

Kernen Construction - Glendale Yard

Rock Aggregate Processing and Materials Storage and Handling Yard

Project Description:

Location: The project area is an industrial site that is located on the South side of Glendale Drive about 1/8 to 1/4 mile East of State Highway 299, and approximately 3 1/4 air miles northeast of the city of Arcata and 1 mile northwest of the city of Blue Lake, California. The street address of the business office, on the site, is 2350 Glendale Drive, Blue Lake, CA. 95525. Access to the site from Arcata is by the Glendale Drive off-ramp on State Highway 299 to Glendale Road. On Glendale Drive, travel approximately 1/4 mile East to the access road that bisects the North Yard area of the project site and approximately 7/8 mile to the business office parking lot entrance, which is in the South Yard area.

Setting: The project area includes two areas that are referred to as the 'North Yard' and 'South Yard' areas (see Ownership Map). The area to the South of the project area is classified as Dispersed Housing and is zoned Ag20 min and Unclassified. To the southeast, the parcels are classified as Dispersed Housing and Suburban and zoned as Unclassified. To the East and South of Liscom Hill Road, the parcels are classified Suburban and zoned as Unclassified. To the East and North of Liscom Hill Road, the parcels are classified as Dispersed Housing and zoned Unclassified. On the North side of the project area, the parcels are classified Dispersed Housing and zoned Unclassified. On the North side of Glendale Drive, there is an area that is classified as Commercial and zoned unclassified. On the North and East sides of the section classified as commercial, the parcels are classified as Dispersed Housing - Grazing and zoned Unclassified. The parcels to the West of the project area are classified as Dispersed Housing and zoned Unclassified.

Many of the parcels classified as Dispersed Housing and Suburban and zoned Unclassified have been developed as single family residential lots. There are two residences located between the two yard areas and along Glendale Drive. The area across Glendale Drive from the South Yard has been approved for a subdivision to residential properties. With the exception of the new subdivision, all of the other residential developments in the vicinity of the project area were in existence during the time when the site was used as a sawmill and log decking area.

Proposed Use:

The project site was previously an industrial hardwood log chip manufacturing facility including log storage areas (decking areas), buildings that housed the log chipping and handling machinery, an office building, a storage building, 'Quonset hut' equipment maintenance structure and fuel storage facilities. Prior to the development of the former chip manufacturing facility, there were sawmill and lumber remanufacturing plants, including log and lumber decking areas on the property.

This Conditional Use Permit Application is to allow the current use of the site to continue to be a Rock Aggregate Processing and Materials Storage and Handling Yard facility. In addition, this document is a Special Permit Application to place soil fill material on specific areas of the yard in order to improve the drainage and contour of the yard area. Fill has already been placed and graded over a portion of the yard surface.

Plan of Operations

Project Description; Proposed Use - cont'd

The former business that used this site is the Blue Chip Mill (Subsidiary of Simpson Pulp and Paper Company). That business ceased operations in 1992. The yard was vacant for a couple of years before the present owner began to conduct the current activities that are occurring at the site.

The use for the Glendale Yard will include: 1) storage of raw and processed rock aggregate materials, soil and other materials like organics, asphalt shingles and metals, 2) rock processing operations, which would include the rock processing equipment including rock crushing sorting and screening equipment, moveable conveyors, loading equipment and truck scales, 3) stockpiling for temporary storage of roof shingles and other non-toxic waste materials, 4) parking trucks and heavy construction equipment (Kernen Construction is a general construction contractor) and 5) Placement and grading of soil fill over a portion of the yard area.

The existing business office, storage buildings, Quonset hut equipment maintenance building and fuel storage facility would remain in the same use as before and the buildings formerly used to house the log processing equipment would be converted to storage buildings.

The capacity for temporary storage of organic and soil materials in this local area can be a great asset to construction projects in Humboldt County. Due to recent changes in County regulations requiring grading permits for placement of fill materials and the short lead time involved in bidding and starting-up work on County, State and Federal construction projects, it is difficult for contractors to secure adequate and permitted dump sites for soil, concrete, asphalt and organic materials that must be removed from construction sites.

This yard will be a temporary storage site for organics that can be processed into mulch by a tub grinder for use on construction or other projects or can be hauled to landfill at a time of the year when trucks are not as busy as the summer construction season. Daily operations shall comply with CIWMB Title 14CCR Division 7 Chapter 3.1 Composting Operations Regulatory Requirements.

Temporary storage of soil materials will allow the owner to hold those materials until they are needed as fill on construction projects. Having useable soil for fill materials in the local area will be an asset to construction projects in the area.

