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Staff: Robert Merrill
Staff Report: Dec.1, 2006
Hearing Date: Dec. 15, 2006
Commission Action:

TO: Commissioners and Interested Parties

FROM: Peter M. Douglas, Executive Director
Robert S. Merrill, North Coast District Manager

SUBJECT: **Humboldt County LCP Amendment No. HUM-MAJ-1-98 (Airport Business Park Zoning Amendment)**
(Meeting of December 15, 2006, in San Francisco)

SYNOPSIS:

1. Description of Proposed LCP Amendment.

Humboldt County has submitted an application for an amendment to its certified Implementation Plan (IP) to amend its Implementation Plan to change certain standards as they apply to the Airport Business Park located east of Highway 101 and south of Airport Road in McKinleyville. The specific changes proposed include (1) changing the Airport Safety Review zoning standards as they apply to the Airport Business Park to require compliance with the Noise and Land Use criteria of 1993 Airport Land Use Compatibility Plan in amended airport approach and transition areas and (2) establishing an "S" or Development Standard combining zone to allow reduced front yard setbacks and limit maximum ground coverage within the Airport Business Park to 35% where 50% is currently allowed.

2. Summary of Staff Recommendation.

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The staff recommends that the Commission, upon completion of a public hearing, deny the proposed Implementation Plan amendment as submitted and certify the amendment request with suggested modifications.

The proposed Implementation Plan amendment would change certain zoning standards as they apply to the Airport Business Park, adjacent to the Arcata-Eureka Airport in McKinleyville. The amendments were approved by the County in conjunction with its previous approval of a subdivision that created the 53-acre, 46-lot Airport Business Park.

The first part of the amendment affects the Airport Safety Review or “AP” combining zone standards as they apply to the Airport Business Park. These standards affect such aspects of development as the density, height, and required noise insulation for development in areas under or near airport approach and transition zones to minimize potential conflicts between the airport use and the surrounding land uses. The adopted Airport Master Plan that was in effect at the time when the original LCP was certified was the 1980 Airport Master Plan. In 1998, the County Airport Land Use Commission adopted an updated version of the Airports Master Plan which includes a component known as the 1993 Airport Land Use Compatibility Plan (ALUCP). The proposed amendment to the AP Combining Zone standards would substitute the 1993 ALUCP land use and noise criteria as adopted by the Humboldt County Airport Land Use Commission for the corresponding standards of the 1980 Airport Master Plan as they apply to the Airport Business Park. The AP standards would not be changed for other sites encumbered with an AP combining zone, which include large areas around the Eureka- Arcata Airport that are not part of the Airport Business Park. Thus, other area encumbered with an AP combining zone would continue to be governed by the land use and noise criteria of the 1980 Airport Master Plan. The amendment would add language specifically indicating that the Airport Business Park is subject to the noise and land use criteria as shown in the 1993 Airport Land use Compatibility Plan.

McKinleyville Area Plan Policy 3.28G requires that new development with the airport approach and transitional zones shall be consistent with the approved off-site development guidelines contained in the adopted county airport Master Plan and indicates that the Airport Land Use Commission will apply new airport safety zone noise and safety standards over time to all new development within these zones. Staff believes that the proposed zoning amendment would conform to the provisions of the LUP policy requiring that new development within the airport approach and transitional zones be consistent with the airport noise and safety standards developed by the Airport Land Use Commission as reflected in the adopted county airport Master Plan. However, as submitted, the proposed amendments to the AP combining zone standards are somewhat difficult to interpret and do not clearly distinguish which particular airport noise and safety standards apply within the Airport Business Park and which apply to areas encumbered by the AP combining zone that are outside of the Airport Business Park.

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Staff recommends suggested modifications that would make various clarifications to the AP combining zone standards as amended by the County. First, these modifications would more clearly indicate that only the standards from the 1980 Airport Master Plan are meant to apply to areas outside of the Airport Business Park and only the standards from the 1993 ALUCP are meant to apply within the Airport Business Park.

Second, to more clearly identify the particular noise and land use criteria from the 1993 ALUCP that would apply to development within the Airport Business Park, the suggested modifications would clarify that the Airport Business Park is subject to the noise and land use criteria as shown in Tables 2A and 2B of the 1993 ALUCP. Third, the suggested modifications would clarify that the AP combining zone standards must be applied in conjunction with the standards of the base zone.

The second part of the proposed Implementation Plan amendment would establish an “S” combining zone over the Airport Business Park. The purpose of the “S” combining zone is to establish development standards different than what the base zone requires or allows. In this case the “S” combining zone would (1) limit the maximum ground coverage to 35% where 50% is now allowed, and (2) allow the applicant to deviate from the prescriptive yard setback requirements of the base zone. Where 30-foot setbacks are currently required for all front yards and side yards of lots that adjoin public streets and all other side yard setbacks must be at least 10 feet, the S combining zone as adopted by the County would require a minimum building setback requirement of 25 feet for all lots with the exception of two lots shown on the approved tentative map, which would be required to maintain a minimum 10-foot rear setback. These proposed modifications to the ground coverage and yard setback requirements of the zoning code as they apply to the Airport Business Park would conform with the provisions of the Business Park LUP designation in that they would not change the allowable uses within the zone and the LUP designation, and would still conform with the stated purpose of the Business Park LUP designation to provide sites for business parks with allowed uses developed in a park-like environment. The reduction in ground coverage allowed under the proposed S combining zone would increase the amount of required open space within the Airport Business Park over what currently is required, thereby increasing the amount of landscaped area and enhancing the park-like environment that is intended to be provided. The benefits of this increase in open space in enhancing the park-like environment would outweigh and opposite effect engendered by allowing certain front and side yards to be reduced from 30 feet to 25 feet. Therefore, staff believes that the S combining zone as proposed to be attached to the Airport Business Park property conforms with and adequately carries out the provisions of the Business Park LUP designation.

With the suggested modifications, staff believes the Implementation Plan amendment will be adequate to carry out the certified Land Use Plan.

The appropriate motions and resolutions to adopt the staff recommendation are found on pages 4-6 of this report.

3. Analysis Criteria.

The relationship between the Coastal Act and a local government's Local Coastal Program can be described as a three-tiered hierarchy with the Coastal Act setting generally broad statewide policies. The Land Use Plan (LUP) portion of the LCP incorporates and refines Coastal Act policies for the local jurisdiction, giving guidance as to the kinds, locations, and intensities of coastal development. The Implementation Program (IP) of an LCP typically sets forth zone districts and site development regulations through legally enforceable ordinances which are the final refinement specifying how coastal development is to proceed on a particular parcel. The LUP must be consistent with the Coastal Act. The IP must conform with, and be adequate to carry out the policies of the LUP.

In this case, the proposed LCP amendment affects just the IP component of the Humboldt County LCP. The proposed IP amendment would effectuate changes to the zoning standards and designations as they apply to the Airport Business Park. Therefore, the following analysis concentrates on the conformity of the proposed zoning changes with the policies and standards of the LUP.

4. Additional Information.

For further information, please contact Robert Merrill at the North Coast District Office (707) 445-7833. Correspondence should be sent to the District Office at the above address.

PART ONE: RESOLUTIONS AND SUGGESTED MODIFICATIONS

I. MOTIONS, STAFF RECOMMENDATIONS, AND RESOLUTIONS FOR LCP AMENDMENT NO. HUM-MAJ-1-98

A. DENIAL OF IMPLEMENTATION PROGRAM AMENDMENT NO. HUM-MAJ-1-98, AS SUBMITTED:

MOTION I: I move that the Commission reject Implementation Program Amendment No. HUM-MAJ-1-98 for the County of Humboldt as submitted.

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a **YES** vote. Passage of this motion will result in rejection of Implementation Program Amendment and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION I TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM AS SUBMITTED:

The Commission hereby denies certification of the Implementation Program submitted for the County of Humboldt and adopts the findings set forth below on grounds that the Implementation Program Amendment as submitted does not conform with and is inadequate to carry out the provisions of the Land Use Plan as certified. Certification of the Implementation Program Amendment would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program as submitted.

B. APPROVAL OF IMPLEMENTATION PROGRAM AMENDMENT NO. HUM-MAJ-1-98 WITH SUGGESTED MODIFICATIONS:

MOTION II: I move that the Commission certify the Implementation Program Amendment No. HUM-MAJ-1-98 for the County of Humboldt if it is modified as suggested in this staff report.

STAFF RECOMMENDATION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Implementation Program with suggested modifications and the adoption of the

following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION II TO CERTIFY THE IMPLEMENTATION PROGRAM WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Implementation Program Amendment for the County of Humboldt if modified as suggested on the grounds that the Implementation Program Amendment with the suggested modifications conforms with and is adequate to carry out the provisions of the Land Use Plan as certified. Certification of the Implementation Program if modified as suggested complies with the California Environmental Quality Act, because either: 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

II. SUGGESTED MODIFICATIONS TO THE IMPLEMENTATION PLAN AMENDMENT:

Key for County Amendment and Commission Modification Language

The Suggested Modifications proposed by the Commission are set forth below. Throughout the staff report, the text can be read as follows:

- Existing LCP language is shown in plain type;
- Language added by the County is shown in underline;
- Language deleted by the County is shown in ~~striketrough~~;
- Language added by the Commission is shown in **bold double underline**;
- Language deleted by the Commission is shown in ~~double striketrough~~.

Note also that in cases where a Suggested Modification alters the numbering sequence of a policy section, it is implied that the section would be renumbered accordingly.

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Suggested Modification No. 1 (Formatting)

Section numbers shall be consistent with the section numbers as revised by Coastal Zoning Ordinance formatting LCP Amendment No. HUM-MAJ-1-00 (Part A) approved by the Coastal Commission on December 15, 2000.

Suggested Modification No. 2 (Airport Safety Review Standards):

Revise Section A314-50 as follows:

- A. Purpose.** The purpose of these provisions is to establish regulations to maintain compatibility between proposed land uses and development and Humboldt County airports.
- B. Applicability.** These regulations shall apply to lands designated AP on the Zoning Maps that are described in Section 333, Chapter 3, Division 3, Title III, of the Humboldt County Code as clear zones, transition zones, and beneath the flight track or as identified in the Technical Report for the 1980 Humboldt County Airports Master Plan. The Airport Business Park is also subject to the noise and Land Use criteria as shown in Tables 2A and 2B of the 1993 Airport Land Use Compatibility Plan (ALUCP) and the ~~boundaries~~ boundary limitations between Zones B-1 and C as amended by the Airport Land Use Commission on February 24, 1998.
- C. Permitted Land Use.** Table 1 ~~specifies~~ further limits the land uses that are permitted when the AP – Airport Safety Review Zone is combined with a principal zone district for locations other than the Airport Business Park. The Airport Business Park is subject to the Noise and Land Use Criteria as shown in Tables 2A and 2B of the 1993 Airport Land Use Compatibility Plan (ALUCP) and the ~~boundaries~~ boundary limitations between Zones B-1 and C as amended by the Airport Land Use Commission on February 24, 1998 in addition to the land use limitations of the applicable principal zone and other applicable combining zones.
- D. Development Standards.** In addition to the development standards of the applicable principal zone, the following standards shall apply whenever the AP – Airport Safety Review zone is combined with the principal zone:
- (1) No structure, tree, or other object shall be permitted to exceed the height limits established in Section 331 of the Humboldt County Ordinance Code.
 - (2) Buildings constructed over 35' may be permitted subject to approval of a special permit.

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- (3) The maximum density in an approach zone is one unit per three acres. A minimum of one (1) dwelling unit per lawfully created lot is permitted, even if this density is exceeded. The special permit process shall be used to retain to the maximum extent feasible the contiguous open space in the approach zone.

Exceptions to the maximum density of one unit per three acres within an approach zone may be **granted if** permitted by the Director of the Department of Public Works **and if the reviewing authority for the coastal development permit determines that (a) the density is consistent with the density limitations of the principal zone district, and (b) the density increase will not have an adverse effect on coastal resources.**

TABLE 1

Use	Clear Zone	Approach Zone	Transitional Zone	Beneath Flight Track
Residential Use Types having an average density of less than 10 dwelling units per acre	SP	SP	A	A
Residential Use Types having an average density of 10 or more dwelling units per acre	NA	SP	SP	SP
High Occupancy Use Types whether permanent or temporary and whether in or out of a structure which result in assemblages of more than 25 persons per acre (excluding streets)	NA	SP	A	A
Structures	SP	A	A	A

Abbreviations

- NA: Developments of this type are not permitted uses in this zone.
- SP: Special permit required. Review for consistency with Airport/Land Use Safety Compatibility Criteria of the 1980 Humboldt County Airports Master Plan.
- A: Use permitted consistent with principal zone requirements.

PART TWO: FINDINGS FOR DENIAL OF IMPLEMENTATION PROGRAM
AMENDMENT NO. HUM-MAJ-1-99-B AS SUBMITTED AND
CERTIFICATION IF MODIFIED

The Commission finds and declares as following for IP Amendment No. HUM-MAJ-1-98:

A. ANALYSIS CRITERIA

The standard of review for the proposed amendment to the Implementation Plan (IP) of the Humboldt County LCP is whether the IP, as amended, conforms with and is adequate to carry out the certified LUP, as amended and modified herein. For the reasons discussed in the findings below, the proposed amendment to the Implementation Program is not consistent with or adequate to carry out the certified Land Use Plan. As modified, the proposed amendment to the IP would conform with and be adequate to carry out the LUP as amended with suggested modifications by Humboldt County LCP Amendment No. HUM-MAJ-1-98.

A. BACKGROUND AND SITE DESCRIPTION

The County proposes an amendment to the Coastal Zoning Ordinance that would change certain standards that apply to the Airport Business Park located adjacent to the Eureka – Arcata Airport Park, east of Highway 101 and south of Airport Road in the McKinleyville area of Humboldt County.

The proposed amendment has two main elements, including (1) adding a Development Standard (S) combining zone to the existing base zone applicable to the Airport Business Park to adjust lot coverage and yard setback requirements, and (2) modifying the standards of the existing Airport Safety Review or “AP” combining zone that is already attached to the site to conform the standards as they apply to the Airport Business Park to the most recent version of the

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County's Airport Master Plan. The AP combining zone standards affect such aspects of development as the density, height, and required noise insulation for development in areas under or near airport approach and transition zones to minimize potential conflicts between the airport use and the surrounding land uses. The amendment was approved by the County in conjunction with the County's approval of the subdivision that created the layout of the lots, roadways, and infrastructure for the Airport Business Park. Future development of the lots created by the subdivision would have to conform to the proposed changes to the zoning standards.

The 53-acre Airport Business Park property was subdivided into 46 lots ranging in size from approximately half an acre to 4.25 acres. The Airport Business Park property is bisected by the coastal zone boundary. Approximately the western half of the property is within the coastal zone. In addition to a tentative map approval for the entire subdivision, the County granted a coastal development permit for the portion of the subdivision within the coastal zone. The County approvals also authorized the phased installation of public facilities and utilities to include roads, power, telephone, cable, sewer, water, and drainage. In the portion of the park outside the coastal zone, the County granted a conditional use permit for the development of a motel and a restaurant. The motel and other development has been constructed on several of the lots of the subdivision.

The McKinleyville Area Plan segment of the certified Land Use Plan designates the coastal zone portion of the subject property as Business Park (MB). The MB designation is applied to sites which are suitable for "business park" developments that are well-designed industrial/commercial areas composed of nuisance-free light industrial research and development, administrative and business and professional office, warehousing and storage facilities developed in a park-like environment.

The base zoning district for the subject property is also Business Park (MB). The subject property also designated with several combining zones which apply special zoning regulations for that area. The combining zones applied to the parcel include a Qualified or "Q" combining zone that further limits the range of uses allowed at the site, a Landscaping or "L" combining zone, the previously mentioned Airport Safety Review or "AP" combining zone, and an Alquist-Priolo Fault Hazard one or "G" combining zone.

The Qualified or "Q" combining zone applied to the site prohibits metal working shops and lumberyards. The Landscaping or "L" combining zone applied to the site establishes specific landscaping and architectural design standards for the site, including requirements that all lot areas not covered by structures parking lots, or walkways be permanently landscaped, that at least 20% of the net site area of each lot be landscaped, that at least one tree be planted per fifty feet of frontage on public streets, that exterior walls of structures be constructed of certain materials and finished in "earth tones," that all permitted and accessory activities be conducted within completely enclosed buildings, that lighting be located and directed to not shine beyond the boundaries of the parcel, and

that no land or building be used in a manner that creates any dangerous injurious, noxious or otherwise objectionable or hazardous condition.

The 53-acre property encompasses a portion of a gently sloping coastal terrace. The site contains no known wetlands, but does contain a state designated “threatened” beach pine forest association or other environmentally sensitive habitat. The site is not designated as highly scenic although there are blue water views of the ocean from the airport and portions of Airport Drive

C. AMENDMENT DESCRIPTION

As noted above, the proposed amendment includes: (1) adding a Development Standard (S) combining zone to the existing base zones applicable to the Airport Business Park to adjust lot coverage and yard setback requirements, and (2) modifying the standards of the existing Airport Safety Review or “AP” combining zone that is already attached to the site to conform the standards as they apply to the Airport Business Park to the most recent version of the County’s Airport Master Plan.

1. Addition of “S” Combining Zone

The amendment would establish an “S” combining zone over the Airport Business Park. The purpose of the “S” combining zone is to establish development standards different than what the base zone requires or allows. In this case the “S” combining zone would (1) limit the maximum ground coverage to 35% where 50% is now allowed, and (2) allow the applicant to deviate from the prescriptive yard setback requirements of the base zone. Where 30-foot setbacks are currently required for all frontyards and sideyards of lots that adjoin public streets and all other side yard setbacks must be at least 10 feet, the S combining zone as adopted by the County would require a minimum building setback requirement of 25 feet for all lots which are adjacent to Halfway Avenue, Meyers Road and Lily Avenue, with the exception of lots 27 and 28 as shown on the approved tentative map, which would be required to maintain a minimum 10-foot rear setback.

The reduction in allowable ground coverage was proposed as a traffic mitigation measure for future development of the Airport Business Park. The traffic study for the development identified 35% as the threshold ground coverage for lots within the subdivision that would avoid or reduce potential traffic and circulation impacts associated with the project. The reduction in front yard setback is proposed to allow more flexibility in site planning for future development within the Airport Business Park.

2. Amendments to Airport Safety Review Standards

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The Airport Safety Review or “AP” combining zone standards affect such aspects of development as the density, height, and required noise insulation for development in areas under or near airport approach and transition zones to minimize potential conflicts between the airport use and the surrounding land uses. The adopted Airport Master Plan that was in effect at the time when the original LCP was certified was the 1980 Airport Master Plan. The current AP combining zone standards incorporate portions of this 1980 Airport Master Plan. The AP zone sets certain limits on land uses consistent with the 1980 Airport Master Plan that are imposed in addition to those limits imposed through the base principal zone. A table is included within the AP standards that limit land use densities in certain areas within the airport clear zones, approach zones, and transitional zones, and beneath the flight track. In addition, in some instances, development must be consistent with the Airport/Land Use Safety Compatibility criteria contained in the 1980 Airport Master Plan.

In 1993, consultants for the County prepared an updated Airport Master Plan that was later adopted by the Airport Land Use Commission with certain changes in 1998. A major component of the 1993 Plan is the Airport Land Use Compatibility Plan (ALUCP) which provides revised land use and noise criteria for ensuring new development is compatible with the adjoining airport use. The 1993 ALUCP noise and land use criteria are more detailed and specific than the corresponding compatibility criteria in the original Airport Master Plan prepared in 1980. Among the key differences in the two plans is a greater differentiation of types of approach zones near the runways. The 1980 plan simply referred to clear zones, approach zones, and transitional zones, while the 1993 ALUCP includes a matrix which further classifies the approach and transition areas into compatibility zones labeled A, B1, B2, C, C*, C1, C1* and D. The compatibility zones range from zone A, which encompasses the runways and areas immediately surrounding the runways to zone D, which encompasses areas farthest away from runways and/or flight paths. The 1993 ALUCP includes a Table 2A, which is a matrix that specifies maximum densities for residential and other uses within the various approach and transition zones and also includes requirements that certain amounts of open land be reserved (See Exhibit 11, pages 8 and 9).

A key difference between the land use criteria of the 1993 ALUCP and the corresponding criteria in the 1980 Airport Master Plan are the allowances for density for uses other than residential. Both plans specify these densities for non-residential land uses as people per acre. The land use should not attract more than the indicated number of people per acre at any time. The 1980 Airport Master Plan indicates that uses which have a gross density of 25 people per acre or more are considered as conditionally acceptable in transition zones if they do not “regularly” result in densities exceeding 50 people per acre. Under the 1993 ALUCP, the allowable densities for these non-residential uses is higher and it varies for the different compatibility zones. Maximum densities of 10 persons per acre are allowed within compatibility zone A, 60 persons per acre are allowed within compatibility zones B1 and B2, 150 persons per acre are allowed in compatibility zones

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C, and no limit on the number of persons per acre is imposed in compatibility zone D. It should be noted that the density limits applied through the AP combining zone do not allow the densities of the base zone to be exceeded; the AP combining zone density limitations can only reduce the density that would otherwise be allowed under the base zone.

In addition, the 1993 ALUCP also includes a Table 2b, which provides a matrix that establishes noise compatibility criteria by land use (See Exhibit 11, page 13). The matrix indicates what noise level is acceptable for various kinds of land uses and indicates what degree of noise attenuation should be incorporated in the construction of structures serving these land uses to make the noise levels acceptable.

The proposed amendment to the AP Combining Zone standards would substitute the 1993 ALUCP land use and noise criteria as adopted by the Humboldt County Airport Land Use Commission in 1998 for the corresponding standards of the 1980 Airport Master Plan as they apply to the Airport Business Park. The AP standards would not be changed for other sites encumbered with an AP combining zone, which include large areas around the Eureka- Arcata Airport that are not part of the Airport Business Park. Thus, other area encumbered with an AP combining zone would continue to be governed by the land use and noise criteria of the 1980 Airport Master Plan. The amendment would add language specifically indicating that the Airport Business Park is subject to the noise and land use criteria as shown in the 1993 Airport Land use Compatibility Plan.

The added language also refers to a boundary change approved by the Airport Land Use Commission between airport transition Zones B-1 and C as amended by the Airport Land Use Commission in February 1998, subsequent to the Airport Land Use Commission's adoption of the 1993 ALUCP. This amendment was an amendment to the 1993 ALUCP. The boundary between compatibility zone B1 and C was slightly modified to make the boundary coincide with property boundaries of the lots of the approved subdivision for the Airport Business Park. The adjustment did not appreciably affect the development potential for the property. The property owner and the County indicate that moving the boundary to coincide with property lines will allow easier administration of the standards for the ALUCP and AP combining zone standards by the County and provide clearer definition of standards for future lot owners.

The purpose of the amendment to the AP combining zone standards is to change the standards of the AP combining zone as they apply to the Airport Business Park only. The 1993 ALUCP land use and noise criteria are more detailed and up to date than the 1980 Airport Master Plan criteria that are incorporated into the certified AP combining zone standards and they also allow for certain development within the Airport Business Park that would not be allowed under the 1980 Airport Master Plan criteria, primarily uses such as motels and restaurants that involve assemblages of people greater than 50 persons per acre. In addition, about half of the Airport Business Park is located outside

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of the coastal zone, and the County is already applying the standards of the 1993 ALUCP in the portions of the Airport Business Park outside the coastal zone. The amendment would make the airport safety standards that the County applies to the Airport Business Park consistent throughout the site.

County staff indicates the amendment was limited to affect only the Airport Business Park as the amendment was only being sought by the developer of the business park as a single applicant. The County staff suggests that further amendments of the AP combining zone standards to apply the 1993 ALUCP noise and land use criteria to the other areas encumbered by the combining zone may be considered as part of the forthcoming comprehensive update of the Humboldt County General Plan and Local Coastal Program.

