May 27, 2025

Andrew Whitney
Associate Planner
Humboldt County Planning & Building Department
3015 H Street
Eureka, CA 95501

Subject: Road Evaluation Report
Sacred Groves Kneeland Cemetery
APN 314-131-092, -091, &-088
APPS# PLN-2024-19115-CUP

Road Evaluation Report

This long-existing private road, hereinafter referred to as Black Dog Road, is being proposed to be used as the access for the Sacred Family Groves Green Burial project. This road is approximately 4,200 feet (0.8 mi) long and meets or exceeds the standards for a Category 2 road, with 12-foot wide graveled and compacted travelled lanes, along with graveled shoulders of varying 0.5 to 2 ft width. Black Dog Road exists within an existing 40-foot wide private road easement that serves three AG and TPZ parcels, two of which have single residences. For simplicity of review I have included a completed a County "Road Evaluation Report" form; while this form is typically used for other types of applications it presents a summary of the information in an easy to read and familiar form. This letter also refers to and incorporates the attached Exhibit 'A', "Black Dog Road Access Report".

Black Dog Road runs generally along or near a ridge top and does not have any significant adverse grades, the steepest of which is approximately 8%. There are no onerous horizontal or vertical curves, making this an easy road to drive. This road has been regularly maintained by the property owners at least once or twice a year. Since the road is at or near the ridge top, the road is graded to drain out-slope with only two short in-slope sections draining to inboard ditches with two small well-maintained culverts.

Average Daily Traffic (ADT)

The existing traffic volumes were determined by personal interviews with the property owners served by this road. The assessment of potential traffic increases due to the proposed Sacred Family Groves burial and cemetery use is based on detailed interviews with the managers of five similar cemeteries in the United States.

Turnouts

This road has six existing turnouts, see Map 'B' in Exhibit 'A'. These turnouts are functioning adequately as-is for the existing uses, serving as the primary access to three agricultural and timber production zone parcels. Given the very low estimated existing ADT of 12, and that the proposed increase is very minimal (less than a 20% increase), only minor lengthening and widening of these turnouts are anticipated. No significant levels of additional grading are anticipated for any minor improvements to the turnouts. All six of the existing turnouts are fully intervisible and the distances between them comply with County standards for a Category 2 road. Once improved these turnouts will be signed.

Fire Engine Turnarounds

As shown on Map 'A', there are three existing spur driveway intersections that fully comply with the spacing, dimensional and drivability requirements to provide the necessary safe and adequate locations for Fire Engines to turn around.

Parking

A graded and graveled 40' x 80' parking area with 10 marked parking spots will be constructed near the proposed future chapel area and the main access to the burial grounds, as shown on Map 'A' in the attached Exhibit 'A'. An handicapped parking spot will be included in this area, and will comply with ADA grade and signing standards.

Humboldt County Department of Public Works Recommendations

Black Dog Road starts at Kneeland Road (F6F060) which itself has a 24-foot wide asphalt traveled way with varying one to two foot wide gravel shoulders, lying within a 40-foot County Right of Way.

The existing gate on Black Dog Road lies fully outside the County Right of Way. This intersection at Kneeland Road will be improved to County standards for a commercial access: asphalt paved with required flares. An Encroachment Permit will be applied for, accompanied with a plan to be reviewed and approved by County Public Works. This County-required paved road approach will be designed in such a manner so as to allow vehicles to pull off clear of the traveled way of Kneeland Road while accessing the gate. The existing gate will be improved or modified to allow automated key-code access. Black Dog Road will remain a private road with no public access.

Summary

I have personally visited, inspected and evaluated this road and have performed a detailed review and extensive edit of all the measurements and observation of the attached Exhibit 'A'. This report was prepared by me and by Michael Furniss, a Professional Forester, who has over four decades of experience designing, inspecting and reviewing roads for timber harvesting purposes. This report is a true and honest evaluation of this private road.

