GRADE > 12%

ROAD SECTION 1: SEE SHEET C04.0

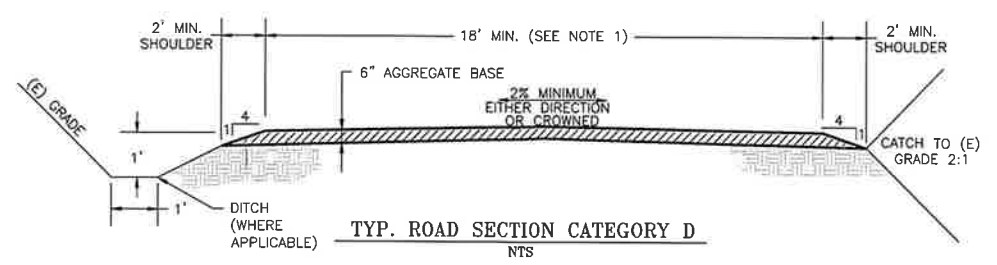
ROAD SECTION 2: SEE SHEET C04.1

PRIVATE DRIVEWAY CONTINUES ANOTHER 300' TO AN SRA TURN AROUND

VARIANCE AREA #2
ROAD WIDTH > 12'
ROAD GRADE > 12%

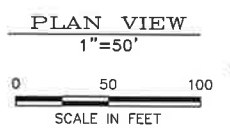
VARIANCE AREA #1
ROAD WIDTH < 18'

NOTES:
1. ROAD BED SHALL BE 18' MINIMUM WIDTH EXCEPT IN DESIGNATED AREAS AS SHOWN ON PLANS AND REFERRED TO AS "VARIANCE".



ROAD SECTION 4: SEE SHEET C04.3

ROAD SECTION 4: SEE SHEET C04.3



TVCE
 67 WALNUT WAY
 WILLOW CREEK, CA 95527

DATE	BY	TYPE
1/21/18	JTM	PRELIMINARY DESIGN
3/21/18	JTM	REVISE PER COUNTY COMMENTS
7/21/18	JTM	REVISE PER COUNTY COMMENTS
9/20/18	JTM	REVISE PER COUNTY COMMENTS
3/31/20	JTM	REVISE PER COUNTY COMMENTS

HOLLY HAYES & TYLER THOMPSON
 APN: 008-820-01
 PONY EXPRESS ROAD, BURNT RANCH
 P.O. BOX 143
 BURNT RANCH, CA 95527
PROPOSED SITE PLAN

DRAWN BY: J. JACKKNIGHT JR.
 DESIGNED BY: ERIC KETES
 CHECKED BY: J. JACKKNIGHT

DATE OF ISSUE: MARCH 2020
 SCALE: AS SHOWN
 PROJECT NO: 605.06
 DRAWING NO: C02

GRADING NOTES:

- ALL EARTHWORK, INCLUDING BUT NOT LIMITED TO, SITE CLEARING, GRUBBING, STRIPPING, AND GRADING WILL BE CONDUCTED DURING DRY WEATHER CONDITIONS. (TYPICALLY APRIL 15 TO OCTOBER 15)
- STRIP AND REMOVE ALL TOPSOIL AND VEGETATION FROM THE PROJECT AREA, AND FOR A MINIMUM OF THREE FEET TO THE OUTSIDE OF THE WORKING AREA.
- ANY UNDOCUMENTED FILL SOILS, FINE-GRAINED RESIDUAL SOILS, AND ANY OTHER DEBRIS ENCOUNTERED AT OR BELOW THE EXISTING GROUND SURFACE SHALL BE REMOVED AT THE LOCATIONS RECEIVING ANY POTENTIAL FILLS.
- THE SITE SHOULD BE GRADED TO PROVIDE ADEQUATE DRAINAGE SUCH THAT NO WATER IS ALLOWED TO POND ANYWHERE ON THE SITE OR MIGRATE BENEATH PROPOSED DEVELOPMENTS.
- ALL FILL MATERIAL SHALL BE PLACED IN VERTICAL LIFTS NOT TO EXCEED EIGHT INCHES (8") IN DEPTH AND SHALL BE COMPACTED MECHANICALLY.
- ALL FILL MATERIAL SHALL BE FREE OF ORGANICS, ROCKS LARGER THAN 3", WOODY DEBRIS, ROOTS, AND ANY OTHER DELETERIOUS MATERIAL.
- ALL FILL MATERIAL SHALL HAVE A UNIFORM MOISTURE CONTENT AT OR NEAR OPTIMUM MOISTURE CONTENT AS DETERMINED BY TESTING AND APPROVED BY THE ENGINEER.
- NON-STRUCTURAL FILL SHALL BE COMPACTED TO A FIRM UNYIELDING SURFACE AS APPROVED BY THE ENGINEER.
- IT IS RECOMMENDED THAT ANY MATERIAL PROPOSED FOR STRUCTURAL FILL MATERIAL TO SUPPORT ANY FOUNDATIONS OR STRUCTURAL BUILDING ELEMENT AND ASSOCIATED UTILITIES BE COMPACTED AS OUTLINED IN THE SOILS REPORT.
- ALL FINAL SLOPES SHALL BE TO A SMOOTH AND EVEN GRADE, SHALL BE SURFACE TRACKWALKED, AND FINAL GRADED NOT TO EXCEED 2:1 (H:V).
- SUFFICIENT TESTING AND INSPECTION SHOULD BE PERFORMED TO MONITOR THE SUITABILITY OF FILL MATERIALS AND ASSURE COMPLIANCE WITH THE RECOMMENDED COMPACTION STANDARDS.
- AGGREGATE BASE MATERIAL MAY BE USED FOR PAVEMENT SUBGRADE, PLACED BENEATH FOOTINGS OR FLOOR SLABS, AND USED AS TRENCH BACKFILL. THIS MATERIAL SHOULD MEET THE REQUIREMENTS IN THE CALTRANS STANDARD SPECIFICATIONS FOR 3/4" CLASS 2 AGGREGATE BASE.

STRAW MULCH NOTES:

- STRAW SHALL BE DERIVED FROM WHEAT, RICE, OR BARLEY. WHERE REQUIRED BY THE PLANS, SPECIFICATIONS, PERMITS, OR ENVIRONMENTAL DOCUMENTS, NATIVE GRASS STRAW SHALL BE USED.
- A TACKIFIER IS THE PREFERRED METHOD FOR ANCHORING STRAW MULCH TO THE SOIL ON SLOPES.
- CRIMPING, PUNCH ROLLER-TYPE ROLLERS, OR TRACK WALKING MAY ALSO BE USED TO INCORPORATE STRAW MULCH INTO THE SOIL ON SLOPES. TRACK WALKING SHALL ONLY BE USED WHERE OTHER METHODS ARE IMPRACTICAL.
- AVOID PLACING STRAW ONTO ROADS, SIDEWALKS, DRAINAGE CHANNELS, SOUND WALLS, EXISTING VEGETATION, ETC.
- STRAW MULCH WITH TACKIFIER SHALL NOT BE APPLIED DURING OR IMMEDIATELY BEFORE RAINFALL.
- APPLY STRAW AT A MINIMUM RATE OF 4,000 LB/ACRE, EITHER BY MACHINE OR BY HAND DISTRIBUTION.
- ROUGHEN EMBANKMENTS AND FILL RILLS BEFORE PLACING THE STRAW MULCH BY ROLLING WITH A CRIMPING OR PUNCHING TYPE ROLLER OR BY TRACK WALKING.
- EVENLY DISTRIBUTE STRAW MULCH ON THE SOIL SURFACE.
- ON SMALL AREAS, A SPADE OR SHOVEL CAN BE USED TO PUNCH IN STRAW MULCH.
- ON SLOPES WITH SOILS THAT ARE STABLE ENOUGH AND OF SUFFICIENT GRADIENT TO SAFELY SUPPORT CONSTRUCTION EQUIPMENT WITHOUT CONTRIBUTING TO COMPACTION AND INSTABILITY PROBLEMS, STRAW CAN BE "PUNCHED" INTO THE GROUND USING A KNIFE BLADE ROLLER OR A STRAIGHT BLADED COULTER, KNOWN COMMERCIALY AS A "CRIMPER".
- ON SMALL AREAS AND/OR STEEP SLOPES, STRAW CAN ALSO BE HELD IN PLACE USING PLASTIC NETTING OR JUTE. THE NETTING SHALL BE HELD IN PLACE USING 11 GAUGE WIRE STAPLES, GEOTEXTILE PINS OR WOODEN STAKES AS DESCRIBED IN EC-7, GEOTEXTILES AND MATS.
- TACKIFIER ACTS TO GLUE THE STRAW FIBERS TOGETHER AND TO THE SOIL SURFACE. THE TACKIFIER SHALL BE SELECTED BASED ON LONGEVITY AND ABILITY TO HOLD THE FIBERS IN PLACE. A TACKIFIER IS TYPICALLY APPLIED AT A RATE OF 125 LB/ACRE. IN WINDY CONDITIONS, THE RATES ARE TYPICALLY 180LB/ACRE.

CONTRACTOR NOTE:

- CONTRACTOR MAY SUBSTITUTE TEMPORARY SILT FENCES FOR STRAW FIBER ROLLS AND VICE VERSA.

BMP MAINTENANCE NOTES:

- ALL OF THE IMPLEMENTED BMP'S SHALL BE INSPECTED AND CORRECTED AS NEEDED PRIOR TO, DURING, AND DIRECTLY FOLLOWING ANY STORM EVENT, OR WHENEVER PRACTICAL.

EROSION AND SEDIMENT CONTROL NOTES:

- EROSION CONTROL BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSTALLED AND MAINTAINED DURING THE WET SEASON (OCTOBER 1 THROUGH APRIL 30). SEDIMENT CONTROL BMP'S SHALL BE INSTALLED AND MAINTAINED ALL YEAR.
- ALL DRAINAGE INLETS IMMEDIATELY DOWNSTREAM OF THE WORK AREA AND WITHIN THE WORK AREA SHALL BE PROTECTED WITH SEDIMENT CONTROL AND INLET FILTER BAGS, YEAR ROUND. INLETS SHALL BE MARKED "NO DUMPING"
- ALL STABILIZED CONSTRUCTION ACCESS LOCATIONS SHALL BE CONSTRUCTED PER STANDARD DRAWING TC-1 WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES PAVED AREAS. THE STABILIZED ACCESS SHALL BE MAINTAINED ON A YEAR-ROUND BASIS UNTIL THE COMPLETION OF CONSTRUCTION.
- ALL AREAS DISTURBED DURING CONSTRUCTION, BY GRADING, TRENCHING, OR OTHER ACTIVITIES, SHALL BE PROTECTED FROM EROSION DURING THE WET SEASON (OCTOBER 1 THROUGH APRIL 30). HYDROSEED, IF UTILIZED, MUST BE PLACED BY SEPTEMBER 15. HYDROSEED PLACED DURING THE WET SEASON SHALL USE A SECONDARY EROSION PROTECTION METHOD.
- SENSITIVE AREAS AND AREAS WHERE EXISTING VEGETATION IS BEING PRESERVED SHALL BE PROTECTED WITH CONSTRUCTION FENCING. SEDIMENT CONTROL BMP'S SHALL BE INSTALLED WHERE ACTIVE CONSTRUCTION AREAS DRAIN INTO SENSITIVE OR PRESERVED VEGETATION AREAS.
- SEDIMENT CONTROL BMP'S SHALL BE PLACED ALONG THE PROJECT PERIMETER WHERE DRAINAGE LEAVES THE PROJECT. SEDIMENT CONTROL BMP'S SHALL BE MAINTAINED YEAR-ROUND UNTIL THE CONSTRUCTION IS COMPLETE OR THE DRAINAGE PATTERN HAS BEEN CHANGED AND NO LONGER LEAVES THE SITE.
- ALL SLOPES GREATER THAN 1:1 SHALL RECEIVE SEED AND STRAW OR OTHER EROSION CONTROL.
- ALL FENCING AND EROSION CONTROL METHODS SHALL BE MAINTAINED THROUGHOUT ALL ON-SITE CONSTRUCTION ACTIVITIES.
- ALL BMP'S SHALL BE INSTALLED AND FUNCTIONING PRIOR TO ANY ANTICIPATED STORM EVENT.

