Draft

HUMBOLDT COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

Initial Study/Negative Declaration

Prepared for
Humboldt County Airport Land Use Commission

January 2021



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Prepared for
Humboldt County Airport Land Use Commission
Department of Public Works
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Independence, CA 93526]

January 2021

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TABLE OF CONTENTS

Initial Study for Humboldt County Draft Airport Land Use Compatibility Plan

Page

Chapter 1, Introduction 1-1
1.1 Purpose of Document 1-1
1.2 Document Format 1-2
1.3 Statutory Framework 1-2
1.4 Humboldt County Airport Land Use Commission Overview 1-3
1.5 CEQA Process 1-4

Chapter 2, Environmental Setting 2-1
2.1 Airport Locations and Administration 2-1
2.1.1 California Redwood Coast – Humboldt County Airport 2-1
2.1.2 Dinsmore Airport 2-4
2.1.3 Garberville Airport 2-10
2.1.4 Kneeland Airport 2-10
2.1.5 Murray Field Airport 2-17
2.1.6 Rohnerville Airport 2-17
2.1.7 Samoa Field Airport 2-24
2.1.8 Shelter Cove Airport 2-24

Chapter 3, Project Description 3-1
3.1 Project Objectives 3-1
3.2 Proposed Airport Land Use Compatibility Plan 3-1

Chapter 4, Analysis of Potentially Displaced Development 4-1
4.1 Introduction 4-1
4.2 Development Displacement Analysis for California Redwood Coast – Humboldt County Airport 4-8
4.2.1 Residential Displacement 4-21
4.2.2 Development Displacement Analysis for Nonresidential Land Uses 4-22
4.2.3 Development Displacement Analysis Summary 4-25
4.3 Development Displacement Analysis for Dinsmore Airport 4-26
4.3.1 Residential Displacement 4-27
4.3.2 Development Displacement Analysis for Nonresidential Land Uses 4-32
4.3.3 Development Displacement Analysis Summary 4-36
4.4 Development Displacement Analysis for Garberville Airport 4-37
4.4.1 Residential Displacement 4-38
4.4.2 Development Displacement Analysis for Nonresidential Land Uses 4-43
4.4.3 Development Displacement Analysis Summary 4-49
4.5 Development Displacement Analysis for Kneeland Airport 4-50
4.5.1 Residential Displacement 4-55
4.5.2 Development Displacement Analysis for Nonresidential Land Uses 4-56

Page

4.5.3 Development Displacement Analysis Summary 4-59
4.6 Development Displacement Analysis for Murray Field Airport 4-60
4.6.1 Residential Displacement 4-62
4.6.2 Development Displacement Analysis for Nonresidential Land Uses 4-67
4.6.3 Development Displacement Analysis Summary 4-71
4.7 Development Displacement Analysis for Rohnerville Airport 4-72
4.7.1 Residential Displacement 4-75
4.7.2 Development Displacement Analysis for Nonresidential Land Uses 4-84
4.7.3 Development Displacement Analysis Summary 4-92
4.8 Development Displacement Analysis for Samoa Field Airport 4-94
4.8.1 Residential Displacement 4-99
4.8.2 Development Displacement Analysis for Nonresidential Land Uses 4-99
4.8.3 Development Displacement Analysis Summary 4-101
4.9 Development Displacement Analysis for Shelter Cove Airport 4-102
4.9.1 Residential Displacement 4-113
4.9.2 Development Displacement Analysis for Nonresidential Land Uses 4-116
4.9.3 Development Displacement Analysis Summary 4-127

Chapter 5, Environmental Factors Potentially Affected 5-1
5.1 Environmental Analysis Checklist 5-1
Initial Study 5-1
5.2 Environmental Factors Potentially Affected 5-3
Environmental Checklist 5-4
Aesthetics 5-4
Agriculture and Forestry Resources 5-5
Air Quality 5-7
Biological Resources 5-8
Cultural Resources 5-10
Energy 5-11
Geology and Soils 5-12
Greenhouse Gas Emissions 5-14
Hazards and Hazardous Materials 5-15
Hydrology and Water Quality 5-17
Land Use and Planning 5-19
Mineral Resources 5-24
Noise 5-25
Population and Housing 5-27
Public Services 5-29
Recreation 5-30
Transportation 5-31
Tribal Cultural Resources 5-32
Utilities and Service Systems 5-33
Wildfire 5-35
Mandatory Findings of Significance 5-36
DETERMINATION 5-38

Chapter 6, List of Preparers 6-1

Page

Appendices

A. Development Displacement Analysis for Humboldt County Technical Report

List of Figures

Figure 2-1 Humboldt County Airports 2-2
Figure 2-2 California Redwood Coast – Humboldt County Airport and Surrounding Areas 2-3
Figure 2-3 Existing Land Use – California Redwood Coast – Humboldt County Airport 2-5
Figure 2-4 Planned Land Uses - California Redwood Coast – Humboldt County Airport 2-6
Figure 2-5 Dinsmore Airport and Surrounding Areas 2-7
Figure 2-6 Existing Land Use – Dinsmore Airport 2-8
Figure 2-7 Planned Land Use – Dinsmore Airport 2-9
Figure 2-8 Garberville Airport and Surrounding Areas 2-11
Figure 2-9 Existing Land Use – Garberville Airport 2-12
Figure 2-10 Planned Land Uses - Garberville Airport 2-13
Figure 2-11 Kneeland Airport and Surrounding Areas 2-14
Figure 2-12 Existing Land Use – Kneeland Airport 2-15
Figure 2-13 Planned Land Use – Kneeland Airport 2-16
Figure 2-14 Murray Field Airport and Surrounding Areas 2-18
Figure 2-15 Existing Land Use – Murray Field Airport 2-19
Figure 2-16 Planned Land Use – Murray Field Airport 2-20
Figure 2-17 Rohnerville Airport and Surrounding Areas 2-21
Figure 2-18 Existing Land Use – Rohnerville Airport 2-22
Figure 2-19 Planned Land Use – Rohnerville Airport 2-23
Figure 2-20 Samoa Field Airport and Surrounding Areas 2-25
Figure 2-21 Existing Land Use – Samoa Field Airport 2-26
Figure 2-22 Planned Land Use – Samoa Field Airport 2-27
Figure 2-23 Shelter Cove Airport and Surrounding Areas 2-28
Figure 2-24 Existing Land Use – Shelter Cove Airport 2-29
Figure 2-25 Planned Land Use – Shelter Cove Airport 2-30
Figure 3-1 Airport Influence Area - California Redwood Coast – Humboldt County Airport 3-4
Figure 3-2 Airport Influence Area - Dinsmore Airport 3-5
Figure 3-3 Airport Influence Area - Garberville Airport 3-6
Figure 3-4 Airport Influence Area - Kneeland Airport 3-7
Figure 3-5 Airport Influence Area – Murray Field Airport 3-8
Figure 3-6 Airport Influence Area - Rohnerville Airport 3-9
Figure 3-7 Airport Influence Area – Samoa Field Airport 3-10
Figure 3-8 Airport Influence Area – Shelter Cove Airport 3-11
Figure 4-1 CNEL Contours - California Redwood Coast – Humboldt County Airport 4-13
Figure 4-2 Safety Zones - California Redwood Coast – Humboldt County Airport 4-14
Figure 4-3 Parcels Located within Review Area 1 for California Redwood Coast – Humboldt County Airport 4-15
Figure 4-4 Parcels Retained for Further Analysis - California Redwood Coast – Humboldt County Airport 4-16

