

**Humboldt County  
GENERAL PLAN  
Community Plan Areas**

**McKinleyville  
Community Plan**

**Adopted**

**December 10, 2002**

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## Revision History

# McKINLEYVILLE COMMUNITY PLAN

Board of Supervisors	Action
Adopted December 10, 2002 Resolution No. 02-106	Certify Environmental Impact Report
Adopted December 10, 2002 Resolution No. 02-107	Adopt Community Plan and Associated Zoning
Adopted December 10, 2002 Ordinance No. 2288	Amending Sections 311-6.2 & 314-15.2 Adding Sections 314-16.1, 314-29.1, & 314-38.1
Adopted December 10, 2002 Ordinance No. 2286	Map Change
Adopted December 10, 2002 Ordinance No. 2287	Map Change
Adopted December 10 2002 Ordinance No. 2288	Map Change
Adopted December 16, 2003 Resolution No. 03-129	Housing Element Update
Adopted November 30, 2004 Resolution No. 04-99	Housing Element Update (Inland)
Adopted November 30, 2004 Resolution No. 04-100	Housing Element Update (Coastal)
Adopted October 23, 2017 Resolution No. 17-96	Map Changes and General Plan Update

## **PREFACE TO THE PLANNING COMMISSION APPROVED DRAFT**

The Planning Commission began its deliberation on the McKinleyville Hearing Draft Community Plan at a series of well-attended meetings in McKinleyville starting July 29, 1999. The Commission carefully considered the initial public input and then commenced a series of meetings to conduct a section-by-section review of the plan.

In large part, the Commission attempted to retain the values and policies developed by the Citizens Advisory Committee (CAC) while at the same time revising sections based on legitimate concerns raised, inconsistencies found, and clarifications that were needed.

In Chapter 1, the Commission voted to retain a recommendation to appoint a Municipal Advisory Committee to advise the Board of Supervisors on local community issues, but it recommended deleting the call for an Area Planning Commission and establishing a Committee for Citizen Involvement.

The Commission revised the Land Use and Development Chapter 2:

- to clarify the use of the Ahwanee principles in the development of the plan, and to clarify their continued use as general guidance in plan implementation rather than as a specific policy subset of the design review section,
- to modify the economic section to consider comments of the McKinleyville Chamber of Commerce, to retain those policies that were appropriate for the Community Plan values, and to defer other broader, county-wide economic development policies to the county-wide General Plan Update,
- to modify the town-center policies, and to change the reference from town-center zoning district to town-center area to more generally provide for the various mechanisms that might be used to carry out the intent of the policies.

The Ahwanee principles were moved from the urban land use section to the introduction of the Land Use Chapter.

The Planning Commission spent considerable time in discussing the policies associated with rural land development, and clustering and open space policies, in particular policy 2633.5. That policy as it is included here, represents a compromise in competing viewpoints. The Commissioners views remain divided on the subject of whether or not cluster development and permanent open space should be a requirement of rural land subdivisions. Clarifying standards from Section 2634 were added to define open space lands.

The Commission modified the landscape policies to provide direct implementation of landscaping with simplified criteria for triggering implementation. A landscaping ordinance continues to be called for as follow-up implementation.

The Commission largely retained Chapter 3 as drafted by the CAC and has included direct implementation of noise and airport safety combining zones, and for streamside management areas and wetland areas.

Planning for trails was a major concern and most testimony was received on this topic. The Commission acted to delete trails where there was strong neighborhood opposition to placement of those trails and where there were conflicts with resource lands. The Commission also acted to call for a trails implementation plan to include a trail-by-trail review with recommendations to provide for more precise implementation of any designated trail.

The Planning Commission spent considerable time reviewing land use designations and property owner requested for amendments. The Commission, however, felt somewhat constrained in its review of the land use designations attempting to respect the CAC action to retain existing land use designation except when an owner had requested a change.

The Commission remains divided on two key areas regarding land use: the tract east of Dows Prairie and the Norton Creek Estates tract. Some Commissioners feel that these areas should be reverted to rural, large-parcel densities and do not feel that clustering was a sufficient reduction in impact and perhaps would only serve to facilitate development of these areas. Also, the issues surrounding application of the Q-zone to mitigate concerns remains unresolved.

The urban land use and development timing policies of the McKinleyville draft plan do vary from the Framework Plan, because the Framework Plan fails to distinguish between areas appropriate for water service and those appropriate for both water and sewer. The Framework Plan in policy 2612.4 allows for variations from the Framework Plan guidance where appropriate findings of local condition and need are made. It appears that some explanatory findings should be added to the plan to explain the reasoning for the urban development policies and why they are different from the Framework Plan. The Citizen Committee recommended pulling back the urban limit line to Balboa Avenue because the CAC noted the difficulty of extending sewer north across the Strawberry Creek drainage and determined that it would be infeasible, inappropriate, and undesirable to do so. Perhaps the plan should be revised to designate water service areas as opposed to sewer service areas and provide findings for differentiating the two in this particular case. Additionally, it may be warranted to provide some clarification regarding the urban development area amendment, which is also a concern to the commenter. The Framework Plan policies have been rendered meaningless as a development timing tool because service districts have simply extended services into areas upon request of property owners rather than with respect to County Plan policies. The Plan seeks a policy to rectify this situation and to make the development timing policies of the Framework Plan meaningful.

With respect to environmental issues, statements of overriding consideration are recommended with respect to police service deficiencies and loss of prime agricultural soils. Given the development pattern of McKinleyville and location of prime soils, it is not feasible to prevent loss of these soil areas to future non-agricultural use. Those areas which are currently productive agricultural areas are given protective agricultural zoning and policy protection. With respect to police service deficiencies, since the issue is ultimately a financial matter, the Board of Supervisors may be able to find an adequate mitigating solution.

## PREFACE TO THE CAC HEARING DRAFT

The *Hearing Draft* for the 1999 revisions to the McKinleyville Community Plan contains the proposed goals, policies, and implementation standards developed by the McKinleyville Citizens' Advisory Committee (MCAC) (with the technical assistance of staff from several County departments) in over 80 public meetings held between 1989-92 and 1995-98. The McKinleyville Community Plan revision was undertaken due to concerns about:

- rapid buildout and urban sprawl;
- appearance and design of residential subdivisions;
- appearance of the commercial district;
- lack of community identity and character;
- loss of human scale amenities;
- loss of resource areas;
- lack of recreational opportunities; and
- dissatisfaction with County decision-making.

This revised plan contains numerous new policies designed to respond to these issues, including:

- Initiatives to foster public participation;
- Creation of a Town Center District;
- Refining the boundaries between urban, urbanizing, and rural areas;
- Development timing criteria;
- Expanded policies for the protection and continued viability of timber and agricultural production lands;
- Support for clustered developments, reduced roadway widths, pedestrian-oriented designs and other "livable communities" development innovations;
- Establishing design and landscaping standards for development throughout the Planning Area, and particularly in commercial and community centers;
- Expanded traffic noise protection;
- Stormwater runoff study and management requirements;
- Expanded protection of streams, creeks, wetlands, environmentally sensitive areas, and other natural areas;
- Retaining natural terrain, drainage, and vegetation;
- Integrated pedestrian, equestrian, bicycle and vehicular circulation;
- An expanded community wide system of inter-linked paths, trails, greenways, and park facilities; and,
- A call to the Board of Supervisors to appoint a McKinleyville Area Planning Commission.



## CHAPTER 1

### INTRODUCTION

#### 1100 OVERVIEW

The McKinleyville Community Plan, as is the Humboldt County General Plan, is a long range statement of public policy for the use of public and private lands. Together the Community Plan and the Humboldt County General Plan comprise the General Plan for the McKinleyville community. The General Plan covers countywide issues while the McKinleyville Community Plan deals with land use within the McKinleyville Planning Area. (See Figure 1 for boundaries of the McKinleyville Planning Area).

Land use policies which are applicable within the McKinleyville Planning Area are contained in two documents (each consisting of text, tables, maps and diagrams). The documents are:

1. The McKinleyville Community Plan - This plan contains specific policies and information applicable to the McKinleyville Planning Area.
2. The Humboldt County General Plan - This plan contains policies and information applicable to all unincorporated areas of Humboldt County.

Background information used to develop Community Plan policies and standards are found in these documents:

1. Technical Background Report to the 1985 McKinleyville Community Plan - This paper contains background information as the source of definitions, and standards which have been important in establishing the policies of the McKinleyville Community Plan. A copy of the citizen's questionnaire, a summary of responses to the questionnaire, and the results of the Local Government Commission's *Planning a More Livable McKinleyville* workshop are included in Appendix F.
2. Policy Background Studies to the Humboldt County Framework Plan and the Humboldt County General Plan Update process culminating in 2017 - These studies contain background information pertinent to the Humboldt County General Plan.

It is critical to note that the McKinleyville Community Plan, while recognizing many of the various policy issues identified by the Humboldt County General Plan, cannot be used in isolation without consideration of the entire General Plan. The General Plan and the Community Plan together constitute the General Plan for the McKinleyville Planning Area.

The major policies included in the Humboldt County General Plan provide for:

1. Protection of resource production lands (agriculture, timber and minerals).
2. Incentive to increase rural densities within or adjacent to existing communities to compensate for development potential constrained by the protection of agricultural and timberlands.
3. Concentration of new development around existing communities.
4. Commitment of priority for public investments in existing communities.
5. Designation of a boundary between urban and rural areas of development.
6. Establishment of relationships between availability of services (sewer and/or water) and their relationship to the conversion of rural lands to urban development.
7. Provision for adequate housing.
8. Provision for economic development.

9. Identification of areas of special consideration (i.e., sensitive habitats, cultural resources, landslide, flood, etc.).

The McKinleyville Community Plan revises the 1985 McKinleyville General Plan Land Use designations to make the area's land use plan consistent with the policies of the General Plan and new policies and standards developed by the Citizens' Advisory Committee.

Major plan proposals in the McKinleyville Community Plan include:

- 1 The maintenance of a rural environment in the northern portion of the planning area, in the Azalea Hill area, and on the forested hillsides on the east side of the planning area.
- 2 The provision of adequate housing sites for the area's future growth.
- 3 Require the dedication of open and recreation spaces as part of the approval of major subdivisions and other significant development projects.
4. Protection of natural resource and watershed lands and those enterprises: timber, fisheries, agriculture and horticulture, etc., dependent upon them.
5. Promote the health, safety and welfare of residents by protecting air and water quality, evaluating effects of natural hazards, and evaluating the effects of future development.
6. Provide for economic development compatible with the residential and rural character of McKinleyville.

## **1200 THE PLANNING AREA**

The McKinleyville Community Planning Area (MCPA) encompasses 14 square miles and is located in western-central Humboldt County approximately five miles north of Humboldt Bay. The MCPA is bounded on the south by the Mad River, on the north by the Little River, on the west by the California Coastal Zone (roughly along US Highway 101) and extends eastward to the first ridgeline separating the area's coastal stream watersheds from that of Lindsay Creek in the Fieldbrook Community Plan Area.

The McKinleyville Planning Area is situated along the coastal terrace between the Mad and Little Rivers at elevations ranging from approximately 50 to 500 feet above mean sea level. The terrace is also crossed by six creeks: (from north to south) Bullwinkle Creek, Patrick Creek, Strawberry Creek (including the Duke and Rose Creek sub-basins), Norton Creek, Widow White Creek and Mill Creek.

Typical vegetative cover is a mixture of upland grasslands with remnants of early- to mid-seral mixed conifer-hardwoods. Hydrophilic vegetation is found along the riparian corridors adjacent to the coastal streams.

The population of the MCPA is approximately 13,000 persons. Approximately 48% of the area is urbanized with full community services, served by a road network of varying degrees of improvement. The remaining 52% is suburban to rural in character with limited service availability and infrastructure.

McKinleyville's economic base is primarily that of a residential "bedroom community" with local and some regional commercial services along a centralized strip. Limited agricultural production, including timber production, and light manufacturing is also pursued in the area. McKinleyville is the site of the County's only regional airport facility, the Arcata-Eureka Airport (ACV). The adjacent Airport Business Park, encompasses an approximate 53 acre site. The Business Park provides land for light manufacturing, regional visitor serving facilities, and commercial-industrial opportunities for the community.

### ***Revised Planning Area Boundary***

In developing recommendations for a Community Plan update, the McKinleyville Citizens' Advisory Committee reviewed the boundaries of the Plan area. The Committee found that, in order to best implement many of its drafted policies, the boundaries of the Community Plan Area should be

reconfigured to fully encompass the watershed basins of the area. Accordingly, this plan revision also calls for adding amendment to sections of the County's General Plan identifying Community Planning Areas. Approximately 270 acres of Timber Production lands will be added from the Fieldbrook CPA, with approximately two acres of Agricultural Exclusive lands north of the Little River given over to the Humboldt County General Plan area. The current and proposed plan area boundaries are illustrated in Figure 1.

### **1452.2 Amendments**

Amendment of this plan shall be considered upon making any of the following findings:

1. Base information or physical conditions have changed; or
2. Community values and assumptions have changed; or
3. There is an error in the plan; or
4. To maintain established uses otherwise consistent with a comprehensive view of the plan.

(REFER TO CHAPTER THREE, GOVERNANCE POLICY, OF THE GENERAL PLAN FOR FURTHER CRITERIA AND PROCEDURES RELATING TO GENERAL PLAN AMENDMENTS)

### **1600 PUBLIC PARTICIPATION**

The objective of this Chapter is to provide mechanisms to identify and facilitate public participation in the planning process – from stating a community vision, through providing input on project proposals, to the review and monitoring of permitted development. Such measures include:

- Developing procedures for participation in community planning at the neighborhood level.
- Providing opportunities for community members to be involved in developing and monitoring the implementation of adopted plan policies.
- Establishing performance review methods for assessing the efficiency and continued appropriateness of adopted plan policies, their application, and administration.
- Ensuring that the public is well informed about and is enabled to give input on planning initiatives and the review and consideration of significant development projects.

### **1601 Goals**

1. Provide opportunities for citizen involvement in all aspects of the community planning process.
2. Foster involvement and representation of the full spectrum of the citizenry in the community planning process, regulatory efforts, and the review of significant development projects.
3. Stress the importance of citizen participation in the early stages of plan and policy development.
4. Structure the planning process to include consideration of the unique characteristics, resources, limitations, needs and desires of individual neighborhoods.
5. Assure that technical information is available in a timely, understandable form.
6. Promote effective two-way communications between local officials and citizens.
7. Assure that policy and decision makers hear from all sectors of the community.
8. Develop a citizen involvement program that insures the opportunity for every community member to be involved in all phases of the planning process.

9. Allocate adequate time in the publication and distribution of hearing notices, scheduling of hearings, appeals, and other citizen involvement activities to allow for a suitable level of citizen involvement.

## **1700 LOCAL GOVERNANCE OPTIONS**

McKinleyville has a long tradition of broad community participation. Recognizing this, McKinleyville may wish to exercise local control over planning issues and provide advice on broader public issues.

### **1710 Goals**

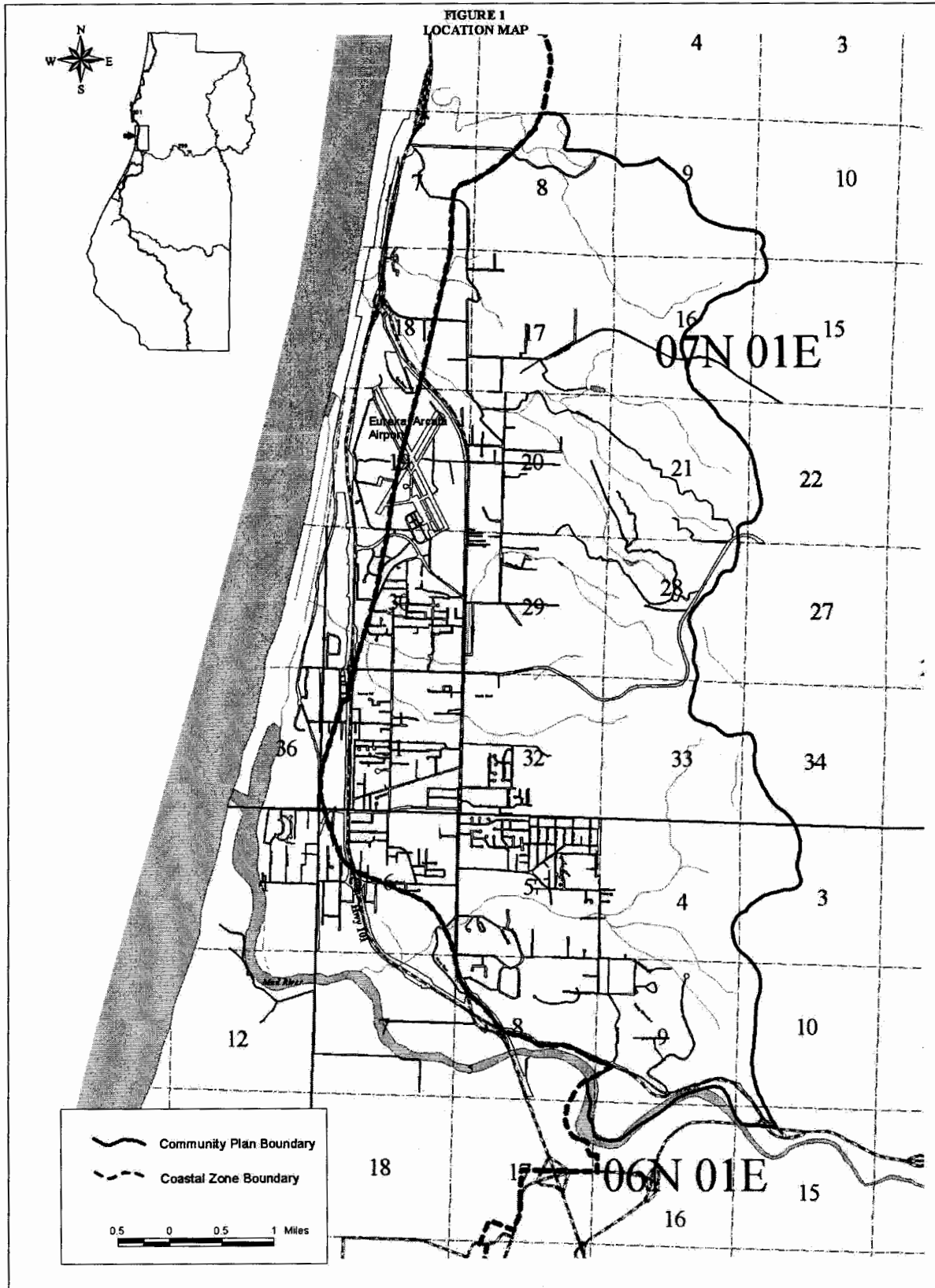
1. To provide for localized decision making on land use and development in the McKinleyville Community Plan Area.
2. To provide for discrete input on matters relating to long-range land use planning for the McKinleyville Community Plan Area.
3. Serve as a vehicle for the voice of citizenry to County Supervisors.

### **1720 Policies**

1. Within one year of the adoption of this Plan, the Board of Supervisors shall appoint a Municipal Advisory Committee (MAC) for the McKinleyville Community Plan Area. Appointed members shall serve at the discretion of the Board of Supervisors as an advisory agency on general community issues.

### **1730 Standards**

1. The Board of Supervisors shall appoint a Municipal Advisory Committee (MAC) to advise the Board of Supervisors on local community issues.



## CHAPTER 2

### LAND USE AND DEVELOPMENT

#### 2100 OVERVIEW

The McKinleyville Community Planning Area is approximately 14.5 square miles (9,320 acres) in size. It is located between the Mad River on the south, by the Little River on the north, on the west by the Coastal Zone Boundary, and on the east by the ridgeline between Fieldbrook and McKinleyville. Together with its Coastal Zone portion, the area has a population of approximately 13,000 with over 4,200 housing units, most of which are in the southern portion of the planning area. The area has 42 miles of county maintained roads, a high school, 1 middle school, and 2 elementary schools, a state park, the County's only airport with regularly scheduled jet passenger service, and a commercial center.

McKinleyville is the most populated unincorporated area in Humboldt County and is one of the fastest growing communities in the county. The McKinleyville Community Services District provides water and sewer service to a large part of the planning area.

Commercial land uses in the planning area are centered on Central Avenue between School Road on the south and Railroad Avenue on the north. A smaller number of commercial establishments are located on Sutter Road, Central Avenue north of Railroad Avenue to Murray Road, and McKinleyville Avenue.

McKinleyville is a unique residential community as a consequence of:

- relatively clean air;
- unhurried atmosphere of its downtown shopping area with ample parking spaces;
- relative safety and ease of bicycle, pedestrian and equestrian traffic as a consequence of adequately wide roads and special trails in the central area of town and the Hammond trail;
- relatively large lots which allow a significant portion of the community to garden and at a minimal cost provide themselves with homegrown fruit, vegetables, eggs, and a possible supplemental source of income; and
- beautiful views along most major roadways; and
- providing housing for middle and low-income households.

It is the intent of the McKinleyville Citizens' Advisory Committee that these characteristics be maintained and enhanced as much as possible in accordance with the desires of the community residents as indicated in the community planning questionnaire (see Appendix F).

In addition, the Committee considered the following Ahwahnee Principles in the development of the Plan, and intends that these principles will continue to be used to guide the decision-making process during Plan implementation and in considering revisions. These principles have been reflected in the proposal of a Town Center Area, in policies encouraging pedestrian-friendly development, in design review standards, in policies and land use designations that provide for a diversity of housing types, in policies promoting a diverse range of jobs, in landscaping requirements, in planning a comprehensive bike and trails system, in stronger agricultural protection policies, in hillside development policies, and in policies encouraging innovative subdivision design.

#### 1. Community Principles

- A. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of residents.
- B. As many activities as possible should be located within easy walking distance of transit stops.

- C. The community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- D. Businesses within the community should provide a range of job types for the community's residents.
- E. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
- F. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
- G. Public spaces should be designed to encourage the attention and presence of people at all hours of day and night.
- H. Each community should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
- I. Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.
- J. Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
- K. The community design should help conserve resources and minimize waste.
- L. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

## **2200            POPULATION**

The McKinleyville Community Planning Area, including the Coastal Zone segment has an estimated population (1998) of 12,770 based on projections from the California Department of Finance extrapolated from the 1990 US Census of Population. This is approximately 10% of the County's total population of 127,700. The mean number of persons per household is 2.67. Growth in the McKinleyville area alone accounted for almost 60% of the population increase for all unincorporated areas within the County between 1990 and 1998. This compares with a 75% share for the period of 1980 to 1990.

The table below displays two potential population growth forecasts based on projections from the State Department of Finance.

The first, termed the "Alternative Growth" is considered the more probable projection based on current trends. The Ratio/Share Projection is considered to be a minimum expected growth rate for the planning area based on the County average growth rate ( $\pm 1.05\%$  annual increase). The Alternate Projection assumes a faster growth rate for McKinleyville than the County as a whole ( $\pm 1.8\%$  *per annum*).

**TABLE 1  
ALTERNATE GROWTH & RATIO/SHARE  
PROJECTIONS 1990 - 2010**

Alternate Growth		
Year	Population	Change
1990	10,749	-
2000	12,688	+1,939
2010	14,976	+2,288
2020	17,677	+2,701
TOTAL INCREASE		6,928
Ratio/Share Projection		
Year	Population	Change
1990	10,749	-
2000	12,842	+2,093
2010	13,560	+718
2020	14,109	+549
TOTAL INCREASE		3,360

Reference: 1990 US Census of Population - Tracts 104&105 State of California, Department of Finance, County Population Projections with Age, Sex and Race/Ethnic Detail. Sacramento, California, December, 1998

**2300 ECONOMICS**

Much of McKinleyville’s land use is residential, and the majority of McKinleyville’s employed residents are employed in Arcata and Eureka. McKinleyville’s predominant employment opportunities involve commercial retail and service businesses. Commercial services are primarily located along Central Avenue between School Road and Murray Road.

During the 1990’s, nearly all of McKinleyville’s commercial growth was in the form of franchise/chain commercial services located along Central Avenue. The placement of these new facilities has given Central Avenue the appearance of a commercial strip. These facilities include drive-through restaurants, dining restaurants, auto parts stores, a supermarket and a department store. Other commercial ventures include a building supply yard and expanded car lots.

The Plan recognizes a need for a core commercial area that will establish a cultural, employment and administration center for McKinleyville, encourage a pedestrian-friendly atmosphere, and provide a more diverse and substantial Town Center experience. The area referred to on the Town Center Map, should include an aesthetic composition of buildings, courtyards and open space. In Chapter 2350, this Plan contains policies for a Town Center Area which will create a more traditional village form and balance the strip/shopping center look.

There is a need to diversify the economic base and encourage additional employment. Portions of McKinleyville may be appropriate for economic development proposals because of the availability of water and sewer service, access to Highway 101 and the availability of air service. Consequently, the plan continues to propose three sites for industrial/commercial development near the Arcata-Eureka Airport.

One of these sites is County owned on the east side of the airport fronting on Central Avenue. Another is the prospective Airport Business Park site south of the airport terminal area bound by Halfway Avenue on the south and Lily Road on the west. The Airport Business Park site is a 60 acre parcel under the

ownership of the County and one private owner. This site has potential for light industrial and some high technology tenants (see permitted uses within these zoning designations). The property has the advantages of being close to the airport, highway access, and a large parcel size. The last site is the existing designated 30 acre area along the east side of Central Avenue across from its intersection with Cooper Road (formerly “Glen’s Auto”).

In addition, the Plan contains policies which allow for some mixed use developments and enables second story dwelling units above businesses and storefronts. Also contained are policies intended to create a more cohesive theme for commercial signs.

### **2320            Goals**

1. To develop a stable and diverse economic base supporting long-term local employment and supporting the free market system by designating adequate industrial and commercial sites.
2. To establish urban design programs which promote consistent development patterns in the commercial areas along Central Avenue.
- 3.\* To foster a diverse economy that will minimize the impacts of cyclical economic downturns on McKinleyville’s residents.
- 4.\* To establish a positive business climate in McKinleyville and promote McKinleyville as a desirable place to live, work, and visit.
- 5.\* To utilize the Airport and the surrounding land to it’s full economic capacity.
- 6.\* Develop McKinleyville’s potential as both a center for visitor services and an “end-point” tourist destination, including the Clam Beach area.
- 7.\* Support the appropriate development of additional visitor services, including accommodations.
8. To increase the number of manufacturing jobs.
9. To create skilled jobs.
10. To increase the gross square footage of new manufacturing space.
11. To protect existing businesses and industrial areas from encroachment of non-complimentary uses.
- 12.\* Develop McKinleyville’s potential as the “Gateway to the Redwood National Forest.”

### **2330            Policies**

#### ***Commercial Policies***

1. The County shall adopt urban design guidelines that improve the character and identity of the Central Avenue corridor and address second story living units above storefronts in commercial zones.
2. The County shall adopt a sign ordinance which identifies permitted sign types and designs, and which produces a more consistent theme along Central Avenue.
3. The County shall include standards for accommodating bicycle parking within the Off-Street Parking Ordinance.
4. Ensure adequate supply of property zoned for visitor serving commercial and highway commercial properties.
5. Recruit and identify a recreational vehicle park/campground facility within McKinleyville .

6. Work to improve highway signage to direct travelers/visitors to the downtown area.
7. Encourage the expansion and improvement of existing facilities and/or new hotel development consistent with community character.
8. Encourage development of businesses in the Town Center area that will provide entertainment activities during the evening hours, consistent with community character and noise standards.

### ***Industrial Policies***

9. Cottage industries subject to the permitting requirements and performance standards contained in the zoning ordinance should be encouraged to develop throughout McKinleyville.

### ***Airport Business Park Policies***

10. The County will develop an Airport Manufacturing/Light Industrial Park
  - A. Designate a manufacturing/light industrial park on the currently zoned industrial area of the airport.
11. The Airport Business Park site is designated as a mixed light industrial / commercial use area which would permit: storage and warehousing, research and development, light industrial / manufacturing, administrative, professional / business office and support commercial uses. The zoning for the property includes performance standards which restrict the development of uses on the site which would be incompatible with the adjacent residential area.

#### Limitation on Secondary Uses

Ultimate development of the Business Park will include incidental retail commercial and retail service as well as transient habitation uses which will support and enhance the overall business park concept. These uses include a hotel/motel (preceding other development), food service, professional support services or other related uses. These retail commercial and retail service as well as transient habitation uses have been conditionally permitted subject to a finding that the proposed uses are incidental to, or supportive of other development permitted by the "MB" (Business Park) designation.

\*Goals and Policies submitted by the McKinleyville Chamber of Commerce

## **2350 TOWN CENTER**

A key element in establishing a unique identity for McKinleyville is the development of a viable town center. This is consistent with the move to mixed use planning being proposed today throughout the country to reduce dependence on the automobile, and encourage pedestrian and bicycle travel.

This configuration provides for a complete and integrated community containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents. The scale is designed so that housing, jobs, shopping, recreation and other activities are within easy walking distances of each other. This area also is intended to serve as a community focal point by providing an activity center and a place for formal and informal social/community interaction.

Design of the commercial area is intended to create an aesthetic composition of buildings and open space that will encourage frequent use. Guidelines will help create a basis for building siting to assure a traditional village form and to avoid the standard strip shopping center look. The design encourages pedestrian and bicycle use, yet allows for convenient and safe automobile access.

Multi-family housing is located near the town center. The close proximity of housing, commercial services, parks and the provision of a comprehensive pedestrian pathway network ensure the opportunity for residents to walk to stores and services.

**2351 Goals**

1. To establish a unique identity for McKinleyville through the development of a viable town center, serving as a community focal point and providing a center for social/community interaction.
2. To develop an area of mixed land uses which encourages bicycle and pedestrian travel, yet allows for convenient and safe automobile access.

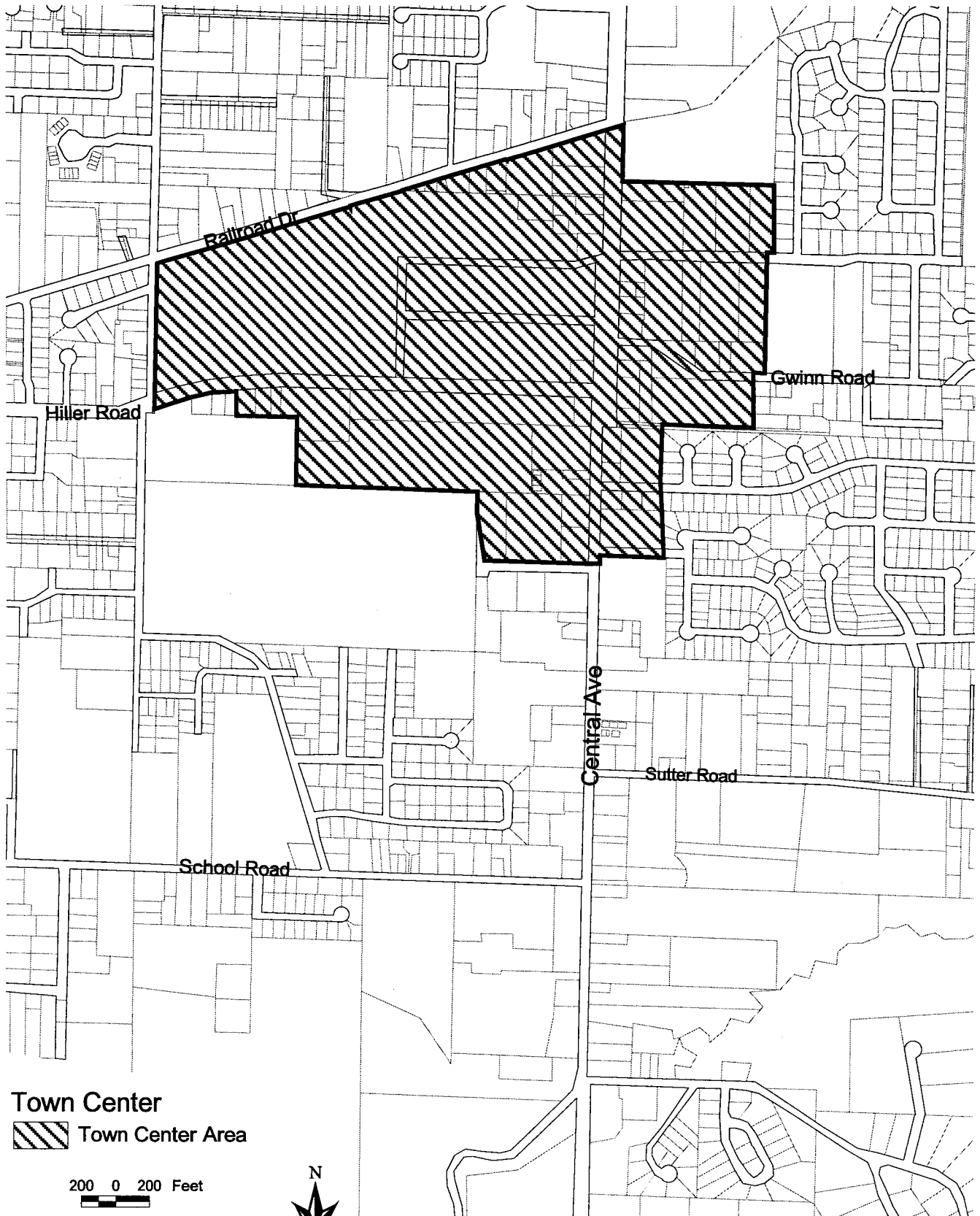
**2352 Policies**

1. The County shall adopt a Town Center Area ordinance to identify permitted land uses and standards for the Town Center area identified on the McKinleyville Community Plan Zoning Map.
2. The Town Center Area shall permit mixed-use categories of zoning, including higher density urban housing in concert with retail commercial uses and shopfronts, and shall include an abundance and variety of open spaces.
3. The Town Center Area shall offer a full range of commercial, offices and civic activities. Allowable uses may include, but are not limited to, an expanded grocery store, additional shops, a department store, hardware home supply, restaurants, office space, medical and dental clinic, a movie complex, town green for athletic and civic events, civic buildings, library, high density residential, laundromat, farmers market, residences above shopfronts, child care facilities, and art galleries.
4. The Town Center Area shall have no additional drive-thru restaurants, and no large “big-box” department stores, as defined. Rather, the department stores should be divided into several separate rooms or buildings to avoid the look of the giant retail, department store.
5. The Town Center Area shall permit all public facility uses currently identified in the Public Facility land use designation in the Humboldt County General Plan Land Use Element. All existing and proposed public facility uses shall remain as public facilities, and shall not be converted to incompatible commercial uses.
6. The Town Center Area shall identify implementation alternatives associated with a Central Avenue pedestrian crossing. The alternatives should contain solutions which ease pedestrian traffic, including longer time frames at the crosswalk light, funding mechanisms for a pedestrian bridge over Central Avenue, and traffic calming measures as illustrated herein.

***Design Standards Policies***

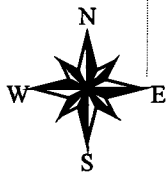
(Refer to Design Standards in Chapter 2640, Sections 2642.1 through 2642.11)

**Town Center Area  
Figure 2**



**Town Center**  
Town Center Area

200 0 200 Feet



## **2400 HOUSING**

The planning area has approximately 4,700 dwelling units. 65% of the area's residents own their residences and 35% are renters. The mean number of persons per housing unit in the planning area is 2.67. The vacancy rate for all reasons in the planning area is 4.9%. The median age of housing units is 29 years as of 1990.

A total of 9,235 sites are provided by the plan (Table 2). The population projections show that 385 building sites are necessary for the planning area to provide for a proportionate share of the County's housing needs between 1990 and 2020. A total of 1,263 additional building sites are necessary for the planning area to accommodate the higher Alternative Growth Projection. The County considers the Alternate Growth Projection as more likely to occur.

In 1990, the US Census found 4218 dwelling units in the planning area. The Alternative Growth Projection which assumes a higher rate of population growth for McKinleyville than the county as a whole would result in a total of 6,621 dwelling units for the planning area in the year 2020. Thus, the plan allows for providing more than 139% of the projected number of housing sites needed for the combined McKinleyville Community Plan and Coastal Plan areas, compared to what is projected during the planning period.

In addition to the provisions herein, the County-wide General Plan's Housing Element contains a number of policies which are applicable to the planning area. These provisions include:

- Promoting public participation in housing issues through a "user-friendly" forum easily assessable to the public and making available related technical information in plain-language understandable to a lay audience.
- Strengthen coordination between public agencies and private institutions, especially lending firms.
- Provide sites for all types of residential development (e.g., single-family homes, second units, multi-family apartments, mixed residential-commercial development, special needs group residences, special occupancy parks, and homeless shelters) through on-going assessment and inventories.
- Conserve existing housing through maintenance, rehabilitation, and retention of non-conforming residences in new subdivisions, even though retaining such units may exceed established land use density standards.
- Utilize techniques and programs to reduce new construction costs, including encouraging innovative design, construction, and financing, and streamlining permit processes.
- Encourage resource-conserving site utilization and dwelling unit construction techniques through discouraging resource land conversion/intrusion, pursuing sensitive habitat protection, promoting energy-efficient design and siting, and encouraging secondary dwelling units.
- Promote simplification, flexibility, and diversity of housing and zoning regulations to allow the construction or maintenance of varying types of housing developments to meet the needs of all socio-economic sectors in the community.
- Provide for affordable housing by pursuing available subsidy funding, supporting self-help programs, and political advocacy.

(Please refer to Humboldt County General Plan, Housing Element for additional details on the policies summarized above.)

**TABLE 2  
LAND USE INVENTORY**

Land Use Designations	Density Range	Total # Acres	% of Total Acreage in Community Plan Area	Total Potential Residential Units
Timber Production (T)	160-20 ac/du	2914	31.2	73 <sup>1</sup>
Agriculture Exclusive (AE)	60-20 ac/du	651	6.9	32
Agricultural Rural (AR)	20-5 ac/du	352	3.7	70
Agricultural Rural (AR-10)	10 ac/du	855	9.2	86
Agricultural Rural - Airport Influenced (AR <sup>B-1</sup> -10)	10 ac/du	91	0.9	9
Agricultural Rural - Airport Influenced (AR <sup>A</sup> -0)	0 du/ac	21	0.2	0
Agricultural Rural (AR-5)	5 ac/du	188	2.0	38
Agricultural Suburban (AS)	5-2½ ac/du	620	6.7	248
Agricultural Suburban (AS-2.5)	2½ ac/du	140	1.5	56
Agricultural Suburban - Airport Influenced (AS <sup>B-1</sup> -10)	10 ac/du	6	0.1	0
Residential Low Density (RL) <sup>†</sup>	1 - 7 du/ac	912	9.8	4560
Residential (Low Density (RL-.5)	2 du/ac	292	3.1	584
Residential Low Density (RL-1)	1 du/ac	621	6.6	621
Residential Low Density- Planned Unit Development Density (RL*)	70 du/40 ac	40	0.4	70
Residential Low Density - Airport Influenced (RL <sup>A</sup> -0)	0 du/ac	3	<0.1	0
Residential Low Density - Airport Influenced (RL <sup>B-1</sup> -10)	10 ac/du	121	1.3	12
Residential Low Density - Airport Influenced (RL <sup>B-2</sup> -2)	2 ac/du	21	0.2	2
Residential Low Density - Airport Influenced (RL <sup>B-3</sup> -.25)	4 du/ac	22	0.2	88
Residential Medium Density (RM) <sup>††</sup>	7 - 30 du/ac	182	1.9	2538
Residential Medium Density - Airport Influenced (RM <sup>C</sup> )	8 du/ac	6	0.1	48
Commercial Services (CS)	N/A	323	3.5	100 <sup>2</sup>
Commercial Services/Industrial General (CS/IG)	N/A	30	0.3	0
Highway Service Commercial (CH)	N/A	5	<0.1	0
Commercial Recreation (CR)	N/A	117	1.3	0
Industrial General (IG)	N/A	30	0.3	0
Industrial, Resource Related (IR)	N/A	2	<0.1	0
Public Facilities (PF)	N/A	554	6.0	0
Public Lands (P)	N/A	205	2.2	0
<b>TOTAL</b>		<b>9321</b>	<b>100.0%</b>	<b>9,235</b>

NOTES: <sup>†</sup> Residential Single Family is assumed to be built out to a density of 5 units per acre. Second units will be allowed by zoning in the Residential Low Density designations with full community services at a presumed rate of 1 20% (1 in five lots has a SDU).  
<sup>††</sup> Residential Multiple Family is assumed to be built out to an average of fifteen units per acre on 150 acres and 9 units/ac on 32 acres.  
<sup>1</sup> Assumes clustered development at an average density of 40 ac/du (i.e., 400 ac site with 10 du PUD over 40 ac with 360 ac in open space /conservation easements)  
<sup>2</sup> Assumes mixed-use residential development within a 25 acre portion of the Town Center District at a rate of 4 du/ac.

N/A: Not Applicable      ac/du: Acres per dwelling unit      du/ac: Dwelling units per acre

Please note, the General Plan Land Use Element [Section 4.8, Land Use Designations](#) replaces the Land Use Designations of this Community Plan: for instance Agricultural Rural (AR) is changed to Residential Agriculture (RA); and Agricultural Suburban (AS) is changed to Residential Estates (RE). The [McKinleyville Community Plan Land Use Map](#) is amended by Resolution 17-96 implementing the General Plan. Adopted Land Use Mapping can be viewed using the County’s WebGIS at <http://webgis.co.humboldt.ca.us/HCEGIS2.0/>

## **2500 RURAL LAND USE**

McKinleyville is a mixture of urban and rural land uses. Rural areas contribute to the open feeling of the community and provide effective gateways to McKinleyville. Land use designations applied to the rural areas of McKinleyville are based on the protection of agricultural and timberland, and the concentration of new development around existing sewer, public water, and improved and safe roads. By focusing new residential development near existing neighborhoods, it is expected that more remote areas of McKinleyville will be retained in large parcel sizes for resource production uses.

Urban Development and Urban Expansion Area boundaries have been established which generally encompass the water and sewer service area of the McKinleyville Community Services District. Lands within and beyond the Urban Expansion Area are considered rural. Residential development in these rural areas shall be limited. It is the intent of this Plan to limit both the amount and extent of residential development on lands within and beyond the Urban Expansion Area, and to encourage clustering of homesites when development does occur.

Clustered housing, low densities, and large parcel sizes in the rural areas will limit impacts from rural roads, minimize potential adverse effects of private sewage disposal and treatment systems, effectively reducing surface water runoff, and contribute to the rural quality of life which McKinleyville now enjoys.

### **2501 Goals**

1. To maintain the community's rural qualities through protection of resource lands, riparian corridors and open space areas.
2. To enhance the community's rural qualities by encouraging the clustering of homesites when divisions occur on rural lands.
3. To concentrate future growth areas around existing development, thereby minimizing the cost of providing services and conserving energy.
4. To encourage sustained resource production without land degradation.

### **2505 Policies**

1. The community shall maintain its rural qualities within and beyond the Urban Expansion Area by defining and protecting its streams, riparian corridors and greenbelts, wetlands, open spaces and parks.
2. Comprehensive and effective protection of streams, riparian corridors, greenbelts, wetlands, open spaces and potential parks shall be an important component of maintaining rural qualities throughout all of McKinleyville. (Refer to Chapters 3400, 4300, and 4400 for specific policies)
3. The maximum amount of agricultural and forested land shall be conserved for and maintained in agricultural and forestry use to promote and increase agricultural and forest production in the community.
4. The County shall encourage the use of its Planned Unit Development ordinance provisions, including density incentives, to foster the clustering of subdivisions within and beyond the Urban Expansion Area. Clustering of subdivisions/homesites with the appropriate non-development easements are needed to preserve open space, recreational areas and agricultural lands, to maintain rural character in our rural areas, protect watersheds, and minimize impacts to urban drainage systems.

5. The dedication of an access or view easement shall not lower the land area calculation of a parcel on which such easement is dedicated for purposes of determining conformance with approved densities.
6. A maximum density of 1 dwelling per 2½ acres shall apply to parcels planned for Residential Low Density and located outside the Urban Development Area until the area is served with community water and private sewage disposal systems, and provided roads have been improved to standards determined adequate by the Department of Public Works.
7. Subdivisions for residential purposes shall not be approved unless roads are or are made adequate for use by emergency vehicles, and are consistent with rural fire safety standards. The cost of bringing these roads up to standard shall be borne by the subdividers, or grants or funds available to subdividers.
8. The current (as of 1999) timber products processing uses occurring at the Raich property (APN 513-151-015) are recognized as consistent with the Community Plan.

## **2510           TIMBERLANDS**

The McKinleyville area includes a significant percentage of productive timberlands. A Soil Vegetation Survey conducted in 1965 indicates that 3055 acres of Class II and III timber site soils are located in the McKinleyville planning area. These sites are ranked “high” to “very high” in timber raising suitability (see Figure 5).

About 2480 acres or 27% of the McKinleyville planning area are zoned Timber Production Zone (TPZ). Timberland production zones are restricted to the growing and harvesting of timber and other compatible uses, including single family residences. The minimum parcel size which can normally be created in the zone is 160 acres.