BMP INSTALLATION SCHEDULE

PHASE OF CONSTRUCTION	EROSION AND SEDIMENT CONTROL MEASURES										
	(WET SEASON)					(WET AND DRY SEASON)					
	HYDROSEEDING/MULCHING	PRESERVATION OF EXISTING VEGETATION	STRAW/FIBER ROLLS	STORM DRAIN INLET PROTECTION	TEMP. SEDIMENT TRAP	STABILIZED CONSTRUCTION ENTRANCE	CONTRACTOR EQUIPMENT CONTROLS	MATERIAL & WASTE DISPOSAL LOCATION	DUST CONTROL	DEWATERING OPERATIONS	CONCRETE WASHOUT
PRE-GRADING	●	●	●			●	●	●	●		●
CUT AND FILL ACTIVITIES				●	●					●	
UNDERGROUND WORK											
STORM DRAIN IMPROVEMENTS				●							
OFFSITE IMPROVEMENTS											
COMPLETION OF PAVING											
POST-GRADING	●	●									

EROSION AND SEDIMENT CONTROL:

- EC-1 SCHEDULING
- EC-2 PRESERVATION OF PROPERTY/ VEGETATION
- EC-6 STRAW MULCH
- EC-7 GEOTEXTILE AND MATS
- SE-1 TEMPORARY SILT FENCE
- SE-5 TEMPORARY FIBER ROLLS
- SE-6 TEMPORARY GRAVEL BAR BERM
- SE-7 STREET SWEEPING
- SE-10 INLET PROTECTION
- WE-1 WIND EROSION CONTROL
- TC-1 TEMPORARY CONSTRUCTION ENTRANCE
- WM-8 TEMPORARY CONCRETE WASHOUT FACILITY

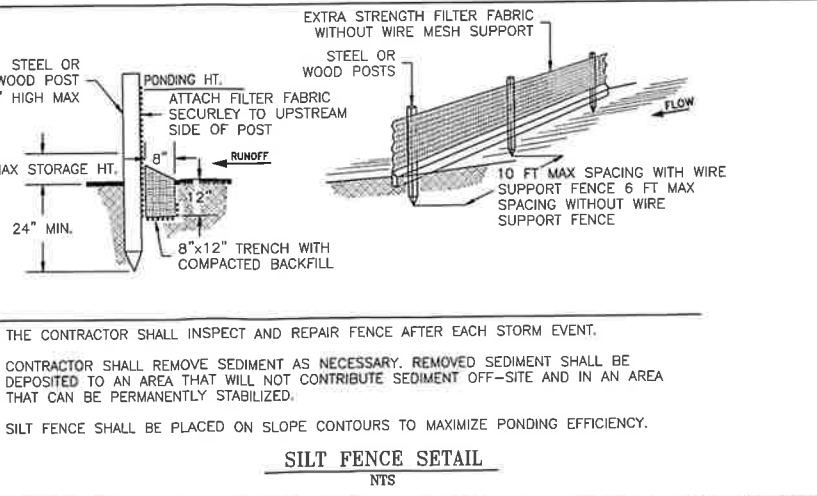
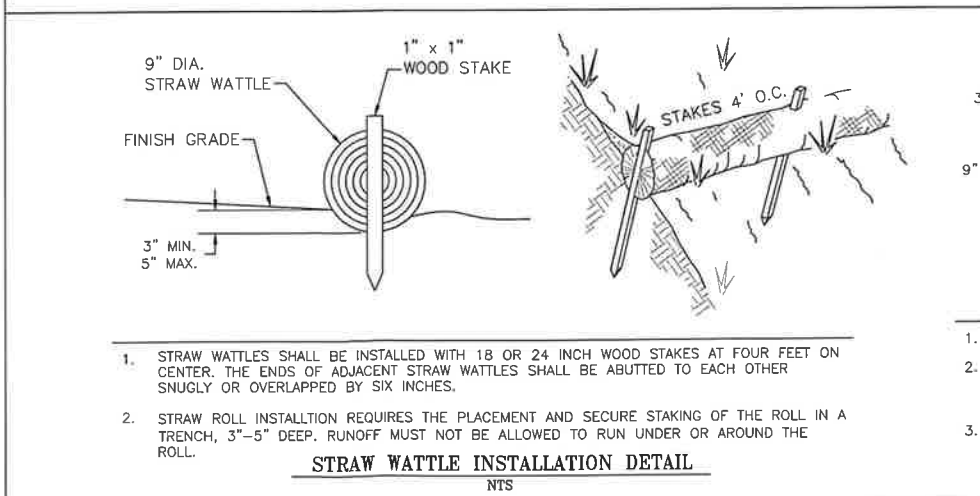
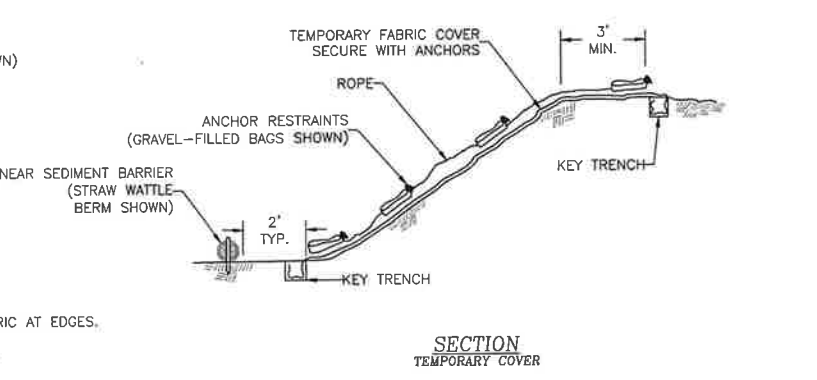
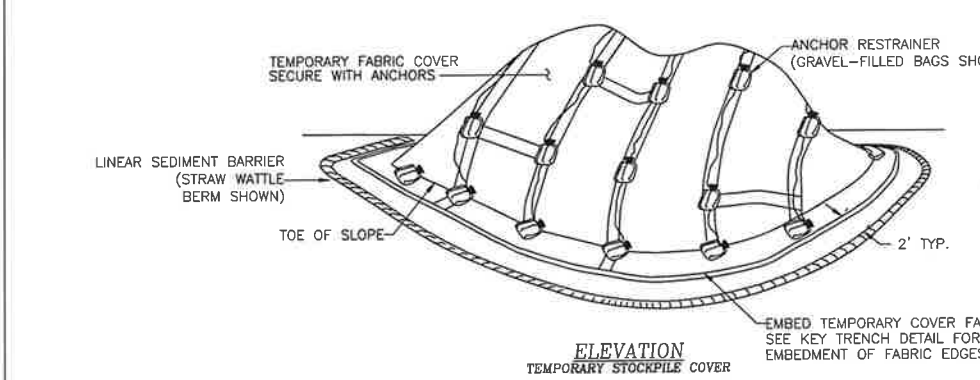
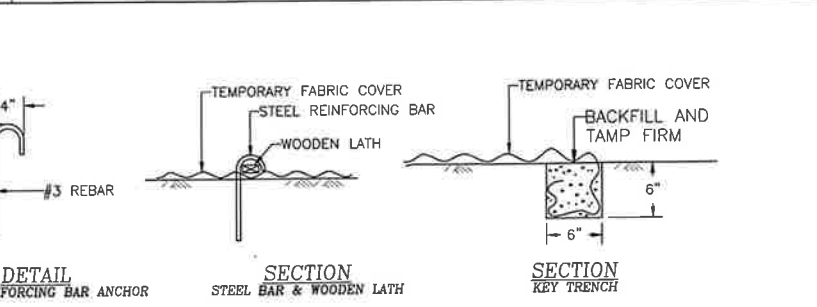
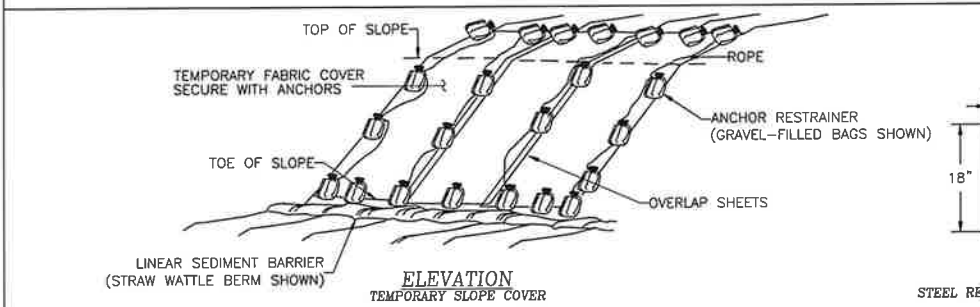
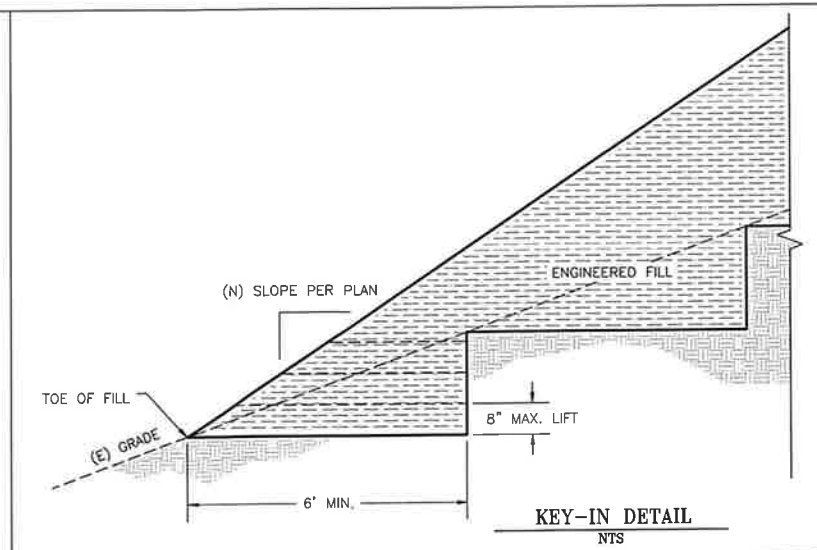
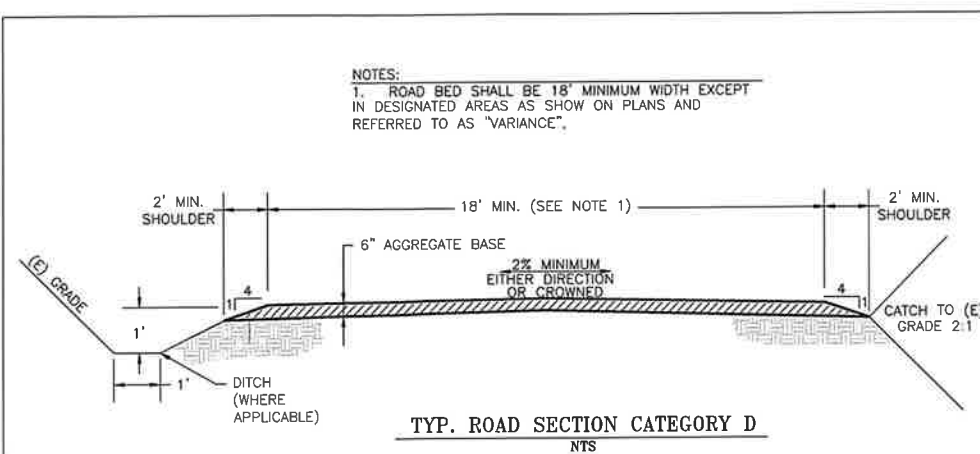
GRADING ACTIVITY:

TOTAL ACREAGE: 30.6± Ac
 ACRES DISTURBED: 1.00± Ac
 ACRES UNDISTURBED: 29.6± Ac
 PERCENTAGE OF UNDISTURBED AREA: 96.7%

EARTHWORK QUANTITIES:

CUT (CY): 740
 FILL (CY): 740
 NOTE: CUT AND FILL QUANTITIES ONSITE TO BE PERMANENT

FILL PLACEMENT LOCATION	(ASTM D 1557-MODIFIED PROCTOR)	(PERCENT OPTIMUM)
STRUCTURAL FILL SUPPORTING FOOTING	90%	-1 TO +3 PERCENT
STRUCTURAL FILL SUPPORTING SLABS-ON-GRADE	90%	-1 TO +3 PERCENT
STRUCTURAL FILL PLACED WITHIN 3 FEET BEYOND THE PERIMETER OF THE BUILDING PAD	90%	-1 TO +3 PERCENT
UTILITY TRENCHES WITHIN BUILDING AND ANY PAVEMENT AREAS	95%	-1 TO +3 PERCENT
UTILITY TRENCHES BENEATH LANDSCAPE AND GRASS AREAS	90%	-1 TO +3 PERCENT