This yard facility will be a location that will accept concrete and asphalt removal materials that can be recycled, by reprocessing, for use on other construction projects.

The yard may be also be used for temporary storage of scrap metal, roof shingles and other non-toxic materials. The Owner will use trucks that are not busy in the winter months to re-haul the non-useable materials to permitted public landfills within and outside of Humboldt County. Roofing materials and/or any other non-toxic materials shall only be accepted from sources/operators that can provide proof that the materials are not contaminated with asbestos or any other hazardous substance. Daily operations shall comply with the California Integrated Waste Management Board (CIWMB) Title 14 California Code of Regulations (CCR) Division 7 Chapter 3.0 Article 6.4 Transfer/Processing Station Standards. The proposed operations meet the definition of "Limited Volume Transfer Operation" under Title 14 Division 7 Chapter 3.0 Section 17402 (a)(9).

The existing scrap metals may be stored until such time that there is a suitable market for them when they will be hauled out for sale. No scrap metals will be accepted at this project area in the future. Once the existing pile and scattered scrap metal is removed, there will not be any more of this material stored or handled at this yard.

Plan of Operations

Project Description; Proposed Use - cont'd

Another use of this yard facility will be to store and process rock aggregate materials. Raw rock aggregates can be hauled in from permitted quarry sites and processed by sorting, screening and/or crushing to develop an inventory of construction grade rock aggregate materials for projects in and around Humboldt County.

Materials Storage:

The South Yard area will be used for storage and processing of rock aggregate and recycled asphalt and concrete materials. Processed rock aggregate products will be stockpiled in this part of the project area along with scrap metal and non-toxic roofing materials.

The roofing materials are not expected to be stored on more than 5% of the yard area. The bulk of the yard area will be for stockpiling of rock aggregate projects leaving enough room for rock processing equipment to operate near the South boundary of the area.

The North Yard area will be used for stockpiling inert non-toxic soil and organic materials with the exception that the area on the North side of Hall Creek will not be used for stockpiling organics. The majority of the useable yard area (excluding riparian areas, wetlands and associated buffers and roads) may be used for stockpiling the materials. Organics will be stockpiled in the eastern end of the yard area on the South side of Hall Creek. Any processing (tub-grinding) of the organics will also occur in that portion of the yard.

Stockpiles are not expected to be taller than 30 feet total height. This height is generally about the same height as the log decks that were previously stored at the site.

Materials Screening Process: In order to prevent any hazardous materials from being accepted to the yard area, a screening program will be established. First, access to the yard area shall be limited so that all incoming materials will go through the Weigh Shack. Fencing or k-rails shall be placed so that unauthorized dumping will not occur. All loads of materials entering the yard will be routed to the Weigh Shack located at the West end of The South Yard area.

The Weigh Master shall inspect all incoming loads of materials for the presence of any suspect odor and/or color. Any loads that the Weigh Master suspects may contain hazardous materials will be rejected and not allowed to dump at this location. In addition, a daily log will be maintained for all incoming loads stating the date, source of the materials, trucker, and time of day. The trucker will be required to sign to form to verify the correctness of the information and sign-off that he/she is not aware of any hazardous material on the load. Finally, on a daily basis, the Weigh Master shall inspect the dumpsites that have received materials during the day for the presence of any suspicious materials, odors or colors. If any suspected materials are identified, they shall be segregated from the dump area and shall be tested by a certified lab. Any confirmed hazardous materials shall be removed from the Glendale Yard site and delivered to another site that is certified to receive those materials. These activities shall comply with the requirements of Title 14 Division 7 Chapter 3 Section 17409.5 - Loadchecking. Record keeping for loads delivered shall comply with the requirements of Title 14 Division 7 Chapter 3 Section 17414 - Record Keeping Requirements.

Pre-existing conditions: The 'South Yard' area was the former mill site, which is paved and has existing power, water, telephone, and sewer utilities and under ground water drainage facilities. The 'North Yard' area was the former log and lumber storage and handling area.

Plan of Operations

Project Description; Proposed Use

Pre-existing conditions - cont'd

This area has had from approximately 1 foot to several feet of river run rock applied to the surface over the years to facilitate the log and lumber storage and handling activities. Activities at the mill site included hardwood log storage and handling and processing logs in to chips by a large 'whole log' chipper. Wood chips were conveyed to overhead bins that were dumped in to chip vans on a regular daily basis. Chips were hauled to the export yard and Simpson Pulp and Paper Company pulp mill on the Samoa peninsula. Normal processing operations were conducted during weekdays from roughly 6:30 a.m. to 6:00 p.m. Saturday activities were mostly related to mill and equipment maintenance.