Page

Figure 4-5 Parcels Retained for Further Analysis - California Redwood Coast – Humboldt County Airport 4-17
Figure 4-6 Parcels Retained for Further Analysis - California Redwood Coast – Humboldt County Airport 4-18
Figure 4-7 Parcels Retained for Further Analysis - California Redwood Coast – Humboldt County Airport 4-19
Figure 4-8 Parcels Retained for Further Analysis - California Redwood Coast – Humboldt County Airport 4-20
Figure 4-9 CNEL Contours - Dinsmore Airport 4-28
Figure 4-10 Safety Zones - Dinsmore Airport 4-29
Figure 4-11 Parcels Located within Review Area 1 for Dinsmore Airport 4-30
Figure 4-12 Parcels Retained for Further Analysis - Dinsmore Airport 4-31
Figure 4-13 CNEL Contours – Garberville Airport 4-39
Figure 4-14 Safety Zones - Garberville Airport 4-40
Figure 4-15 Parcels Located within Review Area 1 for Garberville Airport 4-41
Figure 4-16 Parcels Retained for Further Analysis - Garberville Airport 4-42
Figure 4-17 CNEL Contours - Kneeland Airport 4-51
Figure 4-18 Safety Zones - Kneeland Airport 4-52
Figure 4-19 Parcels Located within Review Area 1 for Kneeland Airport 4-53
Figure 4-20 Parcels Retained for Further Analysis - Kneeland Airport 4-54
Figure 4-21 CNEL Contours – Murray Field Airport 4-63
Figure 4-22 Safety Zones – Murray Field Airport 4-64
Figure 4-23 Parcels Located within Review Area 1 for Murray Field Airport 4-65
Figure 4-24 Parcels Retained for Further Analysis – Murray Field Airport 4-66
Figure 4-25 CNEL Contours - Rohnerville Airport 4-76
Figure 4-26 Safety Zones - Rohnerville Airport 4-77
Figure 4-27 Parcels Located within Review Area 1 for Rohnerville Airport 4-78
Figure 4-28 Parcels Retained for Further Analysis - Rohnerville Airport 4-79
Figure 4-29 Parcels Located within Review Area 1 for Rohnerville Airport 4-80
Figure 4-30 Parcels Located within Review Area 1 for Rohnerville Airport 4-81
Figure 4-31 Parcels Located within Review Area 1 for Rohnerville Airport 4-82
Figure 4-32 Parcels Located within Review Area 1 for Rohnerville Airport 4-83
Figure 4-32 CNEL Contours – Samoa Field Airport 4-95
Figure 4-33 Safety Zones – Samoa Field Airport 4-96
Figure 4-34 Parcels Located within Review Area 1 for Samoa Field Airport 4-97
Figure 4-35 Parcels Retained for Further Analysis – Samoa Field Airport 4-98
Figure 4-36 CNEL Contours – Shelter Cove Airport 4-107
Figure 4-37 Safety Zones – Shelter Cove Airport 4-108
Figure 4-38 Parcels Located within Review Area 1 for Shelter Cove Airport 4-109
Figure 4-39 Parcels Retained for Further Analysis – Shelter Cove Airport 4-110
Figure 4-40 Parcels Retained for Further Analysis – Shelter Cove Airport 4-111
Figure 4-41 Parcels Retained for Further Analysis – Shelter Cove Airport 4-112

Page

List of Tables

Table 4-1 Noise Compatibility Criteria 4-2
Table 4-2 Safety Compatibility Criteria 4-4
Table 4-3 Parcels Carried Forward for Further Analysis – California Redwood Coast – Humboldt County Airport 4-8
Table 4-4 Summary of Potential Residential Displacement- ACV 4-25
Table 4-5 Summary of Potential Nonresidential Displacement - ACV 4-26
Table 4-6 Parcels Carried Forward for Further Analysis – Dinsmore Airport 4-27
Table 4-7 Summary of Potential Residential Displacement- Dinsmore Airport 4-36
Table 4-8 Summary of Potential Nonresidential Displacement- Dinsmore Airport 4-36
Table 4-9 Parcels Carried Forward for Further Analysis – Garberville Airport 4-37
Table 4-10 Summary of Potential Residential Displacement- Garberville Airport 4-49
Table 4-11 Summary of Potential Nonresidential Displacement- Garberville Airport 4-50
Table 4-12 Parcels Carried Forward for Further Analysis – Kneeland Airport 4-55
Table 4-13 Summary of Potential Residential Displacement- Kneeland Airport 4-59
Table 4-14 Summary of Potential Nonresidential Displacement- Kneeland Airport 4-60
Table 4-15 Parcels Carried Forward for Further Analysis – Murray Field Airport 4-61
Table 4-16 Summary of Potential Residential Displacement- Murray Field Airport 4-71
Table 4-17 Summary of Potential Nonresidential Displacement- Murray Field Airport 4-71
Table 4-18 Parcels Carried Forward for Further Analysis – Rohnerville Airport 4-73
Table 4-19 Summary of Potential Residential Displacement- Rohnerville Airport 4-92
Table 4-20 Summary of Potential Nonresidential Displacement- Rohnerville Airport 4-93
Table 4-21 Parcels Carried Forward for Further Analysis – Samoa Field Airport 4-94
Table 4-22 Summary of Potential Residential Displacement- Samoa Field Airport 4-101
Table 4-23 Summary of Potential Nonresidential Displacement- Samoa Field Airport 4-102
Table 4-24 Parcels Carried Forward for Further Analysis – Shelter Cove Airport 4-103
Table 4-25 Summary of Potential Residential Displacement- Shelter Cove Airport 4-127
Table 4-26 Summary of Potential Nonresidential Displacement- Shelter Cove Airport 4-127

Page

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CHAPTER 1
Introduction

1.1 Purpose of Document

These policies provide the foundation upon which the ALUC can execute its duty to review land use development in areas around airports.

The Humboldt County Board of Supervisors in its designated role as the Airport Land Use Commission (ALUC) for Humboldt County has prepared an update to the Humboldt County Airport Land Use Compatibility Plan (ALUCP) as required under the State Aeronautics Act (Pub. Util. Code, § 21670 *et seq*.). Pursuant to the California Environmental Quality Act (CEQA)(Pub. Res. Code § 21000 *et seq*.),[1] this Initial Study has been prepared to determine if the adoption of the updated Humboldt County ALUCP will result in any significant effects on the environment.

The ALUCP includes policies designed to promote compatibility between the Humboldt County's airports and surrounding land uses "to the extent that these areas are not already devoted to incompatible uses "(Pub. Util. Code, § 21674(a)). The ALUCP aims to discourage the development of incompatible land uses around the County's airports by establishing policies to limit the introduction or expansion of new incompatible land uses. The ALUCP applies to land use in areas surrounding the following airports:

- California Redwood Coast – Humboldt County Airport
- Dinsmore Airport
- Garberville Airport
- Kneeland Airport
- Murray Field Airport
- Rohnerville Airport
- Samoa Field Airport
- Shelter Cove Airport

The Humboldt County ALUCP provides the ALUC's policies addressing proposed development in the airport influence areas (AIAs) of the County's airports. The ALUCP introduces the noise, safety, airspace protection, and overflight notification factors that in combination establish the planning boundaries around the County's airports for purposes of policy implementation, as well as the geographical limits of the ALUC's authority. The ALUCP policies help determine the compatibility of proposed local land uses within the AIAs.

[1] Pub. Res. Code § 21000 *et seq*.

