

## Timber Harvest Fact Sheet

## Timber Harvest Information Form with Fact Sheet

## 1. Plan or Notice Name:

## And Number:

Smelt-Locatelli THP

Unknown at this time

## 2. Landowner's Contact Information:

Name: David Smelt\John and Gina Locatelli

Address: 642 Hazel Dell Road\52 Brown's Valley Road

City: Watsonville

State: CA

Zip Code: 95076

Phone:

( 831 ) 884-9748\768-9984

E-mail address (optional):

## 3. Name and Phone Number of Contact Person(s):

Name: SAME AS ABOVE

Phone:

( )

Name:

Phone:

( )

## 4. Registered Professional Forester :

RPF Name/Signature:

Steven R. Auten

RPF Number:

#2734

Address:

3564 Highway 1

City:

Davenport

State:

CA

Zip Code:

95017

Phone:

( 831 ) 457-6387

E-mail address (optional):

## 5. Certification:

I, the Landowner, hereby certify under penalty of perjury that the CDF-approved plan or CDF-accepted notice and the accompanying fact sheet accurately represent site conditions and I understand that, as the Landowner, I am ultimately responsible for all activities that occur on my property. I also understand that I am ultimately responsible for compliance with all conditions of any Waste Discharge Requirements or Waiver of Waste Discharge Requirements issued for the above-referenced activity.

Signature:

Date:

Timber Application Form

Attachments:

Site Map

Fact Sheet

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Item No. 15 Attachment No. 4  
 March 19, 2004 Meeting  
 Smelt/Locatelli Timber Harvest

## TIMBER HARVEST PLAN FACT SHEET

The following supplemental information will be used in the approval process of the above-referenced Timber Harvest activity.

**1. Timber Harvest Plan**

Name: <b>Smelt-Locatelli THP</b>	Number: <b>Unknown at this time</b>
Location: <b>Portions of Sections 28, 29, 32, 33, T10S, R2E, Loma Prieta 7.5" Quadrangle</b>	Watershed Name: <b>Brown's Creek Watershed ID #305.10011</b>

**2. Responsible Parties**

Land Owner: <b>David Smelt/John and Gina Locatelli</b>		
Address: <b>642 Hazel Dell Road/52 Brown's Valley Road</b>		
City: <b>Watsonville</b>	State: <b>CA</b>	Zip Code: <b>95076</b>
Phone: <b>( 831 ) 884-9748/768-9984</b>	E-mail address (optional):	
Timber Owner (if different from Land Owner): <b>SAME AS ABOVE</b>		
Address:		
City	State	Zip Code
Phone: <b>( )</b>	E-mail address (optional):	
Forester: <b>Steven R. Auten</b>		
Address: <b>3564 Highway 1</b>		
City: <b>Davenport</b>	State: <b>CA</b>	Zip Code: <b>95017</b>
Phone: <b>( 831 ) 457-6387</b>	E-mail address (optional):	

**3. Timber Harvest Plan Summary**

- a) Acreage of THP: **64**
- b) Logging Technique (Yarding) (check all applicable):
- Ground based (skidding, long line)
- Cable Yard
- Helicopter

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c) Erosion Hazard (check all applicable):

Medium  
 High  
 Extreme

d) Stream Class(es)- (# of each type of stream):

1 I  
1 II  
3 III  
1 IV

e) Percent Canopy Retained in the Watershed &amp; Lake Protection Zone (WLPZ):

85/65 Class I  
50 Class II  
 Class III  
 No-Cut Zone(s)?

f) Roads

Existing Roads (number/length) 1/9000' Approx.New Roads (number/length) 0Reconstructed Roads (number/length) 0Roads in unstable areas? (YES/NO) If yes, explain no

Roads in WLPZ? (YES/NO) If yes, explain Yes, some portions of the haul road are in the Class 1 WLPZ. WLPZ portions of the haul road are existing and on slopes less than 10% and mitigations provided in the THP will provide maximum protection to these areas.