McKinleyville’s land base is limited and competition among various land uses is escalating. Most projections of future timber availability are based on the assumption that the County’s present forest lands will remain available and committed to timber production in the future. Yet, just as the past twenty years have brought substantial changes in land use patterns affecting our forest lands, pressures for continued changes may persist or increase.

The conservation of McKinleyville’s remaining timberlands is a priority policy with this Plan. Increases in McKinleyville’s population and land values will likely result in additional pressures to remove lands from the commercial forest base. Consequently, the Plan encourages conservation of timberlands for long-term economic utilization. In addition, the Plan recognizes that timberlands in the McKinleyville Planning Area provide open space, visual amenities, reduction in stormwater runoff, and significant habitat for fish and wildlife. The Plan recognizes that these amenities are diminished through conversion.

## **2513           Goals**

1. To maintain the community’s rural qualities through protection of timberlands and their inherent open space features.
2. To enhance the community’s rural qualities by encouraging the clustering of homesites when subdivisions occur on timberlands.
3. To have sustainable resource production without land, water, or habitat degradation.
4. To protect and conserve timberlands for long-term economic utilization.

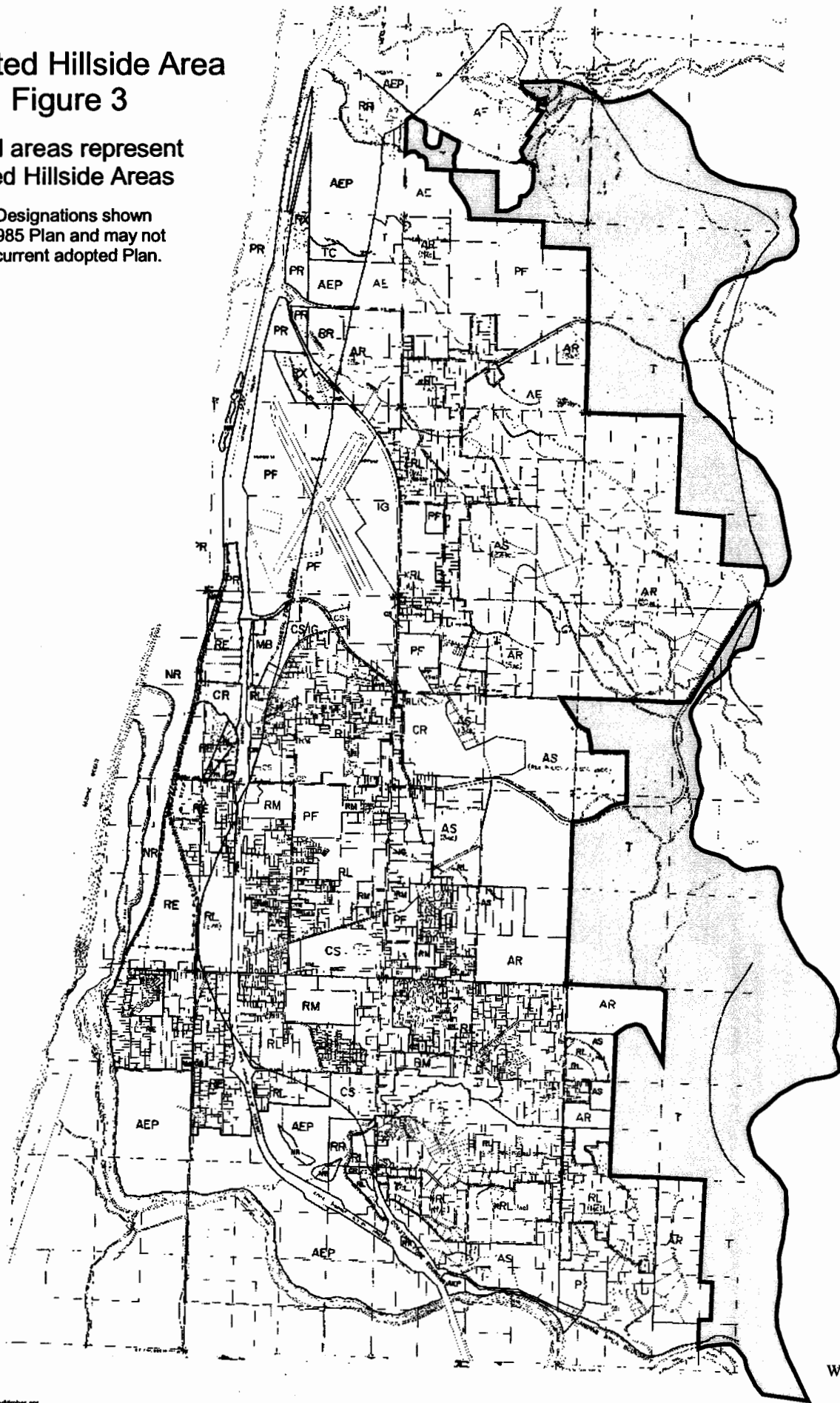
**2514 Policies**

1. The community shall maintain its rural qualities on timberlands within and beyond the Urban Expansion Area by protecting its streams, riparian corridors and greenbelts, wetlands, open spaces and dedicated parks.
2. The maximum amount of forested land shall be conserved and/or maintained in forestry use.
3. For lands currently zoned TPZ and planned Timber Production (T) within the area shown in Figure 3 (the eastern hills of the Planning Area), the TPZ zone designation is the only plan-compatible zone for this area. The County will develop a Forested-Hillside Combining Zone ordinance recognizing the area as being primarily intended for timber production. Standards for unified development of the area based upon retention of open space and forested areas are to be established in the event the area is re-designated for non-timber production uses (i.e., residential development).

# Forested Hillside Area Figure 3

Shaded areas represent  
Forested Hillside Areas

Land Use Designations shown  
are from 1985 Plan and may not  
represent current adopted Plan.



**Figure 4**  
**McKinleyville Area Soils**

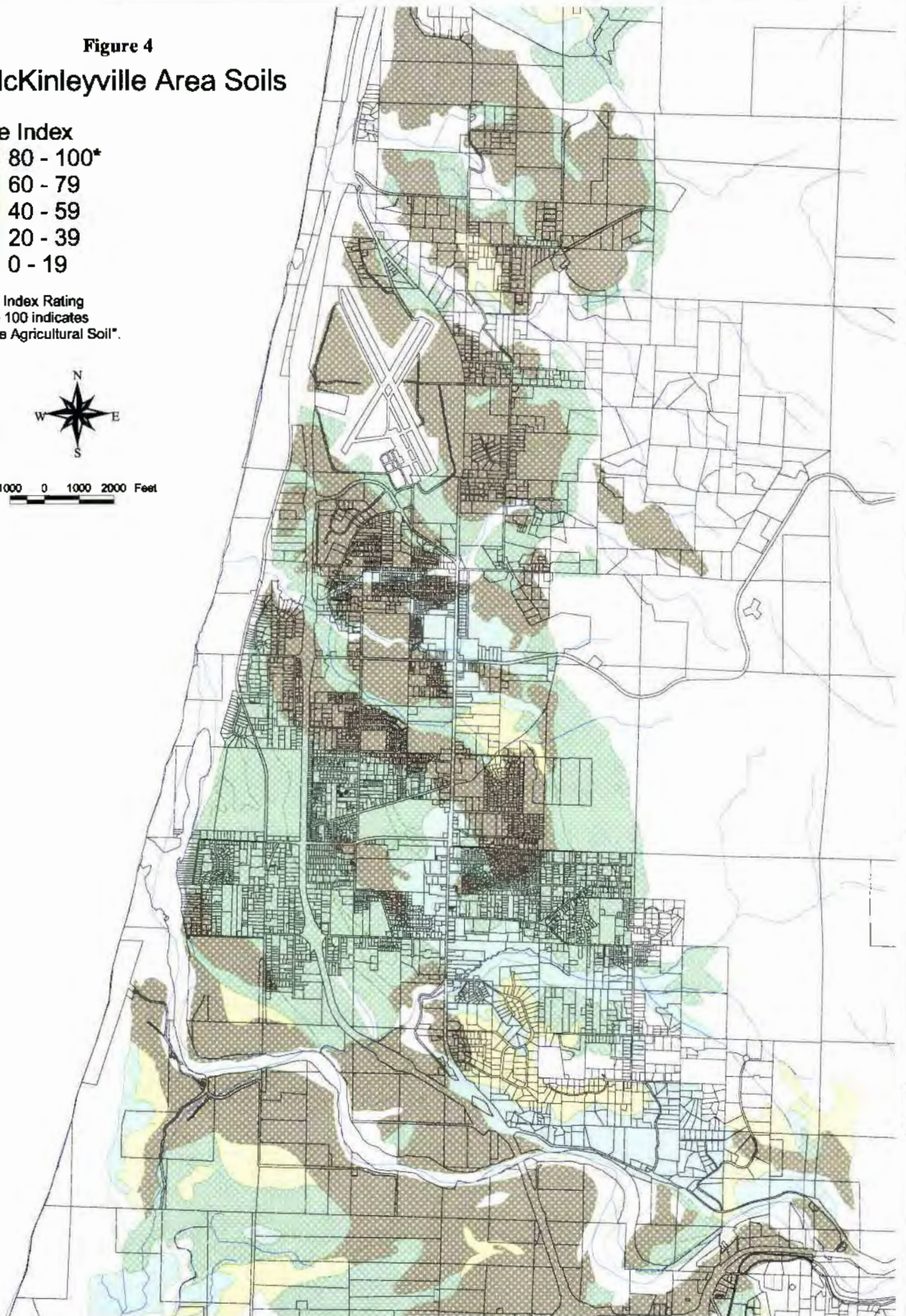
**Storie Index**

	80 - 100*
	60 - 79
	40 - 59
	20 - 39
	0 - 19

\* Storie Index Rating of 80 to 100 indicates a "Prime Agricultural Soil".



1000 0 1000 2000 Feet



## **2520                    AGRICULTURAL LANDS**

As shown in Figure 4, a large percentage of the area's flat, level terrain is agricultural soil. About 2200 acres of prime agricultural soils are within the urban area provided with water and sewer facilities by the McKinleyville Community Services District. An additional 280 acres are the site of the Arcata-Eureka Airport.

Agricultural uses occur upon lands adjacent to the Arcata-Eureka Airport and in Dow's Prairie, on bluffs between U.S. 101 and the Pacific Ocean, on the flat lowlands and flood plains of the Mad and Little River Valleys, and in a number of other isolated locations throughout McKinleyville. Agricultural endeavors include but are not limited to, beef and dairy farming, bulb production, flower production, produce production, cut-flower production, berry production, nursery crops, organic crops, etc. Several areas are used for crop raising and cultivation. Many residents own horses, cattle, sheep, and other livestock which graze on small plots of land usually adjacent to their respective residences.

Many of McKinleyville's agricultural lands have been converted and developed in recent years. Agricultural land conversion has resulted from competition between agriculture and other land uses, particularly residential. The change in the use of agricultural land in McKinleyville includes at least some of the following components: (1) agricultural land converted to roads, houses, shopping centers, commercial structures, public institutions, recreational facilities and parks; and (2) land fallen idle due to under-use and speculation.

Impacts from agricultural land conversion include direct losses of productive and potentially productive agricultural land, impacts on agricultural viability, and increased impacts to the community as a whole. In addition, agricultural lands provide open space and visual amenities which are diminished through conversion.

The preservation of McKinleyville's remaining agricultural lands is a priority with this Plan. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of McKinleyville's agricultural economy and to provide open space. Furthermore, the Plan shall include programs to minimize conflicts between agricultural and urban land uses.

### **2522                    Goals**

1. To promote and increase McKinleyville's agricultural production by protecting and maintaining the maximum amount of agricultural land in agricultural use.
2. To reduce conflicts between agricultural and urban uses.
3. To recognize McKinleyville's agricultural lands as important to the McKinleyville economy and as open space and important visual resources within the community.

### **2523                    Policies**

1. Conflicts shall be minimized between agricultural and urban land uses through all of the following:
  - A. By establishing stable boundaries separating urban and rural areas, including where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.
  - B. By developing available lands not suited for agriculture, or those located within the Urban Development and Expansion Areas, prior to the conversion of agricultural lands outside of those areas.

- C. By assuring that public service and facility expansions and nonagricultural development do not impair agricultural productivity, either through increased assessment costs or degraded air and water quality.
  - D. No further subdivision of Agricultural Exclusive (AE) lands.
  - E. Allowing lot line adjustments of AE lands only where planned densities are met or there is no resulting increase in the number of building sites.
2. The County shall provide a public handout regarding the adopted Right to Farm ordinance, which ensures that information about all aspects of agricultural operations, including timber operations, will be available to persons who are living, or considering living, near agricultural operations.

## **2600 URBAN LAND USE**

Development within the planning area's urban limit line requires the provision of appropriate urban services consistent with County ordinance, community plan, and General Plan requirements.

The protection and enhancement of the community's rural qualities within the Urban Development Area is a priority with this Plan. Streams, streamside management areas, wetlands, open spaces, recreational areas and parks accessible to the public at large are identified as features which enhance the rural qualities within our community. The community has a history of protecting these features, and this Plan contains policies intended to carry this tradition forward to the next generation. As the community grows, these features will deliver a higher quality of life to its residents.

### **2601 Goal**

1. To protect and enhance the many rural qualities which the community now enjoys.

### **2602 Policies**

1. The community shall maintain its rural qualities within the Urban Development Area by defining and protecting its streams, riparian corridors and greenbelts, wetlands, open spaces and parks.
2. Rural qualities within the Urban Development Area shall be further enhanced through policies and standards for trail systems, pedestrian walkways, landscaping and tree protection. (Refer to Chapters 2350, 2640, 2650, and 4300 for specific policies)
3. The Urban Expansion Area shall maintain its current boundaries (refer to Land Use Map for precise boundary location). The Plan shall not support General Plan Amendments for expansion of this boundary except as provided for in Chapter 2630.
4. All lands within and beyond the Urban Expansion Area shall be deemed rural for development purposes; i.e., the Rural Land Use 2500 policies apply.
5. The costs of expansion of urban services that occur from proposed development shall be borne by the development including but not limited to grants, special assessments, impact fees, area wide assessments, bonding and other appropriate mechanisms.
6. The County shall strengthen its Planned Unit Development ordinance to facilitate the clustering of development within major subdivisions where non-development easements are needed to preserve open space, recreational areas, and agricultural lands.
7. All major subdivisions and Planned Unit Developments resulting in parcels smaller than one (1) acre must be served by, or conditioned on the installation of, McKinleyville Community Services District water and sewer services.

8. For the Central Estates Project area, the Phase 2 remainder area of approximately 31.2 acres shall provide a minimum of 108 affordable low income units with a maximum average density of 9 dwelling units per acre and be developed as a planned unit development.

## **2630 DEVELOPMENT TIMING**

(REFER TO CHAPTER FOUR, SECTION 4.2 GROWTH PLANNING, OF THE GENERAL PLAN FOR ADDITIONAL BACKGROUND INFORMATION AS TO THE PURPOSE AND INTENTIONS OF DEVELOPMENT TIMING POLICIES APPLICABLE TO THE MCKINLEYVILLE COMMUNITY PLAN AREA)

The Urban Development Area and the Urban Expansion Area shall maintain their boundaries, as illustrated on the Land Use Map and in Figure 5, except as provided for within this Chapter. The majority of growth in McKinleyville should occur within the Urban Development Area. However, in the future McKinleyville residents may feel a need to develop into a larger community. If a need for a larger community occurs, it is essential that urban services and infrastructure be planned to precede development. The organized development of the community is dependent on the orderly development of the urban portions of the community first and the limiting of development in the rural portions.

The Urban Development Area is an area which is designated by the McKinleyville Community Plan for development to densities of more than one unit per acre. This area is served by community water and sewer systems. The County finds that this is an appropriate change from the 1984 Framework Plan definition (which defines such areas with either water or sewer) based on the following:

- 1) The high cost of public infrastructure to extend sewer north across the Strawberry Creek ravine;
- 2) The desire of the community to retain this northern area in agricultural production and rural residential; and,
- 3) This is an appropriate application of the 1984 Framework Plan policies which are intended to prevent urban sprawl.

Urban Expansion Areas are designated for areas which may be suitable for development of 1 unit per acre or more, for which services and infrastructure are currently not adequate to permit a greater density of dwelling units. Development in these areas is subject to the policies below which set service standards for these areas.

## **2633 Policies**

1. To determine whether it is feasible to extend urban level development into the urban expansion area, the following criteria shall be used.
  - A. The Planning Commission finds that the amount of land available within the urban development area for urban uses is insufficient to maintain an open and competitive development market, and sufficient developable land is unavailable to make progress in supplying affordable housing; and,
  - B. Public service systems have current capacity to serve the proposed addition, if other systems are not available. (i.e., water and sewer availability/capability, roads are appropriately designed and improved to accommodate projected and planned levels of vehicular, bicycle and pedestrian transportation, and police and fire protection adequate for planned population densities.
2. No new parcels smaller than one (1) acre may be created in Urban Expansion Areas unless served by McKinleyville Community Services District water and sewer systems. New one acre or larger parcels may be created if they are served with community water supply and private individual

sewage disposal systems provided that waivers to State and Humboldt County sewage disposal standards shall not be granted.

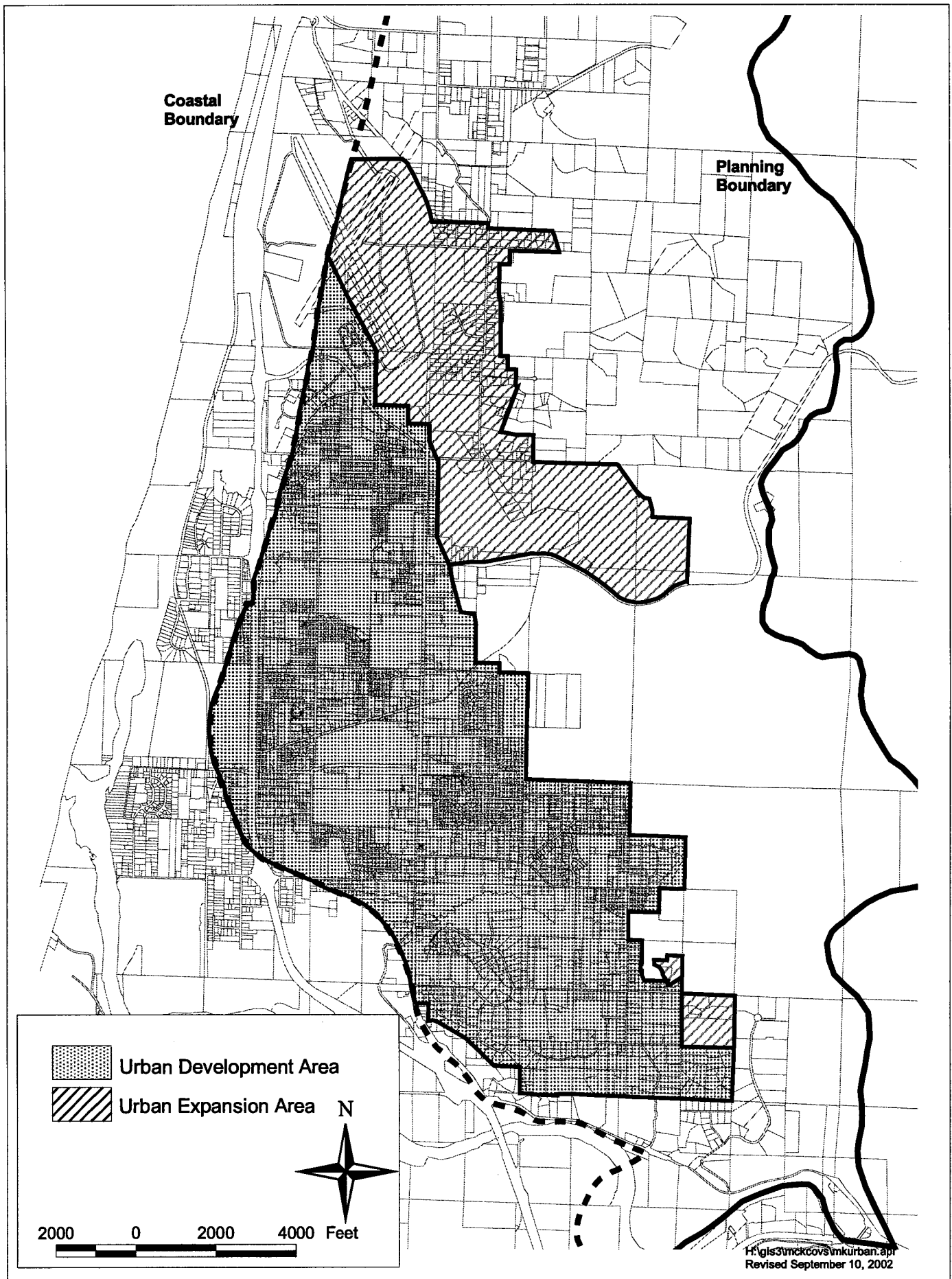
3. General Plan Amendments and zone reclassifications not identified in this plan to increase residential densities outside of the Urban Development Area shall not be approved unless it is found that such amendments fulfill a residential need which cannot reasonably be satisfied elsewhere in the Urban Development and Urban Expansion area.
4. All lands within and beyond the Urban Expansion Area shall be deemed rural for development purposes; i.e., the Rural Land Use 2500 policies apply.
5. Private open space land shall not be accessible to the public unless authorized by the property owner. Divisions of rural lands planned RA or RE for residential purposes shall encourage cluster design which permanently preserves open space lands. Creative subdivision designs and problem-solving approaches are encouraged. All development shall be designed to minimize erosion, sedimentation and runoff. Maximum home site coverage in RA shall be 2 acres and 1.5 acres in RE. Reduction in minimum parcel sizes to achieve clustered development may be implemented through the use of the B7 or P combining zones.
6. Divisions of rural lands shall include a CEQA assessment of the cumulative impacts of water withdrawal from surface and groundwater sources, runoff to downstream property, and sewage disposal, and all necessary mitigation measures to reduce these impacts below the level of significance shall be included as conditions for any approval.
7. When land within the Urban Expansion Area is connected to a public water and sewer system pursuant to Planning Commission approval, such land will be removed from the Expansion Area and added to the Urban Development Area. Noncontiguous additions to the urban development area shall be discouraged.
8. These policies are not intended to prevent the MCSD from providing services to existing development to maintain health and safety.
9. Water line extensions to areas outside of the Urban Expansion Area are allowed consistent with planned uses and densities.

#### **2634 Standards**

1. Open space land is any parcel or area of land which is essentially unimproved and devoted to an open space use. Open space means of the following uses:
  - A. Area for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, banks of rivers and streams, and watershed lands.
  - B. Area for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; and areas containing major mineral deposits.
  - C. Area for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

- D. Area for public health and safety, including, but not limited to, areas used for natural or man-made drainage facilities, earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and areas required for the protection and enhancement of air quality.
2. Open space shall be permanently preserved through any of the following devices:
- A. Execution of an Agricultural Preserve contract with the County of Humboldt.
  - B. Conveyance of an open space easement to the County of Humboldt or other public entity, or private non-profit corporation having as its chief goal the preservation of agricultural, timber, or open space lands.
  - C. Conveyance of development rights.
  - D. Enforceable restriction through zoning.
  - E. Development Plan depicting the open space area(s), and the recordation of a Notice of Development Plan.

**FIGURE 5  
URBAN DEVELOPMENT/EXPANSION AREA BOUNDARIES**



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Revised September 10, 2002

## **2640 DESIGN REVIEW**

The purpose of this section is to provide goals, policies, and standards for the appearance and design of McKinleyville's Town Center. All development projects will be subject to a design review process in this area. A Design Review Committee shall be formed to develop design standards.

The standards are intended to achieve architectural and design excellence in buildings, open spaces and urban design. They encourage and implement policies for the incorporation of publicly accessible open spaces, including parks, courtyards, gardens, passageways, and plazas into public improvements and private projects. Development of open space corridors, easements and trails shall be established as intended in the Plan.

Future development should contribute to a sense of community character, should respect the community's social, cultural and economic diversity, and should emphasize human scale and pedestrian orientation.

### **2641 Goals**

1. To promote safe, accessible and human scale residential and commercial areas where people of all ages can work and play.
2. To promote preservation and development of pedestrian-oriented neighborhoods and commercial areas.

### **2642 Policies**

1. Design review standards shall be adopted for the Town Center area as identified on the Plan's land use maps. A Design Review Committee shall be formed to develop those standards within the Town Center area. No Special Permit shall be required as part of the process.
2. The County shall adopt a Design Review ordinance which establishes clear development standards. The design review standards must be consistent and compatible with the overall principles, objectives and policies of the entire General Plan.
3. Mixed-use categories of zoning, including higher density urban housing above retail commercial uses and shopfronts shall be designed to include an abundance and variety of open spaces, such as urban parks, courtyards and gardens, with a connected system of pedestrian walkways, alleys and streets.
4. Intersections and streets within the Town Center shall be designed to facilitate pedestrian movement, and shall provide bicycle connections to commercial areas and transit stops. Transit stops should provide shelter for pedestrians and provisions for secure bicycle storage.
5. Clear, direct and comfortable pedestrian access to the Town Center shall be encouraged.
6. The design review standards shall include a review of street lighting and commercial lighting impacts. Exterior lighting shall be compatible with the surrounding setting, and will not be directed beyond the boundary of the parcel.
7. All designs shall include the protection of natural land forms through minimizing alteration caused by cutting, filling, grading or clearing.
8. All designs shall screen or soften the visual impact of new development through the use of landscaping. If appropriate, species common to the area and known fire resistant plants should be used.
9. Where feasible, new utilities shall be underground. When aboveground facilities are the only feasible alternative, they shall be sited as unobtrusively as possible.

10. Signs shall be limited in size, scale and number.
11. The design review standards shall include an evaluation of the basic qualities of building and places including:
  - entries and windows that create frequent points of interest along public streets;
  - ease of access for the physically impaired;
  - well crafted durable materials;
  - elements that are human scaled, relating to human activities, such as seating, gathering places, etc.;
  - passages, terraces, balconies and courts;
  - diversity within a coherent whole;
  - mid-town bicycle and pedestrian corridor; and
  - sign standards.
12. The Community Principles of Section 2100 (Overview) shall be used, as applicable, in developing the design review standards.

## **2650 LANDSCAPING**

The landscaping policies in this chapter are intended to set the scope and content of a landscape ordinance for improving the appearance and livability of McKinleyville. While an emphasis has been placed upon major subdivisions, multi-family residential developments and development in the Central Business District, the policies are also intended to provide adequate landscaping and screening to protect individual properties community-wide from traffic, noise, heat, glare and dust. Preserving existing trees and the planting of new trees will provide a visually appealing community with healthy plant life that provides oxygen, reduces dust and retains the rural, forested, natural surroundings as much as possible.

### **2651 Goals**

1. To improve the appearance and livability of McKinleyville through landscaping.
2. To provide guidelines for the appropriate selection, layout, and upkeep of landscaping.

### **2652 Policies**

1. Landscaping shall be required for new development which creates five (5) or more new parking spaces.
2. The landscaping policy shall be accomplished by the submittal of a landscaping plan, which shall include the information described below.
  - A. The landscape plan shall show all existing trees on the property, and indicate those planned to be removed, and those that are to be preserved. It shall show the location of lawn areas, ground cover areas, shrub masses, and new trees to be planted. The plan shall include the use of native and fire resistant species where feasible.
  - B. The landscape plan shall include measures for protection of topsoil when developing a property for construction.
  - C. The landscape plan shall include a maintenance plan which specifies the person or agency responsible for maintenance. The maintenance plan shall address pruning, weeding, cleaning, fertilization and watering. Whenever necessary, planting shall be replaced with other plant materials to ensure continued compliance with the landscaping requirements. All screening shall be in sound functional condition, and whenever necessary, repaired and replaced.

3. The County shall provide educational pamphlets and other available materials regarding landscape maintenance practices, use of pesticide alternatives, use of fertilizers and alternatives, and listings of appropriate plants and tree species, including natives and fire resistant species.

**2653 Standards**

1. The County shall adopt a landscaping ordinance which requires landscaping for development projects in McKinleyville. The above policies in 2652 shall be used until the County adopts a landscaping ordinance for McKinleyville.
2. The draft policies and standards approved by the CAC, together with the model ordinance considered by the CAC, shall be used as guidance in developing the ordinance.

**2700 LAND USE DESIGNATIONS**

**2715 DENSITY BONUSES AND PLANNED UNIT DEVELOPMENTS**

Density ranges described in land use designations may be exceeded to encourage affordable housing production pursuant to Section 65915 of the California Government Code (Density Bonuses). Density ranges may also be exceeded within Planned Unit Developments (PUD's). Also, a variety of housing types and a mixture of residential and commercial uses may be allowed to encourage affordable housing production under the provisions of State law referenced above, and in PUD's to encourage the provision of extraordinary public benefits within subdivision. *(Added by Resolution No. 98-114d, adopted 04/07/98)*

Please note, the General Plan Land Use Element [Section 4.8, Land Use Designations](#) replaces the Land Use Designations of this Community Plan, and Table 4-H Zoning Consistency Matrix applies to the McKinleyville Community Plan Area. The [McKinleyville Community Plan Land Use Map](#) is amended by Resolution 17-96 implementing the General Plan. Adopted Land Use Mapping can be viewed using the County's WebGIS at <http://webgis.co.humboldt.ca.us/HCEGIS2.0/>

## CHAPTER 3

### HAZARDS AND RESOURCES

#### 3100 OVERVIEW

This chapter addresses specific resource values and hazards which must be considered in determining principal uses of the land. These issues include natural hazards such as geologic, flood, fire and man-induced hazards such as noise, air quality and industrial hazards. General Plan policies for hazards and resources are used in the McKinleyville Community Plan.

#### 3200 HAZARDS

##### 3210 GEOLOGIC

Humboldt County is a relatively hazardous area in terms of seismic ground shaking and surface fault rupture, slope stability hazards (landsliding) and soil erosion. The following section discusses surface fault rupture hazards in the planning area. The General Plan and this Plan's Environmental Impact Report discuss the other hazards listed above.

##### 3211 Surface Rupture

Surface ruptures along faults are a site specific seismic hazard limited to the areas directly parallel to active faults and branches of active faults. How well defined these areas are depends on the seismic activity of the fault system and the research devoted to characterizing it.

In response to the fault rupture hazard, the State enacted the Alquist-Priolo Act (Ca. PRC 2621 et seq.) establishing Earthquake Fault Zones (name changed from Special Studies Zones in 1994) along well defined faults.

Under the Act, the State Geologist (Chief of the Division of Mines and Geology) is required to delineate "Earthquake Fault Zones" along known active faults in California. Cities and counties affected by the zones must regulate certain development "projects" within the zones. They must require information with applications for development "projects" for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting.

In McKinleyville, Earthquake Fault Zones were adopted July 1, 1983 by the State of California. These are shown by Figure 6-A, 6-B and, 6-C.

The State Mining and Geology Board provides specific Policies and Criteria to guide cities and counties in their implementation of the law. A summary of the principal responsibilities and functions required by the Alquist Priolo Act are given in Table 5. The Policies and Criteria are summarized in Table 4 and the complete text is available from the County Planning Division.

In designating the Earthquake Fault Zones, the State Geologist prepared Fault Evaluation Reports describing each fault summarizing the data and specific zoning recommendations. Fault Evaluation Report FER-138 dated October 19, 1982 describes the "Mad River Fault Zone" and is on file in the Humboldt County Planning Division. Earthquake Fault Zones are delineated on U.S. Geological Survey topographic base maps at a scale of 1:24,000 (1 inch equals 2,000 feet).

The zone boundaries are straight-line segments defined by turning points. Most of the turning points are intended to coincide with locatable features on the ground (e.g., bench marks, roads, streams). Neither the turning points nor the connecting zone boundaries have been surveyed to verify their mapped locations.

The Earthquake Fault Zones are delineated to define those areas within which special studies are required prior to building structures for human occupancy. Traces of faults are shown on the maps mainly to justify the locations of zone boundaries. These fault traces are plotted as accurately as the sources of data permit; yet the plots are not sufficiently accurate to be used as the basis for set-back requirements.

The State Geologist has identified active and potentially active faults in a broad sense, and the evidence for activity of some faults may be weak or indirect.

The fault information shown on the maps is not sufficient to meet the requirement for special studies. Local governmental units must require the developer to have a qualified professional geologist to evaluate specific sites within the Earthquake Fault Zones to determine if a potential hazard from any fault, whether heretofore recognized or not, exists with regard to proposed structures and their occupants.

**TABLE 4**

**SUMMARY OF POLICIES AND CRITERIA ADOPTED BY  
THE STATE MINING AND GEOLOGY BOARD, FOR THE  
ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT.**

1. Defines active fault (equals potential hazard) as a fault that has had surface displacement during Holocene (last 11,000 years).
2. No structures for human occupancy are permitted on the tract of an active fault. (Unless proven otherwise, the area within 50 feet of an active fault is presumed to be underlain by an active fault).
3. Requires geologic reports directed at the problem of potential surface faulting for all projects defined by the Act (Section 2621.6).
4. Requires that geologic reports be submitted to the State Geologist for open-file.
5. Requires cities and counties to review geologic reports for adequacy.
6. Permits cities and counties to establish standards more restrictive than the policies and criteria.
7. Defines (a) "project," (b) structure for human occupancy, (c) new real estate development, (d) story, (e) conversion of a structure from one use to another.
8. Indicates that state and regional agencies having approval authority for projects should comply with the Act and the Policies and Criteria.

Reference: California Division of Mines and Geology, Fault-Rupture Hazard Zones in California, Special Publications 42, Revised March 1997, 38 pgs.

**TABLE 5**  
**SUMMARY OF RESPONSIBILITIES AND FUNCTIONS**  
**UNDER THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE ACT**

<b>State Geologist</b>
<ol style="list-style-type: none"> <li>1. Delineates Special Studies Zones; compiles and issues maps to cities, counties, and state agencies (PRC Sec. 2622).             <ol style="list-style-type: none"> <li>a. Preliminary Review Maps.</li> <li>b. Official Maps.</li> </ol> </li> <li>2. Review new data (PRC Sec. 2622).             <ol style="list-style-type: none"> <li>a. Revises existing maps.</li> <li>b. Compiles new maps.</li> </ol> </li> <li>3. Approves requests for waivers initiated by cities and counties (PRC Sec. 2633).</li> </ol>
<b>State Mining and Geology Board</b>
<ol style="list-style-type: none"> <li>1. Formulates policies and criteria to guide cities and counties (PRC Sec. 2621.5 and 2623).</li> <li>2. Serves as Appeals Board (Sec 673).</li> </ol>
<b>Cities and Counties</b>
<ol style="list-style-type: none"> <li>1. Must adopt zoning laws, ordinances, rules, and regulations; primary responsibility for implementing Act (Sec. 2621.5).</li> <li>2. Must post notices of new "Earthquake Fault" Zones Maps (PRC Sec. 2621.9 and 2622).</li> <li>3. Regulates specified "projects" within Special Studies Zones (Sec. 2623).             <ol style="list-style-type: none"> <li>a. Determines need for geologic reports prior to project development.</li> <li>b. Approves geologic reports prior to issuing development permits.</li> <li>c. May initiate waiver procedures.</li> </ol> </li> <li>4. May charge reasonable fees for administrative costs (Sec. 2625).</li> </ol>
<b>Other</b>
<ol style="list-style-type: none"> <li>1. Seismic Safety Commission - advises State Geologist and State Mining and Geology Board (Sec. 2630).</li> <li>2. State Agencies - prohibited from siting structures across active fault traces (Sec. 2621.5).</li> <li>3. Disclosure - prospective buyers of any real property located within a Special Studies Zone must be notified of that fact (Sec 2621.9).</li> </ol>

Reference: California Division of Mines and Geology, Fault Rupture Hazard Zones in California, Special Publication 42, Revised March 1997, 38 pgs.

**FIGURE 6-A:  
EARTHQUAKE FAULT ZONES**

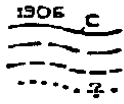
**STATE OF CALIFORNIA  
SPECIAL FAULT ZONES**

Delineated in compliance with  
Chapter 7.5, Division 2 of the California Public Resources Code  
(Alquist-Priolo Earthquake Fault Zoning Act)

**ARCATA NORTH QUADRANGLE**

**OFFICIAL MAP**  
Effective: January 1, 1994

**MAP EXPLANATION**

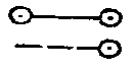


**Potentially Active Faults**

Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture; solid line where accurately located, long dash where approximately located, short dash where inferred, dotted where concealed; query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by creep or possible creep.

**Special Studies Zone Boundaries**

These are delineated as straight-line segments that connect encircled turning points so as to define special studies zone segments.



Seward projection of zone boundary.

**REFERENCES USED TO COMPILE FAULT DATA**

**Arcata North Quadrangle**

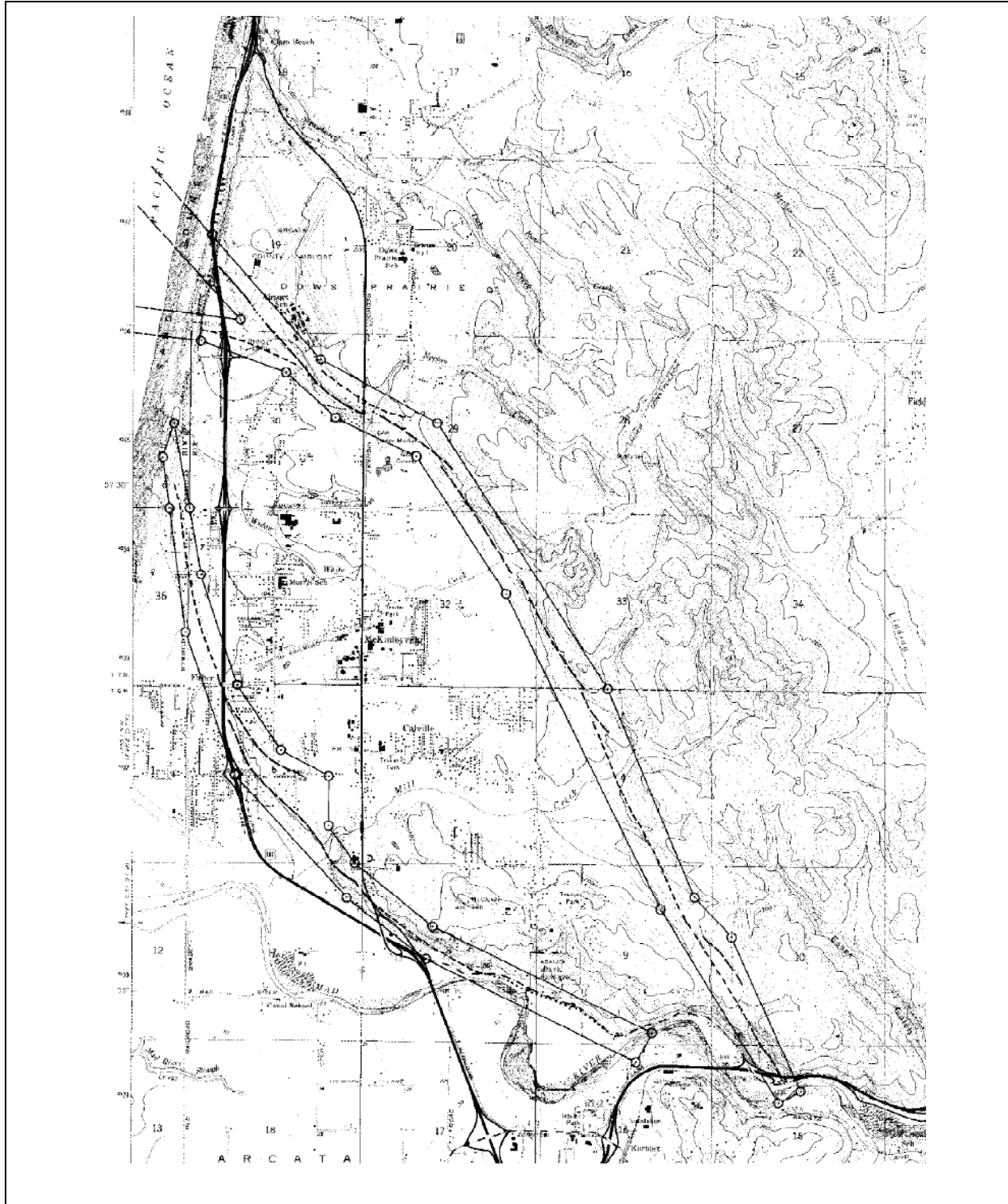
Berry, M.E., 1981, Geomorphology and relative dating analysis of Quaternary fluvial terraces on the Mad River, near Blue Lake, California: Unpublished B.S. thesis, Humboldt State University, 61 p., 1 plate.  
Carver, G.A., Stephens, T.A., and Young, J.C., 1982, Mad River fault and lineament: Unpublished report for the California Division of Mines and Geology, 20p., 15 plates (generally summarized in Carver, G.A., Stephens, T.A., and Young, J.C., 1982, Quaternary reverse and thrust faults, Mad River fault zone, in Harden, D.R., Marron, D.C., and MacDonald, A., Editors, Late Cenozoic history and forest geomorphology of Humboldt County, California: Friends of the Pleistocene 1982 Pacific Cell Trip, p. 93-98).  
Smith, T.C., 1982, Mad River fault zone (Trinidad, McKinleyville, Mad River, Fickle Hill, and related faults): California Division of Mines and Geology Fault Evaluation Report FER-138 (unpublished).

For additional information on faults in this map area, the rationale used for zoning, and additional references consulted, refer to unpublished Fault Evaluation Reports on file at the San Francisco District Office of CDMG.



**IMPORTANT – PLEASE NOTE**

- 1) *This map may not show all faults that have the potential for surface fault rupture, either within the special studies zones or outside their boundaries.*
- 2) Faults shown are the basis for establishing the boundaries of the special studies zones.
- 3) The identification and location of these faults are based on the best available data. However, the quality of data used is varied. Traces have been drawn as accurately as possible at this map scale.
- 4) Fault information on this map is not sufficient to serve as a substitute for the geologic site investigations (special studies) required under Chapter 7.5 of Division 2 of the California Public Resources Code.

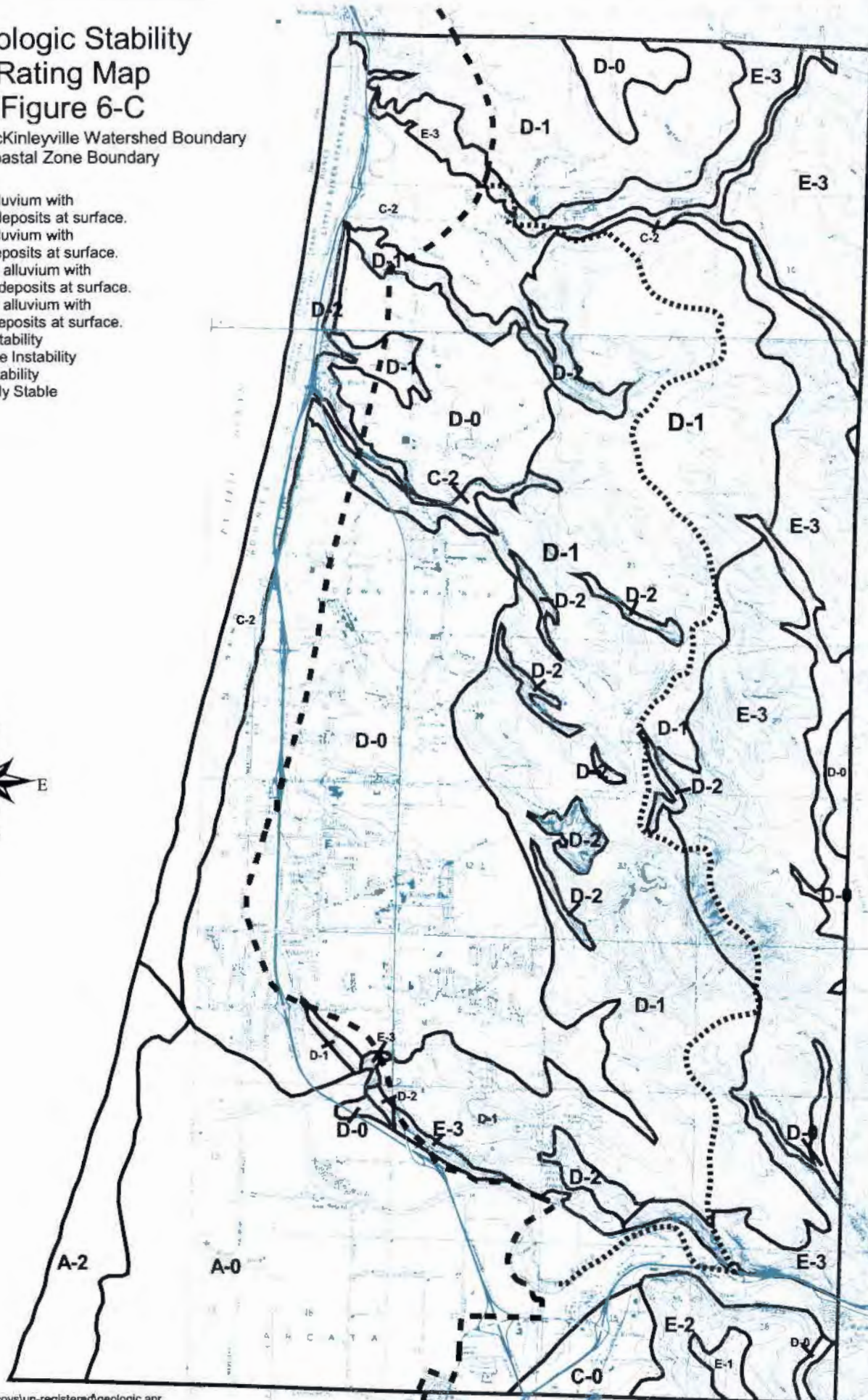
**FIGURE 6-B:**  
**EARTHQUAKE FAULT ZONES**  
Official Map Effective July 1, 1983



# Geologic Stability Rating Map Figure 6-C

 McKinleyville Watershed Boundary  
 Coastal Zone Boundary

- A - Deep alluvium with recent deposits at surface.
- B - Deep alluvium with older deposits at surface.
- C - Shallow alluvium with recent deposits at surface.
- D - Shallow alluvium with older deposits at surface.
- 3 - High Instability
- 2 - Moderate Instability
- 1 - Low Instability
- 0 - Relatively Stable



### **3212 Cascadia Subduction Zone**

The Cascadia Subduction Zone (CSZ) is a 750 mile long offshore major thrust fault extending from northern California to southern Canada, and dipping gently eastward beneath North America. On the south end, the CSZ intersects both the Mendocino Fault and the San Andreas fault at the Mendocino triple junction. To the north, the fault zone intersects the Queen Charlotte fault, off the shore of British Columbia. The CSZ contains several plate segments that are subducting beneath North America. The southernmost segment is the 150 mile long Gorda plate, which extends from Cape Mendocino to southernmost Oregon.