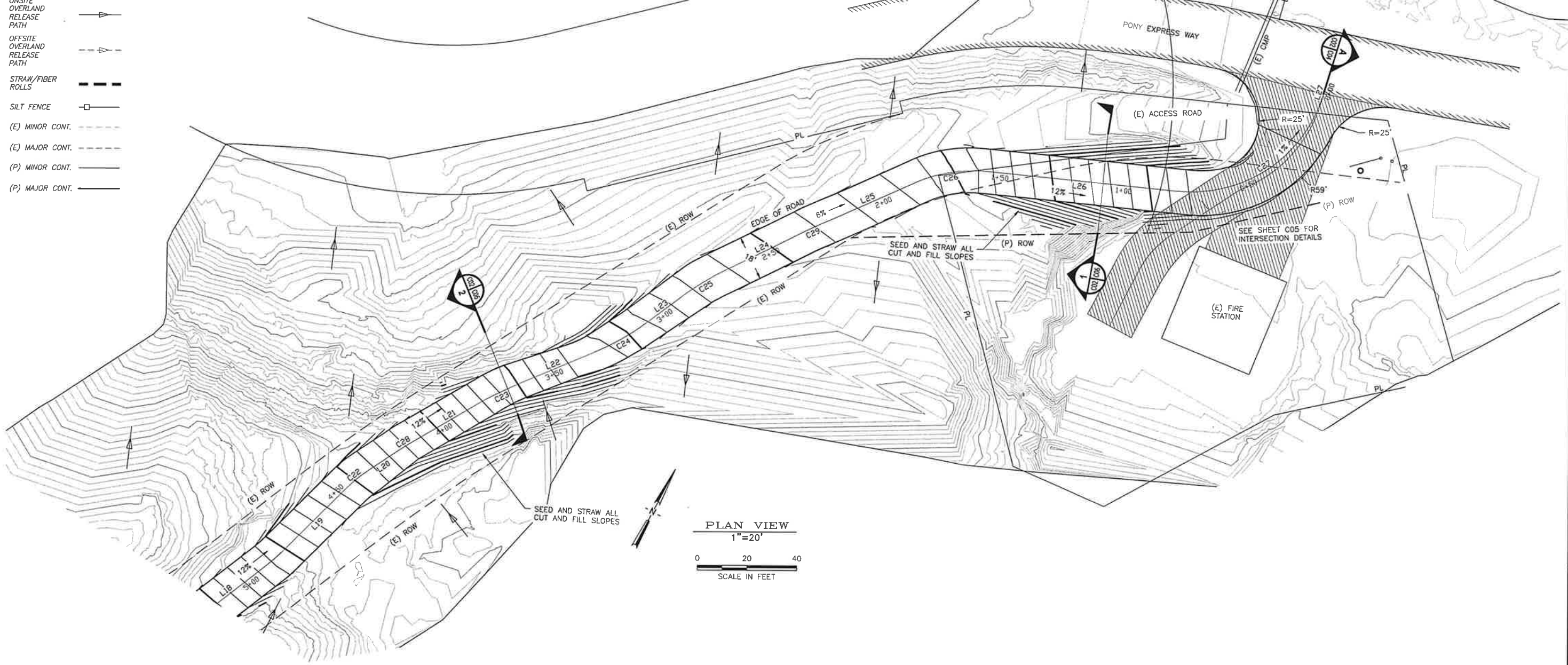


- STRAW WATTLES SHALL BE INSTALLED WITH 18 OR 24 INCH WOOD STAKES AT FOUR FEET ON CENTER. THE ENDS OF ADJACENT STRAW WATTLES SHALL BE ABUTTED TO EACH OTHER SNUGLY OR OVERLAPPED BY SIX INCHES.
- STRAW ROLL INSTALLTION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3"-5" DEEP. RUNOFF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

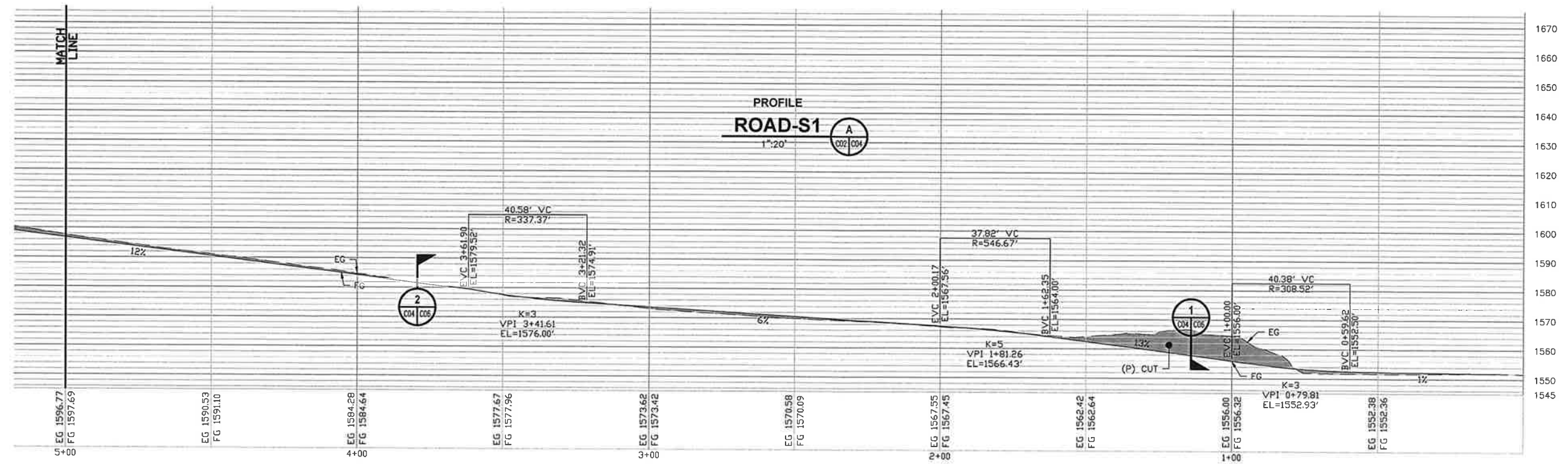
- THE CONTRACTOR SHALL INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT.
- CONTRACTOR SHALL REMOVE SEDIMENT AS NECESSARY. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND IN AN AREA THAT CAN BE PERMANENTLY STABILIZED.
- SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS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

TRINITY VALLEY CONSULTING ENGINEERS
 67 WALNUT WAY
 PO BOX 1567
 WILLOW CREEK, CA 95122
 TEL: 925.938.8888
 FAX: 925.938.8889
 WWW: TRINITYVALLEYENGINEERS.COM
 PRELIMINARY DESIGN
 1/31/18 PRELIMINARY DESIGN
 3/31/18 REVISE PER COUNTY COMMENTS
 7/31/18 REVISE PER COUNTY COMMENTS
 9/20/18 REVISE PER COUNTY COMMENTS
 9/21/18 REVISE PER COUNTY COMMENTS
 HOLLY HAYES & TYLER THOMPSON
 APN: 008-B20-01
 PONY EXPRESS ROAD, BURNT RANCH
 P.O. BOX 143
 BURNT RANCH, CA 95527
 DRAWN BY: J. MCKNIGHT JR.
 DESIGNED BY: ERIC KEVES
 CHECKED BY:
 DATE OF ISSUE: MARCH 2018
 SCALE: AS SHOWN
 PROJECT NO: 605.00
 DRAWING NO: CO3

- OFFSITE OVERLAND RELEASE PATH
- OFFSITE OVERLAND RELEASE PATH
- STRAW/FIBER ROLLS
- SILT FENCE
- (E) MINOR CONT.
- (E) MAJOR CONT.
- (P) MINOR CONT.
- (P) MAJOR CONT.



PLAN VIEW
1"=20'
SCALE IN FEET



PROFILE
ROAD-S1
1"=20'
A

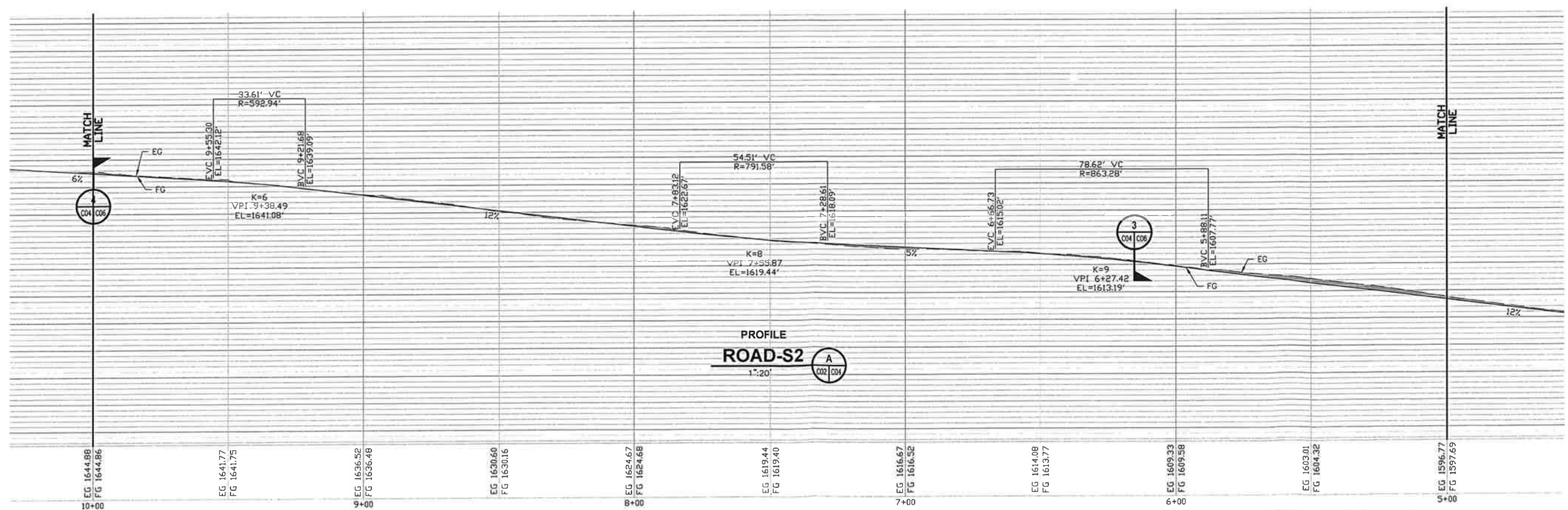
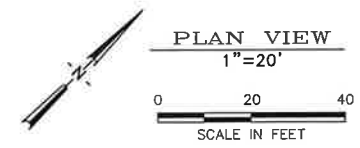
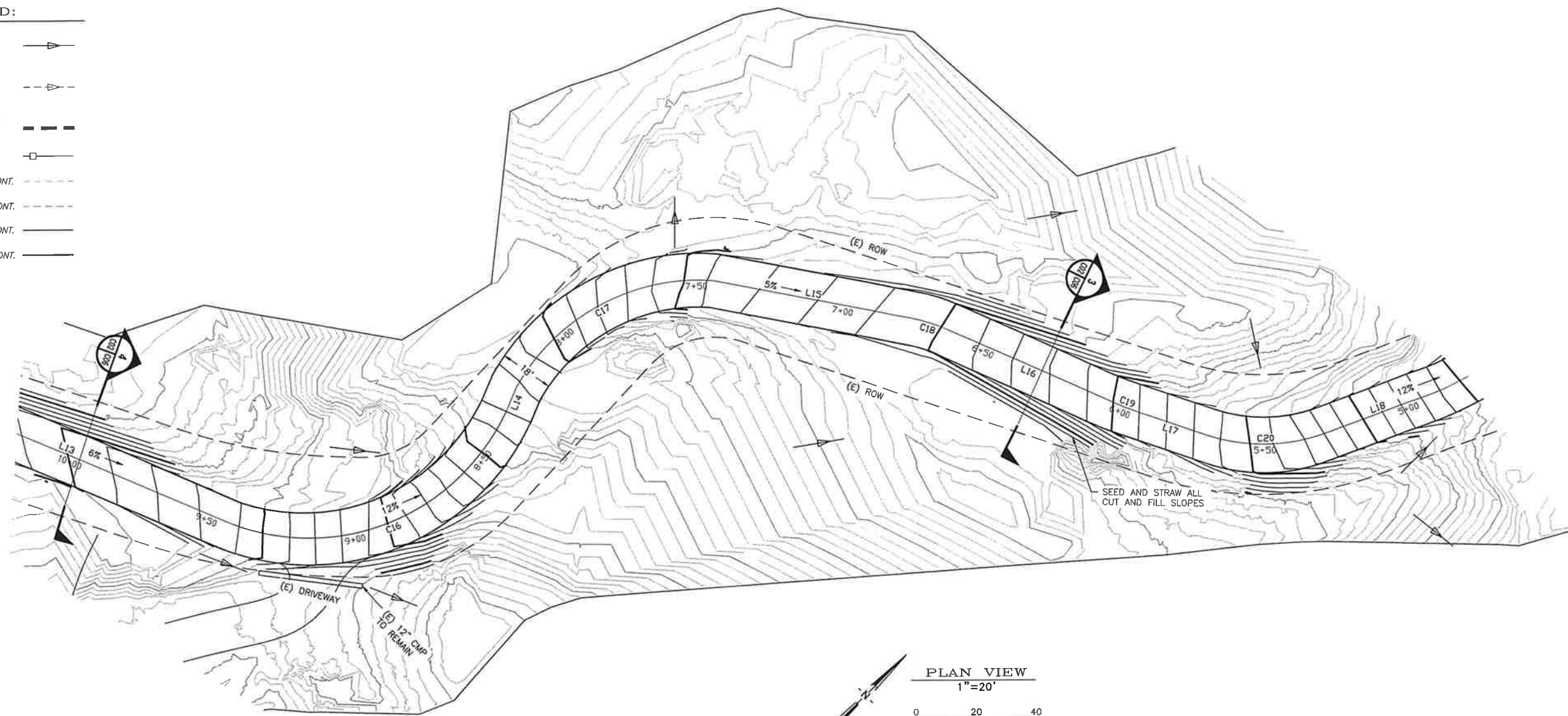


DATE	DESCRIPTION
1/21/18	PRELIMINARY DESIGN
3/21/18	REVISE PER COUNTY COMMENTS
7/31/18	REVISE PER COUNTY COMMENTS
9/20/18	REVISE PER COUNTY COMMENTS
1/31/20	REVISE PER COUNTY COMMENTS

HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
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BURNT RANCH, CA 95527

DRAWN BY:	J. MCKNIGHT JR.
DESIGNED BY:	ERIC KEYES
CHECKED BY:	J. MCKNIGHT
DATE OF ISSUE:	MARCH 2020
SCALE:	AS SHOWN
PROJECT NO.:	605.06
DRAWING NO.:	C04.0

- LEGEND:**
- ON-SITE OVERLAND RELEASE PATH
 - OFF-SITE OVERLAND RELEASE PATH
 - STRAW/FIBER ROLLS
 - SILT FENCE
 - (E) MINOR CONT.
 - (E) MAJOR CONT.
 - (P) MINOR CONT.
 - (P) MAJOR CONT.



