NorthPoint Consulting Group, Inc.
1117 Samoa Blvd.
Arcata, CA 95521
(707) 798-6438

May 4, 2020

Humboldt County Public Works Department – Land Use Division.
531 K St. Eureka, CA 95501

RE: **Panther Canyon Investments, LLC. - Road Evaluation Report**
APNs: 223-061-041 and 223-074-008
Apps# 12441 and 12442

Sprowl Creek Road and various unnamed roads provide access for numerous property owners in the Garberville area; these roads are classified as *very low-volume local roads*. The American Association of State Highways and Transportation Officials (AASHTO, 2001) defines a *very low-volume local road* as a road that is functionally classified as a local road and has a design average daily traffic volume (ADT) of 400 vehicles per day or less. This Road Evaluation Report describes the 3-mile route leading to the subject parcels from the county-maintained Sprowl Creek Road (State Road No. 6B095). See the map in Appendix A for the route that leads to the subject parcels.

Road Points (RPs) were located along the route leading to the subject parcel. RPs are defined as interest points along the subject roads: locations of pinch points, locations of sight distance restrictions, stream crossings, intersections and typical road segments. The road widths were measured, photos were taken, and recommendations were prescribed at each RP. The recommendations are based on whether the RPs pose a site-specific problem. Per Humboldt County Commercial Cannabis Land Use Ordinance (CCLUO), the roads used to access the subject parcels shall be developed to Road Category 4 or equivalent. See the attached Road Evaluation Photographs for photos of each RP.

The entire route was surveyed on 2/27/20. The main access road from RP 1 to RP 26 has been assessed to be equivalent to Road Category 4 with recommended improvements. Table 1 contains a description of the Road Points, Latitude and Longitude, and the measure road width of each RP.

Table 1: Summarized description of Road Points 1 through 6.

RP	Figure(s)	Lat., Long.	Measured Road Width (ft.)	Description	Turnout Provided	Recommendation
1	1 & 2	40.0899°, -123.7945°	25+	Intersection of Sprowel Creek Rd (State Road No. 6B095) and Unnamed Rd.	N/A	N/A
2	3	40.0895°, -123.7945°	18	Gate. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
3	4	40.0846°, -123.7946°	16	Gate. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
4	5	40.0840°, -123.7938°	15.5	Pinch point. Stream crossing. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
5	6	40.0826°, -123.7938°	18	No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
6	7	40.0850°, -123.7916°	13	No sight distance restriction.	N/A	Maintain existing road way width and sight distance.

Table 1: Summarized description of Road Points 7 through 26

RP	Figure(s)	Lat., Long.	Measured Road Width (ft.)	Description	Turnout Provided	Recommendation
7	8	40.0864°, -123.7900°	15	Tunnel. Width: 15-ft. length: 120-ft.	N/A	Maintain existing road way width and sight distance.
8	9	40.0867°, -123.7884°	16	Moderatley steep section of roadway. Approx. 23% grade for 200-ft in length. No sight distance restrictions.	N/A	Maintain existing road way width and sight distance.
9	10	40.0856°, -123.7861°	15.5	Gate. No sight distance restriction.	N/A	Maintain existing road way width and sight distance.
10	11	40.0869°, -123.7848°	12	Pinch point. No sight restriction.	N/A	Maintain existing road way width and sight distance.
11	12	40.0871°, -123.7836°	-	Turnout. No sight distance restriction.	Yes	Maintain existing road way width and turnout.
12	13	40.0868°, -123.7823°	14.5	Turnout at each side. No sight distance restriction.	Yes	Maintain existing road way width and turnouts.
13	14	40.0862°, -123.7812°	14	No sight distance restriction.	N/A	Maintain existing road way width and sight distance.
14	15	40.0833°, -123.7777°	12	Pinch Point. Knoll on road surface.	N/A	Maintain existing road way width and sight distance.
15	16	40.0830°, -123.7764°	-	Turnout. No sight distance restriction.	Yes	Maintain existing road way width and turnout.
16	17	40.0831°, -123.7755°	13	Pinch Point. Visibility restriction around turn.	Yes	Maintain existing road way width and sight distance.
17	18	40.0831°, -123.7750°	13	No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
18	19	40.0835°, -123.7739°	13	Pinch Point. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
19	20	40.0829°, -123.7710°	16.5	Gate. No sight distance restrictions.	Yes	Maintain existing road way width and sight distance.
20	21	40.0828°, -123.7703°	11.5	Pinch Point in roadway due to tree/vegetation. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
21	22	40.0826°, -123.7695°	11.5	Pinch point. Due to tree/vegetation in roadway. No sight distrance restricytion.	Yes	Maintain existing road way width and sight distance.
22	23	40.0814°, -123.7682°	15	Gate. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
23	24	40.0811°, -123.7678°	28	Turnout. Entrance to -041 parcel. No sight distance restriction.	N/A	Maintain existing road way width and turnout.
24	25	40.0804°, -123.7669°	13.5	Entrance to APN: 223-074-008.	Yes	Maintain existing road way width and sight distance.
25	26	40.0796°, -123.7669°	13	Pinch Point. Vegetation in roadway. No sight distance restriction.	Yes	Maintain existing road way width and sight distance.
26	27	40.0791°, -123.7656°	15	End of Road Evaluation	N/A	Maintain existing road way width and sight distance.