In 1995, the California Department of Conservation's Division of Mines and Geology released Special Publication 115 titled Planning Scenario in Humboldt and Del Norte Counties, California for a Great Earthquake on the Cascadia Subduction Zone. This document presented the likely effects on the northcoast region from a hypothesized Magnitude 8.4 earthquake along the southernmost segment of the CSZ. While the study placed an emphasis on detailing the effects to the immediate Humboldt Bay region, the report postulated the following effects with respect to the McKinleyville area:

- The entire Humboldt and Del Norte County area is exposed to potentially severe ground shaking for a duration of about 60 seconds. Potentially damaging aftershocks of Magnitude 6 - 7 could occur for several months following the main shock.
- Area hospitals undergo severe to moderate structural and non-structural damage compromising their ability to deliver critical medical services.
- Widespread damage to buildings, especially those constructed of unreinforced masonry, non-ductile concrete frames, pre-1940 wood framed houses, and mobilehomes.
- Damage to major highways and bridges with multi-day closures, including US 101, CA 299, CA 200, and the Mad River Bridge. Numerous local roads are subject to closures due to landsliding and slip-outs.
- Non-critical damage occurs at the Arcata-Eureka Airport.
- Multiple day outages in public utilities (electricity, natural gas, telephone), and community services (water & wastewater) sources, storage, distribution, and treatment facilities.

Efforts to prepare and mitigate for the devastating effects of the seismic events outlined in the scenario have so far been limited to public education outreach and some community services retro-fitting (i.e., securing treatment chlorine tanking and installing emergency shut-off valving). Additionally, geo-technical and geologic soil reports now routinely assess the effects of a scenario-level event in their site analysis, conclusions, and recommendations.

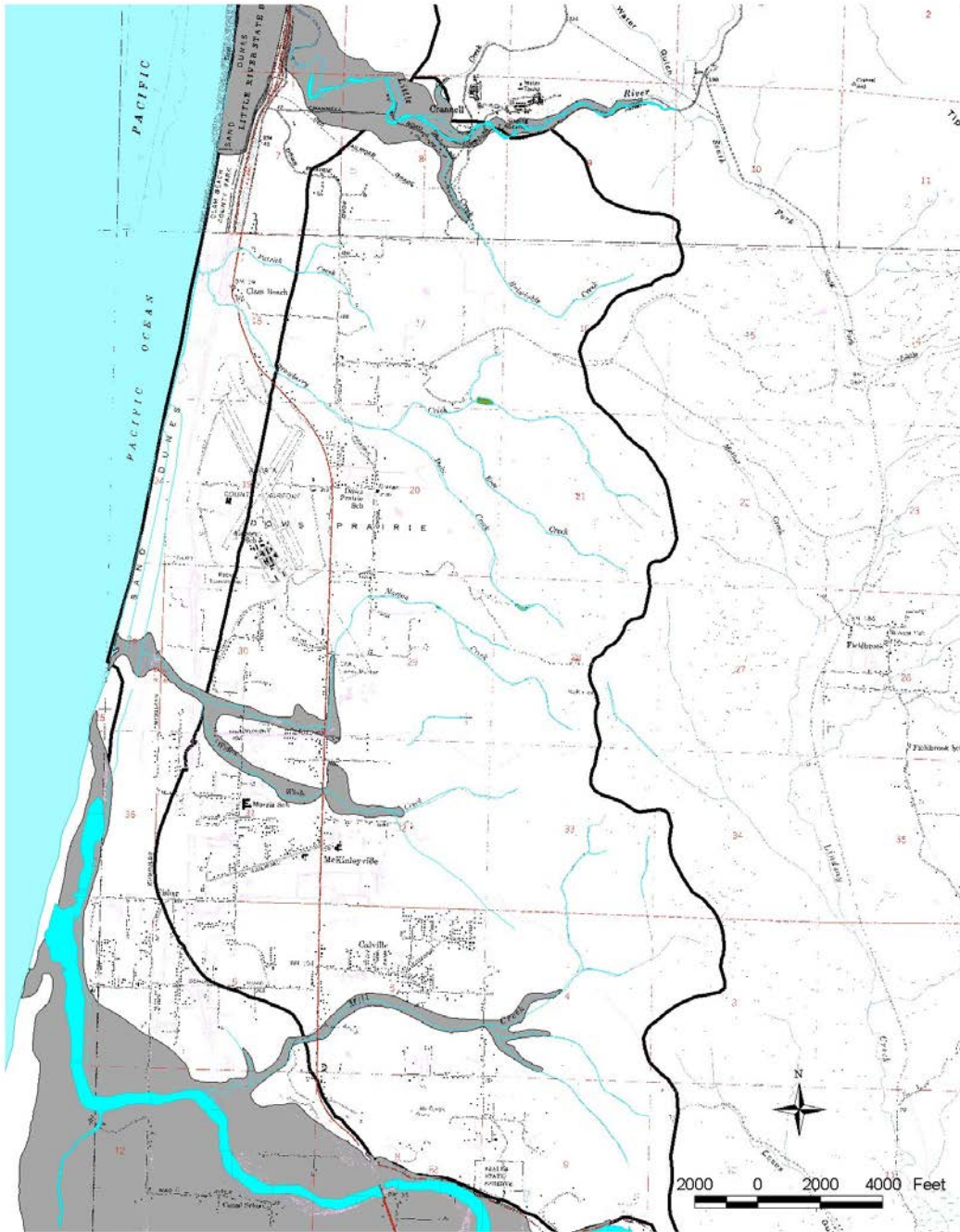
### **3220 FLOOD HAZARDS**

The McKinleyville Community Planning Area is not subject to extensive stream flooding hazards because of its elevation above the Mad River. Local creeks in the McKinleyville area were identified by the Federal Emergency Management Agency (FEMA) as having minimal flood hazards when compared to Humboldt County's major streams. Although not as potentially damaging as the County's major rivers, flood plains along six streams in the Planning Area have been delineated by FEMA. The development in these flood plains is subject to special construction restrictions to limit flood losses.

The County has building regulations which regulates construction in 100 year flood plains to limit future flood damages. Flood plains are identified by FEMA in Figure 7 for Mill Creek, Mad River, Widow White Creek, Norton Creek, Bulwinkle Creek, and the Little River.

Drainage and runoff problems resulting from the areas urbanization are discussed in Sections 3301 and 4900 of this plan. Flooding problems as discussed in the drainage sections of this plan are localized and relatively frequent events. Even with the drainage improvements proposed by the County these types of flooding problems will still occur approximately once every ten years. The flood hazards identified by this section are less frequently occurring but more extreme and potentially damaging events.

**FIGURE 7:  
100 YEAR FLOOD PLAIN**



**3240 NOISE**

The Environmental Protection Agency identifies 45 Ldn indoors and 55 Ldn outdoors as the maximum level below which no effects on public health and welfare occur. Ldn is the Day-Night Noise Level. Ldn is the average sound level in decibels, excluding frequencies beyond the range of the human ear, during a 24-hour period with a 10dB weighting applied to nighttime sound levels.

A standard construction wood frame house reduces noise transmission by 15dB. Since interior noise levels for residences to be considered normally acceptable under the requirements of the County General Plan are not to exceed 45dB, the maximum acceptable exterior noise level for residences is 60dB without any additional insulation being required. Noise impacts are dependent on the land use designation, adjacent uses, distance to noise source, intervening topography, and other buffers.

The principal permanent sources of noise in the planning area are roads and the Arcata-Eureka airport. Noise impacts associated with the Arcata-Eureka airport are discussed in Section 3250 of this report. Roads of primary interest in terms of noise are Highway 101, Central Avenue, and other major arterials. Both of these roads have high traffic volumes which are projected to increase in the future.

Noise level projections for these roads and other area roads through 2020 are shown in Figure 8. The data is included in tabular form in Appendix B of the Draft EIR for each route with the distance (in feet) from the center of the near traffic lane to the noise levels in 5 decibel increments down to 60 dBA.

The noise level information is used with Table 6, the Land Use/Noise Compatibility Standards of the County General Plan to establish requirements for project approval to insure that new development is consistent with the County General Plan. Fences, landscaping, and noise insulation can be used to mitigate the hazards of excess noise.

The tabular data has been used by the Planning Department to develop mapped noise contours for these roads. The noise contour map is shown in Figure 8.

The Community Noise Equivalent Level (CNEL) is a method of describing noise levels very similar to Ldn. It is used in California to describe noise levels surrounding airports. For practical purposes the values are equal to those calculated under the Ldn methodology.

**3241 Goal**

To maintain McKinleyville's low exposure levels to noise.

**3242 Policies**

1. Interior noise levels generated from exterior sources shall be limited to a maximum of 45 CNEL in all habitable rooms as specified in the California Noise Insulation Standards (Title 25, Section 28 of the California Code of Regulations establishes uniform minimum noise insulation standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single family dwellings). This law requires that interior noise levels with windows closed shall not exceed annual CNEL of 45 dB in any habitable room. It also requires acoustical analysis for new residential structures located within an airport CNEL contour of 60 dB showing that the structure has been designed to limit intruding noise to allowable levels. This interior standard is required for single family detached dwellings, as well as multiple family dwellings, although the State noise insulation standards do not apply to this type of dwelling.
2. Minimum exterior to interior noise reduction requirements shall be determined by subtracting 45 CNEL or 45 Ldn from outside noise levels as determined from adopted community noise level information.

Example:

Outside Noise Level = 70 CNEL  
 Inside Standard = 45 CNEL  
 Required Noise Level Reduction    25 CNEL

Note that if a project is, for example, in the 65-70 CNEL noise impact area, the noise level reduction requirement would be calculated using the higher value.

3. Any newly placed manufactured homes which do not meet noise standards are prohibited in all areas above the 65 CNEL level because of their poor noise reduction characteristics.
4. Noise easements shall continue to be required as a condition of development in the Arcata-Eureka Airport approach and flight path areas.
5. The County shall update the Ldn Street and Highway Noise Tables to include School Rd, Hiller Rd, Railroad Dr, Sutter Rd, McKinleyville Ave, Murray Rd, and Dows Prairie Rd.
6. The County shall investigate other sources of noise (e.g., industrial processes, musical concerts, etc.) for which “peak” or spontaneous maximum levels will be established.
7. The County shall revise its enforcement priorities to address noise violations, including both averaged and peak levels.
8. Industrial Noise Protection Standards shall be developed to limit noise exposure, addressing both averaged and peak levels.

**3243                      Standards**


1. The Land Use/Noise Compatibility Standards shall be used in determining consistency of land uses with the McKinleyville Community Plan (Table 6 shall be interpreted to apply to Ldn and CNEL noise values).
2. Figure 8 shows community noise impact areas to be used in implementing the McKinleyville Community Plan noise policies.

**3244                      Implementation**

1. Standards shall be adopted as part of the County Building Regulations specifying sound insulation requirements which will implement the noise policies of the plan.
2. The County Zoning Ordinance shall be amended to create a noise impact combining zone to indicate areas where special noise insulation building code requirements apply.

**TABLE 6**  
**LAND USE/NOISE COMPATIBILITY STANDARDS**

LAND USE CATEGORY	MAXIMUM INTERIOR EXPOSURE, Ldn*	LAND USE INTERPRETATION FOR Ldn VALUE			
		55	65	75	85
Residential-Single Family, Duplex, Mobile Homes	45				
Residential-Multiple Family, Dormitories, etc.	45				
Transient Lodging	45				
School Classrooms, Libraries, Churches	45				
Hospitals, Nursing Homes	45				
Auditoriums, Concert Halls, Music Shells	35				
Sports Arenas, Outdoor Spectator Sports					
Playgrounds, Neighborhood Parks					
Golf Courses, Riding Stables, Water Rec., Cemeteries					
Office Buildings, Personal, Business and Professional	50				
Commercial-Retail, Movie Theaters, Restaurants	50				
Commercial-Wholesale, Some Retail, Ind., Mfg., Util.					
Manufacturing, Communications (Noise Sensitive)					
Livestock Farming, Animal Breeding					
Agriculture (except Livestock), Mining, Fishing					
Public Right-of-Way					
Extensive Natural Recreation Areas					



CLEARLY ACCEPTABLE      NORMALLY ACCEPTABLE      NORMALLY UNACCEPTABLE      CLEARLY UNACCEPTABLE

**CLEARLY ACCEPTABLE:**  
The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference. (Residential areas: both indoor and outdoor noise environments are pleasant.)

**NORMALLY ACCEPTABLE:**  
The noise exposure is great enough to be of some concern, but common constructions will make the indoor environment acceptable, even for sleeping quarters. (Residential areas: the outdoor environment will be reasonably pleasant for recreation and play at the quiet end and will be tolerable at the noisy end.)

**NORMALLY UNACCEPTABLE:**  
The noise exposure is significantly more severe so that unusual and costly building constructions are necessary to ensure adequate performance of activities. (Residential areas: barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.)

**CLEARLY UNACCEPTABLE:**  
The noise exposure at the site is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)

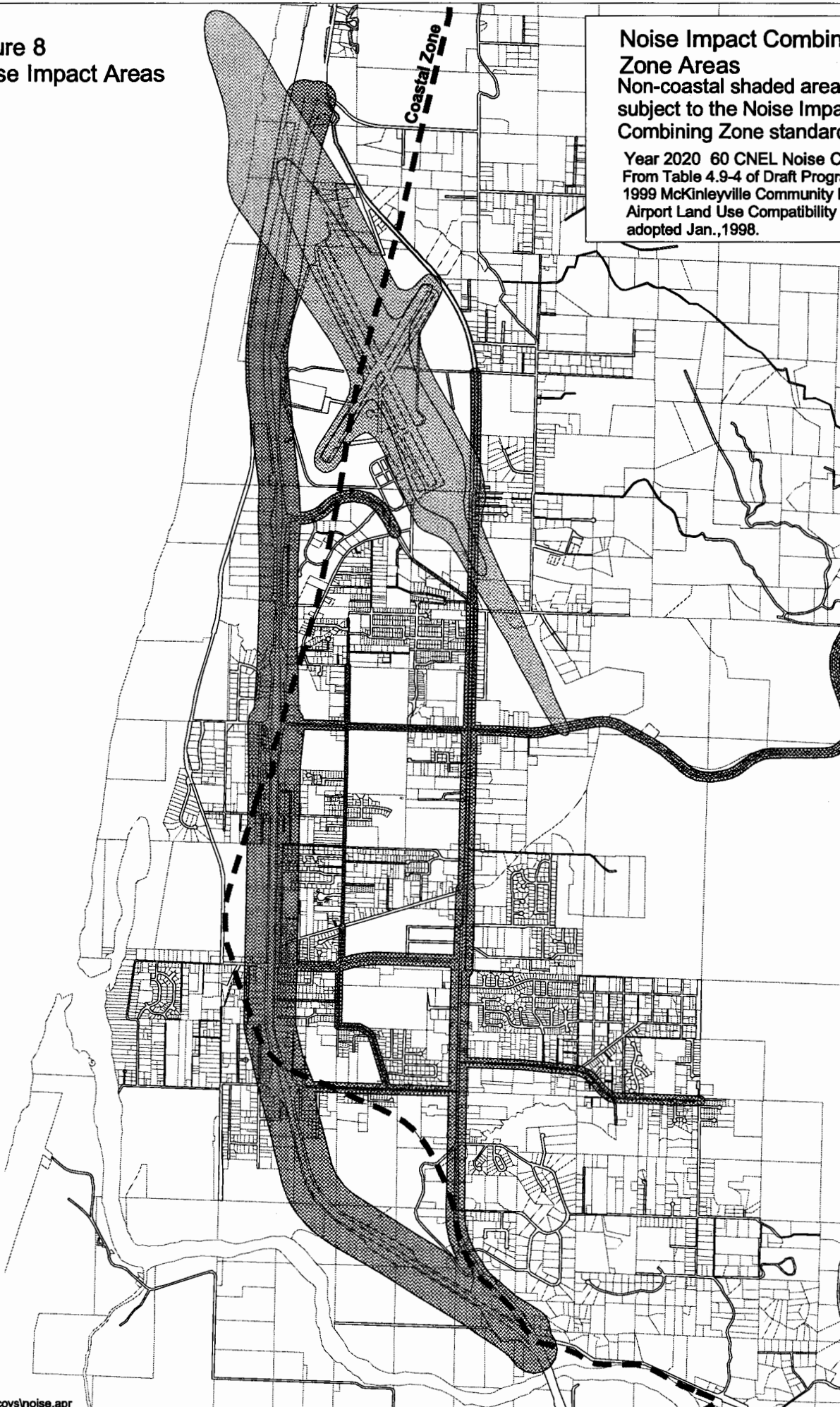
\*Due to exterior sources  
(Source: Bolt, Beranek, and Newman, Inc., 1974)

Reference: Humboldt County Planning Department, Noise Element Technical Supplement, 1977.

Figure 8  
Noise Impact Areas

**Noise Impact Combining  
Zone Areas**  
Non-coastal shaded areas are  
subject to the Noise Impact  
Combining Zone standards.

Year 2020 60 CNEL Noise Contours  
From Table 4.9-4 of Draft Program EIR  
1999 McKinleyville Community Plan &  
Airport Land Use Compatibility Plan  
adopted Jan., 1998.



### **3250 AIRPORT SAFETY**

Humboldt County with a current population of about 125,000 is more than 250 miles from the major metropolitan areas of the State. This relative remoteness requires high priority be assigned to the maintenance and development of adequate aviation facilities and services.

Arcata-Eureka Airport is located in the north central portion of the Planning Area. The airport serves the entire north coast of California and the south coast of Oregon. Because of its size, runway length and strength, instrument landing capabilities and other features, it is a key feature in the Humboldt County airport system and will remain so far into the future. It is the only airport in the county which serves commercial jet aircraft.

The County prepared an Airport Master Plan – for on-site facility operations, and an Airport Land Use Compatibility Plan – identifying compatible uses and residential densities for lands surrounding the airport, in 1980 (Hodges & Shutt, 1980). The County has since adopted (1998) an update of this plan (Hodges & Shutt, 1993, rev. 1998).

The Land Use Compatibility Plan suggests a number of land use plan changes which have been incorporated into the McKinleyville Community Plan. The changes restrict land uses to lower densities under runway approach and transitional surfaces consistent with the densities shown by the Airport Land Use and Safety Compatibility Criteria (Table 16). These areas are identified by Figure 10. The changes assure greater long-term airport/land use compatibility in the Arcata-Eureka Airport environs.

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 protect runway approach zones are of high priority.

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.

- About a dozen homes along Kjer Road near the approach end of Runway 14 (Northwest runway) 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.
- Although the ongoing aviation easement acquisition east of Central Avenue will allow the County to meet the FAA's bare minimum requirement for Runway 32 (Southeast runway) clear zone ownership, bare minimum compliance is inconsistent with Runway 32'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 Central Avenue. 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.
- Very little of the Runway 20 (Northeast runway) 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 2-20.
- No actions are necessary with respect to the Runway 2 (Southwest runway) approach area other than to ensure that future land uses are compatible with the Airport.

**3252 Policies**

1. Avigation easements shall be required as a condition of subdivision or building permit issuance in the airport runway approach areas.
2. Require land use proposals including plan amendments, rezonings, use permits, subdivisions and building permits to be compatible with the noise and land use criteria as shown in Tables 6 and 16.
3. Those parcels that are not planned for acquisition by the County but subject to restrictions due to noise or other airport uses shall be encouraged to remain in agricultural uses.

**3253 Standards**

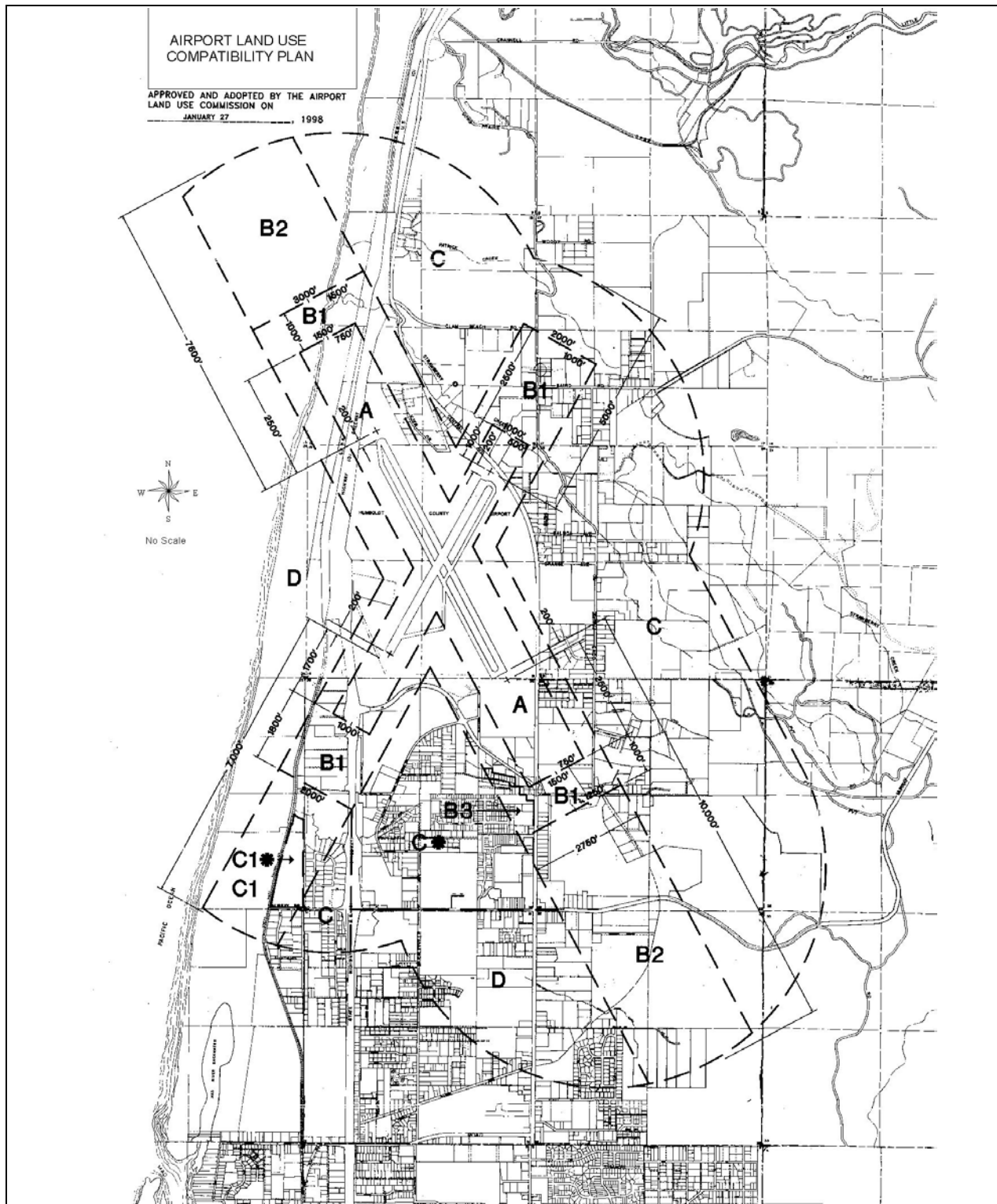
1. Airport Land Use Compatibility Criteria are shown in Table 16 for informational purposes. The latest ALUC adopted ALUCP shall be used for policy implementation. It is incumbent upon the Airport Land Use Commission (ALUC) to ensure that revisions to the ALUCP are reviewed for consistency with this community plan.

**3254 Implementation**

1. Fee title should ultimately be acquired for the property near the approach end of Runway 14 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 32 approach area property bounded by the existing airport property line, Airport Road, and Central Avenue 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, avigation easements can provide adequate approach zone protection.
3. With regard to the Beau Pre Subdivision located beneath the approach to Runway 32, 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 through County ordinance requirements.
4. An avigation easement should be obtained on the approximately 10.5 acre Runway 20 clear zone area located north of Central Avenue.
5. Adopt the revised Airspace Height Limit Ordinance as described by the Humboldt County Airport Master Plan.



**FIGURE 10**



Reference: Humboldt County Airport Land Use Compatibility Plan, as adopted 1/27/1998.

**TABLE 16**

**AIRPORT/LAND USE SAFETY COMPATIBILITY CRITERIA**

Zone	Location	Impact Elements	Maximum Densities		Required Open Land <sup>3</sup>
			Residential du/ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> <li>• High risk</li> <li>• High noise levels</li> </ul>	0	10	All remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> <li>• Substantial risk - aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway</li> <li>• Substantial noise</li> </ul>	0.1	60	30%
B2	Extended Approach / Departure Zone	<ul style="list-style-type: none"> <li>• Significant risk - aircraft commonly below 800 ft. AGL</li> <li>• Significant noise</li> </ul>	0.5	60	30%
B3	Extended Approach / Departure Zone	<ul style="list-style-type: none"> <li>• Significant risk - aircraft commonly below 800 ft. AGL</li> <li>• Significant noise</li> </ul>	4	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> <li>• Limited risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion</li> </ul>	4	150	15%
C*	Common Traffic Pattern	<ul style="list-style-type: none"> <li>• Limited risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion</li> </ul>	8	150	15%
C1	Common Traffic Pattern	<ul style="list-style-type: none"> <li>• Limited risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion</li> </ul>	2	150	15%
C1*	Common Traffic Pattern	<ul style="list-style-type: none"> <li>• Limited risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion</li> </ul>	2.4	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> <li>• Negligible risk</li> <li>• Potential for annoyance from overflights</li> </ul>	No limit	No limit	No requirements

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses <sup>4</sup>	Uses Not Normally Acceptable <sup>5</sup>
A	<ul style="list-style-type: none"> <li>• All structures except ones with location set by aeronautical function</li> <li>• Assemblages of people</li> <li>• Objects exceeding FAR Part 77 height limits</li> <li>• Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>• Aircraft tiedown apron</li> <li>• Pastures, field crops, vineyards</li> <li>• Automobile parking</li> </ul>	<ul style="list-style-type: none"> <li>• Heavy poles, signs, large trees, etc.</li> </ul>
B1 B2 and B3	<ul style="list-style-type: none"> <li>• Schools, day care centers, libraries</li> <li>• Hospitals, nursing homes</li> <li>• Highly noise-sensitive uses</li> <li>• Storage of highly flammable materials</li> <li>• Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Locate structures maximum distance from extended runway center-line</li> <li>• Minimum NLR<sup>7</sup> of 25 dBA in residential and office buildings</li> <li>• Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>• Uses in Zone A</li> <li>• Any agricultural use except ones attracting bird flocks</li> <li>• Warehousing, truck terminals</li> <li>• Single-story offices</li> </ul>	<ul style="list-style-type: none"> <li>• Residential subdivisions</li> <li>• Intensive retail uses</li> <li>• Intensive manufacturing or food processing uses</li> <li>• Multiple story offices</li> <li>• Hotels and motels</li> </ul>
C C* C1 and C1*	<ul style="list-style-type: none"> <li>• Schools</li> <li>• Hospitals, nursing homes</li> <li>• Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Dedication of overflight easement for residential uses</li> </ul>	<ul style="list-style-type: none"> <li>• Uses in Zone B</li> <li>• Parks, playgrounds</li> <li>• Low-intensity retail offices, etc.</li> <li>• Low-intensity manufacturing, food processing</li> <li>• Two-story motels</li> </ul>	<ul style="list-style-type: none"> <li>• Large shopping malls</li> <li>• Theaters, auditoriums</li> <li>• Large sports stadiums</li> <li>• Hi-rise office buildings</li> </ul>
D	<ul style="list-style-type: none"> <li>• Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Deed notice required for residential development</li> </ul>	<ul style="list-style-type: none"> <li>• All except ones hazardous to flight</li> </ul>	

Source: Airport Land Use Compatibility Plan - Humboldt County Airports (Hodges & Shutt, 1993, amended 1/27/98)

### **3301 DRAINAGE**

There are a number of areas in McKinleyville where occasional flooding occurs. Access to various residences can be hindered during periods of high water.

Creeks and streams overflow banks when runoff from the watershed exceeds the capacity of the stream channel to carry it. Flooding on McKinleyville's small streams usually peak and recede quickly, while floods on the larger streams may exceed flood stage for two days or more. Land uses and innovative drainage facilities which could reduce periodic flooding and which decrease flood hazards downstream are desirable and feasible in McKinleyville, and are therefore encouraged in this Plan.

Stormwater may contribute to Non-Point Source runoff which results in the following pollutants entering the drainage ways and creeks, for example, sediments, topsoil, oils and greases in the form of petroleum hydrocarbons, organic compounds (pesticides), nutrients (fertilizers), heavy metals (oils, tires), and bacterial and viral contaminants.

Drainage problems and associated flooding may be reduced in the community by use of various measures to decrease runoff. These measures include retention and detention basins upstream, improved watershed management and stream protection, reduction of impervious surfaces, proper siting of development projects, and other similar measures. These measures can reduce the need for costly construction projects and disaster relief, while enhancing the rural qualities in McKinleyville.

McKinleyville has retained many of the natural drainage swales which have historically accommodated water runoff throughout the community. These natural drainage swales shall be protected. Their existence improves the quality of the water running off developed lands, and reduces the peak flow of runoff. Additional drainage facilities shall be designed to look natural or have aesthetic natural qualities.

### **3302 Goals**

1. To protect the community's natural drainage channels and watersheds by minimizing erosion, runoff and interference with surface and ground water flows.
2. To prevent unnecessary exposure of people and property to risks of damage or injury from flooding.

### **3310 Policies**

1. Natural drainage courses, including ephemeral streams, shall be retained and protected from development which would impede the natural drainage pattern, increase erosion or sedimentation, or have a significant adverse effect on water quality or wildlife habitat.
2. Maximum protection shall be given to the broad flood plains of Mill Creek, Widow White Creek and Norton Creek. These areas act as storage areas for peak flows, as well as providing capacity. Please refer to the policies in Chapter 3420 of this Plan (Sensitive and Critical Habitat).
3. Stormwater discharges from outfalls, culverts, gutters and other drainage control facilities which discharge into natural drainage courses shall be dissipated so that they make no contribution to additional erosion, and where feasible are filtered and cleaned of pollutants.
4. Natural vegetation within and immediately adjacent to the bankfull stream channel shall be maintained except for flood control and public safety purposes.
5. Development shall only be allowed in such a manner that downstream peak flows will not be increased.
6. Where it is necessary to develop additional drainage facilities, they shall be designed to be as natural in appearance and function as is feasible. All drainage facilities shall be designed to

maintain maximum natural habitat of streams and their streamside management areas and buffers. Detention/retention facilities shall be managed in such a manner as to avoid reducing streamflows during critical low flow periods.

7. The County shall examine amending its Drainage Plan and other avenues to provide drainage alternatives, including detention and retention basins, for the areas where natural drainage systems do not now, or with expected levels of development will not, safely drain upland areas without impairing the natural values of existing waterways. Close cooperation among the County, Coastal Commission, and fish and wildlife agencies will be necessary to ensure that the results of the Drainage Plan will be consistent with the objectives of this Community Plan.
8. The County shall encourage restoration projects aimed at reducing erosion and improving existing habitat values in Streamside Management Areas. These projects may be pursued utilizing community volunteer programs and urban stream renewal grants.
9. A wetlands restoration/flood retention study area is identified along Widow White Creek east of Central Avenue. This would be an area where the County would investigate pursuit of urban streams funding to acquire and restore a wetlands flood detention area to mitigate effects of drainage plan implementation in the area.
10. Drainage fees collected from McKinleyville development activities may be applied to any project specified in the McKinleyville Drainage Plan. Drainage fees to implement the policies of the McKinleyville Community Plan may require amendment of the document entitled "McKinleyville Drainage Study" adopted by the Board of Supervisors in 1982.
11. Commercial and industrial activities shall minimize, and eliminate to the extent possible, facility related discharges to the storm water system. As required by state codes and local ordinances, commercial and industrial stormwater discharge must be routed to a wastewater collection system. For example, minimization of runoff from vehicle maintenance yards, car washes, restaurants cleaning grease contaminated mats/carts into storm drains, other wash practices which results in materials other than plain water entering the storm drain system.
12. The following erosion and sediment control measures shall be incorporated into development design and improvements:
  - A. Minimize soil exposure during the rainy season by proper timing of grading and construction;
  - B. Retain natural vegetation where feasible;
  - C. Vegetate and mulch denuded areas to protect them from winter rains;
  - D. Divert runoff from steep denuded slopes and critical areas with barriers or ditches;
  - E. Minimize length and steepness of slopes by benching, terracing or constructing diversion structures;
  - F. Trap sediment-laden runoff in basins to allow soil particles to settle out before flows are released to receiving waters;
  - G. Inspect sites frequently to ensure control measures are working properly and correct problems as needed;
  - H. Allowance for the construction of public roads, trails, and utilities, when properly mitigated.

**3311 Standards**

1. The County shall develop an ordinance to implement the above policies.
2. All commercial, industrial, multi-family, quasi-public, and public parking facilities shall, whenever possible, provide storm water treatment for parking lot runoff using bio-retention areas, filter strips, and/or other practices that be integrated into required landscaping areas and traffic islands. In all other cases, oil/water separators shall be required. A maintenance plan for oil/water separators shall be required.

**3400 RESOURCES****3420 SENSITIVE AND CRITICAL HABITATS**

The protection of sensitive habitat is an important part of planning and environmental assessment for land use development. When habitat for a specific species of plant or wildlife are in short supply, because either the habitat is limited to a small geographical area or is threatened by rapidly changing conditions, then the habitat is designated sensitive. A critical habitat is a type of sensitive habitat which is presently threatened and reduction or loss would cause the extinction of the species.

Streams, streamside management areas, wetland areas and other sensitive areas are identified by the County General Plan as sensitive habitats. Sensitive habitats are subject to General Plan policies aimed at maintaining and restoring these areas. Mapping and identifying these sensitive areas has proven to be critical in the effort to protect fisheries and preserve their natural habitat.

These fragile natural resources present significant development constraints from flooding, erosion, liquefaction and septic disposal limitations. In their natural state, they provide many valuable social and ecological functions. Wetland areas can control flooding and stormwater runoff, provide areas for groundwater recharge, filter out water pollutants, and preserve habitat for many species of fish, wildlife and vegetation while providing recreation opportunities and open space.

From the Mad River at the southern boundary to the Little River in the north, McKinleyville is blessed with an abundance of freshwater streams and wetlands resources containing habitats for numerous wildlife species of birds, fish and small mammals. These resources represent a unique scenic asset to the community while serving an important function as natural drainage channels. Retaining these areas in their natural state will nurture a higher quality of life as the community grows.

**3421 Goals**

1. To identify and preserve wetlands, streams and their buffers to protect fisheries, preserve natural habitats, and provide open space.
2. To identify and map Streamside Management Areas as buffers to protect the streams and their natural habitats from significant impacts.
3. To identify and map Wetland and Wetland Buffer Areas (distinct from the Streamside Management Areas), to protect wetlands from significant impacts, and to retain the many valuable social and ecological functions which wetlands provide.
4. To protect sensitive fish and wildlife habitats by minimizing erosion, runoff and interference with surface water flows.

**3422 Policies*****Streamside Management Areas***

1. The County shall maintain Streamside Management Areas (SMA) on perennial or intermittent drainage courses, as mapped in the McKinleyville Community Plan or as identified through the Open Space Implementation Standards, or as identified through the environmental review process as required by the California Environmental Quality Act (CEQA).
2. A Streamside Management Area shall be defined as:
  - A. In areas outside of Urban Development and Expansion Areas, the outer boundaries for streams (which do not consist entirely of a drainage ditch or other man-made drainage device, construction or system) shall be defined as:
    - 1) 100 feet measured as a horizontal distance from the stream transition line on either side of perennial streams.
    - 2) 50 feet measured as a horizontal distance from the stream transition line on either side of intermittent streams.
  - B. In areas inside of Urban Development and Expansion Areas, the outer boundaries for streams (which do not consist entirely of a drainage ditch or other man-made drainage device, construction or system) shall be defined as:
    - 1) 50 feet measured as a horizontal distance from the stream transition line on either side of perennial streams.
    - 2) 25 feet measured as a horizontal distance from the stream transition line on either side of intermittent streams.
  - C. Where necessary, the width of Streamside Management Areas shall be expanded to include significant areas of riparian vegetation adjacent to the buffer area, slides, and areas with visible evidence of slope instability, not to exceed 200 feet measured as a horizontal distance.
  - D. The Streamside Management Area may be reduced or eliminated where the County determines, based on specific factual findings, that:
    - 1) The USGS mapping of the stream is not accurate, and typical stream flow can be shown to be ephemeral or less than that required to be classified as either perennial or intermittent; or
    - 2) it will not result in a significant adverse impact to fish, wildlife, riparian habitat, or soil stability.
    - 3) Streamside Management Areas within the McKinleyville Planning Area shall include rivers, creeks, and associated riparian habitats including Bulwinkle Creek, Duke Creek, Little River, Mill Creek, Norton Creek, Patrick Creek, Rose Creek, Strawberry Creek, Widow White Creek, and other streams.

***Development Within Streamside Management Areas***

4. Development within Streamside Management Areas shall be limited to the following uses:
  - A. Development permitted by the County's Open Space Implementation Standards.
  - B. Development permitted within stream channels (as described in policy 6 below).
  - C. Commercial timber management and harvest activities regulated by the Forest Practices Act. However, all Timberland Conversion Permits, regardless of the acreage to be converted, shall

- be reviewed by the Humboldt County Planning Commission for consistency with the Humboldt County General Plan, the McKinleyville Area Plan, and the McKinleyville Community Plan stream and riparian corridor protection policies before any conversion timber harvest begins.
- D. Road and bridge replacement or construction, when it can be demonstrated that it would not degrade fish and wildlife resources or water quality, and that vegetative clearing is kept to a minimum.
  - E. Removal of vegetation for disease control or public safety purposes.
  - F. Management and maintenance of trees, shrubs and other plant life.
  - G. Removal of up to three (3) cords of firewood annually for personal use on the property consistent with those permitted under forest rules for stream protection in the Coastal Commission Special Treatment Areas.
5. Development within Streamside Management Areas shall occur where the least environmentally damaging alternative of development techniques is employed and where mitigation measures have been provided to minimize any adverse effects. Mitigation measures for development within Streamside Management Areas shall, at a minimum, include:
- A. Retaining snags unless felling is required by Cal-Osha, or by CA Dept. of Forestry forest and fire protection regulations, or for public health and safety reasons, approved by the appropriate County department. Felled snags with no economic value shall be left on the ground if consistent with fire protection regulations.
  - B. Retaining live trees with visible evidence of use as nesting sites by hawks, owls, eagles, osprey, herons, egrets or any species known to be endangered or threatened.
  - C. Replanting of disturbed areas with riparian vegetation (including alders, cottonwoods, willows, sitka spruce, etc.) if natural regeneration does not occur within two years of the completion of the development project.
  - D. Performing erosion control measures contained in the Sensitive and Critical Habitat Standards of the General Plan.
6. Development within Stream Channels shall be performed after consultation with the CA Dept. of Fish and Game, and shall be limited to the following uses:
- A. Fishery, wildlife, and aquaculture enhancement and restoration projects.
  - B. Road crossings consistent with the erosion control measures contained in the Sensitive and Critical Habitat Standards of the General Plan.
  - C. Flood control and drainage channels, levees, dikes and floodgates.
  - D. Small scale hydroelectric power plants in compliance with applicable County regulations and those of other agencies.
  - E. Agricultural diversions and wells.
  - F. New fencing, so long as it would not impede the natural drainage or would not adversely effect the stream environment or wildlife.
  - G. Bank protection, provided it is the least environmentally damaging alternative.
  - H. Other essential projects, including municipal groundwater pumping stations, provided they are the least environmentally damaging alternative, or necessary for the protection of the public's health and safety.

***Wetland Areas***

7. Wetland Areas shall be defined according to the criteria utilized by the CA Dept. of Fish and Game (also included in the County's Open Space Implementation Standards). In summary, the definition requires that a given area satisfy at least one of the following three criteria:
  - the presence of at least periodic predominance of hydrophytic vegetation; or,
  - predominately hydric soils; or,
  - periodic inundation for seven (7) consecutive days
8. The County shall identify Wetland Areas as mapped by the CA Dept. of Fish and Game, as appears in the Report for Wetlands in McKinleyville as Revealed by Infrared Aerial Photograph Interpretation (Winzler & Kelly, Feb., 1993), and described in Hydrology and Ecology in the Mill Creek Corridor, McKinleyville, CA (Oscar Larson & Assoc., Mar., 1995) by adopting a McKinleyville Community Plan Wetlands Map.
9. The County shall adopt a Wetlands Combining Zone to require identification of the precise boundary of Wetland Areas as shown on the McKinleyville Community Plan Wetlands Map. The intent of the ordinance shall be to protect and retain Wetland Areas in their natural state.
10. The McKinleyville Community Plan Wetlands Map should be updated regularly to recognize the precise locations of Wetland Areas as identified through new information provided by the California Dept. of Fish and Game, the Open Space Implementation Standards process, or as identified through the CEQA review process.
11. Wetland Areas shall be identified, mapped and managed as areas separate and distinct from the Streamside Management Areas.
12. For purposes of these requirements, wetlands and wetland buffer standards shall not apply to watercourses consisting entirely of a drainage ditch, or other man-made drainage device, construction or system.

***Development Within Wetland Areas***

13. New development within Wetland Areas shall be limited to the following uses:
  - A. Fish and wildlife management.
  - B. Nature study.
  - C. Wetland restoration.
  - D. Hunting and fishing including development of duck blinds and similar minor facilities.
  - E. Removal of trees for significant disease control and public safety purposes. Snags shall be retained unless felling is required by CAL-OSHA or State fire regulations. Heavy equipment shall be excluded from the designated natural resource area. Live or dead trees with visible evidence of use as nesting or roosting sites by hawks, owls, eagles, osprey, herons, egrets or any species known to be endangered or threatened shall be retained.
  - F. Incidental public service purposes.
  - G. Aquaculture.
  - H. Wells in rural areas.
  - I. New fencing, so long as it would not impede the natural drainage or would not adversely effect the stream environment or wildlife.
14. On existing parcels, development within Wetland Areas shall be permitted where the least environmentally damaging alternative of development techniques is employed and where mitigation measures have been provided to fully offset any adverse effects. Mitigation measures

for development within Wetland Areas shall, at a minimum, include those prescribed by the administration of the Open Space & Grading ordinance

15. No land use or development shall be permitted in Wetland Areas which degrade the wetland or detract from the natural resource value on newly created parcels.

#### ***Wetland Buffer Areas***

16. A Wetland Buffer Area shall be defined as the area around a wetland where restrictions on development are required to protect the wetland from significant impact, as mapped or as identified through the Open Space Implementation Standards, or as identified through the CEQA process.
17. If the entire parcel is within the Wetland Buffer Area, the buffer may be reduced to allow principally permitted uses when:
  - A. The prescribed buffer would prohibit development of the parcel for the principal permitted use for which it is designated; or
  - B. The applicant for the proposed development demonstrates, to the satisfaction of the County and to the Department of Fish and Game, that the principally permitted use will not result in significant adverse impacts to the wetland habitat and will be compatible with the continuance of such habitats. Any such buffer reduction may require mitigation measures, in addition to those specified below, to ensure new development does not adversely affect the wetland habitat values.

