




TRINITY COUNTY
COMMUNITY DEVELOPMENT SERVICES
PLANNING DEPARTMENT
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MEMORANDUM

DATE: Thursday, February 10, 2022

TO: Members of the Trinity County Planning Commission

FROM: Lisa Lozier, Interim Director Building & Planning 

SUBJECT: Agenda Item 4 – Request for post approval Modification of Subdivision Conditions

Please find attached information provided by the applicant to support the request for the requested Subdivision Modification.

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 to effect three areas on the access road.

To Whom it may concern,

In regards to the the subdivision modification request for project P16-25.

I am writing to ask for the planning commission to approve the above mentioned request. As I provide brief information to support my request I would like to take first take notice of the the project number, the first number referring to the year the project was initiated in 2016. I believe the currently constructed road provides long term, safe access to the existing and proposed additional parcel being created.

There are three variances being requested,

The first being a width constraint, I believe the current road functions due to the current width on both ends of the narrow section. As expressed when Calfire was looking at the road the need for any additional turnouts is unnecessary since the required road width of 18' provides adequate space for vehicles to pass one another as on a normal 2 lane road. Adding an additional turnout on a road width designed for two way traffic is unnecessary as the vehicle stopped in lane 1 can stay parked as vehicles in lane 2 continue by on the road.

The second is the same situation but the road also has a grade of more then 12%. The county code allows for short sections of road to be 14% as mentioned in my conditions of approval with the approval form the DOT. I believe the the same argument can be made for the road width in variance 2 as in variance 1. In regards to the grade of this short section of road, constructed properly can function without needing to be paved. As shown in the pictures provided no erosion has occurred with a properly constructed and compacted gravel road base. No sharp, banked corners or rolling dips allow for a smooth driving surface with the current road base.

The third variance requested is for a short section of road to be 14% instead of 12%. As shown in the pictures provided although this section of road is close to the encroachment with Pony Express Way it provides space for a safe, level approach to the county road before the grade is beyond 12%. The drainage from this section of road is no different then if the road grade was at 12%. As shown in the pictures provided a culvert in Pony Express Way provides a more the adequate place for water to exit the road bed. With a properly designed and constructed slope to the road water can exit the travel way without causing damage or unsafe conditions. Additionally as this portion of the road is an encroachment, part of the mentioned section will require pavement which will further enhance the desired effects of a safe and low maintenance road.

In describing into further detail these requests I hope I provided adequate information to allow for this request to be approved.

Thank you, Tyler Thompson

Variance #2



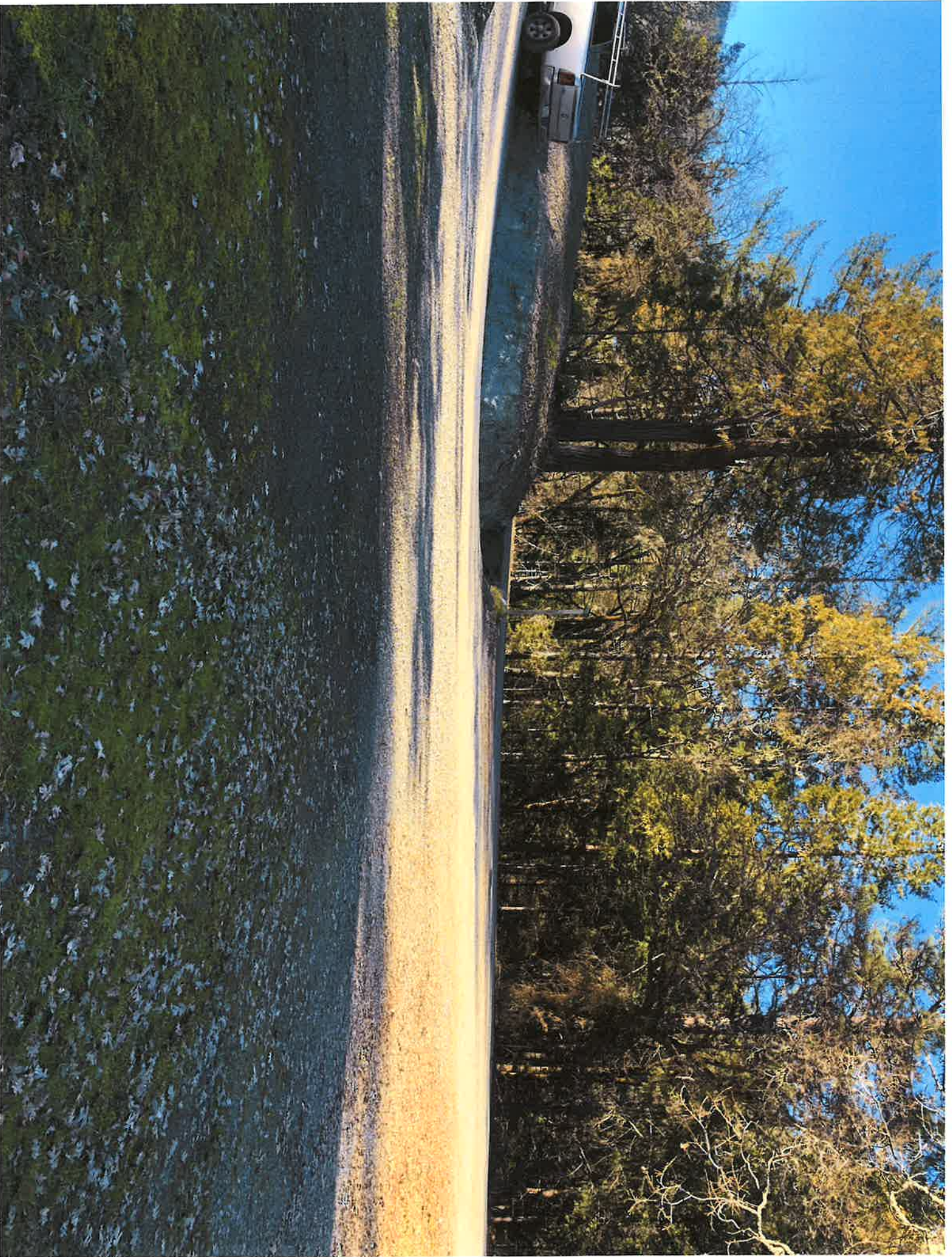
#2



#3



POWERHOUSE



#3

#3

