California Regional Water Quality Control Board
Central Coast Region

Winston H. Hickox
Secretary for Environmental Protection

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Gray Davis
Governor

Timber Harvest Information Form with Fact Sheet

1. Plan or Notice Name: **And Number:**

Lower Little Creek THP	**Unknown at this time**

2. Landowner's Contact Information:

Name: **California Polytechnic State University Foundation**		
Address: **Foundation Administration Building 15**		
City: **San Luis Obispo**	State: **CA**	Zip Code: **93407**
Phone: (**805**) **756-1402**	E-mail address (optional):	

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

Name: **Dr. Walter R. Mark**	Phone: (**831**) **427-1718**
Name: **Dr. Douglas Piirto**	Phone: (**805**) **756-2968**

4. Registered Professional Forester :

RPF Name/Signature: **Steven R. Auten, Dr, Walter R. Mark, Dr. Douglas Piirto**	RPF Number: **#2734, #1250, #2179**	
Address: **3564 Highway 1, 125 Swanton Road, Cal Poly State University (Building 11, Room 217)**		
City: **Davenport, Davenport, San Luis Obispo**	State: **CA, CA, CA**	Zip Code: **95017, 95017, 93407**
Phone: (**831**) **457-6387, Above, Above**	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: Dave Taft CFO	Date: 1/12/04

Timber Application Form

Attachments:
Site Map
Fact Sheet

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: **Lower Little Creek THP**	Number: **Unknown at this time**
Location: **California Polytechnic State University Swanton Pacific Ranch**	Watershed Name: **Lower Scotts Creek**

2. Responsible Parties

Land Owner **California Polytechnic State University Foundation**		
Address: **Foundation Administration Building 15**		
City **San Luis Obispo**	State **CA**	Zip Code **93407**
Phone: **(805) 756-1402**	E-mail address (optional):	
Timber Owner (if different from Land Owner): **Same as Land Owner**		
Address:		
City	State	Zip Code
Phone: ( )	E-mail address (optional):	
Forester: **Steven R. Auten, Dr, Walter R. Mark, Dr. Douglas Piirto**		
Address: **3564 Highway 1, 125 Swanton Road, Cal Poly State University (Building 11, Room 217)**		
City: **Davenport, Davenport, San Luis Obispo**	State: **CA, CA, CA**	Zip Code: **95017, 95017, 93407**
Phone: **(831) 457-6387, Above, Above**	E-mail address (optional):	

3. Timber Harvest Plan Summary

a) Acreage of THP: **124 Acres**

b) Logging Technique (Yarding) (check all applicable):

__X__ Ground based (skidding, long line)
_____ Cable Yard
_____ Helicopter

c) Erosion Hazard (check all applicable):

_____ Medium
__X__ High
_____ Extreme

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

__1__ I
__3__ II
__3__ III

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

__85% (for 75' closest to watercourse); 65% (for remaining 75')__ Class I
__50%__ Class II
__n/a__ Class III
__No__ No-Cut Zone(s)? (YES/NO) If yes, describe _____

f) Roads

Existing Roads (number/length) __4 / 4.34 miles__
New Roads (number/length) __0 / 0.0 miles__
Reconstructed Roads (number/length) __0 / 0.0 miles__
Roads in unstable areas? (YES/NO) If yes,
explain __No.__
Roads in WLPZ? (YES/NO) If yes, explain __Yes. One road in Class I WLPZ for Little Creek.__

g) Landings

Existing landings (number) __10__
New Landings (number) __0__
Reconstructed Landings (number) __0__
Landings in unstable areas? (YES/NO) If yes, explain __No.__

Landings in WLPZ? (YES/NO) If yes, explain __Yes. One landing in Class II WLPZ on the edge of Class I WLPZ.__

h) Skid Trails

Existing skid trails? (number/total length) __12 / 2.26 miles__
New Trails (number/total length) __0 / 0.0 miles__
Skid Trails in WLPZ (YES/NO)? If yes,
explain __No.__
Trails in unstable areas (YES/NO)? If yes, explain __No.__

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

Water Crossings

X1: This is an existing Class III watercourse truck road crossing, with a 36 inch CMP culvert. This will be used as is. Following operations, the culvert, which has a history of problematic debris obstructions, will be removed and replaced with a rock lined low water crossing. Some minimal bank back-sloping will occur (little is necessary as banks are not tall), and the crossing will be lined with 5-10" gabion rock.