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DATE OF ISSUE:	MARCH 21, 2019
PROJECT NO.:	605.00
DRAWING NO.:	C04

SCALE: AS SHOWN

PROJECT NO. 605.00

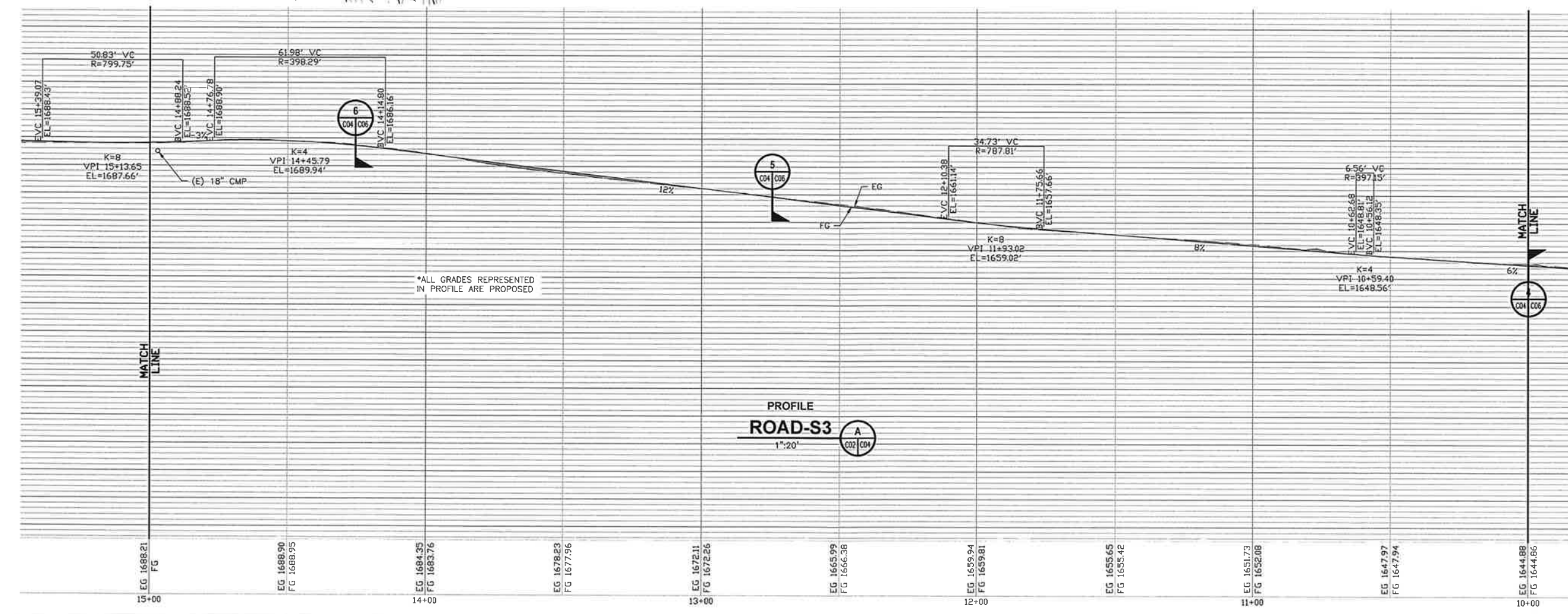
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- ONSITE OVERLAND RELEASE PATH
- OFFSITE OVERLAND RELEASE PATH
- STRAW/FIBER ROLLS
- SILT FENCE
- (E) MINOR CONT.
- (E) MAJOR CONT.
- (P) MINOR CONT.
- (P) MAJOR CONT.



PLAN VIEW
1"=20'
0 20 40
SCALE IN FEET



*ALL GRADES REPRESENTED IN PROFILE ARE PROPOSED

1" = 1/2" 0"
1"

TVCI
67 WALNUT WAY
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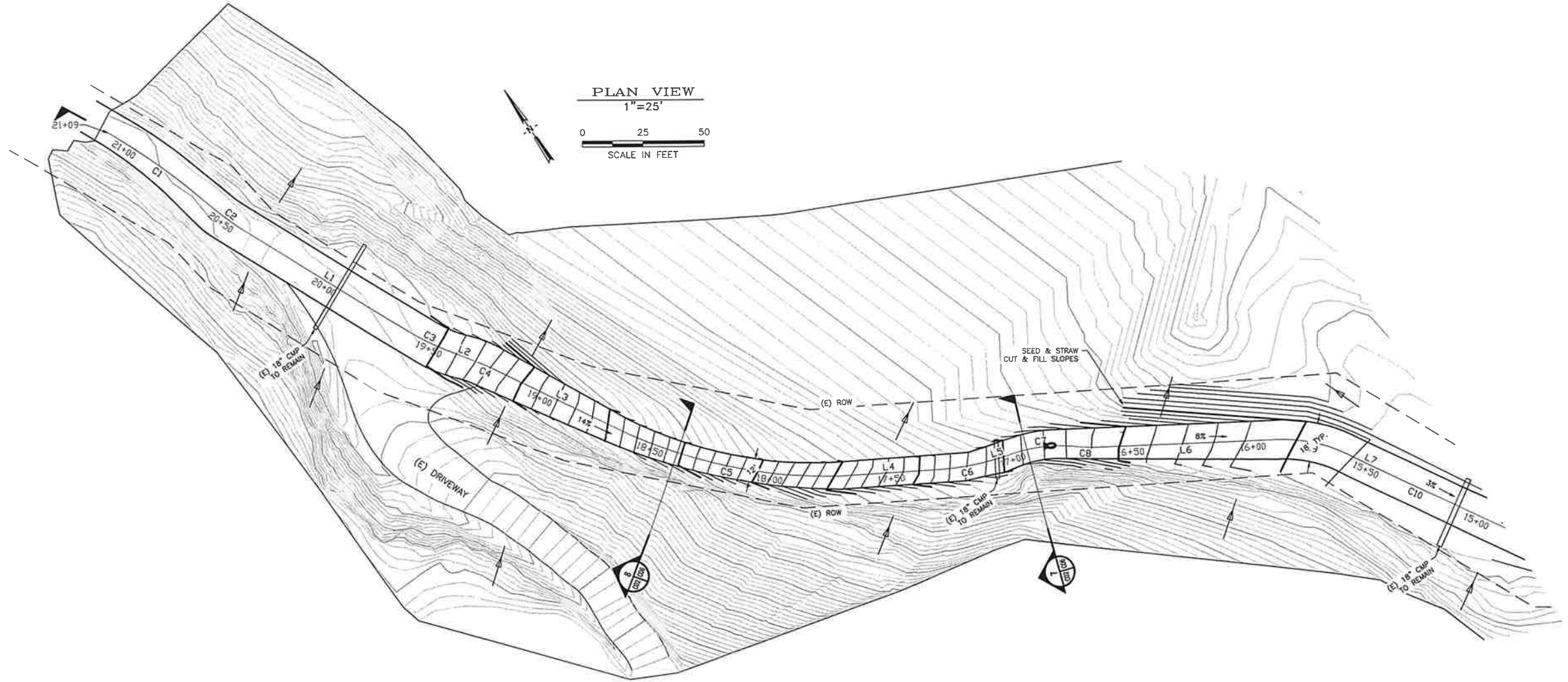
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1/23/18	PRELIMINARY DESIGN	JTM	JTM	JTM
3/23/19	REVISE PER COUNTY COMMENTS	JTM	JTM	JTM
7/31/19	REVISE PER COUNTY COMMENTS	JTM	JTM	JTM
9/20/19	REVISE PER COUNTY COMMENTS	JTM	JTM	JTM
3/23/20	REVISE PER COUNTY COMMENTS	JTM	JTM	JTM

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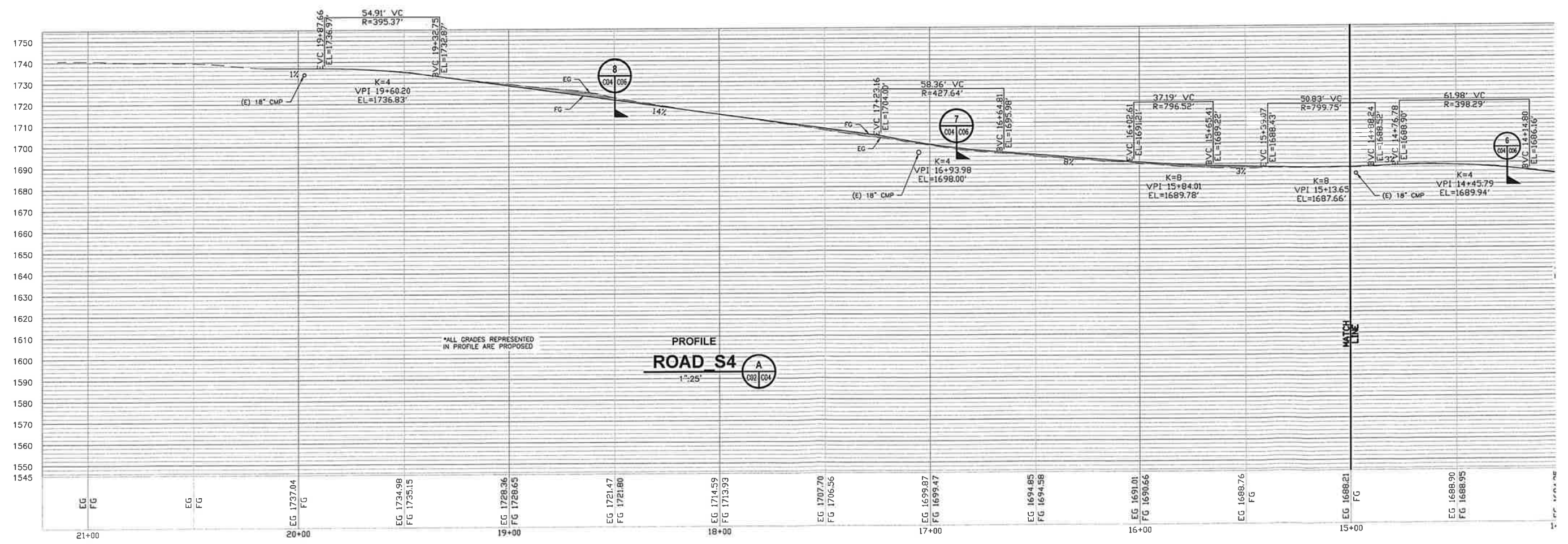
ROAD PLAN & PROFILE - SEGMENT 3

DRAWN BY: J. MCKNIGHT JR.	DESIGNED BY: ERIC KEYES	CHECKED BY: J. MCKNIGHT
DATE OF ISSUE: MARCH 2020		
SCALE: AS SHOWN		
PROJECT NO: 605.06		
DRAWING NO: C04.2		

- LEGEND:**
- ONSITE OVERLAND RELEASE PATH
 - OFFSITE OVERLAND RELEASE PATH
 - STRAW/FIBER ROLLS
 - SILT FENCE
 - (E) MINOR CONT.
 - (E) MAJOR CONT.
 - (P) MINOR CONT.
 - (P) MAJOR CONT.



PLAN VIEW
1"=25'
0 25 50
SCALE IN FEET



1" 1/2" 0"

TVCE
67 WALNUT WAY
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1/31/18	PRELIMINARY DESIGN	JTM JR.	JTM
3/31/19	REVISE PER COUNTY COMMENTS	JTM JR.	JTM
7/31/19	REVISE PER COUNTY COMMENTS	JTM JR.	JTM
9/29/19	REVISE PER COUNTY COMMENTS	JTM JR.	JTM

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DRAWN BY: J. MCKNIGHT JR.
DESIGNED BY: ERIC NEYES
CHECKED BY:

DATE OF ISSUE: MARCH 2020

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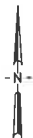
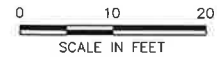
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DRAWING NO: C04

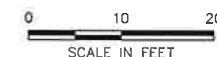
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EXISTING ROAD INTERSECTION
1"=10'



PROPOSED ROAD INTERSECTION
1"=10'