The average daily traffic (ADT) of the 3-mile route is estimated to be twenty-five (25). The subject route provides access to five (5) parcels, including the subject parcels. Multiplying the number of served

parcels by five (5), the ADT was estimated to be 25. During the peak operating season, Panther Canyon Investments, LLC employs five (5) employees. During this time, the ADT is estimated to increase to 35. The increase in traffic is minimal and is not expected to negatively impact the surrounding area.

The AASHTO guidelines also suggest that rural very low-volume roads are traveled by drivers that are familiar with the road segments, which corresponds to even fewer auto accidents. The AASHTO guidelines suggest that existing, very low-volume roads with low speeds should not be modified except in cases where there is evidence of a site-specific safety problem.

In conclusion, the 3-mile route leading to the subject parcels is developed to the equivalent of a category 4 road standard, is in good condition, and does not have any evidence of a site-specific safety problem.

If you have any questions, please contact me at (707) 798-6438.

Sincerely,

Derek Roelle, EIT.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: *Part A may be completed by the applicant*

Applicant Name: Panther Canyon Investments, LLC. APN: 223-061-041 and 223-074-008

Planning & Building Department Case/File No.: 12441 and 12442

Road Name: Unnamed Road *(complete a separate form for each road)*

From Road (Cross street): Sprowel Creek Road

To Road (Cross street): Entrance to subject parcel

Length of road segment: 2.98 miles Date Inspected 2/27/2020

Road is maintained by: ☐ County ☑ Other _____
(State, Forest Service, National Park, State Park, BLM, Private, Tribal, etc)

Check one of the following:

Box 1 ☐ The entire road segment is developed to Category 4 road standards (20 feet wide) or better. If checked, then the road is adequate for the proposed use without further review by the applicant.

Box 2 ☑ The entire road segment is developed to the equivalent of a road category 4 standard. If checked, then the road is adequate for the proposed use without further review by the applicant.

An equivalent road category 4 standard is defined as a roadway that is generally 20 feet in width, but has pinch points which narrow the road. Pinch points include, but are not limited to, one-lane bridges, trees, large rock outcroppings, culverts, etc. Pinch points must provide visibility where a driver can see oncoming vehicles through the pinch point which allows the oncoming vehicle to stop and wait in a 20 foot wide section of the road for the other vehicle to pass.

Box 3 ☐ The entire road segment is not developed to the equivalent of road category 4 or better. The road may or may not be able to accommodate the proposed use and further evaluation is necessary. Part B is to be completed by a Civil Engineer licensed by the State of California.

The statements in PART A are true and correct and have been made by me after personally inspecting and measuring the road.

D. Roelle 5/1/2020

Date

Derek Roelle

Name Printed

PART B: Only complete Part B if Box 3 is checked in Part A. *Part B is to be completed by a Civil Engineer licensed by the State of California. Complete a separate form for each road.*

Road Name: _____ Date Inspected: _____ APN: _____

From Road: _____ (PM _____)

To Road: _____ (PM _____)

Planning & Building Department Case/File No.: _____

1. What is the Average Daily Traffic of the road?

   ADT: _____ Date(s) measured: _____

   Method used to measure ADT: ☐ Counters ☐ Estimated using ITE *Trip Generation* Book

   Is the ADT of the road less than 400? ☐ Yes ☐ No

   If **YES**, then the road is considered very low volume and shall comply with the design standards outlined in the American Association of State Highway and Transportation Officials (AASHTO) *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400). Complete sections 2 and 3 below.*

   If **NO**, then the road shall be reviewed per the applicable policies for the design of local roads and streets presented in AASHTO policy on Geometric Design of Highways and Streets, commonly known as the Green Book. Complete section 3 below.