1.2 Document Format

This Initial Study includes six sections:

Introduction. This section describes the proposed project and its purpose, presents an overview of the role of the Humboldt County ALUC, and provides a discussion regarding the CEQA process.

Project Description. This section summarizes the update to the ALUCP.

Analysis of Potentially Displaced Development. This section describes the proposed land use compatibility policies and criteria contained in the updated Humboldt County ALUCP and the potential effect of proposed ALUCP policies on future development in the environs of the County's airports. This section describes the project's regional setting along with a description of the County's airports and the surrounding areas and land uses. This analysis includes and assessment of the potential for future development to be displaced to other areas after implementation of the ALUCP.

Environmental Factors Potentially Affected. This section includes the CEQA environmental analysis checklist and a discussion of environmental factors determined to be potentially affected.

Determination. This section is a placeholder for the ALUC's official determination regarding the findings of the Initial Study.

List of Preparers. This section lists the individuals responsible for preparing the Initial Study document.

1.3 Statutory Framework

In 1967, the State of California amended the State Aeronautics Act (Pub. Util. Code, § 21670 *et seq*.) by adding a requirement for the establishment of airport land use commissions in counties with one or more airports serving the general public. The declarations in Section 21670 of the Public Utilities Code define the goals of the State Legislature and underscore the parameters and limitations of the statute:

> a) (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
>
> (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
>
> b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline,

but is operated for the benefit of the general public, shall establish an airport land use commission.

The ALUC's statutory mandate is intended to provide appropriate prospective land use planning through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that such areas do not already contain incompatible uses. Airport land use commissions, accordingly, are empowered to establish height restrictions for naturally occurring objects (e.g., trees), man-made temporary objects (e.g., cranes), and structures (e.g., buildings); specify future land uses that are compatible with airport operations; and determine future building standards, including sound attenuation standards in the environs of airports. However, airport land use commissions have no authority over existing land uses or the operation of airports (see Pub. Util. Code §§ 21674 (a) and (e)).

1.4 Humboldt County Airport Land Use Commission Overview

Pursuant to Section 21670.1 of the Public Utility Code, the Humboldt County Board of Supervisors has undertaken the role of ALUC for Humboldt County.

ALUCs are charged with assisting local agencies in ensuring compatible land uses in the vicinity of all new airports or heliports and existing airports or heliports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses (Pub. Util. Code, § 21674). They are also charged with coordinating "planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare" (Pub. Util. Code, § 21674(b)); to prepare and adopt airport land use plans; and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators.

There are three important limits to an ALUC's authority:

1. ALUCs have no authority over existing land uses regardless of whether such uses are incompatible with airport activities (Pub. Util. Code, § 21670 (a)(2) and § 21674(a));

2. ALUCs have no jurisdiction over the "operation of airports" (Pub. Util. Code, § 21674(e))(please note that non-aviation related development of airport property is subject to ALUC authority); and,

3. ALUCs have no jurisdiction over federal lands, such as military bases and lands controlled by the U.S. Forest Service, U.S. Bureau of Land Management, or lands under the authority of American Indian tribes and bands (Pub. Util. Code, § 21675(b)).

The law emphasizes that local general plans are the primary mechanism for implementing the compatibility policies of an ALUC's compatibility plan. Thus, each local agency with jurisdiction over land located within an airport Influence area (AIA) is required to make its general plan consistent with the ALUCP, or to take special steps to overrule all or part of an ALUCP. The

power to overrule all or part of an ALUCP represent a fourth quasi-limit on ALUC authority. Statute allows the local agency's governing body to overrule the ALUC by a two-thirds vote, if it makes specific findings that the project is consistent with the purpose of Article 3.5 of the State Aeronautics Act (see Pub. Util. Code, §§ 21675.1(d), 21676, 21676.5(a)).

Once adopted by Humboldt County, the policies provided in the ALUCP provide the foundation through which the ALUC can execute its duty to review land use development in areas around the County's airports. This ALUCP replaces the Airport Land Use Compatibility Plan for Humboldt County Airports that was prepared in 1993 (1993 Plan). The 1993 Plan was adopted only for Shelter Cove Airport (adopted as amended in 1997) and California Redwood Coast – Humboldt County Airport (adopted as amended in 1998); however, the General Plans of Humboldt County and the Cities of Eureka and Fortuna have subsequently been updated to be consistent with the policies in the 1993 Plan.[2]

1.5 CEQA Process

CEQA's primary goal is to disclose to decision makers and the general public a proposed project's potential environmental effects. This evaluation must be completed before a project can be implemented. Land use planning policy documents, including ALUCPs, are considered "projects" under CEQA (see Muzzy Ranch Co. v. Solano County Airport Land Use Commission, 41 Cal. 4th 372; 160 P.3d 116; 60 Cal. Rptr. 3d 247; 2007 Cal. LEXIS 6508; 37 ELR 20150). Accordingly, this Initial Study considers the potential environmental impacts resulting from the adoption of the Draft Humboldt County ALUCP.

According to CEQA, the public agency with primary project approval authority is designated the Lead Agency. The CEQA Lead agency for the ALUCP is the Humboldt County Board of Supervisors acting as the Humboldt County ALUC. This CEQA-compliant Initial Study has been prepared under the direction of the Humboldt County ALUC. The information contained herein will be considered by the Humboldt County ALUC when making a determination of whether to approve the Draft ALUCP.

This Initial Study was prepared in accordance with Section 15063 of the CEQA Guidelines (14 Cal. Code Regs. § 15063), which describes the required contents of an Initial Study, including a project description; identification of the environmental setting; a checklist identifying potential environmental effects; a discussion of any necessary mitigation measures; an evaluation of consistency with existing zoning, plans and other land use controls as well as a list of all persons associated with the preparation of the initial study. This Initial Study has been written to meet the CEQA content requirements.

Pursuant to Section 15073 of the CEQA Guidelines (id at § 15073), this Initial Study must be submitted for a period of public review of no less than 20 days. The public review period for this Initial Study is 30 days, beginning on February 2, 2021 and ending on March 4, 2020.

[2] The Humboldt County General Plan was last updated in 2017, the City of Eureka General Plan was last updated in 2018, and the City of Fortuna General Plan was last updated in 2010.

During the public review period, interested parties may submit written comments regarding the information contained in this Initial Study. The public comments along with written responses will be included in the public record and considered by the Humboldt County ALUC during the project approval process.

Written comments must be received by mail or email no later than 5:00 p.m. on March 4, 2020. Please direct all comments to:

Robert W. Bronkall
Deputy Director
Department of Public Works – Land Use Division
3033 H Street
Eureka, CA 95501
(707) 445-7205
bbronkall@co.humboldt.ca.us

Copies of the Initial Study, negative declaration, and all documents incorporated by reference therein, will be available during normal business hours (8:30 a.m. to 5:00 p.m.., Monday thru Friday) at the Humboldt County Department of Public Works, located at 1106 Second Street, Eureka, CA 95501. These documents will be available online at https://humboldtgov.org/2823/ALUC.