#### ***Development Within Wetland Buffer Areas***

18. To prevent land uses or development which may degrade adjacent wetlands, all development within the wetland buffer shall include the following mitigation measures:
  - A. No more than 25% of the lot surface shall be made effectively impervious by development activities.
  - B. The release rate of storm runoff to adjacent natural wetlands, in any size storm, shall not exceed the natural rate of storm runoff for a 50 year storm of 10 minute duration.
  - C. Stormwater outfalls, culverts, gutters, and other similar facilities, shall be dissipated.
  - D. Septic systems or alternative waste disposal systems must meet standards of the Humboldt-Del Norte Health Department and the Regional Water Quality Control Board.
  - E. Areas disturbed during construction, grading, or related activities within 100 feet of the boundary of the wetland in areas outside of the Urban Development Area, and 50 feet of the boundary of the wetland in areas within the Urban Development Area, shall be restored to original contours and sufficiently and promptly replanted with vegetation naturally occurring in the immediate area.
  - F. Development and construction shall minimize cut and fill operations and erosion and sedimentation potentials through construction of temporary and permanent sediment basins, seeding or planting bare soil, diversion of run-off away from graded areas and areas heavily used during construction, and avoidance of grading in the buffer areas during the rainy season (November to April).
19. No land use or development shall be permitted in Wetland Buffer Areas which degrade the wetland or detract from the natural resource value.
20. The County shall request the Department of Fish and Game to review plans for development within 200 feet of the boundary of the wetland.

***Other Sensitive and Critical Habitats***

In addition to the preceding policies for streams, adjacent streamside areas, wetlands, and buffer areas adjacent to wetlands, several other sensitive and critical habitat areas exist within the Community Planning Area. These include:

- Habitat for listed and candidate rare, unique, threatened, and endangered species in the federal and state Endangered Species Acts.
- Sensitive Avian Species Rookery and Nest Sites (e.g., Osprey, Great Blue Heron, Egret sp.).
- Rare and endangered vascular plant communities as compiled by the California Native Plant Society.
- Other sensitive habitats and communities as listed in the Department of Fish and Game's California Natural Diversity Data Base, as amended periodically.

21. As part of the review of all discretionary development project applications within the Plan Area, the Planning & Building Department will consult with the California Department of Fish and Game, the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and other regional, state and federal resource and trustee agencies, as applicable to the specific project location, class of development, or natural resource involved.

**3423 Standards**

1. Replanting of disturbed areas with riparian vegetation (including such species as alders, cottonwoods, willows, sitka spruce, etc.) shall be required prior to completion of the development project.
2. Concentrated runoff will be controlled by the construction and continued maintenance of culverts, conduits, nonerodible channels, diversion dikes, interceptor ditches, slope drains or appropriate mechanisms. Concentrated runoff will be carried to the nearest drainage course. Energy dissipaters will be installed to prevent erosion at the point of discharge where discharge is to natural ground or channels.

**3424 Implementation**

1. The County shall adopt a Wetlands Combining Zone to require identification of the precise boundary of Wetland Areas and Wetland Buffer Areas as shown on the McKinleyville Community Plan Wetlands Map. The intent of the ordinance shall be to protect and retain Wetland Areas in their natural state.
2. The McKinleyville Community Plan Wetlands Map shall be updated regularly to recognize the precise locations of Wetland Areas identified through the Open Space Implementation Standards process, information provided by the California Department of Fish and Game, or as identified through the CEQA process.
3. The County will revise the Building and Zoning Ordinances and adopt a grading ordinance to protect sensitive habitat areas from impacts caused by building and grading activities within 6 months of the adoption of this general plan.

## CHAPTER 4

### PUBLIC SERVICES AND FACILITIES

#### 4100 OVERVIEW

Publicly owned facilities should serve present and anticipated needs of a community and consequently play a major role in determining future growth and development patterns. The California Legislature has clearly established the General Plan to be the source of policy guiding public facilities and land use decisions (Government Code 65030.1 and 65400(d)).

The purpose of this Chapter is to provide objectives, goals, and policies for vehicular and non-vehicular circulation, recreation, and drainage facilities to guide the provision of these public services consistent with other applicable general plan policies. Other important public services and facilities are addressed in the General Plan in detail.

#### 4200 CIRCULATION

In 1985 the Humboldt County Board of Supervisors and the Humboldt County Planning Commission adopted a Circulation Plan for streets and highways for McKinleyville. A revised Circulation Plan for McKinleyville was adopted as part of a 1998 Community Plan revision. The revised Circulation Plan addresses both vehicular and non-vehicular circulation, and shall be followed by developers and the County whenever new road and/or pathway construction or existing road and/or pathway reconstruction is to be performed. The Circulation Plan shall apply to both coastal and inland portions of McKinleyville.

The Circulation Plan shall provide for safe and effective vehicular, pedestrian and bicycle and equestrian travel. While some roads, bike and pedestrian projects may not be needed until McKinleyville is a larger community, it is very important that rights-of-way for these future projects be preserved now. Options for future roads, lanes and paths may be limited by future developments if they are not planned carefully to be in conformance with the newly adopted circulation plan.

To insure future circulation options for both vehicular and non-vehicular transportation, the Circulation Plan provides measures to preserve the rights-of-way to allow for future construction. To protect the continued efficiency of the Circulation Plan and public safety, the Circulation Plan requires all new arterial travelways to be public.

To improve circulation for the community of McKinleyville, the Circulation Plan provides for:

- Additional north-south and east-west arterials and collectors to facilitate circulation to and within a localized commercial core, the town center, and to avoid further development of commercial strips along arterials; and,
- Additional pathways to allow safe, pleasant, efficient circulation of pedestrians and bicyclists, and decrease dependence on automobiles.

The Circulation Plan policies are based on recommendations and information provided in the documents, *Planning for Pedestrians and Bicyclists in McKinleyville*, (RCAA, November 1991) and *McKinleyville Community Plan Draft* (Michael Corbett, April 1993). Additional information used in developing this Circulation Plan was provided by the two school districts in McKinleyville, representatives from emergency service agencies, and the County Department of Public Works.

#### **4201 Existing Conditions**

Between 1969 (when the County adopted a Master Circulation Plan) and 1985, one new arterial road was constructed which conformed to the plan (Murray Road east of Central Avenue). The reconstruction of Central Avenue was also consistent with the adopted plan.

In addition, the following routes and/or neighborhood streets (streets lined with homes and on-street parking) have been completed since 1985:

- a connection from Central Avenue to Halfway Avenue via Horrell, Little Pond, Winchester and Killdeer Streets (neighborhood streets);
- a connection from Central Avenue to First Street via Heartwood Drive (a neighborhood street);
- a connection from Central Avenue to Second Street via Holly Drive (a neighborhood street);
- a conceptually approved plan (Miller Farms) for connection of Central Avenue to McKinleyville Avenue via Heartwood Drive (a neighborhood street);
- a connection from Hiller Road to the end of Forson Road via Thiel Avenue (a neighborhood street); and
- initial construction of the southerly extension of McKinleyville Avenue to toward School Road.

#### **4202 Future Conditions**

The future circulation conditions for McKinleyville have been studied in several environmental documents. The most comprehensive of these is the *Environmental Impact Report for McKinleyville Community Services District Sewer Capacity Expansion Project* (SCH No. 91123032, Winzler & Kelly Consulting Engineers, 1993). This document developed 5- and 10-year traffic forecasts based upon a 5% per year growth rate.

Roadways are customarily evaluated by Transportation Engineers for their ability to serve moving vehicles without traffic delays. The resulting grades “A” through “F” “Level of Service” (LOS), indicate unsignalized roads that range from little or no delay to severe congestion with blocked intersections. Signalized intersections are evaluated differently. A LOS of “A” indicates an average delay of five seconds per vehicle, while a LOS of “E” averages delays of over 60 seconds per vehicle. LOS may also be estimated by evaluating the ratio of actual traffic volumes to designed capacity of the road (volume to capacity, or V/C).

Sixty-three McKinleyville road segments were evaluated in the Winzler & Kelly study. All were performing at LOS of “A” and were predicted to remain at LOS level “A” up to 100% build-out, or a population of 36, 172 by year 2013. As indicated in the Traffic Engineers Handbook, Fourth Edition, Chapter 5, page 123 (Institute of Traffic Engineers) this is a “desirable” level for rural road segments in communities with populations of less than 50,000. For intersections, however, the Winzler & Kelly report predicted one intersection in McKinleyville to be at LOS of “E” by 1997, a LOS of “D” and “F” were predicted to occur at intersections by the year 2006, and a LOS of “E” and “F” were predicted to occur by year 2013 if mitigation measures were taken. The Traffic Engineering Handbook suggests “desirable” LOS of “C” and “B” for intersections in areas under 50,000 in population.

While an LOS of C or better may be “desirable” from a strictly traffic engineering perspective, this Plan considers the needs of pedestrian and bicyclists alongside those of vehicles. To address all users, a compromise must be sought between roadways functioning at their peak performance and providing accommodations for other users. To meet these competing transit demands, this Plan sets forth a variety of policies to support multi-modal circulation throughout the community.

**4203 Bicycle Facilities**

Currently, McKinleyville has designated “Class II” bike lanes (signed and striped adjacent to a vehicular traveled way) only along Central Avenue between School Road and Railroad Drive, along School Road between Central Avenue and Bugenig Road (east-bound only), and along McKinleyville Avenue between Hiller and Murray Roads. With the exception of that portion of the Hammond Trail through Hiller Park, no “Class I” (minimum 12-foot-wide trails, physically separated from vehicular roadways) have been developed in the Community Planning Area. Similarly, no formal “Class III” bike routes (signed, unstriped) have been designated.

This plan calls for the eventual development of an integrated network of bicycle lanes, paths, and trails, designed to provide non-vehicular transit and to promote the healthful benefits of recreational cycling to the community (see Chapter 4300 Trails, Greenways, Parks and Recreational Facilities).

**4204 Pedestrian Walkways and Intersections**

This Plan includes recognition of the need for appropriately sited and improved walkways and pedestrian crossing facilities at intersection in the interest of promoting foot transit throughout the community.

**4205 Bicycle and Pedestrian Safety**

Promoting bicycle and pedestrian access through the community is a major focus of this Plan. To this end, policies have been developed to assure that facilities are designed and developed to encourage efficient cycling and walking opportunities throughout the community.

**4206 Equestrian Pathways**

Horseback riding is a common and well-received activity for many members of the community. This Plan recognizes this popular pastime and has, where appropriate, designated equestrian use of certain paths within the Trails Plan.

**4220 Goal**

Provide for a circulation system which will accommodate growth in the McKinleyville area and should work toward safe, convenient routes for pedestrians, bicyclists and equestrians throughout the community.

**4230 Policies**

1. The alignments of collector and arterial streets necessary for community circulation should be located and reserved for future development. These routes are illustrated on the Circulation Plan map.
2. Rights-of-way for new arterial and collector routes as generally shown on the Circulation Plan Map shall be dedicated to the County as condition of approval of any development permit as each area is developed, unless waived by the Planning Commission based on approval of an alternative right-of-way.
3. On street parking shall be prohibited in commercial areas and shall be prohibited where bicycle routes are planned adjacent to public street’s travel lanes.
4. New roadway design standards (for example, those identified in *Planning and Design for Bikeways in California*) should be adopted which incorporate provisions for walkways and bikeways into all road designs.

5. Design standards should be adopted for all pathways. Pathways are defined as developed portions of rights-of-way from which motor vehicles are excluded.
6. All future circulation planning shall include bicycle and pedestrian pathway routes.
7. All new roads and intersections shall be designed to provide convenient use by pedestrians, bicyclists and motor vehicles.
8. When major repairs or reconstruction occurs on existing substandard collector and arterial roads and intersections, they should be brought up to standards which provide for pedestrian, bicycle and motor vehicle use. Existing deficiencies shall be corrected prior to further development. This policy is contingent upon funding availability.
9. Priority (from the available funds provided for McKinleyville) shall be given to circulation projects which enhance safe pedestrian and bicycle access to McKinleyville's schools.
10. In subdivisions creating new interior roads, bikeways, off-street pedestrian ways, or sidewalks separate from roadways shall be incorporated when warranted into the design of the subdivision.
11. Landscape buffer strips shall be used to segregate pedestrian walkways from arterial and busy connector travelways.
12. New pathways (including sidewalks) shall be free of obstacles such as utility poles and mailboxes. Where obstacles are unavoidable on existing sidewalks or pathways, they shall be widened or otherwise designed to provide the least amount of obstruction to users.
13. Within the McKinleyville Urban Development Area, lighting should be required near new travelways, major intersections and the Commercial Core Area when recommended by governmental agencies.
14. On-street parking and driveway encroachments shall be prohibited along all new arterial roads.
15. Improvement to existing collector and arterial roadways should be designed to eliminate on-street parking.
16. Site plans for new roads, paths and trails, or improvements to existing ones shall minimize their impact to streams and wetlands, and incorporate and preserve aesthetically pleasing natural features consisting of native and non-native species.
17. A funding mechanism should be provided for the design of improved public pathways. Funding alternatives include development impact fees, user fees (such as fuel taxes and tolls), non-user fees (such as property and sales taxes), special benefit fees (such as assessment districts), joint ventures (such as public/private agreements), and debt financing (such as bonds, certificates of participation etc.).
18. All new hard surfaced walkways shall be wheelchair accessible.
19. Existing hard surfaced walkways should be improved to be wheelchair accessible when funding is available or when development projects occur on adjacent parcels.
20. Creative and flexible application of travelway design standards based upon engineering principles in new subdivisions shall be allowed if they minimally impact the natural environment.
21. New subdivisions and other major developments shall be designed to integrate with the pedestrian circulation network in the community.
22. In order to minimize travel distances for pedestrians (encouraging pathway short-cuts and non-automobile use), new subdivisions and other major developments shall provide rights-of-way for pathways consistent with the adopted Trails Plan between public streets (or other public or commercial destinations) at least every 1,320 feet (¼ mile) in R-1 neighborhoods; and every 350

feet (one city block) in higher density areas. Assessment districts, subject to voter ratification or other funding mechanisms, shall be created for all subdivisions to improve and maintain rights-of-way to pathway standards as identified in the Circulation and Trails Plans.

23. Developers shall be encouraged to dedicate landscaped buffer strips to the McKinleyville Community Services District (MCSD), accompanied by a maintenance fee assessment (pursuant to MCSD Ordinance 42).
24. Off-street parking along local streets shall be encouraged in the design of new developments. Creative on-street parking arrangements such as parking pockets or bays on local service roads are encouraged when based on engineering principles.
25. Offsite improvements along local streets shall be encouraged in the design of new developments.

#### **4250 Implementation**

1. A comprehensive circulation plan which integrates the circulation needs of pedestrians, bicyclists, and automobiles shall be adopted as part of this Community General Plan.
2. All ordinances necessary for the implementation of the policies of the circulation element of this Plan should be adopted within six months of the approval of the General Plan revision.
3. Investigate road improvement assessment districts as a means of funding priority improvements to new and existing roads including non-vehicular travelways.
4. An annual capital improvement and project priority program should be adopted within one year of the approval of this General Plan revision.

#### **4260 ALTERNATE ROADWAY DESIGNS**

Many of the newer subdivisions in McKinleyville with 5,000 square foot lot sizes employ road Category 5 and 6 design standards. The traveled way is typically 40 feet wide with two 12 foot driving lanes and two 8 foot parking lanes. There are existing roads in McKinleyville which currently are developed at widths between 26 and 32 feet.

This chapter focuses on the feasibility of reducing road widths in new subdivisions as a means of enhancing neighborhood livability. Some of the primary issues related to reducing road widths include emergency vehicle access, on- and off-street parking, bikeways, traffic and pedestrian safety, traffic volume and traffic speeds. The standards focus on residential access roads where an arterial road serves a proposed subdivision. Where the residential access streets serving the individual lots can be reduced in width, then often landscaping can be provided adjacent to the street, and sidewalks can be placed inside the landscape strip.

Alternate or conceptual road way designs are intended to show how a variety of provisions for pedestrians, bicyclists and automobiles can be combined within various right-of-way widths. It is important to note that not all alternate designs require reduced road widths. Traffic calming is an effort to reduce the speed of motor vehicles by altering the design characteristics of the roadway. In McKinleyville, alternate designs in high density residential neighborhoods may be desired as a way to reduce speeds, and make streets more pleasant for both pedestrians and bicyclists.

#### **4261 Goal**

1. To provide alternate or conceptual road way designs intended to show how a variety of provisions for pedestrians, bicyclists and automobiles should be implemented.













**4262 Policies**

1. All subdivision applications which propose new roads not listed in the circulation element shall submit alternate roadway designs which reflect an emphasis on pedestrian convenience. They may include reducing travelway widths within the required right-of-way easement.
2. Prior to approving a reduced roadway width, the County shall ensure that the roadway provides adequate access for emergency vehicles.
3. The County shall implement where appropriate as determined by the Public Works Department the use of traffic calming measures as a means of reducing the speed of motor vehicles, and facilitating pedestrian movement. Traffic calming measures include chicanes, curb extensions and traffic circles.
4. The County or other local agency should explore alternative financing mechanisms for landscape maintenance zones which will enhance street aesthetics and enable landscape strips with street trees within the public right-of-way.
5. All pedestrian pathways should be located adjacent to or within landscape strips or greenways. Pathways should not be located adjacent to the traveled way.
6. Subdivisions involving five or more units and zoned for under 20,000 square foot minimum parcel size are encouraged to incorporate parking bays into the design of any proposed traveled way that are not shown as collector streets on the Circulation Plan map.
7. Intersections and streets shall be designed to provide an attractive environment for multiple modes of transportation.
8. The County shall explore the use of incentives to property owners/subdividers for providing landscaping strips, maintenance programs, and parking bays. These incentives may include density bonuses.

# McKinleyville

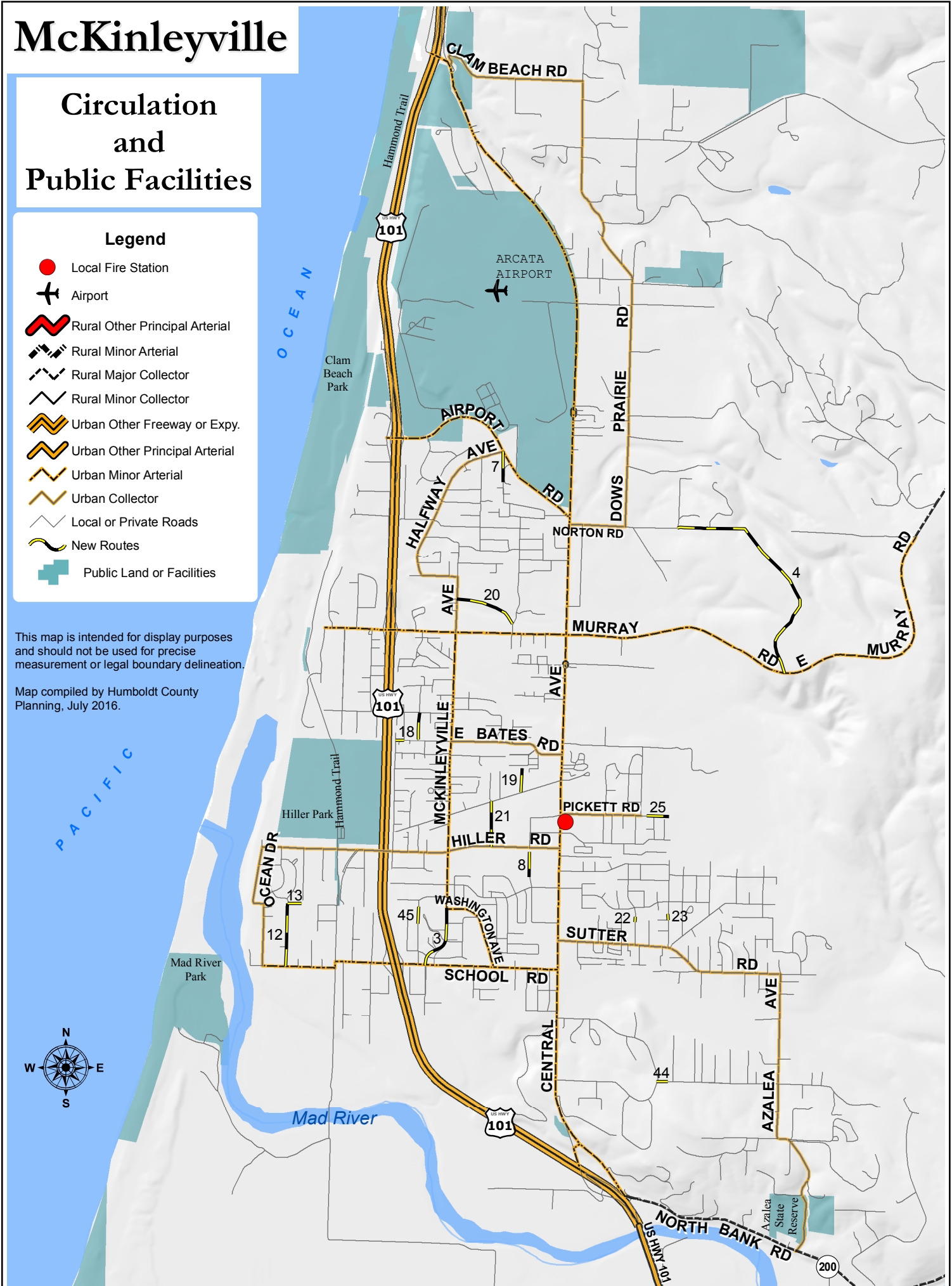
## Circulation and Public Facilities

### Legend

- Local Fire Station
-  Airport
-  Rural Other Principal Arterial
-  Rural Minor Arterial
-  Rural Major Collector
-  Rural Minor Collector
-  Urban Other Freeway or Expy.
-  Urban Other Principal Arterial
-  Urban Minor Arterial
-  Urban Collector
-  Local or Private Roads
-  New Routes
-  Public Land or Facilities

This map is intended for display purposes and should not be used for precise measurement or legal boundary delineation.

Map compiled by Humboldt County Planning, July 2016.










**General Plan Circulation System Improvements for the McKinleyville Community Plan**





<b>No.</b>	<b>Proposed Road Improvements</b>	<b>Area</b>	<b>Length (feet)</b>	<b>Class</b>	<b>Maintenance Responsibility</b>
3	McKinleyville Avenue South Ext.	MCPA	784	Urban Collector	County of Humboldt
4	Norton Road Extension	MCPA	5,821	Urban Collector	County of Humboldt
7	Underwood Road Extension	MCPA	1,735	Urban Collector	County of Humboldt
8	City Center Road Extension	MCPA	607	Urban Collector	County of Humboldt
12	Bird Avenue Extension	MCPA	1,504	Urban Collector	County of Humboldt
13	Montana Road Extension	MCPA	330	Local	Maintenance District
14	Berg Avenue Extension	MCPA	810	Local	Maintenance District
15	Windson Road Extension	MCPA	977	Local	Maintenance District
17	West Bates Road Extension	MCPA	210	Local	Maintenance District
18	Rita Avenue Extension	MCPA	645	Local	Maintenance District
19	Terrace Road Extension	MCPA	569	Local	Maintenance District
20	Pedroni Road Extension	MCPA	1,534	Local	Maintenance District
21	Walnut Avenue Extension	MCPA	1,085	Local	Maintenance District
22	Waters Avenue Extension	MCPA	120	Local	Maintenance District
23	Lime/A Avenue Extension	MCPA	152	Urban Collector	County of Humboldt
25	Pickett Road Extension	MCPA	534	Local	Maintenance District

**FIGURE 12a**  
**Pedestrian and Bicycle Circulation**

**Trail Legend**

-  Existing Class II or III Bike Routes
-  Proposed Class II or III Bike Routes
-  Existing Class I (Off Road) Trails
-  Proposed Class I (Off Road) Trails
-  Proposed Parks
-  New Secondary Road Connectors
-  New Collectors (w/ bike lanes)

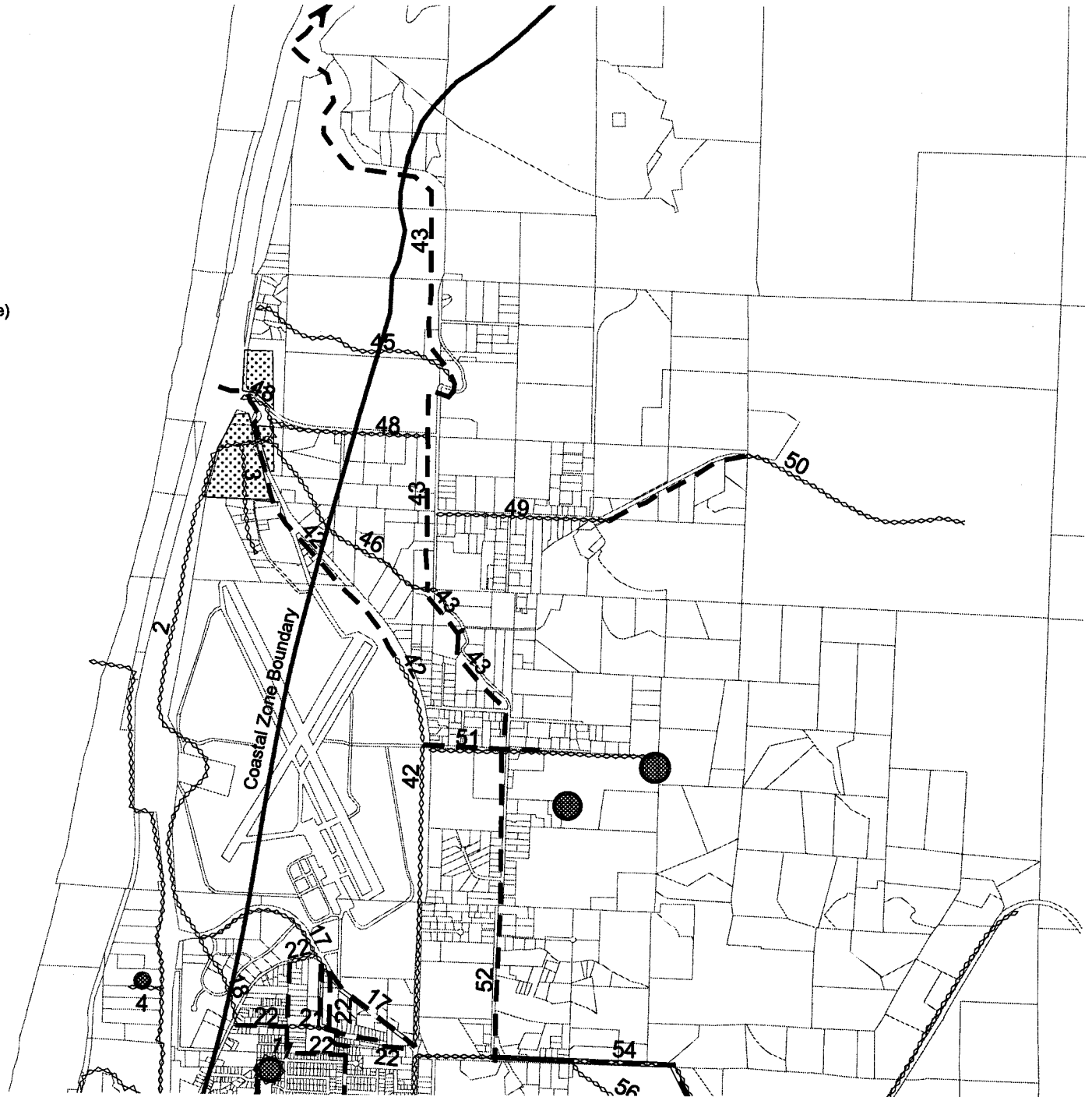
**Park Legend**

-  Existing Parks
-  Proposed Parks (Conceptual Location and Size)
-  Sewer Ponds
-  Coastal Zone Boundary

Note: Areas within coastal zone shown for informational purposes only. See McKinleyville Area Plan LCP for applicable policies and trails.

**NOTICE: THIS MAP IS A PLANNING TOOL ONLY  
 THIS IS NOT A RECREATIONAL ACCESS MAP**

The reason trails shown where development is not now planned is that if these properties are developed in the future, trails opportunities will be lost. Many of these parks and trails are not available for public use at this time and will not be if these properties are not developed in the future. To enter these areas without permission would constitute trespassing on private property. Refer to trails descriptions within Appendix C.



**FIGURE 12b**  
**Pedestrian and Bicycle Circulation**

**Trail Legend**

- Existing Class II or III Bike Routes
- Proposed Class II or III Bike Routes
- Existing Class I (Off Road) Trails
- Proposed Class I (Off Road) Trails
- Proposed Parks
- New Secondary Road Connectors
- New Collectors (w/ bike lanes)

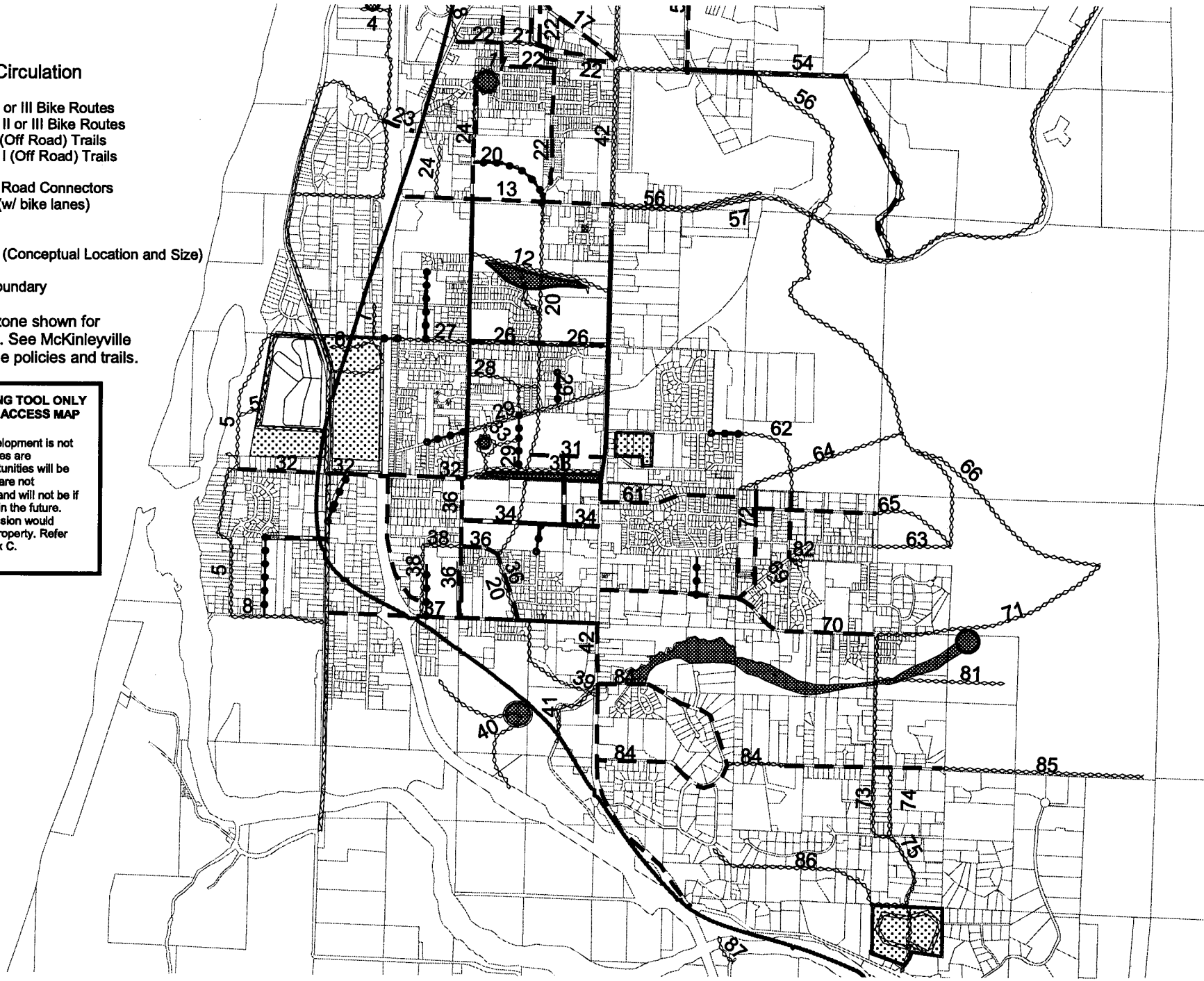
**Park Legend**

- Existing Parks
- Proposed Parks (Conceptual Location and Size)
- Sewer Ponds
- Coastal Zone Boundary

Note: Areas within coastal zone shown for informational purposes only. See McKinleyville Area Plan LCP for applicable policies and trails.

**NOTICE: THIS MAP IS A PLANNING TOOL ONLY  
 THIS IS NOT A RECREATIONAL ACCESS MAP**

The reason trails shown where development is not now planned is that if these properties are developed in the future, trails opportunities will be lost. Many of these parks and trails are not available for public use at this time and will not be if these properties are not developed in the future. To enter these areas without permission would constitute trespassing on private property. Refer to trails descriptions within Appendix C.



### **4300 TRAILS, GREENWAYS, PARKS, AND RECREATIONAL FACILITIES**

In the past, informal trails, uncrowded roads, and undeveloped areas have provided informal recreational amenities in McKinleyville. Recent growth has eliminated many informal pathways and useable open spaces; therefore, this Plan is designed to reverse the trend. Trails, parks, and open space enhance our quality of life, and this Plan contains policies to encourage and implement the development of trails, parks, and other recreational facilities as the community develops.

The recreational desires of McKinleyville residents over the years have been sampled in the following surveys: the 1983 Community Survey, the 1991 Community Survey and the 1991 Walp & Moore telephone survey. Support for Neighborhood Parks, Hiking and Biking Trails, a Community Center, a Recreational Facility and an outdoors Sports Complex has been consistently high on all surveys. Although major expenditures, with voter approval, for the development of an Activity Center, a Community Center and a Sports Field Complex have occurred, there has been relatively little attention to providing trails or neighborhood parks.

The County and the McKinleyville Community Services District (MCSD) share recreation authority within the community of McKinleyville. Presently, parkland dedication in-lieu fees collected from subdivision projects are disbursed 70% to the MCSD, with 30% being retained by the County of Humboldt. MCSD has proposed a list of recreational projects (as of 4/97), for which it intends to be financially and jurisdictionally responsible, over the next 5 years (see Table 1 and Figure 9). The majority of these projects can be characterized as recreational facilities primarily designed to accommodate organized or team sport activities.

MCSD has also proposed a list of recreational projects for which it expects to be financially and jurisdictionally responsible for over the next 20 years (see Table 2). At this time the MCSD is proposing no additional purchase of parklands into the foreseeable future at least until population in the McKinleyville planning area exceeds 25,000.) The focus of this Plan will then be to augment and compliment the efforts of the MCSD Recreational Plan through concentration on acquiring and providing other recreational amenities, intended for informal or individualized pursuits such that a comprehensive system of public trails, greenbelts, and parks are provided as the community develops.

#### **4301 Goals**

1. Provide for all citizens a variety of enjoyable leisure, recreation, and cultural opportunities that are accessible, affordable, safe, physically attractive, and uncrowded.
2. Provide a network of safe pedestrian and bike trails through off-road linear greenbelts and pathways throughout McKinleyville to supplement the on-road bike paths and bike lanes to be implemented as part of the circulation element.
3. Provide for the coordinated multi-agency development of a full spectrum of recreational facilities.

**Table 17**  
**MCS D Proposed Facilities To Satisfy Current Unmet Needs**  
**(Five Year Plan)**

<b>FACILITY</b>	<b>SITE</b>
Baseball Field	Hiller Sports Site or Hiller Park
Basketball Court	Hiller Sports Site or Hiller Park & Pierson Park
Football Soccer	Hiller Sports Site or Hiller Park
Playgrounds	Hiller Park Major Developments Other Areas
Softball (2)	Hiller Sports Site or Hiller Park
River Access	School Road
Tot Lot	Hiller Park Major Developments Other Areas
Trails	East of Highway 101 Hammond Trail - Knox Cove to Murray Rd. School Road Hiller Sports Site

**Table 18**  
**MCS D Proposed Facilities To Satisfy Current Unmet Needs**  
**(Twenty Year Plan - Serial to Five Year Plan)**

<b>FACILITY</b>	<b>SITE</b>
Baseball Field	Hiller Sports Site - 3
Basketball Court	Hiller Sports Site - 3 Pierson Park -1 To be Determined - 8
Football Soccer	Hiller Sports Site - 3 To be Determined - 4
Gym/Multipurpose	Pierson Park - 1 To be Determined - 1
Group Picnic	Clam Beach - 1 To be Determined - 1
Playgrounds	Major Developments Other Areas
River Access	North Bank (Upgrade)
Softball (2)	Hiller Sports Site - 3 To be Determined -9
Tot Lot	Major Developments Other Areas
Trails	East of Highway 101 Vista Point to Little River
Volleyball	To be Determined - 4

### **4310 TRAILS AND GREENWAYS**

Greenways are relatively narrow corridors of green places that link recreational, cultural, and natural areas, such as parks, forests, wildlife refuges and historical landmarks. Greenways can follow rivers, streams, wetlands, barrier beaches, hilltops and abandoned railroad lines, and cross fields and forests. Some greenways are publicly owned; others are private. They can vary in width depending on purpose, terrain, trail category, and existing development. Some are for recreation; others protect a scenic view or wildlife habitat. Greenways can include:

- Paved trails for walking, bicycling and horseback riding.
- Semi-improved/unpaved trails for hiking, jogging, mountain biking, and horseback riding.
- Cleared paths of grass and trees surrounding and threading their way through urbanized areas and the countryside.
- Natural areas with limited public access.

### **4311 Goals**

1. To provide guidelines for establishing a safe, efficient, and enjoyable trails program for the transportation and recreational needs of bicyclists, equestrians, hikers and joggers.
2. To increase participation in bicycling, horseback riding, and hiking activities which can provide physical, social, environmental, and economic benefits for community residents and tourists.
3. To insure that trails and greenways are provided proportional to development.

### **4312 Policies**

1. The County shall implement, in cooperation with MCSD and/or other entities, the Trails Map (see Figure 12) prepared and adopted by the McKinleyville Citizens' Advisory Committee (1997-98). This map was compiled after consulting the Trails Policies in Volume 1 of the 1984 Framework Plan, the Humboldt County's Trail Plan adopted in 1979, the McKinleyville Services District's Recreational Plan, the RCAA Recreational Trails Plan and the "Corbett Plan" (Town Planners, 1993).
2. "A Trails Implementation Plan shall be prepared that includes a trail by trail review with recommendations for how easements could be gained and under what circumstances dedication of easements might be required. Development projects proposed on lands that include a trail as shown on the Trails Map may be required to dedicate and/or improve such trail if an individualized determination is made that the dedication is related both in nature and extent and is roughly proportional to the impact of the proposed development.

For purposes of this section, 'development projects' include discretionary projects including subdivisions, special or conditional use permits, variances, and zoning reclassifications and ministerial projects requiring more than five (5) new parking spaces. Excluded from requirement to dedicate a trail easement are ministerial projects that would require less than five (5) new parking spaces. Also excluded are the following discretionary projects: temporary uses, including public assemblages, timber production, variances where the proposed development does not interfere with a trail alignment, lot line adjustments which do not interfere with a trail alignment, signage."

3. The County shall review land development along and adjacent to designated trails and pathway corridors in order to provide sufficient right-of-way to ensure that adjacent development is compatible with safety, recreational, and aesthetic qualities of the corridor.

4. The County should promote cooperative interagency planning of pathways, bikeways and equestrian trails.
5. Extraordinary offers of trail dedication (e.g., those offering to undertake trail construction, or provide supplementary corridor width and/or landscaping) shall merit consideration toward density bonus credit.
6. The development of trails by the private-sector shall be encouraged in addition to the above, but shall not substitute for them.
7. Joint public-private development of trails shall be encouraged.

#### **4313 Standards**

1. Public pathways, trails and greenways identified on the Trails Map are to be dedicated separately from dedication of park acreage or payment of in-lieu fees authorized by the Quimby Act (CA Gov. Code §66477) and the local implementing ordinance (HCC Title III, Div. 1, Sec. 316-24 et seq)
2. The trails, parks, and improvements identified in this section may be developed using Quimby Act parkland dedication in-lieu fees.
3. When new development triggers a dedication requirement, the County shall require the developer to provide either: a) a 50 year offer of dedication of an easement; b) an easement (with any improvements as may be agreed on); or c) fee simple title of that portion of the trail (with any improvements as may be agreed on).
4. The review of development subject to trail and greenway dedication and/or improvement shall include consideration of the following features:
  - A. The intended purpose for the trail (i.e., a surfaced pedestrian walkway, bicycle path, semi-improved recreational trail for walkers, bicyclists, and equestrians, an unimproved rural trail for hikers, mountain biking, and horseback riding).
  - B. Consistency of the proposed class of trail and its location with adjacent uses so as not to have adverse impacts on adjacent owners' use of their property.
  - C. The intensity of adjacent development.
  - D. Minimizing the likelihood of trespass and vandalism on adjacent private property through the trail design, including location, improvement standard, and the sanctioned use of the trail.
  - E. Evaluating public health and safety needs for:
    - 1) parking;
    - 2) road capacity and traffic patterns;
    - 3) avoiding conflicts in uses (i.e. pedestrian, equestrian, vehicular);
    - 4) use by the handicapped;
    - 5) sanitary facilities including trash disposal; and
    - 6) accessibility of the terrain (topography of trail is not too steep).
  - F. Availability and adequacy of other nearby trail alignments.
  - G. Potential for significant conflicts with agriculture including:
    - 1) vandalism;

- 2) theft of livestock, agricultural supplies and tools;
  - 3) damage to crops and livestock;
  - 4) trespass on areas not part of accessway;
  - 5) damage to fencing and gates;
  - 6) livestock depredation;
  - 7) litter; and
  - 8) interference with agricultural operations.
- H. The design, construction, and management of trails and pathways should be carefully executed in order to reduce environmental disturbance.
  - I. Bridges and other public improvements within designated trails and pathway corridors should be designed to provide safe and secure routes for trails, including grade separation between roadways and trails whenever feasible.
  - J. Encouraging the incorporation of trails and pathways into corridors used for public and utility purposes.
  - K. New development shall not block existing neighborhoods' access to trails.
  - L. Bikeways, hiking trails, and equestrian trails (off road) should be provided within designated trail corridors, and whenever feasible, rest areas and picnicking accommodations.
  - M. The applicant for development of a parcel which the Trails Map indicates as having a trail crossing it shall have the option of designing the trail route through the property provided the trail's entry and exit points are consistent with the Trails Map.
  - N. A parcel which the Trails Map indicates as crossing it "in whole" (i.e., not straddling a common property boundary with an adjacent lot) shall have the option of designing the trail route through the parcel provided the trails end points – where it enters and exits the parcel – are consistent with the Trails Map.
5. Enforcement of rules pertaining to trails is to be accomplished through contact with the California Highway Patrol, County Sheriff and recognized volunteer trail patrol groups.
  6. Trail system coordination is to be accomplished through contact with cities, Caltrans, and other appropriate agencies.
  7. The following methods may also be utilized for trail right-of-way acquisitions where trails cross private lands:
    - A. Purchase of fee title or option-to-purchase agreements
    - B. Bargain sales (part sale and part charitable contribution)
    - C. Outright donation (fee simple)
    - D. Donation with a reserved life estate or undivided land interest
    - E. Bequests
    - F. Donation or purchase of easement
    - G. Lease and/or sale and leaseback
    - H. Various provisions of the California State Subdivision Map Act as in Articles 3 and 4, Chapter 4, or other relevant provisions

- I. Eminent domain may be used as a last resort when all other acquisition methods have proved unsuccessful. The County should not use proceedings of eminent domain in the acquisition of property for trail purposes, where those properties are managed primarily for agricultural or timber production, except for purposes of widening County roads.

#### **4320            PARKS**

With the exception of the Azalea State Preserve and the sites developed by the MCSD, no public park facilities exist in the Community Plan Area. Since state law prohibits the application of parkland dedication in-lieu revenues to operations and maintenance, development of additional County-operated park units within the Community Planning Area is unlikely during this Plan's horizon. Accordingly, the emphasis of this Plan is to foster inter-agency coordination and encourage other non-County entities (i.e., MCSD, RCAA, HBMWD, Coastal Conservancy, McKinleyville Land Trust) to pursue park development and acquisition.

#### **4321            Goals**

1. Provide for all citizens a variety of enjoyable leisure, recreation, and cultural opportunities that are accessible, affordable, safe, physically attractive, and uncrowded.
2. Provide a balance of recreation opportunities to serve the varied interests of the population.
3. Designate adequate park sites for the future growth of the Community.

#### **4322            Policies**

1. As new development is approved, the goal of this Plan is to ensure that the combined amount of Humboldt County and MCSD park land meet the following minimum standards:
  - A. Community park land at 3 acres per 1,000 population.
  - B. Neighborhood and mini park/tot lots at 2 acres per 1,000 population.
  - C. 50-70% of community and neighborhood parklands should be designated as "natural parks," as defined herein.

For purposes of achieving this policy, state and federal lands do not count toward the community standards set forth above, nor do riparian/wetland open spaces not designated for public access otherwise required in the Community Plan.

2. Humboldt County shall require all new residential development to offer to dedicate land or pay a park fee for public parks sufficient to achieve the above standards.
3. For purposes of compliance with the Quimby Act, the facilities identified in the MCSD Recreation Plan as summarized in Tables I and II of this section are hereby recognized for acquisition and development.
4. The development of private sector recreation facilities shall be encouraged in addition to the above, but shall not substitute for them.
5. Joint public-private development of recreation facilities shall be encouraged.