2. Identify site specific safety problems with the road that include, but are not limited to: (Refer to Chapter 3 in AASHTO *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)* for guidance.)

   A. Pattern of curve related crashes.
   Check one: ☐ No. ☐ Yes, see attached sheet for PM locations.

   B. Physical evidence of curve problems such as skid marks, scarred trees, or scarred utility poles
   Check one: ☐ No. ☐ Yes, see attached sheet for PM locations.

   C. Substantial edge rutting or encroachment.
   Check one: ☐ No. ☐ Yes, see attached sheet for PM locations.

   D. History of complaints from residents or law enforcement.
   Check one: ☐ No. ☐ Yes ☐ check if written documentation is attached)

   E. Measured or known speed substantially higher than the design speed of the road (20+ MPH higher)
   Check one: ☐ No. ☐ Yes.

   F. Need for turn-outs.
   Check one: ☐ No. ☐ Yes, see attached sheet for PM locations.

3. Conclusions/Recommendations per AASHTO. Check one:
   ☐ The roadway can accommodate increased traffic from the proposed use.
   ☐ The roadway can accommodate increased traffic from the proposed use if the recommendations on the attached report are done. ☐ check if a *Neighborhood Traffic Management Plan* is also required and is attached.)
   ☐ The roadway cannot accommodate increased traffic from the proposed use. It is not possible to address increased traffic.

A map showing the location and limits of the road being evaluated in PART B is attached. The statements in PART B are true and correct and have been made by me after personally evaluating the road.

(SEAL)

_____ _____

Signature of Civil Engineer Date

Panther Canyon Investments, LLC
APN: 223-061-041 and 223-074-008

Sprowl Creek Road
(county-maintained)

Unnamed Road
(privately-maintained)

RP 1

RP 26

APN 223-061-048

APN 223-074-008

APN 223-061-041

Sprowl Creek Rd

Mekay Way

101

Mountain View Dr

Oakcrest Dr

Google Earth

N

2000 ft

Panther Canyon Investments, LLC
APN: 223-061-041 and 223-074-008

Sprowl Creek Road
(county-maintained)

Unnamed Road
(privately-maintained)

RP 1
RP 2
RP 3
RP 4
RP 5
RP 6
RP 7
RP 8
RP 9
RP 10
RP 11
RP 12
RP 13

101
Redwood Hwy

Google Earth
©2020 Google

N

1000 ft

Panther Canyon Investments, LLC
APN: 223-061-041 and 223-074-008

Unnamed Road
(privately-maintained)

RP 14
RP 15
RP 16
RP 17
RP 18
RP 19
RP 20
RP 21
RP 22
RP 23
RP 24
RP 25
RP 26

APN 223-061-048
APN 223-061-041
APN 223-074-008

N

1000 ft

Google Earth

Figure 1: RP 1. intersection of County maintained Sprowl Creek Road and unnamed access road. Vehicle traveling north. Photo taken facing west. (40.089888°, -123.794543°)

Figure 2: RP 1. intersection of County maintained Sprowl Creek Road and unnamed access road. Vehicle traveling north. Photo taken facing west. (40.089888°, -123.794543°)

Figure 3: RP 2. Gate #1, 18-ft wide. Vehicle traveling north. Photo taken facing south. (40.089461°, -123.794456°)

Figure 4: RP 3. Gate #2, 16-ft wide. Vehicle traveling north. Photo taken facing south. (40.084558°, -123.794614°)