The full text of the County's proposed amendment to the Airport Safety Review Combining Zone standards is as follows:

Revise Section A314-50 (Airport Safety Review Standards) as follows:

- A. Purpose.** The purpose of these provisions is to establish regulations to maintain compatibility between proposed land uses and development and Humboldt County airports.
- B. Applicability.** These regulations shall apply to lands designated AP on the Zoning Maps that are described in Section 333, Chapter 3, Division 3, Title III, of the Humboldt County Code as clear zones, transition zones, and beneath the flight track or as identified in the Technical Report for the Humboldt County Airports Master Plan. The Airport Business Park is subject to the noise and Land Use criteria as shown in the 1993 Airport Land Use Compatibility Plan (ALUCP) and the boundaries between Zones B-1 and C as amended by the Airport Land Use Commission.
- C. Permitted Land Use.** Table 1 specifies the land uses that are permitted when the AP – Airport Safety Review Zone is combined with a principal zone district. The Airport Business Park is subject to the Noise and Land Use Criteria as shown in the 1993 Airport Land Use Compatibility Plan (ALUCP) and the boundaries between Zones B-1 and C as amended by the Airport Land Use Commission.
- D. Development Standards.** In addition to the development standards of the applicable principal zone, the following standards shall apply whenever the AP – Airport Safety Review zone is combined with the principal zone:

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- (1) No structure, tree, or other object shall be permitted to exceed the height limits established in Section 331 of the Humboldt County Ordinance Code.
- (2) Buildings constructed over 35' may be permitted subject to approval of a special permit.
- (3) The maximum density in an approach zone is one unit per three acres. A minimum of one (1) dwelling unit per lawfully created lot is permitted, even if this density is exceeded. The special permit process shall be used to retain to the maximum extent feasible the contiguous open space in the approach zone.

Exceptions to the maximum density of one unit per three acres within an approach zone may be permitted by the Director of the Department of Public Works.

TABLE 1

Use	Clear Zone	Approach Zone	Transitional Zone	Beneath Flight Track
Residential Use Types having an average density of less than 10 dwelling units per acre	SP	SP	A	A
Residential Use Types having an average density of 10 or more dwelling units per acre	NA	SP	SP	SP
High Occupancy Use Types whether permanent or temporary and whether in or out of a structure which result in assemblages of more than 25 persons per acre (excluding streets)	NA	SP	A	A

Structures	SP	A	A	A
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Abbreviations

NA: Developments of this type are not permitted uses in this zone.

SP: Special permit required. Review for consistency with Airport/Land Use Safety Compatibility Criteria.

A: Use permitted consistent with principal zone requirements.

C. AIRPORT SAFETY

The proposed amendments to the Airport Safety Review standards for the AP combining zone are intended by the County to implement the Arcata-Eureka Airport Special Study Area safety policies of the McKinleyville Area Plan segment of the certified LUP. In evaluating the proposed Implementation Plan amendment, the Commission must determine whether the proposed amendments to the Airport Safety Review standards conform with and carry out these LUP policies.

1. Relevant LUP Policies

LUP Policy 3.28G states the following:

- 3.28 G. Arcata-Eureka Airport Special Study Area
 - 1. New development with the Arcata-Eureka Airport approach and transitional zones shall be consistent with the approved off-site development guidelines contained in the adopted county airport Master Plan. The Airport Land Use Commission will define and formally establish an airport safety zone, adopt specific noise and safety standards, and apply such standards to all new development within these zones.
 - 2. Generally, within the airport approach and transitional zones the plan recommends an overall residential density of 1 unit permit 2-1/2 acres. Based on this recommendation, the land use designation Residential Low Density within the transitional and approach zone is amended to include the plan density of 0-8 units per acre. As amended, the planned land uses and densities will not frustrate or prejudice the airport Land Use Commission’s task of implementing the Airport Master Plan.

3. The clustering of new development or planned unit development technique shall be encouraged for new development proposed in these zones to mitigate health and safety concerns.

2. Analysis

McKinleyville Area Plan Policy 3.28G address the means of ensuring that land uses developed near the Arcata-Eureka Airport are compatible with the airport use from the standpoint of safety and noise concerns. The policy sets a guideline for residential density within airport runway approach and transition zones and encourages the clustering of development in these zones to mitigate health and safety concerns. The policy also recognizes that planning for airport safety is largely a function of the County's Airport Land Use Commission, and that the County Commission's work in determining needed safety zones and establishing specific noise and safety standards is ongoing. The LUP policy requires that new development with the airport approach and transitional zones shall be consistent with the approved off-site development guidelines contained in the adopted county airport Master Plan and indicates that the Airport Land Use Commission will apply new airport safety zone noise and safety standards over time to all new development within these zones.

The proposed amendments to the Airport Safety Review standards for the AP combining zone would conform with McKinleyville Area Plan Policy 3.28G in that the amendments would apply land use and noise criteria from the airport master plan most recently adopted by the County's Airport Land Use Commission to the AP combining zone standards in the Implementation Plan. The proposed amendment to the AP Combining Zone standards would substitute the 1993 ALUCP land use and noise criteria as adopted by the Humboldt County Airport Land Use Commission in 1998 for the corresponding standards of the 1980 Airport Master Plan as they apply to the Airport Business Park. The AP standards would not be changed for other sites encumbered with an AP combining zone, which include large areas around the Arcata-Eureka Airport that are not part of the Airport Business Park. Thus, other area encumbered with an AP combining zone would continue to be governed by the land use and noise criteria of the 1980 Airport Master Plan. The amendment would add language specifically indicating that the Airport Business Park is subject to the noise and land use criteria as shown in the 1993 Airport Land use Compatibility Plan. As the amendment would update the AP combining zone standards in so far as they apply to the Airport Business Park to incorporate the most recent land use and noise criteria developed by the Airport Land Use Commission, the proposed zoning amendment would conform with the provisions of the LUP policy requiring that new development within the airport approach and transitional zones be consistent with the airport noise and safety standards developed by the Airport Land Use Commission as reflected in the adopted county airport Master Plan.

HUMBOLDT COUNTY LCP AMENDMENT (AIRPORT BUSINESS PARK)

HUM-MAJ-1-98

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As submitted, the proposed amendments to the AP combining zone standards are somewhat difficult to interpret and do not clearly distinguish which particular airport noise and safety standards apply within the Airport Business Park and which apply to areas encumbered by the AP combining zone that are outside of the Airport Business Park. For example, by merely stating in Sections A314-50(B) and (C) that the Airport Business park is subject to the Noise and Land Use Criteria as shown in the 1993 Airport Land Use Compatibility Plan (ALUCP), the proposed amendments do not clearly indicate that only the standards from the 1980 Airport Master Plan are meant to apply to areas outside of the Airport Business Park and only the standards from the 1993 ALUCP are meant to apply within the Airport Business Park. In addition, the proposed amendments to Sections A314-50(B) and (C) indicate that the Airport Business Park is subject to the Noise and Land Use Criteria as shown in the 1993 ALUCP, but do not specify what those criteria are. The 1993 ALUCP is a large document with numerous policies and standards, including some which clearly address noise and land use criteria, others that do not address noise and land use criteria, and still others where its debatable whether they specifically address noise and land use criteria or not. Furthermore, the proposed amendments to Sections A314-50(B) and (C) refer to amendment approved by the Airport Land Use Commission to the boundaries between Zones B-1 and C, but there no indication of what particular amendment is being referred to and how to identify that amendment. These ambiguities and less than clear statements would make it difficult for the County or the Commission on appeal to interpret and apply the amended AP combining zone standards in their review of coastal development permit applications for future development within the area covered by the AP combining zone. Therefore, the Commission finds that as submitted, the proposed IP amendment is not adequate to carry out the certified LUP policy 3.28G and must be denied.

However, the amendment could be modified to adequately carry out certified LUP policy 3.28G. The Commission attaches Suggested Modification No. 2 that would make various clarifications to the AP combining zone standards as amended by the County. First, to more clearly indicate that only the standards from the 1980 Airport Master Plan are meant to apply to areas outside of the Airport Business Park and only the standards from the 1993 ALUCP are meant to apply within the Airport Business Park, the suggested modification changes Section A314-50(B) to state that Table 1 of the Policy, which incorporates the land use safety and noise compatibility criteria of the 1980 Airport Master Plan, limits land uses within the AP combining zone “for locations other than the Airport Business Park.” In addition, the suggested modification modifies the notes contained in Table 1 of the AP combining zone standards to more clearly reference the 1980 Humboldt County Airports Master Plan to make it clearer that development within the AP combining zone outside the Airport Business Park is subject to the 1980 standards and not the 1993 ALUCP standards.

Second, to more clearly identify the particular noise and land use criteria from the 1993 ALUCP that would apply to development within the Airport Business Park, Suggested

Modification No. 2 changes Sections A314-50(B) and (C) to state that the Airport Business Park is subject to the noise and land use criteria as shown in Tables 2A and 2B of the 1993 ALUCP. County staff had previously indicated in correspondence to Commission staff that Tables 2A and 2B of the 1993 ALUCP contain the standards that are meant to apply to the Airport Business Park.

Third, to more specifically identify the amendment approved by the Airport Land Use Commission to the boundaries between Zones B-1 and C referred to in Sections A314-50(B) and (C), Suggested Modification No. 2 includes the date of the boundary change amendment, February 24, 1998.

The Commission finds that if modified as suggested in Part II of this report and as described above, the proposed amendment would conform with and be adequate to carry out McKinleyville Area Plan Policy 3.28G regarding land use compatibility with the Arcata-Eureka Airport.

F. CONFORMANCE WITH BUSINESS PARK (MB) AND OTHER LAND USE PLAN DESIGNATIONS

The coastal zone portion of the Airport Business Park is located within an area designated in the McKinleyville Area Plan segment of the certified Land Use Plan as Business Park (MB). The Commission must determine whether the proposed amendments to the IP conform with and carry out the provisions of the Business Park LUP designation as well as the other LUP designation for areas where the AP combining zone could be applied.

1. Relevant LUP/IP Provisions

The McKinleyville Area Plan MB designation is applied to sites which are suitable for “business park” developments that are well-designed industrial/commercial areas composed of nuisance-free light industrial research and development, administrative and business and professional office, warehousing and storage facilities developed in a park-like environment. The MB LUP designation is implemented by the Business Park (MB) zoning designation, which in addition to specifying principal and conditionally permitted uses consistent with the range of allowable uses allowed by the Business Park LUP designation, also includes the usual range of development standards addressing such criteria as lot size, minimum yard setbacks, maximum ground coverage, maximum structure height, etcetera. The AP combining zone is also applied to other property that are designated with different LUP designations in the McKinleyville Area Plan.

2. Analysis

HUMBOLDT COUNTY LCP AMENDMENT (AIRPORT BUSINESS PARK)

HUM-MAJ-1-98

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The proposed attachment of an S combining zone to the Airport Business Park property would modify certain standards of the MB zoning district to (1) limit the maximum ground coverage to 35% where 50% is now allowed, and (2) allow the applicant to deviate from the prescriptive yard setback requirements of the base zone. Where 30-foot setbacks are currently required for all front yards and side yards of lots that adjoin public streets and all other side yard setbacks must be at least 10 feet, the S combining zone as adopted by the County would require a minimum building setback requirement of 25 feet for all lots which are adjacent to Halfway Avenue, Meyers Road and Lily Avenue, with the exception of lots 27 and 28 as shown on the approved tentative map, which would be required to maintain a minimum 10-foot rear setback. These proposed modifications to the ground coverage and yard setback requirements of the zoning code as they apply to the Airport Business Park would conform with the provisions of the Business Park LUP designation in that they would not change the allowable uses within the zone and the LUP designation, and would still conform with the stated purpose of the Business Park LUP designation to provide sites for business parks with allowed uses developed in a park-like environment. The reduction in ground coverage allowed under the proposed S combining zone would increase the amount of required open space within the Airport Business Park over what currently is required, thereby increasing the amount of landscaped area and enhancing the park-like environment that is intended to be provided. The benefits of this increase in open space in enhancing the park-like environment would outweigh and opposite effect engendered by allowing certain front and side yards to be reduced from 30 feet to 25 feet. Therefore, the Commission finds that the S combining zone as proposed to be attached to the Airport Business Park property conforms with and adequately carries out the provisions of the Business Park LUP designation.

The Airport Safety Review standards for the AP combining zone as proposed to be amended by the County, are intended to be applied in conjunction with the development standards of the base zoning district to which the AP combining zone is attached. The AP combining zone is meant to apply further limitations on development proposed within the base zoning district, not separate limitations. For example, even though in some cases the AP combining zone standards address residential land uses, the AP combining zone is not intended to allow for residential use within the Business Park base zoning district, which does not allow for residential use. Allowing residential use at the Airport Business Park would also not conform with the Business Park land use plan designation that applies to the site. The standards of the AP combining zone addressing residential uses are meant to apply where the AP combining zone is attached to a base residential zoning district, where residential uses are clearly allowed.

As proposed to be amended by the County, the AP combining zone standards do not state as clearly as they could that the AP combining zone standards are meant to be applied in addition to the standards of the applicable base zone. The lack of clarity with regard to implementing the AP combining zone standards in conjunction with the base zone

HUMBOLDT COUNTY LCP AMENDMENT (AIRPORT BUSINESS PARK)

HUM-MAJ-1-98

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standards would make it difficult for the County or the Commission on appeal to interpret and apply the amended AP combining zone standards in their review of coastal development permit applications for future development within the area covered by the AP combining zone. Therefore, the Commission finds that as submitted, the proposed IP amendment is not adequate to carry out the certified LUP policy 3.28G and must be denied.

However, the amendment could be modified to adequately carry out the certified Business Park land use plan designation as implemented by the base Business Park zoning District as well as the other certified land use plan designations and zoning districts to which the AP combining zone is applied. Suggested Modification No. 2 modifies the proposed provision of Section A314-50(C) to help ensure that the limitations on development within the AP combining zone are applied in conjunction with the limitations on development imposed by the base zoning district as they are intended, and not without regard to the base zoning district standards. Suggested Modification No. 2 modifies the proposed provision of Section A314-50(C) that the Airport Business Park is subject to the Noise and Land Use Criteria of the 1993 ALUCP to state that the Airport Business Park is also subject to the land use limitations of the applicable principal zone and other applicable combining zones.

In addition, Suggested Modification No. 2 modifies the provisions of the AP combining zone standards as proposed to be amended by the County that deal with granting exceptions to the maximum residential densities allowed by the standards within an airport approach zone. Currently, the exception language allows exceptions to be granted by the Public Works Director, without reference to specific standards, including assuring that the exception is still consistent with the density provisions of the base zoning district. Suggested Modification No. 2 adds qualifying language to the exception on residential density to specify that the exception can only be granted if the reviewing authority for the coastal development permit determines that (a) the exception will be consistent with the density limitations of the base zoning district and the increase will not have an adverse effect on coastal resources. The Commission finds that if modified as suggested in Part II of this report and as described above, the proposed amendment would conform with and be adequate to carry out the LUP designations of the McKinleyville Area Plan.

PART THREE: CALIFORNIA ENVIRONMENTAL QUALITY ACT

In addition to making a finding that the amendment is in full compliance with the Coastal Act, the Commission must make a finding consistent with Section 21080.5 of the Public Resources Code. Section 21080.5(d)(2)(A) of the Public Resources Code requires that the Commission not approve or adopt an LCP:

HUMBOLDT COUNTY LCP AMENDMENT (AIRPORT BUSINESS PARK)
HUM-MAJ-1-98
PAGE 22

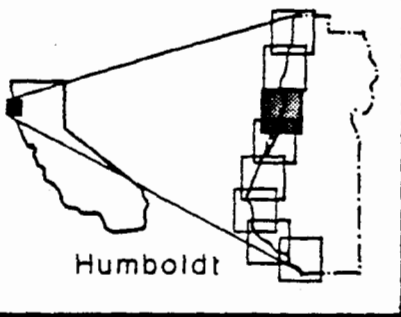
... if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effects which the activity may have on the environment.

As discussed in the findings above, the amendment request, as modified, is consistent with the California Coastal Act and will not result in significant environmental effects within the meaning of the California Environmental Quality Act.

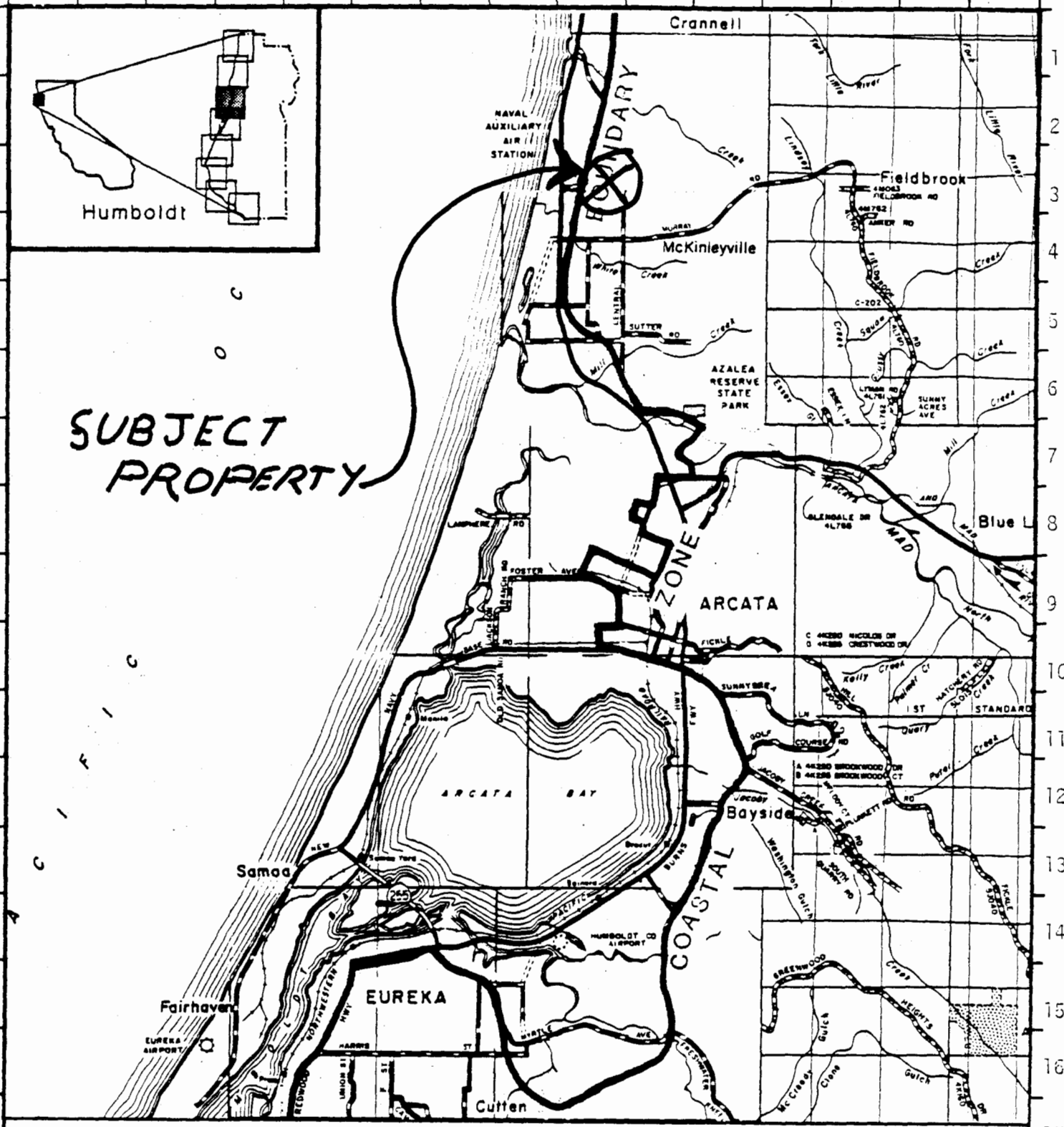
EXHIBITS:

1. Regional Location Map
2. Vicinity Map
3. Subject Property
4. Airport Business Park Subdivision Map
5. Airport Business Park Site Plan
6. County Resolution of Transmittal of Amendment and Ordinances
7. Certified Land Use Plan Excerpts
8. Existing Zoning Map
9. Certified Zoning Ordinance Excerpts
10. 1980 Airports Master Plan Excerpts
11. 1993 Airport Land Use Compatibility Plan Excerpts
12. Airport Compatibility Zone Boundaries

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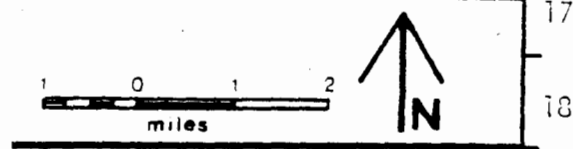


SUBJECT PROPERTY



California Coastal Commission

EXHIBIT NO. 1
APPLICATION NO.
HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
REGIONAL LOCATION



County of Humboldt

Sheet 3 of 8

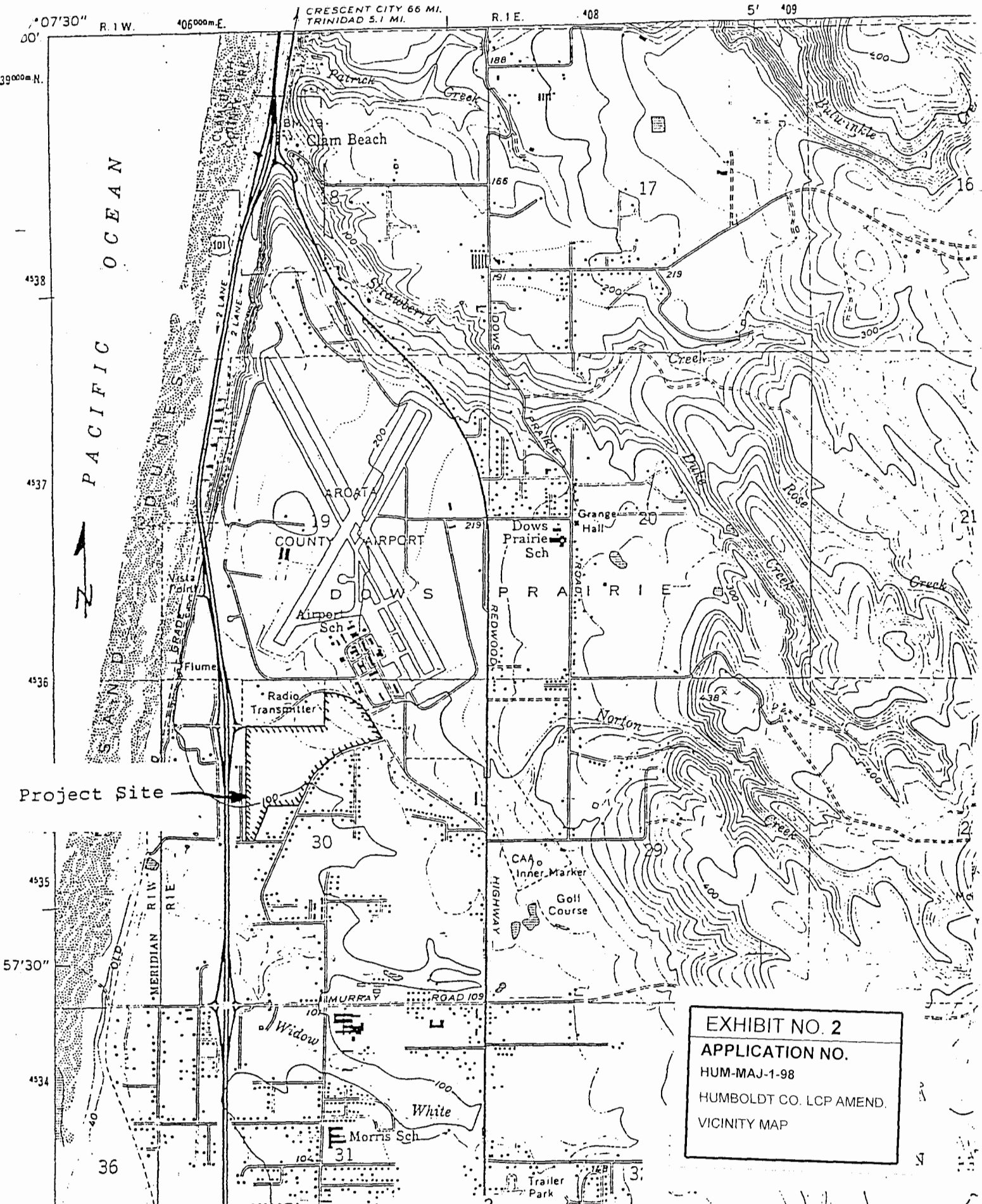


EXHIBIT NO. 2
APPLICATION NO.
HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
VICINITY MAP