X2: This is an existing road crossing below a seep. During the winter months the seep contributes to saturated soil conditions in the road for extended periods of time. Beyond the problems usually associated with saturated roads, this one is now beginning to exhibit damage from feral pigs attracted by the soggy soil. A Freedom drain will be installed, parallel to the road, on the uphill side of the road. Water from the seep will be intercepted by this Freedom drain before entering the road prism. The drain will be connected to a pipe under the road and drained on the downhill side of the road.

X3: This is an existing Class III watercourse truck road crossing, with a 30 inch culvert. This will be used as is. Following operations, the road on top of the culvert and on both approaches will be seeded with annual rye at a rate of 35 lbs./acre.

X4: This is an existing Class II watercourse crossing near an intersection which includes two parallel roads and two 24 inch CMP culverts (one under each road). The truck roads found at this crossing will not be used for log hauling, only skidding. The uphill road section will be outsloped from approximately the location of the pipe west back to the intersection. On the lower road, a berm will be built up just east of the location of the pipe. This road will also be dipped out approximately 20 feet west of the pipe, and water will drain away from the culvert fill prism, over a more stable configuration, and then back into the channel of the Class II. The net effect of this mitigation will be to direct drainage off of the top road and down toward the lower road. The lower road will then direct water away from the pipe into the dip so that water will be directed away from the fill prism and back into the original channel.

X5: This is an existing Class III watercourse crossing utilizing an 18-inch plastic culvert. The culvert is currently significantly "shotgunned" out of the side of the road fill prism. Integrated in the road fill prism at this location is a historical hand-stacked rock wall built for a railroad grade around the turn of the 20th century. Because of the archaeological protection due the rock wall, the only appropriate mitigation here is to install a downspout from the end of the culvert pipe. A downspout of approximately 40 feet in length will be installed, and it will terminate in the bottom of the watercourse channel.

X6: This is a crossing of Little Creek (a Class I watercourse) utilizing a railroad car bridge. Until recently, this bridge was used regularly for forest research and education access, and also for also for management activities. During the major storms of 1998, one of the bridge abutments was washed out, and the bridge collapsed. This existing infrastructure is to be repaired back to usable condition by establishing an abutment where the last one was lost. The bridge and bridge abutment design is being done by Tim Best, Certified Engineering Geologist. Repair of the bridge at this location will have two primary watershed benefits. As the bridge is currently resting where it fell, it is at great risk of causing a log jam, which could potentially cause tens of thousands of

yards of soil to wash out. Also, the logs which were stacked as the original abutment on one side of the bridge have now been dislodged, so the soil behind them is now actively eroding. Once the bridge is reset, it will have much greater clearance, and the replacement abutment will again protect the bank from significant erosion.

Roads
The native surface road which runs for approximately one mile along the northern bank of Little Creek is to be periodically dipped out with large rolling dips and rocked for its entire length from Swanton Road to Landing L5. Beyond Landing L5, the middle road is proposed for use as a skid trail. The portions of this road used for skidding are to be rocked following operations.

Skid Trails
See above for the rocking of a haul road to be used as a skid trail.

Landings

j) In Lieu Practices (YES/NO)? If yes please explain reason(s) in lieu practices are utilized.
Yes. In lieu practices are utilized at one landing location on existing infrastructure. Landing L5 is within the WLPZ for a Class II watercourse, and also on the edge of the WLPZ for a Class I watercourse. No other location is reasonably feasible for the placement of this landing, and furthermore, any relocation of the landing would require new construction and therefore unnecessary land changes. Also, part of the motivation for the land managers to conduct timber operations in this area is to facilitate the hydrologic improvement of the roads leading up to and out of this landing.

k) Water Drafting (YES/NO)
No.
Drafting location(s) _____
Drafting flow rate (gallons/minute) _____
Other drafting in Watershed (number/total flow rate estimate) _____

l) Winter Operations? (YES/NO)
Yes.