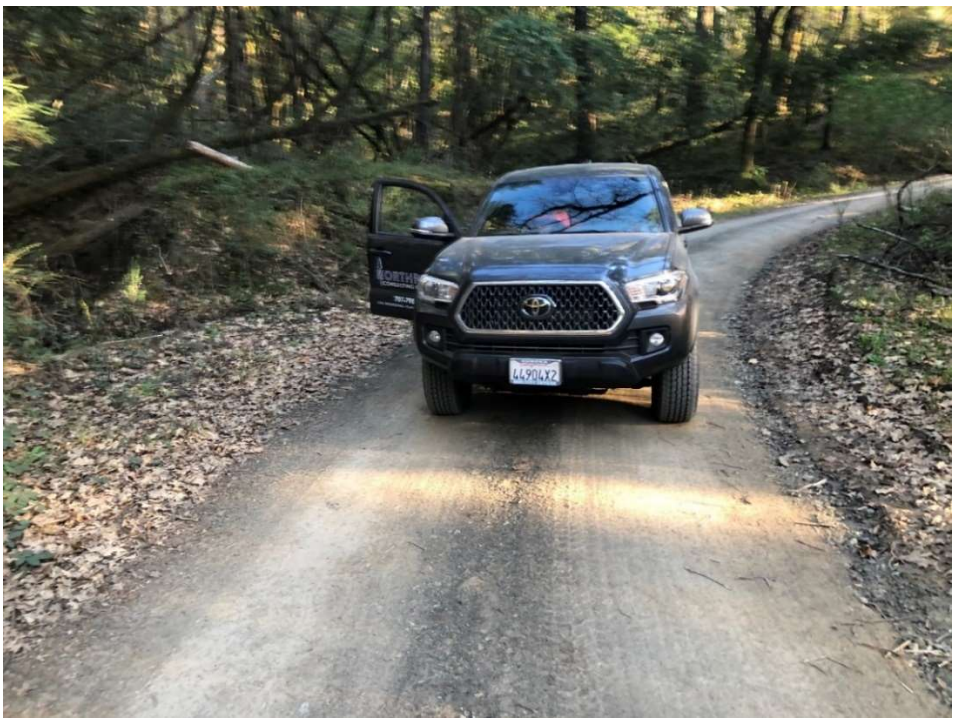

Figure 5: RP 4. Pinch point. Narrow due to STX, 15.5-ft wide. Vehicle traveling north. Photo taken facing south. (40.083967°, -123.793817°)

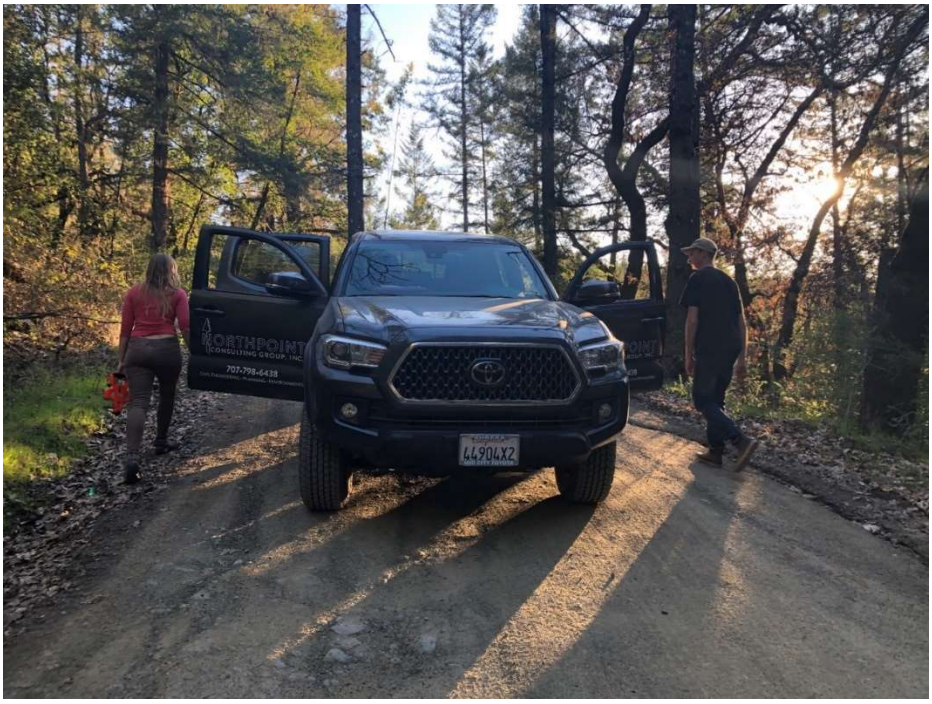

Figure 6: RP 5. 18-ft wide. Vehicle traveling north. Photo taken facing south. (40.082647°, -123.793770°)

Figure 7: RP 6. 13-ft wide. Vehicle traveling south. Photo taken facing north. (40.085034°, -123.791603°)

Figure 8: RP 7. Tunnel. Vehicle traveling west. Photo taken facing east. (40.086443°, -123.789988°)

Figure 9: RP 8. Steepest part, 16-ft wide, 22-25% grade for approx. 200' in length. Vehicle traveling north. Photo taken facing south. (40.086675°, -123.788437°)

Figure 10: RP 9. Gate #3, 15.5-ft wide. Vehicle traveling south. Photo taken facing north. (40.085539°, -123.786133°)