#### **4323            Standards**

1. As development occurs, public neighborhood parks/open space/greenways augmenting the width of trails shall be provided within one-half mile or less for residents living within the urban limit zone of McKinleyville, without pedestrians/bicyclists having to cross major physical or heavy traffic barriers.

2. In the design and maintenance of parks, consideration should be given to impacts on wildlife and impacts on surrounding residential neighborhoods. In particular, it should be recognized that native plant species may be best suited for providing wildlife cover and food sources, and that herbicides, pesticides, and fungicides may be damaging to native plants, wildlife, and people.
3. The design and location of parks shall include features to promote the security of park users, including the incorporation of “safewalk,” “neighborhood watch,” and community-based policing principles and techniques.
4. The County shall develop a schedule for the use of land and fees collected under parkland dedication provisions, including mechanisms for tracking the expenditure of funds for a five-year period in coordination with the MCSD on implementation of their Recreation Plan (i.e., develop a Memorandum of Agreement).

### **4330 RECREATIONAL FACILITIES**

In addition to providing a system of trails, greenways, parks and those facilities undertaken by the McKinleyville Community Services District, developing other, less traditional recreational opportunities are important for meeting the diverse needs of a growing community. Examples of other types of recreational facilities may include, but are not limited to:

- Habitat restoration projects
- Community gardens
- Golf courses and driving ranges
- Jogging “par courses”
- Roller-skating rinks
- Bicycle velodromes and motocross courses
- Skateboarding “half-pipes”
- “Ultimate Frisbee” fields
- Mountaineering “climb-walls”

Many of these facilities may be developed as attractions within public parks or greenways, others may be specialized to particular user-groups, or require other operational frameworks so as to limit them to commercial recreational venues.


### **4331 Goal**

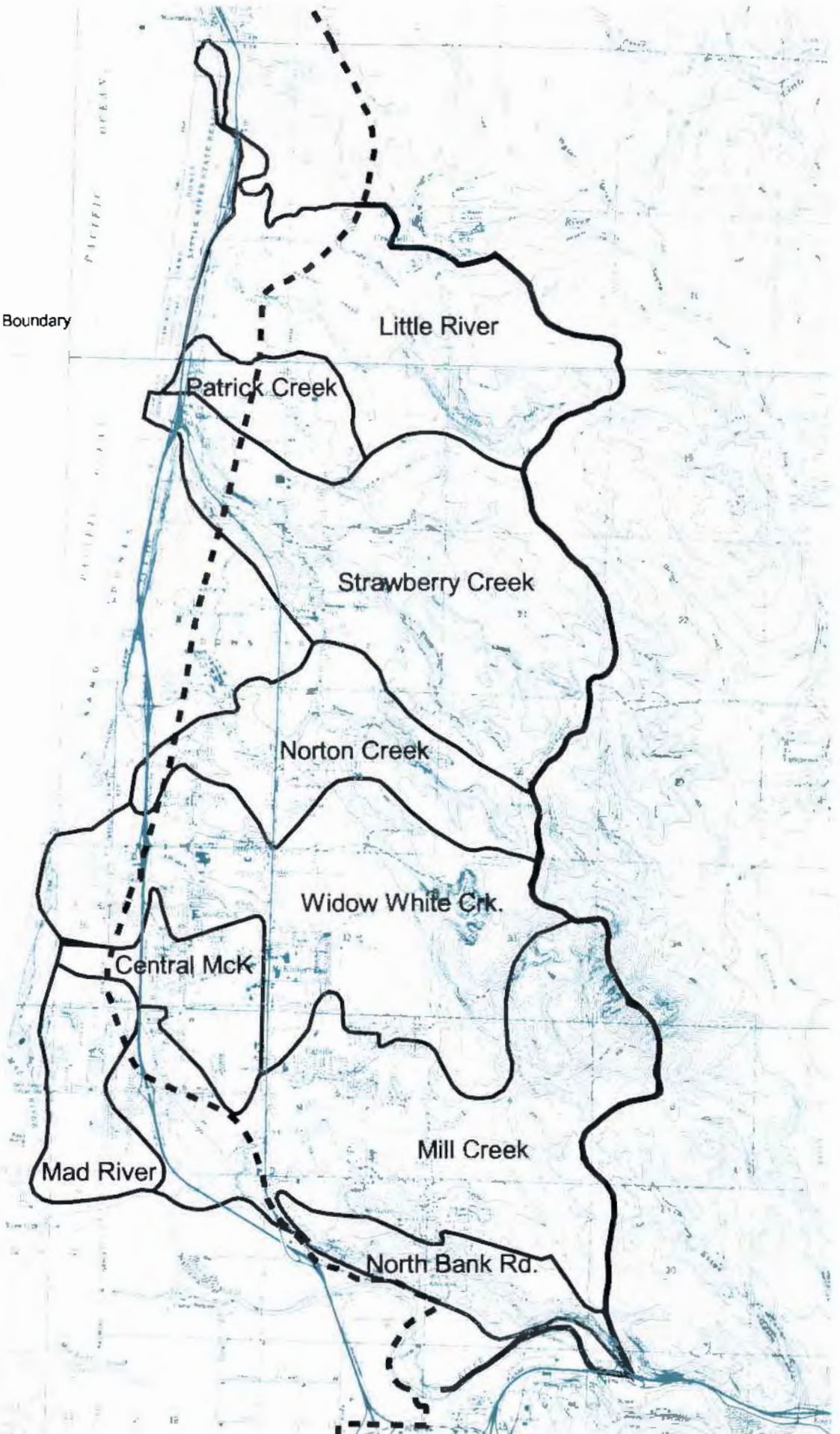
1. Provide for a wide variety of recreational needs by recognizing and fostering the development of an assortment of traditional, non-traditional, passive and active recreational facilities.

### **4332 Policy**

1. Consideration for serving all public recreational needs shall be part of the review of new development subject to this Recreation Plan. The disbursement of collected in-lieu fees, or authorization of other proposals involving public parkland may be granted provided the use or facilities shall:
  - A. Be compatible with other recreational uses of the site.
  - B. Not cause significant environmental impacts to the site or its surroundings.
  - C. Not increase public liability.

# McKinleyville Drainage Basins Figure 13

 Coastal Zone Boundary  
McKinleyville Watershed Boundary



## **4900 COUNTY GOVERNMENT FACILITIES**

### **4910 McKinleyville Drainage Study**

In 1982 the County Board of Supervisors in conjunction with the McKinleyville Community Services District contracted with Winzler and Kelly Consulting Engineers for the preparation of a drainage study for the McKinleyville area. The study addressed the following issues:

- The extent of potential storm water runoff drainage to private and public property due to an estimated 10-year and 100-year storm.
- The impact of past, current and future land development on storm water systems.
- Recommended solutions to storm water problems that are sound from an economic, engineering and environmental standpoint, and can be supported by the residents of the area.
- Recommended an orderly systematic means for securing the desired improvements including methods of funding such improvements.

The drainage study area incorporated a portion of the Planning Area bounded by the Norton Creek Drainage in the north and North Bank Road and the Mad River in the south. The area is divided up into six separate drainage areas as shown in Figure 13. These are:

- Norton Creek drainage.
- Widow White Creek drainage.
- Central McKinleyville drainage, which essentially encompasses the area north of School Road east of U.S. 101, west of Central Avenue and south of Widow White Creek drainage.
- Mill Creek drainage.
- Mad River drainage, which essentially encompasses the area west of U.S. 101 and south of Hiller Road.
- North Bank Road drainage.

A potentially serious flooding problem is in the Mill Creek Drainage, where Mill Creek crosses Bartow Road. Bartow serves a residential development and is the only access to the area. Therefore, it is important that it remains open at all times. The north fork of Mill Creek tops its banks at times and floods neighboring yards. Additional flows from the Eklund Ranch Subdivision have exacerbated this problem.

Problem areas in the Widow White Creek Drainage include a culvert crossing of First Street in the Calville Area. The culvert crosses under a house at the corner of First Street and "B" Street coming very close to flooding the house during heavy rain storms. Widow White Creek upstream of the Central Avenue crossing at Glen's Auto, as well as ditches that flow into it, flood the surrounding low lying areas including the yards of a nearby residence, the parking lot of Humboldt Sanitation, and a portion of Glen's Auto yard during heavy runoff.

Several road intersections also tend to flood such as at Sutter and Park and at Azalea and Cochran. The Mill Creek crossing of Azalea occasionally tops the road making it impassable for short periods of time.

#### ***Storm Water Restrictions***

Humboldt County has denied subdivision approvals in certain areas of McKinleyville until existing storm water problems are corrected. It is generally the responsibility of the developer to obtain drainage easements to a point that can accept the proposed increase in flow. The area of major concern is the Central McKinleyville drainage area. This is the most densely populated area in McKinleyville and shows the most potential for immediate growth. Some areas are not presently under a restriction, but before

much new development can proceed, several of the proposed storm water facilities projects must be implemented.

### ***Proposed Drainage Projects***

The storm water plan developed by Winzler and Kelly assumes maximum buildout based on the 1977 McKinleyville General Plan. Based on this assumption, estimated flows at various nodes were developed by the Humboldt County Department of Public Works and confirmed by the drainage study. Storm water facilities to accommodate these flows were sized and estimated costs for the individual projects were calculated. Table 19 summarizes these costs by drainage area.

These costs assume that all work will be completed by competitive bid and all required drainage easements are purchased. Costs of some of the proposed projects can be substantially reduced by completing them over a period of time as a long-term maintenance program or by using volunteer labor such as the National Guard. In addition, some rights-of-ways could be obtained as easements dedicated as a condition for development in certain instances.

Eleven projects listed in Table 20 are identified as priority projects. In identifying these projects the Drainage Plan took into consideration three major factors: existing serious flooding, preclusion of development, and cost effectiveness.

Areas where serious flooding occurs on a regular basis must receive top priority. Areas that have not been allowed to develop due to a lack of an area-wide master drainage plan that will allow them to add to the runoff should receive second priority. In all cases the cost effectiveness of the project must be considered.

The listing in Table 20 is not intended to be a recommendation for order of implementation. Availability of funds will most likely determine which projects are completed first.

### **4920 Policies**

1. Drainage easements necessary to implement the McKinleyville Drainage Plan shall be dedicated to the County of Humboldt as a condition of subdivision approval in the Planning Area.
2. The McKinleyville Drainage Plan should be amended as necessary to accommodate the land use changes proposed by this Community Plan.

**TABLE 19**  
**DRAINAGE SYSTEM COST SUMMARY**

<b>Norton Creek Drainage</b>		
Total Estimated Cost		\$ 240,300
County Road Fund Share	\$ 6,500	
Local Share	233,800	
<b>Widow White Creek Drainage</b>		
Total Estimated Cost		\$ 848,800
County Road Fund Share	\$ 40,700	
Local Share	808,100	
<b>Central McKinleyville Drainage</b>		
Total Estimated Cost		\$ 796,000
County Road Fund Share	\$ 255,500	
Local Share	540,500	
<b>Mill Creek Drainage</b>		
Total Estimated Cost		\$ 902,200
County Road Fund Share	\$ 37,300	
Local Share	864,900	
<b>Mad River Drainage</b>		
Total Estimated Cost		\$ 694,000
County Road Fund Share	\$ 0.00	
Local Share	694,000	
<b>TOTAL ESTIMATED COST</b>		
County Road Fund Share	\$ 340,000	
Local Share	\$3,141,300	

Reference: Winzler and Kelly Consulting Engineers, 1982

**TABLE 20**  
**PRIORITY DRAINAGE PROJECTS**

<b>Project</b>	<b>Cost</b>	<b>Status</b>
Central McKinleyville Drainage Project (g)	\$ 113,700	Partially Completed
Mill Creek Drainage Project (i)	14,200	Board Authorized on 7/2/98 (\$14,200)
Widow White Drainage Project (b)	7,600	Partially Completed
Mill Creek Drainage Project (h)	24,400	Partially Completed
Widow White Drainage Project (e) and (g)	34,500	Board Authorized on 7/2/98 (\$33,600)
Norton Creek Drainage Project (f)	13,400	Partially Completed
Widow White Drainage Project (i)	215,600	Partially Completed
Central McKinleyville Drainage Project (b)	133,400	Partially Completed
Norton Creek Drainage Project (e)	62,900	Board Authorized on 7/2/98 (\$26,200)
Mad River Drainage Project (c)	179,100	Partially Completed
Mill Creek Drainage Project (j)	135,700	Partially Completed
<b>TOTAL</b>	<b>\$1,200,000</b>	<b>\$74,000</b> Currently Authorized

Note: See McKinleyville Drainage Study, Chapter VI, Proposed Storm Drainage Master Plan and Chapter VII, Priorities, Financing, and Administration for detailed descriptions of individual projects

## APPENDIX A

### GLOSSARY

#### **Active Recreation**

Recreational pursuits that involve activities or the use of equipment for which sanctioned areas or support facilities (i.e., play fields, rinks, bowls, tracks, etc.) are required.

#### **Agricultural Preserve**

Land under an Agricultural Land Conservation Contract intended for production of food and fiber as the primary use. Other development rights (i.e., subdivision, other non-agricultural uses allowed by zoning) have been conveyed for a fixed period of time in exchange for property tax deferments and other compensations.

#### **Agricultural Land Conservation Contract**

An agreement between a property owner or owners and the county or city jurisdiction pursuant to the "Williamson Act" (California Government Code Section 56000 et seq.) wherein land is placed into an Agricultural Preserve for a period of 10 years, automatically renewable unless specifically canceled by the property owner(s).

#### **Ahwanee Principles**

A set of community, regional, and implementing strategies developed by Local Government Commission conference attendees at the Ahwanee Hotel in Yosemite National Park in 1991 to guide the design of built environments whereby human-scale amenities and features are centrally incorporated into residential, commercial, and public improvements.

#### **Airport Business Park**

The real property within both the McKinleyville Community Plan Area and the McKinleyville Area Local Coastal Plan Area bounded by Airport Road on the north, Halfway Avenue on the east, Lily Avenue on the west, and Meyers Avenue on the south (APNs 511-042-08, 511-071-04), planned and zoned for business park land uses.

#### **Airport Land Use Compatibility**

The state wherein a given land use or development is determined to be in harmony with the concurrent existence and activities of airport facilities in the area. Prohibitions on certain land uses, limitations on development densities, height restrictions, requirements for over-flight avigation easements, and restrictions on reflective materials and radio-frequency emissions are examples of methods used to ensure mutual compatibility.

#### **Airport Land Use Compatibility Plan**

A plan adopted by the Airport Land Use Commission detailing areas of relative degrees of co-existence of other land uses in proximity to an airport, especially its runways. Typically, these compatibility zones list permissible land uses, development densities, heights, and other development parameters to allow for minimizing hazards and nuisances to and from the airport.

**Airport Master Plan**

A plan adopted by the Airport Land Use Commission detailing facility operations for airport properties. An Airport Master Plan is complimented by an Airport Land Use Compatibility Plan addressing standards for surrounding properties under the influence of the airports' operations.

**Alquist-Priolo Earthquake Fault Zone Act**

Formerly the Alquist-Priolo Special Studies Act, this state legislation establishes requirements for the State Geologist and prepare and publish maps indicating earthquake fault zones wherein development may be exposed to surface rupture hazards. The Act also directs local agencies to require the preparation of fault evaluation reports for certain classes of development proposed within such zones, peer review of the report, and other disclosure responsibilities for agencies and real estate agents offering such properties for sale or lease.

**Aquaculture**

The culture and husbandry of aquatic organisms, including, but not limited to, fish, shellfish, mollusks, crustaceans, kelp, and algae. "Aquaculture" does not include the culture and husbandry of commercially utilized inland crops, including, but not limited to, rice, watercress, and bean sprouts.

**Area Planning Commission (APC)**

A commission appointed by the Legislative body of a local agency (Board of Supervisors or City Council) and delegated with certain discretionary decision making powers over land use and permitting for a certain sub-area of the local agency's jurisdiction.

**Arterial (street)**

In traffic engineering, a term that refers to a higher order class of street designed to provide through-transit for large volumes of vehicles. In the hierarchy of street type classification, arterials convey traffic from collector streets to highways or other regional controlled-access road facilities.

**Azalea Hill Area**

That area within the McKinleyville Community Plan Area located on the crest and flanks of the landform known as "Azalea" or McCluski Hill, roughly bounded by Central Avenue on the west, Bartow Road on the north, North Bank Road on the south and extending eastwardly to the Planning Area boundary.

**"big-box" Department Store**

A large – usually in excess of one acre floor area – commercial structure where, under one proprietor or a set of discrete franchises, retail sales and services are offered in a centralized, warehouse-like setting intended to serve a regional area. Due to their large area requirements compared to the more traditional pattern of decentralized specialty shops, this class of development can have adverse effects (i.e., traffic, lighting, and stormwater runoff from expansive parking areas; visual resource impacts from structural bulk) if not appropriately sited and mitigated.

**California Department of Fish and Game (CDFG)**

An agency of the State of California who, with the Fish and Game Commission, are responsible for the establishment and administration of wildlife management programs for the protection of fish and wildlife species and their habitat. CDFG functions as both a direct permitting and licensing bureau for various resource-related activities, and as a "trustee agency" having input and guidance in the review and approval of development projects involving such species and their habitat.

**California Department of Forestry and Fire Protection (CDF)**

An agency of the State of California responsible for the administration of state regulations of the growing and harvesting of timber and the provision of fire protection services to rural areas outside of established fire districts.

**California Forest Practices Act**

That portion of California state law (PRC §4511 et seq.) which establishes regulations for the growth, harvesting, management, and restocking of timberlands.

**California Occupational Health and Safety Administration (CAL-OSHA)**

An agency of the State of California responsible for the administration of state and local regulations for the protection of persons from worksite related hazards.

**Category "5" Road Standard**

A set of road design criteria within the Humboldt County Subdivision Ordinance detailing right-of-way width, surface improvements, curb & gutter, and shoulder requirements to service the circulation needs for urban and urbanizing areas.

**Category "6" Road Standard**

A set of road design criteria within the Humboldt County Subdivision Ordinance detailing right-of-way width, surface improvements, and parking lane, curb & gutter, and sidewalk requirements to service the circulation needs for urban areas.

**Central Avenue Corridor**

That area within the McKinleyville Community Planning Area comprising the properties under a Community Services (CS) land use designation abutting and extending back along both sides of Central Avenue north of its intersection with Turner and Bartow Roads and south of Southeast Quarter Quarter Section line of Section 30, T7N, R1E, HM (APN 511-101-18). The Central Avenue Corridor brackets, but does not include the Town Center District for purposes of the application of cited policies.

**Circulation Plan**

A module or "element" of a General Plan identifying the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities to determine and constrain the pattern and extent of development. Circulation plans generally contain detailed maps, standards of operation (i.e., Level of Service (LOS) thresholds or criteria, policies, and identifies financing mechanisms for implementation.

**Citizen Involvement**

see public participation

**Citizens' Advisory Committee (CAC)**

see McKinleyville Citizens' Advisory Committee

**Class I timber site**

In the US Department of Agriculture's classification system, land having the capacity for the growing of timber crops where the height of the dominant trees at 300 years of age is 175 (200 feet at 100 years for Douglas-fir and Redwood).

**Class II timber site**

In the US Department of Agriculture's classification system, land having the capacity for the growing of timber crops where the height of the dominant trees at 300 years of age is 150 (170 feet at 100 years for Douglas-fir and Redwood).

**Class III timber site**

In the US Department of Agriculture's classification system, land having the capacity for the growing of timber crops where the height of the dominant trees at 300 years of age is 125 (140 feet at 100 years for Douglas-fir and Redwood).

**Cluster Development; Clustering**

A development pattern or layout, usually seen in Planned Unit Developments, where structures are grouped onto relatively smaller lots and the traditional front, side and rear yards areas are reduced and aggregated into larger, common areas. Cluster development is an important land use planning tool for avoiding hazardous areas, to prevent intrusion into environmentally sensitive areas, or to reduce the costs and disruptions of streets and infrastructure associated with more conventional design layouts.

**Coastal Conservancy**

An organization established under the state law (PRC §31000) to foster planning, acquisition, transfer to public agencies or other appropriate entities, funding and development of coastal access and access facilities, and the protection of agricultural lands.

**Coastal Zone**

That land and water of the State of California from the Oregon border to the border of the Republic of Mexico, extending seaward to the state's outer limits of jurisdiction, including all off-shore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea, as more specifically delineated on the Coastal Zone maps approved by the California Coastal Commission.

**Collector (street)**

In traffic engineering, a term that refers to a medium order class of street designed to provide through-transit for moderate to large volumes of vehicles. In the hierarchy of street type classification, collectors convey traffic from local streets to arterial streets who in turn connect to highways or other regional controlled-access road facilities.

**Committee for Citizen Involvement (CCI)**

A standing committee appointed by the Board of Supervisors responsible for fostering public participation in the planning process. Typical duties of an CCI would include identifying significant sub-area and neighborhood boundaries, developing lists of interested and concerned individuals, groups and associations, developing guidelines for public hearing noticing, and serving as an information center for community involvement in land use planning and development regulation.

**Community Character**

The prevailing qualities and characteristics of a community. At a minimum, community character should consider historical development patterns, the present natural and built environment, the resources and needs of the area, and the planned and projected growth.

**Community-Based Policing**

A concept in law enforcement administration which places an emphasis on a high visibility presence of public safety officers within a community (e.g., foot or horse patrols) and promotes citizen-police interaction through neighborhood watch programs, volunteer citizen patrols, crime prevention education and other outreach programs.

**Community Noise Equivalent Level (CNEL)**

A methodology developed by the State of California for describing noise conditions, taking into account subjective human factors in addition to direct acoustical energy measurements. Under the CNEL approach, measurements are taken in dBA, thus allowing them to be compared to average or ambient noise levels within the human range of hearing. CNEL is similar to Ldn (Day-Night Noise Levels) wherein daytime and weighted nighttime (10 dB is added to compensate for quieter nighttime conditions) direct measurements are averaged to closer approximate the overall perception of noise exposure.

**Community Plan**

A general plan, or a portion thereof, addressing land use resources, conditions, needs for a particular established sub-area of a local jurisdiction. Community Plans identify goals, policies and implementing standards for future development of a particular Community Plan Area.

**Community Plan Area**

The land area covered by a Community Plan.

**Conditional Use Permit**

A type of discretionary permit issued by the Planning Commission for any of the numerous "conditional uses" indicated within the Humboldt County Zoning Ordinance. Findings to allow the granting of a Conditional Use Permit involve an affirmative determination on the project's conformance with the general plan, consistency with zoning regulations, satisfying all related development standards, and that the proposed use and improvements may be operated or maintained in such a manner as to not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

**Conversion (of agricultural land)**

A change in the character of agricultural land, through subdivision parcelization, zoning reclassification, or other overt or indirect means, whereby the continued viability of the property for agricultural use is precluded or adversely decreased.

**Conveyance of Development Rights**

The action of a owner of real property wherein the future rights for further development – either allowed by-right or potentially pursuable through permits or other grants or authorization – is conveyed to another party, generally a public or non-profit agency such as a land trust. Development rights conveyances are generally associated with a deferral of required improvements, to allow for clustered development, or to protect or avoid development in hazardous or environmentally sensitive areas of a property.

**Cottage Industry**

Establishments primarily engaged in the on- site production of goods by hand manufacturing, or bed and breakfast inns, which involve only the use of hand tools or which have a limited impact on adjoining development by virtue of either low development densities or more stringent review and standards. Examples of typical low intensity uses include ceramic studios, custom jewelry or small furniture and

cabinet manufacturers. Additional uses may be considered where specifically identified in a Community Plan.

### **dBA**

“A-weighted decibels”. A measurement of noise weighted to reflect the sound frequency range audible to the human ear.

### **Design Review**

A process in which the exterior expression of a development project’s design are reviewed against a set of desired features or characteristics in the interest of promoting visual harmony and coordinated design in a given area. For purposes of this Plan, design review does not involve discretionary review by an appointed or elected panel or board, but ministerial review against a checklist of parameters, constraints, and favorable characteristics detailed within the design review standards ordinance.

### **Design Review Standards**

A checklist of parameters, constraints, favorable characteristics, and desirable attributes against which development project proposals are ministerially reviewed.

### **Design Standards Committee (DSC)**

An ad hoc committee appointed by the Board of Supervisors responsible for developing design review standards.

### **Detention Basin**

A topographic feature, either naturally occurring or terra-formed where stormwater runoff is intercepted and detained to reduce peak discharge volumes into downstream watercourses.

### **Development**

As defined in California Government Code Section 65927:

Development means, on land, or in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the intensity of use of land including but not limited to subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land except where the division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity or use of water, or of access to thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’berg-Nejedly Forest Practices Act of 1973 (commencing with Section 4511 of the Public Resources Code).

As used in this section, “structure” includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. Nothing in this section shall be construed to subject the approval or disapproval of final subdivision maps to the provisions of this chapter.

“Development” does not mean a “change of organization”, as defined in Section 56021, or the “reorganization”, as defined in Section 56073.

NOTE: In applying this definition to policies and standards within this Plan, the reader is reminded that the breadth of the term’s applicability has been further limited herein, or through other state and local regulations exempting or qualifying certain types of activities from permit, environmental review, and/or

public hearing requirements (e.g., CEQA Guidelines categorical exemptions, SMARA mining exceptions, Uniform Building Code permit waivers, and other County Code zoning and land use provisions). As generally applied, the term is intended to pertain to activities requiring discretionary permitting, as contrasted with “ministerial projects” – those requiring only a building or grading permit.

**Earthquake Fault Zone**

A delineated area established under the provisions of the Alquist-Priolo Earthquake Fault Zone Act, wherein certain classes of development projects are subject to geologic investigations, report review, and disclosure requirements.

**Easement**

A recorded right or interest in the land of another, which entitles a holder thereof to a use, privilege or benefit over said land.

**Ephemeral Stream**

A watercourse whose waterflows occur less than year-round, in episodic events such as following a rainstorm.

**Forested Hillside Area**

That portion of the McKinleyville Community Planning Area comprising the easterly forested slopes under a Timber Production land use (T) and zoning (TPZ) designations.

**Forest Practices Act**

see California Forest Practices Act

**Framework Plan**

Volume I of the Humboldt County General Plan establishing county-wide policies for land uses, hazard avoidance, resource protection, and public facilities and services. The Framework Plan is supplemented by the elements of Volume II, including the Housing Element, Hazardous Waste Plan, Integrated Solid Waste Plan, Airport Master Plan, and the Community Plans.

**General Plan**

A comprehensive document containing the official statement of a governing body which sets forth its major policies concerning desirable future physical development. The published general plan must include a single, unified physical design for the community, articulated in a number of required “elements” or modules, and must attempt to clarify the relationships between physical development policies and social and economic goals.

**General Plan Amendment**

A revision to the text or maps of a general plan. Under California state law, the Legislative Body (Board of Supervisors or City Council) is the only recognized entity authorized to instigate and direct such changes.

**Greenbelt**

Areas of natural terrain, drainage, and vegetation located adjacent to undeveloped areas or between adjoining developed areas slated for open space uses (buffers between development and hazardous or environmentally sensitive areas and other adjoining development, for non-vehicular paths and trails, and other passive recreation uses as appropriate).

**Higher Density Development**

For purposes of administering the policies of this Plan, “higher density development” means development at densities in the 75th percentile of the applicable land use designation’s density range (i.e., 5.25 - 7.0 dwellings per acre in Residential Low Density (RL); 22.5 - 30.0 dwellings per acre in Residential Medium Density (RM)).

**Home Occupation**

An accessory use of a non-residential nature which is performed within a dwelling unit, by an occupant of the living unit and which is clearly incidental and secondary to the residential use of the dwelling unit. Home Occupations are subject to the Home Occupation Regulations of the Humboldt County Zoning Ordinance.

**Humboldt Bay Municipal Water District (HBMWD)**

A quasi-public agency providing treated domestic drinking water supplies to the cities, special districts (e.g., MCSD), and residents of the greater Humboldt Bay area.

**Humboldt - Del Norte Public Health Department**

A department of the County of Humboldt responsible for administering federal, state and local regulations regarding certain domestic water supplies, sewage disposal systems, hazardous materials management, and other public health programs.

**Impervious Surface**

A land surface graded, covered, or constructed upon by pavement, structures, or other improvements such that the area has been rendered impenetrable by stormwater or surface runoff infiltration.

**Industrial Noise Protection Standards**

A set of performance standards and identified mitigation measures to be abided by and undertaken to prevent adverse impacts of industrially process generated noise to adjacent persons and property.

**Incidental Public Services**

Accessory, appurtenant secondary public uses of a property.

**In-lieu Fee(s)**

see parkland dedication in-lieu fee(s)

**Interested Parties of Record**

Those individual persons, groups or organizations registered with the Humboldt County Planning & Building Department on a project-by-project, or area-specific basis, who have expressed an interest in receiving public notices and other information regarding development projects and other land use activities for the stated area or project.

**Intermittent Stream**

A watercourse whose waterflows occur less than year-round, but within a definable period, such as “October to August.”

**Landscape Combining Zone (-L)**

An “overlay zone” used in conjunction with an area’s principal zoning to designate the area being subject to landscaping requirements of the attending Ordinance.

**Landscape Maintenance Zone**

Areas of private property adjacent to a public street or right-of-way where landscaping and maintenance thereof have been required as a condition of development.

**Ldn**

A measurement of noise levels where readings taken are averaged and weighted between day and night times to reflect a more accurate assessment of human-perceived noise levels. See also Community Noise Equivalent Level (CNEL) and dBA.

**Level of Service (LOS)**

In traffic engineering, the performance rating ("A" through "F") for a segment of street or intersection. Level of Service ratings are based on generalized perceptions of the performance of the roadway or intersection in terms of length of transit time and the degree of stress and frustration to the driver.

**Local Street**

In traffic engineering, a term that refers to a low order class of street designed to provide immediate low volume ingress and egress to individual properties. In the hierarchy of street type classification, traffic from local streets are channeled onto collectors leading to arterial streets who in turn connect to highways or other regional controlled-access road facilities.

**Major (sub)division**

A division of land resulting in five or more lots for the purpose of sale, transfer, or financing as regulated by the Subdivision Map Act (CGC §65000 et seq.).

**McKinleyville Citizens' Advisory Committee (MCAC)**

An ad hoc committee appointed by the Board of Supervisors and assigned the duty of holding public meeting to solicit public input for the preparation of a draft revised McKinleyville Community Plan.

**McKinleyville Community Services District (MCSD)**

A "special district" as defined under state law, chartered to provide domestic drinking water, sewage wastewater treatment, recreational, and library services to residents within the district's boundaries. The MCSD district spans the majority of the Community Plan Area, except for that portion along the northern side under the jurisdiction of the Patricks Creek Community Services District.

**McKinleyville Land Trust**

A not-for-profit corporation chartered to acquire ownership or conservation easements over lands having high open space or natural resource amenities for the purpose of deferring development of these areas.

**Memorandum of Agreement (MOA)**

An executed agreement between two entities wherein an understanding has been formalized regarding specified actions and responsibilities each entity is to undertake.

**Mid-Town Trail Corridor**

That portion of the McKinleyville Plan Area illustrated on the Trails Map identified for the purpose of providing a route for development of a Class I bicycle path. The Mid-Town Trail runs north to south through the McKinleyville community connecting "Turner Falls" on Mill Creek at the south end with Widow White Creek on the north.

**Minor (sub)division**

A division of land resulting in four or less lots for the purpose of sale, transfer, or financing as regulated by the Subdivision Map Act (CGC §65000 et seq.).

**Mixed Light Industrial**

A land use type including non-nuisance, industrial, low-impact manufacturing, and development activities which do not create objectionable levels of noise, vibration, air pollution, odor, humidity, heat, cold, or glare on nearby residential, or commercial uses. Examples include the manufacturing of electrical and electronic equipment, industrial and scientific research, medical testing and analysis and product testing, carpentry and cabinet making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing and lithographing, and associated administrative offices.

**Municipal Advisory Committee (MAC)**

A standing committee appointed by the Board of Supervisors for the purpose of advising the Board on community matters.

**Natural Park(s) (area)**

Areas within a park left in a natural state (i.e., not graded, cleared of vegetation, landscaped, or otherwise developed).

**Neighborhood Associations**

An organization of residents of a certain defined area or neighborhood formed with the expressed intent of monitoring and participating in community issues affecting or involving the area or neighborhood.

**Neighborhood Watch Program**

An organization of residents of a certain defined area or neighborhood formed in coordination with local law enforcement agencies to provide supplemental public safety and security measures for the area or neighborhood. Typical neighborhood watch programs can include neighborhood citizen patrols, diligence in reporting suspicious activities or persons, and crime-prevention education outreach.

**Non-Agricultural Uses**

Land uses not directly or ancillary related to the production of food and fiber.

**Non-Point Source Pollution**

As compared with "point-source pollution", substances introduced into the air, soil, and water from indistinct, multiple, non-specific sources or locations. Examples of non-point source pollution include automobile exhaust emissions, grease, oil and lubricants from parking lots, and stream sedimentation from graded areas.

**Non-Traditional Recreation**

Novel, unique, and contemporary recreational activities departing from the more generally recognized and traditional, or organized sport pursuits. Examples of non-traditional recreation includes skateboard parks, "Frisbee® golf" courses, and mountaineering climb-walls.

**Open Space**

An area of reserved land that does not serve built-up residential, commercial, industrial or other urban land uses. Open spaces are designated and set aside for the purposes of avoiding hazardous conditions,

protecting environmentally sensitive resources, to buffer and break-up contiguous developed areas, and to provide open areas for recreational uses.

### **Open Space Implementation Standards**

The set of regulations administered by the Humboldt County Planning and Building Department to ensure that the issuance of building permits and other grants of development authority are consistent with established policies for the protection of open space areas, especially watercourses, riparian corridors and wetlands.

### **Ordinance 42**

An ordinance of the McKinleyville Community Services District, wherein land for parks, trails and other open uses are placed into special assessment districts for the purposes of funding their maintenance and upkeep by MCSD.

### **Parkland Dedication**

Pursuant to the Quimby Act, the requirements for dedication of land (or the payment of a fee) for the development of parkland to serve the recreational needs of new residents of the subdivision and the community at-large.

### **Parkland Dedication In-lieu Fee(s)**

Fees paid "in-lieu" of the dedication of land for park purposes required under the Quimby Act.

### **Passive Recreation**

Non-consumptive recreational pursuits that do not involve activities or the use of equipment for which sanctioned areas or facilities (i.e., play fields, rinks, bowls, tracks etc.) are required. Examples of passive recreation include walking, hiking, or nature study.

### **Pathway Corridor**

Those areas designated on the Trails Map identified for offers of dedication required of certain classes of development projects on the land they cross for the eventual development paths, trails, or greenways.

### **Patricks Creek Community Services District (PCCSD)**

A "special district" as defined under state law, chartered to provide domestic drinking water services to residents within the district's boundaries. The PCCSD district spans the northwestern side of the Community Plan Area and adjoins the McKinleyville Community Services District to the south.

### **Perennial Stream**

A watercourse whose waterflows occur year-round.

### **Performance Standards**

A set of operational constraints on a particular land use to limit the effects of noise, traffic, glare, dust, odors, emissions, vibration, and other impacts to adjacent properties.

### **Plan Lines**

The schematic location of future road and street connections identified in the Circulation Plan to provide coherent pedestrian, bicycle, and vehicular transit throughout the community. Developments occurring on properties adjacent or crossed by plan lines are responsible for the establishment of the street right-of-way or physical improvements proportional to the effects of that development on overall community circulation.

**Planned Development Combining Zone (-P)**

An "overlay zone" used in conjunction with an area's principal zoning to designate the area where a Planned Unit Development may be allowed.

**Planned Unit Development**

A class of development intended to be assessed in its unified entirety, not on a lot-by-lot, basis. Exceptions to base zone standards may be granted to Planned Unit Developments allow a superior development (i.e, mixed uses, clustering) compared to that which could be developed to established zoning standards.

**Prime Agricultural Land**

As defined under California Government Code Section 51201 (c), all land which: 1) qualifies for a rating as Class I or Class II in the Soil Conservation Service land use capability classification; 2) qualifies for a rating 80-100 in the Storie Index Rating; 3) supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one (1) animal unit per acre as defined by the United States Department of Agriculture; or 4) can be planted with fruit or nut bearing trees, vines, bushes or crops which have a non-bearing period of less than five (5) years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than \$200 per acre.

**Public Participation**

Involvement in the planning process by people other than professional planners or government officials. It is through this process that community members and other concerned and involved parties take part in the developing, administration and amendment of local comprehensive plans and land use regulations.

**Quimby Act**

Pursuant to California Government Code Section 66477, legislation which authorizes local agencies to require parkland dedication or the payment of parkland dedication in-lieu fee(s) as a condition of subdivision.

**Redwood Community Action Agency (RCAA)**

A not-for-profit quasi-public agency responsible for the administration of numerous federal, state and local grant and community service programs.

**Retention Basin**

A topographic feature, either naturally occurring or terra-formed where stormwater runoff is intercepted and retained for on-site percolation into the ground.

**Right(s)-Of-Way**

An area or strip of land, either public or private, on which an irrevocable right of passage has been recorded for the use of vehicles or pedestrians or both.

**Right to Farm Ordinance**

An ordinance within the Humboldt County Code which states the policy of the County to protect planned and zoned agricultural uses from untoward nuisance claims for adjacent properties in non-agricultural uses.

**Riparian Corridor**

The area containing and immediately adjoining streams, creeks, rivers and other waterways. These areas usually contain vegetation commonly occurring adjacent to streambanks and including such plants as willows, alders, cottonwood, wax myrtle, big leaf maple, California laurel, red elderberry, etc. The width of a riparian corridor may vary depending upon the extent of this vegetation.

**Rural Lands**

For purposes of administering the policies of this Plan, all lands beyond the Urban Development Area.

**Rural Character**

The prevailing qualities and characteristics of non-urban, non-suburban areas. At a minimum, rural character includes those distinct attributes such as low intensity development, a diverse landscape of open spaces and relatively small developed areas, and social and economic activities that stress a continuance of historical basic industry land uses of the area such as agriculture, forestry, and fishing. Rural character contrasts with urban or suburban characteristics in the absence of high intensity or sprawling development, limited natural areas, centralized commercial, industrial, or service sector based economy, and cultural pursuits more akin to metropolitan areas.

**Safewalk**

Design considerations for paths, trails, and other walkways, where through a combination of appropriately placed and sized lighting, open landscaping, visibility from public areas, and other measures, "defensible space" has been incorporated into the walkway to discourage crime and vandalism.

**Sensitive and Critical Habitat**

Those natural resource areas providing habitat to plant and animal species limited or impacted in their range or numbers.

**Special Permit**

A type of discretionary permit issued by either the Planning Director or Planning Commission for any of the numerous uses or developments indicated within the Humboldt County Zoning Ordinance as requiring such a permit. Findings to allow the granting of a Special Permit involve an affirmative determination on the project's conformance with the general plan, consistency with zoning regulations, satisfying all related development standards, and that the proposed use and improvements may be operated or maintained in such a manner as to not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

**Special Treatment Area**

An identifiable and geographically bounded forested area within the Community Plan Area that constitute a significant habitat area, area of special scenic significance, and any land where logging activities could adversely effect public recreation area or the biological productivity of any wetland, estuary, or stream especially valuable because of its role in a ecosystem.

**Special Treatment Area Standards**

Those criteria and requirements found in Title 14, Chapter 4 of the California Code of Regulations, regarding the harvesting of timber in designated environmentally sensitive habitat areas. As intended in this Plan, only those performance standards for the protection of Streamside Management Areas associated with non-commercial, personal-use firewood cutting apply (i.e., retention of snags and live trees with visible evidence of nesting by eagles, osprey, herons, egrets or any endangered species, as

identified by the Department of Fish and Game; minimized ground disturbance and erosion; avoidance of watercourse siltation and sedimentation). Standards regarding timber re-stocking, silvicultural practices, ground preparation, slash treatment, pre-harvest inspection and monitoring by a registered professional forester do not apply.

**Streamside Area**

see Streamside Management Area

**Streamside Management Area**

An area containing lands within and adjacent to a riparian corridor, extending outward 100 to 200 feet from the stream transition line along both sides of a perennial stream, creek, river or other waterway and 50-200 feet from the stream transition line along both sides of an intermittent or ephemeral stream, creek, river or other waterway.

**Stream Transition Line**

That line closest to a stream where riparian vegetation is permanently established.

**Timberland Conversion Permit**

A permit issued by the California Department of Forestry and Fire Protection to authorize the conversion of an area presently recognized as timberland to non-timberland uses. Timberland Conversion Permits are routinely sought for land clearance and grading associated with building sites, the development of access and utility facilities, or to establish fields for cultivation.

**Timber Production Zone (TPZ)**

As established under the Timberlands Preservation Act (CGC §51113), a zoning district to designate and set standards in areas so designated for the growth, harvesting, and production of timber, timber products, and other compatible uses.

**Topsoil**

The uppermost portion of the soil profile, known as the "A horizon", characterized by a high concentration of humus and suitable for the rooting of plants and providing habitat for soil organisms. Topsoil varies in depth, but terminates at the "B horizon", where the presence of sand, silt, clay, gravel, and altered parent materials having a lack of organic material are encountered.

**Town Center**

That portion of the McKinleyville Community Plan Area near the geographic center of the community's central commercial area, bounded roughly by Railroad Drive on the north and Heartwood Drive on the south and abutting and extending back along both sides of Central Avenue to encompass certain properties within Commercial Services (CS) and Residential Medium Density (RM) land use designations.

**Town Center (Combining) Zoning District**

That area containing the Town Center subject to special development and design review requirements detailed in the Town Center Combining Zone.

**Traditional Recreation**

Those recreational pursuits historically established, commonly recognized and familiar to the general public. Examples of traditional recreation include softball, baseball, basketball, hockey, and soccer. Many traditional recreational activities can be considered active recreation.

**Traffic Calming**

A comprehensive traffic planning approach that seeks to maximize mobility while reducing the undesirable effects of that mobility. Traffic calming measures strive to develop a “streetscape” that serves the needs of all modes of transportation – pedestrians, bicyclists, and motorists – while incorporating traffic control devices, landscaping, and other techniques to integrate the street with uses on adjacent properties.

**Urban Development Area (UDA)**

Land generally developed to a density of one or more dwelling units per acre where adequate public water and sewer services are provided. The Urban Development Area constitutes an identifiable community that is substantially more developed than surrounding areas.

**Urban Development Boundary**

The outer perimeter border of the Urban Development Area (UDA).

**Urban Expansion Area (UEA)**

Land outside the Urban Development Boundary and within the Urban Expansion Boundary that is expected to receive public water and/or sewer services when further development in the Urban Development Area is not “possible or economically feasible.”

**Urban Expansion Boundary**

The outer perimeter border of the Urban Expansion Area (UEA).

**Variance**

A discretionary permit issued by the Planning Commission or Board of Supervisors to construct a structure or carry on an activity not otherwise permitted under zoning regulations. The statutory justification for a variance is that the owner would otherwise suffer unique hardships under the general zoning regulations because their particular parcel is different from others to which the regulation applies due to size, shape, topography or location. Variance may not be granted to authorize a land use or activity that is not otherwise authorized by the zoning regulations.

**Wetland(s)**

Lands which may be covered periodically or permanently with shallow surface or ground waters at frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soils under anaerobic conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Depending upon the agency involved (i.e., US Army Corps of Engineers, US Fish and Wildlife Service, California Department of Fish and Game), the precise definition or the areal extent of the wetlands may vary.

**Wetland(s) Buffer**

An area adjoining a wetland where development constraints have been applied to reduce adverse effects to the wetland from adjacent development and human activities. The width and extent of wetland buffers may vary depending upon the environmental significance or sensitivity of the wetlands, or the amount or degree of adjacent development and activity.

**Wetland Combining Zone (-W)**

An “overlay zone” used in conjunction with an area’s principal zoning to designate the area subject to wetland protection polices and or the creation of wetland(s) buffers.

**Wetland Restoration**

Those activities undertaken within a wetland or wetland(s) buffers to reconstruct and revitalize an area that has been filled or otherwise degraded. Wetland restoration includes the extractive grading of overburden down to or near the water table, supplementing water in-flow, replanting of plants suited for permanent or periodic inundation or anaerobic soils, and other measures to establish fish and wildlife habitat.

**Zone**

A discrete delineated area in which land use activities are subject to affirmative, conditional, or prohibitive regulations and prescriptions in the interest of promoting and protecting human health, safety, and welfare.

**Zoning**

The division of a city or area into districts and the application of differing land use regulations in each district.

**Zoning Consistency**

The state in which the location, design, improvements, and effects of a development project proposal have been determined to be in harmony with established standards for the zone in which it is located.

**Zoning Reclassification**

A type of discretionary development project where the present zoning affecting a property – either the zoning district designation for the property, or the text of the regulations – is changed, amended, altered, or removed. Under California state law, the Legislative Body (Board of Supervisors or City Council) is the only recognized entity authorized to approve such changes (cannot be delegated to a Planning Commission, Planning Director, or Zoning Administrator).