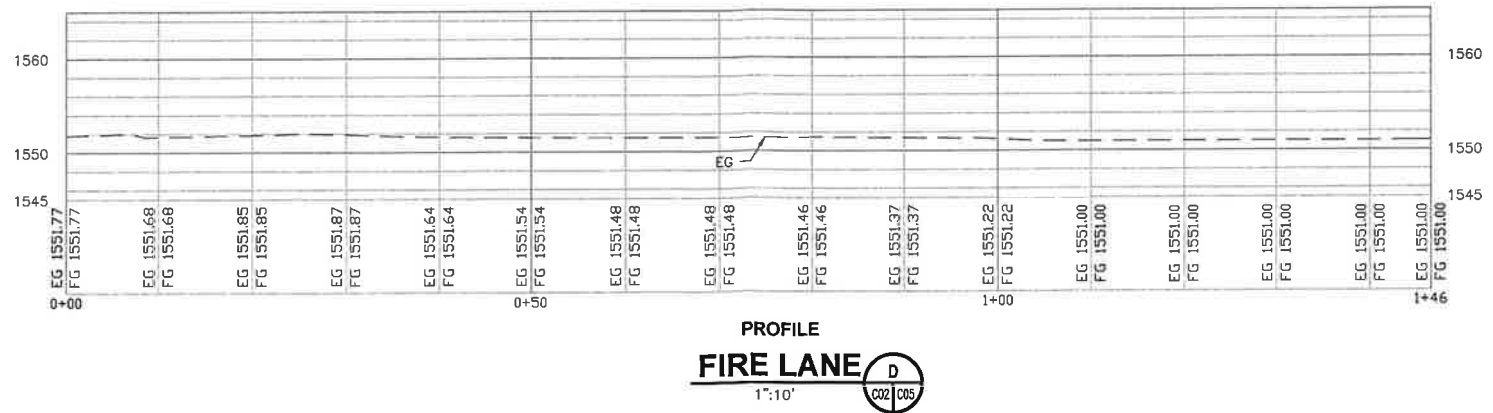
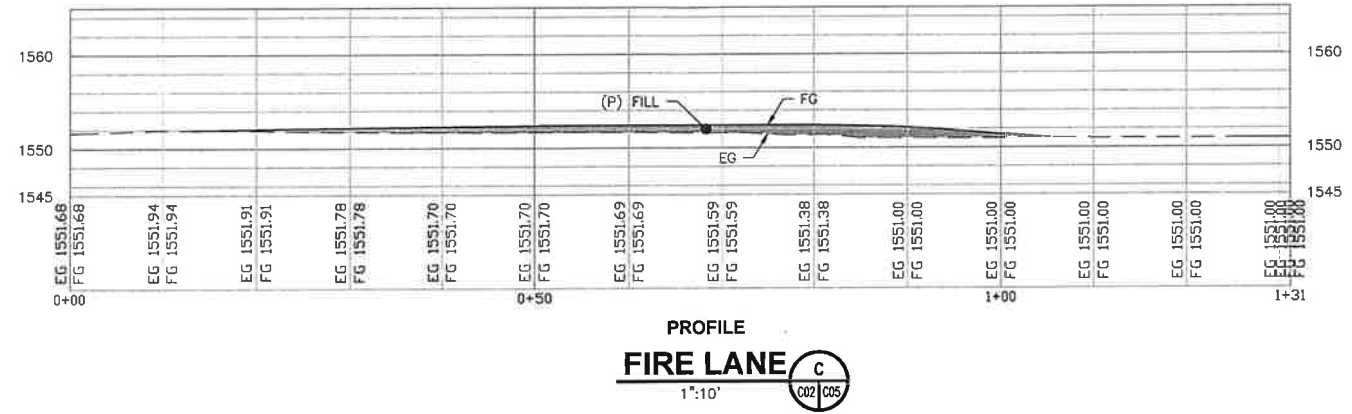
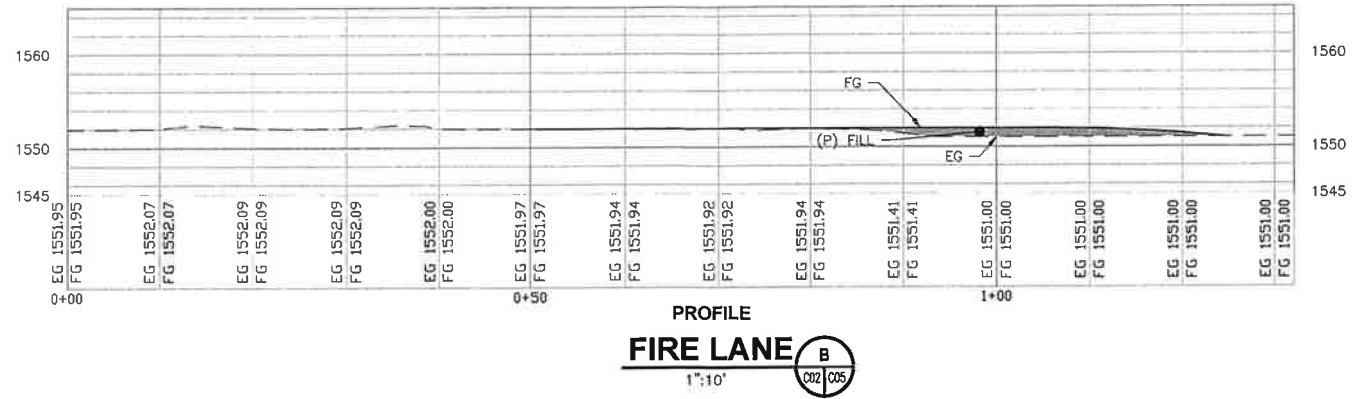


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DESIGNED BY:	ERIC KEYES
CHECKED BY:	J. MCKNIGHT
DATE OF ISSUE:	MARCH 2020
SCALE:	AS SHOWN
PROJECT NO.:	605.06
DRAWING NO.:	C05.06

HOLLY HAYES & TYLER THOMPSON
AFN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 143
BURNT RANCH, CA 95527
INTERSECTION PLAN

DATE	REVISION	BY	DESCRIPTION
1/23/18	PRELIMINARY DESIGN	JTM	
3/23/19	REVISE PER COUNTY COMMENTS	JTM	
7/21/19	REVISE PER COUNTY COMMENTS	JTM	
9/20/19	REVISE PER COUNTY COMMENTS	JTM	
3/31/20	REVISE PER COUNTY COMMENTS	JTM	

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PO BOX 1567
WILLOW CREEK, CA



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67 WALNUT WAY
WILLOW CREEK, CA 95158

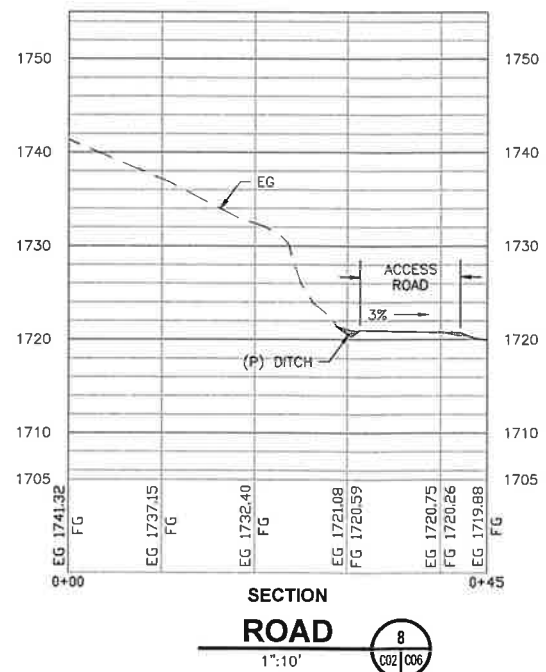
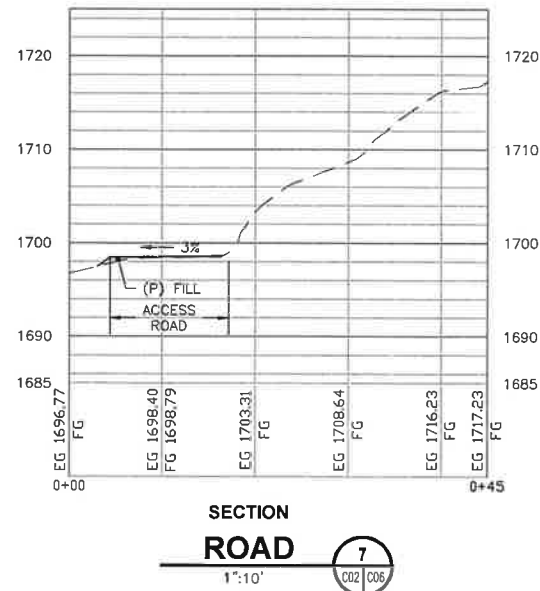
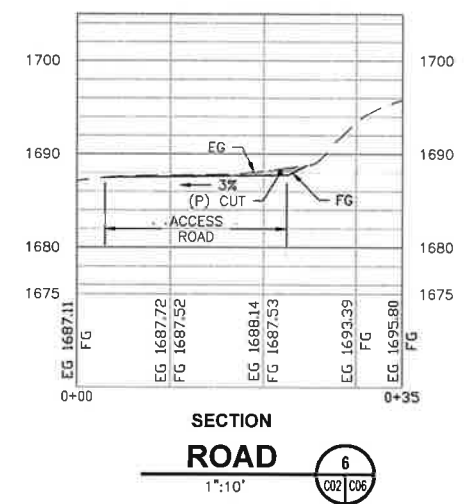
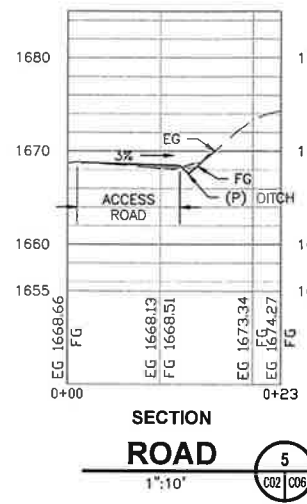
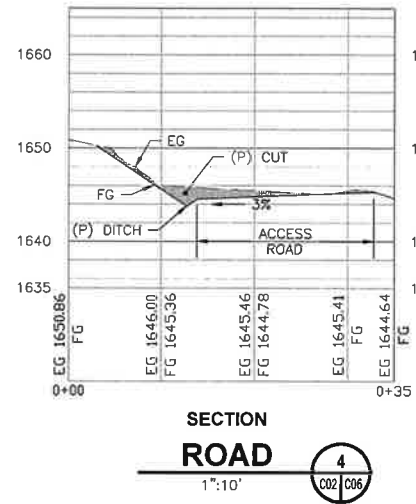
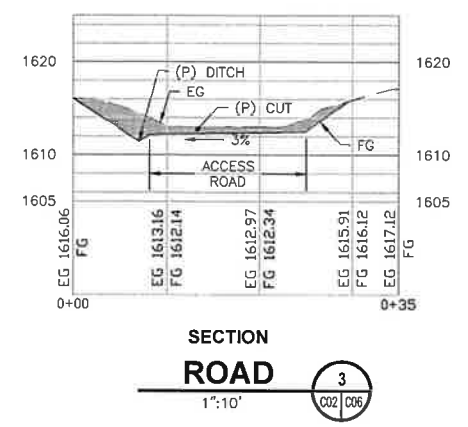
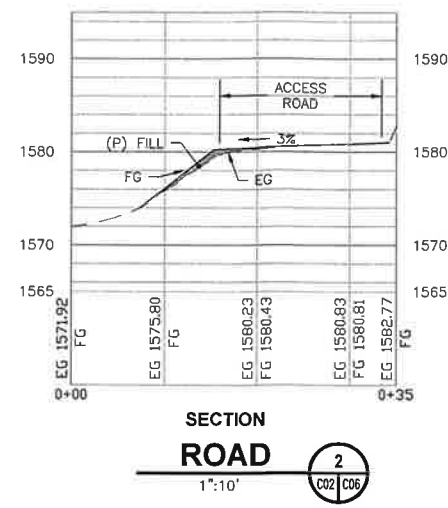
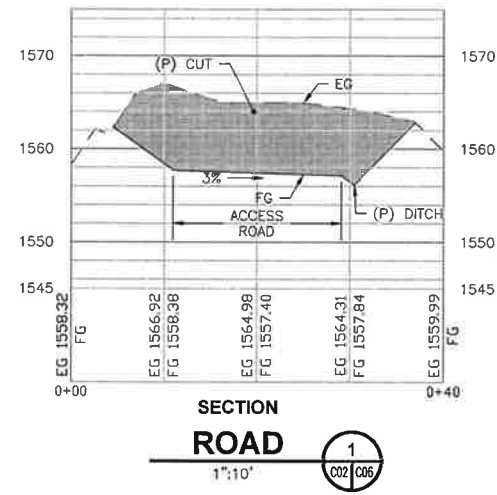
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DATE	DESCRIPTION
1/21/18	PRELIMINARY DESIGN
3/21/18	REVISE PER COUNTY COMMENTS
7/21/18	REVISE PER COUNTY COMMENTS
9/20/18	REVISE PER COUNTY COMMENTS
1/21/19	REVISE PER COUNTY COMMENTS

DRANK BY: J. MCKNIGHT JR.
DESIGNED BY: ERIC KEYES
CHECKED BY: [Signature]

HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
BURNT RANCH, CA 95527

DATE OF ISSUE:	MARCH 21, 2018
SCALE:	AS SHOWN
PROJECT NO.:	605.00
DRAWING NO.:	C05



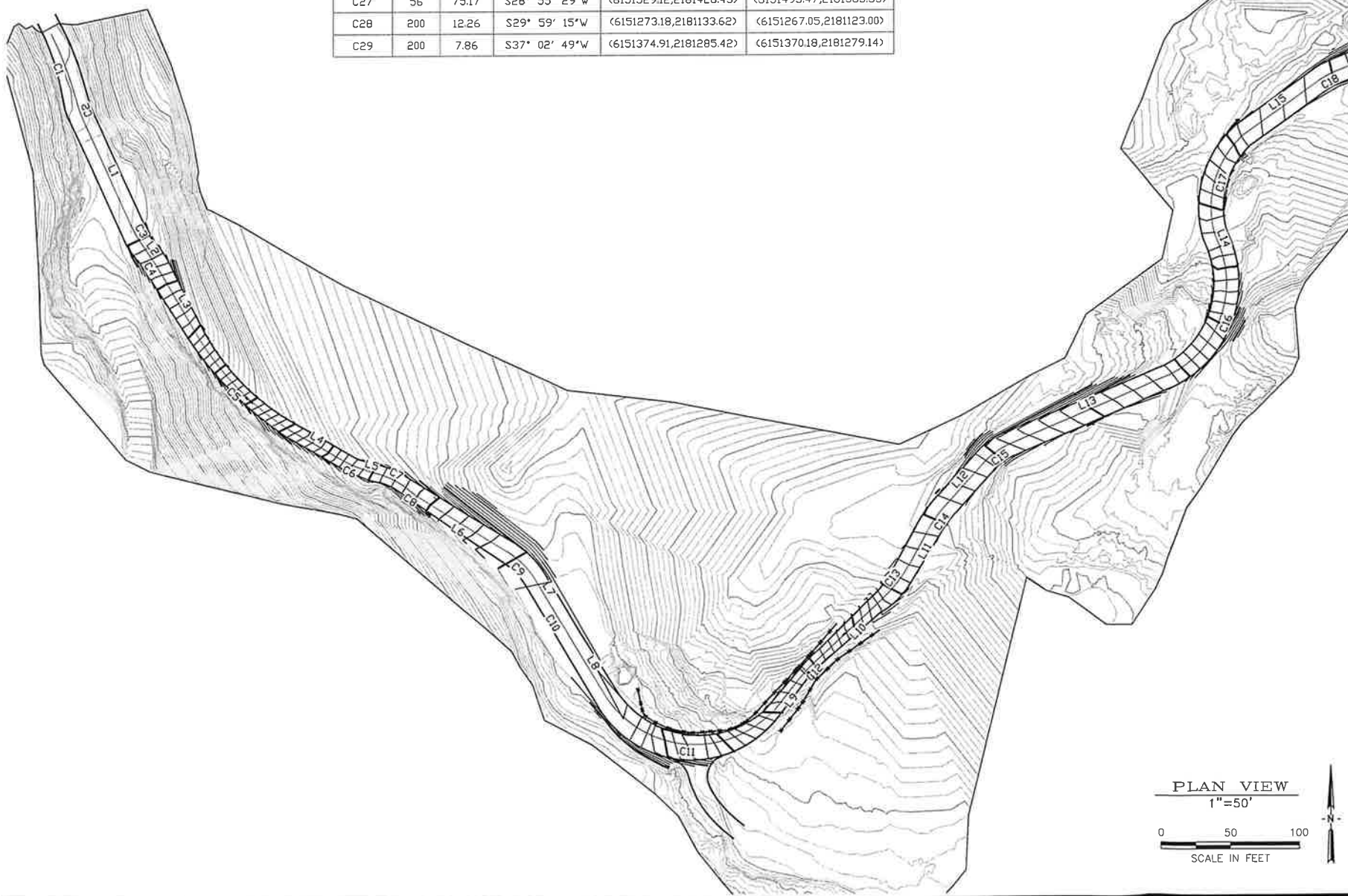
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 WILLOW CREEK, CA

DATE	1/23/18	REVISION	PRELIMINARY DESIGN
DATE	3/23/19	REVISION	REVISE PER COUNTY COMMENTS
DATE	7/31/19	REVISION	REVISE PER COUNTY COMMENTS
DATE	9/20/19	REVISION	REVISE PER COUNTY COMMENTS
DATE	3/31/20	REVISION	REVISE PER COUNTY COMMENTS

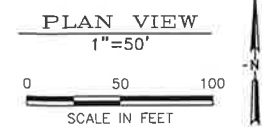
HOLLY HAYES & TYLER THOMPSON
 APN: 008-820-01
 PONY EXPRESS ROAD, BURNIT RANCH
 P.O. BOX 143
 BURNIT RANCH, CA 95527
ROAD SECTIONS

DRAWN BY: J. MCKNIGHT JR.
 DESIGNED BY: ERIC KEYES
 CHECKED BY: J. MCKNIGHT
 DATE OF ISSUE: MARCH 2020
 SCALE: AS SHOWN
 PROJECT NO: 605.06
 DRAWING NO: C06

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C1	259	51.56	N20° 32' 24"W	(6150204.73,2180941.87)	(6150186.67,2180990.08)
C2	100	17.63	N19° 53' 38"W	(6150210.72,2180925.31)	(6150204.73,2180941.87)
C3	100	17.38	N29° 55' 27"W	(6150252.78,2180838.47)	(6150244.12,2180853.52)
C4	100	8.91	N32° 21' 07"W	(6150265.39,2180819.70)	(6150260.63,2180827.22)
C5	203	91.59	N44° 16' 52"W	(6150358.07,2180705.52)	(6150294.66,2180770.53)
C6	100	21.69	N66° 09' 45"W	(6150414.22,2180675.74)	(6150394.42,2180684.49)
C7	63	31.39	N63° 26' 22"W	(6150447.10,2180660.23)	(6150419.32,2180674.12)
C8	452	5.61	N54° 08' 51"W	(6150451.65,2180656.94)	(6150447.10,2180660.23)
C9	60	28.99	N44° 34' 19"W	(6150536.78,2180596.55)	(6150516.63,2180617.00)
C10	531	23.52	N31° 15' 00"W	(6150559.67,2180558.45)	(6150547.48,2180578.55)
C11	78	138.65	N86° 11' 27"W	(6150709.23,2180502.70)	(6150588.31,2180510.75)
C12	145	27.90	S43° 58' 27"W	(6150744.14,2180542.65)	(6150724.80,2180522.61)
C13	100	32.06	S37° 59' 46"W	(6150806.20,2180607.11)	(6150786.55,2180581.95)
C14	100	24.15	S35° 43' 46"W	(6150832.67,2180649.22)	(6150818.61,2180629.66)
C15	59	25.09	S54° 49' 48"W	(6150879.69,2180692.50)	(6150859.33,2180678.16)
C16	73	108.69	S22° 04' 59"W	(6151030.39,2180832.28)	(6150993.22,2180740.66)
C17	70	79.58	S16° 01' 59"W	(6151047.79,2180912.74)	(6151026.99,2180840.35)
C18	60	13.64	S61° 25' 23"W	(6151114.54,2180957.75)	(6151102.60,2180951.24)
C19	100	9.30	S65° 16' 05"W	(6151178.65,2180984.20)	(6151170.20,2180980.31)
C20	60	40.16	S43° 25' 41"W	(6151227.31,2181024.00)	(6151200.21,2180995.38)
C22	60	11.51	S22° 44' 01"W	(6151261.54,218112.74)	(6151257.10,2181102.13)
C23	189	14.10	S36° 17' 19"W	(6151297.53,2181170.85)	(6151289.19,2181159.49)
C24	100	23.91	S32° 20' 27"W	(6151331.86,2181217.46)	(6151319.09,2181197.30)
C25	114	20.80	S30° 42' 18"W	(6151350.23,2181251.61)	(6151339.62,2181233.74)
C26	62	25.86	S52° 45' 40"W	(6151422.54,2181335.53)	(6151402.09,2181319.99)
C27	56	75.17	S28° 55' 29"W	(6151529.12,2181426.43)	(6151495.47,2181365.53)
C28	200	12.26	S29° 59' 15"W	(6151273.18,2181133.62)	(6151267.05,2181123.00)
C29	200	7.86	S37° 02' 49"W	(6151374.91,2181285.42)	(6151370.18,2181279.14)



Line Table: Alignments					
Straight no.	Length	Direction	Start Point	End Point	
L1	79.18	N24° 56' 41"W	(6150244.12,2180853.52)	(6150210.72,2180925.31)	
L2	13.72	N34° 54' 13"W	(6150260.63,2180827.22)	(6150252.78,2180838.47)	
L3	57.21	N30° 45' 56"W	(6150294.66,2180770.53)	(6150265.39,2180819.70)	
L4	42.00	N59° 56' 56"W	(6150394.42,2180684.49)	(6150358.07,2180705.52)	
L5	5.35	N72° 22' 33"W	(6150419.32,2180674.12)	(6150414.22,2180675.74)	
L6	76.27	N58° 25' 31"W	(6150516.63,2180617.00)	(6150451.65,2180656.94)	
L7	20.94	N30° 43' 07"W	(6150547.48,2180578.55)	(6150536.78,2180596.55)	
L8	55.63	N30° 58' 41"W	(6150588.31,2180510.75)	(6150559.67,2180558.45)	
L9	25.27	S38° 01' 36"W	(6150724.80,2180522.61)	(6150709.23,2180502.70)	
L10	57.82	S47° 10' 51"W	(6150786.55,2180581.95)	(6150744.14,2180542.65)	
L11	25.74	S28° 48' 41"W	(6150818.61,2180629.66)	(6150806.20,2180607.11)	
L12	39.35	S42° 38' 51"W	(6150859.33,2180678.16)	(6150832.67,2180649.22)	
L13	123.32	S67° 00' 46"W	(6150993.22,2180740.66)	(6150879.69,2180692.50)	
L14	8.75	S22° 50' 47"E	(6151026.99,2180840.35)	(6151030.39,2180832.28)	
L15	66.97	S54° 54' 45"W	(6151102.60,2180951.24)	(6151047.79,2180912.74)	
L16	60.06	S67° 56' 00"W	(6151170.20,2180980.31)	(6151145.4,2180957.75)	
L17	24.29	S62° 36' 10"W	(6151200.21,2180995.38)	(6151178.65,2180984.20)	
L18	39.71	S24° 15' 11"W	(6151243.62,2181060.21)	(6151227.31,2181024.00)	
L19	36.70	S17° 14' 11"W	(6151257.10,2181102.13)	(6151246.22,2181067.08)	
L20	11.65	S28° 13' 51"W	(6151267.05,2181123.00)	(6151261.54,218112.74)	
L21	30.42	S31° 44' 39"W	(6151289.19,2181159.49)	(6151273.18,2181133.62)	
L22	34.13	S39° 11' 30"W	(6151319.09,2181197.30)	(6151297.53,2181170.85)	
L23	18.04	S25° 29' 24"W	(6151339.62,2181233.74)	(6151331.86,2181217.46)	
L24	34.00	S35° 55' 13"W	(6151370.18,2181279.14)	(6151350.23,2181251.61)	
L25	43.98	S38° 10' 24"W	(6151402.09,2181319.99)	(6151374.91,2181285.42)	
L26	78.87	S67° 38' 19"W	(6151495.47,2181365.53)	(6151422.54,2181335.53)	
L27	3.28	S09° 47' 20"E	(6151528.57,2181429.66)	(6151529.12,2181426.43)	



TVCI
67 WALNUT WAY
PO BOX 1567
WILLOW CREEK, CA

DATE OF ISSUE: MARCH 2019

SCALE: AS SHOWN

PROJECT NO: 605.00

DRAWING NO: CO7

DESIGNED BY: ERIC KEYES

CHECKED BY: J. MCKNIGHT JR.

DRAWN BY: J. MCKNIGHT JR.