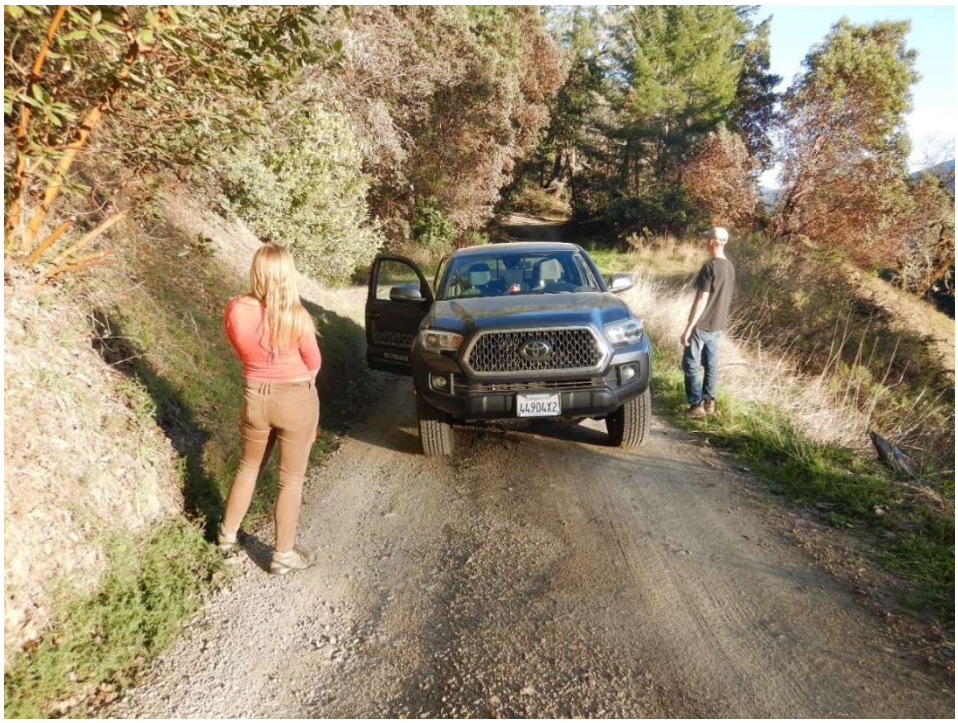

Figure 11: RP 10. Pinch Point. 12-ft wide. Vehicle traveling west. Photo taken facing east. (40.086854°, -123.784762°)

Figure 12: RP 11. Turnout, continue benched flat narrow road section. Vehicle traveling west. Photo taken facing east. (40.087096°, -123.783647°)

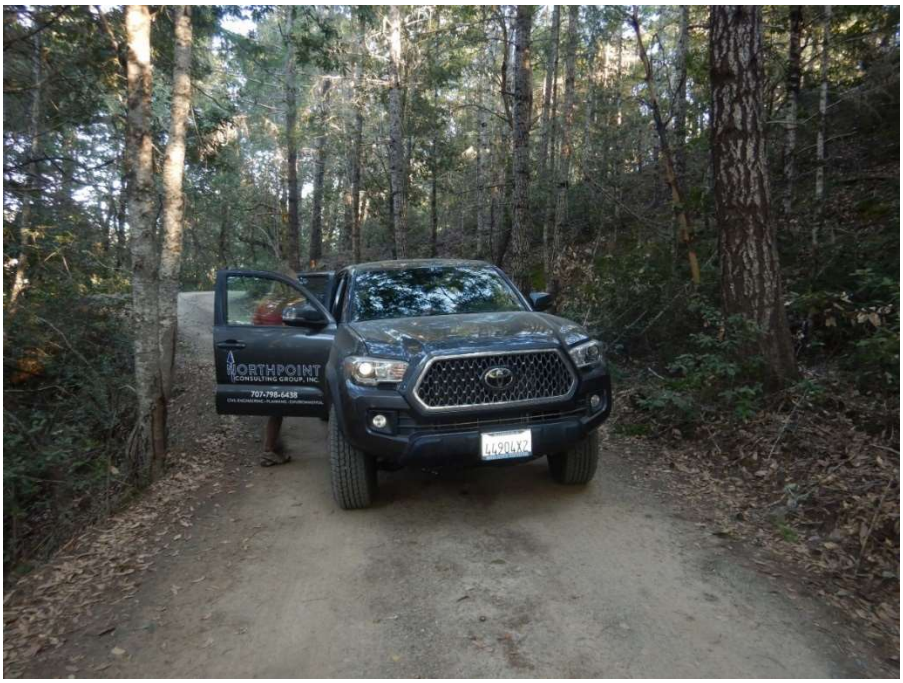

Figure 13: RP 12. Pinch Point, turnout at each side, 14.5-ft wide. Vehicle traveling west. Photo taken facing east. (40.086827°, -123.782276°)