If yes, summarize

Winter Period Operating Plan

This plan is located in a watershed with threatened and impaired values (Lower Scotts Creek Watershed). This means the effective winter period is from October 15 to May 1.

1. **Erosion Hazard rating: The EHR is high for the majority of the plan area. Refer to the EHR worksheets located in Section V of the THP for more information on the soil type.**

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.**

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 16-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 by the Big Creek CDF station commencing October 15th), 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 by the Big Creek CDF station commencing October 15th), 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.**

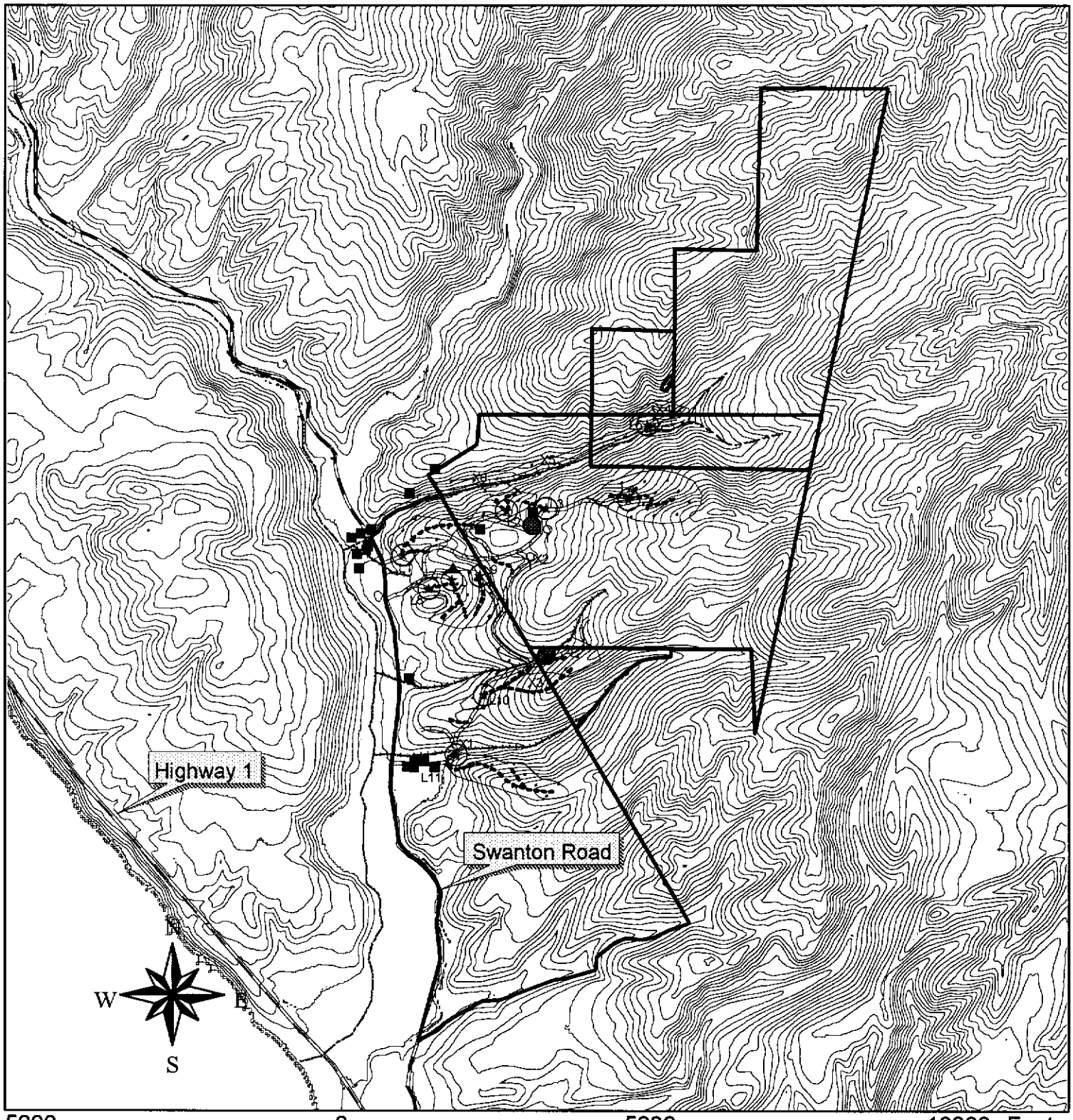
m) Cumulative Impact Analysis

Percent of Watershed to be harvested **4.1%**
Threatened and Impaired for Steelhead/Coho? (YES/NO) **Yes.**
303(d) Listed Watershed (YES/NO)? If yes, what is the impairment (sediment, temperature, etc.)? **No.**
Sources of Cumulative Impacts (briefly describe)
Sources of cumulative impacts include residential development, agriculture, natural processes, and roads.