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CHAPTER 2
Environmental Setting

2.1 Airport Locations and Administration

Figure 2-1 depicts the locations of the Humboldt County airports included in the Draft ALUCP. As discussed in Chapter 1, the ALUCP applies to land use in areas surrounding the following airports:

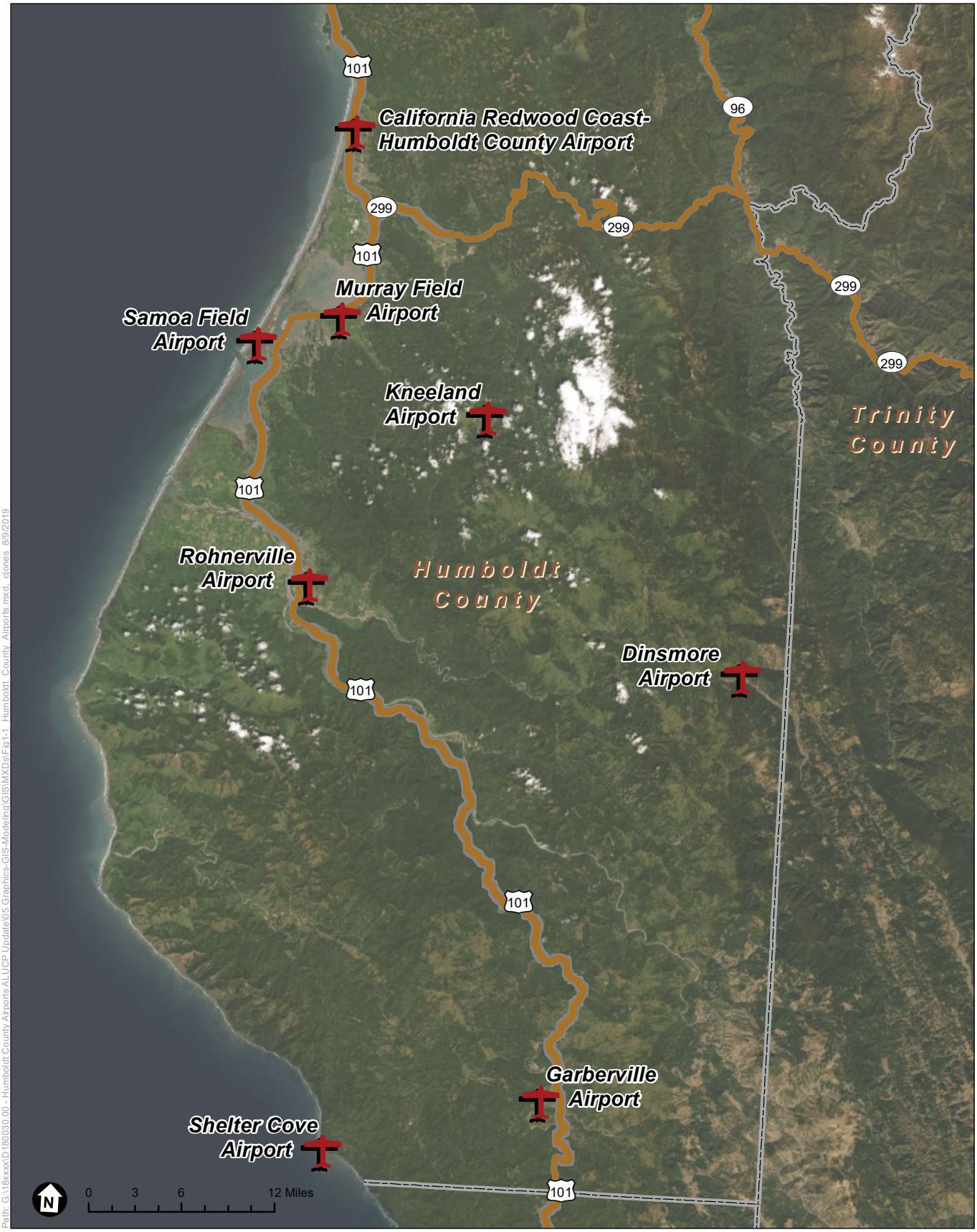
- California Redwood Coast – Humboldt County Airport
- Dinsmore Airport
- Garberville Airport
- Kneeland Airport
- Murray Field Airport
- Rohnerville Airport
- Samoa Field Airport
- Shelter Cove Airport

The following sections describe the environmental setting within the Airport Influence Area (AIA) for each airport. The AIA boundaries represent the geographical extent of the ALUC's authority and define areas where noise, safety, airspace protection, and overflight notification policies and compatibility criteria identified and defined in the Draft ALUCP are applied to certain proposed future land use policy actions. Each AIA constitutes two review areas. AIA Review Area 1 represents the area in which the policies and compatibility criteria associated with noise and safety apply. AIA Review Area 2 represents the area in which airspace protection and overflight notification policies are applicable.

2.1.1 California Redwood Coast – Humboldt County Airport

California Redwood Coast – Humboldt County Airport (ACV) is located in the community of McKinleyville in unincorporated Humboldt County, approximately eight miles north of the city of Arcata. ACV is owned and operated by Humboldt County, and is the sole commercial-service airport in Humboldt County. The U.S. Coast Guard Humboldt Bay Air Station is located within ACV property. The U.S. Coast Guard leases and uses facilities on the airfield. The Airport is located at an elevation of 222.3 feet above Mean Sea Level (MSL) and covers 745 acres. **Figure 2-2** depicts the location of the Airport.

ACV is designated as a small/nonhub in the National Plan of Integrated Airport Systems (NPIAS). Nonhub airports are commercial service airports that account for less than 0.05 percent



SOURCE: ESA, 2018.

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Figure 2-1

Humboldt County Airports

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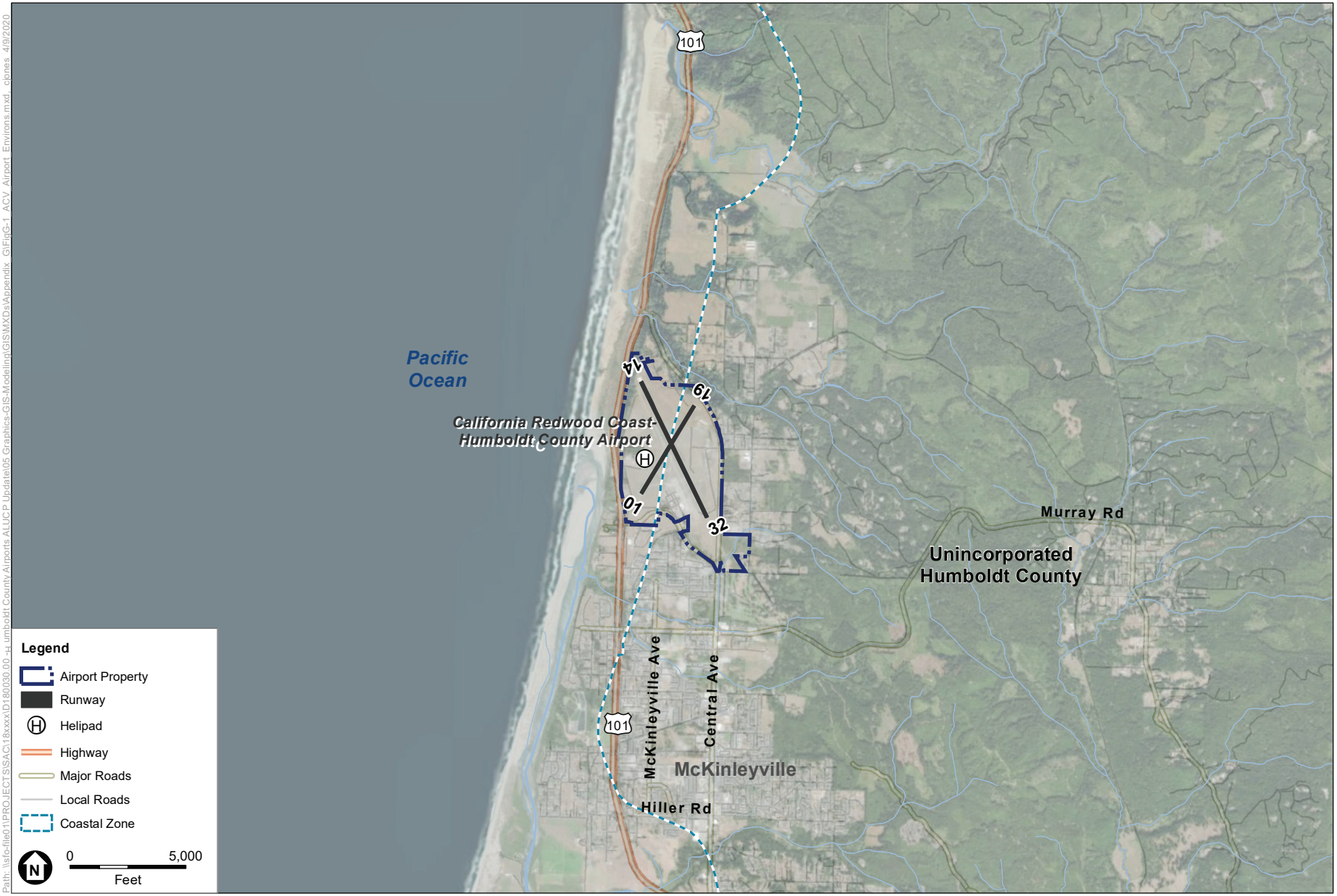

SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018; County of Humboldt, February 2019.

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Figure 2-2
Airport Location
California Redwood Coast-Humboldt County Airport

ESA

of all commercial passenger enplanements but have more than 10,000 annual enplanements.[3] On the state level, Caltrans classifies ACV as a Primary Commercial Service Airport in the 2020 Draft California Aviation System Plan (CASP). The CASP is the State's plan for developing and improving publicly owned, public use airports in California.

Project Site and Surrounding Uses

As previously discussed, ACV is located in the community of McKinleyville in unincorporated Humboldt County. **Figure 2-3** depicts existing land use in the areas around ACV. **Figure 2-4** depicts planned land use in the areas around ACV. As shown on Figure 2-4, the areas around ACV to the east and south are primarily designated for residential use with some commercial and industrial uses adjacent to Airport property and along Central Avenue and the Highway 101 corridor. Agricultural and open space uses predominate to the north and the east. The Pacific Ocean lies west of ACV and the Airport and community of McKinleyville are partially located in the Coastal Zone.

2.1.2 Dinsmore Airport

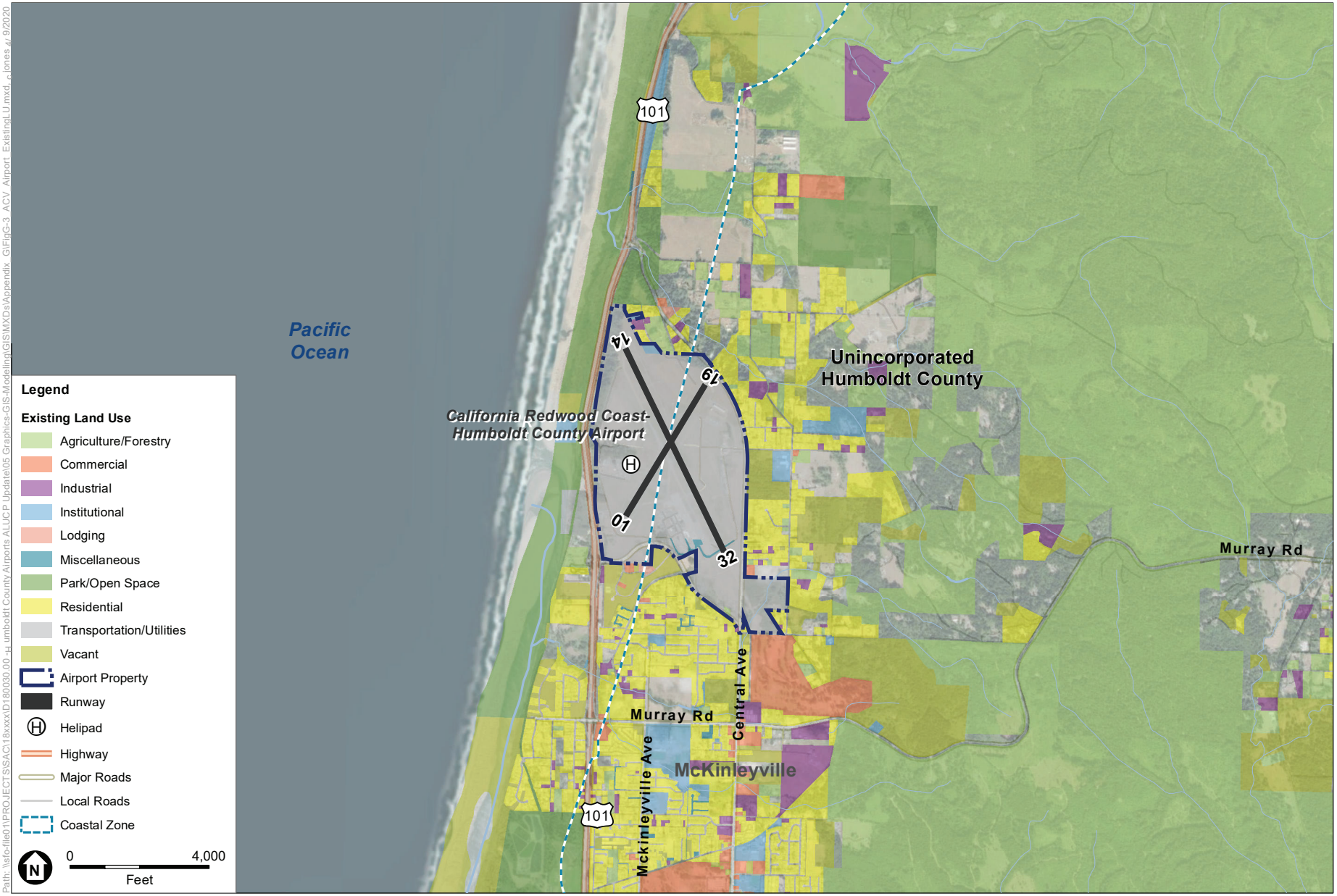
Dinsmore Airport (D63) is located in eastern Humboldt County adjacent to State Route 36. The unincorporated community of Dinsmore is located approximately a mile to the west and the city of Eureka is located approximately 62 miles to the northwest. **Figure 2-5** depicts the location of the Airport.

Humboldt County owns and operates Dinsmore Airport. The Airport is located at an elevation of 2,375 feet MSL and covers 23 acres. Dinsmore Airport is designated as unclassified in the NPIAS and as a limited use-firefighting airport in the Draft 2020 CASP. Unclassified airports have limited activity with a low number of aircraft operations.

Project Site and Surrounding Uses

Figure 2-6 depicts existing land use in the areas around Dinsmore Airport. **Figure 2-7** depicts planned land use in the areas around Dinsmore Airport. Land use around the Airport is varied, with timberland and agricultural uses found to the north and east of the Airport, north of the Van Duzen River. Rural community center and conservation floodway uses are predominantly to the west and south of the Airport. The closest residential land uses are for rural residential and are located north and west of the Airport.