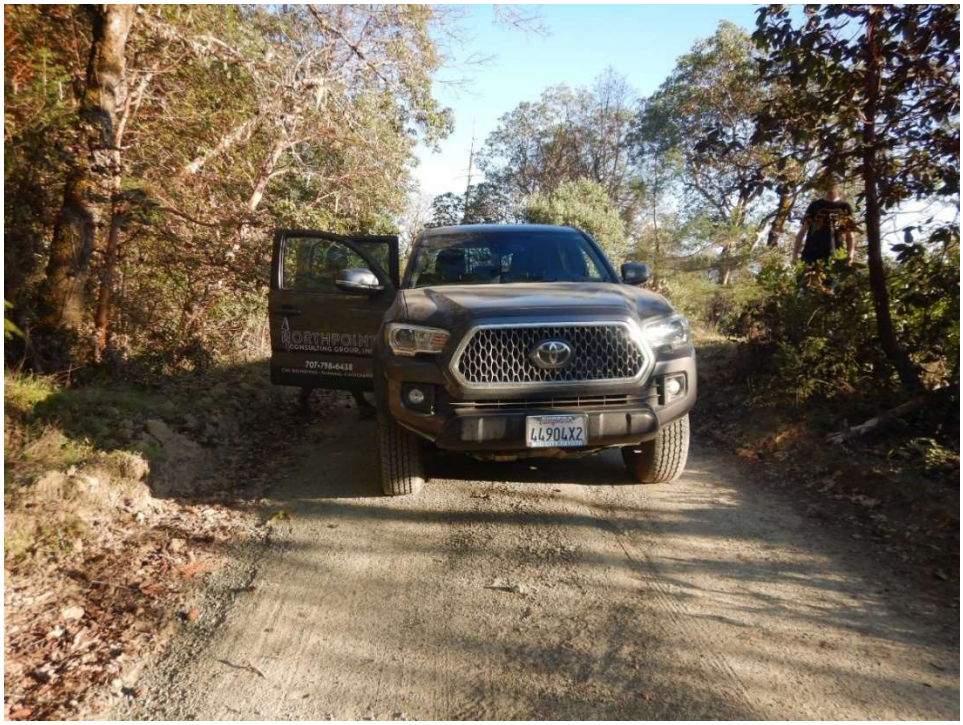

Figure 14: RP 13. 14-ft wide. Vehicle traveling west. Photo taken facing east. (40.086194°, -123.781203°)