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).

See attached list.

LOWER LITTLE CREEK THP: LOCATION MAP
USGS 7.5' QUADRANGLE, DAVENPORT, T10S, R3W, PORTIONS OF SECTIONS 16, 17 AND RANCHO AGUA PUERCA Y LAS TRANCAS



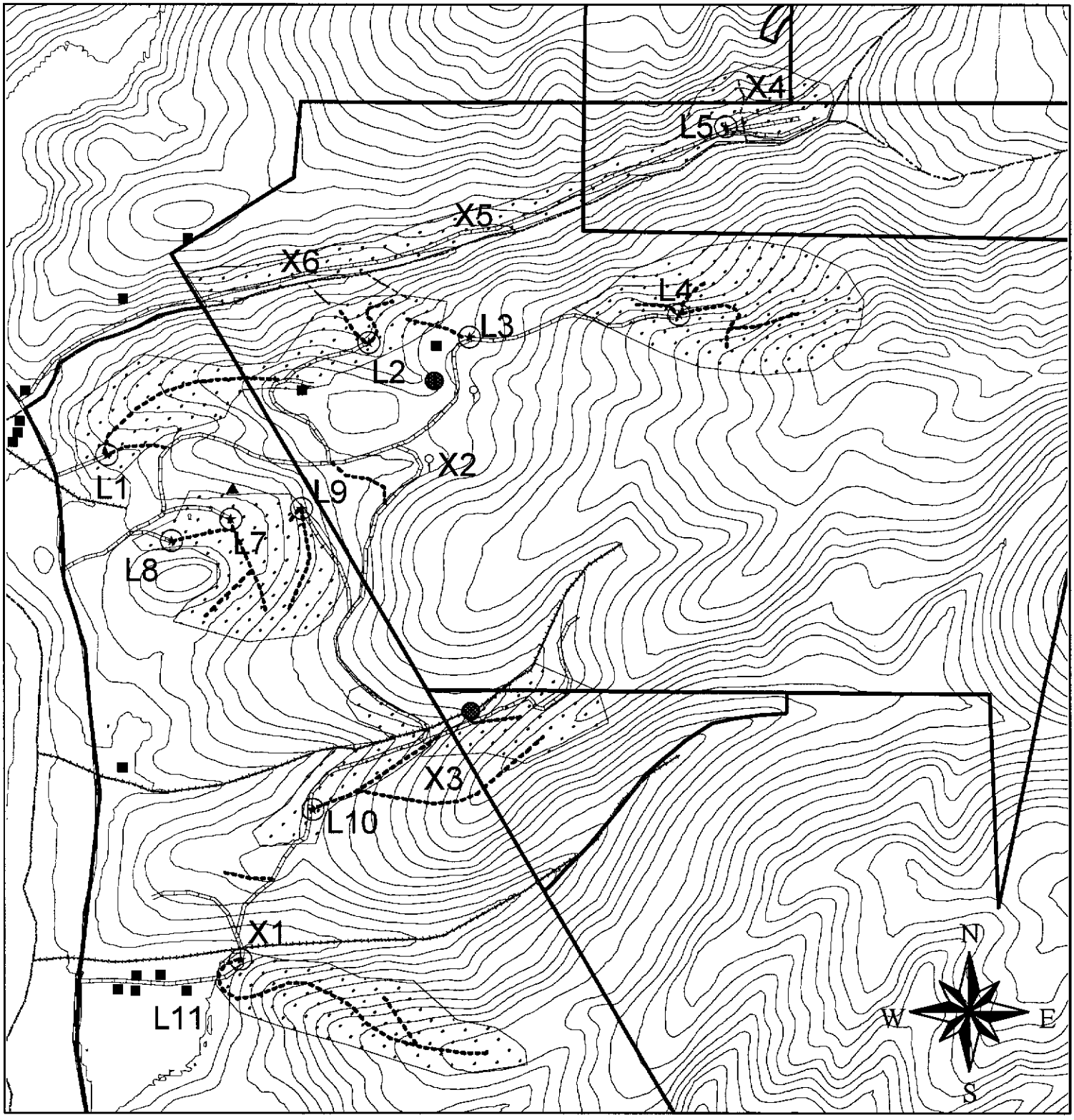
LEGEND

- Property Line
- Harvest Area
- Swanton Road
- Existing Landing
- Existing Haul Road
- Existing Skid Trails
- Class I Watercourse
- Class II Watercourse