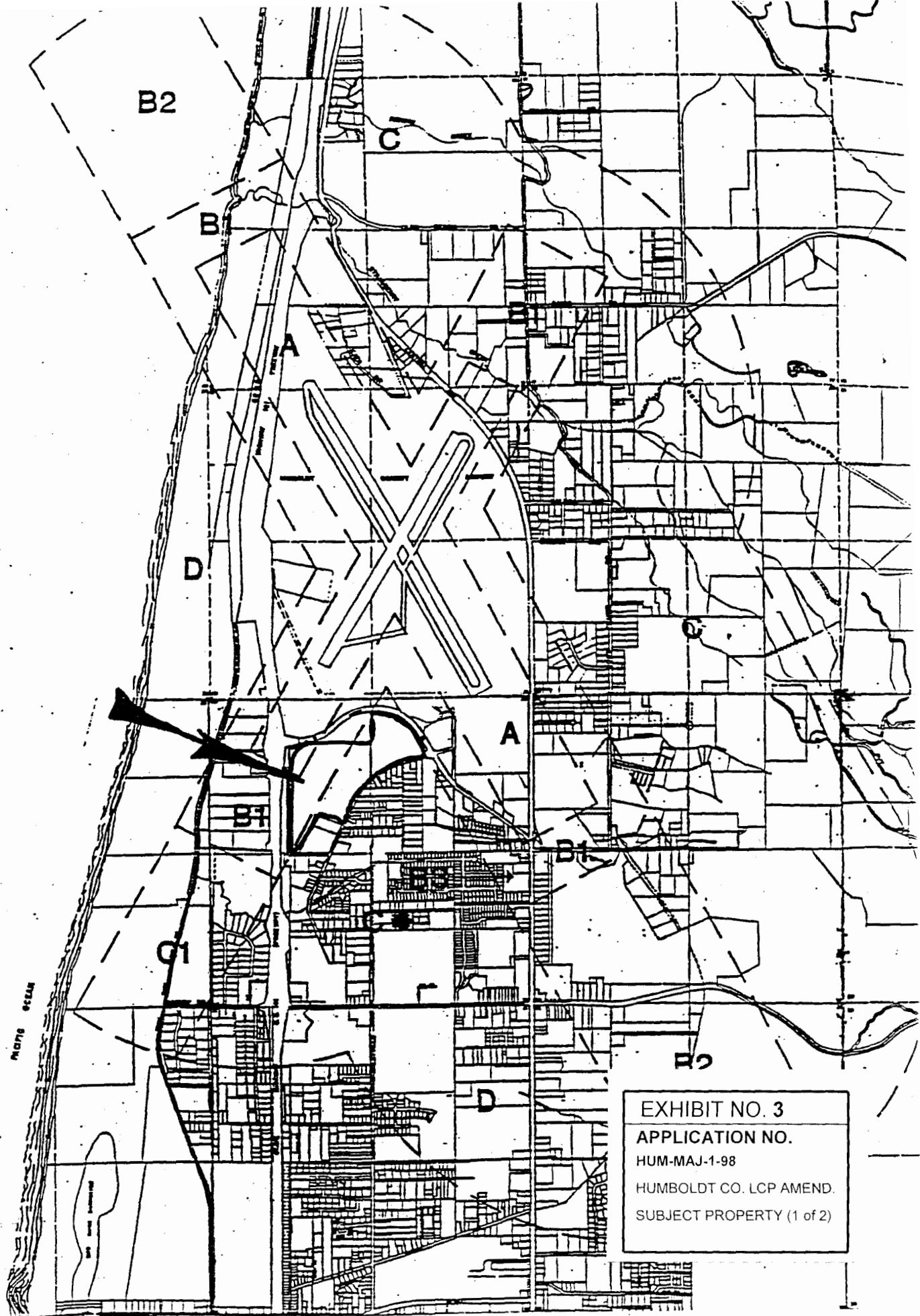
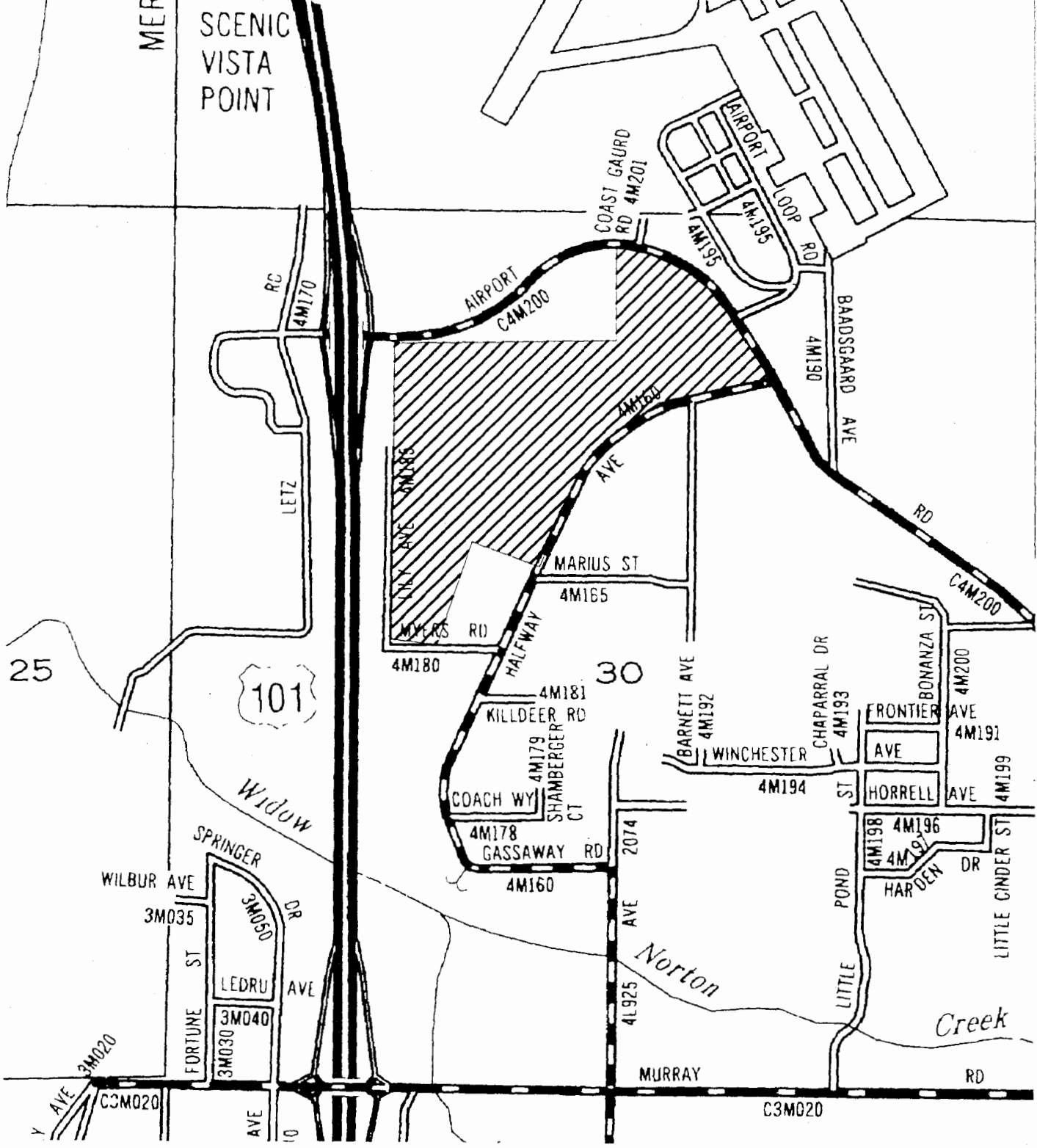


EXHIBIT NO. 3
APPLICATION NO.
HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
SUBJECT PROPERTY (1 of 2)

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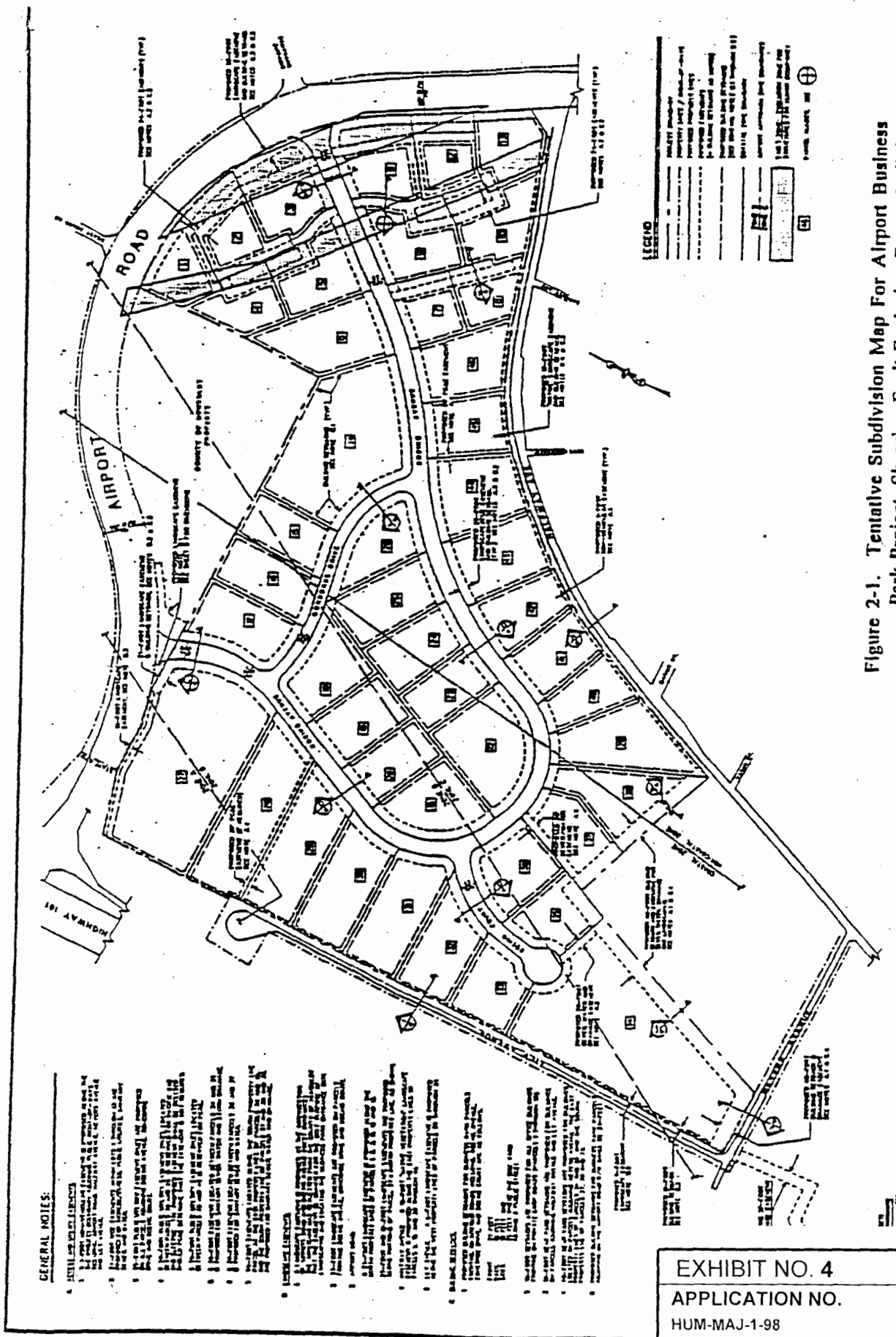
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Norton

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GENERAL NOTES:

1. ALL LOTS ARE TO BE CONVEYED TO THE COUNTY OF HUMBOLDT FOR THE AIRPORT BUSINESS PARK SUBDIVISION MAP.
2. THE LOTS ARE TO BE CONVEYED TO THE COUNTY OF HUMBOLDT FOR THE AIRPORT BUSINESS PARK SUBDIVISION MAP.
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31. THE LOTS ARE TO BE CONVEYED TO THE COUNTY OF HUMBOLDT FOR THE AIRPORT BUSINESS PARK SUBDIVISION MAP.

EXHIBIT NO. 4
APPLICATION NO.
 HUM-MAJ-1-98
 HUMBOLDT CO. LCP AMEND.
 AIRPORT BUSINESS PARK
 SUBDIVISION MAP

Figure 2-1. Tentative Subdivision Map For Airport Business Park Project, Showing Fault Exclusion Zones, Building Setbacks, Easements, and Related Features. See Appendix B for Additional Tentative Map Sheets and Additional Project Design Details.

20F2

EX 10

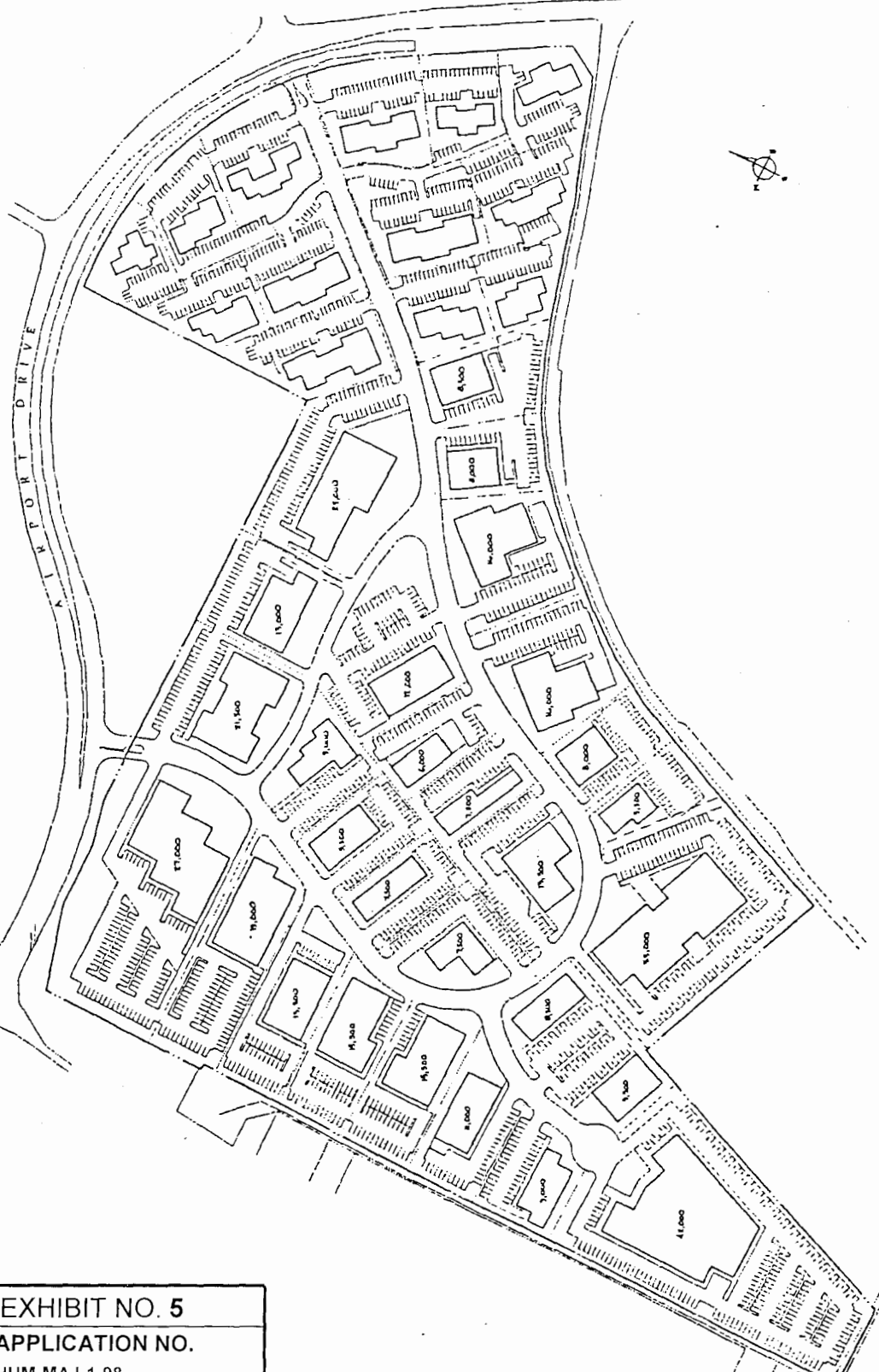


EXHIBIT NO. 5
APPLICATION NO.
HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
AIRPORT BUSINESS PARK
SITE PLAN

AIRPORT BUSINESS PARK-OVERALL SITE

EXHIBIT NO. 6
APPLICATION NO. HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
COUNTY RESOLUTION AND ORDINANCES (1 of 12)

Resolution No. 2000-96

*Resolution of Submittal
to the California Coastal Commission
for Certification of a Local Coastal Plan (LCP) Amendment*

WHEREAS, the County of Humboldt has been petitioned to amend the Coastal Zoning Regulations and the McKinleyville Area Plan; and

WHEREAS, the applicant has proposed to amend Volumes I and II of the General Plan as shown in the attached Exhibit A; and

WHEREAS, the proposed amendments may be approved if it can be found that: (1) The proposed change is in the public interest; and (2) The proposed change is consistent with the General Plan, and: (3) The amendments meet the requirements of and is in conformance with the policies of Chapter 3 of the Coastal Act; and

WHEREAS, the County Planning Department has prepared, posted for public review, and filed with the Planning Commission and the Board of Supervisors reports with evidence, findings, and conclusions showing that evidence does exist in support of making the required findings for recommending approval of the proposed amendments; and

WHEREAS, the County Planning Commission and Board of Supervisors reviewed and considered a Program Environmental Impact Report pursuant to CEQA; and

WHEREAS, the Planning Commissioners have reviewed and considered said reports and other written evidence, including a Program Environmental Impact Report required by the Planning Department and testimony presented to the Commission; and

WHEREAS, on January 6, 1998 the Planning Commission opened a public hearing on this matter to receive other evidence and testimony;

WHEREAS, on January 6, 1998 the Planning Commission continued the public hearing to the meeting of January 15, 1998 to receive other evidence and testimony;

WHEREAS, on January 15, 1998 the Planning Commission reviewed and considered said reports and other written evidence, including a Program Environmental Impact Report and testimony presented to the Commission; and

WHEREAS, the Planning Commission based on said reports, testimony received and information presented at the meeting of January 15, 1998 approved the project and recommended that the Board of Supervisors adopt a Resolution amending Volume I and Volume II of the General Plan, to implement the 1993 Airport Land Use Compatibility Plan to the project site only

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA
Certified copy of portion of proceedings, Meeting on ~~DEC 05 2000~~

as shown in Exhibit A, ~~amend the Coastal Zone boundary and associated land use and zoning designation to coincide with physical features; and~~

WHEREAS, the Planning Commission based on testimony received and information presented at the meeting of January 15, 1998 recommended that the Board of Supervisors adopt the Ordinance(s) as shown in Exhibit B, ~~modifying the Coastal Zone Boundary~~, amending Section A314-50 of the Coastal Zoning Regulations, amending the Inland and Coastal Zoning Regulations to establish a "S" or Development Standard combining zone which would allow reducing the prescriptive setbacks required by the existing zoning designation and limit the maximum ground coverage to 35% where 50% is allowed; and

WHEREAS, on February 24, 1998 the Board of Supervisors held a public hearing on this matter to receive other evidence and testimony; and

WHEREAS, the Board of Supervisors, acting as the Airport Land Use Commission, at the meeting of February 24, 1998, found the applicant's proposed modification of the ALUCP boundary between the Zones B-1 and C for the approach/departure area of Runway 2 within the boundaries of the project site as shown on tentative map for the Airport Business Park to be consistent with the Commission's policies and the intent of the ALUCP; and

WHEREAS, the Board of Supervisors, based on the recommendation of the Planning Commission and testimony received and information presented at the meeting of February 24, 1998, certified the Final Program Environmental Impact pursuant to Section 15090 of the State CEQA Guidelines; and

WHEREAS, the Board of Supervisors, based on the recommendation of the Planning Commission and testimony received and information presented at the meeting of February 24, 1998, approved the proposed amendments to Volumes I and II of the General Plan as shown in the attached Exhibits; and

WHEREAS, the Board of Supervisors based on the recommendation of the Planning Commission and testimony received and information presented at the meeting of February 24, 1998 approved the proposed amendments amending the Coastal and Inland Zoning Regulations and ~~Maps to modify the Coastal Zone Boundary~~, amending Section A314-50 of the Coastal Regulations, establish a "S" or Development Standard combining zone which would allow reducing the prescriptive setbacks required by the existing zoning designation and limit the maximum ground coverage to 35% where 50% is allowed; and

WHEREAS, the proposed amendments have been reviewed and processed pursuant to the provisions of the Framework Plan, the McKinleyville Area Plan and the Humboldt County Coastal Zoning Ordinance; and

WHEREAS, the amendments are intended to be carried out in a manner in conformity with the Coastal Act and the implementing Local Coastal Plan; and

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BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

Certified copy of portion of proceedings, Meeting on ~~DEC 05 2000~~

WHEREAS, it is the intent of the County that these amendments shall take effect immediately upon certification by the Coastal Commission.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Humboldt do hereby approve and adopt the amendment(s) to the Coastal Zoning Regulations and the McKinleyville Area Plan and submit such revisions to the Coastal Commission for certification.

Adopted on motion by Supervisor Dixon, seconded by Supervisor Woolley and the following vote:

AYES: Supervisors-- Dixon, Roodoni, Woolley, Neely, and Kirk
NOES: Supervisors-- None
ABSENT: Supervisors-- None
ABSTAIN: Supervisors-- None

STATE OF CALIFORNIA)
COUNTY OF HUMBOLDT)

I, LORA CANZONERI, Clerk of the Board of Supervisors, County of Humboldt, State of California, do hereby certify the foregoing to be a full, true and correct copy of the original made in the above entitled matter by said Board of Supervisors at a meeting held in Eureka, California as the same now appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the Board of Supervisors

LORA CANZONERI
Clerk of the Board of Supervisors
of the County Of Humboldt. State of California

By [Signature] Signature on File [Signature]
December 8, 2000

3912

ORDINANCE NO. 2228

AMENDING SECTIONS A314-50, OF THE HUMBOLDT COUNTY CODE (COASTAL ZONING REGULATIONS) AND REZONING PROPERTY IN THE MCKINLEYVILLE AREA PURSUANT TO THE APPENDIX TO TITLE III, DIVISION 1, SECTIONS A311-4, A311-7 AND A311-9 OF THE HUMBOLDT COUNTY CODE.

The Board of Supervisors of the County of Humboldt ordains as follows:

SECTION 1. ZONE AMENDMENT. Section A311-9 of the Humboldt County Code is hereby amended by reclassifying the property described in the attached Exhibit A by adding a Development Standard (S) combining zone to the existing base zones. The area described is also shown on the McKinleyville Area Plan Zoning Map and on the map attached as Exhibit B.

SECTION 2. ZONE QUALIFICATION. The special restrictions and regulations set forth herein are hereby made applicable to the property described in Section 1 in accordance with Humboldt County Code Section ~~A314-31~~, A313-41, which authorizes the modifications to certain development standards.

SECTION 3. PURPOSE OF QUALIFICATION. The purpose of the Development Standard combining zone herein imposed on the property described in Section 1 is:

1. S(5) Require a minimum building setback requirement of twenty-five (25) feet for all lots which are adjacent to Halfway Avenue, Meyers Road and Lily Avenue, with the exception of lots #27 and #28 as shown on the approved tentative map, which requires a minimum ten (10) foot rear setback.
2. S(6) Limit the total allowable lot coverage of the Airport Business Park to 35%.

SECTION 4. ZONE AMENDMENT. Section A311-9 of the Humboldt County Code is hereby amended to reflect the proposed ~~Minor Coastal Boundary Amendment and associated zoning designation adjustments~~ as shown the map attached as Exhibit B or as modified by the California Coastal Commission.

SECTION 5. ZONE AMENDMENT. Section A314-50 of Chapter 4 of the Appendix to Division 1 of Title III of the Humboldt County Code is hereby amended to include additional language as follows: The amendments are identified with underlining.

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA
Certified copy of portion of proceedings, Meeting of DEC 05 2000

Section A314-50. AP - AIRPORT SAFETY REVIEW

- A. **Purpose.** The purpose of these provisions is to establish regulations to maintain compatibility between proposed land uses and development and Humboldt County airports.
- B. **Applicability.** These regulations shall apply to land designated AP on the Zoning Maps that are described in Section 333, Chapter 3, Division 3, Title III, of the Humboldt County Code as clear zones, approach zones, transition zones, and beneath the flight track or as identified in the Technical Report for the Humboldt County Airports Master Plan. The Airport Business Park is subject to the Noise and Land Use Criteria as shown in the 1993 Airport Land Use Compatibility Plan (ALUCP) and the boundaries between Zones B-1 and C as amended by the Airport Land Use Commission.
- C. **Permitted Land Use.** Table 1 specifies the land uses that are permitted when the AP - Airport Safety Review Zone is combined with a principal zone district. The Airport Business Park is subject to the Noise and Land Use Criteria as shown in the 1993 Airport Land Use Compatibility Plan (ALUCP) and the boundaries between Zones B-1 and C as amended by the Airport Land Use Commission.
- D. **Development Standards.** In addition to the development standards of the applicable principal zone, the following standards shall apply whenever the AP - Airport safety Review zone is combined with the principal zone:
- (1) No structure, tree, or other object shall be permitted to exceed the height limits established in Section 331 of the Humboldt County Ordinance Code.
 - (2) Buildings constructed over 35' may be permitted subject to approval of a special permit.
 - (3) The maximum density in an approach zone is one unit per three acres. A minimum of one (1) dwelling unit per lawfully created lot is permitted, even if this density is exceeded. The special permit process shall be used to retain to the maximum extent feasible the contiguous open space in the approach zone.