[3] U.S. Department of Transportation, Federal Aviation Administration National Plan of Integrated Airport Systems (2021 – 2025), September 30, 2020. < https://www.faa.gov/airports/planning_capacity/npias/current/media/NPIAS-2021-2025-Narrative.pdf>. Accessed December 15, 2020.



SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

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Figure 2-3
Existing Land Use
California Redwood Coast-Humboldt County Airport

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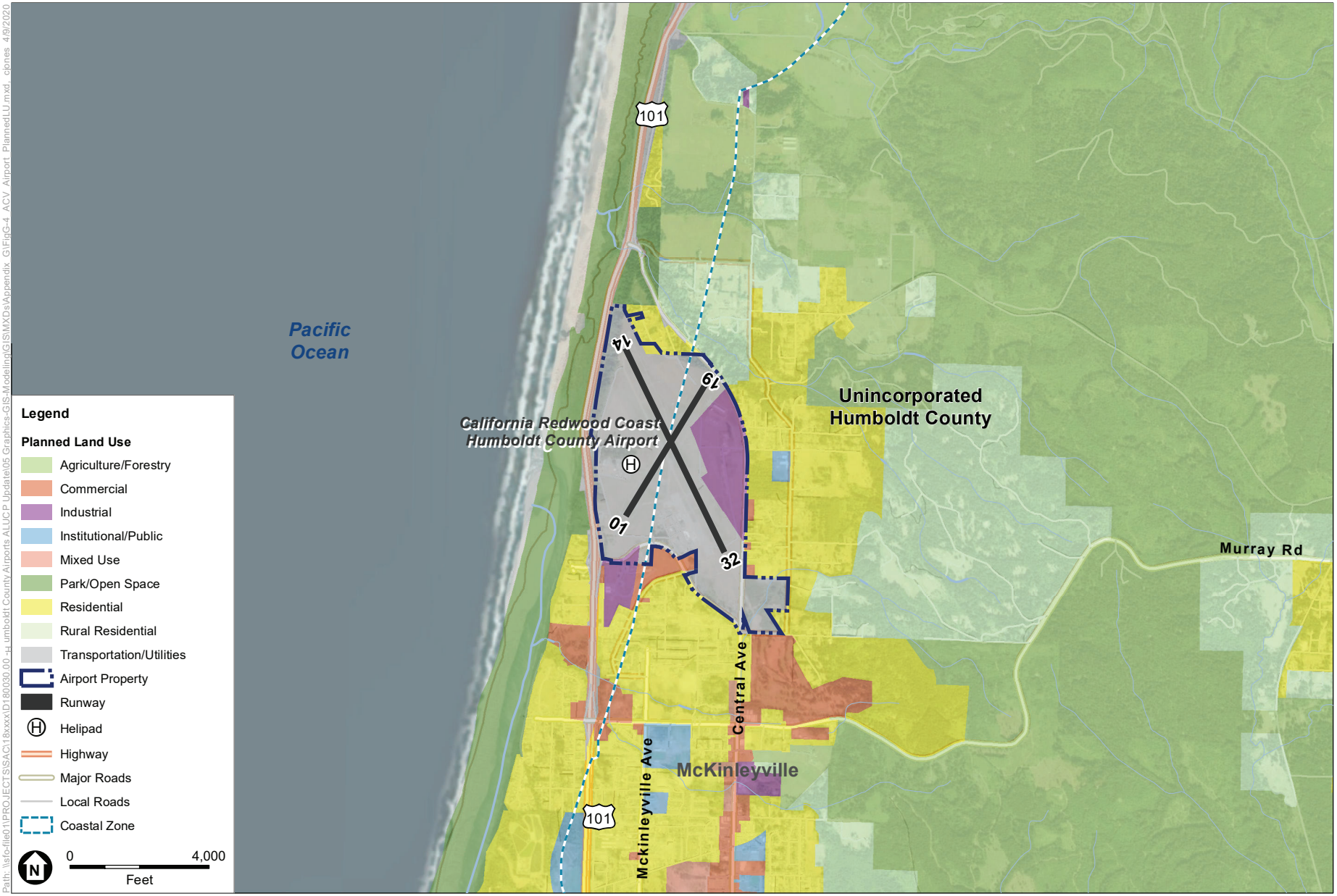

SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, June 2019; US Census Bureau, Geography Division, September 2018.

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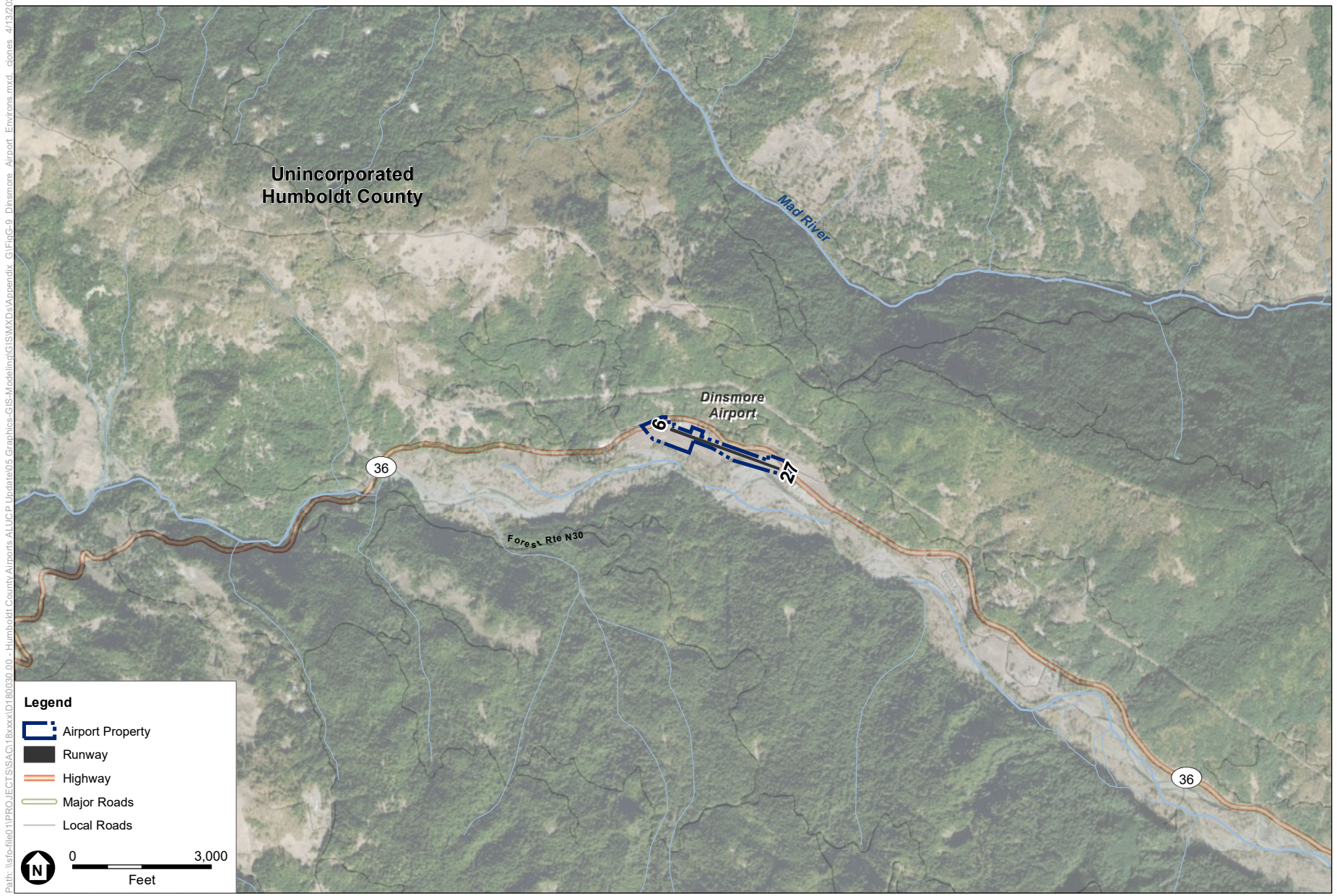
Figure 2-4