The yard area was not in use for the period from 1992-1996. In 1996, Kemen Construction acquired the property. Assuming the property was an industrial site, the company began to store unprocessed rock and concrete and asphalt removal materials, some scrap metal, non-toxic roofing materials, non-contaminated soil and organics.

The level of activity at the site of the current use and proposed use (same use with some expansion) will be much less than the previous chip mill with regard to truck traffic, noise and visual impacts.

The only new development in the vicinity of the project area since the chip mill was in operation is a subdivision located across the street from the South Yard area. The subdivision was approved several years ago, however, construction of the roads and utilities only started in the late fall of 2000. A 'Notation' in the file for the Development Permit for APN 516-131-08 for Ralph Miller (Subdivision) states; "The parcels created by this subdivision are located within the proximity of a timber products processing facility (sawmill). Parcel residents may be exposed to noise levels associated with this industrial use."

A railroad right-of-way runs along the northern margin of the North Yard area and through a portion of the South Yard area. Two streams are associated with the North Yard area.

Hall Creek runs through the yard and an un-named tributary to Hall Creek runs along the southeast corner of the North Yard area. Both of these streams are fish bearing streams that are known to be used by steelhead trout and coho salmon. In the past, these streams were given very little protection from impacts of the former uses of the site.

Humboldt Department of Public Works, Land Use Division has identified an existing 'chuck hole' on the North side of the entrance to the South Yard that needs to be repaired and the entrance to the North yard area from Glendale Road needs to have an Encroachment Permit.

The chuckhole shall be repaired within 60 days after approval of the Conditional Use Permit. An Encroachment Permit has been submitted to Humb. Co. Dept. of Public Work for the existing road entrance to the North Yard area from Glendale Drive. The entrance area shall be upgraded according to the specifications contained in the approved Encroachment Permit within 6 months of approval of the Conditional Use Permit or prior to use by trucks or vehicles entering the North Yard area, whichever occurs sooner.

Plan of Operations

By-Products:

No by-products will be generated as a result of the operations at this site. Scrap materials may be temporarily stored and hauled to landfill.

Soil materials may be temporarily stored and hauled to construction projects that need fill materials. Organic materials may be processed to create organic mulch or may be hauled to landfill. All of the processed asphalt, concrete and rock aggregate products are marketable items that will be sold for local area needs.

Discharge from the Site:

The only discharge from the site will be water run-off. Potential discharges could include: 1) water, 2) fine soil sediments, 3) dust, noise and 4) petroleum products (fuel, oil & grease).

Air: The proposed activities could discharge dust into the air. Dust will be prevented by application of water by sprinkling the ground or stockpiles as necessary to prevent migrant dust from leaving the site and application of water sprays on the rock processing equipment in accordance with a 'Permit to Operate', which will be obtained, prior to those operations, from the Northern California Air Quality Management District (NCAQMD). Stockpiles of asphalt shingles do not release any dust when they are not subjected to disturbance. Stockpiles of soil become vegetated soon after they are emplaced. The vegetation prevents any significant dust coming off the piles when they are not active. When the piles are active the piles, access roads and loading areas will be sprinkled with water as necessary to prevent excessive dust. Excessive dust is indicated by one or more of the following; 1) safety hazards due to obscured visibility or 2) irritation of the eyes or 3) hampered breathing or 4) migration of dust off-site.

Noise: The operations that are currently being conducted at the site are very similar to the activities that would be allowed under a new permit. Activities that generate noise include; 1) automobile and pickup trucks that access the site, 2) heavy trucks that haul materials in and out of the site, 3) equipment maintenance conducted in the equipment maintenance hut, 4) materials handling including trucks dumping and loading trucks, 5) rock crushing and screening equipment, 6) pneumatic rock breaking equipment and 7) a tub-grinder that would be used to reduce organics to hog fuel type material.

Rock processing activities will be confined to the South Yard area. The North Yard will be used for materials handling, storage, and some occasional processing of organic materials. Processing of organics will be confined to the area to the South of Hall Creek.

Rock development, loading and hauling machinery can produce sustained noise levels in the range of 70 - 95 dBA at the source. A tub-grinder that would be used to reduce organic materials can produce noise levels in the 95 - 100 dBA range at the source. Trucks used for hauling raw materials in and processed materials out of the project site can produce noise levels in the range of 80 dBA. Actual noise level monitoring was conducted while rock crushing and loading operations were conducted in December 2000. See Sound Readings Chart in the Appendix. At the time the noise levels were collected, the rock processing equipment was located near the yard office area. For all future rock crushing operations, the equipment will be located near the South boundary of the South Yard area.