Exceptions to the maximum density of one unit per three acres within an approach zone may be permitted subject to approval by the Director of the Department of Public Works.

SECTION 6. EFFECTIVE DATE. This ordinance shall become effective upon certification by the California Coastal Commission.

5 of 12

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA
Certified copy of portion of proceedings, Meeting of DEC 05 2000

PASSED, APPROVED this 5th day of Dec. 2000, on the following vote, to wit:

AYES: Supervisors: Dixon, Rodoni, Woolley, Neely, and Kirk

NOES: Supervisors: None

ABSENT: Supervisors: None

ADOPTED the 5th day of Dec. 2000, on the following vote, to wit:

AYES: Supervisors: Dixon, Rodoni, Woolley, Neely, and Kirk

NOES: Supervisors: None

ABSENT: Supervisors: None / Signature on File u

Chairman of the Board of Supervisors of the
County of Humboldt, State of California

I, LORA CANZONERI, Clerk of the Board of Supervisors, County of Humboldt, State of California, do hereby certify the foregoing to be a full, true and correct copy of the original made in the above entitled matter by said Board of Supervisors at a meeting held in Eureka, California as the same now appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the Board of Supervisors

LORA CANZONERI
Clerk of the Board of Supervisors
of the County Of Humboldt, State of California

By [Signature] Signature on File [Signature]

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EXHIBIT A

The land referred to is situated in the State of California; County of Humboldt, and is described as follows:

LAND WITHIN THE COASTAL ZONE ONLY

All that portion of the East Half of the Northwest Quarter and all that portion of the West Half of the Northeast Quarter in Section 30, Township 7 North, Range 1 East, Humboldt Meridian, which lies Northerly and Westerly of the County Road leading from Arcata to Trinidad, as said road existed on December 27, 1888, being the date of the Deed from Alfred Barnes to Charles E. Colwell and Laura Farrar, recorded January 2, 1889 in Book 29 of Deeds at page 52.

EXCEPTING THEREFROM the lands conveyed by the Deed from Jennie E. Baadsgaard and Alice M. Schuler to the County of Humboldt, dated August 26, 1941 and recorded November 12, 1941 in Book 252 of Deeds at page 447, under Recorder's File No. 6396, being more particularly described as follows:

BEGINNING at the quarter section corner between Sections 19 and 20, Township 7 North, Range 1 East, Humboldt Meridian;
thence West, on the section line, 1320 feet, more or less, to the Northwest corner of the Northeast Quarter of the Northwest Quarter of said Section 30;
thence South, on the subdivision line, 750 feet;
thence East, parallel with the said section line, 1320 feet, more or less, to the quarter section line;
thence North, on the same, 750 feet to the point of beginning.

ALSO EXCEPTING THEREFROM all that portion thereof lying within land described in that certain Amended Final Judgment of Condemnation obtained on January 22, 1947 in the United States District Court, Northern District of California, Northern Division, under Case No. 4959, a certified copy of which was recorded April 3, 1947 in Book 8 of Official Records at page 105, under Recorder's File No. 3176. Said land being more particularly described as follows:

BEGINNING at a point on the North line of Section 30, Township 7 North, Range 1 East, Humboldt Meridian, from which the quarter section corner common to Sections 19 and 30 bears North 89 degrees 19 minutes West, 386.84 feet;
thence along the Northerly line of said Section 30, South 89 degrees 19 minutes East, 897.4 feet to a point on the Westerly line of the former U. S. Highway No. 101 (now abandoned);
thence along said Westerly line, South 0 degrees 40 minutes West, 330.0 feet;
thence South 72 degrees 32 minutes West, 647.0 feet;
thence North 27 degrees 19-1/2 minutes West, 601.7 feet, more or less, to the point of beginning. Being a portion of the Northwest Quarter of the Northeast Quarter of Section 30, Township 7 North, Range 1 East, Humboldt Meridian.

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EXHIBIT A (continued)

The land referred to is situated in the State of California, County of Humboldt, and is described as follows:

ALSO EXCEPTING THEREFROM the land described in the Deed from Jennie E. Baadsgaard and Alice M. Schuler to Anker Baadsgaard and Jennie E. Baadsgaard, husband and wife, as joint tenants, dated June 27, 1950 and recorded June 29, 1950 in Book 135 of Official Records at page 29, under Recorder's File No. 6637, being more particularly described as follows:

COMMENCING 18 feet North of the Southeast corner of the Southwest Quarter of the Northwest Quarter of Section 30, Township 7 North, Range 1 East, Humboldt Meridian, and running East 366 feet along the North line of the right of way granted by Charles Lander to Henry F. Brizard, by Deed dated August 2, 1916 and recorded August 3, 1916 in Book 134 of Deeds at page 401, to the actual point of beginning;

thence North 300 feet;

thence East 300 feet, more or less, to the County Road;

thence Southerly 300 feet, more or less, along the Westerly line of said County Road to the Northeast corner of said Lander to Brizard right of way;

thence Westerly 300 feet, more or less, along the North line of said right of way, to the actual point of beginning.

ALSO EXCEPTING THEREFROM the land described in the Deed from Jennie E. Baadsgaard and Alice M. Schuler to the State of California, dated February 27, 1962 and recorded April 5, 1962 in Book 681 of Official Records, page 305, under Recorder's File No. 6077, being more particularly described as follows:

That portion of the East Half of the Northwest Quarter of Section 30, Township 7 North, Range 1 East, Humboldt Base and Meridian, described as follows:

BEGINNING at a point from which the Southeast corner of the Southwest Quarter of said section 30 bears South 13 degrees 44 minutes 39 seconds East 4678.59 feet and from which point of beginning Engineer's Station "0-1" 373+90.00 P.O.T. of the Department of Public Works' survey between Mad River and 0.2 miles North of Little River (State Highway I-Hum-1-1) bears North 89 degrees 34 minutes West, 430.00 feet;

thence South 74 degrees 54 minutes 16 seconds West, 177.12 feet to the West line of said East Half of the Northwest Quarter of Section 30;

thence along said West line, North 0 degrees 23 minutes 55 seconds East, 70.98 feet to the Southwest corner of the land conveyed to the County of Humboldt by Deed, recorded November 12, 1941 in Book 252, page 447 of Deeds, Humboldt County Records;

thence along the South line thereof, North 89 degrees 31 minutes 35 seconds East, 170.72 feet to a point that bears North 0 degrees 26 minutes East from the point of beginning;

thence South 0 degrees 26 minutes West, 26.27 feet to the point of beginning.

8912

EXHIBIT A (continued)

The land referred to is situated in the State of California, County of Humboldt, and is described as follows:

ALSO EXCEPTING THEREFROM the lands described in Parcels One and Two of the Deed from Anker Baadsgaard, et al, to the County of Humboldt, dated November 6, 1964 and recorded January 22, 1965 in Book 822 of Official Records at page 557, under Recorder's File No. 921, being more particularly described as follows:

PARCEL ONE

That portion of the North Half of the Northeast Quarter of Section 30, Township 7 North, Range 1 East, Humboldt Base and Meridian, described as:

BEGINNING at the quarter section corner common to Section 19 and 30, Township 7 North, Range 1 East, Humboldt Base and Meridian;
thence South 89 degrees 19 minutes East, 386.84 feet, to the Northwest corner of the parcel of land acquired by the United States of America by Final Judgment of Condemnation, recorded May 17, 1946, in Book 282 of Deeds, page 126, in the office of the Recorder of Humboldt County;
thence South 27 degrees 19 minutes 30 seconds East, along the Westerly line of said United States parcel, 610.70 feet;
thence North 72 degrees 32 minutes East, along the Southerly line of said United States parcel 476.84 feet, to a point that bears South 72 degrees 32 minutes West, 170.16 feet from the Southeast corner of said parcel;
thence South 58 degrees 52 minutes 07 seconds West, 251.27 feet;
thence South 24 degrees 38 minutes 33 seconds West, 97.96 feet;
thence South 31 degrees 07 minutes 53 seconds East, 338.41 feet;
thence South 61 degrees 35 minutes East, 16.75 feet, to the Northerly line of Halfway Avenue, County Road No. P-544C;
thence south 73 degrees 09 minutes West, along said Northerly line, 214.59 feet;
thence North 30 degrees 57 minutes 11 second East, 101.30 feet;
thence North 31 degrees 07 minutes 53 seconds West, 352.33 feet;--
thence along a curve to the left, tangent to the last proceeding course, with a radius of 745 feet, through an angle of 65 degrees 09 minutes 13 seconds, a distance of 847.17 feet, to a point on the section line running North and South through the center of said Section 30;
thence North 0 degrees 42 minutes East, along said section line, 231.53 feet to the point of beginning.

PARCEL TWO

That portion of the East Half of the Northwest Quarter of Section 30, Township 7 North, Range 1 East, Humboldt Base and Meridian, described as:

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EXHIBIT A (continued)

The land referred to is situated in the State of California, County of Humboldt, and is described as follows:

PARCEL TWO (continued)

BEGINNING at a point from which the Southeast corner of the Southwest Quarter of said Section 30 bears South 13 degrees 44 minute 39 seconds East, 4678.59 feet, and from which point of beginning Engineer's Station "0-1" 373+90.00 P. O. T. of the State of California Department of Public Works Survey between Mad River and 0.2 miles North of Little River (State Highway I-Hum-1-1) bears North 89 degrees 34 minutes West, 430.00 feet;

thence North 0 degrees 26 minutes East, 26.27 feet to a point on the Southerly line of the parcel of land conveyed to the County of Humboldt by Deed, recorded November 12, 1941 in Book 252 of Deeds, page 447, Humboldt County Records;

thence North 89 degrees 31 minutes 35 seconds East, along said Southerly line, 230.00 feet;

thence South 77 degrees 13 minutes 16 seconds West, 123.24 feet;

thence South 81 degrees 31 minutes 35 seconds West, parallel with said Southerly line of county parcel, 110.00 feet, to the point of beginning.

ALSO EXCEPTING THEREFROM Parcels One and Two, as shown on Parcel Map No. 1289 filed in the Humboldt County Recorder's Office in Book 11 of Parcel Maps, page 82.

ALSO EXCEPTING THEREFROM that portion of the North Half of the Northeast Quarter of said Section 30, lying Southerly and Easterly of the following described line:

BEGINNING at the quarter section corner common to Sections 19 and 30, Township 7 North, Range 1 East, Humboldt Base and Meridian;

thence South 89 degrees 19 minutes East, 386.84 feet, to the Northwest corner of the parcel of land acquired by the United States of America by Final Judgment of Condemnation recorded May 17, 1946 in Book 282 of Deeds, page 126, in the office of the Recorder of Humboldt County;

thence South 27 degrees 19 minutes 30 seconds East along the Westerly line of said United States Parcel, 610.70 feet;

thence North 72 degrees 32 minutes East, along the Southerly line of said United States Parcel, 476.84 feet, to a point that bears South 72 degrees 32 minutes West, 170.16 feet from the Southeast corner of said parcel; said point being the true point of beginning of the line to be herein described;

thence from said true point of beginning, South 58 degrees 52 minutes 07 seconds West, 251.27 feet;

thence South 24 degrees 38 minutes 33 second West, 97.96 feet;

thence South 31 degrees 07 minutes 53 seconds East, 338.41 feet;

thence South 61 degrees 35 minutes East, 16.75 feet to the Northerly line of Halfway Avenue, County Road No. P-544C;

thence Southeasterly at right angles to the Northerly line of said County Road, 25 feet, more or less, to the center line thereof.

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EXHIBIT A (continued)

The land referred to is situated in the State of California, County of Humboldt, and is described as follows:

TRACT B

That portion of the Southeast Quarter of the Northwest Quarter of Section 30, Township 7 North, Range 1 East, Humboldt Meridian, described as follows:

BEGINNING 18 feet North of the Southeast corner of the Southwest Quarter of the Northwest Quarter of said Section 30;

thence East along the North line of that certain right of way granted in the Deed from Charles Lander to Henry F. Brizard, dated August 2, 1916 and recorded August 3, 1916 in Book 134 of Deeds at page 401, a distance of 366 feet to the true point of beginning;

thence from said true point of beginning North 300 feet;

thence East 300 feet, more or less, to the County Road referred to in the Deed from Jennie E. Baadsgaard and Alice M. Schuler to Anker Baadsgaard and Jennie E. Baadsgaard, husband and wife, as joint tenants, dated June 27, 1950 and recorded June 29, 1950 in Book 135 of Official Records at page 29, under Recorder's File No. 6637;

thence Southerly along the Westerly line of said County Road, 300 feet, more or less, to the Northeast corner of the right of way granted in the above mentioned Deed to Henry F. Brizard;

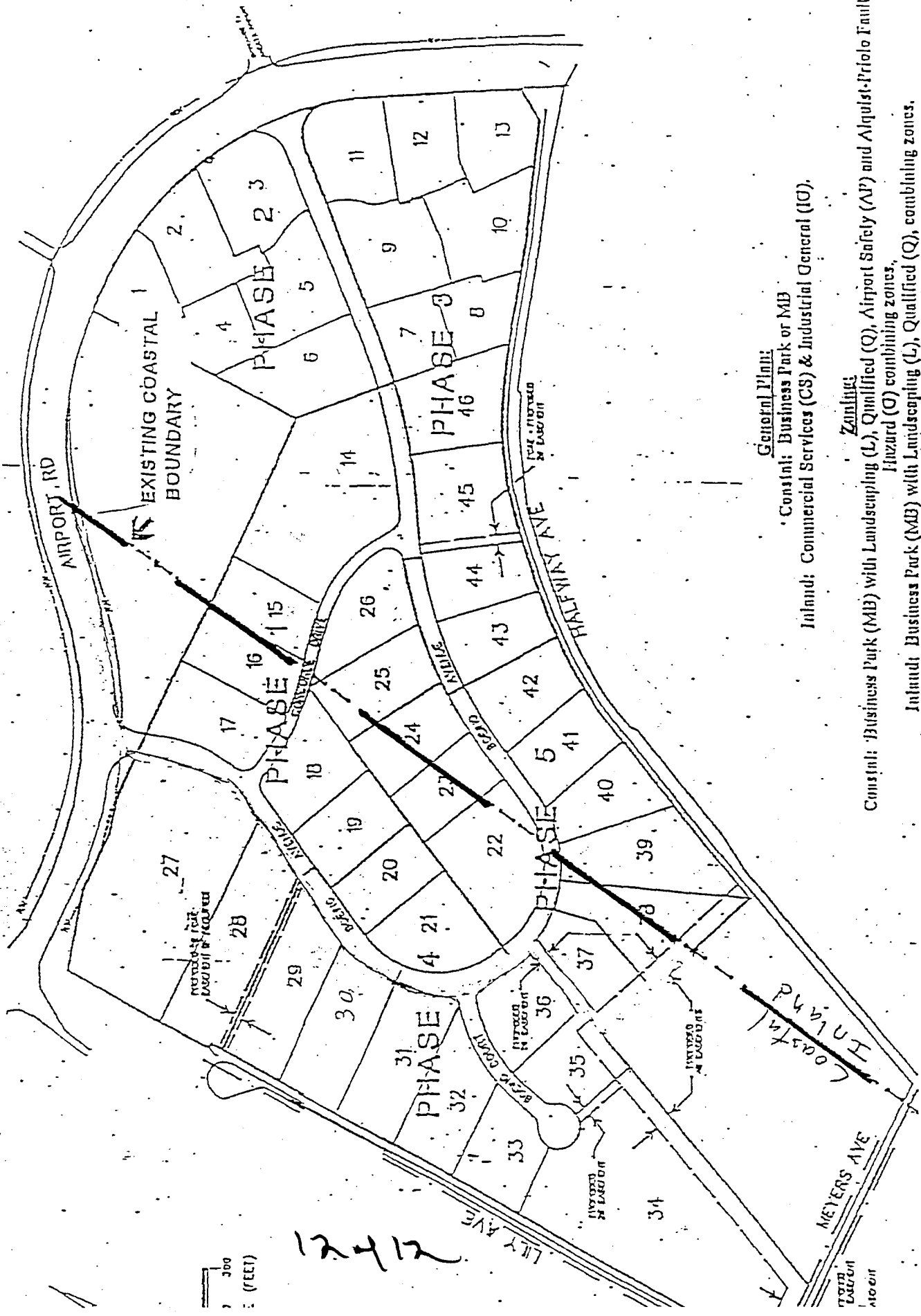
thence Westerly along the North line of said right of way 300 feet, more or less, to the true point of beginning.

EXCEPTING THEREFROM that portion thereof, if any, that may lie Southeasterly of the County Road leading from Arcata to Trinidad, as said road existed on December 27, 1888, being the date of the Deed from Alfred Barnes to Charles E. Colwell and Laura Farrar, recorded January 2, 1889 in Book 29 of Deeds at page 52.

ALSO EXCEPTING THEREFROM Parcels One and Two as shown on Parcel Map No. 1289, filed in the Humboldt County Recorder's Office in Book 11 of Parcel Maps, page 82. 5

ME/eb

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General Plans:

- Constnl: Business Park or MB
- Inland: Commercial Services (CS) & Industrial General (IG).

Zoning:

- Constnl: Business Park (MB) with Landscaping (L), Qualified (Q), Airport Safety (AS) and Airport-Private Encl
- Hazard (O) combining zones,
- Inland: Business Park (MB) with Landscaping (L), Qualified (Q), combining zones.

**AIRPORT BUSINESS PARK
COASTAL BOUNDARY, LAND USE & ZONING ADJUSTMENT**

**McKINLEYVILLE AREA PLAN
OF THE
HUMBOLDT COUNTY
LOCAL COASTAL PROGRAM**

Approved by the
Board of Supervisors
December 16, 1980
Resolution No. 80-139

Amended and Adopted
December 15, 1981
Resolution No. 81-143¹

Certified by the State Coastal Commission
January 7, 1982

Date of this Printing: March, 1995

This document was prepared by the Humboldt County Planning and Building Department's Local Coastal Program with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, administered by the California Coastal Commission.

As required by the Coastal Act Section 30519.5, this plan will be reviewed at least once every five years by the State Coastal Commission to determine the effectiveness of this land use plan to implement the Coastal Act.

The Board of Supervisors may review the effectiveness and adequacy of this plan at anytime and commensurate with State Planning Law, Chapter 3, Article 6, Section 65361, may amend the land use plan up to three (3) times a year. All plan amendments must be approved by the State Coastal Commission. (Amended by Resolution Number 81-143, 12/15/81).

EXHIBIT NO. 7
APPLICATION NO.
HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
LAND USE PLAN EXCERPTS
(1 of 7)

1. See next page for complete revisions history.

3.28 G. Arcata-Eureka Airport Special Study Area

1. New development within the Arcata-Eureka Airport approach and transitional zones shall be consistent with the approved off-site development guidelines contained in the adopted County Airport Master Plan. The Airport Land Use Commission will define and formally establish an airport safety zone, adopt specific noise and safety standards, and apply such standards to all new development within these zones.
2. Generally, within the airport approach and transitional zones the plan recommends an overall residential density of 1 unit per 1/2 acre. Based on this recommendation, the land use designation Residential Low Density within the transitional and approach zone is amended to include the plan density of 0-8 units per acre. As amended, the planned land uses and densities will not frustrate or prejudice the Airport Land Use Commission's task of implementing the Airport Master Plan.
3. The clustering of new development or planned unit development technique shall be encouraged for new development proposed in these zones to mitigate health and safety concerns.

4.43 BUSINESS PARK DEVELOPMENT

The adopted McKinleyville Community Plan (1985) for the non-coastal portion of the McKinleyville area identifies opportunities to develop light industrial/commercial sites in the vicinity of the Arcata/Eureka airport which had not previously been accounted for, in particular the "Airport Road Site" located south of Airport Road and west of Halfway Avenue. The Community Plan designates this site, located partly in the Coastal Zone and partly outside, for this type of use. The McKAP recognizes this same opportunity in the Coastal Zone portion of this parcel by designating the Airport Road site as "MB" for business park development (Amended by Res. No. 85-81, 8/20/85).

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CHAPTER 5

STANDARDS FOR PLAN DESIGNATIONS

5.10 INTRODUCTION

The Area Plan maps indicate the planned principal use for all areas in the Coastal Zone. These planned uses are the basis on which zoning and subsequent development decisions are made; their intent is to guide the development of each area within the framework of community goals and objectives (Chapter 3 of the Area Plan) and the requirements of Public Resource Code section 30,000 et. seq. (The California Coastal Act).

On the maps, the planned principal uses - or planning designations - are indicated by symbols; the key on the map indicates which symbol stands for which planning designation. In this chapter, the standards for permitted use are identified for each planning designation. While in some cases these standards are very specific, they are for the most part of a more general nature than the zoning standards that apply in the area (these are found in the Coastal Zoning Ordinance). This is for a definite reason: the plan designations for an area indicate the overall pattern of eventual development for several years ahead, while the zoning now in force limits present development to what can now be supported in the area. Ordinarily, only one zone will be compatible with a single plan designation, and any zoning adopted must conform with and be able to carry out the land use plan.

For each Urban and Rural land use designation listed below, the purposes, principal use, conditional use, and (For residential designations) the gross density are identified. Chapter 5 also indicates additional standards for each land use designation that assure conformance of new development with the community objective and requirements of the Coastal Act.

5.20 URBAN PLAN DESIGNATIONS

(The standards below apply only within Urban Limits as shown in the Area Plan)

RH: RESIDENTIAL/HIGH DENSITY

Purpose: To maximize effective use of limited urban lands and promote concentration of urban residential use where public services and overall community design make this both feasible and desirable.

Principal Use: Multiple-unit residential development for occupancy by individuals, groups or families, exclusive of mobile home developments.

Conditional Uses: Hotels, motels, boarding houses, mobile home development, single family residences, neighborhood commercial, office and professional uses (Amended by Res. No. 85-65, effective certification: 11/25/85)

1. New neighborhood commercial development, which is conditionally permitted in urban residential land use designations, shall be restricted to locating along minor collectors or a higher order road classification (e.g. major collectors or arterials. (Amended by Res. No. 85-55, 5/7/85).

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MB: BUSINESS PARK (Amended by Res. 85-81, 8/20/85)

Purpose: to provide sites which are suitable for "business park" developments: Well designed and mixed industrially commercial areas composed of nuisance-free light industrial, research and development, administrative and business and professional office, warehousing and storage facilities, developed in a park-like environment.

Principal Uses: research/light industrial, office and professional service, administrative, and warehousing, storage and distribution.

Conditional Uses: retail sales, retail service uses, transient habitation uses which are incidental to or supportive of principal uses.

MH: INDUSTRIAL/HEAVY

(Deleted by Res. No. 85-81, 8/20/85)

ML: INDUSTRIAL/LIGHT

(Deleted by Res. No. 85-81, 8/20/85)

MC: INDUSTRIAL/COASTAL DEPENDENT

(Deleted by Res. No. 85-81, 8/20/85)

PF: PUBLIC FACILITY

Purpose: To protect sites appropriate for the development of public and private sector civil service facilities.

Principal Use: Essential services including fire and police stations, hospitals and schools; public and private facilities including offices, libraries, cemeteries and clinics; but not including sites or facilities for the storage or processing of materials or equipment.

PR: PUBLIC RECREATION

Purpose: To protect publicly-owned lands suitable for recreational development or resource protection.

Principal Use: Public recreation and open space (per Section 3.25 A).

Conditional Uses: Caretaker dwellings, maintenance buildings.

AG: AGRICULTURAL/GENERAL

Purpose: To protect productive non-prime agricultural lands from conversion to non-agricultural uses.

Principal Use: Production of food, fiber, plants or the grazing of recreational livestock, with a residence incidental to this use.