Haul/Skid Trail in the WLPZ:

Trucking and some skidding operations are proposed in the Class I WLPZ generally near crossing X3. A haul road/skid trail crosses a cement bridge and travels on gentle slopes along Browns Creek. Skidding will be minimized to moving logs to the nearest landing. The road will be rocked from the start of the turn on the northwest approach to the bridge and 50' beyond.

g) Landings

Existing landings (number) 5New Landings (number) 4Reconstructed Landings (number) 0Landings in unstable areas? (YES/NO) If yes, explain noLandings in WLPZ? (YES/NO) If yes, explain no

h) Skid Trails

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Existing skid trails? (number/total length) 10/2500' APPROX.

New Trails (number/total length) 0

Skid Trails in WLPZ (YES/NO)? If yes, explain Yes, refer to f) above.

Trails in unstable areas (YES/NO)? If yes, explain Yes, one skid trail crosses a previously unstable area. The area has seen a minor amount of soil movement, but mitigations in the THP will provide for maximum protection to the unstable area. Please see Mitigation Point D below.

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- i) Mitigation Points (summarize or import from timber harvest plan)

EXPLANATION of MITIGATION POINT D (unstable soils or slide areas): An existing skid trail is flagged that leaves landing L3, generally follows the contour and turns up slope ending below L4. The skid trail passes through an old slide area and the slope is between 30-35%. The skidder will hump over the slide material on the existing skid trail. Sidecast will be minimized over the down slope portion of the existing skid trail. If slash for slash packing is minimal in this area it will be concentrated on the existing skid trail below the slide area. The location of the skid trail is in the high EHR area. Prior to the winter period the trail shall be waterbarred at a spacing for extreme EHR and slash packed or straw mulched to the specifications stated in item #18.1.

EXPLANATION of MITIGATION POINT A (in reference to # 21 (c), ground based equipment on slopes over 50% with a high EHR):

An existing skid trail is flagged and located on 50-60% slopes for 200 feet on high EHR. The skid trail was constructed for the previous THP in 1989. The trail is flagged and weaves uphill on to slopes less than 50 %. Prior to the winter period the trail shall be waterbarred at a spacing for extreme EHR and slashed or mulched to the specifications stated in item #18.1. Two redwood trees exist at the base of the first turn on this skid trail. Slash will be packed against the two redwoods to create a wall of slash at least 3' in height.

JUSTIFICATION for MITIGATION POINT A and D

The standard rule, 14 CCR 914.2 (f)(ii), states that tractor operations shall be subject to the following limitations: Slopes steeper than 50% where the erosion hazard rating is high or extreme. M1, M2, and M3 propose operations on slopes steeper than 50% in areas that have an EHR rating of high.

In this case, 14 CCR 914.2 (a) states that, tractor operations shall be conducted in a manner in compliance with 14 CCR 914. If tractor use is not allowed on the above skid trails and the associated mitigations, new tractor trails would have to be constructed in locations that would jeopardize compliance with 14 CCR 914. Furthermore, 14 CCR 914.2 (c) states that, tractor roads shall be limited in number and width to the minimum necessary for the removal of logs. When less damage to the resources specified in 14 CCR 914 will result, existing tractor roads shall be used instead of constructing new tractor roads. It is for these reasons that the above tractor use is proposed on slopes greater than 50% with a high EHR on existing infrastructure.

MITIGATION POINT B: The end of a proposed skid trail is flagged on an existing orchard road on the edge of the southern harvest area on the Locatelli parcel travels through a short row of apple trees to landing L1. Brow logs will be placed against the edge of the apple trees on the down slope side to minimize damage from skidding to the apple trees. The trail surface shall also be seeded at the rate of 35 lbs. per acre prior to the winter period following operations.