PRELIMINARY DESIGN

1/21/18

2/21/18

7/25/18

9/29/18

REVISE PER COUNTY COMMENTS

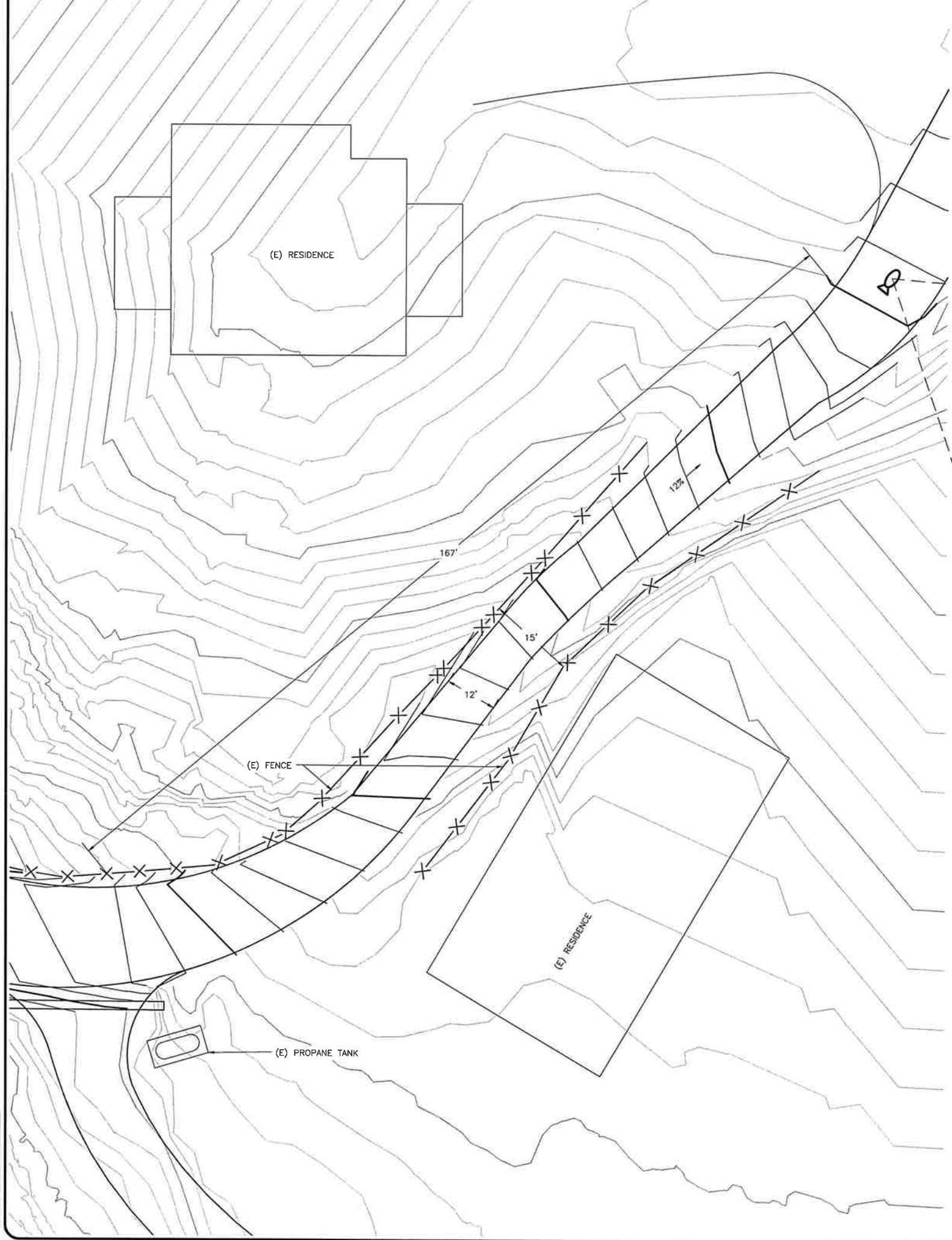
REVISE PER COUNTY COMMENTS

REVISE PER COUNTY COMMENTS

REVISE PER COUNTY COMMENTS

HOLLY HAYES & TYLER THOMPSON
APN: 008-B20-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 43
BURNT RANCH, CA 95527

TRINITY VALLEY CONSULTING ENGINEERS



EXISTING ROAD LOOKING SOUTHWEST
NTS

DATE	DESCRIPTION	JTM	TVC
1/31/18	PRELIMINARY DESIGN	JTM	TVC
3/31/19	REVISE PER COUNTY COMMENTS	JTM	TVC
3/31/20	REVISE PER COUNTY COMMENTS	JTM	TVC

HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 143
BURNT RANCH, CA 95527
VARIANCE AREA #1

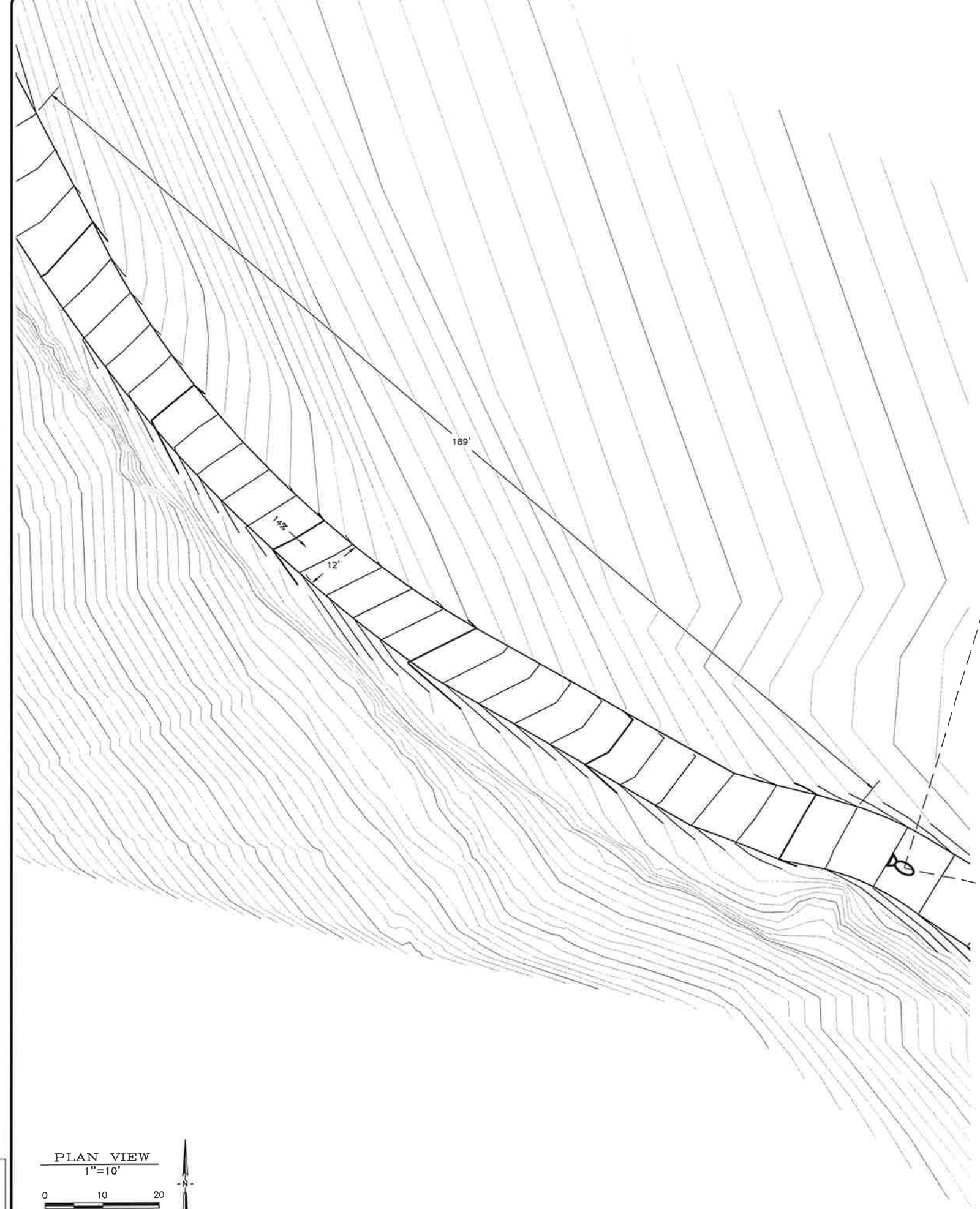
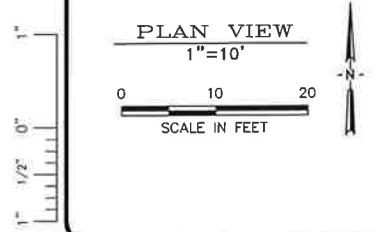
DRAWN BY: J. MCKNIGHT JR.
DESIGNED BY: ERIC KEYES
CHECKED BY: J. MCKNIGHT

DATE OF ISSUE: MARCH 2022

SCALE: AS SHOWN

PROJECT NO: 605.06

DRAWING NO: C08



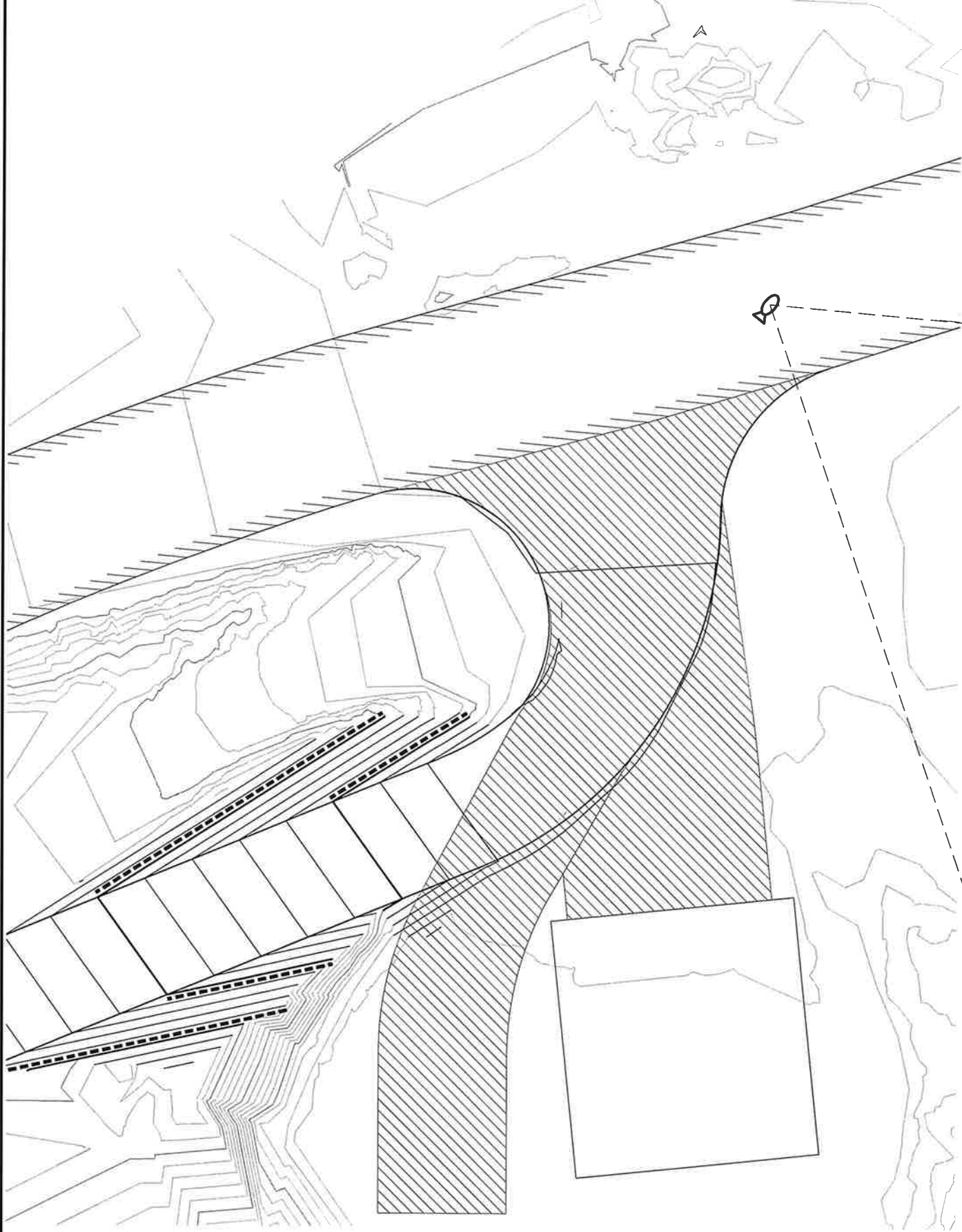
EXISTING ROAD LOOKING NORTHWEST
NTS

TVC
67 WALNUT WAY
PO BOX 1667
WILLOW CREEK, CA

DATE	DESCRIPTION	BY	TYPE
1/31/18	PRELIMINARY DESIGN	JTM	TVC
3/31/19	REVISE PER COUNTY COMMENTS	FAM	TVC
3/31/20	REVISE PER COUNTY COMMENTS	JM	TVC

HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 143
BURNT RANCH, CA 95527

DRAWN BY: J. JACKNIGHT, JR.	DESIGNED BY: ERIC KETES	CHECKED BY:
DATE OF ISSUE: MARCH 2020		
SCALE: AS SHOWN		
PROJECT NO: 605.0		
DRAWING NO: C08		



EXISTING ROAD LOOKING SOUTHWEST
NTS

1" 1/2" 0"

PLAN VIEW
1"=10'
0 10 20
SCALE IN FEET



DATE	DESCRIPTION	BY	CHKD
1/31/18	PRELIMINARY DESIGN	JM	JM
3/31/18	REVISE PER COUNTY COMMENTS	FAM	JTM
3/31/20	REVISE PER COUNTY COMMENTS	JM	JM

HOLLY HAYES & TYLER THOMPSON
APN: 008-820-01
PONY EXPRESS ROAD, BURNT RANCH
P.O. BOX 143
BURNT RANCH, CA 95527
VARIANCE AREA #3


DRAWN BY: J. MCKNIGHT JR.
DESIGNED BY: ERIC KETES
CHECKED BY: J. MCKNIGHT

DATE OF ISSUE: MARCH 2022

SCALE: AS SHOWN

PROJECT NO: 605.06

DRAWING NO: C08.2

	TRINITY COUNTY PLANNING DEPARTMENT P.O. Box 2819 530-623-1351 Weaverville, CA 96093 530-623-1353 (FAX)	Project Number: P-21-39
		COMMENTS DUE: 12/14/21
		Date Prepared: 11/30/21

REQUEST FOR COMMENT

Sent by email – E | Sent by mail – M

<input type="checkbox"/> County Assessor’s Office – E	<input type="checkbox"/> North Coast Water Quality Control – E
<input checked="" type="checkbox"/> County Transportation Department – E	<input type="checkbox"/> North Coast Unified Air Quality Management Dist. – E
<input type="checkbox"/> County Building Department – E	<input type="checkbox"/> Northeast information Center - Chico State
<input type="checkbox"/> County Environmental Health Department – E	<input type="checkbox"/> Forest Service:
<input type="checkbox"/> County Surveyor – E	<input type="checkbox"/> Fire District: Hayfork Volunteer Fire Department – M
<input type="checkbox"/> Supervisor:	<input type="checkbox"/> C.S.D.: Trinity County Waterworks District – E
<input type="checkbox"/> Caltrans - District: 2 – E	<input type="checkbox"/> Code Compliance/Cannabis Division – E
<input checked="" type="checkbox"/> CalFire/County Fire Chief’s Association – E/Office Box	<input type="checkbox"/> Other: Trinity County Sheriff’s Office (TCSO)
<input type="checkbox"/> B.L.M.	<input type="checkbox"/> Other: California Highway Patrol (CHP)
<input type="checkbox"/> Calif. Dept. of Fish & Wildlife – E	<input type="checkbox"/> Other:

The following project has been submitted to the Trinity County Planning Department. An assessment of the potential impacts of the project is being made.