Conditional Uses: Hog production, watershed management, management for fish and wildlife habitat, recreation such as hunting, camps and stables (exclusive of those requiring non-agricultural development, utility transmission lines, farm labor

McKINLEYVILLE
LAND USE PLAN MAPS

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McKINLEYVILLE AREA PLAN LAND USE DESIGNATIONS

URBAN

-  - URBAN LIMIT LINE
-  - URBAN RESERVE
- RE - RESIDENTIAL ESTATE (0-2 units/acre)
- RL - RESIDENTIAL/LOW DENSITY (3-7 units/acre)
- RL(A) - RESIDENTIAL/LOW DENSITY (0-4 units/acre)
- RL(B) - RESIDENTIAL/LOW DENSITY (3-8 units/acre)
- CR - RECREATIONAL COMMERCIAL
- CG - COMMERCIAL GENERAL
- MB - BUSINESS PARK

RURAL

- AEP - AGRICULTURE EXCLUSIVE PRIME
- RX - RURAL EXURBAN
- RR - RURAL RESIDENTIAL
- PR - PUBLIC RECREATION
- PF - PUBLIC FACILITY
- NR - NATURAL RESOURCES
- TC - COMMERCIAL TIMBERLANDS

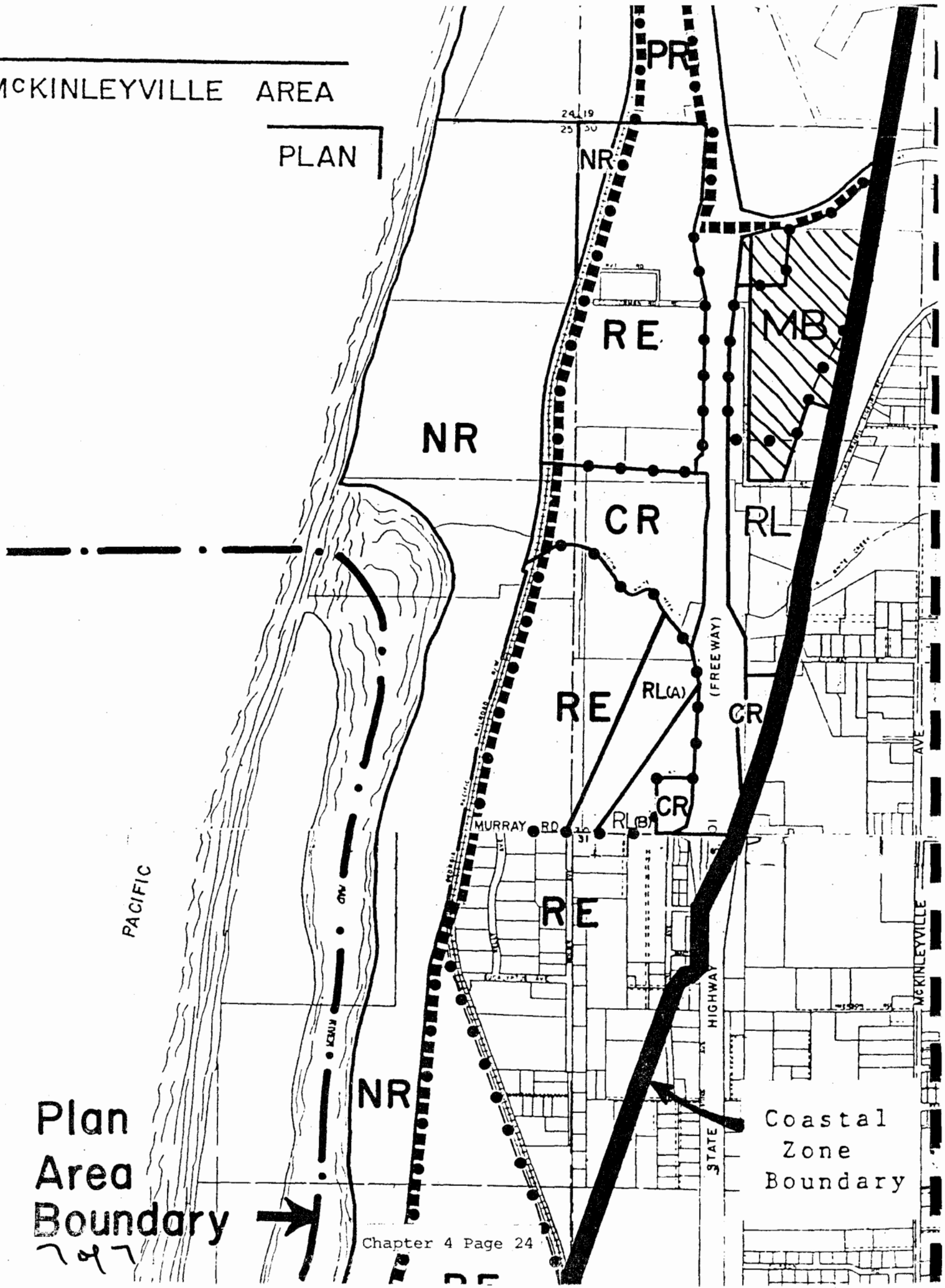
REVISIONS

1. Dec. 16, 1986 - Res. No. 86-143
2. Sept. 29, 1987 - Res. No. 87-119

HUMBOLDT COUNTY PLANNING DEPARTMENT
LOCAL COASTAL PROGRAM

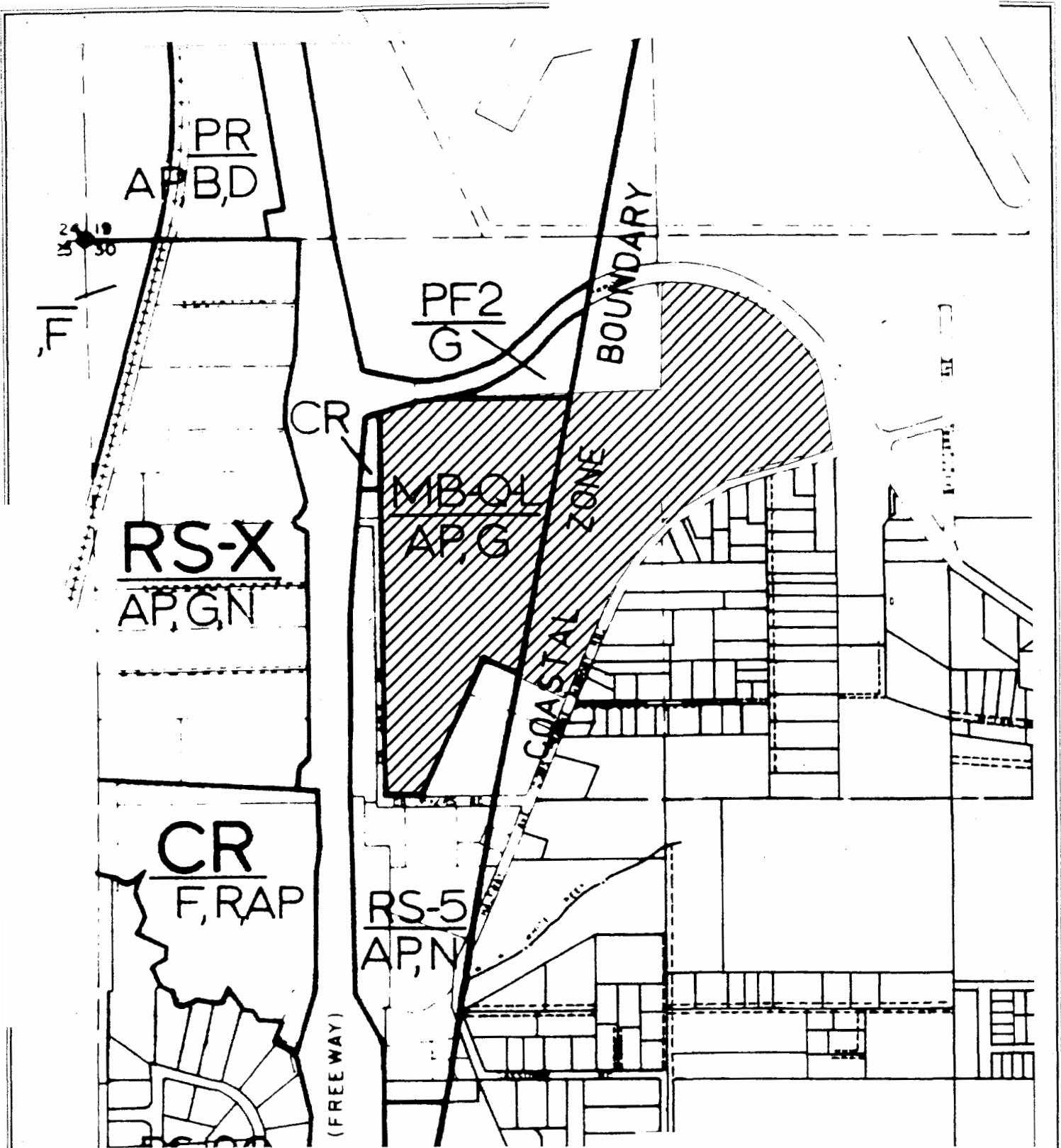
MCKINLEYVILLE AREA

PLAN



Plan Area Boundary

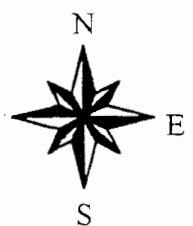
Coastal Zone Boundary



Proposed Moser Final Map and
 Coastal Development Permit Extension
 McKinleyville Area FMS-03-95x/CDP-40-95
 APN: 511-042-08 (old) / 511-461-01 et al (ne
 Section 30, T7N R1E, H.B.&M.

COASTAL ZONING MAP

EXHIBIT NO. 8
 APPLICATION NO.
 HUM-MAJ-1-98
 HUMBOLDT CO. LCP AMEND.
 EXISTING ZONING



ATTACHMENT 1

APPENDIX TO TITLE III, DIVISION 1
OF THE HUMBOLDT COUNTY CODE

COASTAL ZONING REGULATIONS

EXHIBIT NO. 9
APPLICATION NO. HUM-MAJ-1-98 HUMBOLDT CO. LCP AMEND. EXISTING ZONING ORDINANCE (EXCERPT) (1 of 6)

INDUSTRIAL USE REGULATIONS

A313-25. MB BUSINESS PARK.

A. Principal Permitted Uses.

- (1) Civic Use Types
Minor Utilities
Administrative
- (2) Commercial Use Types
Warehousing, Storage and Distribution
Office and Professional Service
- (3) Industrial Use Type
Research/Light Industrial

B. Conditionally Permitted Uses.

- (1) Commercial Use Types
Retail Sales
Retail Service Uses
Transient Habitation

C. Development Standards.

- (1) Minimum Lot Size: 10,000 square feet.
- (2) Minimum Lot Width: Sixty (60) feet.
- (3) Minimum Yards:
 - (a) Front: Thirty (30) feet.
 - (b) Rear: Ten (10) feet.
 - (c) Side: Thirty (30) feet where side yard adjoins a public street and ten (10) feet otherwise;
 - (d) For Flag Lots, the Planning Director, in consultation with the Public Works Department, shall establish the minimum yard that is required for a vehicular turn around on the lot.
- (4) Maximum Ground Coverage: Fifty (50) percent.
- (5) Maximum Structure Height: Fifty (50) feet.
- (6) Permitted Main Building Types:
 - (a) Nonresidential Detached, attached or Multiple Group;
 - (b) Limited Mixed Residential-Nonresidential;
 - (c) Nonresidential Detached, Group/Multiple.

REGULATIONS FOR THE COMBINING ZONE

A313-40. APPLICABILITY.

The regulations set forth in §§ A313-41 through A313-44 for each of the Combining Zones shall modify the regulations for the Principal Zones with which they are combined. All uses and development regulations of the Principal Zone shall apply in the Combining Zone except in so far as they are modified or augmented by the uses and regulations set forth in the Combining Zone regulations.

A313-41. S DEVELOPMENT STANDARD COMBINING ZONE REGULATIONS.

- A. Title and Purpose. The provisions of this section shall be known as the Development Standard Combining Zone Regulations. The Development Standard Combining Zone Regulations are intended to allow modification of the specific development standards in the principal zones to more precisely implement the General Plan.
- B. Applicability. The County Board of Supervisors, in approving an zone reclassification as allowed by Chapter 6 of this Division, may include the Development Standard Combining Zone with any Principal Zone with a principal zone, the Board of Supervisors may modify any or all of the following development standards:
- (1) Minimum Lot Size
 - (2) Minimum Average Lot Size
 - (3) Minimum Lot Width
 - (4) Maximum Lot Depth
 - (5) Minimum Yard Setbacks
 - (6) Maximum Ground Coverage
 - (7) Maximum Building Height
 - (8) Permitted Principal Building Types
- C. Limitations to Modifying Development Standards. Modifications of development standards are subject to the following limitations:
- (1) Minimum Lot Size shall not be modified below 5,000 square feet.
 - (2) Minimum Lot Width shall not be modified below 50 feet.
 - (3) Principal Zones may be modified to allow mobilehomes as a permitted building type only when the zoning district to be modified will include a minimum area of four (4) acres or four (4) city blocks.
- D. Map Designation. When combined with a principal zone, the Development Standard Combining Zone shall be designated on the adopted zoning maps by the designator S, except as provided herein. The S designator shall immediately follow the principal zone designator, or, where applicable, shall immediately follow the maximum density designator. The development standards that are modified shall also be represented on the adopted zoning maps in a table format in the order listed in this Section. Arabic numerals shall be used in the table to specify all modified development standards, except for permitted principal

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building types. Permitted building types shall be represented by name in the table. Minimum Lot Size shall be represented by a number which represents thousands of square feet, followed by the lower case letter s; or by a number which represents numbers of acres, followed by the lower case letter a, whichever is appropriate; (example: RS7.5s would require a minimum lot size of 7,500 square feet).

E. Special Designation for Manufactured Home Building Type Modifications. Whenever the Development Standard Combining Zone is used to modify a principal zone to allow manufactured homes as permitted building types, the following designators shall be used as applicable:

- (1) SM - where development standards in addition to the Manufactured Homes Building Type are modified.
- (2) M - where the development standards are modified for the sole purpose of allowing manufactured homes.

When the M designator is used, the permitted building type shall not be listed by name in the table format.

F. Special Representation for Minimum Lot Size Where No Further Subdivisions are Permitted. Whenever the Development Standard Combining Zone is used to modify the principal zone to prohibit further subdivisions of any lots within the zone, the following designators shall be used as applicable:

- (1) SX - where development standards in addition to the minimum lot size are modified.
- (2) X - where the development standards are modified for the sole purpose of prohibiting further subdivisions of any lots within the zone. When the X designator is used, the minimum lot size shall not be listed in the table format.

G. Special Representation for Minimum Lot Size where a Minimum Lot Size and Minimum Average Lot Size are Both Specified. Whenever the Development Standard Combining Zone is used to modify the principal zone to specify a minimum lot size and a minimum average lot size that must be maintained in subdividing any lot within the zone, the following designators shall be used as applicable:

- (1) SY - where development standards in addition to the minimum lot size are modified.
- (2) Y - where the development standards are modified for the sole purpose of specifying a minimum lot size and minimum average lot size.
- (3) SY (x) or Y (x) - where, on any zoning maps, "x" indicates the minimum lot size, and where the subdivision of any parcel results in a density consistent with the General Plan. As part of the subdivision action, a rezone to the appropriate SY(x) or Y(x) parcel size designation shall be required, and, as necessary, on the enforceable restrictions to maintain

SPECIAL AREA COMBINING REGULATIONS

A314-50. AP - AIRPORT SAFETY REVIEW.

(a) Purpose. The purpose of these provisions is to establish regulations to maintain compatibility between proposed land uses and development and Humboldt County airports.

(b) Applicability. These regulations shall apply to land designated AP on the Zoning Maps that are described in § 333, Chapter 3, Division 3, Title III, of the Humboldt County Code as clear zones, approach zones, transition zones, and beneath the flight track or as identified in the Technical Report for the Humboldt County Airports Master Plan.

(c) Permitted Land Use. Table 1 specifies the land uses that are permitted when the AP - Airport Safety Review Zone is combined with a principal zone district.

(d) Development Standards. In addition to the development standards of the applicable principal zone, the following standards shall apply whenever the AP - Airport Safety Review Zone is combined with the principal zone:

- (1) No structure, tree, or other object shall be permitted to exceed the height limits established in § 331 of the Humboldt County Ordinance Code.
- (2) Buildings constructed over 35' may be permitted subject to approval of a special permit.
- (3) The maximum density in an approach zone is one unit per three acres. A minimum of one (1) dwelling unit per lawfully created lot is permitted, even if this density is exceeded. The special permit process shall be used to retain to the maximum extent feasible the contiguous open space in the approach zone.

Exceptions to the maximum density of one unit per three acres within an approach zone may be permitted subject to approval by the Director of the Department of Public Works.

TABLE 1

Use	Clear Zone	Approach Zone	Transitional Zone	Beneath Flight Track
Residential Use Types having an average density of less than 10 dwelling units per acre	SP	SP	A	A
Residential Use Types having an average density of 10 or more dwelling units per acre	NA	SP	SP	SP
High Occupancy Use Types whether permanent or temporary and whether in or out of a structure which result in assemblages of more than 25 persons per acre (excluding streets)	NA	SP	A	A
Structures	SP	A	A	A

Abbreviations

- NA: Developments of this type are not permitted uses in this zone.
- SP: Special permit required. Review for consistency with Airport/Land Use Safety Compatibility Criteria.
- A: Use permitted consistent with principal zone requirements.

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**HUMBOLDT COUNTY AIRPORTS
MASTER PLAN - EXECUTIVE SUMMARY**

HUMBOLDT COUNTY, CALIFORNIA

June 1980



EXHIBIT NO. 10
APPLICATION NO.
HUM-MAJ-1-98
HUMBOLDT CO. LCP AMEND.
AIRPORT MASTER PLAN
1980 (EXCERPTS) (1 of 14)

BOARD OF SUPERVISORS

HUMBOLDT COUNTY

SARA PARSONS, CHAIRMAN

ERIC HELDOND

HARRY PRITCHARD

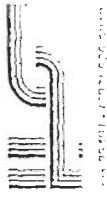
ERVIN REHNER

DANNY WALSH

GUY EULSTAD - DIRECTOR OF PUBLIC WORKS

WILLY RITCHEE - SENIOR REAL PROPERTY AGENT

RAY BEETHIGA - SUPERINTENDENT OF AIRPORTS



HODGES & SHULL

AVIATION PLANNING CONSULTANTS

3100 W. LONG BEACH AVENUE, LONG BEACH, CALIF. 90804-2000

June 1989

Board of Supervisors
County of Humboldt
Eureka, California

Dear Members of the Board:

Hodges & Shull Aviation Planning Consultant is pleased to submit the Humboldt County Airports Master Plan -- Executive Summary. This report along with associated drawings, a Technical Report, and appendical and other documents present complete findings, conclusions, and recommendations of our consulting services pursuant to the February 1989 agreement between the Board and our firm.

These documents reflect the thoughts and efforts which many organizations and individuals have contributed to the study. We would particularly like to acknowledge the contributions of the County Public Works and Planning Departments, the County Aviation Division, the California Division of Aeronautics, the Federal Aviation Administration, the commercial operators at the three study airports, and the many members of the local community who have shown their interest in the project.

Throughout the study, the major role which airports play in Humboldt County transportation has been repeatedly apparent. We have appreciated this opportunity to contribute to the planning for future development of the County's three principal airports. It has been a most interesting and challenging project.

Respectfully submitted,

HODGES & SHULL Aviation Planning Consultant

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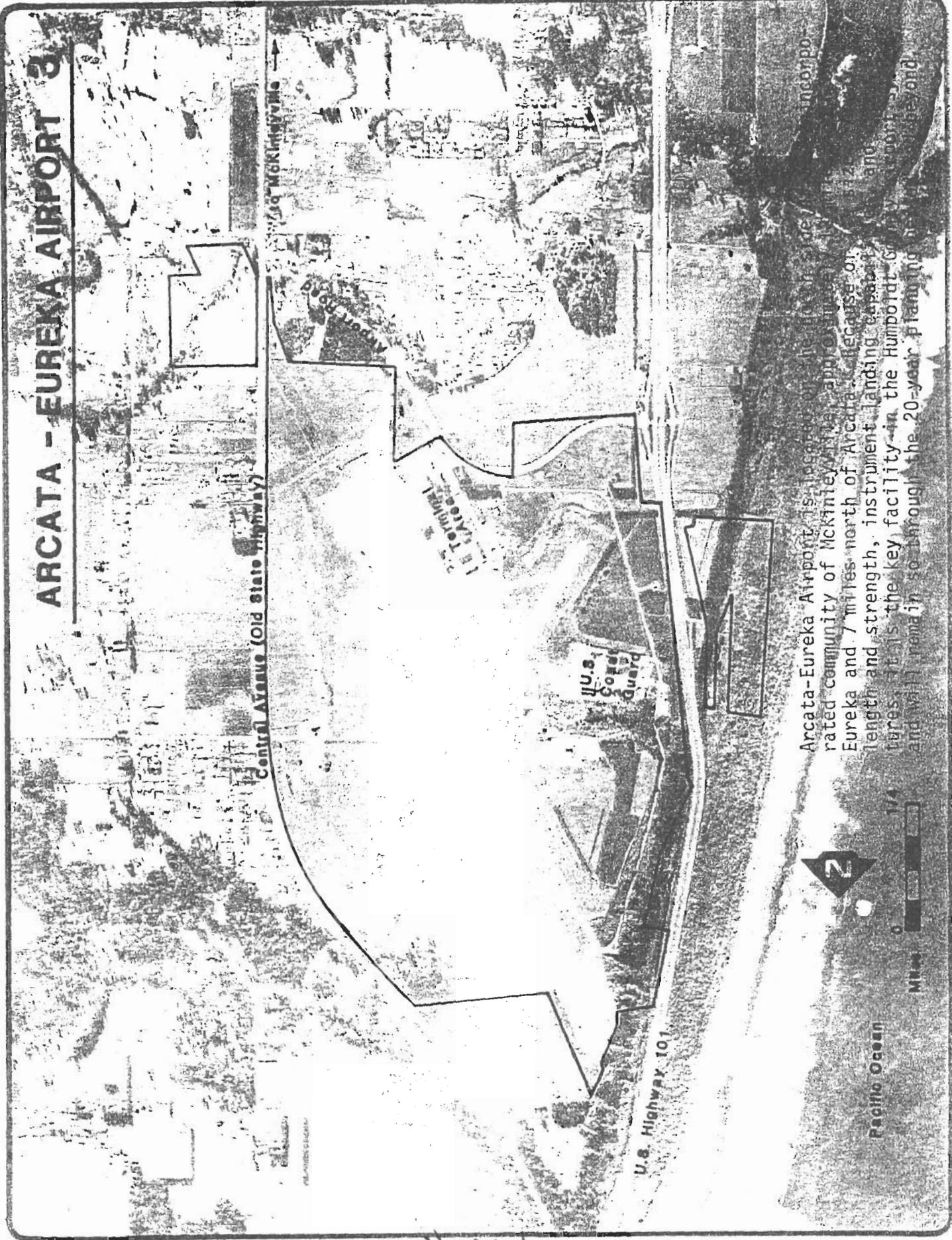
THIS INFORMATION HAS BEEN REVIEWED AND
APPROVED FOR RELEASE BY THE
FEDERAL BUREAU OF INVESTIGATION
DIVISION OF INVESTIGATION, UNITED STATES
DEPARTMENT OF JUSTICE, AIRPORT AND AIRWAY
PROGRAMS ACT OF 1980, ACAPUBS

3

ARCATA - EUREKA AIRPORT

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ARCATA - EUREKA AIRPORT 3



Arcata-Eureka Airport is located on the northern side of the incorporated community of McKinleyville, approximately 7 miles north of Eureka and 7 miles north of Arcata. Because of length and strength, instrument landing capabilities, it is the key facility in the Humboldt County area and will remain so through the 20-year planning horizon.

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FINDINGS AND CONCLUSIONS

Demand and Capacity

1. The number of general aviation aircraft based at the Arcata-Eureka Airport is expected to increase more than threefold by the year 2000.
2. The number of passengers enplaned annually at the Airport is expected to more than double, reaching approximately 220,000 in the year 2000.
3. Aircraft operations are forecast to increase 150% by the end of the 20-year forecast period.
4. Arcata-Eureka Airport is capable of meeting the indicated forecast demands through the year 2000. The airfield operational capacity is adequate to accommodate projected activity levels and the passenger terminal building currently under construction will meet requirements through the forecast period.

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AVIATION ACTIVITY FORECASTS
Arcata-Eureka Airport

	<u>1978</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
BASED AIRCRAFT	12	20	25	40
ENPLANED PASSENGERS	102,000	135,000	160,000	220,000
ANNUAL AIRCRAFT OPERATIONS				
Scheduled Airline Operations	4,100	4,800	5,200	6,800
General Aviation-Local	8,000	12,000	16,000	25,000
General Aviation-Itinerant	40,000	58,000	74,000	100,000
TOTAL - Operations	52,100	74,800	95,200	131,800
BUSY HOUR OPERATIONS	30	45	55	60

Airfield Facilities

1. Runway 13-31 adequately serves its role as Arcata-Eureka Airport's primary runway. The runway's existing 5,998-foot length meets anticipated requirements as does the pavement strength. The pavement is in good condition. No runway lighting system improvements are necessary. The only critically needed improvements are with regard to the safety areas at each end of the runway.
2. Runway 1-19 plays important roles both as an emergency back-up facility and as a cross-wind runway. These roles have significance not only to the Arcata-Eureka Airport itself, but to the County airport system as well. The proposed closure of Runway 7-25 at Murray Field increases the systemwide significance of Arcata-Eureka's Runway 1-19.
3. Runway 1-19 shows evidence of moderate weathering and surface deterioration. A program to mitigate this deterioration will be required within the next three to four years if more expensive repairs are to be avoided later. The existing FAA-rated strength is adequate to meet anticipated needs; however,

there is relatively great uncertainty with respect to the accuracy of this rating, which is based on the original 1942 construction.