- Class III Watercourse
- Pond
- Spring
- Unstable Areas
- Structures
- 40 Foot Contours

BIG CREEK

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

LOWER LITTLE CREEK THP: OPERATIONS MAP
USGS 7.5' QUADRANGLE, DAVENPORT, T10S, R3W, PORTIONS OF SECTIONS 16, 17 AND RANCHO AGUA PUERCA Y LAS TRANCAS



1000 0 1000 2000 3000 4000 5000 Feet

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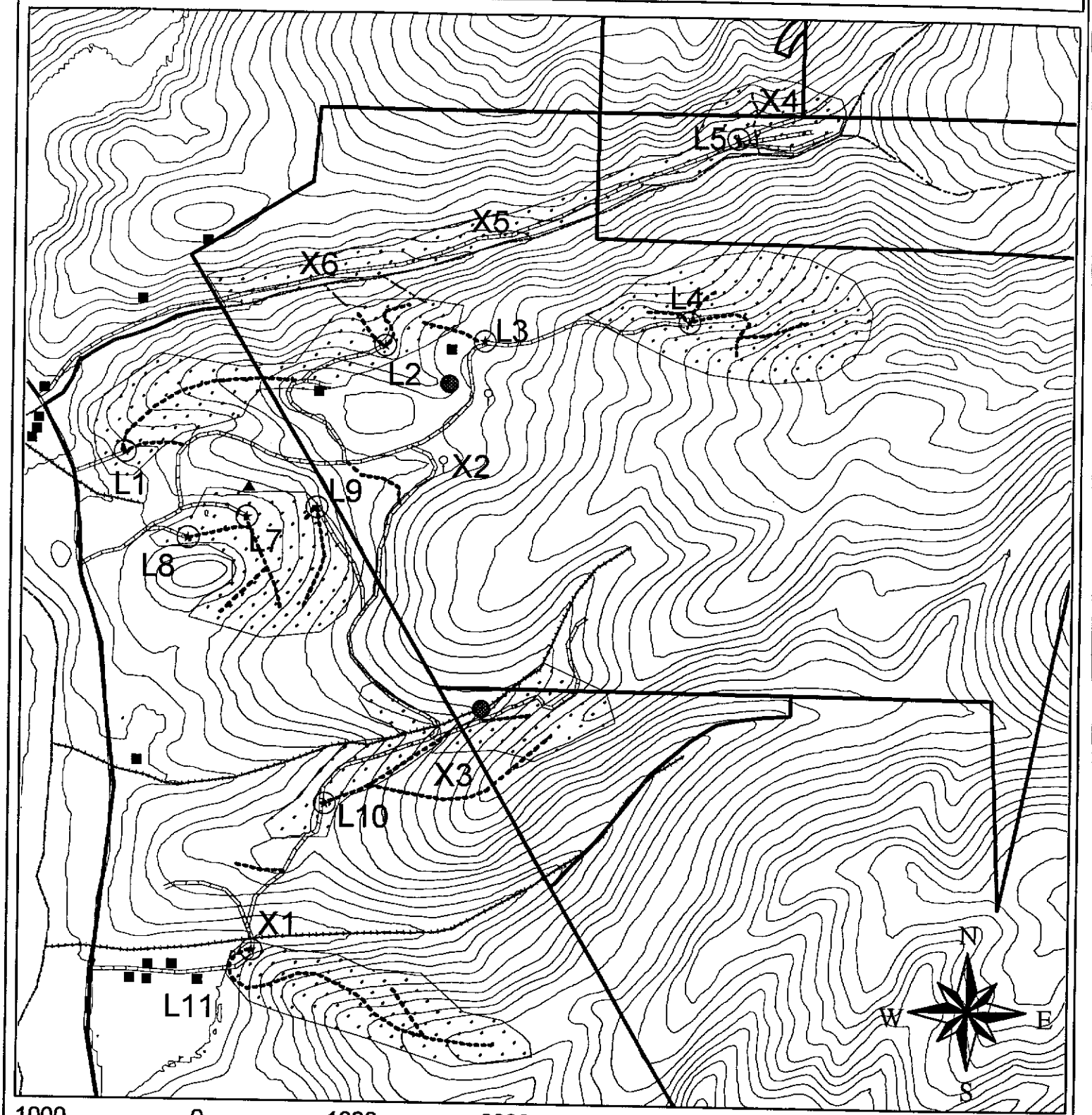