MITIGATION POINT C: A class IV watercourse is headcutting and potentially moving sediment to a higher watercourse below. An armored outflow will be constructed at the end of the class IV to raise the elevation of the channel outlet so sediment will back up behind the structure and stop the watercourse from headcutting or potentially moving sediment further up the class IV.

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Haul Road and Skid Trail Crossings:

HAUL ROAD CROSSING X1: An existing bridge crossing over a Class I watercourse. 20-25 trips will be made across the bridge with log trucks. The bridge is in good condition for hauling purposes.

SKID TRAIL CROSSING X2: Temporary crossing of a Class II watercourse. A Spittler modified humboldt crossing will be used to access the existing skid trails on the west side of the Class II. Two options exist for the crossing dependent on whether the Class II is wet or dry.

Wet Conditions: A 6" diameter, 15-20' pipe will be placed at the base of the channel and covered with straw, then logs will be placed parallel to the watercourse and covered with straw. Lastly, a minimal amount of soil will be placed on top of the straw.

Dry Conditions: The channel will be lined with straw, then logs will be placed parallel to the watercourse and covered with straw. Lastly, a minimal amount of soil will be placed on top of the straw.

The crossing approaches will be slash packed or straw mulched and seeded to the specifications in item #18. The entire crossing will be removed prior to the end of harvest operations.

HAUL ROAD CROSSING X3: An existing bridge across a Class I watercourse. Prior to the winter period following operations the northwest approach will be rocked from the beginning of the turn to the bridge and the southwest approach will be rocked for 50'. Rocking shall be a depth of 2" with drain rock.

SKID TRAIL CROSSING X4: An existing crossing across a Class III watercourse. A Spittler modified humboldt crossing will be used to access the existing skid trails on the west side of the Class III. Two options exist for the crossing dependent on whether the Class III is wet or dry.

Wet Conditions: A 6" diameter, 15-20' pipe will be placed at the base of the channel and covered with straw, then logs will be placed parallel to the watercourse and covered with straw. Lastly, a minimal amount of soil will be placed on top of the straw.

Dry Conditions: The channel will be lined with straw, then logs will be placed parallel to the watercourse and covered with straw. Lastly, a minimal amount of soil will be placed on top of the straw.

The crossing approaches will be slash packed or straw mulched and seeded to the specifications in item #18. The entire crossing will be removed prior to the end of harvest operations.

HAUL ROAD CROSSING X5: An existing crossing of a Class III watercourse. A 24" CMP is in place and functional.

- j) In Lieu Practices (YES/NO)? If yes please explain reason(s) in lieu practices are utilized.

no

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## k) Water Drafting (YES/NO)

Drafting location(s) noDrafting flow rate (gallons/minute) noOther drafting in Watershed (number/total flow rate estimate) nol) Winter Operations? (YES/NO) Yes**Winter Period Operating Plan**

**This plan is located in a watershed with threatened and impaired values (Brown's Creek). This means the effective winter period is from October 15 to May 1.**

1. **Erosion Hazard rating: The EHR is high and medium for the plan area.**
2. **Mechanical site preparation methods: None**
3. **Yarding System: Ground based equipment operations are proposed for the winter period, specifically: skidding/yarding, trucking, log loading, falling, re-construction of logging roads, tractor roads or landings, construction of fire breaks, lopping, light vehicle access (pick-up trucks or smaller vehicles such as quad-runners), and erosion control structure installation will occur up to November 15.**
4. **Operating Period: The operating period for this plan will be**  
**General Logging Season: May 1-October 15**  
**Winter Period: October 16- May 1**  
  