4. The existing lighting system for Runway 1-19 and the parallel taxiway is inoperable and its repair (as opposed to replacement) would not be cost-effective.
5. Construction of an additional exit taxiway for Runway 13-31 and extension of the parallel taxiway to the approach end of Runway 1 would increase runway capacity and improve aircraft circulation on the airfield.

Navigation Aids

1. Because of adverse weather, Arcata-Eureka Airport is closed to arrivals an average of 750 hours annually. This relatively high frequency of closure can be reduced by approximately one-half through the installation of a Category I Instrument Landing System (ILS) approach to Runway 13 and a Category II-ILS approach to Runway 31.

Building Area Facilities

1. There is adequate space in the existing building area to accommodate projected air-line and general aviation requirements through the forecast period.
2. General aviation use of the Airport will continue to be largely itinerant in nature. These users will require direct access to the FAA Flight Service Station, as well as the food and rental car services.
3. Anticipated activity at the Airport will not be adequate to support more than one full-service fixed base operation during the forecast period.
4. Much of the property on the Airport's east side is excess to aviation requirements. There is limited potential for major industrial development in this area due to the availability of similar property elsewhere in the region. An alternative compatible use of this property would be specialty agriculture (e.g., tree or sod farm).
5. There is no specific anticipated requirement for aviation use of the property on the west

side of the Airport now occupied by the Trap and Skeet Club during the 20-year planning period.

Airport Vicinity Land Use

1. The noise levels generated by aircraft operations at Arcata-Eureka Airport are the highest of the three study airports. An estimated 100 residences are located within the noise impacted area defined by the 60-CNEL contour, a level which is considered only conditionally acceptable for single-family residential land uses. Although airport noise has apparently not been a major issue in the local community despite the noise levels, it could become an issue if the community's current low-density character is allowed to become more densely developed.
2. There are no significant airspace obstruction problems at Arcata-Eureka Airport. Safety is a concern, though, because of the facility's use by air carrier aircraft and the frequency of weather conditions during which visibility is near the minimums allowed for continued aircraft operations. Actions to further pro-

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fect the runway approach zones are of high priority.

3. With some exceptions, the land uses designated on the approved 1977 Land Use Plan of the McKinleyville General Plan are generally compatible with airport activity.

o The low-density residential uses indicated for the approaches to Runways 1 and 19 would be more appropriately designated for rural residential or agricultural uses. Tourist commercial land use in the Runway 1 clear zone is conditionally acceptable if the occupancy levels are low.

o Most of the Runway 31 clear zone is shown as planned for golf course and industrial uses with some medium-density residential. Greater compatibility would be achieved by avoiding the residential uses. The golf course and industrial uses would be acceptable if development were consistent with the 1977 plan; however, a residential subdivision (Beau Pre) has already been approved for a portion of the area designated as golf course.

4. Land use plan changes such as those suggested above, together with adoption of appropriate specific, rather than unclassified, zoning (as discussed in Chapter 2) would help assure greater long-term airport/land use compatibility in the Arcata-Eureka Airport environs.

5. The only certain way of assuring the necessary airport/land use compatibility in regard to noise and safety at Arcata-Eureka Airport is for the County to acquire additional airport property within critical areas. There are critical areas in which the County has no property interest beneath or near the approaches to three of the Airport's four runway ends.

o About a dozen homes along Kjer Road near the approach end of Runway 13 are within the 70-CNEL contour, a noise level deemed normally unacceptable for residential uses. Furthermore, three of these residences are inside the Category II-ILS building restriction line and seven or eight more are immediately adjacent to the clear zone.

o Although the ongoing aviation easement acquisition east of the Old State Highway will allow the County to meet the FAA's bare minimum requirement for Runway 31 clear zone ownership, bare minimum compliance is inconsistent with Runway 31's significance to the County. The nonairport-owned property most critical to the Airport's long-term viability is the triangular area bounded by the Airport, Airport Road and the Old State Highway. Although the dropping terrain in this area places the property 50 feet or more below the approach surface, most of it remains within the nominal clear zone. Furthermore, the property is very near the extended runway centerline, beneath the approach surface, and generally within the 65-CNEL contour.

8914

o Very little of the Runway 19 clear zone is on airport property. Acquisition of adequate property interest in this clear zone is anticipated to be prerequisite to Federal participation in any improvements to Runway 1-19.

o No actions are necessary with respect to the Runway 1 approach area other than to ensure that future land uses are compatible with the Airport.

Environmental Impacts

1. Most of the proposed airport improvements will have few, if any, significant environmental impacts. The project which will have the greatest impact is land acquisition, particularly in the Runway 13 approach area which may involve relocation. Relocation assistance would be available to mitigate many of the impacts on the residents of the area.

Financial and Management

1. The capital cost of recommended improvements is estimated to approach \$1.1 million in 1979 dollars during the next five years with an additional expenditure of \$442,000 in the subsequent five-year period.
2. The dual use of County crash/fire/rescue personnel to provide fueling service has re-

sulted in economic efficiencies which will be lost if the fuel service is provided by a private operator. However, these economic efficiencies will be largely lost when a contractually provided crash/fire/rescue service is implemented. Also, the opportunity to provide general aviation fuel service is essential to maintaining a viable, long-term fixed base operation.

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RECOMMENDATIONS

Airfield Facilities

1. Immediate action should be taken to assess, and correct as necessary, erosion of the extended safety area beyond the threshold of Runway 13.
2. Extended runway safety areas should be designed and, to the maximum extent feasible, maintained to FAA standards at each end of Runway 13-31. This will require (a) substantial earthwork in the Runway 31 clear zone, (b) frangible approach light bases, and (c) the aforementioned erosion control measures in the Runway 13 clear zone.
3. Runway 1-19 should receive a surface treatment to mitigate continued deterioration. The selection of an optimum treatment should be based on a detailed pavement evaluation, including subsurface investigations necessary to determine the status of the original section.
4. The medium-intensity lighting system for Runway 1-19 should be replaced to facilitate the

Runway's role as a back-up facility. The parallel taxiway should be provided with reflectors.

5. An additional exit taxiway should be constructed approximately 1,500 feet from the landing threshold to Runway 13.
6. Taxiway B should be extended to intersect with Taxiway F.

Navigational Aids

1. No action should be taken which would preclude the future installation of a Category II Instrument Landing System on Runway 31. All setback distances, approach surface slopes, etc. should be established at Category II standards, as shown on the Airport Layout Plan, and maintained accordingly.

Building Area Facilities

1. A new access roadway to serve general aviation users should be constructed between the Coast Guard access road and Piper Avenue.

10411

2. An area of approximately seven acres should be reserved on the Airport's east side for the construction of individual aircraft storage hangars and specialty commercial services and the remainder should be made available for industrial or interim agricultural use.

3. Agreements for nonaviation use of the property in the vicinity of the existing Trap and Skeet Club should be restricted to a medium-term (10-year) basis.

Airport Vicinity Land Use

1. Fee title should ultimately be acquired for the property near the approach end of Runway 13 between Kjer Road and the Airport. This acquisition is considered to be an important element of the Airport's long-range development; however, its implementation can be reasonably staged to accommodate residents' needs and funding availability.

2. The acquisition of interest in all Runway 31 approach area property bounded by the existing airport property line, Airport Road, and the Old State Highway is recommended. Fee title should be acquired on the vacant four-

acre parcel nearest the runway end and extended runway centerline. For the remaining area, aviation easements can provide adequate approach zone protection.

3. With regard to the Beau Pre Subdivision located beneath the approach to Runway 31, it is assumed that the development will proceed as planned; however, to the extent that the County may still influence the property owners, additional mitigation measures (minimum noise insulation requirements, development easement ensuring continued open space use of the golf course, and emphasized buyer notification requirements relative to existing easements) should be established.

4. An aviation easement should be obtained on the approximately 10.5-acre Runway 19 clear zone area located north of the Old State Highway.

Environmental Impacts

1. The "Initial Study of Environmental Impacts: Proposed Arcata-Eureka Airport Improvement Projects" should be circulated by the County for A-95 review and public comment. Unless significant, nonmitigatable impacts are

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identified, the County should adopt a Negative Declaration covering all of the recommended short-term projects (those to be implemented within 5 years).

Financial and Management

1. The County should adopt an objective of shifting the general aviation fuel service at the Airport to a private operation. Although an initial reduction in net income will be experienced, the County should ultimately attempt to achieve an equivalent net income in the form of a fuel flowage fee. Implementation of this policy is not recommended, however, until such time as overall County airport revenues approach a compensatory level.
2. The County should initiate negotiations with the Arcata Fire Protection District toward the establishment of a dual response crash/fire/rescue station on the Airport.

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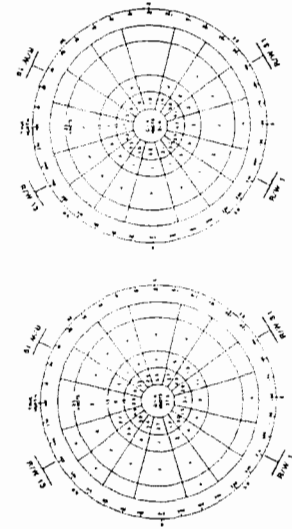
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PHYSICAL LENGTH & WIDTH	1507' X 450'	1507' X 450'	1507' X 450'	1507' X 450'	1507' X 450'
EFFECTIVE GRADE	0.01%	0.01%	0.01%	0.01%	0.01%
FAA PART 77 OBSTACLE CLEARANCE	150'	150'	150'	150'	150'
APPROACH BARRIERS	150'	150'	150'	150'	150'
LANDING AIDS	150'	150'	150'	150'	150'
PARALLEL TAXIWAYS	150'	150'	150'	150'	150'
PERPENDICULAR TAXIWAYS	150'	150'	150'	150'	150'
CRITICAL CLASSIFICATION	150'	150'	150'	150'	150'

AIRPORT DATA		EXISTING	FUTURE
AIRPORT REFERENCE POINT	1507' X 450'	1507' X 450'	1507' X 450'
AIRPORT ELEVATION	150'	150'	150'
AIRPORT SURFACE AREA	150'	150'	150'
APPROACH SLOPE	150'	150'	150'
LANDING SLOPE	150'	150'	150'
PARALLEL TAXIWAY SLOPE	150'	150'	150'
PERPENDICULAR TAXIWAY SLOPE	150'	150'	150'
CRITICAL CLASSIFICATION	150'	150'	150'

CLEAR ZONE		EXISTING	FUTURE
500' X 1000' X 700'	20:1 SLOPE	20:1 SLOPE	20:1 SLOPE
500' X 1100' X 1010'	34:1 SLOPE	34:1 SLOPE	34:1 SLOPE

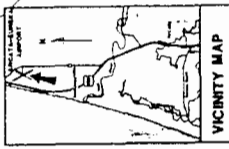
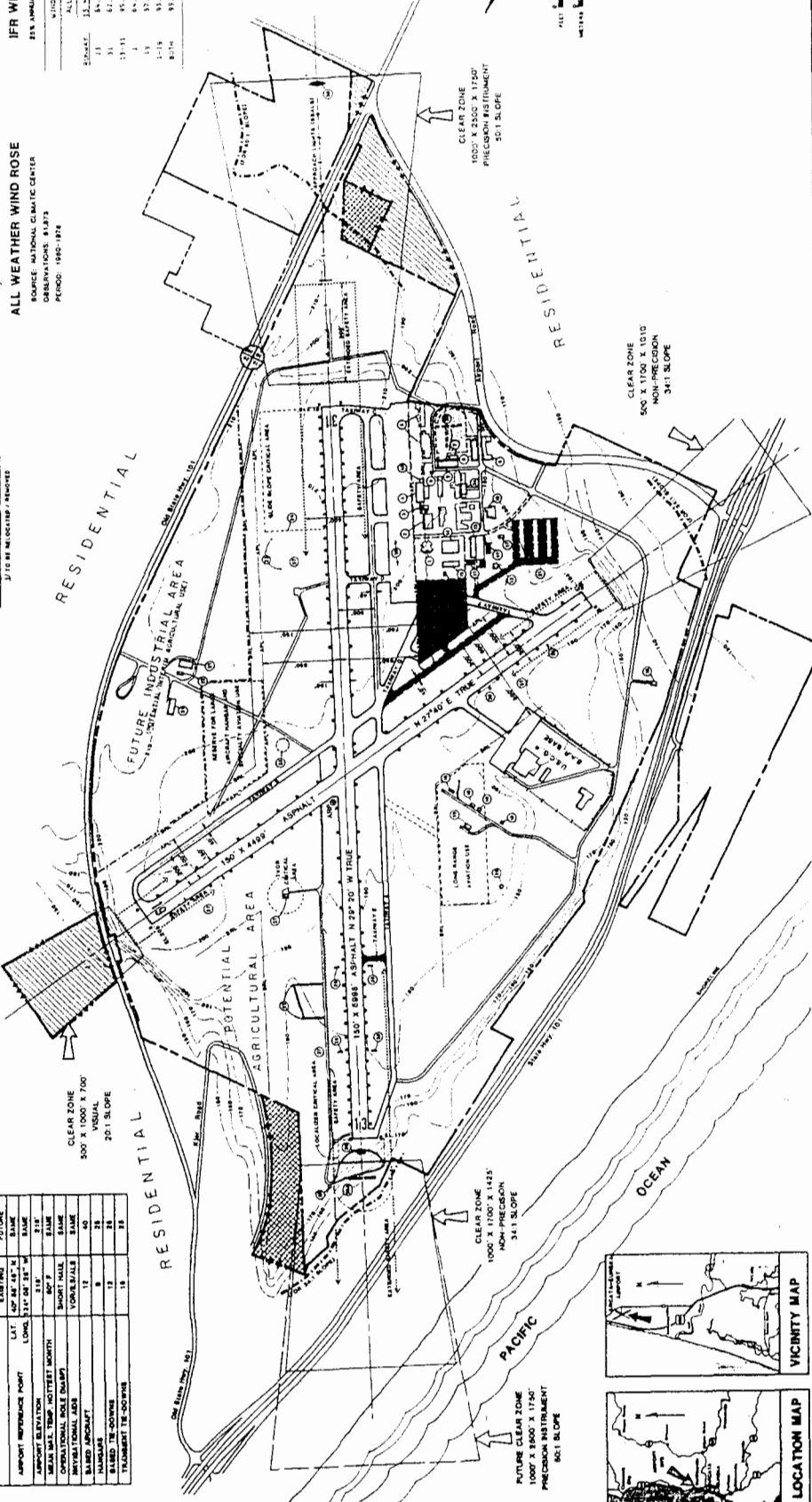
DRAWING LEGEND		SYMBOL	DESCRIPTION
1	ASPHALT PAVEMENT	[Symbol]	ASPHALT PAVEMENT
2	CONCRETE PAVEMENT	[Symbol]	CONCRETE PAVEMENT
3	GRAVEL	[Symbol]	GRAVEL
4	GRAVEL WITH ASPHALT	[Symbol]	GRAVEL WITH ASPHALT
5	GRAVEL WITH CONCRETE	[Symbol]	GRAVEL WITH CONCRETE
6	GRAVEL WITH ASPHALT AND CONCRETE	[Symbol]	GRAVEL WITH ASPHALT AND CONCRETE
7	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT	[Symbol]	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT
8	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT AND ASPHALT	[Symbol]	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT AND ASPHALT
9	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT AND ASPHALT AND ASPHALT	[Symbol]	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT AND ASPHALT AND ASPHALT
10	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT AND ASPHALT AND ASPHALT AND ASPHALT	[Symbol]	GRAVEL WITH ASPHALT AND CONCRETE AND ASPHALT AND ASPHALT AND ASPHALT AND ASPHALT

BLDG. & FACILITY LEGEND		SYMBOL	DESCRIPTION
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2	TRUCK BAY	[Symbol]	TRUCK BAY
3	TRUCK BAY	[Symbol]	TRUCK BAY
4	TRUCK BAY	[Symbol]	TRUCK BAY
5	TRUCK BAY	[Symbol]	TRUCK BAY
6	TRUCK BAY	[Symbol]	TRUCK BAY
7	TRUCK BAY	[Symbol]	TRUCK BAY
8	TRUCK BAY	[Symbol]	TRUCK BAY
9	TRUCK BAY	[Symbol]	TRUCK BAY
10	TRUCK BAY	[Symbol]	TRUCK BAY



IFR WIND ROSE
 25% ANNUAL OCCURRENCE
 OBSERVATIONS: 81,873
 PERIOD: 1980-1974

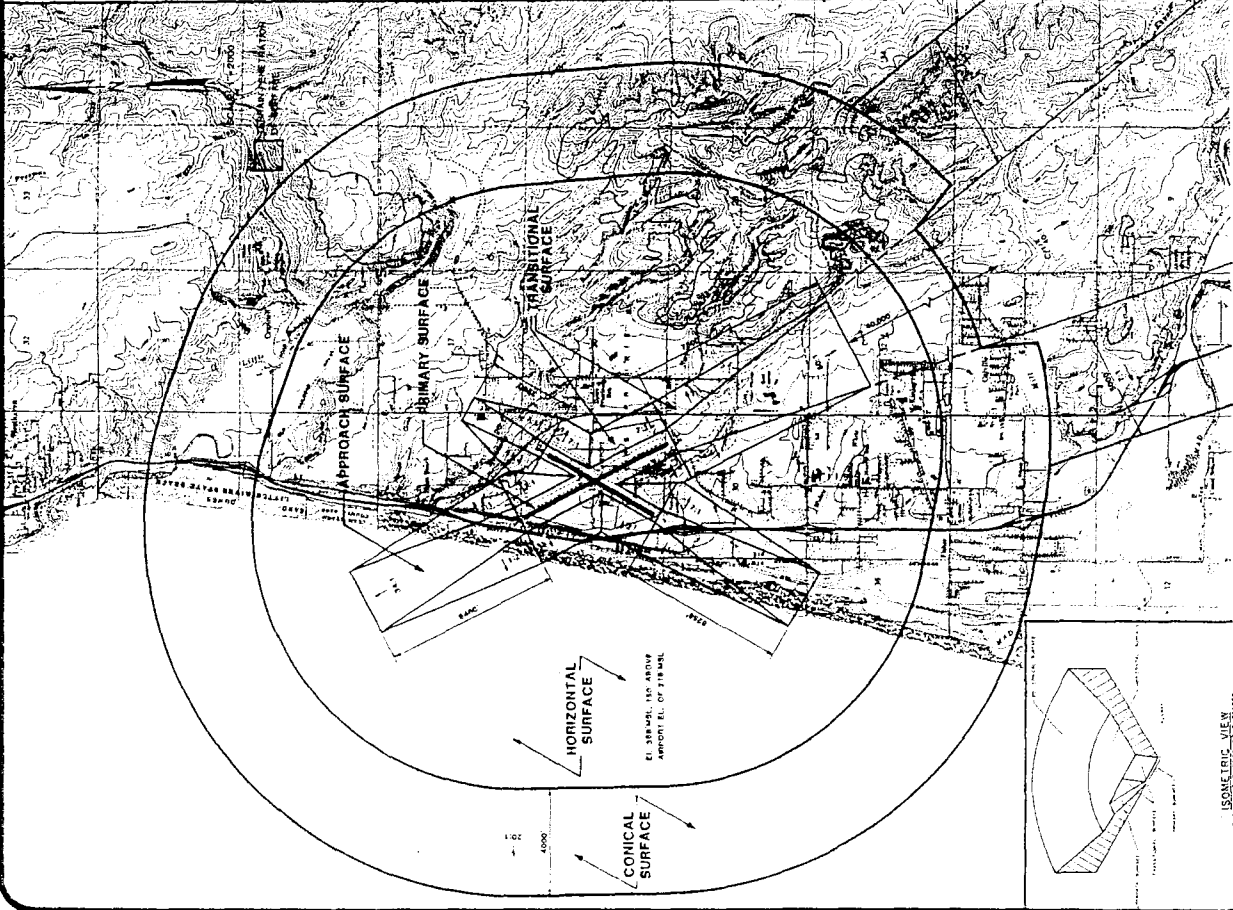
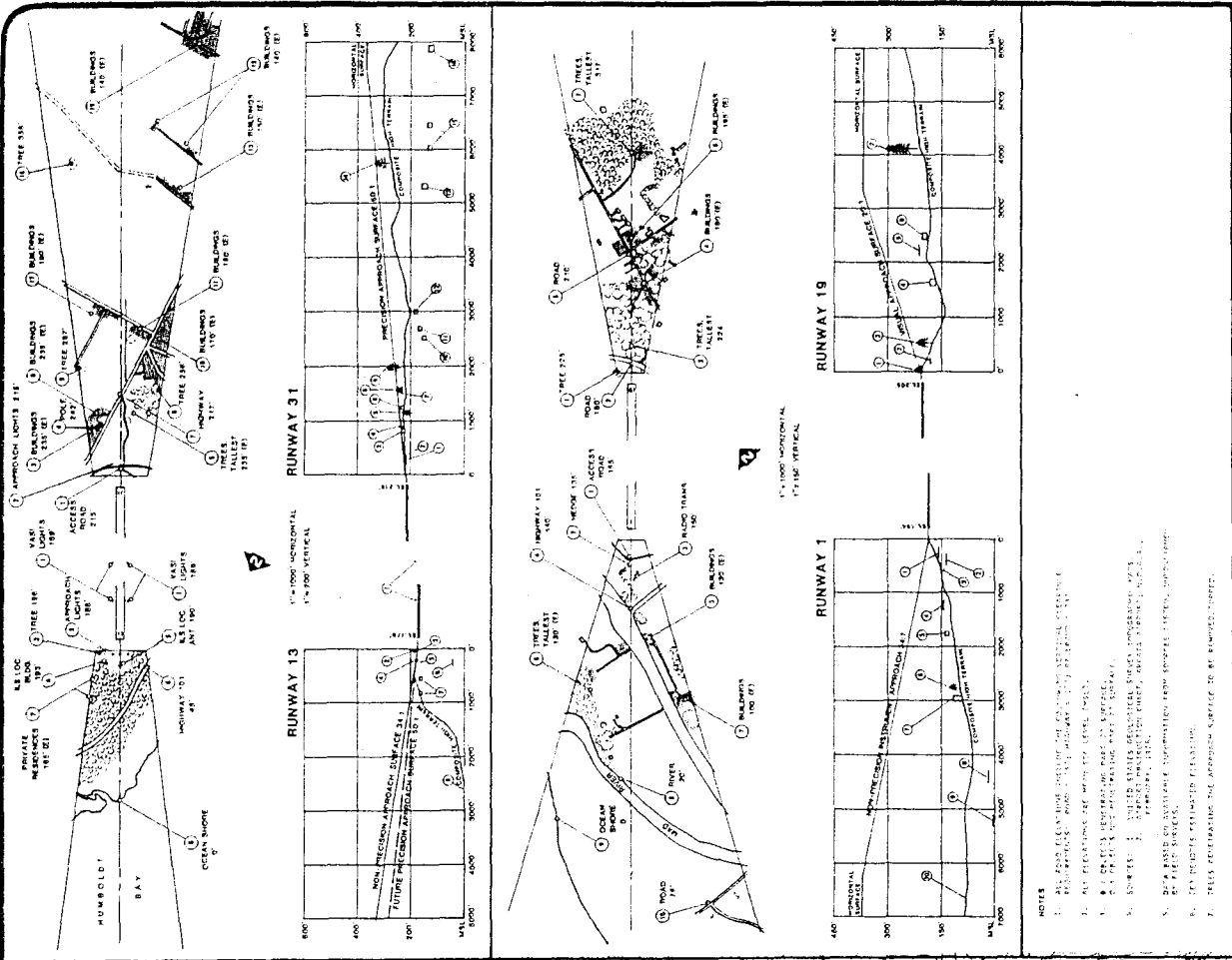
WIND DIRECTION	ALL WEATHER	IFR
000	12.200	11.200
015	8.5	8.5
30	4.7	4.7
45	4.5	4.5
60	4.5	4.5
75	4.5	4.5
90	4.5	4.5
105	4.5	4.5
120	4.5	4.5
135	4.5	4.5
150	4.5	4.5
165	4.5	4.5
180	4.5	4.5
195	4.5	4.5
210	4.5	4.5
225	4.5	4.5
240	4.5	4.5
255	4.5	4.5
270	4.5	4.5
285	4.5	4.5
300	4.5	4.5
315	4.5	4.5
330	4.5	4.5
345	4.5	4.5
360	4.5	4.5



AIRPORT LAYOUT PLAN

Arcata-Eureka Airport

13914



APPROACH AND CLEAR ZONE PLAN
Arcata-Eureka Airport

AVIATION PLANNING SERVICES

DR. HODGES & SHUTT

NOTES:

1. ALL ZONE CLEARANCE SURFACES ARE BASED ON THE 1000' HORIZONTAL AND 100' VERTICAL.
2. ALL ELEVATIONS ARE WITH THE LEVEL TYPED.
3. ALL ELEVATIONS ARE WITH THE LEVEL TYPED.
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Airport Land Use Compatibility Plan Humboldt County Airports

Humboldt County
Airport Land Use Commission

March 1993



Hodges & Shutt
Santa Rosa, California

EXHIBIT NO. 11
APPLICATION NO. HUM-MAJ-1-98 HUMBOLDT CO. LCP AMEND.
AIRPORT LAND USE COMPATIBILITY PLAN (EXCERPTS) (1 of 29)

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Introduction

FUNCTION AND AUTHORITY

The basic purpose of airport land use commissions is to help ensure that proposed development in the vicinity of airports will be compatible with airport activities.