If you have any questions regarding any items in this report, please feel free to contact me at your earliest convenience.

Sincerely



Jon D. Forsyth RCE 36,444
License expires 6/30/2026
(707)845-7362

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: SACRED GROVES APN: 314-131-092, -091, & -088

Planning & Building Department Case/File No.: PLN-2024-19115-CUP

Road Name: BLACK DOG ROAD *(complete a separate form for each road)*

From Road (Cross street): KNEELAND RD. (F6F060)

To Road (Cross street): END

Length of road segment: 4,200 FT - 0.8 miles Date Inspected: 10-13-2024 5-15-2025

Road is maintained by: ☐ County ☒ Other PROPERTY OWNERS
(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. A map showing the location and limits of the road being evaluated in PART A is attached.

Signature Jon D Forsyth Date 5-27-2025

JON D. FORSYTH, PE
Name Printed

REGISTERED PROFESSIONAL ENGINEER JON DOUGLAS FORSYTH No. 36,444 EXP 6-30-26 CIVIL STATE OF CALIFORNIA

Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.445.7205.

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: BLACK DOG RD. Date Inspected: 10-13-2024 5-15-2025 APN: 314-131-092+

From Road: KNEELAND RD (F6F060) (Post Mile 0)

To Road: END (Post Mile _____)

Planning & Building Department Case/File No.: PLN-2024-19115-CUP

1. What is the Average Daily Traffic (ADT) of the road (including other known ~~cannabis~~ projects)?
   Number of other known ~~cannabis~~ projects included in ADT calculations:
   (Contact the Planning & Building Department for information on other nearby projects.) NONE KNOWN
   ADT: 14 Date(s) measured: 5-15-2025
   Method used to measure ADT: ☐ Counters ☒ Estimated using ~~ITE *Trip Generation* Book~~ SEE EXH. 'A'
   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 *A 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 Post Mile (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. - SEE EXH. 'A'
3. Conclusions/Recommendations per AASHTO. Check one:
   ☐ The roadway can accommodate the cumulative increased traffic from this project and all known ~~cannabis~~ projects identified above.
   ☒ The roadway can accommodate the cumulative increased traffic from this project and all known ~~cannabis~~ projects identified above, 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.

REGISTERED PROFESSIONAL ENGINEER JON DOUGLAS [illegible] No. 36,444 EXP 6-30-26 CIVIL STATE OF CALIFORNIA

Jon Zuyk 5-27-2025

Signature of Civil Engineer Date

Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.445.7205.

Exhibit A

Black Dog Road
Access Road Report

History, Ownership, and Use

- Originally served the original ranch house built by John Kneeland in the 1850's, later rebuilt by the 2nd owners, the Hurleys. before that was a portion of the Union (Arcata) to the Trinity Mines pack trail, one could say officially as a road ~175 years
- Dr Herbert Moore owned for many years He died in a boating accident off Trinidad July 1994. His family sold the ranch to P.L. in 1994.
- PL/Maxam made several large clearcuts and hauled timber via the road out to the County Road.
- PL/Maxam sold the land to Resource Land Holdings of Colorado in about 2006.
- Almquist Family Trust purchased the land from RLH in 2008
- Four road easements currently exist on the road:
    - For the residential parcel currently owned by Josh Kauffman
    - A residual parcel owned by Humboldt Redwood Company,
    - An AG parcel owned by Gary Paoli
    - A County Road easement along Kneeland Road.
- The road has been in continuous use for many decades, without incident, for ranch management, residential access to Kauffman parcel, timber hauling during PL ownership, access to small farm

animal rescue operation on the ranch, and educational events once or twice a year, usually with a Cal Poly school bus.