Planned Land Use

California Redwood Coast-Humboldt County Airport

ESA

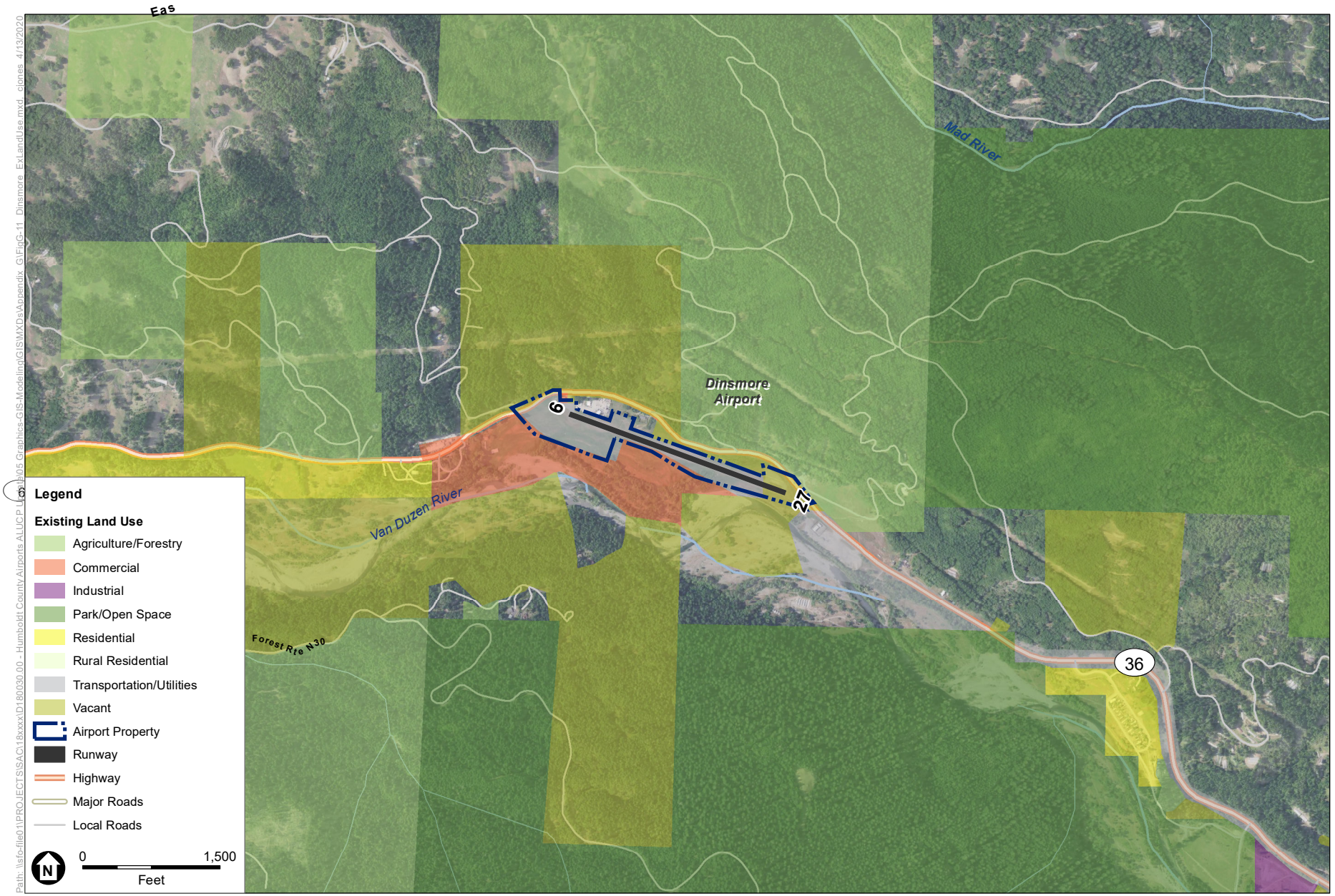


SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, June 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 2-5
Airport Location
Dinsmore Airport