This *Airport Land Use Compatibility Plan* sets forth the criteria and policies which the Humboldt County Airport Land Use Commission will use in assessing the compatibility between the public-use airports in Humboldt County and proposed land use development in the areas surrounding them. The emphasis of the Plan is on review of local general and specific plans, zoning ordinances, and other land use documents covering broad geographic areas. Certain individual land use development proposals also may be reviewed by the Commission as provided for in the policies enumerated in the next chapter. The Commission does not have authority over existing incompatible land uses or the operation of any airport.

The Plan specifically pertains to the land uses surrounding the following airports:

- Arcata-Eureka Airport
- Dinsmore Airport
- Garberville Airport
- Hoopa Airport
- Kneeland Airport
- Murray Field
- Rohnerville Airport
- Shelter Cove Airport

Additionally, the Plan provides guidance for Commission review of new airports and heliports proposed for construction in the County.

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State Statutes

The statutory authority for establishment of airport land use commissions and the adoption of airport land use compatibility plans is provided in the California Public Utilities Code, Sections 21670 et seq. (Chapter 4, Article 3.5 of the State Aeronautics Act). Every county in which a public-use airport is located is required to establish an airport land use commission. The commissions' charge is expressly stated as being:

... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

As a means of fulfilling this responsibility, each commission is required to formulate a comprehensive land use plan for the areas surrounding the airports within its jurisdiction. The plan must reflect the anticipated growth of the airports during at least the next 20 years. Limitations on building heights, restrictions on the use of land, and standards for building construction can be specified in the plan.

The state legislation establishing airport land use commissions was originally enacted in 1967. Since that time, several major revisions and numerous minor ones have been adopted.

RELATIONSHIP TO LOCAL JURISDICTIONS AND PLANS

The fundamental relationships between the Humboldt County Airport Land Use Commission and local jurisdictions – as well as their respective plans – is set by state law. The Humboldt County Board of Supervisors was designated as the ALUC. When acting as the ALUC, the Board of Supervisors has authority over land use within portions of two incorporated cities in Humboldt County (Eureka and Fortuna). This is a fundamentally different relationship than exists when the Board of Supervisors is acting in its role as the policy-making body for Humboldt County.

The major power which the local governments hold over the Airport Land Use Commission is the ability to override certain of the Commission's decisions. If the Commission rules that a local plan or land use action is inconsistent with the Commission's plan, state law allows the local agency to overrule the Commission by a two-thirds vote of its governing body. Before doing so, the local agency must hold a public hearing on the matter and must make specific findings that the proposed action is consistent with the purposes of the state law. However, if a public agency overrides an Airport Land Use Commission decision regarding an airport not operated by that agency, state law (Section 21678) provides that the airport operator "... shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation."

USING THIS DOCUMENT

This *Airport Land Use Compatibility Plan* document is divided into three parts:

- Part I – Policies
- Part II – Supporting Information
- Part III – Appendices

Policies

The compatibility criteria, compatibility maps, and review process policies set forth in Part I (Chapters 2 and 3) are the core of the document. The most vital pieces of these chapters are the Compatibility Criteria table in Chapter 2 and the Compatibility Map for each airport in Chapter 3. The table and maps provide a single, combined set of zones and associated criteria covering each of the basic types of airport impacts – noise, safety, airspace, and overflight. This combined approach is intended as a means of facilitating projected review. It is anticipated that the compatibility of the majority of land use proposals can be evaluated with reference to these elements alone. More detailed supporting criteria policies and policies applicable to individual airports are provided as clarification and to aid in review of proposals that are not clearly compatible or incompatible.

An important point to note about this plan is that the criteria are performance oriented rather than list oriented. That is, the criteria contain standards to be achieved (e.g., occupancy limits), rather than a list of specific uses which are permitted in each zone. This format directly relates a concern (e.g., safety) to a criterion (e.g., occupancy limits).

State law requires that local entities, including the county, submit copies of their general and specific plans, and future amendments, to the Commission for review as to consistency with the Commission's plan. When the local jurisdictions modify their individual land use plans to be consistent with this *Airport Land Use Compatibility Plan*, they have the option of developing a detailed land use list by applying the performance criteria to the individual land use designations included in their locals plans and zoning ordinances.

Additional Contents

Part II of the document contains background information used in development of the policies. Chapter 4 supplies essential data regarding each of the airports and their environs. Chapter 5 discusses some of the strategies which local jurisdictions can use to implement the *Airport Land Use Compatibility Plan* criteria and policies.

The final part of the document, Part III, provides various materials useful in implementation of the Plan.

2. PRIMARY REVIEW POLICIES

2.1. Land Use Actions

- 2.1.1. *Project Submittal Information* — A proposed land use action submitted to the Commission for review shall include the following information:
- (a) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.
 - (b) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.
 - (c) A description of permitted or proposed land uses and restrictions on the uses.
 - (d) For residential uses, an indication of the potential or proposed number of dwelling units per acre; or, for non-residential uses, the number of people potentially occupying the total site or portions thereof at any one time.
- 2.1.2. *Primary Criteria* — The compatibility of land uses in the vicinity of the airports covered by this plan shall primarily be evaluated in terms of: (1) the Compatibility Criteria table (Table 2A) and accompanying notes; (2) the Compatibility Plan for each airport; and (3) specific policies established for individual airports.
- 2.1.3. *Supporting Policies* — Additional evaluation criteria are provided in the Supporting Policies which follow (Section 3). The Commission may refer to these additional policies to clarify or supplement its review.
- 2.1.4. *Reconstruction* — Where an *existing* incompatible development has been partially or fully destroyed, it may be allowed to be rebuilt to a density not exceeding that of the original construction. This exception does not apply within Compatibility Zone A or to nonconforming uses.
- 2.1.5. *Infill* — Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within the Compatibility Zone A. Projects can be considered "infill" if they meet *all* of the following criteria:
- (a) The Airport Land Use Commission has determined that "substantial development" already exists.
 - (b) The project site is bounded by uses similar to those proposed.

Table 2A

Compatibility Criteria

Humboldt County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land ³
			Residential (du/ac) ¹	Other Uses (people/ac) ²	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> High risk High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway Substantial noise 	0.1	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> Significant risk – aircraft commonly below 800 ft. AGL Significant noise 	0.5	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> Limited risk – aircraft at or below 1,000 ft. AGL Frequent noise intrusion 	4	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> Negligible risk Potential for annoyance from overflights 	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses ⁴	Uses Not Normally Acceptable ⁵
A	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of aviation easement 	<ul style="list-style-type: none"> Aircraft tiedown apron Pastures, field crops, vineyards Automobile parking 	<ul style="list-style-type: none"> Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses Storage of highly flammable materials Hazards to flight⁶ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR⁷ of 25 dBA in residential and office buildings Dedication of aviation easement 	<ul style="list-style-type: none"> Uses in Zone A Any agricultural use except ones attracting bird flocks Warehousing, truck terminals Single-story offices 	<ul style="list-style-type: none"> Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Multiple story offices Hotels and motels
C	<ul style="list-style-type: none"> Schools Hospitals, nursing homes Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> Uses in Zone B Parks, playgrounds Low-intensity retail, offices, etc. Low-intensity manufacturing, food processing Two-story motels 	<ul style="list-style-type: none"> Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings
D	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Deed notice required for residential development 	<ul style="list-style-type: none"> All except ones hazardous to flight 	

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Table 2A - continued

Compatibility Criteria

Humboldt County Airport Land Use Compatibility Plan

NOTES

- 1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
- 2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.
- 3 See Policy 3.2.5.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
- 6 See Policy 3.3.5.
- 7 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.

BASIS FOR COMPATIBILITY ZONE BOUNDARIES

The following general guidelines are used in establishing the Compatibility Zone boundaries. Modifications to the boundaries may be made to reflect specific local conditions such as existing roads, property lines, and land uses.

- A The boundary of this zone for each airport is defined by the runway protection zones (formerly called runway clear zones) and the airfield building restriction lines.

Runway protection zone dimensions and locations are set in accordance with Federal Aviation Administration standards for the proposed future runway location, length, width, and approach type as indicated on an approved Airport Layout Plan. If no such plan exists, the existing runway location, length, width, and approach type are used.

The building restriction line location indicated on an approved Airport Layout Plan is used where such plans exist. For airports not having an approved Airport Layout Plan, the zone boundary is set at the following distance laterally from the runway centerline:

Visual runway for small airplanes	370 feet
Visual runway for large airplanes	500 feet
Nonprecision instrument runway for large airplanes	500 feet
Precision instrument runway	750 feet

These distances allow structures up to approximately 35 feet height to remain below the airspace surfaces defined by Federal Aviation Regulations Part 77.

- B1 The outer boundary of the Approach/Departure Zone is defined as the area where aircraft are commonly below 400 feet above ground level (AGL). For visual runways, this location encompasses the base leg of the traffic pattern as commonly flown. For instrument runways, the altitudes established by approach procedures are used. Zone B1 also includes areas within 1,000 feet laterally from the runway centerline.

- B2 The Extended Approach/Departure Zone includes areas where aircraft are commonly below 800 feet AGL on straight-in approach or straight-out departure. It applies to runways with more than 500 operations per year by large aircraft (over 12,500 pounds maximum gross takeoff weight) and/or runway ends with more than 10,000 total annual takeoffs.

- C The outer boundary of the Common Traffic Pattern Zone is defined as the area where aircraft are commonly below 1,000 feet AGL (i.e., the traffic pattern and pattern entry points). This area is considered to extend 5,000 feet laterally from the runway centerline and from 5,000 to 10,000 feet longitudinally from the end of the runway primary surface. The length depends upon the runway classification (visual versus instrument) and the type and volume of aircraft accommodated. For runways having an established traffic solely on one side, the shape of the zone is modified accordingly.

- D The outer boundary of the Other Airport Environs Zone conforms with the adopted Planning Area for each airport.

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- (c) The proposed project would not extend the perimeter of the area developed with incompatible uses.
- (d) The proposal does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategy.
- (e) The infill area has been identified by the local jurisdiction in its general plan or related document and approved by the Commission.

2.2. Master Plans for Existing Airports

2.2.1. *Project Submittal Information* — An airport master plan submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, overflight, and height restriction impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available. At a minimum, information to be submitted shall include:

- (a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; and (3) runway protection zones or helicopter approach/departure zones.
- (b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.
- (c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility.
- (d) Proposed flight track locations and projected noise contours or other relevant noise impact data.
- (e) A map showing existing and planned land uses in the vicinity of the proposed airport or heliport.
- (f) Identification and proposed mitigation of impacts on surrounding land uses.

2.2.2. *Substance of Review* — When reviewing airport master plans, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:

- (a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or which (2) include a higher proportion of larger or noisier aircraft.

- (b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location on an existing runway; or (3) establish an instrument approach procedure.

2.2.3. *Consistency Determination* — The Commission shall determine whether the proposed airport master plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on findings that the forecasts and development identified in the airport master plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are presently assumed in the *Airport Land Use Compatibility Plan*.

2.3. Plans for New Airports or Heliports

2.3.1. *Project Submittal Information* — When submitted to the Commission for review, a proposal for a new airport or heliport shall include the same types of information required by Paragraph 2.2.1.

2.3.2. *Substance of Review* — In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, overflight, and height limit impacts upon surrounding land uses.

- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.
- (b) The Commission shall evaluate the adequacy of the facility design (in terms of federal and state standards) only to the extent that it affects surrounding land use.
- (c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

2.3.3. *Airport/Land Use Relationships* — The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:

- (a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
- (b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, and height restriction impacts on surrounding land uses? Such measures might include: (1) location of flight tracks so as to minimize the impacts; (2) other operational procedures to minimize impacts; (3) acquisition of property interests (fee title or easements) on the impacted land.

3. SUPPORTING COMPATIBILITY CRITERIA

3.1. Noise

- 3.1.1. *Projected Noise Levels* — The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport. These contours are calculated based upon aircraft activity forecasts which are set forth in adopted airport master plans or which are considered by the Commission to be plausible (refer to Chapter 4 for noise exposure maps). The Commission should periodically review the projected noise level contours and update them if appropriate.
- 3.1.2. *Application of Noise Contours* — The locations of CNEL contours are one of the factors used to define compatibility zone boundaries and criteria. It is intended that noise compatibility criteria be applied at the general plan, specific plan, or other broad-scale level. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. Noise contours can only quantify noise impacts in a general manner; except on large parcels or blocks of land, they should *not* be used as site design criteria.
- 3.1.3. *Noise Exposure in Residential Areas* — The maximum CNEL considered normally acceptable for residential uses in the vicinity of the airports covered by this plan is 60 dBA.
- 3.1.4. *Noise Exposure for Other Land Uses* — Noise level standards for compatibility with other types of land uses shall be applied in the same manner as the above residential noise level criteria. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.
- 3.1.5. *Other Noise Factors* — The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. In most locations, noise level reduction measures are only effective in reducing interior noise levels.
- 3.1.6. *Single-Event Noise Levels* — Single-event noise levels should be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, and outdoor theaters. Single-event noise levels are particularly important in areas which are regularly overflowed by aircraft, but which do not produce significant CNEL contours. Flight patterns for each airport (illustrated in Chapter 4) should be considered in the review process.

Table 2B

Noise Compatibility Criteria

LAND USE CATEGORY	CNEL, dBA				
	50-55	55-60	60-65	65-70	70-75
Residential					
single family, nursing homes, mobile homes	+	o	-	--	--
multi-family, apartments, condominiums	++	+	o	--	--
Public					
schools, libraries, hospitals	+	o	-	--	--
churches, auditoriums, concert halls	+	o	o	-	--
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	-
parks, playgrounds, zoos	++	+	+	o	-
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	-
amphitheaters	+	o	-	--	--

LAND USE AVAILABILITY

INTERPRETATION/COMMENTS

++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

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Acoustical studies or on-site noise measurements may be required to assist in determining the compatibility of sensitive uses.

3.2. Safety

- 3.2.1. *Objective* – The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing:
- (a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.
 - (b) More stringent land use controls shall be applied to the areas with greater potential risk.
- 3.2.2. *Risks to People on the Ground* – The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.
- (a) A method for determining the concentration of people for various land uses is provided in Appendix B.
- 3.2.3. *Land Uses of Particular Concern* – Land uses of particular concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, the elderly, and the handicapped shall be prohibited within Compatibility Zones A, B, and C.
- 3.2.4. *Other Risks* – Any use involving the potential for aboveground explosion or the release of toxic or corrosive materials shall be prohibited in Compatibility Zones A and B.
- 3.2.5. *Open Land* – In the event that an aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the large majority of aircraft accidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.
- (a) To qualify as open land, an area must be: (1) free of structures and other major obstacles such as walls, large trees, and overhead wires; and (2) have minimum dimensions of at least 75 feet by 300 feet. Roads and automobile parking lots are acceptable as open land areas if they meet the preceding criteria.
 - (b) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently,

the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large-acreage projects.

- (c) Clustering of development and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.
- (d) Building envelopes and the approach zones should be indicated on all development plans and tentative maps within an airport's planning area in order to assure that individual development projects provide the open land areas identified in a general plan, specific plan, or other large-scale plan.

3.3. Airspace Protection

3.3.1. *Height Limits* – The criteria for limiting the height of structures, trees and other objects in the vicinity of an airport shall be set in accordance with Part 77, Subpart C, of the Federal Aviation Regulations and with the United States Standard for Terminal Instrument Procedures (TERPS). Airspace plans for each airport which depict the critical areas for airspace protection are provided in Chapter 4.

3.3.2. *Avigation Easement Dedication* – The owner of any property proposed for development within Compatibility Zones A and B shall be required to dedicate an avigation easement to the jurisdiction owning the airport.

(a) The avigation easement shall: (1) provide the right of flight in the airspace above the property; (2) allow the generation of noise and other impacts associated with aircraft overflight; (3) restrict the height of structures, trees and other objects; (4) permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and (5) prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix D.

(b) Within Compatibility Zones A and B, height restrictions of less than 35 feet may be required.

3.3.3. *Minimum Restriction* – Other than within Compatibility Zones A and B, no restrictions shall be set which limit the a height of structures, trees, or other objects to less than 35 feet above the level of the ground on which they are located even if the terrain or objects on the ground may penetrate Federal Aviation Regulations Part 77 surfaces.

(a) In locations within Compatibility Zone C where the ground level exceeds or comes within 35 feet of a Part 77 surface, dedication of an avigation easement limiting heights to 35 feet shall be required in accordance with Paragraph 3.3.2.

3.3.4. *FAA Notification* – Proponents of a project which may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the California State Public Utilities Code Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix A for the specific Federal Aviation Administration notification requirements.)

- (a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.
- (b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger review of an individual project by the Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established in the *Airport Land Use Compatibility Plan*.
- (c) Any project coming before the Airport Land Use Commission for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration.

3.3.5. *Other Flight Hazards* – Land uses which may produce hazards to aircraft in flight shall not be permitted within any airport's planning area. Specific characteristics to be avoided include: (1) glare or distracting lights which could be mistaken for airport lights; (2) sources of dust, steam, or smoke which may impair pilot visibility; (3) sources of electrical interference with aircraft communications or navigation; and (4) any use which may attract large flocks of birds, especially landfills and certain agricultural uses.

3.4. Overflight

3.4.1. *Nature of Impact* – All locations within an airport's planning area are regarded as potentially subject to routine aircraft overflight. Although sensitivity to aircraft overflights varies from individual to individual, overflight sensitivity is particularly important within residential land uses.

- (a) Local jurisdictions shall establish some method of providing notification to prospective buyers of new residential property within an airport's planning area (all compatibility zones). Appropriate measures may include requiring the dedication of avigation or overflight easements, deed noticing, or real estate disclosure statements. Regardless of the methods chosen, the notification shall: (1) indicate the general characteristics of current and projected future airport activity; (2) note that the property is subject to routine overflight by aircraft at low altitudes (at or below traffic pattern altitude); and (3) provide positive assurance that a prospective buyer has received this information. (Refer to Chapter 5 for examples of

buyer awareness measures that can be implemented by local land use jurisdictions.)

- (b) Local jurisdictions are encouraged to extend the above or similar buyer awareness program to existing residential property within the airport planning areas.

3.4.2. *Land Use Conversion* – The compatibility of uses in the airport planning areas shall be preserved to the maximum feasible extent. The conversion of land from existing or planned agricultural, industrial or commercial use to residential uses within any airport's traffic area (Compatibility Zones A, B, and C) is strongly discouraged.

Individual Airport Policies and Compatibility Maps

GENERAL

The Compatibility Maps contained in this chapter are to be used in conjunction with the Compatibility Criteria set forth in Table 2A.

The Compatibility Zones shown on each map represent areas in which the land use compatibility concerns are similar in character. The zone boundaries reflect a composite of the four basic compatibility concerns — noise, safety, overflight, and airspace.

Initially, the impact area for each of these compatibility concerns was delineated for a set of runways having different approach types (visual versus straight-in nonprecision), type of civilian aircraft accommodated (single-engine and light twins versus turboprops, business jets, etc.), and activity level. Next, several composite templates were prepared. These templates were then applied to each airport runway and modified to take into account aircraft traffic pattern restrictions, distinct geographic features on the ground, and other factors peculiar to each individual airport.

INDIVIDUAL AIRPORT POLICIES

The policies in Chapter 2 are intended to apply broadly to all of the airports in Humboldt County. In some instances, however, policies addressing concerns specific to an individual airport are necessary. Such policies are presented in the list which follows.

Arcata-Eureka Airport: Within Zone C*, residential densities up to eight dwelling units per acre are permitted. The zone labeled C* is within a C zone principally because of noise impacts associated with helicopter operations. Safety is a minor concern.

Dinsmore Airport: Aircraft departing to the west must make a sharp turn to the south to avoid a wooded slope. The B1 zone is, therefore, extended to the south.

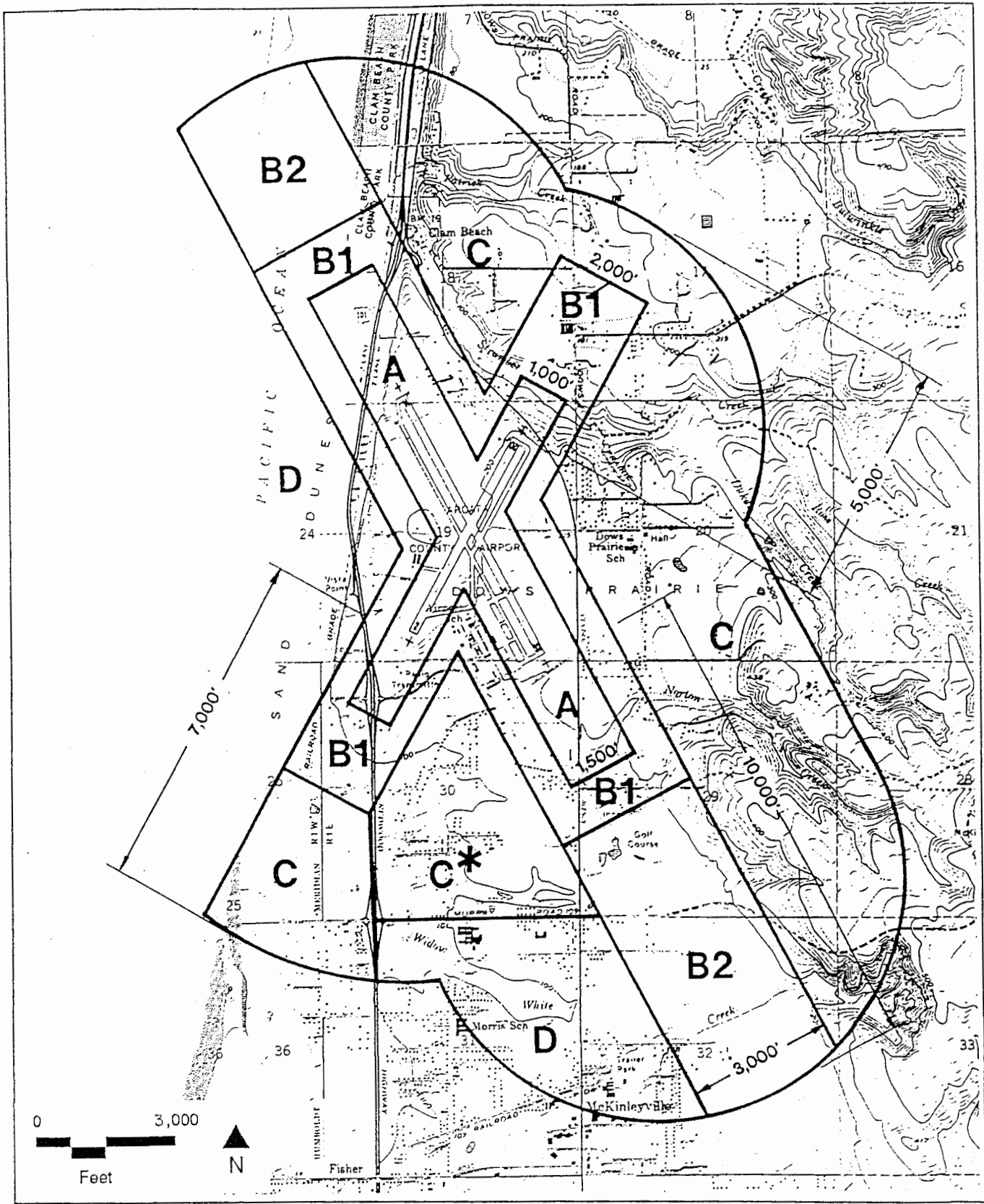


Figure 3A

Recommended Compatibility Zones
Arcata-Eureka Airport

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Background Data

Humboldt County Airports

INTRODUCTION

This chapter contains background information relevant to land use compatibility planning for the areas surrounding each of the airports covered by the *Airport Land Use Compatibility Plan*. The information is current as of February 1992.