Physical

- Across ridgetop and near ridgetop
- Gentle slopes. Largely no cutslopes, several less than 12-inch cutslopes, but largely no significant excavation.
- Strong soil, estimated to be largely AASHTO A-2. No expansive or shrink-swell potential.
- Surfacing is well-compacted crushed rock, largely 1-inch-minus
- Therr are at least 6 existing wide and flat graveled turnouts that have historically and currently been used for traffic turnouts. These will be signed and improved with crushed rock as necessary. Turnouts are identified on map B and are intervisible.
- There are no significant adverse grades for large trucks.
- There are no significant vertical or horizontal curves
- Road drainage is a combination of outslope, and outslope-crown with an inboard ditch. Two small ditch relief culverts are near end of road. Both are adequately sized and clear of debris.
- Road historically been regularly maintained (shaping for drainage and spot replacing of rock) at least once or twice a year.
- Several seasonal seeps exist along the road, but road runoff is no hydrologically connected to a stream or other water body.

County road intersection

- No parking is needed at or near the intersection with County Road.
- The Landowner and Sacred Groves will implement all recommended improvements in the County Public Works letter.
- An automatic key-code gate will be installed completely outside the County right-of-way. No public access is allowed or planned.
-

Recommendations from HumCo Public Works

https://drive.google.com/open?id=1mzhtbQaTXDhZUezXiKrpioQqftFk4P1a&usp=drive_fs

Access Road and Traffic Levels

- The private access road entrance within the first fifty feet at the intersection with the County Road will be re-aligned, graded, and surfaced to meet current County standards (Appendix). An automated locked gate will be installed outside of the County right-of-way. Along the access road six existing turnouts will be upgraded (Figure 4). The private access road meets the County's Fire Safe Road requirements (Appendix).The private access road owned by the Almquist Family Trust has three right-of-way easements: 1) for an AG/TPZ parcel (AP 314-131-077) with a residence to the west of the project, 2) for a TPZ parcel north of the project owned by Humboldt Redwood Company (AP 314-131-028), and 3) for a AG parcel (AP 314-131-094) with a residence southeast of the project near Kneeland Road.

- Current vehicular traffic is estimated at 12 vehicles in and out per day (360/month) and special events traffic is 0.5 per day (13/month). Project operations are expected at a maximum to require 20 vehicles in and out once a month for burial visits, 30 vehicles in and out for special permission visits, and 10 vehicles in and out four times a month for burial services for a total of up to 2 vehicles per day up to 90 vehicles in and out per month, a 20% increase over current vehicle traffic volume. Traffic frequency was estimated based on interviews with five similar cemeteries in the US.
- A short 50-foot-long gravel driveway will be constructed and a gravel parking lot approximately 80 by 40 feet (3,200 square feet) for 10 vehicles. Burial and cemetery use are based on interviews with similar rural cemeteries regarding their frequency of use.