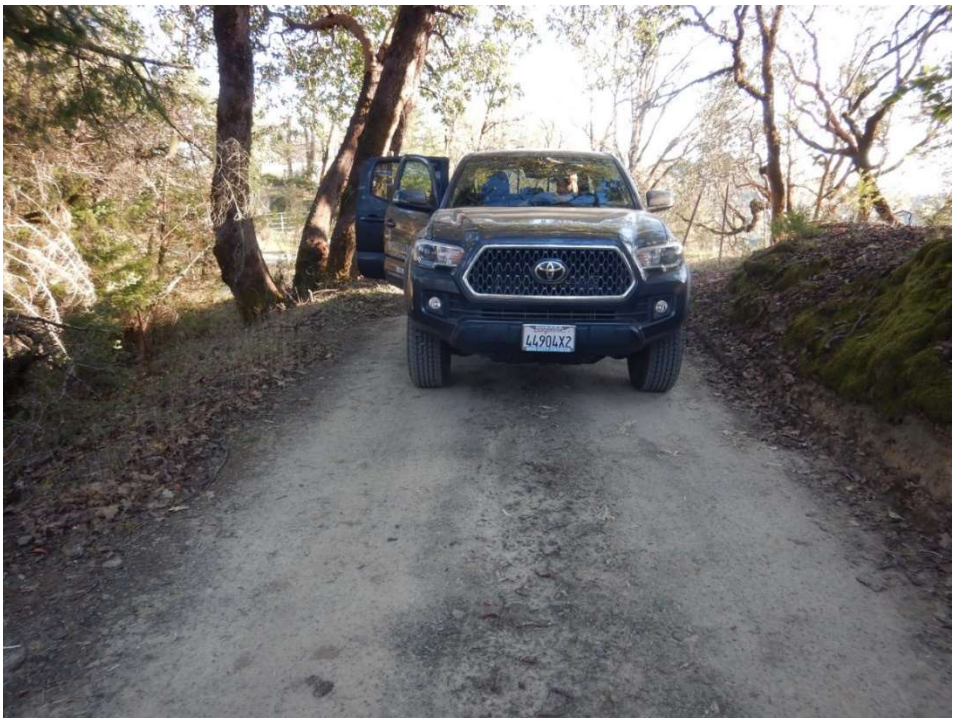

Figure 15: RP 14. 12-ft wide. Vehicle traveling west. Photo taken facing east. (40.083314°, -123.777682°)

Figure 16: RP 15. Turnout. Photo taken facing east. (40.083043°, -123.776393°)

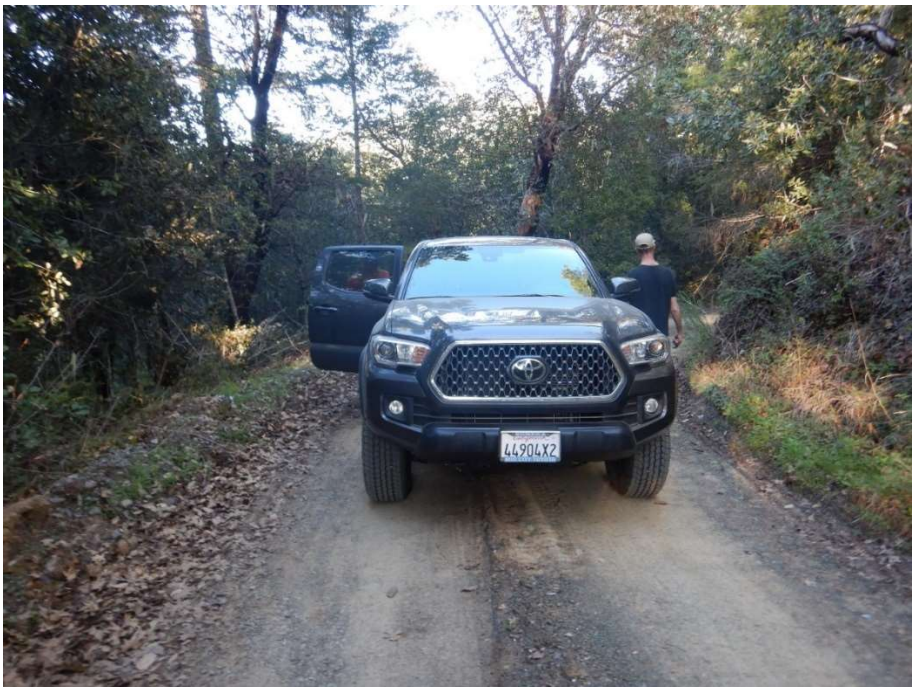

Figure 17: RP 16. Visibility restriction around turn, 13-ft wide. Vehicle traveling west. Photo taken facing east. (40.083094°, -123.775521°)

Figure 18: RP 17. Vehicle traveling west. Photo taken facing east.