For each airport, the following information is presented:

- **Overview** — A short discussion of the major airport/land use compatibility issues presently existing or anticipated in the future.
- **Airport Profiles** — A listing of the principal physical features and services of the airport. Air traffic procedures and existing land uses are also described.
- **Airport Layout Plan** — A reduced copy of the adopted Airport Layout Plan.
- **Noise Model Input Data** — Data regarding forecast future airport activity. The future levels are nominally for a date approximately 20 years in the future. However, given the uncertainty in the general aviation sector, the timeframe may be well beyond 20 years.
- **Noise Contours** — A map depicting future contours of the airport. The contours are generated from the activity levels indicated in the airport activity table.
- **Airspace Plan** — An illustration of the height limit surfaces defined by Part 77 of the Federal Aviation Regulations.

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Arcata-Eureka Airport

OVERVIEW

The Arcata-Eureka Airport has a preeminent position in the Humboldt County system of airports. This airport is the only airport in the system with the facilities to accommodate scheduled airline service using air carrier-type aircraft. Not surprisingly, it is also the only airport in the system which has a precision instrument approach. A high percentage of transient aircraft are twin-engine aircraft, including piston, turboprop, and turbojet. Another distinct feature of this airport is the Coast Guard Search and Rescue Base which is located on the airfield.

Noise and safety concerns are greatest along the approach to Runway 32. The proficiency training flights by the Coast Guard's helicopters have resulted in noise complaints well outside of the noise contours. The areas with greatest historical concern over helicopter overflights are in the approach to Runway 20 and west of the approach to Runway 32.

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Table 4A

Airport Profile

Arcata-Eureka Airport

MAJOR FEATURES

Property

- 745 acres owned by Humboldt County.
- Property encompasses the airfield, building area, the majority of the runway protection zone for Runway 32, and portions the runway protection zone for three other runways.

Airfield

- Runway 14-32 – 5,998 feet long, 150 feet wide; paved; lighted.
- Runway 2-20 – 4,499 feet long, 150 feet wide; paved; lighted
- Full parallel taxiway to Runway 14-32.
- Partial parallel taxiway to Runway 2-20.

Building Area

- Aircraft parking:
 - 12 marked tieowns
 - 3 marked airline gate positions
 - 55,000 s.f. large aircraft apron
 - 1 T-hangar
 - 1 "nose" hangar used for small aircraft storage
 - 1 corporate hangar
- Aviation-related buildings:
 - Airline terminal with flight service station, car rental agencies, restaurant, and Humboldt County Airports Division offices.
 - Fuel attendant office.
 - Aircraft rescue and fire-fighting building with maintenance shops
 - Warehouse and equipment storage building.

MANAGEMENT AND SERVICES

On-Site Supervision

- Full-time airport management and operations staff.

Fuel Service

- Fueling on apron at north end of building area.
- Jet fuel from trucks.
- Fuel types available: 80, 100LL, Jet A.

Emergency and Security

- On-site aircraft rescue and fire-fighting provided by County staff.
- County Sheriff's Deputies patrol on a random basis.

Other

- FAA Flight Service Station located in terminal.

AIR TRAFFIC PROCEDURES

Traffic Patterns

- Pattern altitude 800 feet above airport elevation.
- Left traffic to Runways 2 and 32; right traffic to Runways 14 and 20.

Instrument Procedures

- Runway 32 – ILS precision approach
 - Minimums: 1/2-mile visibility; 200-foot ceiling.
- Runway 2 – VOR/DME nonprecision approach
 - Minimums: 1-mile visibility; 380-foot ceiling.
- Runway 14 – VOR nonprecision approach
 - Minimums: 1-mile visibility, 481-foot ceiling.
- NDB nonprecision (circle-to-land) approach to airport
 - Minimums: 1-mile visibility, 782-foot ceiling.

Navigational Aids

- Arcata VOR/DME (Terminal VOR).
- Fortuna VORTAC.

Communications

- Seattle ARTCC – 124.85 MHz
- Arcata Radio (CTAF) – 123.65 MHz
- Arcata Flight Service – 122.6 MHz

ENVIRONS

Topography

- Airport elevation – 218 feet MSL.
- Airport is on a 200-foot plateau above the coast.
- Terrain lower than airport except to east and southeast.
- Highest nearby terrain are hills one mile to southeast which are 200 feet higher than airport elevation.

Access

- Principal access from Airport Road.
- Connection to Highway 101 1/2-mile to west and to Central Avenue 1/2 mile to east.

Jurisdiction

- Unincorporated part of Humboldt County.

Principal Land Uses

- North – rural residential and agricultural.
- East – rural residential
- South – community of McKinleyville.
- West – beach, Pacific Ocean.

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Table 4B - continued
Noise Model Input Data
 Arcata-Eureka Airport

TIME OF DAY (Estimated 1991 and Projected 2011)				
Aircraft Type	Type of Operation	Total Operations		
		Day 7:00 a.m. 7:00 p.m.	Evening 7:00 p.m. 10:00 p.m.	Night 10:00 p.m. 7:00 a.m.
Single-Engine, Fixed Pitch	Ldg & T/O	67	10	3
Single-Engine, Variable Pitch	Ldg & T/O	85	10	5
Light Twin-Engine, Piston (e.g. Beech Baron)	Ldg & T/O	82	12	6
Twin-Engine, Turboprop (e.g. Saab 340)	Ldg & T/O	90	13	7
Small Business Jet (e.g. Cessna Citation)	Ldg & T/O	80	13	7
Medium Business Jet (Lear 25/35)	Ldg & T/O	80	13	7
Boeing 737-300	Ldg & T/O	15	15	70

RUNWAY UTILIZATION (Estimated 1991 and Projected 2011)								
Aircraft Type	Percentage of Landings				Percentage of Takeoffs			
	Rwy 14	Rwy 32	Rwy 2	Rwy 20	Rwy 14	Rwy 32	Rwy 12	Rwy 20
Single-Engine, Fixed Pitch	5	80	10	5	5	80	5	10
Single-Engine, Variable Pitch	5	80	10	5	5	80	5	10
Light Twin-Engine, Piston (e.g. Beech Baron)	5	85	5	5	5	85	5	5
Twin-Engine, Turboprop (e.g. Saab 340)	5	92	0	3	8	92	0	3
Small Business Jet (e.g. Cessna Citation)	5	95	0	0	5	95	0	0
Medium Business Jet (Lear 25/35)	5	95	0	0	5	95	0	0
Boeing 737-300	5	95	0	0	5	95	0	0

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Table 4B - continued
Noise Model Input Data
 Arcata-Eureka Airport

FLIGHT TRACKS - LANDINGS (Estimated 1991 and Projected 2011)				
Aircraft Type	Runway 32	Runway 20	Runway 14	Runway 2
	Track L1	Track L2	Track L3	Track L4
Single-Engine, Fixed Pitch	80	5	5	10
Single-Engine, Variable Pitch	80	5	5	10
Light Twin-Engine, Piston (e.g. Beech Baron)	85	5	5	5
Twin-Engine, Turboprop (e.g. Saab 340)	92	3	5	0
Small Business Jet (e.g. Cessna Citation)	95	0	5	0
Medium Business Jet (Lear 25/35)	95	0	5	0
Boeing 737-300	95	0	5	0

FLIGHT TRACKS - TAKEOFFS (Estimated 1991 and Projected 2011)					
Aircraft Type	Runway 32		Runway 14	Runway 20	Runway 2
	Track T1	Track T2	Track T3	Track T4	Track T5
Single-Engine, Fixed Pitch	50	30	5	5	10
Single-Engine, Variable Pitch	50	30	5	5	10
Light Twin-Engine, Piston (e.g. Beech Baron)	40	40	5	5	5
Twin-Engine, Turboprop (e.g. Saab 340)	0	92	5	3	0
Small Business Jet (e.g. Cessna Citation)	0	95	5	0	0
Medium Business Jet (Lear 25/35)	0	95	5	0	0
Boeing 737-300	0		5	0	0

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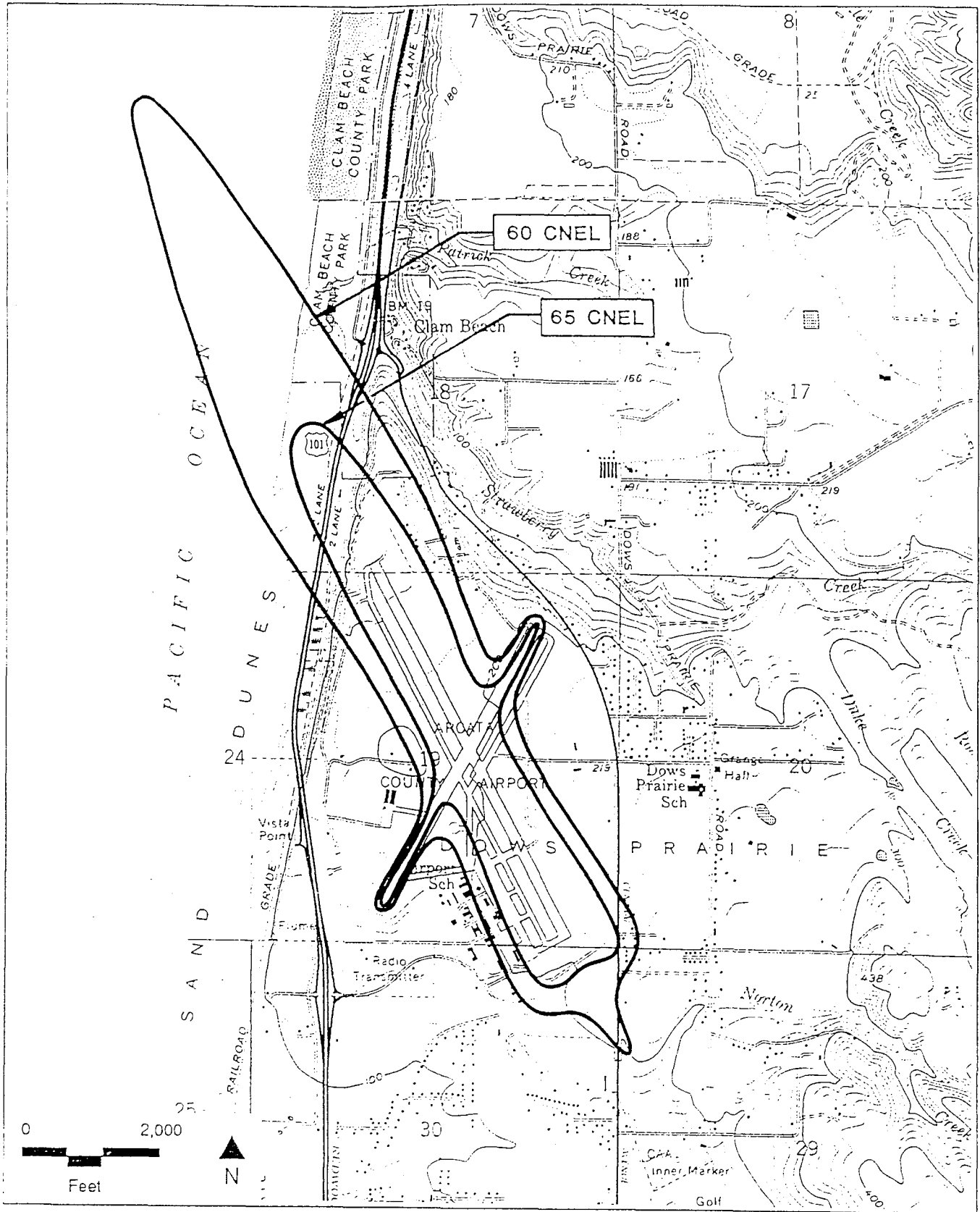


Figure 4B

Noise Contours 1991
Arcata-Eureka Airport

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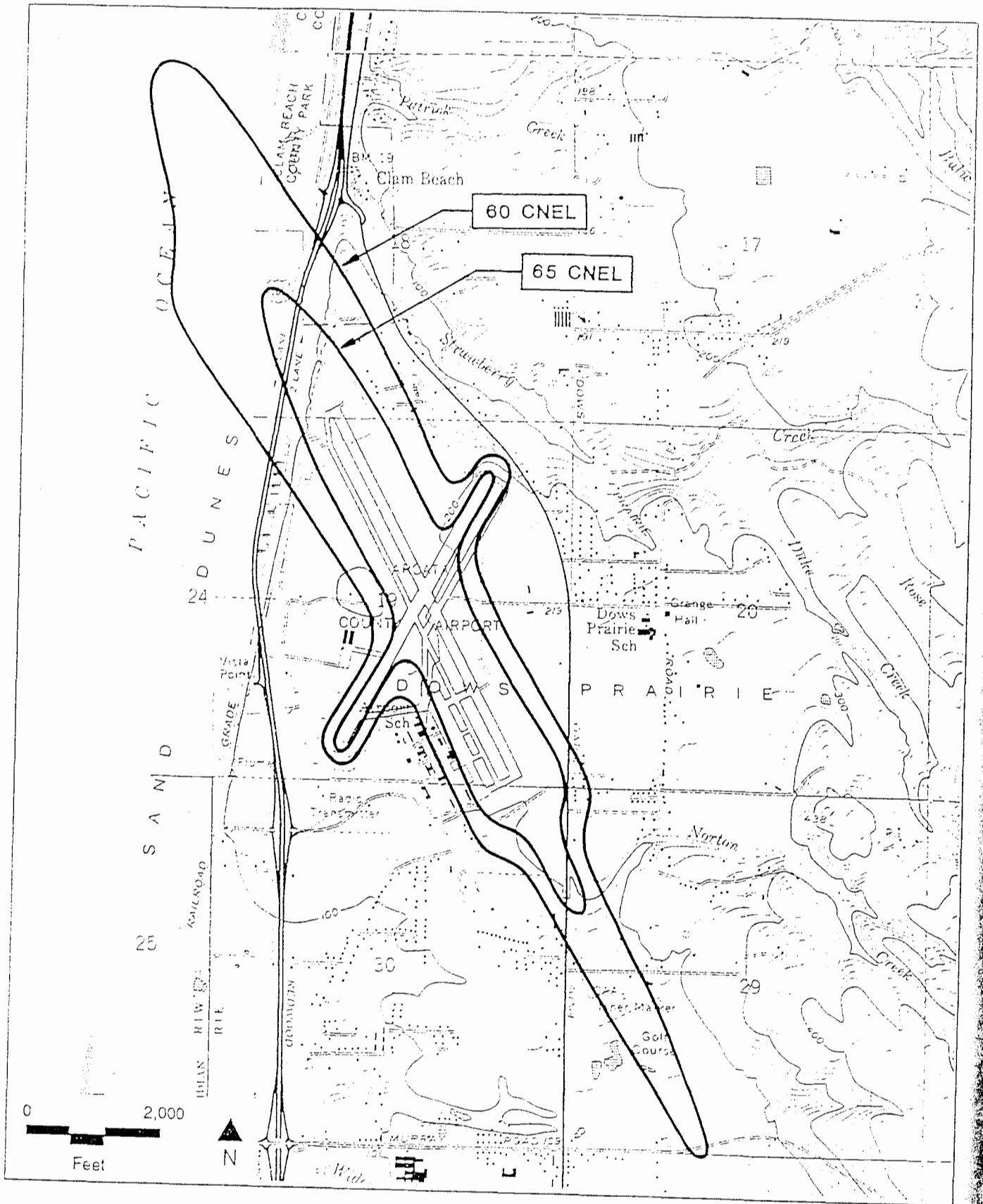


Figure 4B - continued

Noise Contours 2011
Arcata-Eureka Airport

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Methods for Determining Concentrations of People

One criterion used in the *Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it will be considered inconsistent with ALUC policies. This appendix provides some guidance on how to make the people-per-acre determination.

The most difficult part of making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods that can be utilized, depending upon the nature of the proposed use:

- **Parking Ordinance** — The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles.
- **Maximum Occupancy** — The Uniform Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Exhibit A is taken from the 1976 edition of the UBC (Table 33-A) and indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre.

Surveys of actual occupancy levels conducted by the City of Sacramento have indicated that many retail and office uses are generally occupied at 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should be adjusted (50%) to reflect the actual occupancy levels before making the final people-per-acre determination.

- **Survey of Similar Uses** — Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which, because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

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Exhibit C1
Occupancy Levels
 Uniform Building Code

Use	Minimum Square Feet per Occupant
1. Aircraft Hangars (no repair)	500
2. Auction Room	7
3. Assembly Areas, Concentrated Use (without fixed seats)	7
Auditoriums	
Bowling Alleys (assembly areas)	
Churches and Chapels	
Dance Floors	
Lodge Rooms	
Reviewing Stands	
Stadiums	
4. Assembly Areas, Less Concentrated Use	15
Conference Rooms	
Dining Rooms	
Drinking Establishments	
Exhibit Rooms	
Gymnasiums	
Lounges	
Skating Rinks	
Stages	
5. Children's Homes	80
Homes for the Aged	
6. Classrooms	20
7. Dormitories	50
8. Dwellings	300
9. Garage, Parking	200
10. Hospitals and Sanitariums	80
Nursing Homes	
11. Hotels and Apartments	200
12. Kitchen - Commercial	200
13. Library Reading Room	50
14. Locker Rooms	50
15. Mechanical Equipment Room	300
16. Nurseries for Children (Day -Care)	50
17. Offices	100
18. School Shops and Vocational Rooms	50
19. Stores - Retail Sales Rooms	
Basement	20
Ground Floor	30
Upper Floors	50
20. Warehouses	300
21. All Others	100

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Examples:

- A. The proposal is for a 60,000-square-foot two-story office building on 4 gross acres (including adjacent roads). The local parking ordinance requires one parking space for every 250 square feet of commercial space. Assuming that the use would generate one person per vehicle, the following calculations would derive the number of people per acre.

Steps:

- 1) $60,000 \text{ sq. ft.} \div 1 \text{ vehicle per } 250 \text{ sq. ft.} = 240 \text{ vehicles}$
- 2) $240 \text{ vehicles} \times 1.0 \text{ people per vehicle} = 240 \text{ people expected at any one time.}$
- 3) $240 \text{ people} \div 4 \text{ acres} = 60 \text{ people per acre.}$

Under this example, the use would be estimated to generate 60 people per acre. In zones with limits of 100 people-per-acre, the use would be considered compatible assuming all other conditions were met.

- B. The proposal is for a 12,000-square-foot store on a 63,000-square-foot parcel. Using the maximum occupancy table from the Uniform Building Code (Exhibit C1) and applying the assumption that the building is occupied at 50 percent of maximum nets results in the following calculations:

Steps:

- 1) $63,000 \text{ sq. ft.} \div 43,560 \text{ sq. ft. (in an acre)} = 1.45 \text{ acre.}$
- 2) $12,000 \text{ sq. ft.} \div 30 \text{ sq. ft./occupant} = 400 \text{ (max. building occupancy).}$
- 3) $400 \text{ max. bldg. occup.} \times 50\% = 200 \text{ people expected at any one time.}$
- 4) $200 \text{ people} \div 1.45 \text{ acre} = 138 \text{ people per acre.}$

Under this example, 138 people per acre would represent a reasonable estimate. In zones with limitations of 100 people-per-acre or less, the use would be considered incompatible.

- C. The proposal is for a 3,000-square-foot office on a 16,500-square-foot parcel. Again using the table in Exhibit C1 but assuming the actual occupancy level is 50% of the maximum indicated by the UBC code provides the following result:

Steps:

- 1) $16,500 \text{ sq. ft.} \div 43,560 \text{ sq. ft. (acre)} = 0.38 \text{ acre.}$
- 2) $3,000 \text{ sq. ft.} \div 100 \text{ sq. ft./occupant} = 30 \text{ (max. building occupancy).}$
- 3) $30 \text{ people maximum building occupancy} \times 50\% \text{ (actual occupancy)} = 15 \text{ people in the building at any one time.}$
- 4) $15 \text{ people} \div 0.38 \text{ acres} = 39 \text{ people per acre.}$

Under this example, the use would be estimated to generate 39 people per acre. In zones with occupancy limits of 100, the use would be considered compatible assuming all other conditions were met.

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**SUBJECT
PROPERTY**

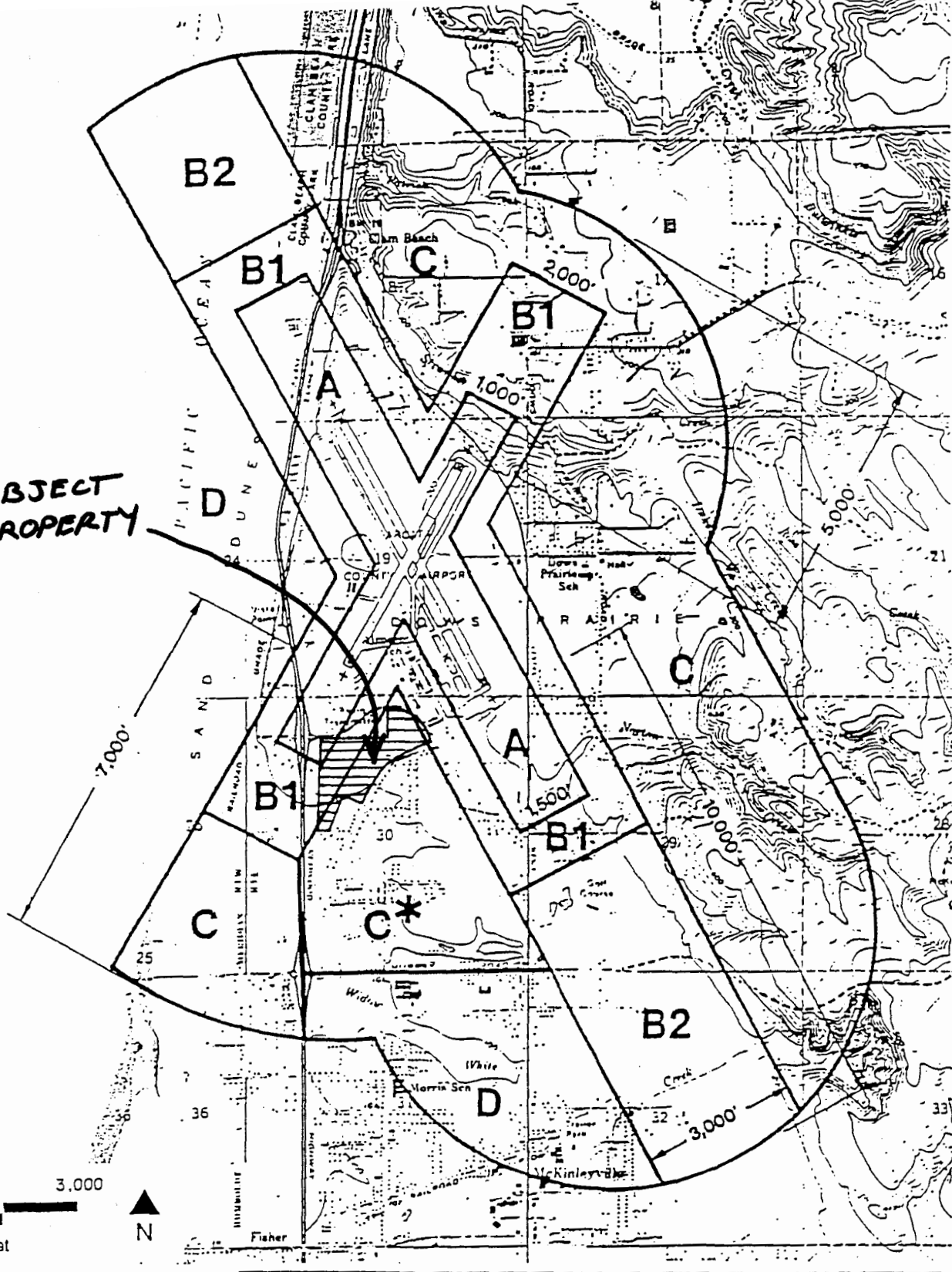
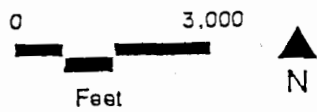


EXHIBIT NO. 12
APPLICATION NO.
 HUM-MAJ-1-98
 HUMBOLDT CO. LCP AMEND.
 AIRPORT COMPATIBILITY
 ZONE BOUNDARIES (1 of 2)

Figure 5-17. Map of Recommended Compatibility Zones for the Arcata-Eureka Airport. (Source: Hodges & Shutt 1993a)

OSCAR LARSON & ASSOCIATES