**October 16 – November 15: Operations referred to under Yarding System are proposed through this time period.**  
  
**November 15 - May 1: Falling, lopping, tree planting, and erosion control will occur in the harvest area only. ATV's, foot traffic, and other light tracking vehicles will be allowed to access the property.**
5. **Erosion control facilities, timing: During the winter period, erosion control structures will be installed:**
  - a. **Concurrent with completion of use. 14 CCR 914.6(b)**
  - b. **Prior to the sunset if 30% or greater chance of rain is forecast before the next day or ten days whichever is less. 14 CCR 916.9 (n)(1)(c)**
  - c. **Prior to any day with a National Weather Service forecast of a chance of rain of 30% or more, a flash flood warning, or flash flood watch. 14 CCR 916.9 (m)(2)**
  - d. **Prior to the start of any rain which cause overland flow across or along the disturbed surface within a ELZ or EEZ designated for Watercourse or Lake Protection**
6. **Consideration of form of precipitation: Rain**
7. **Ground conditions: Tractor operations shall only occur during extended periods with low antecedent soil moisture and no saturated soil conditions.**

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**8. Silvicultural system: Selective Harvesting**

**9. All operations within the ELZ will be completed by November 15, with the exception of falling, lopping, tree planting, and erosion control which will extend to May 1.**

**10. The following are equipment limitations during the winter period:**

- a. Operations as defined in this winter operating plan will occur from October 15- November 15 or until a maximum of 4 inches of precipitation has occurred. Provided saturated soil conditions do not exist (14 CCR 914.7 (c)(1)), construction or use of tractor roads, tractor yarding, road/landing construction or re-construction or hauling may occur during this period under the following conditions (to comply with 916.9(1): where cumulative precipitation totals are <2" (as measured at the Corralitos CDF station commencing October 15<sup>th</sup>), the operations specified above shall not commence until at least 24 hours have elapsed with no measurable precipitation since the most recent ¼" or greater precipitation event. Where cumulative precipitation totals are between 2" and 4" (as measured at the Corralitos CDF station October 15<sup>th</sup>), the operations specified above shall not commence until at least 48 hours have elapsed with no measurable precipitation since the most recent ¼" or greater precipitation event.
- b. Not more than two skid trails (refers only to trails > 300 feet in length) per piece of skidding equipment shall be open (i.e. not waterbarred) at any time.
- c. Operation of trucks and heavy equipment on roads and landings shall be limited to those with a stable operating surface.

**11. Known Unstable areas: Operations on unstable areas in the winter period will be limited to felling, bucking, lopping, tree planting, and erosion control.**

m) Cumulative Impact Analysis

Percent of Watershed to be harvested 1.3%  
 Threatened and Impaired for Steelhead/Coho? (YES/NO) Yes  
 303(d) Listed Watershed (YES/NO)? If yes, what is watershed listed for? Now listing found for Brown's Creek Watershed on information provided by RWOCB.  
 Sources of Cumulative Impacts (briefly describe) County roads and residences in the watercourse

n) Monitoring Plan: Recommendations made at the pre-harvest inspection will be discussed and agreed upon in the field.

Monitoring Points (number/location) \_\_\_\_\_

Monitoring Constituents \_\_\_\_\_

Reporting \_\_\_\_\_

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## Timber Harvest Fact Sheet

- o) Names and addresses of any property owner within 300 feet of the timber harvest area or harvest area entrance road (from public right of way).

**Notice of Intent to Harvest Timber/ Domestic Water Supply Inquiry Mailing List**

I hereby certify that all State and County Forest Practice Rules were observed in noticing for the Smelt/Locatelli THP

**Steve R. Auten**  
RPF #2734

Neighbors within 300 feet of Parcel \*  
Neighbors within 1,000 feet downstream #  
Neighbors along private portion of haul route ②

**Roger & Michele Burch** \* #  
2 West Santa Clara St, 9th fl  
San Jose, CA 95113

**Nathan & Barbara Dubinsky** #  
5605 Mulberry Drive  
Tamarac, FL 33319

**Brian Coleman** \* #  
1085 Hazel Dell Road  
Watsonville, CA 95076

**Daniel & Lila Veik** \* #  
1079 Hazel Dell Road  
Watsonville, CA 95076

**Charles Hamilton** \* # @  
355 Gamecock Canyon Road  
Watsonville, CA 95076

**Peggy Nielson** \* #  
764 Bedford Dr  
Salinas, CA 93901

**Hanuman Fellowship** \* #  
445 Summit Road  
Watsonville, CA 95076

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**Gerald & Margaret Cordoza \* #**  
316 Beach Street  
Watsonville, CA 95076

