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 Cal Fire 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 Cal Fire 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.
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
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.
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
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'
REQUEST FOR COMMENT

Sent by email – E | Sent by mail – M

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

<table>
<thead>
<tr>
<th>APN: 008-820-001-00</th>
<th>Existing Zoning:</th>
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<tr>
<td>PLSS: S15 T5N R6E PM Humboldt</td>
<td>Rural Residential (RR)</td>
</tr>
<tr>
<td>Approx. Lot Acres: 15.360</td>
<td>Existing General Plan Designation:</td>
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<td>Sizes After Action: 15.360</td>
<td>Rural Residential (RR)</td>
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<td>Applicant: Tyler Thompson</td>
<td>Zoning Overlay: Mobile Home, B3-5</td>
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<tr>
<td>Owner: Tyler Thompson</td>
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<tr>
<td>Agent/Consultant: Trinity Valley Consulting Engineers</td>
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</tbody>
</table>

STAFF CONTACT: For information regarding this project contact Skylar Fisher, Assistant Planner sfisher@trinitycounty.org | Office: 530-623-1351, Ext. 2838

COMMENT BOX ON SECOND PAGE ➔
Improvements made to improve fire apparatus access which is acceptable for current plan. However, if future splitting of parcels occurs, road access of 18' will need to be made.
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;
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.

**DUTY 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.
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.
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.

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:

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

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<th></th>
<th>Potentially Significant</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
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<tr>
<td>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?</td>
<td>[ ]</td>
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<td>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?</td>
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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

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
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</tr>
<tr>
<td>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?</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
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</tr>
<tr>
<td>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?</td>
<td>[ ]</td>
<td>[ ]</td>
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<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>[ ]</td>
<td>[ ]</td>
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<tr>
<td>e) Result in inadequate emergency access?</td>
<td>[ ]</td>
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<tr>
<td>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?</td>
<td>[ ]</td>
<td>[ ]</td>
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<td>[ ]</td>
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</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>XVII. UTILITIES AND SERVICE SYSTEMS</th>
<th>Potentially Significant</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td>[ ]</td>
<td>[ ]</td>
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</tr>
<tr>
<td>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?</td>
<td>[ ]</td>
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</tr>
<tr>
<td>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?</td>
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<td>[ ]</td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td>[ ]</td>
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</tr>
<tr>
<td>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?</td>
<td>[ ]</td>
<td>[ ]</td>
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<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</td>
<td>[ ]</td>
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</tr>
<tr>
<td>g) Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td>[ ]</td>
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<td>[ ]</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</th>
<th>Potentially Significant</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Does the project have the potential to</td>
<td>[ ]</td>
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</tr>
</tbody>
</table>