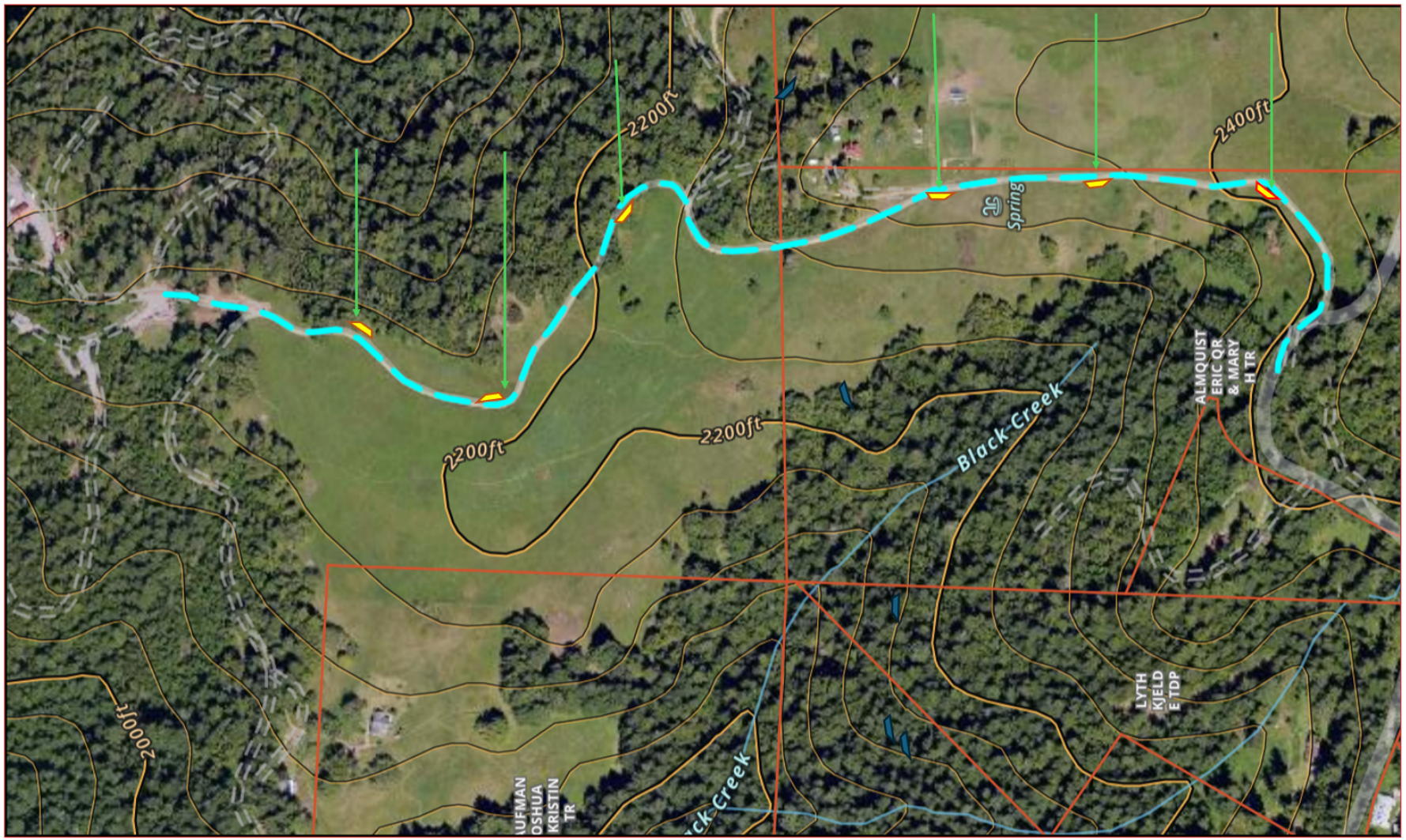
Traffic volume table

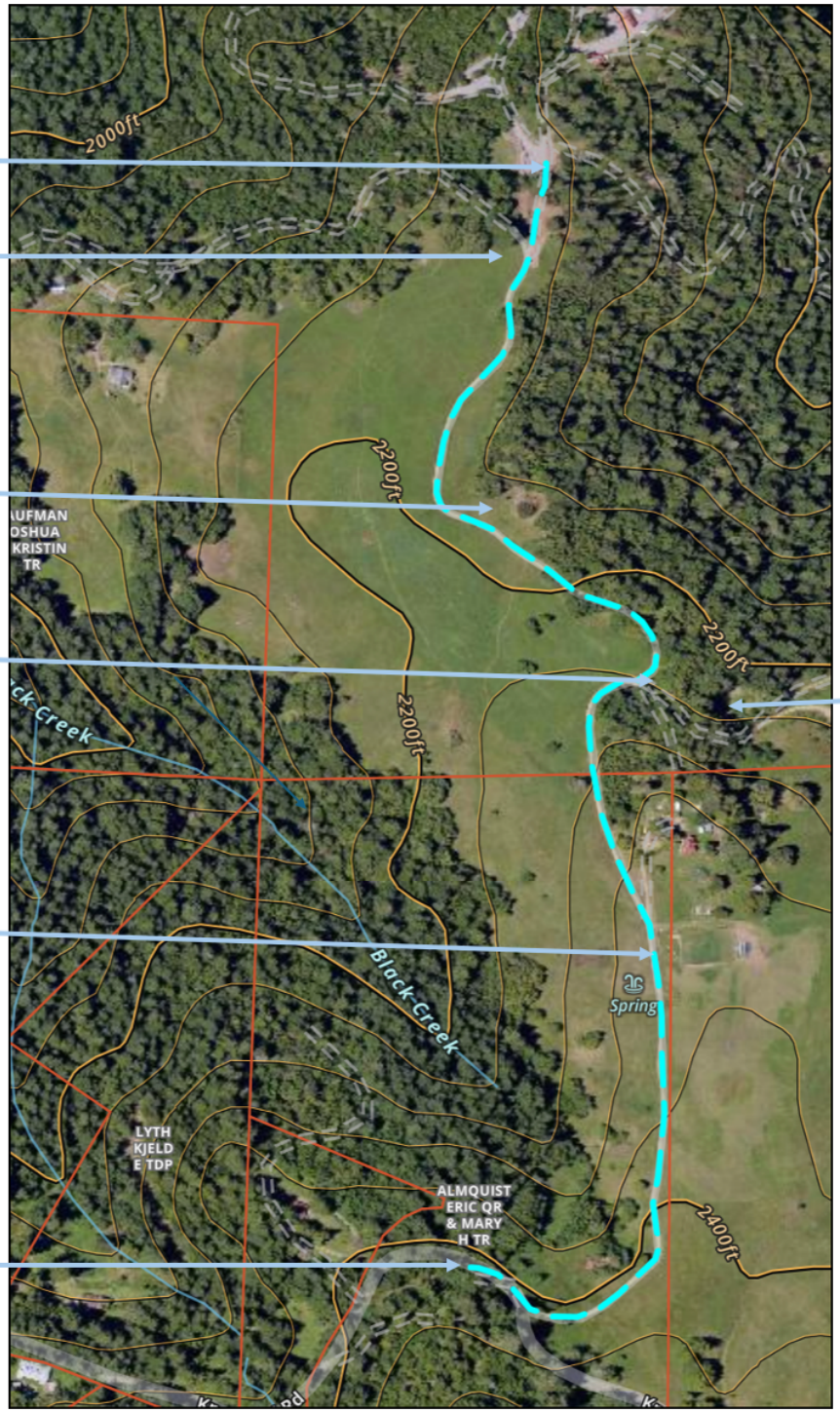
Traffic Source	Daily	Monthly
Existing daily traffic.	12	360
Existing special event traffic	0.5	13
Cemetery operations	1-2	≤90
Total Proposed	14 ADT	463/mo

Exhibit A

Map B. Existing Turnouts

(existing, all intervisible, to be signed and upgraded as needed





Map A: Fire Engine Turnarounds

Road length – 0.9 miles
Average grade –0.5%
Maximum adverse grade – 8%

Water source
for firefighting (pond)

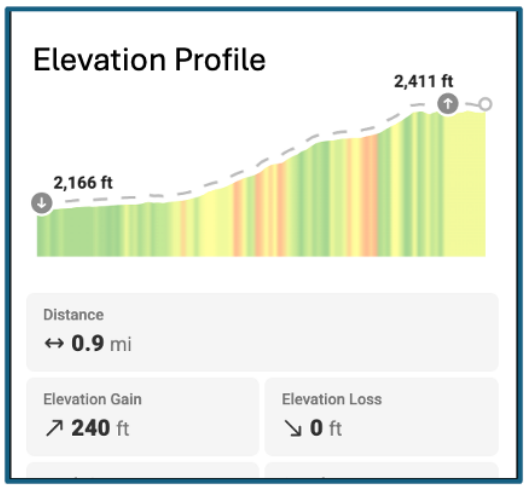


Exhibit A



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