**Peter & Linda Briley \* #**  
580 Hazel Del Road  
Watsonville, CA 95076

**Gary & Angelina Beeks \* #**  
3636 Pacific Ave  
Long Beach, CA 90807

**Steven & Susan Caldwell \* #**  
384 Sweetwood Way  
Watsonville, CA 95076

**Charles Caldwell \* #**  
390 Sweetwood Way  
Watsonville, CA 95076

**Richard Estrada \* #**  
500 Mt. Madonna Road  
Watsonville, CA 95076

**Dawn Emery #**  
662 Hazel Dell Road  
Watsonville, CA 95076

**Big Creek Lumber Company #**  
3564 Highway 1  
Davenport CA 95017

**Other individuals and agencies noticed for THP**

**Watsonville Water Department**  
250 Main Street  
Watsonville, CA 95076

**Ron Beeson**  
1121 Edgewood Rd.  
Redwood City, CA 94062

**Pajaro Valley School District**  
165 Blackburn Street  
Watsonville, CA 95076

**Supervisor Ellen Pirie**

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Timber Harvest Fact Sheet  
701 Ocean Street, 5th floor  
Santa Cruz, CA 95060

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## SMELT - LOCATELLI THP

### WATERCOURSES

- Class I, II, and III watercourses exist on the property (refer to map)
- Five proposed crossings
  - o Two existing haul road crossings of a Class I watercourse over bridges
  - o One existing skid trail crossing of a Class II watercourse
  - o One existing skid trail crossing of a Class III watercourse
  - o One existing haul road crossing of a Class III watercourse

### HEAVY EQUIPMENT OPERATIONS

- One existing trail on slopes greater than 50%
- Two existing trails on unstable soil areas
- Most landings are existing
- proposed trail on the southern Locatelli parcel
- 