Plan of Operations

Discharge from the Site; Noise - cont'd

The combination of re-location of the rock processing equipment and location of materials stockpiles between the processing equipment and nearby residences and Glendale Drive will reduce sound levels from the processing equipment to acceptable levels. Relocation of the processing equipment to the extreme southern boundary of the South Yard area will effectively double the distance from the source of the noise and nearby residences.

The tub-grinder operation will be set up in the area indicated on the Plan Map for the North Yard Area. The site is located at least 400 feet away from the nearest residences to the North and East. Noise will be further mitigated by the existence of established riparian areas located along both sides of Hall Creek and the tributary to Hall Creek that flows between the North and South Yard Areas. These zones will be enhanced by planting conifer seedlings in existing riparian areas as described in the ACOE Wetland Mitigation & CDFG Riparian Buffer Mitigation Plan. In addition, the riparian zone along Hall Creek will be expanded by creation of new wetlands and buffers on the new wetlands. The buffers around the new wetlands will be planted with riparian tree species including red alder, willow species and black cottonwood. Buffer strips along the existing riparian zone and newly created wetland areas will be planted with conifer seedlings and red alders. Willows may also become established on these areas through a natural revegetation process. The increase in vegetation density and amount along Hall Creek will act to absorb sound and decrease the noise levels at the residences located North of the project area.

Noise from heavy equipment and trucks in the South Yard and North Yard areas is consistent with noise levels commonly associated with public roadways like Glendale Drive.

Throughout the life of this permit, there will be significant periods (majority of the time) when rock processing equipment will not be active so no noise from that source will be generated the majority of the time.

Ground:

The surface area of the South Yard area is paved so there will be no significant discharge of soil from that area. The North Yard Area is relatively flat but will be slightly re-contoured in order to provide drainage and prevent concentrated water runoff from the area that could carry any significant amounts of fine soil particles off site. After this Permit is approved, the portion of the North Yard area that lies to the South of Hall Creek will be reshaped in accordance with the map entitled "Final Contours". In order to prevent any discharge of fine soil sediments off-site, water runoff will be directed to sediment traps or wetland areas that can act to catch any fine sediment that could drop out of turbid water running off the yard area.

Petroleum products discharges are controlled by proper servicing of heavy equipment. Trucks and heavy equipment are maintained at the existing maintenance shop. Maintenance of equipment to prevent oil and fuel leaks is a normal operating practice.

There are two existing fuel storage tanks at the site. One of the tanks is self-contained and the other tank is set-up within a concrete containment wall.

Plan of Operations

Discharge from the Site; Ground - cont'd

Equipment is kept clean by washing on a concrete pad that runs off into a water-oil separator where any petroleum products are trapped for disposal.

Water runoff will be discharged from the project area. The South Yard area is paved and shaped with a crown so that water run-off is dispersed to the perimeter of the site (See Plot Plan Map). An existing sub-surface drain transports water through a portion of the site and water that enters the drainage system through the three surface drains in the yard area is filtered by straw bails or other sediment trapping materials that are placed around the drain inlets. Maintenance of the sediment filters will prevent sediment discharge from the yard area into the subsurface drain. Water that runs off the South Yard in a southerly direction runs through a dense mat of berry bushes before running down into the agricultural land below. Water that runs off the South Yard in a westerly direction is discharged into a vegetated area. Water that drains from the portion of the yard within 100 feet of Glendale road runs down the old railroad grade to a surface drain or to the roadside ditch that discharges in to the subsurface drain. The South Yard area is relatively flat and water discharges in a more or less radial pattern toward the perimeter so there is no concentration of water run-off.

The portion of the North Yard area that lies to the South of Hall Creek is very flat and drains generally in a westerly direction. Upon approval of this permit, this area will be reshaped to drain as shown on the 'Final Contours' Map. Water will be discharged in a radial pattern to prevent concentration. Water running in an easterly direction will discharge into the drainage ditch that runs along the western edge of . Water that runs off in a southerly direction will discharge into the drainage ditch that runs along the northern edge of the private road and water that runs off in a northerly and westerly direction will discharge across the paved road into the newly created wetland at the eastern end of the North Yard area.

The portion of the North Yard area located to the North of Hall Creek where operations may be conducted has been shaped with a slight drop toward Hall Creek. No concentration of water runoff is expected and the riparian zone will be an effective filter for the runoff water from this area.