Please review and submit comments by 12/14/2021.

Project Description: Subdivision Modification Request

Location: 531 School House Road, Burnt Ranch, CA 99927

Environmental Evaluation: Project Mitigated Negative Declaration (P-16-25) & Grading and Erosion Control Plan

APN: 008-820-001-00 PLSS: S15 T5N R6E PM Humboldt Approx. Lot Acres: 15.360 Sizes After Action: 15.360 Applicant: Tyler Thomspson Owner: Tyler Thomspson Agent/Consultant: Trinity Valley Consulting Engineers	Existing Zoning: Rural Residential (RR) Existing General Plan Designation: Rural Residential (RR) Zoning Overlay: Mobile Home, B3-5
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STAFF CONTACT: For information regarding this project contact Skylar Fisher, Assistant Planner
 sfisher@trinitycounty.org | Office: 530-623-1351, Ext. 2838

Comments: P-21-39

- No comment.
- See attached comments.
- We have reviewed the above request and have the following comments:

Improvements made to improve fire Apparatus access which is acceptable for current plan. However, if future splitting of parcels occur road access of 18' will need to be made

Reviewing Agency: CAL FIRE

Name/Position: Kyle Johnson
B.C.

Signature: Kyle Johnson

Date: 12-3-21

RESOLUTION NO. 2017-02

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE COUNTY OF TRINITY
APPROVING TENTATIVE PARCEL MAP
(Thompson/Hayes, P-16-25)**

WHEREAS, the Planning Commission, on June 8, 2017, held a public hearing on the request for approval of a tentative parcel map for property located on at 531 School House Road, Burnt Ranch (Applicant: T. Thompson & H. Hayes, APN: 008-820-01); and

WHEREAS, all governmental and utility agencies affected by the development of the proposed project have been notified and given the opportunity to respond; and

WHEREAS, the Planning Commission has considered the effects that approval of the proposed project, including the change to the zoning and the subdivision which they have concluded would have a beneficial effect on addressing the housing needs of Trinity County and has balanced these needs against the public service needs of residents, and available fiscal and environmental resources.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Trinity:

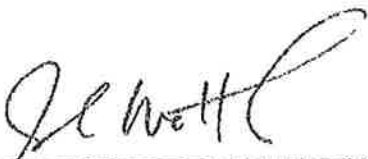
- A. Approves the project Mitigated Negative Declaration, finding that on the basis of the whole record before the Planning Commission, including the initial study and comments received, that there is no substantial evidence that the project will have a significant effect on the environment and that a mitigated negative declaration reflects the Board's independent judgment and analysis; and
- B. Approves the Tentative Parcel Map (T. Thompson & H. Hayes; File # P-16-25), based on the following findings and subject to the conditions of approval set forth in Exhibit A, attached hereto:
 1. None of the conditions described in Government Code Section 66474, subsections (a) through (g) inclusive, exist with respect to the proposed subdivision; and
 2. The findings of Government Code Section 66474.02 are met as follows:
 - a) The design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code, because conditions have been applied to the subdivision to meet these standards and County's Fire Safe Ordinance and Building Code standards require construction to meet these regulations;

Resolution No. 2017-02
June 8, 2017

- b) Structural fire protection and suppression services will be available for the subdivision through the Hawkins Bar Volunteer Fire Company, which provides fire suppression services to the area; and
 - c) To the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and applicable County ordinances, because the road improvement conditions of map approval have been imposed to address this issue.
3. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the County General Plan, Section 16.12.150 of the Subdivision Ordinance, and the County Fire Safe Ordinance 1162.
 4. The discharge of waste from the proposed subdivision will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board based on the conditions of map approval.
 5. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

DULY PASSED AND ADOPTED this 8th day of June, 2017 by the Planning Commission of the County of Trinity by motion of Commissioner _____, seconded by Commissioner _____, and the following vote:

AYES: Commissioners
NOES: None
ABSENT: None
ABSTAIN: None
RECUSE: None



Graham Matthews, CHAIRMAN
Planning Commission
County of Trinity
State of California

ATTEST:

By: 

RUTH HANOVER
Clerk of the Planning Commission

EXHIBIT "A"

TENTATIVE MAP

CONDITIONS OF APPROVAL

(T. Thompson & H. Hayes, P-16-25)

The following conditions of tentative map approval shall be satisfied prior to the filing of the parcel map, unless a different time for compliance is specifically noted:

A. General:

1. A Notice of Environmental Constraint shall be recorded concurrent with the Parcel Map that shall provide for the following provisions:
 - a. In the event that previously unidentified cultural or paleontological resources are encountered during development of the parcel, there shall be no further excavation or disturbance of that area or within a 50 foot buffer of the discovery location. The owner/developer shall avoid the materials and their contents. The Trinity County Planning Director shall be notified immediately, and a qualified archaeologist shall be retained to evaluate and assess the significance of the discovery, and develop and implement an avoidance or mitigation plan, as appropriate. Prehistoric materials which could be encountered include: obsidian and chert debitage or formal tools, grinding implements, (e.g., pestles, handstones, bowl mortars, slabs), locally darkened midden, deposits or shell, faunal remains, and human burials. Historic archaeological discoveries may include nineteenth century building foundations, structural remains, or concentrations of artifacts made of glass, ceramics, metal or other materials found in buried pits, old wells or privies. Work shall not continue in the area until mitigations have been implemented and written authorization to resume work has been provided by the Planning Director.
 - b. In the event that previously unidentified evidence of human burial or human remains are discovered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Trinity County Coroner must be informed and consulted, per state law. If the Coroner determines the remains to be Native American, he/she will contact the Native American Heritage Commission who will contact the most likely descendent who will be given an opportunity to make recommendations for means of treatment of the human remains and any associated grave goods. Work shall not continue in the area until the human remains have been dealt with according to the recommendations of the County Coroner, Native American Heritage Commission and/or the most likely descendent.

Resolution No. 2017-02
June 8, 2017

B. Miscellaneous:

1. All easements within the development shall be dedicated on the Parcel Map or by separate instrument.

C. Utilities:

1. A ten-foot wide public utility easement shall be provided along the southern boundary of parcel 1 to the eastern boundary of parcel.

D. Roads:

1. The primary access road (a.k.a. Powder House Road) to the subdivision shall be constructed to the Trinity County "Roadway Category D" standards from Pony Express Way (a.k.a. School House Road) (Co. Rd. No. 474) to the southern boundary of Parcel 2. Trinity County Fire Safe Ordinance standards and PRC 4290 shall also apply when the requirements exceed Roadway Category D standards. This shall include, but is not limited to:
 - a. A minimum roadbed width of 18' with additional curve widening as prescribed by the Fire Safe Ordinance. The 3:1 sloped "shoulder" as shown on the tentative map typical section is not to be considered part of the roadbed width; and
 - b. A maximum gradient of 12%, which may be increased to 14% for short distances, subject to the approval of the Department of Transportation; and
 - c. A minimum centerline curve radius of 50 feet; and
 - d. Structural section shall be based upon an engineering analysis of subgrade material and native soils with approval of the Department of Transportation. Surfacing shall be a minimum of 6" thick class 2 aggregate base, or native crushed rock (shale) may be used upon approval by the Department of Transportation.
2. All access roads shall exist within irrevocable, non-exclusive, private road easements with adequate widths to contain all elements of the design cross section, drainage, utility accommodations and border areas.
3. A turnaround is required on the access road to Parcel 2 at the southern boundary of Parcel 2 or somewhere within Parcel 2. The turnaround shall meet Trinity County Subdivision and Fire Safe design requirements, including PRC 4290, and must be within the private road easement.

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June 8, 2017

4. On dead end access roads, turnarounds shall be provided at a maximum of one thousand three hundred twenty foot intervals. Turnarounds shall be constructed to meet the requirements of the Trinity County Fire Safe ordinance and must be within the private road easement. Driveways are allowed to utilize the turnaround as permitted by CalFire.
5. An encroachment permit from the Trinity County Department of Transportation is required for the Parcel 2 access road onto County maintained Pony Express Way (Co. Rd. No. 474). The encroachment shall conform to the County Department of Transportation standards for a private road. *Andy*
3/1/17
ext
6. An encroachment permit from the Trinity County Department of Transportation is required for the Parcel 1 driveway onto County maintained Pony Express Way (Co. Rd. No. 474). The encroachment shall conform to the County Department of Transportation standards for a driveway.
7. A hydrology study showing the ability to convey 100 year storm flows through all culverts on the access road shall be approved by the Director of Transportation. All driveway and ditch relief culverts shall be 18" diameter unless an alternative size is approved by the Director of Transportation. Ditches shall be designed and constructed to prevent 100 year flows from encroaching more than 2 feet into the travel way.
8. Road names shall be submitted to the Planning Department for approval in accordance with Title 12, Chapter 12.17 of the Trinity County Code.
9. Road name signs shall be installed at all intersections.
10. All improvements required for this development and as described in these conditions of approval shall be shown on construction drawings (the final improvement plans) to be submitted along with the Parcel Map to the Trinity County Department of Transportation for review and approval. Approval of the construction drawings is required prior to Parcel Map Acceptance.
11. Prior to construction of improvements, the construction drawings shall be stamped by an engineer and approved by the County Engineer.
12. Inspection of the improvements will be performed by Trinity County Department of Transportation staff or a County selected inspection firm. The developer will coordinate inspections with the Department of Transportation prior to start of construction.
13. The Developer will be responsible for all actual costs on a hourly basis associated with the subdivision improvements, including review of construction improvement plans, developing Development Agreements, performing improvement inspections, and all other related costs.

14. The applicant and/or subsequent grantees shall create to the satisfaction of Trinity County Counsel and the Trinity County Department of Transportation an organization or association for the maintenance of the private roads within the subdivision or show evidence of the existence of such an agreement or organization.
15. It is understood that the improvements will be completed prior to recording of the map. Should the developer wish to do otherwise, a Subdivision Improvement Agreement shall be required.

E. Environmental Health:

1. Well recovery rate documentation for Parcel 1 shall be provided to the Director of Environmental Health for approval of water supply. Adequate water availability shall be demonstrated, subject to the approval of the Director of Environmental Health.
2. Documentation shall be provided to the Director of Environmental Health demonstrating that Parcel 2 is/does belong to Burnt Ranch Estates Mutual Water Company, and stating what that membership provides. Adequate water availability shall be demonstrated, subject to the approval of the Director of Environmental Health.

F. Erosion Control:

1. The improvement plans shall include a grading plan and erosion and sediment control plan, which incorporates standard erosion control practices and best management practices, subject to the approval of the County Engineer. The following measures shall be included:
 - a. Any mass grading shall be restricted to dry weather periods between April 1 and October 31.
 - b. If other grading activity is to be undertaken in wet-weather months, permanent erosion and sediment controls shall be in place by October 15, and construction shall be limited to areas as approved by the County Engineer. A winterization plan shall be submitted by September 15 and implemented by October 15.
 - c. In the event construction activity including clearing, grading, disturbances to the ground, such as stockpiling, or excavation result in soil disturbances of at least one acre of total land area, the applicant shall obtain and provide a Notice of Intent (NOI) from the Regional Water Quality Control Board.
 - d. Should a NOI be required, Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to issuing a construction permit. The SWPPP shall have provisions to provide at minimum monthly monitoring reports to the County during wet weather and to one year after completion of construction.

Resolution No. 2017-02
June 8, 2017

- e. Projects less than one acre are exempt from obtaining a NOI unless construction activity is expected to create soil disturbances that could cause significant water quality impairment.
- f. The internet site for information and application on the NOI can be found at:
<http://waterboards.ca.gov/waterissues/programs/stormwater/constpermits.shtml>
- g. Sedimentation basins traps, or similar BMP controls shall be installed prior to the start of grading.
- h. Mulching, hydro seeding, or other suitable revegetation measures shall be implemented. Planting shall also occur on areas of cut and fill to reduce erosion and stabilize exposed areas of later construction phases. All disturbed areas with a slope greater than 5% shall receive erosion control.
- i. Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.

NOTE: Approval of this tentative map will expire on June 8, 2019. Any request for a time extension must be received by the Trinity County Planning Department 30 days prior to this expiration date.

XV. RECREATION	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV(a-b): The project will not significantly impact nearby recreational facilities. No significant impact to recreational facilities demand or use is anticipated.

XVI. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI (a, b, d, e and f)

Road improvements are required to meet both County road standards and CalFire access requirements. The resolution approving the tentative map includes provisions to meet these development standards.

XVI(c): The project will have no effect on air traffic patterns.

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII(a-e): The project will not generate significant wastewater requiring treatment. On site water and wastewater systems will be developed.

XVII(f-g): The project will not generate sufficient waste to have an impact on landfill facilities.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Does the project have the potential to	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PROJECT LOCATION MAP

Thompson Tentative Parcel Map P-16-25