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PROTOCOL FOR CONDUCTING COMPANY ROAD INVENTORIES & MAINTENANCE

Purpose

Big Creek Lumber Company owns and controls over 11,000 acres of forestlands on which there are over 60 miles of permanent, temporary, surfaced, and un-surfaced roads. Maintenance of these roads requires frequent monitoring and treatment.

This document has been drafted to provide the standard operating procedures for conducting and recording road inventories and for the use of the inventory to direct appropriate treatments. This protocol has been drafted so as to guide road inventories consistent with Big Creek goals & objectives and with the certification of Big Creek's lands with the Forest Stewardship Council (FSC).

Process of Road Inventory

Big Creek conducts road inventories on varying intervals, depending upon (1) the designated use of the road, (2) the intensity of precipitation received, (3) the hydrologic activity of the stream system in the area, (4) the susceptibility of the road and appurtenant crossings to failure or damage, and (5) the interval of time since that portion of road was used.

On properties where there has been recent activity or road use, especially if road drainage was altered or improved, review of the roads is conducted more frequently. For each portion of road, Big Creek has designated a standard interval of 2 inches of rain per storm event as the cue to send out its light brigade. The 2" standard interval is subject to change based on the relationship between the five factors listed above.

When indicated by the interval period, or when deemed necessary otherwise, an individual or group of persons will review the portion of road. Road inventory may be conducted on foot, by pickup, or (especially in wet periods) by ATV or other light-tracking vehicle. While conducting the inventory, the person or persons will do handwork, where necessary, to clear and improve drainage structures and culverts.

Each instance a portion of road is inventoried, a form is filled out recording the observations of the person (see Appendix B, Road Inventory Form). This form allows the person to record the location, date, problem, and proposed solution. This form is then submitted to the Chief Forester of Operations (CFO).

After the road inventory form is completed, it is entered into the roads inventory database (a spreadsheet which tracks observations, work completed, and dates of last review for a portion of road).

If the need for repair or maintenance is immediate, the road reviewer will immediately notify the Chief Forester of Operations so that an appropriate treatment may be planned and initiated. All road inventory forms submitted to the CFO are reviewed, and potentially urgent problems are further analyzed to determine if immediate treatment is necessary. When immediate treatment is prescribed, the project is listed with indication of urgency on a dry erase board posted in the Big Creek Forestry Office. As soon as resources are available to conduct the treatment operations, the necessary equipment, materials, and personnel are dispatched to the site.

After the site is treated, the CFO or the CFO's designee will review the site to determine the success of the treatment. This site, at an interval dependent upon the treatment, will be reviewed over time to evaluate success of treatment and to determine if follow-up treatment is necessary.

For sites that do not require immediate treatment, the records for that site will not be further reviewed until the biennial summary of roads is prepared (May 1 and November 1 of every year). At these times corresponding to the approximate end and beginning, respectively, of the winter period), the latest records for each property are reviewed and responsibility for appropriate treatments are delegated. Subsequent evaluation of the treatment's success is conducted, and follow-up treatment prescribed, if necessary.

May 23, 2001

Steve R. Auten, Forester