The densely vegetated drainage ditches and newly created wetland areas will be effective filters for the water runoff from the operating areas of the North Yard.

The reshaping of the North Yard area to be implemented following approval of this Conditional Use Permit and Special Use Permit will effectively eliminate water runoff into the unnamed tributary to Hall Creek that lies on the eastern edge of the North Yard area.

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for this industrial site and submitted to the Regional Water Quality Control Board.

Use of Public facilities:

The project area is an existing site located in a developed area with access to public facilities. The South Yard area was formerly a log chipping facility and log storage yard. Power, phone, water and sewer facilities are shown on the Plot Plan Map.

The North Yard currently has water facilities in the form of a standpipe and fire hydrant located along Glendale Drive. No expansion of the use of power, phone, water or sewer facilities is proposed for this permit.

Plan of Operations

Use of Public facilities - cont'd

The primary road access points for the project site are located at the extreme South end near the business office and near the West end of the North Yard where a private access road runs into Glendale Road. These two access points have been in use for a number of years. The traffic associated with the activities at the Glendale Yard is not expected to change from the historic levels.

Visual Impacts:

The visual impact of the proposed use will not change significantly from the current situation. The only change with respect to current operations may be that there could be more material stored in the North Yard area. The distance from U.S. Highway 101 to the project area is about 0.2 miles. As viewed from U.S. Highway 101, the view will not significantly change as there are already stockpiles of earth, organic materials and scrap metal located on the North Yard area that are visible from the highway. The view of the North Yard area from Glendale Drive is blocked by houses and landscaped yards and industrial development. The view of the North Yard area from the residences located between the yard and Glendale Drive will change from a flat field with riparian area backdrop to a view of soil stockpiles. The height of the stockpiles will not be any higher than the log decks that were previously stored in that same area.

The East end of the North Yard, on the North side of Hall Creek and the West end of the yard area on the South side of Hall Creek will be developed to high quality wetland, which will improve the view in comparison to past use of the area.

The view of the East end of the North Yard on the South side of Hall Creek will remain about the same except that there will likely be more stockpiles of earth and organic materials. The volume of scrap metals stored in the North Yard area is not expected to ever become significant.

In the past, the entire North Yard area was used as a log storage area with logs piled as high or higher than the proposed stockpiles of earth, organic materials or scrap metal.

The view of the North Yard area will change over time due to riparian area enhancement activities that have been proposed. Even assuming poor timber site quality (not necessarily true), conifer trees planted in the existing riparian area and buffers will match the height of the existing willow and alder trees in about 20 years and will exceed the height of the existing vegetation by more than 30 feet in 50 years.

The view of the South Yard area from U.S. Highway 101 will not change significantly from the existing view. The view, from a distance of about 0.2 miles, will include trucks and equipment, stockpiles of rock aggregate products and the tops of the tall storage buildings.

The visual aspects of the South Yard area from Glendale Drive, or the nearby residences, will not change from the existing view.

Plan of Operations

Recreation:

The project area is an industrial site that has been in use for several decades. There are no existing recreational activities within the site. Glendale Drive has a light use by bicyclists for recreation. Activities at the site are not expected to have a significant impact on bicyclists using Glendale Drive.

There is a recreational development project currently being investigated for the former Annie and Mary railroad line running between the cities of Arcata and Blue Lake California that would use all or portions of the existing railroad right-of-way between those two towns.

The railroad line runs along the North boundary of the North Yard area and through the eastern portion of the South Yard areas of this project site.

The Redwood Community Action Agency (RCAA) of Humboldt County is developing preliminary plans and designs for development of a hiking/bicycle/equestrian trail called "Rail Trails" along the railroad right-of-way. The proposed trail project is just a concept at this point but the concept does have general support of the Humboldt County Board of Supervisors, Assemblywoman Virginia Strom-Martin and the cities of Blue Lake and Arcata. A preliminary investigation of the proposal revealed several potential problems that must be addressed including gaining access to the railroad line.

One stated objective of the trail development project would be to utilize alternate routes, off the existing railroad line that would avoid industrial properties, because a trail through such areas would not fit the objective of the project.

The Rail Trails project is a concept at this point and from information available at this time, it is believed that an alternative route around the industrial developed sites in the Glendale area would be avoided, therefore, the Glendale Yard would not have any impact on the recreational use of the trail. See Memorandum from Craig Newman to Scott Farley - Kernen Construction, 11/10/00 in the Appendix.