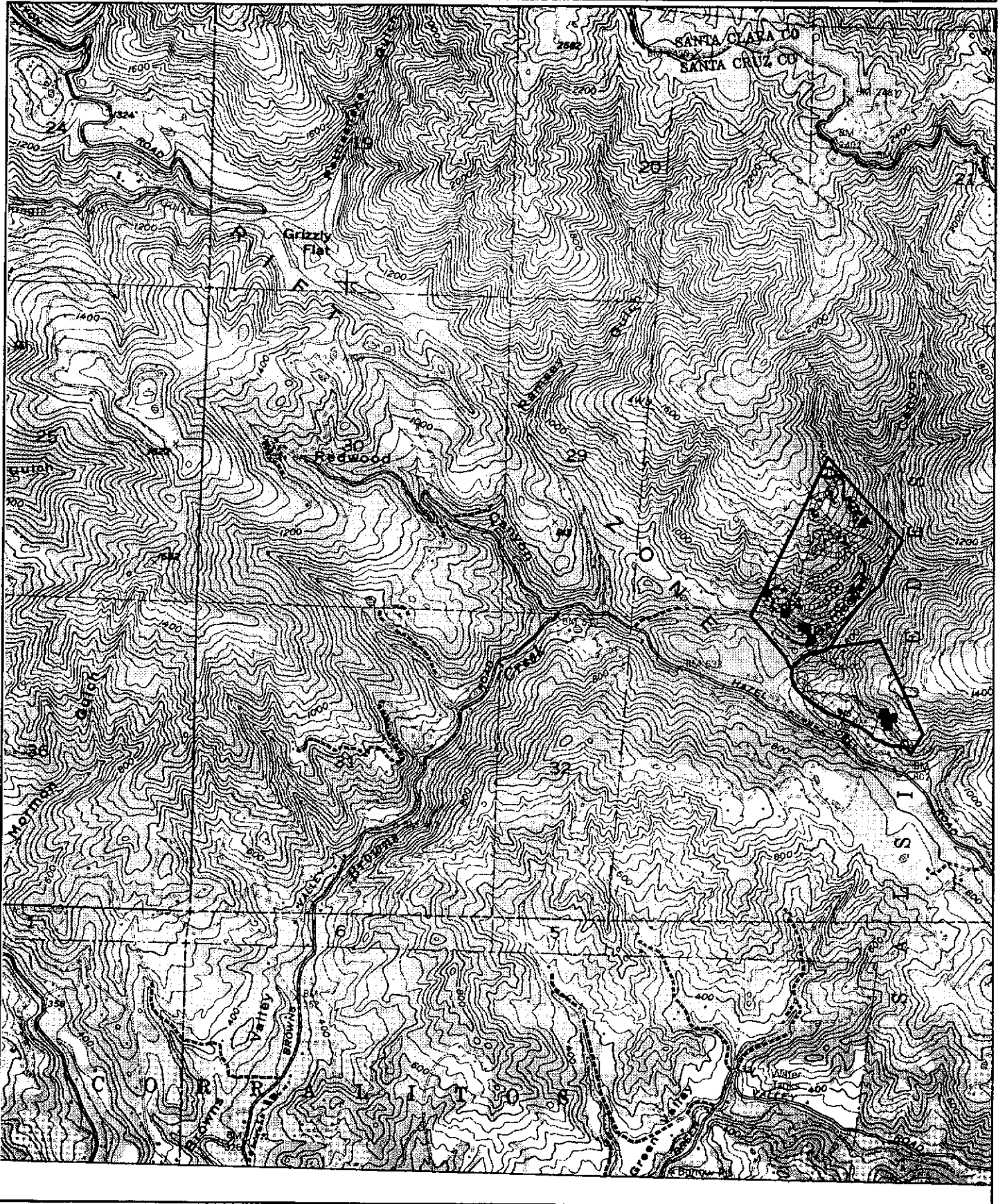
### WATERCOURSE AND LAKE PROTECTION ZONE (WLPZ)

- Possibly one existing skid trail in the WLPZ
- No cutting of trees in the first 75 feet of the Class I watercourse

### SUMMARY

The northern section (Smelt Parcel) of the property has almost entirely existing infrastructure and has been harvested previously (SEE MAP). The southern parcel (Locatelli Parcel) has not been harvested and will require proposed skid trails. Both properties are fairly typical forest types for the Santa Cruz Mountains, Redwood found primarily closer to the watercourses which transition into stands of hardwood as elevation increases, aspect faces more southerly, and moist air decreases.

**Smelt-Locatelli THP: LOCATION MAP**  
**Portions of Sections 28, 29, 32, 33. T10S, R2E, MDB&M. Loma Prieta Quadrangle**