**APPENDIX B**  
**SPECIAL COMBINING ZONES AND "Q" ZONES**  
**ORDINANCES**

**ORDINANCE NO. 2285**

**AN ORDINANCE AMENDING TITLE III, DIVISION I OF THE HUMBOLDT COUNTY CODE TO AMEND SECTIONS 311-6.2 AND 314-15.2, AND TO: 1) ADD SECTION 314-16.1, AN AIRPORT SAFETY REVIEW COMBINING ZONE (AP), 2) ADD SECTION 314-29.1, A NOISE IMPACT COMBINING ZONE (N), AND 3) ADD SECTION 314-38.1, A STREAMSIDE MANAGEMENT AREAS AND WETLANDS COMBINING ZONE (WR).**

The Board of Supervisors of the County of Humboldt do ordain as follows:

**SECTION 1: ZONING CODE AMENDMENT.** Section 311-6.2 of Chapter 1 and Section 314-15.2 of Chapter 4 of Division I of Title III of the Humboldt County Code are hereby amended to add the following Combining Zones to the list of Combining Zones – Inland:

<u>Combining Zone</u>	<u>Designation</u>	<u>Code Section</u>
Airport Safety Review	AP	314-16.1
Noise Impact	N	314-29.1
Streamside Management Areas and Wetlands	WR	314-38.1

**SECTION 2: ZONING CODE AMENDMENT.** Section 314-16.1 is hereby added to read as follows:

**314-16.1 AP - AIRPORT SAFETY REVIEW.**

16.1.1 **Purpose.** The purpose of these provisions is to assist in maintaining compatibility between proposed land uses and development and Humboldt County airports.

16.1.2 **Applicability.** The Airport Safety Review Combining Zone, indicated by "AP" on the Zoning Maps, shall apply to lands within or under areas 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 to lands identified as appropriate for airport safety review zoning in the most recently adopted Airport Land Use Compatibility Plan for the Humboldt County Airports Master Plan.

16.1.3 **Modifications Imposed by the Airport Safety Review Combining Zone.** Lands designated "AP" shall comply with the most recent Airport Land Use Compatibility Plan for the Humboldt County Airports Master Plan, as adopted by the Humboldt County Airport Land Use Commission. These provisions shall apply in addition to regulations imposed by the principal zone, development regulations, and other special area combining regulations.

**SECTION 3: ZONING CODE AMENDMENT.** Section 314-29.1 is hereby added to read as follows:

**314-29.1 N - NOISE IMPACT.**

29.1. **Purpose.** The purpose of these provisions is to establish regulations to maintain, within single family and multi-family structures and within structures designed for transient habitation, low exposure levels to noise associated with airports and major roads.

29.2. **Applicability.** The Noise Impact Regulations shall apply to lands designated "N" on the Zoning Maps that are located within areas mapped by the General Plan to have a noise exposure level of equal to or in excess of 60 dB Community Noise Equivalent Level - Day-Night Average Level (CNEL-Ldn).

29.3. **Modifications Imposed by the Noise Impact Regulations.** The provisions of the Noise Impact Regulations shall apply in addition to regulations imposed by the principal zone, development regulations, and other special area combining regulations.

29.4. **Prohibited Development.** Within areas above the 60 dB CNEL-Ldn level, placement of manufactured homes is prohibited unless they have been certified to limit interior noise levels to 45 dB CNEL-Ldn in all habitable rooms.

29.5. **Building Standards to Reduce Interior Noise Levels Required.** Building standards to reduce interior noise levels are required to limit noise levels to 45 dB CNEL-Ldn in all habitable rooms. New construction of single family and multi-family structures and structures designed for transient habitation shall conform to the applicable requirements of the Humboldt County Building Code.

**SECTION 4: ZONING CODE AMENDMENT.** Section 314-38.1 is hereby added to read as follows:

**314-38.1 WR - STREAMSIDE MANAGEMENT AREAS AND WETLANDS.**

30.1. **Purpose.** The purpose of these provisions is to assist in the application of minimum standards pertaining to the use and development of land located within streamside management areas, wetlands, and other wet areas.

30.2. **Applicability.** The Streamside Management Areas and Wetlands Combining Zone, indicated by "WR" on the Zoning Maps, shall apply to streamside management areas, wetlands, and other wet areas as defined by the Streamside Management Areas Ordinance Section 316-25.

30.3. **Modifications Imposed by the Streamside Management Areas and Wetlands Combining Zone.** The provisions of the Streamside Management Areas Ordinance shall apply in addition to regulations imposed by the principal zone, development regulations, and other special area combining regulations.

**SECTION 5.**

**EFFECTIVE DATE.** This ordinance shall become effective thirty (30) days after the date of its passage.

**PASSED, APPROVED AND ADOPTED** this 10th day of December, 2002, on the following vote, to wit:

AYES:	Supervisors Smith, Rodoni, Woolley, Neely, and Kirk
NOES:	None
ABSENT:	None
ABSTAIN:	None

Bonnie Feely  
Chair of the Board of Supervisors of the  
County of Humboldt, State of California

ATTEST:  
Lora Canzoneri  
Clerk of the Board of Supervisors  
Of the County of Humboldt,  
State of California.

Lora Canzoneri

ORDINANCE NO. 2286

AN ORDINANCE AMENDING SECTION 311-7 OF THE HUMBOLDT COUNTY  
CODE TO REZONE PROPERTY IN THE MCKINLEYVILLE AREA  
(MCKINLEYVILLE COMMUNITY PLAN IMPLEMENTATION)

The Board of Supervisors of the County of Humboldt do ordain as follows:

SECTION 1.

PARAGRAPH 1.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the area generally described as the McKinleyville Community Planning Area (inland) as shown on Map Exhibit Z0, except for those areas which are further detailed in separate implementing "Q" zone ordinances.

SECTION 2.

EFFECTIVE DATE. This ordinance shall become effective thirty (30) days after the date of its passage.

PASSED, APPROVED AND ADOPTED this 10th day of December, 2002, on the following vote, to wit:

AYES: Supervisors Smith, Rodoni, Woolley, Neely, and Kirk  
NOES: None  
ABSENT: None  
ABSTAIN: None

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

ATTEST:  
Lora Canzoneri  
Clerk of the Board of Supervisors  
Of the County of Humboldt,  
State of California.



**ORDINANCE NO. 2287**

**AN ORDINANCE AMENDING SECTION 311-7 OF THE HUMBOLDT COUNTY  
CODE TO REZONE PROPERTY IN THE MCKINLEYVILLE AREA  
(MCKINLEYVILLE COMMUNITY PLAN IMPLEMENTATION)**

The Board of Supervisors of the County of Humboldt do ordain as follows:

**SECTION 1.**

PARAGRAPH 1.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the property described in Map **QZ1** from "R-1B3" (Residential One Family, Special Building Site) to "CH-Q-N" (Qualified Highway Service Commercial, Noise Impact) zone.

PARAGRAPH 1.2 ZONE QUALIFICATION. The special restrictions and regulations set forth herein made applicable to the property described in Paragraph 1.1 in accordance with Humboldt County Code Section 314-15 which authorizes restriction of the base zone regulations by application of combining zones.

PARAGRAPH 1.3 PURPOSE OF QUALIFICATION. The purpose of the special restrictions and regulations herein imposed on the properties described in Paragraph 1.1 are:

- (a) To restrict encroachment onto Central Avenue from the property;
- (b) To ensure that there is no entitlement to develop under the zone unless all necessary improvements, dedications, and easements deemed necessary and reasonable by the County are provided by the owner.

PARAGRAPH 1.4 SPECIAL RESTRICTIONS. Principal permitted uses and conditionally permitted uses otherwise allowed under the CH zone regulations of Humboldt County Code Section 314-2.4 are limited as follows:

- (a) No direct access or encroachment onto Central Avenue from the property shall be allowed;
- (b) Any entitlement provided by this zoning is contingent upon all improvements, dedications, and easements deemed necessary and reasonable by the County being provided by the owner.

**SECTION 2.**

PARAGRAPH 2.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the property described in Map **QZ2** from "R-1" (Residential One Family) to "C-1-Q" (Qualified Neighborhood Commercial) zone.

PARAGRAPH 2.2 ZONE QUALIFICATION. The special restrictions and regulations set forth herein made applicable to the property described in Paragraph 2.1 in accordance with Humboldt County Code Section 314-15 which authorizes restriction of the base zone regulations by application of combining zones.

PARAGRAPH 2.3 PURPOSE OF QUALIFICATION. The purpose of the special restrictions and regulations herein imposed on the properties described in Paragraph 2.1 are:

- (a) To ensure that there is no entitlement to develop under the zone unless all necessary improvements, dedications, and easements deemed necessary and reasonable by the County are provided by the owner.

PARAGRAPH 2.4 SPECIAL RESTRICTIONS. Principal permitted uses and conditionally permitted uses otherwise allowed under the C-1 zone regulations of Humboldt County Code Section 314-2.1 are limited as follows:

- (a) Any entitlement provided by this zoning is contingent upon all improvements, dedications, and easements deemed necessary and reasonable by the County being provided by the owner.

### SECTION 3.

PARAGRAPH 3.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the property described in Map QZ3 from "R-3" (Residential Multiple Family) to "C-2-D-Q-N-AP-WR" (Qualified Neighborhood Commercial, Design Control, Noise Impact, Airport Safety Review, Streamside Management Areas and Wetlands) zone.

PARAGRAPH 3.2 ZONE QUALIFICATION. The special restrictions and regulations set forth herein made applicable to the property described in Paragraph 3.1 in accordance with Humboldt County Code Section 314-15 which authorizes restriction of the base zone regulations by application of combining zones.

PARAGRAPH 3.3 PURPOSE OF QUALIFICATION. The purpose of the special restrictions and regulations herein imposed on the properties described in Paragraph 3.1 are:

- (a) To ensure that there is no entitlement to develop under the zone unless all necessary improvements, dedications, and easements deemed necessary and reasonable by the County are provided by the owner.

PARAGRAPH 3.4 SPECIAL RESTRICTIONS. Principal permitted uses and conditionally permitted uses otherwise allowed under the C-1 zone regulations of Humboldt County Code Section 314-2.1 are limited as follows:

- (a) Any entitlement provided by this zoning is contingent upon all improvements, dedications, and easements deemed necessary and reasonable by the County being provided by the owner.

#### SECTION 4.

PARAGRAPH 4.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the property described in Map QZ4 from "R-3" (Residential Multiple Family) / "AGB5(3)" (Agricultural General, 3 acre) to "C-2-D-Q-N-AP-WR" (Qualified Neighborhood Commercial, Design Control, Noise Impact, Airport Safety Review, Streamside Management Areas and Wetlands) zone.

PARAGRAPH 4.2 ZONE QUALIFICATION. The special restrictions and regulations set forth herein made applicable to the property described in Paragraph 4.1 in accordance with Humboldt County Code Section 314-15 which authorizes restriction of the base zone regulations by application of combining zones.

PARAGRAPH 4.3 PURPOSE OF QUALIFICATION. The purpose of the special restrictions and regulations herein imposed on the properties described in Paragraph 4.1 are:

- (a) To make any entitlement to use under the zone contingent upon implementation of an approved wetland mitigation and restoration plan and area set aside, clearing of the past apparent violations, and granting of easements, improvements, and dedications the County may find necessary.

PARAGRAPH 4.4 SPECIAL RESTRICTIONS. Principal permitted uses and conditionally permitted uses otherwise allowed under the C-1 zone regulations of Humboldt County Code Section 314-2.1 are limited as follows:

- (a) Any entitlement provided by this zoning is contingent upon:
  - 1) all improvements, dedications, and easements deemed necessary and reasonable by the County being provided by the owner; and,
  - 2) implementation of an approved wetland mitigation and restoration plan and area set aside for permanent open space protection of not less than 3.41 acres, based on an October, 1999 wetlands delineation study of the property by Zentner & Zentner; and,
  - 3) clearing of the past apparent violations associated with subject property (APN 511-381-17) to the satisfaction of the Community Development Services Department.

**SECTION 5.**

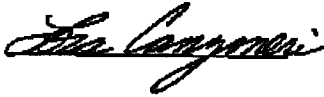
**EFFECTIVE DATE.** This ordinance shall become effective thirty (30) days after the date of its passage.

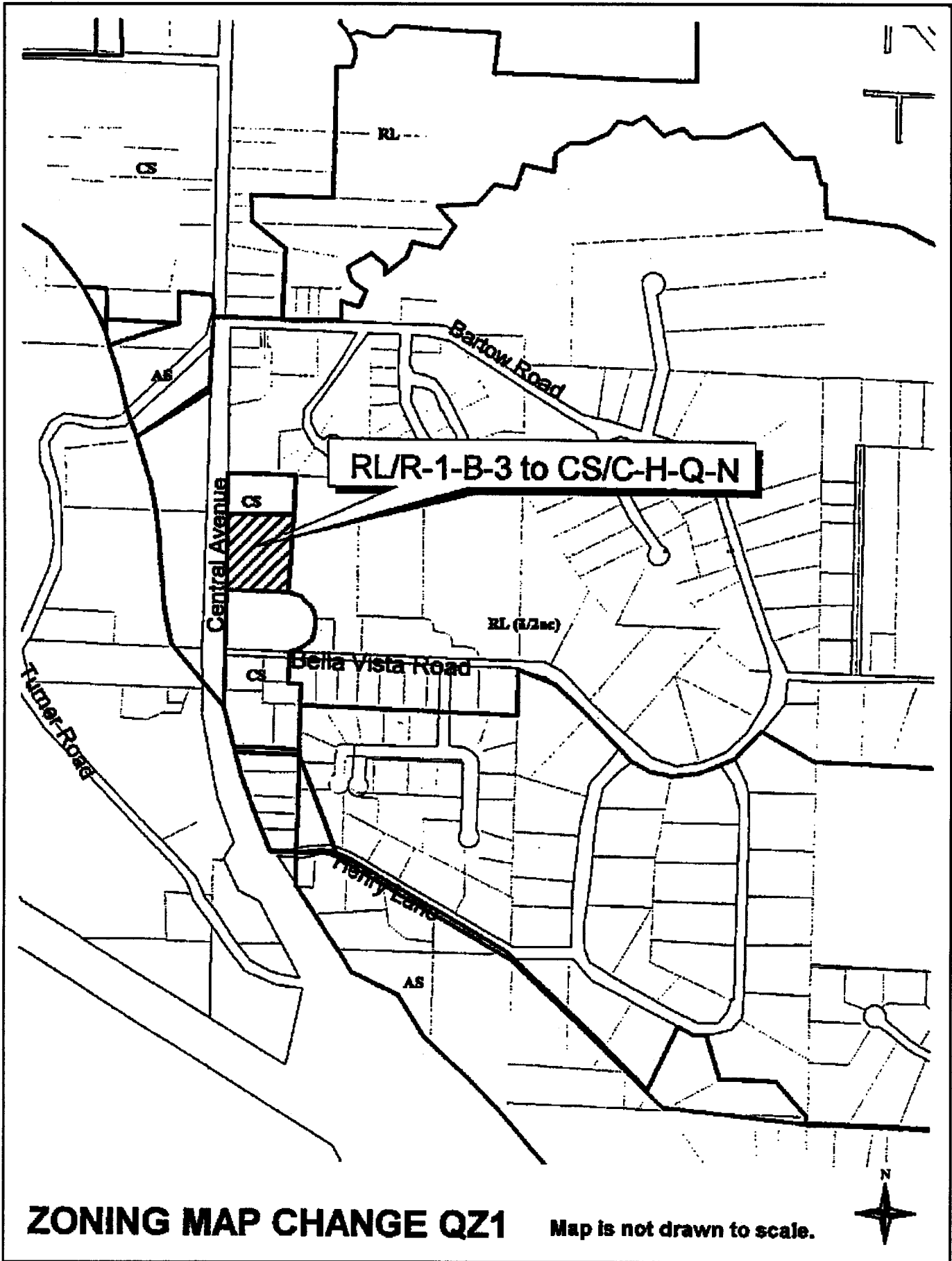
**PASSED, APPROVED AND ADOPTED** this 10th day of December, 2002, on the following vote, to wit:

**AYES:** Supervisors Smith, Rodoni, Woolley, Neely, and Kirk  
**NOES:** None  
**ABSENT:** None  
**ABSTAIN:** None

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

**ATTEST:**  
Lora Canzoneri  
Clerk of the Board of Supervisors  
Of the County of Humboldt,  
State of California.

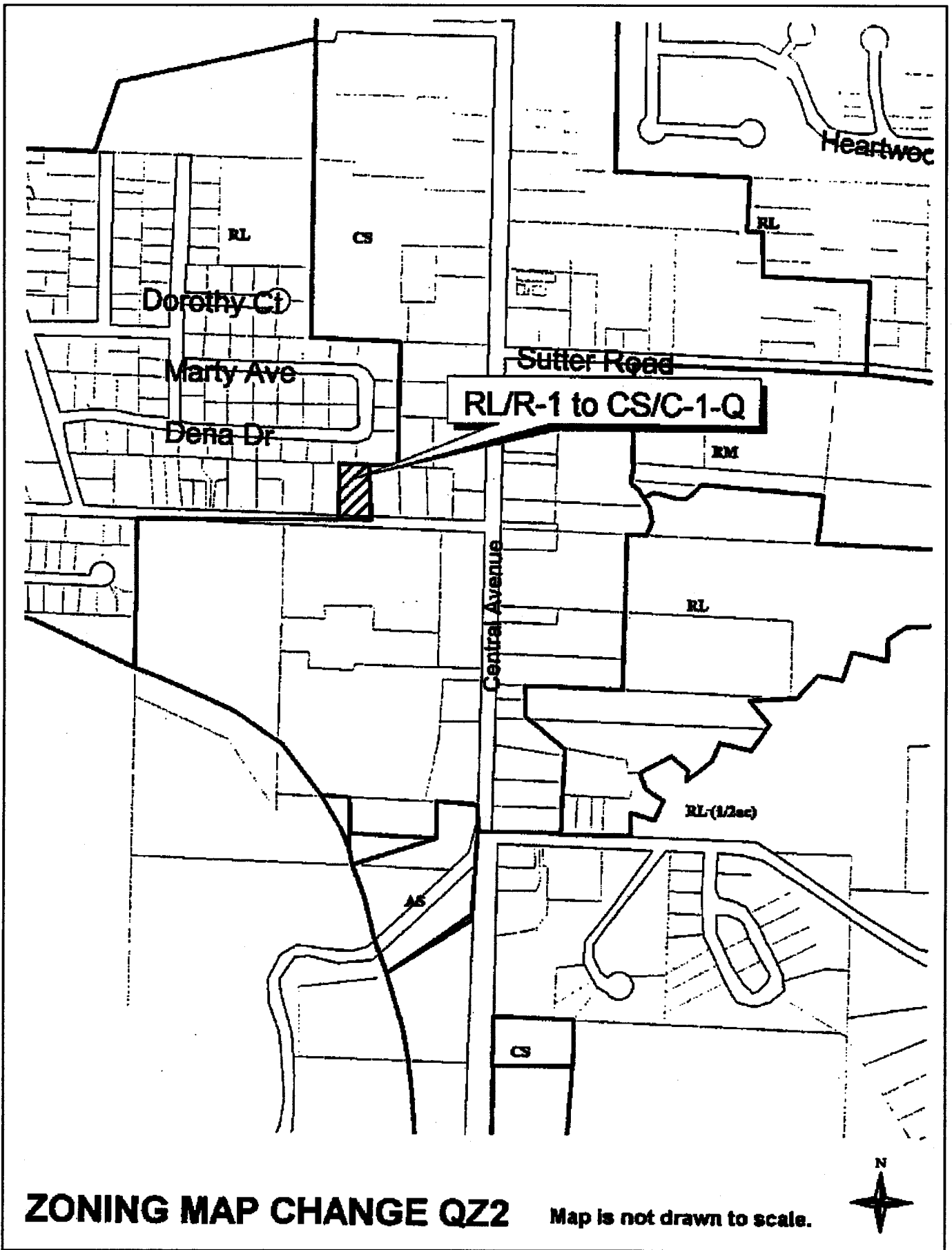


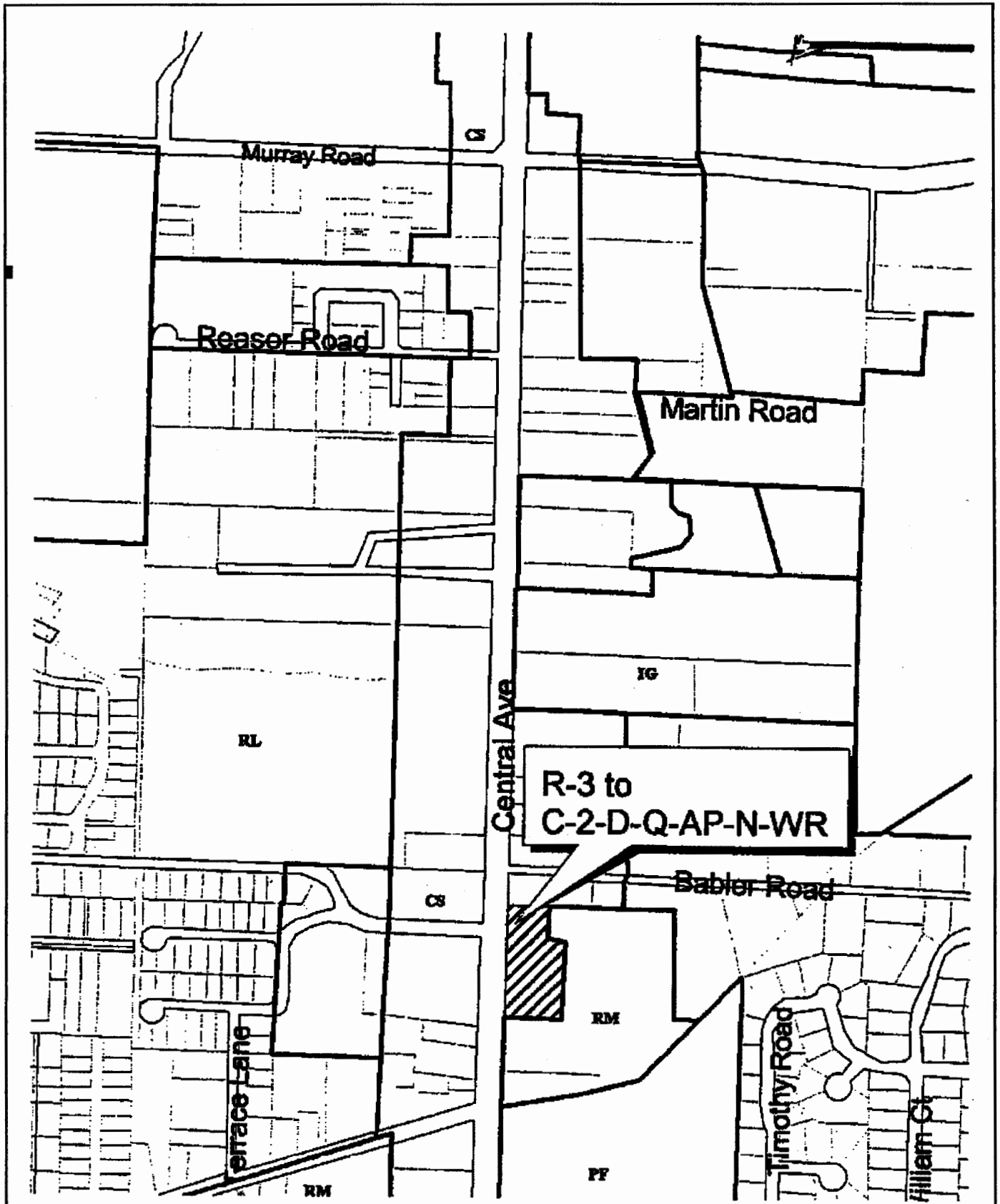


**ZONING MAP CHANGE QZ1**

Map is not drawn to scale.



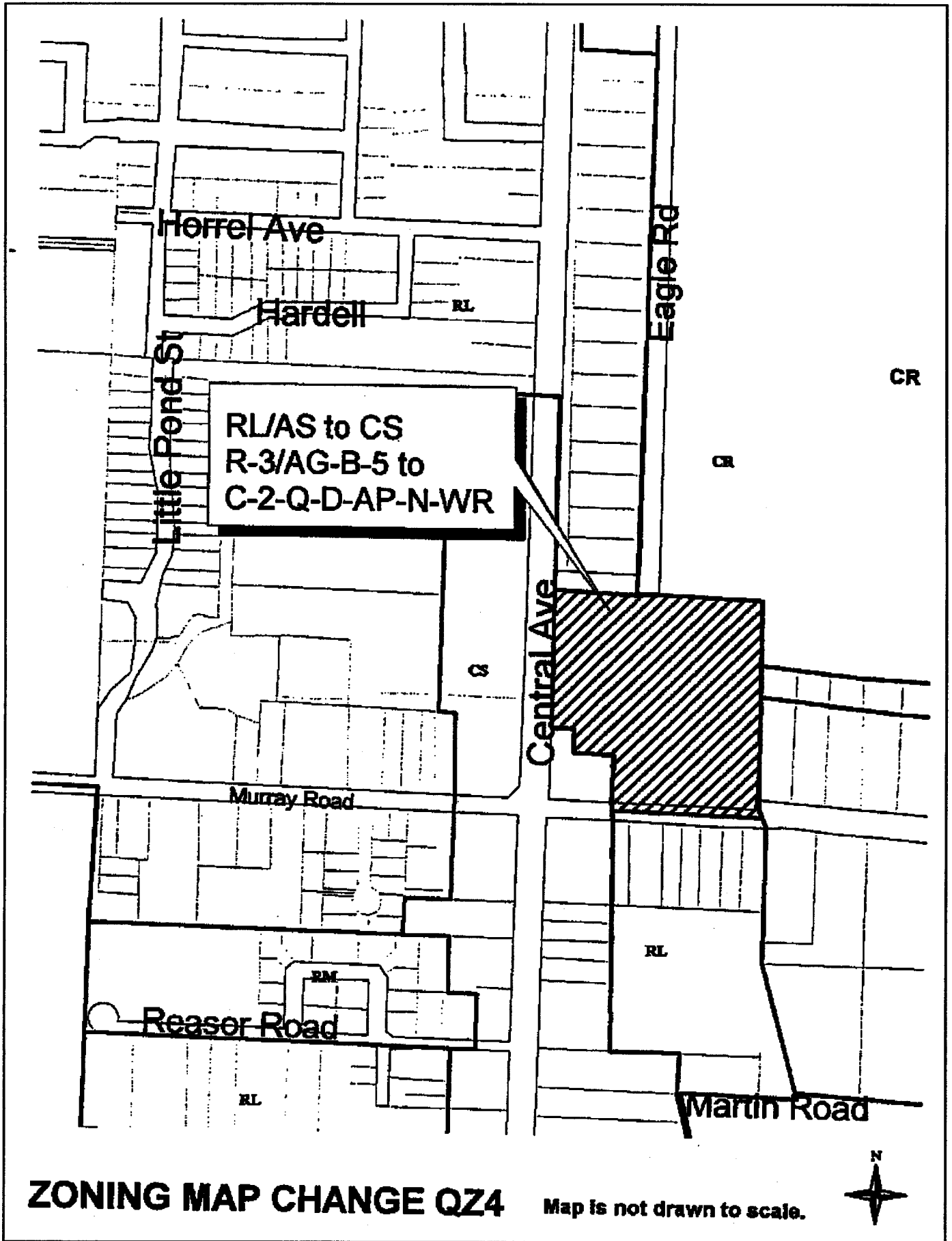




**ZONING MAP CHANGE QZ3**

Map is not drawn to scale.





**ZONING MAP CHANGE QZ4**

Map is not drawn to scale.



ORDINANCE NO. 2288

AN ORDINANCE AMENDING SECTION 311-7 OF THE HUMBOLDT COUNTY  
CODE TO REZONE PROPERTY IN THE MCKINLEYVILLE AREA  
(MCKINLEYVILLE COMMUNITY PLAN IMPLEMENTATION)

The Board of Supervisors of the County of Humboldt do ordain as follows:

SECTION 1.

PARAGRAPH 1.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the property described in Map **QZ5a** from "R-1/AG-B5(3)" (Residential One Family/Agricultural General-Special Building Site) to "AG-Q-S-Z-AP-N-WR" (Qualified Agricultural General- Special Building Site, No Further Subdivision, Airport Safety Review, Noise Impact, Streamside Management Areas and Wetlands) zone.

PARAGRAPH 1.2 ZONE QUALIFICATION. The special restrictions and regulations set forth herein made applicable to the property described in Paragraph 1.1 in accordance with Humboldt County Code Section 314-15 which authorizes restriction of the base zone regulations by application of combining zones.

PARAGRAPH 1.3 PURPOSE OF QUALIFICATION. The purpose of the special restrictions and regulations herein imposed on the properties described in Paragraph 1.1 are:

- (b) To address site constraints related to the Widow White flood plain and wetland habitat and restoration values of the property.

PARAGRAPH 1.4 SPECIAL RESTRICTIONS. Principal permitted uses and conditionally permitted uses otherwise allowed under the AG zone regulations of Humboldt County Code Section 314-2.4 are limited as follows:

- (c) Principal Permitted Uses:

General Agriculture, including accessory agricultural uses and structures listed at Sections 314-43.1.3 (Permitted Agricultural Accessory Uses) and 314-69.1.1 (Permitted Agricultural Accessory Structures).

Wetland, creek, riparian, or drainage improvements. These uses, for purposes of implementing this Qualified zone, are deemed to be included in the Permitted Agricultural Accessory Uses, Drainage Facilities and Structures, pursuant to 314-43.1.3.7, subject to securing a Special Permit, as may be required, pursuant to the Streamside Management Areas and Wetlands combining zone. Specifically, this use consists of implementation of an approved wetland mitigation and restoration plan and area set aside for permanent open space protection, generally as outlined by Mad River Biologists in a Wetlands Delineation study and Wetland Restoration Plan, Humboldt Sanitation, prepared for Oscar Larson & Associates, dated December 4, 2001.

- (b) Uses Permitted with a Use Permit:

One-family dwelling, farm dwelling, or manufactured home.  
Rooming and boarding of not more than two (2) persons not employed on the premises.

(c) Other Regulations:

Minimum Lot Area:	Two and one-half (2 ½) acres.
Minimum Lot Width:	Sixty feet (60').
Minimum Lot Depth:	None specified.
Minimum Yard Setbacks*	
Front:	Twenty feet (20') (adjoining C-3 Zone)
Rear:	Thirty feet (30')
Side:	Thirty feet (30')
Farm Outbuildings:	Farm outbuildings shall not be less than twenty feet (20') from any dwelling on the premises.
Maximum Ground Coverage:	Twenty thousand (20,000) square feet, including all impervious surfaces.
Maximum Building Height:	Twenty-Five feet (25').

\*Note: Setbacks may be modified by other provisions of this Code or State law.

**SECTION 2.**

PARAGRAPH 2.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the property described in Map **QZ5b** from "C-2" (Community Commercial) to "C-3-Q-S-AP-N-WR" (Qualified Industrial Commercial- Special Building Site, Airport Safety Review, Noise Impact, Streamside Management Areas and Wetlands) zone.

PARAGRAPH 2.2 ZONE QUALIFICATION. The special restrictions and regulations set forth herein made applicable to the property described in Paragraph 2.1 in accordance with Humboldt County Code Section 314-15 which authorizes restriction of the base zone regulations by application of combining zones.

PARAGRAPH 2.3 PURPOSE OF QUALIFICATION. The purpose of the special restrictions and regulations herein imposed on the properties described in Paragraph 2.1 are:

- (a) To address site constraints related to the Widow White flood plain and wetland areas, and traffic issues.
- (b) To ensure that there is no entitlement to additional development under the zone unless all necessary improvements, dedications, and easements deemed necessary and reasonable by the County are provided by the owner.

PARAGRAPH 2.4 SPECIAL RESTRICTIONS. Principal permitted uses and conditionally permitted uses otherwise allowed under the C-3 zone regulations of Humboldt County Code Section 314-2.1 are limited as follows:

- (a) Principal and Conditional Permitted Uses, and Other Regulations as specified in the C-3 Industrial Commercial Zone, Section 314-2.3, contingent upon:
  - (1) All improvements, dedications, and easements deemed necessary and reasonable by the County being provided by the owner; and,
  - (2) Implementation of an approved wetland mitigation, restoration, and wildlife protection plan and area set aside for permanent open space protection, generally as

outlined by Mad River Biologists in a Wetlands Delineation study and Wetland Restoration Plan, Humboldt Sanitation, prepared for Oscar Larson & Associates, dated December 4, 2001; and,

(3) An ultimate development plan for the site, detailing at full build-out all structures, accessways, parking areas, landscaping, utilities, and the intended land uses; and,

(4) Flood Elevation Certificates on all proposed structures, and other base flood elevation data such that a determination that the flood carrying capacity of the widow White Creek local drainage basin is maintained or enhanced.

(5) Implementation of drainage system improvements as may be necessary based on ultimate development plan requirements to prevent the capacity of area drainage facilities from being over-allocated.

(6) Implementation of traffic circulation system improvements as may be identified by a project-specific traffic study detailing existing and projected conditions at full build-out to offset project impacts as needed.

**SECTION 5.**

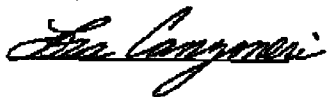
**EFFECTIVE DATE.** This ordinance shall become effective thirty (30) days after the date of its passage.

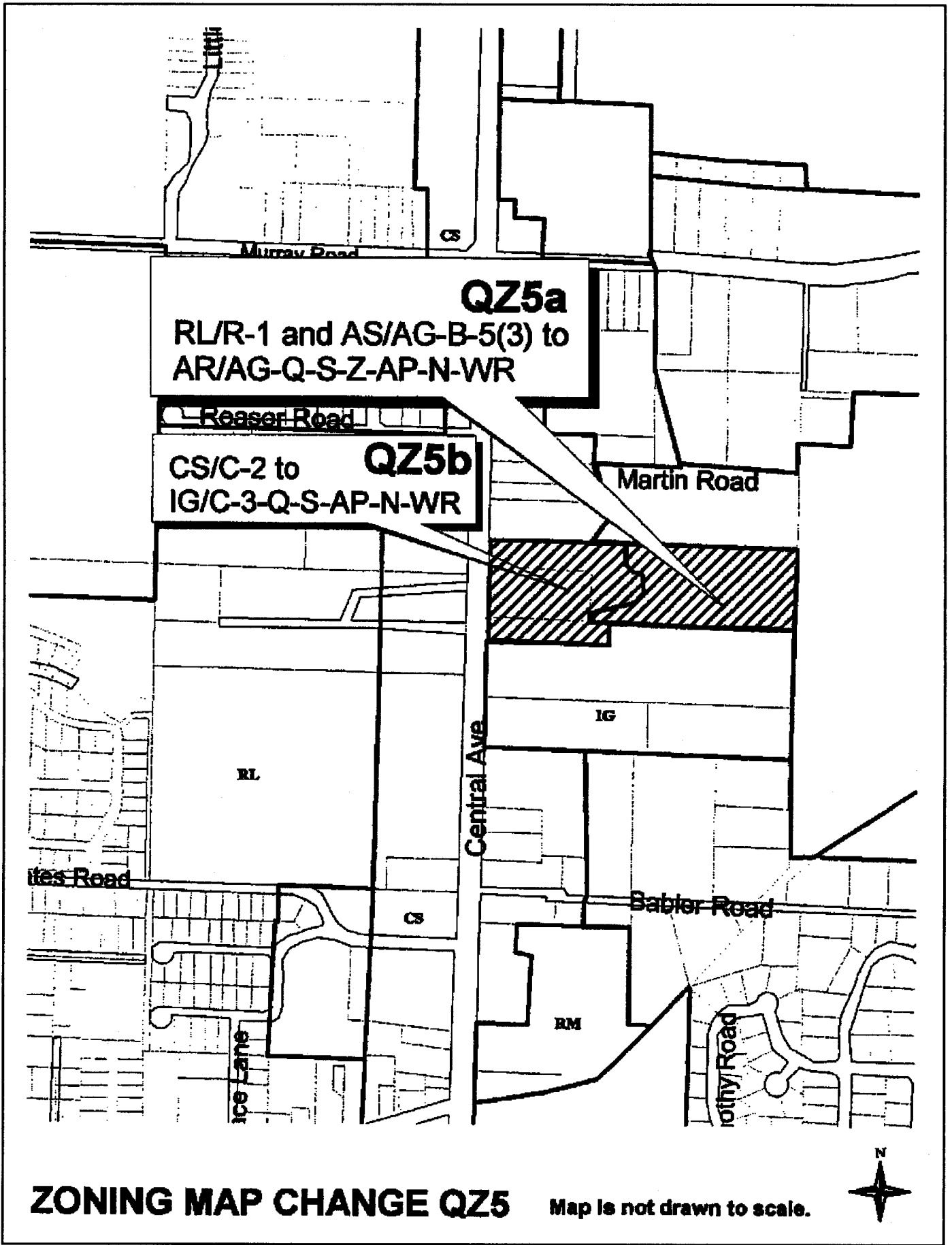
**PASSED, APPROVED AND ADOPTED** this 10th day of December, 2002, on the following vote, to wit:

**AYES:** Supervisors Smith, Rodoni, Woolley, Neely, and Kirk  
**NOES:** None  
**ABSENT:** None  
**ABSTAIN:** None

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

**ATTEST:**  
Lora Canzoneri  
Clerk of the Board of Supervisors  
Of the County of Humboldt,  
State of California.

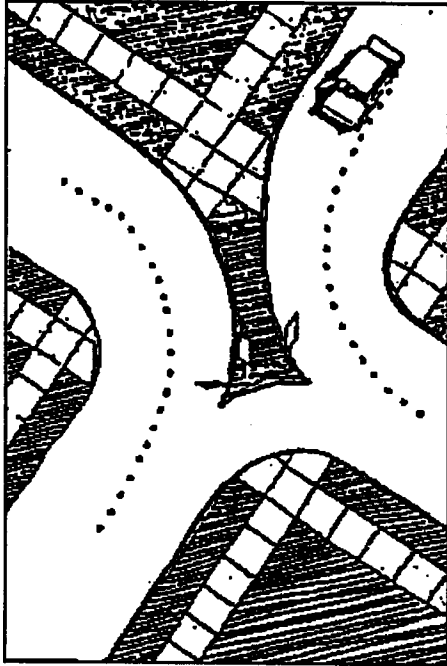




## Appendix C

### Examples of Traffic Calming Measures

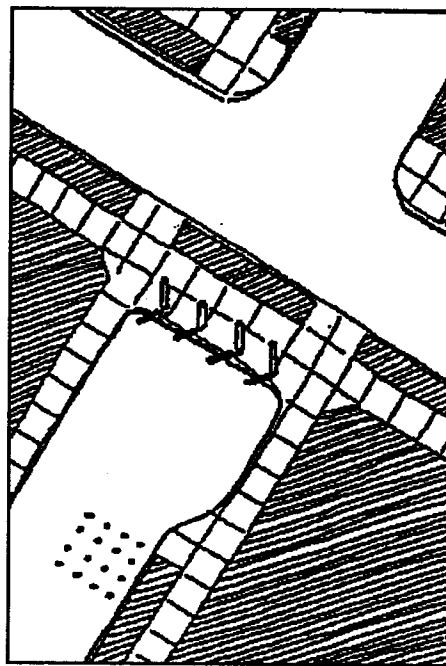
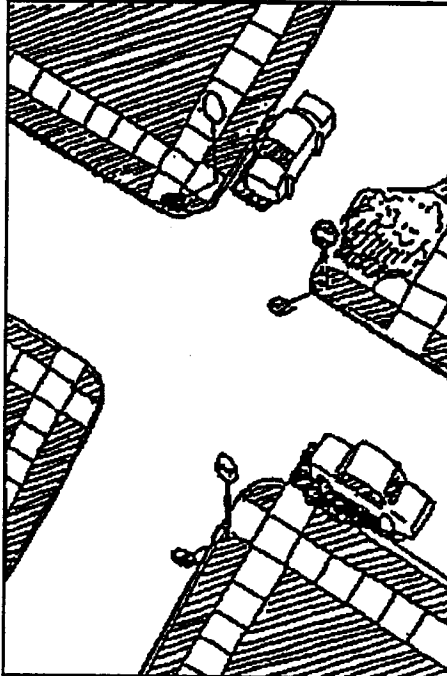
**FORCED TURNS**



**DIAGONAL DIVERTERS**

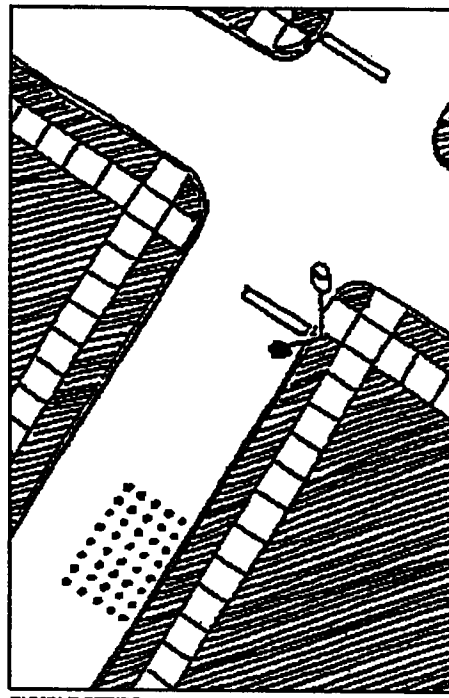
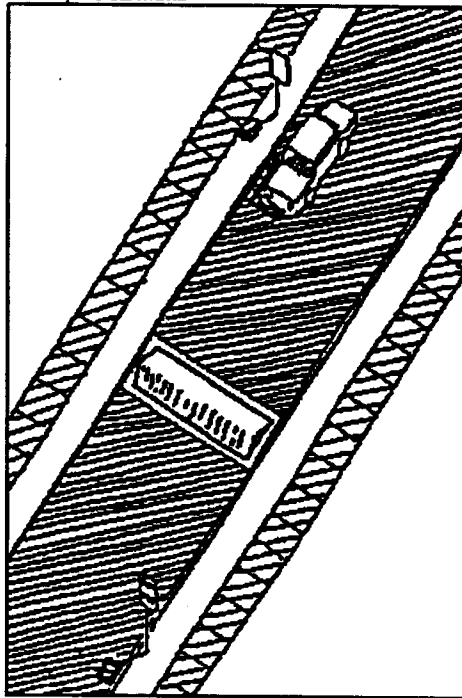


**CHOKERS/NARROWING**



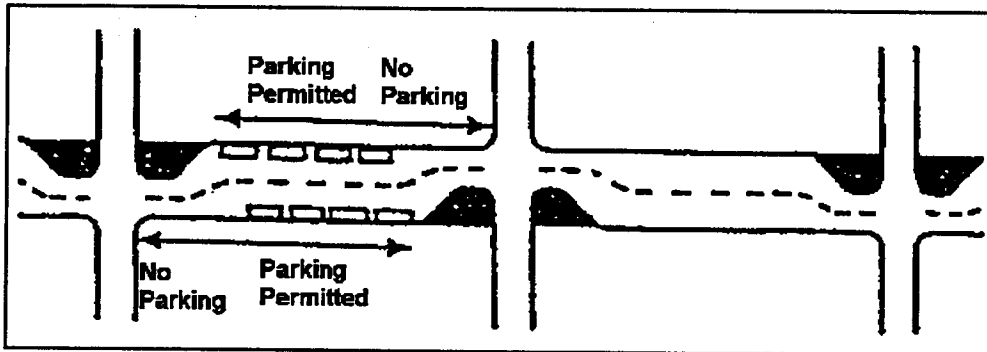
**CUL-DE-SAC CLOSURES**

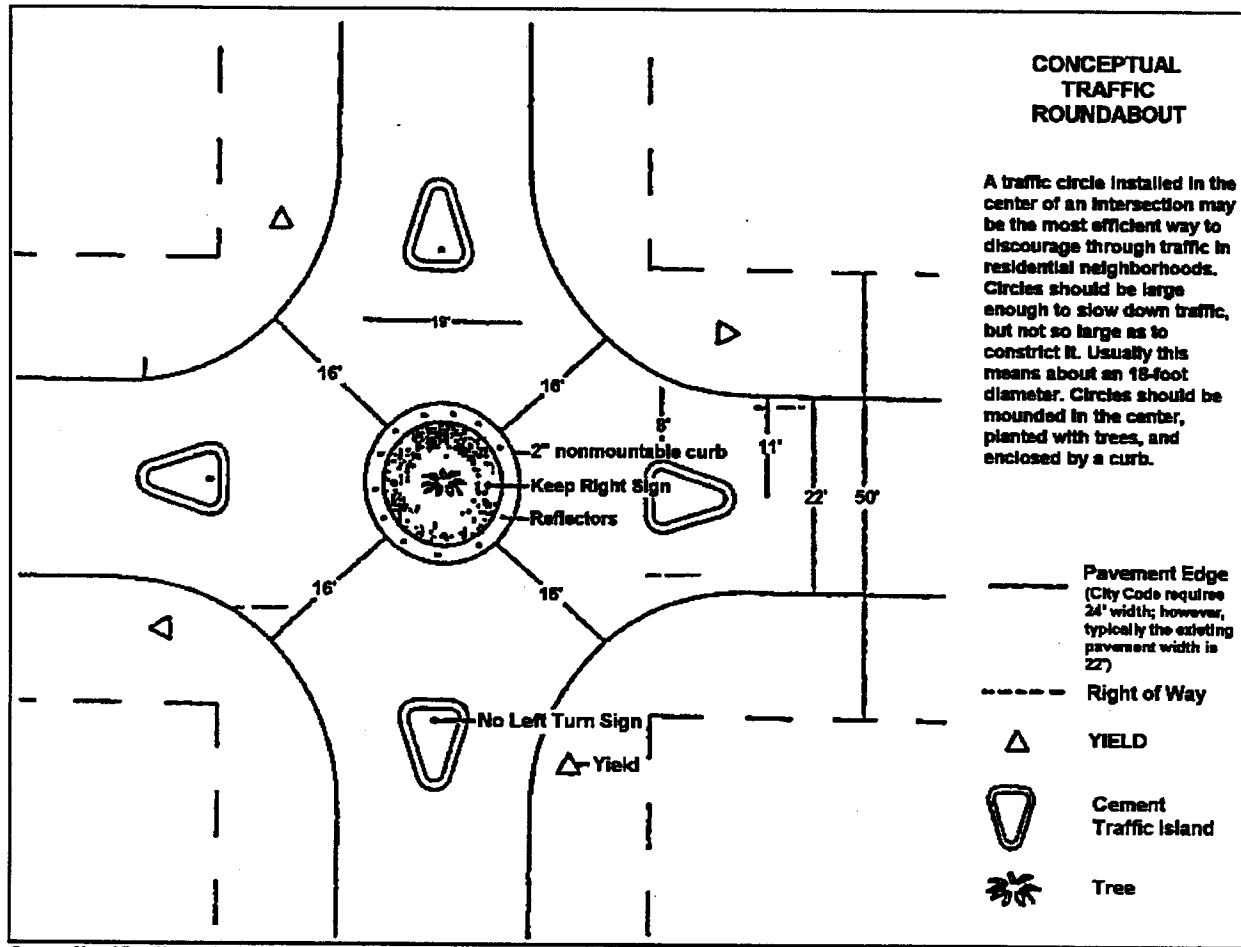
**BUMPS, UNDULATIONS**



**RUMBLE STRIPS**

**CHICANES**





Source: City of Fort Myers Planning Department

## APPENDIX D:

### TRAIL AND PARK DESCRIPTIONS

#### TRAILS DESCRIPTIONS

Trails below are referenced to their original source with the original source trail numbers included. Trail and bikeway numbers match corresponding trail and bikeways on the 1999 Draft McKinleyville Trails Map. In addition, please refer to the Trails Map for individual trail categories (Categories I, II, and III). **Note: Trail segments listed in *italics* are located outside of the Community Planning Area and are included only to show linkages or their potential for future inclusion into an overall, regional trails network.**

#### EXISTING TRAILS

**A. Central Avenue to Clam Beach Road**

*This is a dirt hike / horse path through the woods between Clam Beach Road and Central Avenue at Little River Drive. This trail bypasses the hill on Clam Beach Road, making it a safer route to Central Avenue. It is currently maintained by the County and is 0.2 miles. [Source: 1991 MCSD Parks and Recreation Plan, (#A)]*

**B. Hammond Trail**

*The Hammond Trail is a link in the Coastal Trail system between the Oregon and Mexican borders. The County of Humboldt acquired the old Hammond Railroad right-of-way (right-of-way) from the Mad River to Clam Beach in the 1970's. Hammond Trail follows the historic Hammond Lumber Company railroad grade. Phase V -VII of this trail is still an active project. The completed portion of the Hammond Trail (Phase I-IV) runs north from the Mad River Railroad Bridge and extends along Fischer Road until the railroad grade is reached. From there it continues north to Hiller Road. On the north side of Hiller Road it continues past Hiller Park through the woods to connect with Murray Road. From the Mad River at the Hammond Bridge to its North terminus at Murray Road, it is approximately 3 miles. This trail is maintained by the County and is a 12 foot wide paved trail and bikeway. It is planned that the future uncompleted portions of the Hammond Trail listed below (refer to #1) will extend the trail north along Clam Beach linking with the south end of Scenic Drive near Moonstone beach. [Sources: 1991 RCAA Recreational Trails Plan, # B), the 1991 MCSD Parks & Recreation Plan (# B), and the 1979 Humboldt County Trails Plan, (#6)]*

**C. Hiller Park**

*This hike/horse trail loops around the treatment ponds at Hiller Park and loops back to connect with the Hammond Trail. It is maintained by MCSD and is 1.0 mile. [Sources: 1991 RCAA Recreational Trails Plan and MCSD Recreation Plan (#C)]*

**D. Azalea Reserve**

*Azalea Reserve Trails are two loop hiking trails located at Azalea Reserve and designated for interpretive exposure to the native azalea grove. These trails are currently maintained by the State and are 0.6 mile. [Sources: 1991 MCSD Parks & Recreation Plan, and RCAA Recreational Trails Plan, (#D)]*

**E. Parkside Trail**

*MCSD maintains a .1 mile nature trail off of Parkside Drive. This gravel trail provides access to Widow White Creek. [Source: 1997 MCSD Parks & Recreation Plan]*

## POTENTIAL TRAIL ROUTES

The proposed trails listed below were taken from the 1991 Redwood Community Action Agency Recreational Trails Plan (RCAA), the 1991 & 1997 McKinleyville Community Services District (MCSD) Park and Recreation Plans, the 1979 Humboldt County Trails Plan, the 1993 Corbett Plan, and the 1998 Draft McKinleyville Circulation Plan. Also listed are additional suggested trails proposed by the 1998 McKinleyville Citizens' Advisory Committee (CAC) draft plan. Trails below are referenced to their original source with the original source trail numbers included. Unreferenced trails are routes proposed by the 1998 CAC. It should be noted that some trail listings in this plan are actually on street bike routes. These were included here either because they were originally described in previous plans as trails, or they show a connection between various trails. Please refer to the 1998 Draft McKinleyville Trails Map for individual intended trail uses or categories (Categories I, II, and III). Some of these trails could be viable for equestrian use. This list by no means represents all potential routes in the community, nor do we have detailed information about the feasibility of all of the routes identified.