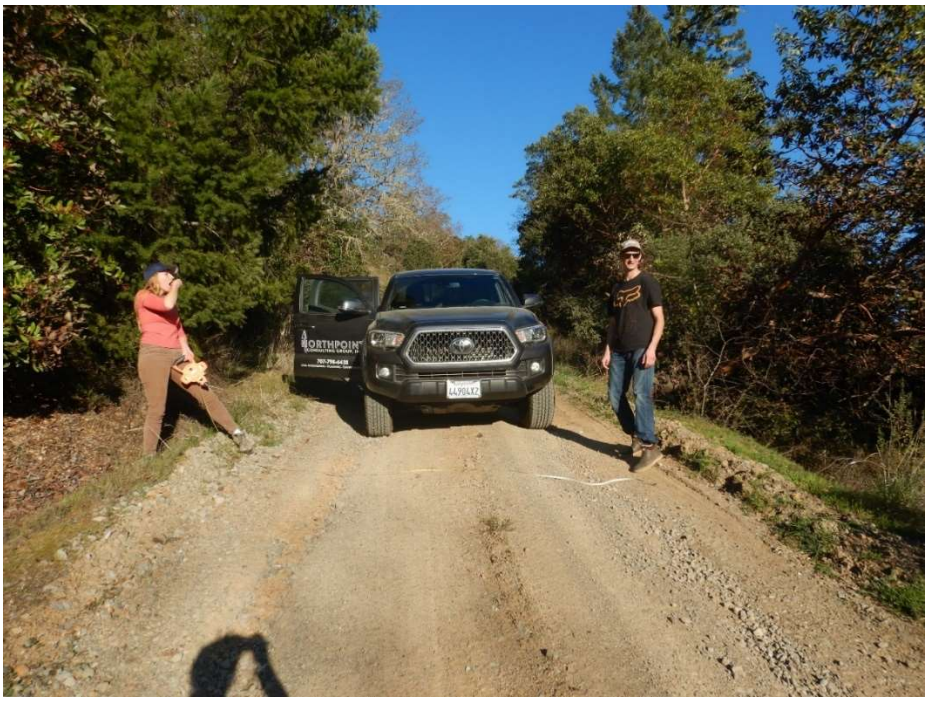

Figure 19: RP 18. 13-ft wide. Vehicle traveling west. Photo taken facing east. (40.083113°, -123.774965°)

Figure 20: RP 19. Gate. 16.5-ft wide. Vehicle traveling west. Photo taken facing east. (40.082884°, -123.770974°)

Figure 21: RP 20. 12-ft wide. Vehicle traveling west. Photo taken facing east. (40.082803°, -123.770323°)

Figure 22: RP 21. Pinch point. Tree in roadway. 11.5-ft wide. No sight distance restrictions. Vehicle traveling north-west. Photo taken facing south-east. (40.082803°, -123.770323°)

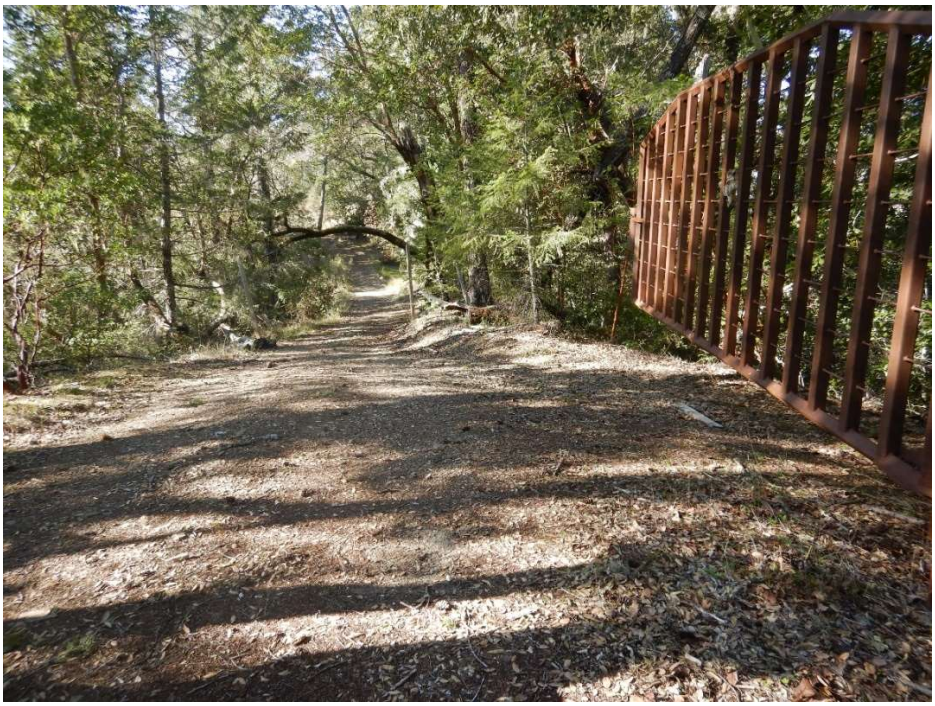

Figure 23: RP 22. Gate. Photo taken facing south-east. (40.0814°, -123.7682°)

Figure 24: RP 23. turnout (28-ft). Vehicle traveling north-west. Photo taken facing south-east. (40.081432°, -123.768218)

Figure 25: RP 24. Entrance to APN: 223-074-008. 13.5-ft wide. Vehicle traveling north-west. Photo taken facing south-east. (40.080429°, -123.766905°)

Figure 26: RP 25. Pinch Point. Vegetation growth in roadway. 13-ft wide. Vehicle traveling north-west. Photo taken facing south-east. (40.079638°, -123.766867°)

Figure 27: RP 26. End of Road Evaluation. Width 15-ft. Vehicle traveling south-east. Photo taken facing south-east. (40.079105°, -123.765566°)