**LEGEND**

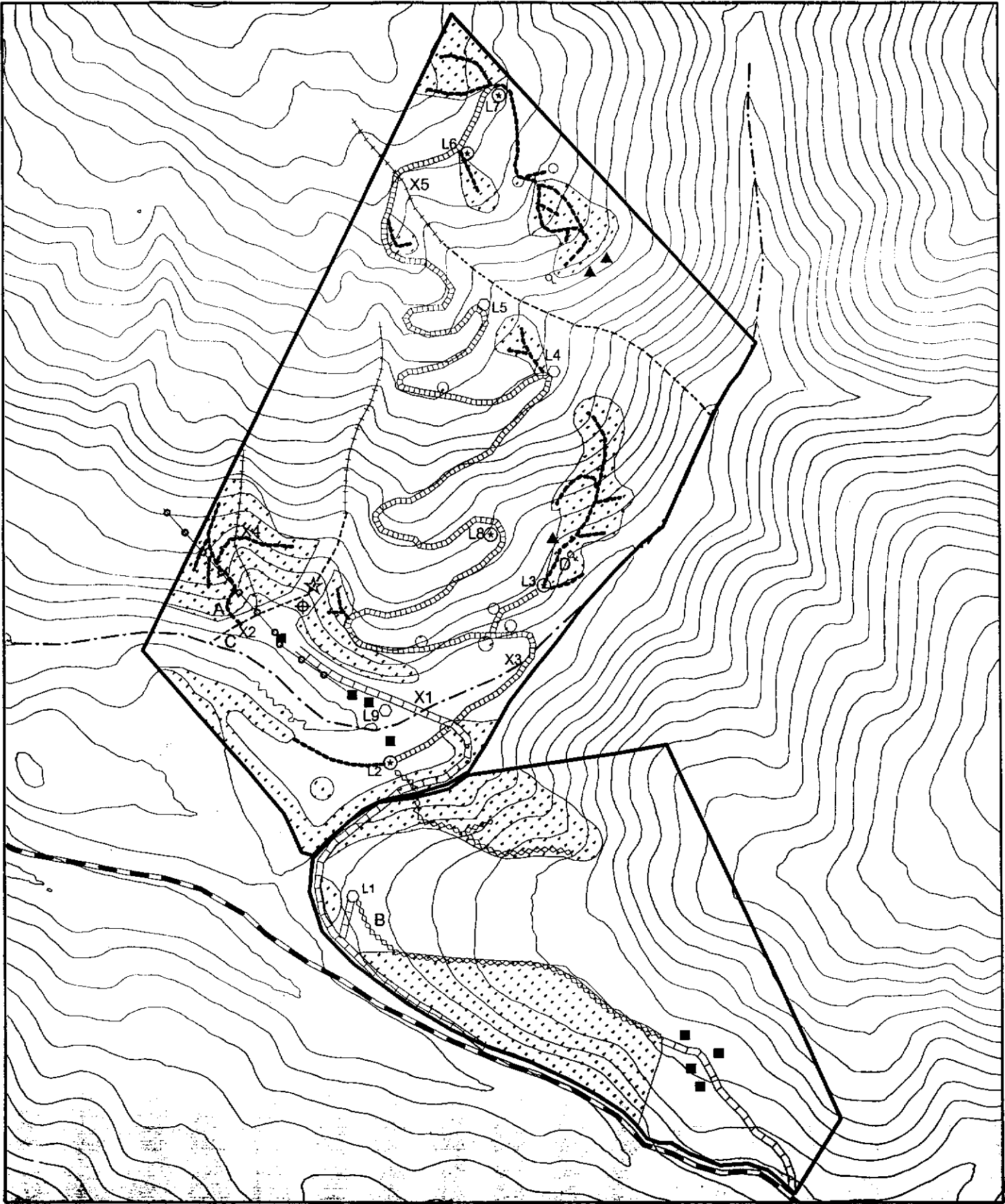
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|---------------|---------------------|-----------------------|------------------|
| Harvest Area  | Water Uptakes       | Proposed Skid Trail   | Seasonal Road    |
| Springs       | Water Tank          | Class III Watercourse | County Road      |
| Unstable Area | Proposed Landing    | Class II Watercourse  | Property Line    |
| Power Lines   | Existing Landing    | Class I Watercourse   | 40 Foot Contours |
| Structures    | Existing Skid Trail | Permanent Road        |                  |



**BIG CREEK**

Big Creek Forestry Department  
 3564 Highway 1  
 Davenport, CA 95017  
 stevea@big-creek.com

**Smelt-Locatelli THP: OPERATIONS MAP**  
**Portions of Sections 28, 29, 32, 33. T10S, R2E, MDB&M. Loma Prieta Quadrangle**



**LEGEND**




**BIG CREEK**

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