Trail locations described below are not intended to be specific and are open to more general placement as long as an easement is given as a condition of development, when and if development occurs.

### **1. Hammond Trail (Phase V-VII) - Knox Cove to Clam Beach Overview**

*While a large portion of the Hammond Trail has already been completed (Refer to (#B), Phase V-VII of the Hammond Trail is still in progress. Redwood Community Action Agency has a contract with the State Coastal Conservancy, in cooperation with Humboldt County, to complete Phase V-VII of the Hammond Trail from Murray Road to Clam Beach. Funding is currently in place to construct significant improvements to several sections of the trail within this reach. (Additional plans are under way to eventually secure funds and right-of-way to construct the coastal section from the McKinleyville-Clam Beach area to the south end of Scenic Drive near Moonstone Beach.) The Hammond Trail from the Mad river Bridge to Widow White Creek has been completed.*

*Each section of the trail route "Phases" has value for providing coastal access, independent of connection with the rest of the trail. The characteristics and status of each section of the route is described below.*

#### **1A Hammond Trail: Knox Cove to Murray Road**

*This section has just been completed. The trail runs north along the east side of Knox Cove (a street). At the north end is the undeveloped, western end of the Murray Road right-of-way (described in detail under Murray Road River Beach Access.) This area is the first place that Hammond Trail users coming from the south can actually see the coastline close-up. It affords excellent vistas of the river, dunes, and ocean waves, with panoramic views of the Trinidad coastline to the north. [Sources: 1991 RCAA Recreational Trails Plan, (#1A), the 1991 MCSD Parks and Recreation Plan (#1A), and the 1979 Humboldt County Trails Plan, (#6)]*

#### **1B Hammond Trail: Murray Road River/ Beach Access**

*The County-owned Murray Road right-of way ends at the Hammond Trail right-of-way. The property west of the trail right-of-way is privately owned. McKinleyville area residents have accessed the beach or river by crossing this private property at the end of the Murray Road right-of-way for decades. A prescriptive easement probably exists at this point, but it would be best to secure permanent access through negotiations with the landowner.*

*A large gully at the end of the Murray Road right-of-way had eroded away a section of the railroad grade due to uncontrolled runoff from the agricultural fields and from Murray and Kelly Roads. This gully has been repaired during the construction of the Knox Cove to Murray Road section of the Hammond trail. A*

prevention program has been initiated to prevent future erosion? [Sources: 1991 RCAA Recreational Trails Plan, (#1B), the 1991 MCSD Parks and Recreation Plan, (#1B), and the 1979 Humboldt County Trails Plan (#6)]

**IC Hammond Trail: Murray Road to Widow White Creek**

This section is on County right-of-way on the old railroad grade and extends from the end of Murray Road north to Widow White Creek. A seasonal foot crossing across Widow White Creek is proposed at this time. This section of the Hammond Trail affords the trail user with panoramic views of the river, dunes, ocean, and the distant scenic Trinidad coastline. The trail right-of-way connects to county property at the mouth of Widow White Creek, which is the southern most extension of Clam Beach County Park. [Sources: 1991 RCAA Recreational Trails Plan (#1C), the 1991 MCSD Parks & Recreation Plan (#1C), and the 1979 Humboldt County Trails Plan (#6)]

**ID Hammond Trail: Mouth of Widow White Creek to Letz Avenue**

The proposed route for this section of the Hammond Trail continues from the Widow White Creek crossing north then east along the canyon slope, eventually to the MCSD lift station near the freeway.

At the MCSD lift station the trail would follow the MCSD access road to the southern end of Letz Lane. The MCSD road is on an easement on the same private parcel. An additional easement overlay would be required for the trail right-of-way. Fencing along the west side of this access road would provide security to the adjacent landowner.

It may be possible for the county to exchange the remaining trail right-of-way north of Widow White Creek with the landowners in exchange for the trail easement up Widow White Creek and along the MCSD access road to Letz Lane. This exchange would benefit the landowners in that it would allow them to more completely secure the area north of Widow White Creek on the terrace for their personal privacy and security. This land trade and consequent alternative trail routes would help to contain the trail users to the more open beach areas below and to the contained canyon area to the south.

Another proposed trail to this section is a bicycle bypass, which would provide an alternative, flatter route for cyclists and the disabled. The route would run from the Hammond Trail, east on Murray Road and then north on the west side of U.S. Highway 101. The trail would connect with the Widow White Creek Trail near Letz Lane. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (# ID)]

**IE Hammond Trail: Letz Avenue to Vista Point**

Letz Lane is a county road. It would not necessarily need improvements to serve as a trail at this time, considering that traffic volume is very low. If traffic in this area increases, then a separate trail bed should be developed along the edge of the county road right-of-way to the northern end of the road.

At the south end of Letz Lane there is a large cul-de-sac that apparently is mostly private property. Some parking spaces for trail users could be created in the cul-de-sac. Negotiations with one of two private property owners would be necessary to secure public use. The locked access gate, with pedestrian access would be kept in place here to keep unauthorized vehicles from driving down the MCSD access road.

The northern end of Letz Lane abuts an undeveloped, county-owned parcel just south of Vista Point. The trail route from here should turn west and go through the county parcel to the berm along the west edge of the bluff, and then turn north to connect to the Vista Point area.

Improvements should be made to the Airport Road-Highway 101 under crossing to provide safe east-west access for trail users between Letz Lane and Airport Road east of the freeway, to connect to the Coastal Trail Alternate #2 described below. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (# IE&4)]

**IF&IG Hammond Trail: Vista Point to Clam Beach**

*From the County property, the trail could skirt the edge of Vista Point. Vista Point is Caltrans property and is within the Highway 101 right-of-way, which is managed by Caltrans as a "restricted access" freeway. Caltrans has very limited allowances for any encroachments onto restricted access rights-of-way. Caltrans may or may not grant a longitudinal encroachment for the trail to run along the western edge of the Vista Point area, and then to gently slope down to the east side of the dunes at Clam Beach.*

*If this longitudinal encroachment cannot be obtained, then a series of staircases and trail sections could be constructed from the County parcel down to the railroad grade. The trail route would then continue out through the dunes along a driftwood-lined route to the beach.*

*The gently sloping trail out of the Vista Point area to the beach could be constructed for hikers and horses, but the alternative route with staircases from the county parcel would be for hikers only. Neither trail route would be suitable for bicyclists. Bicyclists would have to use the freeway from Airport road north, or cross over to the east to continue north on Central Avenue to Clam Beach (or use the trail described below.) [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#IF & #IG)]*

## **2. Coastal Trail Alternate: Airport Road to Clam Beach**

*This area provides an opportunity for an alternative coastal trail route that has not previously been considered. A north-south, east-of-the-freeway trail could be created, entirely on existing County-owned property. From Airport Road, just east of the freeway interchange, the trail would run along the east side of the cyclone fence along the freeway right-of-way. A 15'-20' wide trail right-of-way could be bordered by a similar fence on its east side to prevent conflicts with the aviation uses of this county-owned airport property. The County is currently updating the airport master plan, so this is a good time to establish interest in this potential trail right-of-way.*

*At the spruce forest to the west of the middle of the runways, the trail route would switchback down the slope through the forest. Upon leaving the terrace, the trail would be on Clam Beach County Park property. Near the base of this slope, but just above the old ponds (now freshwater marshes) just east of the freeway, the trail would continue north along a small, sloping terrace. As the trail route approaches Central Avenue and Strawberry Creek it would climb back uphill on a gentle grade to the knoll overlooking Clam Beach. A scenic picnic area could be constructed on this knoll with panoramic views of Clam Beach and the Trinidad headlands to the north.*

*From the picnic area the trail would continue around the knoll to the east, dropping down to a bridge (to be constructed) over Strawberry Creek at the existing turnout area along Central Avenue. This turnout spot is directly across from the south end of Little River Drive.*

*Safe crossing improvements would need to be made to allow trail users to safely get onto Clam Beach Drive and to cross onto Little River Drive. [Sources: 1991 RCAA Recreational Trails Plan and 1991 MCSD Parks & Recreation Plan (#2)]*

## **3. Kjer Drive to Central Avenue Trail**

*A trail could be built on county property to connect the county-owned equestrian arena area at the end of Kjer Drive to the trail described above, or to Central Avenue. [Sources: 1991 RCAA Recreational Trails Plan and 1991 MCSD Recreational Plan (#3)]*

## **4. Letz Avenue Coastal Overlook**

*An "Offer of a Dedicated Easement" was recorded in 1978 as a condition of development of property west of Letz Lane. This unimproved accessway could be developed to provide neighborhood access to the beach to supplement access at Widow White Creek. The subsequent erosion of the bluff by the Mad River at this location makes the development of a trail down to the beach not feasible at this time.*

*This potential trail could have value to the community as access to a small vista point, furnished with benches and railings.*

*The easement offer is good for 25 years from its inception on June 16, 1978. If the offer is not accepted by the State through a "public agency or a private association" before 2003, then the offer can be revoked by the landowner. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks & Recreation Plan (#4 & 1E)]*

#### **5. Ocean Drive / Hiller West Beach Access & Trails**

*Develop a bike and pedestrian path along the west side of Ocean Drive while maintaining the character of Ocean Drive. Develop an easement to extend the path through the property to the north of Ocean Drive. There are several volunteer trails through the bluff-top forests of spruce and pine adjacent to Hiller Park, as well as trails down to the river. The bike and pedestrian path should extend from the north end of Ocean Drive to Hiller Park and then east to connect with the Hammond Trail. Coastal access should be provided along the way Provision of coastal access as a condition of development of this area is identified in the McKinleyville Area Plan. The MCSD has considered various actions to acquire the property for recreational uses and to buffer the sewage treatment plant. [Sources: 1991 RCAA Recreational Trails Plan, the 1991 MCSD Parks & Recreation Plan (#5), and the 1993 Corbett Trails Plan (#21) & (#20)]*

#### **6. Hiller East Trail**

*The Hiller East parcel has been purchased by the MCSD. The forested area at the north end could be retained as a buffer between the park and the residential area to the north. A loop trail through this area would be a pleasant addition to opportunities for walking or jogging within the park. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks & Recreation Plan (#6)]*

#### **7. Hiller Park to Daffodil Trail**

*Develop and easement for a bike and pedestrian trail from the north end of Hiller Park to the South end of Daffodil. [Source: MCAC Recreational Sub-committee]*

#### **8. Fischer Avenue / Hammond Trail / School Road**

*Currently, MCSD is willing to dedicate a 15 foot right-of-way for a separate bike and pedestrian path along the south side of School Road. This trail would connect Fischer Avenue to the south end of Ocean Drive and could connect with the north end of the proposed River Trails. (#9). [Source: 1997 MCSD Parks and Recreation Plan]*

#### **9. School Road Access / River Trail**

*The end of School Road provides sweeping views of the coastline and the Mad River. A well-worn trail on private property leads from the end of the road, onto the cow pasture along the edge of the bluff, and down to the river. Use is heavy enough that the fence has been modified to allow pedestrian access, probably after many repeated repairs were made of damage caused by people climbing over the fence.*

*The bluff face is almost vertical, and the edge of it is crumbling. If a formal public access is developed here, the trail can be designed and located so as to direct people away from the edge of the bluff*

*If a trail right-of-way is obtained, provisions will need to be made to protect the adjacent agricultural property. A fence between the trail and the pasture would probably be necessary. A trail that runs all the way along the river between School road and the Hammond Trail would probably be very popular. It would pass through the MCSD infiltration pond property, and along the MCSD access road easement, to the Hammond Trail. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks & Recreation Plan (#7)]*

**11. "Pond" Trail**

A non-vehicular trail through the area east of Halfway Avenue north of Killdeer, and south of Marius, this trail could be designed with the pond (located in the former Norton Creek channel; the creek was rerouted along Central Avenue years ago) as its centerpiece. This land is all in private ownership at this time. The 1993 Corbett Plan has designated this area for a small neighborhood park. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks & Recreation Plan (#11). Proposed as a park in the 1993 Corbett Plan]

**12. South Widow White Creek Trails: McKinleyville Avenue to Central Avenue**

Development of this trail is in active status. The high school is interested in developing a nature trail on its streamside property, and the Pierson family has expressed a willingness to dedicate a public access easement (to MCSD) across their property immediately upstream. RCAA has received funding from the Department of Water Resources Urban Streams Program to develop and construct the trail on these two properties, starting with planning work this summer (1991).

To continue the trail to Central Avenue would require an easement or fee title for a right-of-way across one private parcel between the Pierson property and Central Avenue [Sources: 1991 MCSD Parks & Recreation Plan (#12), the 1991 RCAA Recreational Trail Plan (#12), and the 1979 Humboldt County Trails Plan (#14)]

**13. Murray Road Bike Route**

Develop Class II Bike Lanes along Murray Road from Highway 101 to Central Avenue connecting Central Avenue, the High School, and the Hammond Trail. [Source: 1993 Corbett Plan (#11 & #12), and the 1998 Draft McKinleyville Circulation Plan]

**14. Widow White Creek Trail: Railroad Trail to Private Forest**

This section of Widow White Creek Trail was listed in the Humboldt County Trails plan. The portion of this proposed route between Central Avenue and the proposed Railroad Trail is not practical because of an extensive marsh area. However, the eastern portion of this trail is still viable. It would run east from the Central Avenue and Lime Trail (#60) to connect to the East Hill Trail (#63). [Source: 1979 Humboldt County Trails Plan (#14). Note: #13 was abandoned]

**15. Widow White Creek Trails: Halfway Avenue to Murray Road**

A trail could run from Murray Road along the banks of Widow White Creek to its confluence with the North Fork. This route is on privately owned Widow White Recreational Vehicle Park property. Several bridges may be necessary.

The trail could end at the confluence or it could cross the lower North Fork on a bridge and continue to the vicinity of the corner of Halfway and Gassoway Avenues. Continuing the trail would require the cooperation of one or more other private landowners.

A trail from the confluence up the North Fork to McKinleyville Avenue was identified in the 1979 Humboldt County Trails Plan. Residential development and use of several private parcels along this route make it an unlikely candidate for a public trail at this time. [Source: 1979 Humboldt County Trails Plan (#13 & #14), the 1991 RCAA Recreational Trails Plan, and the 1991 MCSD Parks & Recreation Plan (#15)]

**16. ~~North Fork Widow White Creek Trail: McKinleyville Avenue to Central Avenue~~**

~~There are several physical location options for a pleasant trail route along this stream. A trail would have to be designed to be compatible with existing agricultural land use, or as a component of subdivision of the land should that occur. The 1998 Draft McKinleyville Circulation Plan has proposed a Class I non-vehicular bike route for part of this area (McKinleyville Avenue to Little Pond Road). This trail could connect northern residential neighborhoods to the Midtown Bike & Pedestrian Corridor. [Sources: 1979~~

~~Humboldt County Trails Plan (#13), the RCAA Recreational Trails Plan (#16), the MCSD Parks & Recreation Plan (#16), and the 1998 Draft McKinleyville Circulation Plan (#9)]~~ Note: This trail was removed for consideration by the MCAC due to sensitive habitat impact concerns.

**17. Airport Road Trail**

Improvements should be made for bike and pedestrian trails along Airport Road as a condition of development. There is room for a off-road trail along most of the south side of the road. If this is not possible in some places, then improvements should be made for a Class II bike lane through those sections. [Sources: 1979 Humboldt County Trails Plan (#12) and the 1998 Draft McKinleyville Circulation Plan]

**18. Airport Road to Marius**

*As a condition of development, secure an easement from the west end of Airport road for a trail to run southeast connecting up with Halfway Avenue at the west end of Marius Road. This would provide a safe link to bike routes located in the residential neighborhoods to the east of Halfway Avenue. [Source: MCAC Recreational Sub-committee]*

**19. Marius to North Widow White Trail to McKinleyville Avenue**

~~From the west side of Halfway at Marius Road, a trail should be located with a easement through property to connect up with McKinleyville Avenue via North Widow White Creek Trail just north of Parkwood Place. [Source: MCAC Recreational Sub-committee]~~ Note: This trail was removed for consideration by the MCAC due to sensitive habitat impact concerns.

**20. Midtown Bike and Pedestrian Corridor**

This non-vehicular bike and pedestrian trail would run from School Road north to Murray Road approximately midway between McKinleyville Avenue and Central Avenue. It is recommended that this trail be paved as it is in the center of town, linking neighborhoods with the Town Center and providing recreational opportunities for those living nearby. [Source: 1993 Corbett Trails Plan (#1)]

**21. Underwood to Barnett Trail**

If Underwood Drive is improved, a trail from the west end of Underwood should be developed to connect with Barnett Road. [Source: MCAC Recreational Sub-committee]

**22. Little Pond / Silverado / Barnett / Underwood / Marius Route**

Designate and make necessary improvements for a safe bike route from Murray Road to Airport Road via Little Pond / Silverado / Barnett / and Marius Roads.

As a condition of development, secure an easement for a short mini-trail on the north side of Halfway directly across from Barnett Road so pedestrians can access Airport road without traveling on Halfway.

Abandon Halfway Avenue as a bike and pedestrian route.

Improve Underwood Drive for bike and pedestrian travel to link with Central Avenue and the Dows Prairie / Blake / Norton Trail (#53) at that point. [Source: MCAC Recreational Sub-committee]

**23. Northern Hammond Trail to Central Avenue 101 Crossing**

*Develop a safe route/crossing for bike and pedestrians across Highway 101 without using Airport Road. This suggested crossing begins on the east side of 101 at Widow White Creek and crosses over 101 to connect with the Hammond Trail as it jogs close to the freeway. This route would enable access from the Hammond trail to the Midtown Bike and Pedestrian Corridor (#20) and Central Avenue via the proposed Widow White Creek Trails. [Source: MCAC Recreational Sub-committee]*

**24. North McKinleyville Avenue Bike and Pedestrian Trail**

When North McKinleyville Avenue is improved and extended from Murray Road, provide a off-street trail for bike and pedestrian travel along the east side. [Source: 1998 Draft McKinleyville Circulation Plan (#6)]

**26. East Bates to Central Avenue Trail**

Develop an off-street bike and pedestrian trail along the north side of East Bates connecting McKinleyville Avenue, Morris' School, and the Midtown Bike and Pedestrian Corridor. When development occurs to the east of the Midtown Corridor, continue the trail east to connect to Central Avenue. [Sources: 1998 Draft McKinleyville Circulation Plan (#2) and the 1993 Corbett Trails Plan (#22)]

**27. West Bates to McKinleyville Avenue Possible 101 Crossing**

If West Bates is improved (Proposed in 1998 Draft Circulation Plan (#6) and widened, it should accommodate a bike and pedestrian path on one side. This could be a possible alternate bike and pedestrian 101 crossing instead of the Airport and Hiller Road crossings. This bike and pedestrian route could begin at the west end of Bates to cross over 101 and connect with the Hammond Trail via the trails at the north end of Hiller Park. [Source: MCAC Recreational Sub-committee]

**28. Haven / Bel Nor / Walnut / Neighborhood Mini-trails**

Develop and easement for this neighborhood mini-trail system beginning at the east end of Bel Nor Road and Haven Lane. This bike and pedestrian trail system would run east to the Midtown Corridor. [Source: MCAC Recreational Sub-committee]

**29. Railroad Avenue Trail**

Develop a off-road trail along the south side of Railroad Avenue to connect McKinleyville Avenue with Central Avenue. Large trees and native western azaleas shall be preserved in the street and trail design. Driveways and parking should also avoid large trees and azaleas. [Sources: 1993 Corbett Trails Plan (#10) and the 1979 Humboldt County Trails Plan (#16)]

**31. McKinleyville Shopping Center / City Center Road**

This could be the future site of a larger shopping center. If or when development takes place, safe bicycle and pedestrian routes connecting Central Avenue with the Midtown Bike and Pedestrian Corridor, City Center Road, Railroad Avenue, Hiller Road, and McKinleyville Avenue should be developed. If the area around "Pierson Pond" is retained in its natural state, trails running east-west and north-south would provide for a pleasant stroll through a forest and around a pond near the middle of town, as well as providing shortcuts for pedestrian and bicycle circulation in this area. [Sources: 1991 RCAA Recreational Trail Plan, (#21), the 1991 MCSD Parks & Recreation, Plan (#21), and the 1993 Corbett Plan (parks)]

**32. Hiller Road Bike Lanes**

Develop Class II bike lanes on Hiller Road from *Ocean Avenue over Highway 101* to McKinleyville Avenue. [Sources: 1993 Corbett Plan (#8), the 1979 Humboldt County' Trails Plan, (#17), and the 1998 Draft McKinleyville Circulation Plan]

**33. Hiller Road Trail: McKinleyville Avenue to Central Avenue**

Develop a off-road bike and pedestrian trail along the south side of Hiller from McKinleyville Avenue to Central Avenue. If the existing strip of forest along the south side is preserved as open space / natural area, then a trail through the woods could provide a scenic alternate to a sidewalk on Hiller Road could possibly link to one or more paths, (Midtown Bike and Pedestrian Corridor) through the proposed Miller Farms residential development to the south. [Sources: Humboldt County' Trails Plan (#17), the 1991 RCAA Recreational Trails Plan (#22), the 1991 MCSD Parks & Recreation Plan (#22), and the 1993 Corbett Plan (# 9)]

**34. Miller Property / Central Avenue / Hiller Road / McKinleyville Avenue**

This is the proposed site for future urban housing development. If or when development takes place, safe bicycle and pedestrian routes (including sidewalks) should be developed to connect Central Avenue with the Midtown Bike and Pedestrian Corridor, Hiller Road, Linda Way, Miller, and McKinleyville Avenues. [Source: 1998 Draft McKinleyville Circulation Plan (#2) and (#15)]

**35. Marty Road to Central Avenue**

~~Develop an easement to provide a mini-trail for bicyclist and pedestrians to travel between Marty Road and Central Avenue. The trail would connect from the east end of Marty Road to Central Avenue. It could provide a safe link from neighborhoods to the west of Central Avenue with neighborhoods along Sutter Road. [Source: MCAC Recreational Sub-committee] Note: This trail was removed for consideration by the MCAC as being infeasible due to existing lot developments.~~

**36. McKinleyville Avenue / Midtown Corridor to School Road Route**

Develop and improve bicycle lanes along south McKinleyville Avenue and Washington Avenue. When McKinleyville Avenue is put through to School Road, develop a off-road uninterrupted bike and pedestrian trail to connect the Midtown Corridor to School Road (refer to south end of the Midtown Bike and Pedestrian Corridor, #20). [Sources: 1998 Draft McKinleyville Circulation, Plan, (#3) and the 1993 Corbett Plan, (#18)]

**37. School Road Bike Route**

Develop Class II bike lanes *along School Road from the Hammond Trail* to Central Avenue. [Sources: 1979 Humboldt County Trails Plan, (#18) and the 1998 Draft McKinleyville Circulation Plan]

**38. Windsor Trail**

Develop an off-road bike and pedestrian trail along Windsor Road when it is improved to connect School Road with the neighborhoods to the north (Caroline Avenue or Boss?) and with a spur trail running east to the intersection of McKinleyville Avenue and Washington. [Source: 1998 Draft McKinleyville Circulation Plan]

**39. Mill Creek Shopping Center Trail**

Develop a bike and pedestrian trail around the Mill Creek Shopping Center to connect to the McKinleyville Land Trust property south of the shopping center or to connect to Turner Road. [Sources: 1998 Draft McKinleyville Circulation Plan (#2), the 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan ("Overlook Trail" #23)]

**40. Mill Creek Trail: Turner Road to Salmon Avenue**

*This hiking trail could start at the north side of Turner Road just before it crosses Mill Creek. It could traverse the north slope above Mill Creek and then follow an existing sewer line easement around the edge of the riparian vegetation along the lower Mill Creek wetlands. From there the trail should follow a sewer line easement running north along a wetland that is tributary to Mill Creek. This easement connects up with the south end of Salmon Avenue. This route is on private, agricultural property. Alternate trail alignments may be appropriate. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#26)]*

**41. Mill Creek Falls Trail**

A very short hiking trail could be developed from the south side of Turner Road to provide access to the scenic Mill Creek waterfall. This route is on one privately owned parcel. Turner Road has a wide public right-of-way due to it being the old Highway 101, and has very little traffic, making the road suitable for safe and pleasant access to the trail. There is also a good view of the falls from the road. [Sources: 1979

Humboldt County Trails Plan (#19), the 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#25)]

**42. Central Avenue Bike Route**

Develop an easement for a horse / hike / bike trail from either *Little River Drive or the County maintained trail (listed in this plan as #A) to Central Avenue and under Highway 101 Clam Beach County Park*. Provide Class II bike and pedestrian Lanes along Central Avenue from *Clam Beach County Park* to approximately Robin Lane. From Robin Lane develop a off-road bike and pedestrian trail right of way along Central to Norton Road. From Norton Road south along Central develop a off-road trail right of way on the off side of the drainage ditches so as to buffer people from traffic. Preserve the western native azaleas in this area. Complete Class II bike lanes along Central from School Road to North Bank Road. [Sources: 1993 Corbett Plan (#10) and (#13) and the 1979 Humboldt County Trails Plan (#11)]

**43. Dows Prairie Bike and Pedestrian Route: Little River to Grange Road**

From *Little River Beach State Park cross the freeway to Little River Drive to the Crannel/Dows Prairie Road turnoff*. Follow Dows Prairie Road to Grange Road. It provides access to the Baird Road, *Clam Beach (#48)*, and *Strawberry Creek (#46)* trails, but will be difficult to develop into a safe bike and pedestrian route from Grange Road to Baird Road and down the hill to Crannel Road. An alternate trail for the Baird Road to Grange Road section is suggested (#44). [Source: 1979 Humboldt County Trails Plan (#7)]

**45. Patrick Creek Trail: Little River Drive to Dow's Prairie Road**

*A trail through the forest along Patrick Creek may be feasible. This is all private property.* [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#9)]

**46. Strawberry Creek Trail: Dows Prairie Road to Central Avenue**

A very pleasant trail route through a spruce forest along the north side of the creek may be feasible here. This is private property. The west end of the trail could connect to the existing trail between Clam Beach Road and Central Avenue. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#10)]

**48. Clam Beach Trail**

Obtain easements should development occur for a off-street horse / hike / bike trail along *Clam Beach Road* from Dows Prairie Road to the already existing "Central Avenue to Clam Beach Trail" (A). This would make a safe an convenient bike and pedestrian link to north Central Avenue and *Clam Beach County Park*. This trail is approximately 0.9 miles. [Source: 1979 Humboldt County Trails Plan, (#9)]

**49. Baird / Mather Road Trail**

Develop an off-road horse / hike / bike trail east along Baird Road and designate a bike route along Mather Road ending at the timber company gate on the northeast end of Mather Road. This trail would provide a link to the Fieldbrook Corridor Trails via historic Mather Buckman Trail currently located on private forest property. [Source: 1979 Humboldt County Trails Plan (#8)]

**50. Mather / Buckman Trail**

The land to the east of Mather Road is designated Timber Production Zone and is managed for timber production. Access to these lands can be obtained with a permit from the company. Development of any of the private forest trails is dependent upon: a) obtaining a cooperative public / private agreement with the owner; b) obtaining easements or title to property (trail rights-of-way; etc.,c) development of public trails as a condition of subdivision of the property.

This horse / hike / bike trail could begin at the gate at the east end of Mather Road and continue east to the Fieldbrook corridor (McKinleyville Planning Area Boundary). This is a historic trail that has been traveled since the 1800's. The east end of this trail finishes on Railroad Grade road in Fieldbrook. [Source: MCAC Recreational Sub-committee]

**51. Grange Road Bike and Pedestrian Route: Central Avenue to Dows Prairie Road**

Develop Class II bike lanes on Grange Road from Central Avenue to the school. Develop a off-street bike and pedestrian trail on the school side of Grange Road. [Source: 1991 Corbett Plan (#14) and the 1998 Draft McKinleyville Circulation Plan]

**52. Dows Prairie Road to Norton Road**

Develop a Class II or III bike route along Dows Prairie Road from Grange to Norton. [Source: 1979 Humboldt County' Trails Plan (#7)]

**54. Central Avenue to Norton Road Bike Route**

Develop an off-street trail along Norton Road continuing off-street along Norton Road when it is extended as proposed in the 1998 Draft McKinleyville Circulation Plan to connect with Murray Road. The proposed development could be given a condition of development for easements to provide a trail. This popular route has been used for years as a link to Fieldbrook Corridor Trails via Private Forest trails with permit. Depending on the plan of development for the Norton Creek Estates area, Trail 56 may serve the need for this area. [Source: 1998 Draft McKinleyville Circulation Plan (#4)]

**56. "Beau Pre" Trail: Norton Road to Murray Road**

This route was identified in the county trails plan, as part of the "Dows Prairie" Trail. To connect Norton Road with Murray Road, it would begin near the junction of Norton and Renner Roads and continue south along the hillside and the northern rim of Beau Pre Golf Course to connect with Murray Road opposite the proposed East Hill Trail (#63) that is listed in the 1998 Draft McKinleyville Circulation Plan as #3. Depending on the plan of development for this area, Trail 54 may serve the need for this area. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#17)]

**57. Murray Road Trail: Central Ave to Fieldbrook Corridor**

Provide off-street bike and pedestrian paths along Murray Road. From Central Avenue to the Fieldbrook Corridor (McKinleyville Planning Area Boundary). [Source: 1998 Draft McKinleyville Circulation Plan]

**58. "Railroad" Trail: Murray Road to Babler Road**

~~This route would provide a recreational option to traveling on Central Avenue and on Murray Road. This off road bike and pedestrian trail could run along a property line which follows the historic railroad grade. If the railbed is still present, it could provide a good foundation for a trail. The 1998 Draft McKinleyville Circulation Plan has proposed a new collector (#9) along most of this route. This off street trail could run south along it, crossing another secondary collector (#10) that connects Central Avenue with Lime Street. It would then travel southwest to connect to Babler Road at Goldfinch Lane. The feasibility of this route is dependent on the private landowners to negotiate. [Sources: 1991 RCAA Recreational Trails Plan and the 1991 MCSD Parks and Recreation Plan (#19)] Note: This trail was removed for consideration by the MCAC as being infeasible due to the presence of existing lot improvements.~~

**59. McKinleyville Elementary School to Babler**

~~It appears that this short neighborhood mini trail could be located entirely on school property and MCSD property on Babler Road, possibly in conjunction with development of a park on the MCSD property. Besides providing a pleasant access to the school and the park, it could serve as a southern extension of the "Railroad" Trail (#58) described above, providing even more of an alternative to travel on Central~~

~~Avenue. [Sources: 1991 RCAA Recreational Trails Plan and 1991 MCSD Parks and Recreational Plan (#20)]~~  
 Note: This trail was removed for consideration by the MCAC as being infeasible due to the presence of existing lot improvements.

**60. Central Avenue to Lime Trail**

~~An easement should be obtained for an off street, non-vehicular trail near the new collector that is proposed by the county in the to connect Central Avenue to the north end of Lime Street. [Source: 1998 Draft McKinleyville Circulation Plan (#9 or #10)]~~ Note: This trail was removed for consideration by the MCAC due to sensitive habitat impacts.

**61. Holly to Central Bike Route**

If feasible, designate Holly Avenue as a Class III Bike Route in order to make a safer connection to recreational trails starting near the east end of Holly Avenue [Source: MCAC Recreational Sub-committee]

**62. Pickett to B Street Mini-Trail**

This neighborhood mini-trail would be good north / south connector to enable bicyclists and pedestrians to conveniently connect from the City Center or the Junior High to the Park Street and Sutter Road residential area by bypassing Central Avenue. It would begin at the east end of Pickett Road and curve southeast to B Street. This trail has been used for years and would provide more convenient access between the two residential developments. [Source: MCAC Recreational Sub-committee]

**63. East Hill Trail: Murray to First Road**

This off-road horse / hike / bike trail would run south from Murray Road along the east side of McKinleyville to connect with First Road. ~~North Fork Widow White Creek Trail (#16)~~, Forest Gate Trail (#64), and Second Road Trail (#65) could link to it from the west. [Sources: 1998 Draft McKinleyville Circulation Plan (#3), the 1991 MCSD Parks and Recreation Plan (#18), the 1991 RCAA Recreational Trails Plan (#18), and the 1993 Corbett Plan (#19)]

**64.-66. Private Forest Trails Overview**

Almost all of the land east of residential McKinleyville is designated TPZ and is managed for timber production. Although currently there is extensive, unauthorized use of the logging roads and trails by hikers, bikers, all-terrain vehicles, and equestrians permits for legal access may be issued at the owners' discretion.

Development of any of the Private Forest trails is dependent upon: a) obtaining a cooperative public / private agreement with the landowner; b) obtaining easements or title to property (trail rights-of way, etc.); or c) development of public trails as conditions of subdivision of the property. [Sources: 1991 RCAA Recreational Trails Plan (#18), the 1991 MCSD Park & Recreation Plan (#18), and the 1979 Humboldt County Trails Plan (#23)]

**64. Forest Gate Trail**

This horse / hike / bike trail is an alternative to the "Second Road Trail" listed in the 1979 Humboldt County Trails Plan. (Second Road has subsequently been developed. The streets are public, but there is not a recreational trail route). This trail would provide good access for the community to Private Forest Trails. All connecting trails would probably involve negotiations with some landowners west of the forest property. This trail would begin at the crossroad of Holly and Lime street. From there it would run east connecting with the end of "A" Avenue and "B" Avenue and continue east to the Private Forest Trails access gate. [Sources: Humboldt County Trails Plan 1979, the 1991 MCSD Parks and Recreation Plan (#22), and the 1991 RCAA Recreational Trails Plan (#18)]

**65. Second Road Trail**

A well used trail, this trail would link to the south end of East Hill Trail (#63) to be a good connection to Private Forest Trails to the east. [Source: MCAC Recreational Sub-committee]

**66. Haul Road Trail**

This proposed trail along the existing haul road could make its way southeast to the *Mad River via Essex Lane* having connecting trails linking Cochran Road and Sutter Road to the south. Most of this land is managed for timber production. (Refer to #64 Private Forest Trails Overview). [Sources: 1991 MCSD Parks and Recreation Plan, the 1991 RCAA Recreational Trails Plan (#18), the 1993 Corbett Plan (#19), and the 1979 Humboldt County Trails Plan (#23)]

**67. Tasi Lane / D Street Trail**

**This route is being reserved to provide a non-vehicular connection between the end of Tasi Lane and Dogwood Road** [Source: MCAC Recreational Sub-committee] Note: The description for this trail was revised by the MCAC to more accurately reflect the nature and intent for its exaction.

**68. Camellia / Park Mini-Trail**

Develop an easement for a neighborhood mini-trail on the already existing pathway beginning at the north end of Camellia Drive to connect to Park Street. [Source: MCAC Recreational Sub-committee]

**69. Childrens / Park Mini-Trail**

Develop an easement for a neighborhood mini-trail on the already existing pathway beginning at the north end of Childrens Avenue to connect to Park Street. [Source: MCAC Recreational Sub-committee]

**70. Sutter Road Bike Route**

Develop bike lanes on or parallel to Sutter Road between Azalea Avenue and Central Avenue. The north bike lane should go around the trees just west of Sharon Road. [Sources: 1993 Corbett Plan (#6), the 1998 Draft McKinleyville Circulation Plan, and the 1979 Humboldt County Trails Plan (#20)]

**71. Sutter Trail: East Sutter to Private Forest Trails**

Existing well used "volunteer" trails already extend from the end of Sutter Road to the haul road. Most of this land is managed for timber production. (Refer to #64, Private Forest Trails Overview). This trail could make a loop to the south to connect with Cochran Road. Ultimately, it may be feasible to continue a trail southeast on the haul road all the way to the *Mad River, via Essex Lane*. [Sources: 1991 MCSD Parks and Recreation Plan (#18), the 1991 RCAA Recreational Trails Plan (#18), and the 1993 Corbett Plan (#19)]

**72. Calville Trail: Park Street to "A" Avenue to Second Road**

This historic trail was listed in the 1979 Humboldt County Trails Plan. Second Road has subsequently been developed. The streets are public, but there is not a recreational trail route. However, it might be possible to establish, with street widening, a bike route. From Park Avenue, pedestrians and bicyclists could connect up to either "A" Avenue or B Avenue and from there connect to Second Road or continue north to the B Avenue Mini-trail (#62). Also provide continuous connection for Second Road by developing neighborhood mini-trails on Second between C and D Avenues and between B and C Avenues. [Source: 1979 Humboldt County Trails Plan (#21)]

**73. Azalea Path**

At this time, it is unsafe to walk along Azalea Avenue. Develop easements for a separate dirt or wood chip walking path along one side while maintaining the character of Azalea Avenue. [Source: 1993 Corbett Plan (#20.)]

**74. Cochran / Hewitt Trail**

Develop a bike and pedestrian trail from Cochran Road through a right-of-way south to Hewitt and Azalea Avenue. [Source: 1993 Corbett Plan, (#5)]

**75. Azalea Hill Trail**

Develop an 8 foot wide bike and pedestrian trail roughly paralleling but separated from Azalea Avenue beginning near Hewitt Road and running south to connect to North Bank Road. [Source: 1993 Corbett Plan (#4)]

**80. Mill Creek Trails**

~~Possible foot trail rights of way could be developed along the south and/or north sides of Mill Creek east of Central Avenue. The south route could follow the existing sewer line right of way beginning at the west end of Bartow Road and ending at Azalea Avenue close to where Mill Creek crosses. The north route could begin at Central Avenue opposite School Road and continue east following Mill Creek and possibly connecting with the south end of Sharon Road. Access to the north section should be acquired from points on Sutter road and Azalea Avenue.~~

~~All routes along the Mill Creek riparian corridor will encounter wetland habitat that will require special construction techniques to avoid unnecessary impacts to these sensitive resources. All potential routes are on private land and would require landowner cooperation to develop. [Sources: 1991 RCAA Recreational/Trail/ Plan, (#24), the 1991 MCSD Parks and Recreation Plan (#24), and the 1993 Corbett Plan (#16)] Note: This trail was removed from consideration by the MCAC due to sensitive habitat impact concerns.~~

**81. Mill Creek to Private Forest Trails**

There is the possibility for a trail on the east side of Azalea road opposite the south Mill Creek Trails route. From Azalea this trail could link up to private forest trails to the east or make a loop to the north or south to connect to the Sutter Trail (#71) or the Cochran Trail (#85). [Source: MCAC Recreational Sub-committee]

**82. Dogwood Trail**

Develop this well used "volunteer" neighborhood mini-trail that links the west end of Dogwood Lane with Park Road. [Source: MCAC Recreational Sub-committee]

**83. Wild Canary Trail**

~~This trail is a well used "volunteer" trail running from the east end of First Road parallel and east of Wild Canary Avenue past Blackbird Lane connecting to the north end of Azalea Avenue. Wild Canary Trail, when used in conjunction with Dogwood Trail (#82) and "A" Avenue or B Avenue, is a good alternate route to traveling along Sutter Road and Central Avenue. [Source: MCAC Recreational Sub-committee] Note: This trail was removed from consideration by the MCAC.~~

**84. Bartow / Bella Vista / Cochran Route**

Complete bike lanes where possible and bike and pedestrian access on Belle Vista Avenue with off-street connection to Cochran Road. If possible develop a off-street trail along Cochran Road continuing across Azalea Avenue to the east end of East Cochran Road. [Sources: 1993 Corbett Plan (#3) and the 1998 Draft McKinleyville Circulation Plan (#11)]

**85. Cochran/ Private Forest Trails**

This trail begins at the east end of Cochran Road and links up with private forest trails. Most of this land is managed for timber production. (Refer to Private Forest Trails Overview #64). This trail could connect with the timber haul road that makes a loop to the north to link into Sutter Trail (#71) or continue further

north to link into the Second Road Trail (#65). [Sources: 1991 RCAA Recreational/ Trails Plan and the 1991 MCSD Parks and Recreation Plan, (#18)]

**86. Vista Trail**

A Class I non-vehicular bike and pedestrian trail (#5) beginning at the south end of the Vista Drive Loop and running southeast then northeast along an existing road to link up to Hewitt or Terra Vista Lane and thereby providing a connection from Bella Vista to Azalea Avenue. [Source: 1998 Draft McKinleyville Circulation Plan]

**87. Mad River Bike and Pedestrian Bridge**

*Complete a bike and pedestrian crossing over the Mad River on or next to the Highway 101 bridge.*  
[Source: 1993 Corbett Plan (#17)]

## PARK DESCRIPTIONS

Existing parks are listed in the 1997 MCSD Parks and Recreation Plan (Chapter II page 4). Below are additional suggestions for McKinleyville Community Parks.

### PROPOSED PARKS

1. **Grange Park**

The school district is contemplating a 18 acre education park on the sight of the proposed school, near the east end of Grange Road and to the south of Duke Creek. This park is contingent on the school district pursuing this proposed school site. [Source: MCAC Recreational Sub-committee]

2. **Dows Prairie Park**

A neighborhood park on the east side of Dows Prairie Road between Grange Road and Hooven Road. [Source: 1993 Corbett Plan]

3. **Pond Park**

A neighborhood park designed around the pond (located in the former Norton Creek channel; the creek was rerouted along Central Avenue years ago) as its centerpiece. This land is all in private ownership at this time. [Sources: 1993 Corbett Plan and the 1991 RCAA Recreational Trails Plan (#11)]

4. **City Center Park**

*The representation of this park on the plan map is diagrammatic and not to scale. The proposal is for a City Center green and/or open space areas associated with natural drainage, and vegetated and natural appearing man-made drainage facilities consistent with Policy 2352.2. The area around "Pierson Pond" is retained in its natural state as open space consistent with the Policies of Section 3420 et seq.* [Sources: 1991 RCAA Recreational/ Trails Plan, the 1991 MCSD Parks and Recreation Plan (#21), and the 1993 Corbett Plan]

5. **Sutter Park**

A Nature Park east of the east end of Sutter Road (located near Sutter Trail (#71) on the 1998 Draft McKinleyville Trails Plan.) [Source: 1993 Corbett Plan]

6. **Mill Creek Park**

A neighborhood park located in the Mill Creek corridor between Sutter Road and Cochran Road. [Source: 1993 Corbett Plan]

7. **Hewitt Ranch Preserve**

**This open space area was donated to the MCSD in April, 1999 as an open space preserve area.**

**Appendix E**  
**BOARD OF SUPERVISORS RESOLUTIONS**

**BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA**

**Certified copy of portion of proceedings; Meeting on October 23, 2017  
Resolution No. 17-96**

**Resolution No. 17-96**

**Resolution of the Board of Supervisors of the County of Humboldt  
Adopting Amendments to the Eureka Community Plan (1995); Avenue of the  
Giants Community Plan (2000); and McKinleyville Community Plan (2002) to  
Maintain Consistency with the Text and Land Use Maps of the  
2017 Humboldt County General Plan**

WHEREAS, on October 23, 2017, the Board of Supervisors certified the Final Environmental Impact for the Humboldt County General Plan Update adopted a comprehensive update to the Humboldt County General Plan (hereafter "General Plan Update"); and

WHEREAS, the preparation of the Humboldt County General Plan Update policy document and Land Use Map received extensive public review and was referred to various affected public and private agencies, and referral agencies for review and comments; and

WHEREAS, between 1981 and 2002 the County of Humboldt adopted Community Plans for ten of the eighteen community plan areas identified in Volume I- The Framework Plan as amendments to the Humboldt County General Plan Volume I - The Framework Plan, and Volume II - The Area Plans; and

WHEREAS, the following Area Plans, or Community Plans, were the most recent adopted and due to their complexity were determined to remain as standalone separately bound documents:

- Eureka Community Plan (approved in 1995 by Resolution 95-52b),
- Avenue of the Giants Community Plan (Stafford, Pepperwood, Shively, Holmes, Larabee, Redcrest, Weott, Myers Flat, Miranda, and Phillipsville communities) (approved in 2000 by Resolution 2000-39),
- McKinleyville Community Plan (approved in 2002 by Resolution 02-107); and

WHEREAS, the Humboldt County General Plan Update approved and is applying a consistent set of land use designations to all unincorporated parts of Humboldt County, including all Community Plan Areas within the County's jurisdiction; and includes new elements, is organized into a new structure different from the Humboldt County General Plan Volume I, and integrates a new numbering system for goals, policies, standards, and implementation measures, and

WHEREAS, the land use designations of the Eureka, Avenue of the Giants, and McKinleyville Community Plans must be amended to become consistent with the land use designations approved under Humboldt County General Plan Update; and

NOW, THEREFORE be it resolved by the Board of Supervisors that this Board has reviewed and considered the 2017 Humboldt County General Plan in Attachment 5 and the

**BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA**

**Certified copy of portion of proceedings; Meeting on October 23, 2017**

**Resolution No. 17-96**

amendments to the Eureka Community Plan (1995); Avenue of the Giants Community Plan (2000); and McKinleyville Community Plan (2002) to maintain consistency with the 2017 Humboldt County General Plan described in Part 2 of this resolution, and

BE IT FURTHER RESOLVED, ordered and determined that this Board has reviewed and considered comments, responses and revisions at the public hearings and that all the following findings are hereby made:

1. The amendments to the Eureka Community Plan (1995); Avenue of the Giants Community Plan (2000); and McKinleyville Community Plan (2002) described in Part 2 of this resolution were included in the project description of the FEIR for the 2017 Humboldt County General Plan, which was certified by the Board of Supervisors to have been prepared in compliance with the requirements of the California Environmental Quality Act, and which was reviewed and considered by the Board of Supervisors.
2. The amendments to the Eureka Community Plan (1995); Avenue of the Giants Community Plan (2000); and McKinleyville Community Plan (2002) described in Part 2 of this resolution are necessary to maintain consistency with the 2017 Humboldt County General Plan.
3. The amendments to the Eureka Community Plan (1995); Avenue of the Giants Community Plan (2000); and McKinleyville Community Plan (2002) described in Part 2 of this resolution are in the public interest because they maintain consistency between those plans and the 2017 Humboldt County General Plan.
4. The amendments to the Eureka Community Plan (1995); Avenue of the Giants Community Plan (2000); and McKinleyville Community Plan (2002) described in Part 2 of this resolution are also in the public interest because they further social, economic, housing and other goals that have been adopted by the Board of Supervisors and the State Legislature, including the following social, economic, housing and other goals
  - Identify the community's land use, circulation, environmental, economic, and social goals and policies for land use and development,
  - Provide a basis for local government decision making, especially decisions on development approvals.
  - Promote equal opportunities for citizens to participate in the planning and decision-making processes of their communities.
  - Inform citizens, developers, decision makers, and other cities and agencies of the policies and standards that guide development within the County.
  - Establish a basis for subsequent planning efforts such as formulating specific development ordinances, preparing individual community plans, rezoning property, and conducting special studies.

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- Balance economic and social needs of the public with inherent characteristics of the land, plant and animal life, and air and water conditions.
  - Enforce laws and regulations to protect residents,
  - Provide for and maintain infrastructure,
  - Create opportunities for improved safety and health,
  - Encourage new local enterprise,
  - Support business, workforce development and creation of private-sector jobs,
  - Protect vulnerable populations,
5. Neither the adoption of the amendments to the Eureka Community Plan (1995); Avenue of the Giants Community Plan (2000); and McKinleyville Community Plan (2002) described in Part 2 of this resolution, nor any part thereof, will operate to limit the number of housing units which may be constructed on an annual basis in areas to which the amendment applies.

BE IT FURTHER RESOLVED, ordered and determined that the Board of Supervisors adopts amendments to the Eureka Community Plan; Avenue of the Giants Community Plan; and the McKinleyville Community Plan shown in Part 2 of this resolution:

BE IT FURTHER RESOLVED, ordered and determined that the individual parts of this resolution are severable, such that if one or more parts are determined to be invalid, all the other parts will remain in full force and effect.

BE IT FURTHER RESOLVED, ordered and determined that all the amendments described in this resolution will become effective 30 days after adoption.

Dated: October 23, 2017

  
\_\_\_\_\_  
VIRGINIA BASS, Chair  
Humboldt County Board of Supervisors

Adopted on motion by Supervisor Wilson, seconded by Supervisor Sundberg, and the following vote:

AYES:	Supervisors:	Bohn, Bass, Sundberg
NOES:	Supervisors:	Wilson
ABSENT:	Supervisors:	Fennell
ABSTAIN:	Supervisors:	--

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STATE OF CALIFORNIA    )  
County of Humboldt        )

I, KATHY HAYES, Clerk of the Board of Supervisors, County of Humboldt, State of California, do hereby certify the foregoing to be an original made in the above-entitled matter by said Board of Supervisors at a meeting held in Eureka, California.

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



By TRACY DAMICO  
Deputy Clerk of the Board of  
Supervisors of the County of  
Humboldt, State of California

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**ATTACHMENT 3 - PART 2**

Amendments to the Eureka Community Plan (1995);  
Avenue of the Giants Community Plan (2000); and  
McKinleyville Community Plan (2002) to  
Maintain Consistency with the 2017 Humboldt County General Plan

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The following tables show in the column titled "Revised Text" the amendments to the Avenue of the Giants Community Plan (2000), Eureka Community Plan (1995), and McKinleyville Community Plan (2002).

<b>Avenue of the Giants Community Plan (2000)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
2500.1 Parcels zoned CH shall have Design Review and Qualifying Combining zones attached, to insure development has limited impact on trees and to insure that signage is appropriate in scale and character to the setting. See Appendix C, Ordinance No. ___.	2500.1 Parcels zoned CH have Design Review and Qualifying Combining zones attached, to insure development has limited impact on trees and to insure that signage is appropriate in scale and character to the setting. <del>See Appendix C,</del> <u>Ordinance No. ___.</u>
2500.2 AR 5-20 zoned parcels shall use the Slope Formula Policy to determine appropriate density (see Chapter 3, Section 3200, page 4).	2500.2 <u>ARA</u> 5-20 <del>zoned</del> <u>planned</u> parcels shall use the Slope Formula Policy to determine appropriate density (See AV-P19 – Slope Formula Policy, below)
2500.3 Plan densities shall be limited to those consistent with Emergency Access Standards for roadways in the County Fire Safe Regulations, Chapter 2	2500.3 <del>Plan densities shall be limited to those consistent with Emergency Access Standards for roadways in the County Fire Safe Regulations, Chapter 2</del>  <i>Note: considered to be updated in General Plan Update and no longer relevant. Addressed in GP and State Regulations: See RL-P5, Road Constraints and Rural Development; RL-S4, Subdivision Standards; GP-S7, Required Findings for Urban Expansion</i>
2500.12 Subdivision of parcels designated AL 20 and AR (5-20) shall require a master development plan including road capacity and analysis of build-out impacts as part of initial application	2500.12 Subdivision of parcels designated <u>RA</u> L-20 and <u>ARA</u> (5-20) shall require a master development plan including road capacity and analysis of build-out impacts as part of initial application.
2520.3 The County shall maintain the existing agricultural lands through the application of agricultural zoning	2520.3 <del>The County shall maintain the existing agricultural lands through the application of agricultural zoning</del>  <i>Note: see: AG-P5, Conservation of Agricultural Lands; AG-P6, Agricultural Land Conversion - No Net Loss; AG-P13, Agricultural Zoning and Parcel Size; AG-Pxx. Protect Productive Agricultural Soils</i>
2540.4 The County should encourage HRSP to prepare a Park general plan which includes its long-range management objectives so that the public is advised of the Park's management goals. 2540.5 The County shall request that the impacts of increasing State Park land acquisition be addressed in the Park Management Plan and EIR.	2540.4 The County should encourage HRSP to prepare a Park general plan which includes its long-range management objectives so that the public is advised of the Park's management goals. The County shall request that the impacts of increasing State Park land acquisition be addressed in the Park <del>and</del> Management <u>Plan and</u> EIR.  <i>Note: The HRSP General Management Plan was prepared in 2001. A response to comments</i>

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<b>Avenue of the Giants Community Plan (2000)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
	<i>contained in the EIR indicated that these items are typically not part of a park general plan.</i>
<p>3200 Slope Stability (page 3-4)  <u>AR 5-20 Slope Formula Policy (source: Garberville Community Plan)</u>                      The following Slope Formula Policy is used to calculate maximum densities, and where the option is taken, to calculate density credits, in AR 5-20 lands:</p> <p>0-15% slopes = 5 acres/dwelling unit                      15-30 % = 10 acres/dwelling unit                      30% or over = 20 acres/dwelling unit</p> <p>Density credit may be given to provide increase densities on flatter areas by open spacing steeper areas. Credit given at the rate provided by the formula; e.g., 1 credit for each 20 acres open spaced of 30% and over category lands. Calculations must be based on topographic maps that comply with subdivision tentative map standards.</p>	<p>3200 Slope Stability (page 3-4)  <u>AR 5-20 Slope Formula Policy (source: Garberville Community Plan)</u>                      The following Slope Formula Policy is used to calculate maximum densities, and where the option is taken, to calculate density credits, in ARA 5-20 lands:</p> <p>0-15% slopes = 5 acres/dwelling unit                      15-30 % = 10 acres/dwelling unit                      30% or over = 20 acres/dwelling unit</p> <p>Density credit may be given to provide increase densities on flatter areas by open spacing steeper areas. Credit given at the rate provided by the formula; e.g., 1 credit for each 20 acres open spaced of 30% and over category lands. Calculations must be based on topographic maps that comply with subdivision tentative map standards.</p>
<p>3200.1 Encourage the education of the community regarding the nature and extent of natural and man-made hazards.</p> <p>3200.2 Support and encourage the formation of Neighborhood Emergency Services Teams (NEST) in Avenue communities.</p>	<p>3200.1 Support and encourage the formation of <u>Neighborhood Emergency Services Teams (NEST)Community Emergency Response Teams</u> in Avenue communities. Encourage the education of the community regarding the nature and extent of natural and man-made hazards.</p> <p><i>Note: Now referred to as Community Emergency Response Teams</i></p>
<p>3200.3 Support and encourage the formation of a benefit assessment district utilizing the Amador Plan, or similar agreement, to fund year-round fire protection and emergency response from the California Department of Forestry (CDF)</p>	<p>3200.3 Support and encourage the formation of a benefit assessment district utilizing the Amador Plan, or similar agreement, to fund year-round fire protection and emergency response from the California Department of Forestry (<del>CDF</del> CALFIRE) and/or local fire departments.</p>
<p>3400.1 The County shall continue to minimize damage to riparian habitat in the Planning Area through application of the Streamside Management Area standards detailed in the Framework General Plan, Section 3432.</p>	<p>3400.1 The County shall continue to minimize damage to riparian habitat in the Planning Area through application of the Streamside Management Area standards. <del>detailed in the Framework General Plan, Section 3432.</del></p> <p><i>Note: SMA standards are now contained in BR-P6, Development within Streamside Management Areas; BR-S8 - Required Mitigation Measures; S9 - Erosion Control; and S10 -Development Standards.</i></p>
<p>3400.3 Refer to Appendix C, Ordinance No. __, for guidelines on retaining vegetation and limiting loss of permeability</p>	<p><i>Note: This requirement has been implemented and is contained in Q Zone Ordinance Number 2207</i></p>

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<b>Avenue of the Giants Community Plan (2000)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
	<i>and Ordinance Number 2208 and applies through the Zoning Regulations to specific parcels</i>
4200.5 The County shall request that Caltrans comply with Streets and Freeways Code, Section 157, to provide for pedestrian safety, access, and egress, as an integrally funded part of their highway projects	4200.5 The County shall request that Caltrans <del>comply with Streets and Freeways Code, Section 157,</del> to provide for pedestrian safety, access, and egress, as an integrally funded part of their highway projects.  <i>Note: this is an incorrect California Code reference. It is unclear which section of the Streets and Highways Code applies. Policy intent is clear even without code reference.</i>
4300.4 The County shall encourage safe, efficient and practical trails providing access to the region's natural resources and expand upon the County Trails Plan of 1979.	4300.4 The County shall encourage safe, efficient and practical trails providing access to the region's natural resources and expand upon the <u>trails mapped as part of the General Plan Circulation Maps County Trails Plan of 1979.</u> The County shall encourage provision and maintenance of trails to and along the Eel River.
4300.5 The County shall encourage provision and maintenance of trails to and along the Eel River.	<i>Note: The County Trails Element (Plan), 1979, is very out of date and should be repealed as part of the action to adopt the General Plan Update. The trails shown on the County Trails Element map are the only part of the Element that is used today. The remainder of the Element discusses trail standards and strategies for planning and developing trails, which are best addressed in existing and future HCAOG trails planning documents.</i>
4500.4 No new subdivisions which create parcels of less than 2.5 acres shall be approved on lands designated Residential Low Density (RL 1-5) until no service moratoria are in effect and/or until adequate private or publicly maintained water and wastewater disposal systems are available to such lands.	4500.4 No new subdivisions which create parcels of less than 2.5 acres shall be approved on lands designated <u>Residential Estates Residential Low Density (RLE 1-5)</u> until no service moratoria are in effect and/or until adequate private or publicly maintained water and wastewater disposal systems are available to such lands.

<b>Eureka Community Plan (1995)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
2520.2 Berta Road Area - Documented access constraints to this area will prohibit further subdivision of existing parcels. After lengthy discussion and extensive involvement of local residents, the Advisory Committee adopted the following policies for the Berta Road/Valley Drive area:	<b>Berta Road Area.</b> Documented access constraints to this area will prohibit further subdivision of existing parcels. After lengthy discussion and extensive involvement of local residents, the Advisory Committee adopted the following policies for the Berta Road/Valley Drive area: (a) When improvements to Berta Road are constructed which eliminate historic flooding,

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<b>Eureka Community Plan (1995)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
<p>(a) When improvements to Berta Road are constructed which eliminate historic flooding, alignment problems and sections of narrow road width, then this Plan shall support an amendment to remove the B-6 zone for properties along the Berta Road/Valley Drive area; and,</p> <p>(b) For subdivision purposes, those lands adjacent to the Berta Road/Valley Drive B-6 zone shall not utilize access from Berta Road. However, parcel numbers 304-061-51 and 304-061-54, known as the Miller-Freeman property, will be designated AGB-5(5) and will be allowed access onto and through Berta Road/Valley Drive. In all other instances, alternative primary access shall be approved by the Department of Public Works and shall meet all other applicable regulations and standards.</p> <p>(c) In addition, when adjacent property is subdivided, the road which shall serve the property shall be designed in such a way that it clearly does not connect with Berta Road. This development must meet State rural fire safe guidelines.</p>	<p>alignment problems and sections of narrow road width, then this Plan shall support an amendment to remove the B-6 zone for properties along the Berta Road/Valley Drive area; and,</p> <p>(b) For subdivision purposes, those lands adjacent to the Berta Road/Valley Drive B-6 zone shall not utilize access from Berta Road. However, parcel numbers 304-061-<u>0</u>51 and 304-061-<u>0</u>54, known as the Miller-Freeman property, will be <u>zoned designated</u> AG-B-5(5) and will be allowed access onto and through Berta Road/Valley Drive. In all other instances, alternative primary access shall be approved by the Department of Public Works and shall meet all other applicable regulations and standards.</p> <p>(c) In addition, when adjacent property is subdivided, the road which shall serve the property shall be designed in such a way that it clearly does not connect with Berta Road. This development must meet State rural fire safe guidelines.</p>
<p>2620.6 Harrison Avenue: All change of occupancy of existing structures shall be reviewed for strict compliance to on-site parking standards. The parking standards must comply with Section 316-13.2 of the Humboldt County Code, excepting therefrom portion (e). It is the intent of this policy to discourage the need for on-street parking or use of sites without sufficient on-site parking.</p>	<p>2620.6 Harrison Avenue. All change of occupancy of existing structures shall be reviewed for strict compliance to on-site parking standards. The parking standards must comply with Section <del>316-13.2</del> <u>314-109.1 (Off-Street Parking)</u> of the Humboldt County Code, excepting therefrom <del>portion (e)</del> <u>109.1.2.5 (Parking Requirements for Uses Not in Compliance With Current Parking Requirements)</u>. It is the intent of this policy to discourage the need for on-street parking or use of sites without sufficient on-site parking.</p>
<p><b>Figure 6 – Land Use Designations</b></p> <p>2721 Timber Production (T)</p> <p>2722 Agriculture Exclusive (AE)</p> <p>2723 Agriculture Grazing (AG)</p> <p>2724 Agricultural Lands (AL)</p> <p>2725 Agricultural Rural (AR)</p> <p>2731 Agricultural Suburban (AS)</p> <p>2732 Residential, Low Density (RL)</p> <p>2733 Residential, Multiple Family (RM)</p> <p>2741 Commercial General (CG)</p> <p>2742 Commercial Services (CS)</p> <p>2743 Commercial Recreation (CR)</p> <p>2751 Industrial, General (IG)</p> <p>2752 Industrial, Resource Related (IR)</p> <p>2761 Public Facilities (PF)</p> <p>2762 Public Lands (P)</p> <p>3203 Slope Instability</p>	<p><i>Note: For the Avenue of the Giants, Eureka, and McKinleyville Community Plans, use General Plan Update Section 4.8, Land Use Designations, and Table 4-H Zoning Consistency Matrix</i></p> <p>The County Seismic General Plan Safety Element identifies four categories of slope stability in the</p>

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<b>Eureka Community Plan (1995)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
<p>Slope instability hazards are probably the chief concern among geologic hazards in Humboldt County due to potential effects on all classes of development. Highly erosive soil types, together with an abundance of steeply sloped terrain and poorly consolidated soils, combined with seasonal rains, make slope instability a pervasive problem in the County.</p> <p>The County Seismic Safety Element identifies four categories of slope stability in the Planning Area (relatively stable, low instability, moderately unstable, and high instability). Generally, flat terraces are classified as Relatively Stable. Gulch slopes and steep areas along creeks are classified as Moderately Unstable. Active landslides of all varieties are classified as Highly Unstable. Table 6 provides a listing by neighborhood of approximate acreages in the respective geologic classes and the percent of the neighborhood these lands comprise. Note that this table does not distinguish between lands currently developed and developable lands.</p>	<p>Planning Area (relatively stable, low instability, moderately unstable, and high instability).</p> <p><i>Note: The narrative in Section 3203 should be revised to reflect the General Plan Update reference. The Seismic Safety and Public Elements will be superseded by the adoption of the General Plan Update Safety Element, which contains the same relative slope stability mapping.</i></p>
<p>3220.1 Refer to Chapter 3 of the Framework Plan for Hazards and Resources policies applicable to the Eureka Community Plan.</p>	<p>Refer to <u>Chapter 14 Safety Element of the General Plan for geologic hazard</u> <del>Chapter 3 of the Framework Plan for Hazards and Resources</del> policies applicable to the Eureka Community Plan.</p> <p><i>Note: Section 3220 should be revised to reflect the appropriate General Plan Update reference.</i></p>
<p>3420.1 Refer to Chapter 3 of the Framework Plan for Hazards and Resources policies applicable to the Eureka Community Plan. The Framework Plan contains policies for protection of sensitive habitat along stream beds and riparian corridors and in designated areas of special biological importance.</p>	<p>Refer to the <u>General Plan Conservation and Open Space Element, Chapter 10.3 Biological Resources</u> <del>Chapter 3 of the Framework Plan for Hazards and Resources</del> policies applicable to the Eureka Community Plan. The Framework Plan contains policies for protection of sensitive habitat along stream beds and riparian corridors and in designated areas of special biological importance applicable to the Eureka Community Plan.</p> <p><i>Note: Section 3220 should be revised to reflect the appropriate General Plan Update reference.</i></p>
<p><b>Figure 17 – Circulation Map</b></p>	<p><b>Eureka Circulation and Public Facilities Map</b></p>
<p>4520.5 Projects requiring public wastewater disposal shall receive public sewer commitments from the appropriate district or agency prior to receiving tentative approval. (Refer to the Development Timing Section of the General Plan for further discussion and policies on public wastewater disposal.)</p>	<p>Projects requiring public wastewater disposal shall receive public sewer commitments from the appropriate district or agency prior to receiving tentative approval. (Refer to the <u>Development Timing General Plan Land Use Element Section, Growth Planning</u>, for further discussion and policies on public wastewater disposal.)</p>

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<b>McKinleyville Community Plan (2002)</b>	
<b>Current General Plan</b>	<b>Revised Text</b>
2352.5 The Town Center Area shall permit all public facility uses currently identified in the Public Facility land use designation in the Humboldt County Framework Plan (chapter 2761). All existing and proposed public facility uses shall remain as public facilities, and shall not be converted to incompatible commercial uses.	<b>Public Facilities in the Town Center.</b> The Town Center Area shall permit all public facility uses currently identified in the Public Facility land use designation in the Humboldt County <u>Framework General Plan Land Use Element (chapter 2761)</u> . All existing and proposed public facility uses shall remain as public facilities, and shall not be converted to incompatible commercial uses.
2505.8 The current (as of 1999) timber products processing uses occurring at the Raich property (APN 513-151-15) are recognized as consistent with the Community Plan.	<b>Raich property (APN 513-151-015)</b> The current (as of 1999) timber products processing uses occurring at the Raich property (APN 513-151-015) are recognized as consistent with the Community Plan.
2633.5 Private open space land shall not be accessible to the public unless authorized by the property owner. Divisions of rural lands planned AR or AS for residential purposes shall encourage cluster design which permanently preserves open space lands. Creative subdivision designs and problem-solving approaches are encouraged. All development shall be designed to minimize erosion, sedimentation and runoff. Maximum home site coverage in AR shall be 2 acres and 1.5 acres in AS. Reduction in minimum parcel sizes to achieve clustered development may be implemented through the use of the B7 or P combining zones.	2633.5 Private open space land shall not be accessible to the public unless authorized by the property owner. Divisions of rural lands planned <u>ARA</u> or <u>ASRE</u> for residential purposes shall encourage cluster design which permanently preserves open space lands. Creative subdivision designs and problem-solving approaches are encouraged. All development shall be designed to minimize erosion, sedimentation and runoff. Maximum home site coverage in <u>ARA</u> shall be 2 acres and 1.5 acres in <u>ASRE</u> . Reduction in minimum parcel sizes to achieve clustered development may be implemented through the use of the B7 or P combining zones.
2721 Timber Production (T)	<i>Note: For the Avenue of the Giants, Eureka, and McKinleyville Community Plans, use General Plan Update Section 4.8, Land Use Designations, and Table 4-H Zoning Consistency Matrix</i>
2722 Agriculture Exclusive (AE)	
2725 Agricultural Rural (AR)	
2731 Agricultural Suburban (AS)	
2732 Residential, Low Density (RL)	
2733 Residential, Medium Density (RM)	
2741 Commercial General (CG)	
2742 Commercial Services (CS)	
2743 Commercial Recreation (CR)	
2751 Industrial, General (IG)	
2752 Industrial, Resource Related (IR)	
2761 Public Facilities (PF)	
2762 Public Lands (PL)	
<b>Table 3 - Zoning Consistency Matrix</b>	
<b>Figure 11 - Vehicular Circulation</b>	<i>McKinleyville Circulation and Public Facilities Map</i>

In addition to the changes identified above, the Land Use designations for the Avenue of the Giants, Eureka, and McKinleyville Community Plans are amended to use the land use designations in the General Plan Update Section 4.8, Land Use Designations, Zoning Consistency Matrix Table 4-H. Also the land use maps for these Community Plans are amended as shown in the Map Book Appendix F.

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Part 2

Findings of Approval

A. Required Findings for General Plan Amendments

The General Plan of Humboldt County is a dynamic document that can be modified to reflect changing social, economic or environmental conditions, or changes in state law. Per State Planning and Zoning Law (Government Code Section 65000 et seq.) and the Framework Plan, Section 1452.2, Findings Required, a general plan amendment may be approved upon making the following findings:

- 1.a The amendment is in the public interest, and one or more of the following findings:
- 2.a. Base information or physical conditions have changed; or
- 2.b. Community values and assumptions have changed; or
- 2.c. There is an error in the plan; or
- 2.d. To maintain established uses otherwise consistent with a comprehensive view of the plan.

B. Required Findings for Amendments to the Zoning Maps and Regulations State Planning and Zoning Law (Government Code Section 65000 et seq.), and Section 312-50 of the Humboldt County Code (HCC) state the following findings must be made to approve changes in the Zoning Maps and Regulations:

3. The proposed amendment is in the public interest;
4. The proposed amendment is consistent with the General Plan;
5. If the proposed amendment requires a Local Coastal Plan Amendment, the amendment is in conformity with the policies of Chapter 3 of the Coastal Act;
6. The proposed amendment does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law.

A. Required Findings for Consistency with the Coastal Act

Title 14, Section 13551 of the Coastal Commission's Administrative Regulations, Public Resources Code, Section 30200, and Section 312-50.3.3 HCC requires proposed amendments to conform to the policies contained in Chapter 3 of the Coastal Act, which sets forth policies regarding the following issues:

7. Access (including provisions for access with new development projects, public facilities, lower cost visitor facilities, and public access).
8. Recreation (including protection of water-oriented activities, ocean-front land protection for recreational uses, aquaculture uses, and priority of development purposes).
9. Marine Resources (including protecting biological productivity, preventing hazardous waste spills, diking, filling, dredging, fishing, revetments and breakwaters, and water supply and flood control).
10. Land Resources (including protection of environmentally sensitive habitats, agricultural lands, timberlands, and archaeological or paleontological resources).

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11. Development (including placing new development within or close to existing developed areas, protection of scenic resources, maintenance of public access by encouraging public transit, providing for recreational opportunities within new development, protection of public safety, expansion of public works facilities and priority of coastal dependent developments).
12. Industrial Development (including location or expansion of coastal-dependent industrial facilities, Use and design of tanker facilities, oil and gas development, refineries or petrochemical facilities, thermal electric generating plants, offshore oil transportation and refining).

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**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE MCKINLEYVILLE COMMUNITY PLAN AND ASSOCIATED ZONING**

**WHEREAS**, the Humboldt County Planning Division initiated an amendment of the Humboldt County General Plan to update the plan for the McKinleyville Community Planning Area (non-coastal); and,

**WHEREAS**, in December of 1990 a twelve member Citizens' Advisory Committee was convened and initiated work on revising the McKinleyville Community Plan; and,

**WHEREAS**, On August 23, 1995 the Board of Supervisors appointed an eighteen member Citizens' Advisory Committee (CAC) including representatives of the McKinleyville Community Services District to prepare recommendations on the adoption of a community plan an associated zoning for the McKinleyville Area; and,

**WHEREAS**, the Humboldt County Planning Division convened CAC meetings for the purpose of implementing public participation in the process of drafting the McKinleyville Community Plan Update and associated environmental review; and,

**WHEREAS**, the CAC met 54 times between September, 1995 and July, 1998 to consider, comment on and provide substantial public input on elements of the draft plan and environmental document; and,

**WHEREAS**, on August 10, 1998, the County Planning Division issued a Notice of Preparation for a Draft Environmental Impact Report on the McKinleyville Community Plan Update; and,

**WHEREAS**, on or before June 14, 1999, the Humboldt County Planning Division issued a public notice announcing the availability of the Hearing Draft McKinleyville Community Plan Update and associated Draft Environmental Impact Report for public review (SCH# 9808024), and noticing a public hearing before the Humboldt County Planning Commission to be held on July 29, 1999; and,

**WHEREAS**, on July 29, 1999, the Humboldt County Planning Commission opened a duly noticed public hearing in McKinleyville on the Hearing Draft McKinleyville Community Plan Update and associated zoning and Draft Environmental Impact Report; and

**WHEREAS**, on August 26, 1999, September 23, 1999, January 25, 2001, April 26, 2001, May 31, 2001, June 14, 2001, July 26, 2001, August 30, 2001, November 8, 2001, and May 30, 2002 the Humboldt County Planning Commission held continued public hearings to deliberate and approve changes made in the Draft Community Plan and Environmental Impact Report; and,

**WHEREAS**, the Humboldt County Planning Division issued and duly noticed a Recirculation Draft Program Environmental Impact Report for the project with a comment period between May 7, 2002 to June 21, 2002; and,

**WHEREAS**, the Planning Commission reviewed and considered the Draft and Recirculation Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft and Recirculation Draft Environmental Impact Report, and proposed Plan and associated zoning.

**WHEREAS**, the Planning Commission on July 11, 2002, by adopting Resolution 01-56, recommended to the Humboldt County Board of Supervisors certification of the revised Draft Environmental Impact Report, consisting of the Draft Program Environmental Impact Report June 7, 1999, the Recirculation Draft Program Environmental Impact Report May 1, 2002, and Comments and Responses to the Recirculation Draft Program Environmental Impact Report May 1, 2002, as the Final Environmental Impact Report; and,

**WHEREAS**, the Planning Commission also recommended that the Board of Supervisors consider adopting a statement of overriding considerations for the impact categories of police service deficiencies and loss of prime agricultural soils, as may be necessary, based on the Board's final decision regarding such lands; and,

**WHEREAS**, the Board of Supervisors held duly noticed public hearings on October 1, 2002 and on November 5, 2002 to consider the Planning Commission Approved McKinleyville Community Plan and associated zoning and revised Draft Environmental Impact Report; and,

**WHEREAS**, the Board of Supervisors reviewed and considered the Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft Environmental Impact Report and proposed Plan and associated zoning.

**NOW, THEREFORE, Be It Resolved** that the Humboldt County Board of Supervisors makes the following findings:

1. Pursuant to Section 15091 of the CEQA Guidelines, the project impacts have been reduced to a less than significant level as summarized in Table 2.4-1,"(Amended): Summary Table of Significant Impacts, Mitigation Measures and Monitoring Program" of the Final EIR (see Recirculation Draft, page 7-25) except for impacts relating to loss of agricultural land and police services. This finding is based upon the specific mitigation measures which are set

forth in that Table and are listed as mitigation measures 4.1.4.1 through 4.11.4.3. The changes incorporated into the project which lessen the significant effects of the project are carried out by adoption of the Plan and its associated zoning. Table 2-4.1 of the Final EIR identifies the program for reporting and monitoring project changes.

2. Pursuant to Section 15091 of the CEQA Guidelines, the project impacts relating to loss of agricultural land may still be considered significant because the project allows non-agricultural uses on prime agricultural soil upon which the town site is substantially located. The impacts relating to loss of agricultural land have been substantially lessened by changes incorporated into the project and items originally included in the project, including but not limited to the following:
  - a. The project plans and zones all currently productive agricultural lands for continued agricultural use, with enforceable protective zoning.
  - b. Limits non-agricultural subdivision of such lands.
  - c. Establishes urban development boundaries and development timing policies which reduce the potential for urban sprawl.
  - d. Includes clustering policies and zoning implementation to reduce loss of prime soils and open space values.
3. In addition, the project impacts relating to police service deficiencies may still be considered significant because there is credible evidence in the record of such deficiencies or potential deficiencies. The impacts relating to such deficiencies have been substantially lessened by changes incorporated into the project, including but not limited to the following:
  - a. Revised development timing policies which require a finding of police services adequacy prior to approving urban level development in the urban expansion area.
  - b. A program of the Humboldt County Sheriff to provide full time staffing of the McKinleyville substation.
4. Pursuant to Section 15093 of the CEQA Guidelines, it is found that there are overriding considerations with respect to the project impacts relating to loss of agricultural land and police service deficiencies which may still be considered significant, as stated and found in the attached Statement of Overriding Considerations.
5. Pursuant to Section 15091(e) of the CEQA Guidelines, the Clerk of the Board of Supervisors, County of Humboldt, State of California shall be the custodian of the documents and other materials which constitute the record of the proceedings upon which the decision is based.

**Be It Further Resolved** that the Humboldt County Board of Supervisors, pursuant to Section 15090 of the CEQA Guidelines, certifies that:

- a. The Final EIR has been completed in compliance with CEQA.
- b. The Final EIR has been presented to the Humboldt County Board of Supervisors and the information contained in the Final EIR has been reviewed and considered by the Board of Supervisors prior to approving the project.
- c. The Final EIR reflects Humboldt County Planning Division's independent judgment and analysis.

Adopted on motion by Supervisor Kirk, second by Supervisor Woolley, and the following vote:

AYES: Supervisors Smith, Rodoni, Woolley, Neely, and Kirk  
NOES: None  
ABSENT: None  
ABSTAIN: 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.

CC: CAO

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

LORA CANZONERI

Clerk of the Board of Supervisors of the County of Humboldt, State of California.

BY   
Lora Canzoneri

December 10, 2002

## STATEMENT OF OVERRIDING CONSIDERATIONS

THE HUMBOLDT COUNTY BOARD OF SUPERVISORS HEREBY FINDS THAT for the reasons set forth below, the economic, social, and other considerations in favor of the project outweigh the potential loss of some agricultural soils and police service deficiencies identified in the findings.

Specifically, the agricultural soils in question have been previously committed to urban development in preceding general plans and urban level services and development, and are not currently productive agricultural lands.

The Board considered written and oral testimony and staff analyses and determined that the potential conversion of agricultural soils was reasonably mitigated and promoted orderly growth and provided reasonable development opportunities consistent with County Framework General Plan policies. The Plan and associated zoning contain policies and enforceable zoning to protect and conserve currently productive agricultural lands.

The areas of prime agricultural soils which are planned and zoned for non-agricultural use are found to be necessary to meet the County's mandated housing needs and supporting commercial, industrial, and public facility uses, and that these needs outweigh the potential loss of some agricultural soils.

With respect to police service deficiencies, the Board considered written and oral testimony and staff analyses and determined that the information with respect to the degree of potential deficiencies was not conclusive but that the potential for deficiencies exists. The Board finds that the need to complete this community plan project, as evidenced by substantial public testimony in support of completing the plan, outweighs such potential deficiencies. The Board further finds that such potential deficiencies are not irreversible, and that mitigating policies were included in the plan, and that the impact could be remedied by fiscal means.

Attachment to Resolution No. 02-106

**BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA**

**Certified copy of portion of proceedings, Meeting on December 10, 2002.**

**Resolution No. 02-107**

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT ADOPTING THE MCKINLEYVILLE COMMUNITY PLAN AND ASSOCIATED ZONING AS PART OF THE HUMBOLDT COUNTY GENERAL PLAN**

**WHEREAS**, the California Government Code requires all Counties to have a General Plan; and,

**WHEREAS**, The Humboldt County Board of Supervisors has adopted a Framework Plan as Volume I of the Humboldt County General Plan. The organization of said Framework Plan provides that a series of Community Plans be adopted as Volume II of the General Plan. The Framework Plan identifies the McKinleyville area as one of the Community Planning Areas; and,

**WHEREAS**, the Humboldt County Planning Division initiated an amendment of the Humboldt County General Plan to update the plan for the McKinleyville Community Planning Area (non-coastal); and,

**WHEREAS**, in December of 1990 a twelve member Citizens' Advisory Committee was convened and initiated work on revising the McKinleyville Community Plan; and,

**WHEREAS**, On August 23, 1995 the Board of Supervisors appointed an eighteen member Citizens' Advisory Committee (CAC) including representatives of the McKinleyville Community Services District to prepare recommendations on the adoption of a community plan an associated zoning for the McKinleyville Area; and,

**WHEREAS**, the Humboldt County Planning Division convened CAC meetings for the purpose of implementing public participation in the process of drafting the McKinleyville Community Plan Update and associated environmental review; and,

**WHEREAS**, the CAC met 54 times between September, 1995 and July, 1998 to consider, comment on and provide substantial public input on elements of the draft plan and environmental document; and,

**WHEREAS**, on August 10, 1998, the County Planning Division issued a Notice of Preparation for a Draft Environmental Impact Report on the McKinleyville Community Plan Update; and,

**WHEREAS**, on or before June 14, 1999, the Humboldt County Planning Division issued a public notice announcing the availability of the Hearing Draft McKinleyville Community Plan

Update and associated Draft Environmental Impact Report for public review (SCH# 9808024), and noticing a public hearing before the Humboldt County Planning Commission to be held on July 29, 1999; and,

**WHEREAS**, on July 29, 1999, the Humboldt County Planning Commission opened a duly noticed public hearing in McKinleyville on the Hearing Draft McKinleyville Community Plan Update and associated zoning and Draft Environmental Impact Report; and

**WHEREAS**, on August 26, 1999, September 23, 1999, January 25, 2001, April 26, 2001, May 31, 2001, June 14, 2001, July 26, 2001, August 30, 2001, November 8, 2001, and May 30, 2002 the Humboldt County Planning Commission held continued public hearings to deliberate and approve changes made in the Draft Community Plan and Environmental Impact Report; and,

**WHEREAS**, the Humboldt County Planning Division issued and duly noticed a Recirculation Draft Program Environmental Impact Report for the project with a comment period between May 7, 2002 to June 21, 2002; and,

**WHEREAS**, the Planning Commission reviewed and considered the Draft and Recirculation Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft and Recirculation Draft Environmental Impact Report, and proposed Plan and associated zoning.

**WHEREAS**, the Planning Commission on July 11, 2002, by adopting Resolution 01-56, recommended to the Humboldt County Board of Supervisors certification of the revised Draft Environmental Impact Report, consisting of the Draft Program Environmental Impact Report June 7, 1999, the Recirculation Draft Program Environmental Impact Report May 1, 2002, and Comments and Responses to the Recirculation Draft Program Environmental Impact Report May 1, 2002, as the Final Environmental Impact Report; and,

**WHEREAS**, the Planning Commission also recommended that the Board of Supervisors consider adopting a statement of overriding considerations for the impact categories of police service deficiencies and loss of prime agricultural soils, as may be necessary, based on the Board's final decision regarding such lands; and,

**WHEREAS**, the Board of Supervisors held duly noticed public hearings on October 1, 2002 and on November 5, 2002 to consider the Planning Commission Approved McKinleyville Community Plan and associated zoning and revised Draft Environmental Impact Report; and,

**WHEREAS**, the Board of Supervisors reviewed and considered the Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft Environmental Impact Report and proposed Plan and associated zoning.

**NOW, THEREFORE, Be It Resolved** that the Humboldt County Board of Supervisors makes the following findings:

1. The revisions of the Humboldt County General Plan included in this resolution have been reviewed for compliance with the requirements of the California Environmental Quality Act and a report prepared pursuant to that Act has been duly considered by this Board and been found to have been prepared and certified pursuant to the requirements of that act.
2. Neither the revisions nor any part thereof will operate to limit the number of housing units which may be constructed on an annual basis in the areas to which the revisions apply.
3. The adoption of the revisions herein is consistent with a comprehensive view of the General Plan. Specifically, the Board finds that:
  - a. The public participation program carried out was consistent with Section 1500 of the Framework General Plan and maximized public access to the decision making process.
  - b. Notwithstanding Development Timing policies in the Framework Plan (2630) that generally define urban development areas as including areas with public water systems lines in place, water lines in the McKinleyville area extend to areas where it is undesirable to consider sewer service and densities greater than one unit per acre, and therefore, consistent with Framework Plan Section 1330, the policies of the McKinleyville Plan have been modified to meet local conditions.
  - c. Consistent with Framework Plan Section 1330, other modifications of Framework Plan policies contained in the McKinleyville Plan are necessary and desirable to meet the needs of the area to promote orderly growth and development and conserve resources, and are consistent with state planning law and the Framework General Plan.
4. The adoption of the McKinleyville Community Plan is in the public interest.
5. The adoption of the associated zoning is consistent with the general plan and is in the public interest.

**Be It Further Resolved** that the Humboldt County Board of Supervisors, upon consideration of all of the above, the McKinleyville Community Plan is adopted, and the implementing zone reclassifications as shown on the zoning maps are hereby approved.

**Be It Further Resolved** that this Humboldt County Board of Supervisors hereby conveys its indebtedness to the many local residents, in particular the members of the McKinleyville Citizens Advisory Committee, who contributed and participated by attendance and comments at public meetings during this community planning effort.

Adopted on motion by Supervisor Kirk, second by Supervisor Woolley, and the following vote:

AYES: Supervisors Smith, Rodoni, Woolley, Neely, and Kirk  
NOES: None  
ABSENT: None  
ABSTAIN: 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.

CC: CAO

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

LORA CANZONERI

Clerk of the Board of Supervisors of the  
County of Humboldt, State of California.

BY   
Lora Canzoneri

December 10, 2002

## **APPENDIX F**

### **COMMUNITY PREFERENCE SURVEY RESULTS**

This Survey is on file at the Planning Division office of the Humboldt County Community Development Services.