ESA

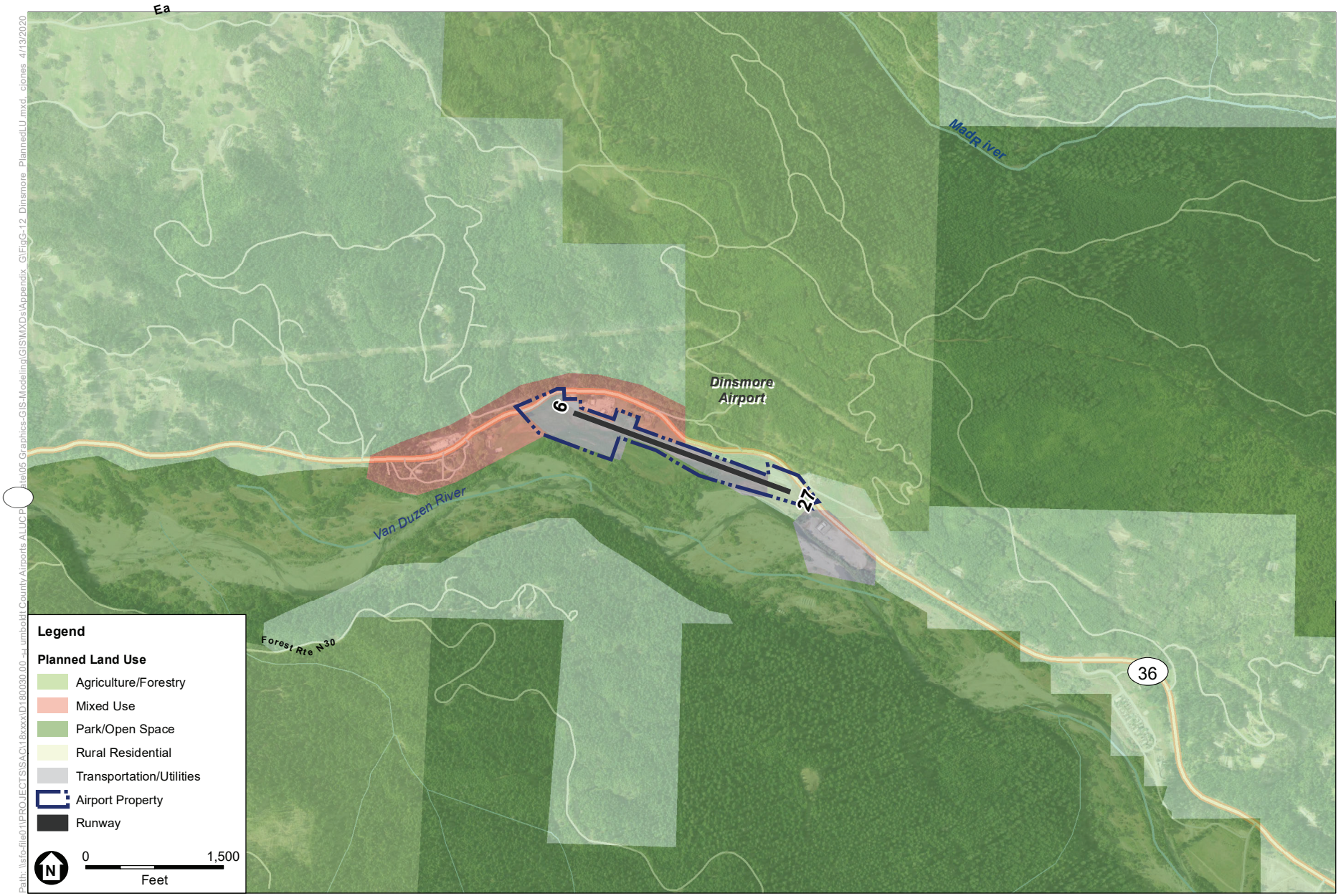


SOURCE: ESA, 2018; DigitalGlobe, June 2016; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-6
Existing Land Use
Dinsmore Airport

ESA



SOURCE: ESA, 2018; DigitalGlobe, June 2016; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-7
Planned Land Use
Dinsmore Airport

ESA

2.1.3 Garberville Airport

Garberville Airport (O16 or Airport) is located two miles southwest of the town of Garberville approximately 55 miles south of the city of Eureka. The communities of Benbow and Redway are within five miles of the Airport. Mendocino and Trinity Counties are approximately 10 to 15 miles south and east of the Airport, respectively. Garberville Airport rests on a bluff at an elevation of 551 feet MSL. The south fork of the Eel River runs to the east and south of the Airport. Terrain rises rapidly to the west; elevations up to 1,000 feet higher than the runway are within one mile of the Airport. **Figure 2-8** depicts the location of the Airport and the immediate surrounding area.

Garberville Airport is designated as a basic airport in the NPIAS. Basic airports operate as community general aviation airports that link the surrounding community with the national airport system. Garberville Airport is classified as a community airport in the Draft 2020 CASP.

Project Site and Surrounding Uses

Figure 2-9 depicts existing land use in the area surrounding the Airport. **Figure 2-10** depicts general plan land use. Land use around the Airport is varied, with timberlands and agricultural uses found to the north and west of the Airport, along the South Fork Eel River. The closest residential land uses are rural residential uses located approximately 0.25 mile to the south and east of the Airport.

2.1.4 Kneeland Airport

Kneeland Airport (O19 or Airport) is located approximately 11 nautical miles southeast of the City of Eureka. The Airport is situated on an isolated ridge top at 2,737 feet MSL and occupies 14 acres. The Airport is surrounded by wooded, mountainous terrain, with Ashfield Butte located 3,500 feet to the southeast of the Airport as the nearest high terrain feature at approximately 400 feet above the elevation of the Airport. **Figure 2-11** depicts the location of the Airport and the immediate surrounding area.

Humboldt County owns and operates Kneeland Airport. The Airport is designated as unclassified in the NPIAS and as a limited use-firefighting airport in the 2020 Draft CASP. The California Department of Forestry maintains a heliport and associated buildings immediately west of the Airport.

Project Site and Surrounding Uses

Figure 2-12 depicts existing land use in the area surrounding the Airport. **Figure 2-13** depicts general plan land use in the area surrounding the Airport. Land use around the Airport is mostly dedicated to timberland and agricultural uses. The closest residential land uses are located approximately 3.5 miles to the northeast of the Airport.

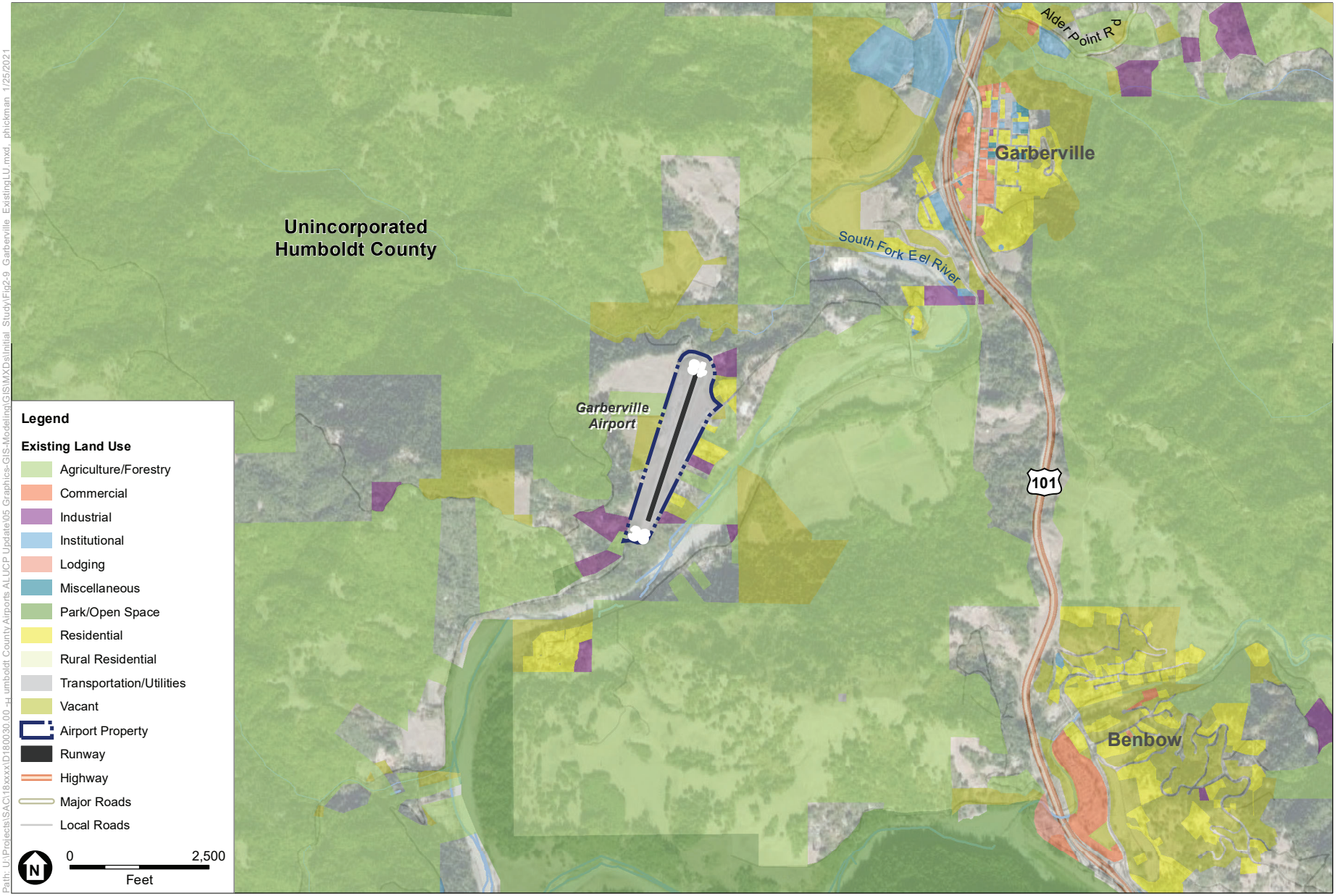


SOURCE: ESA, 2018; DigitalGlobe, July 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-8
Airport Location
Garberville Airport

ESA



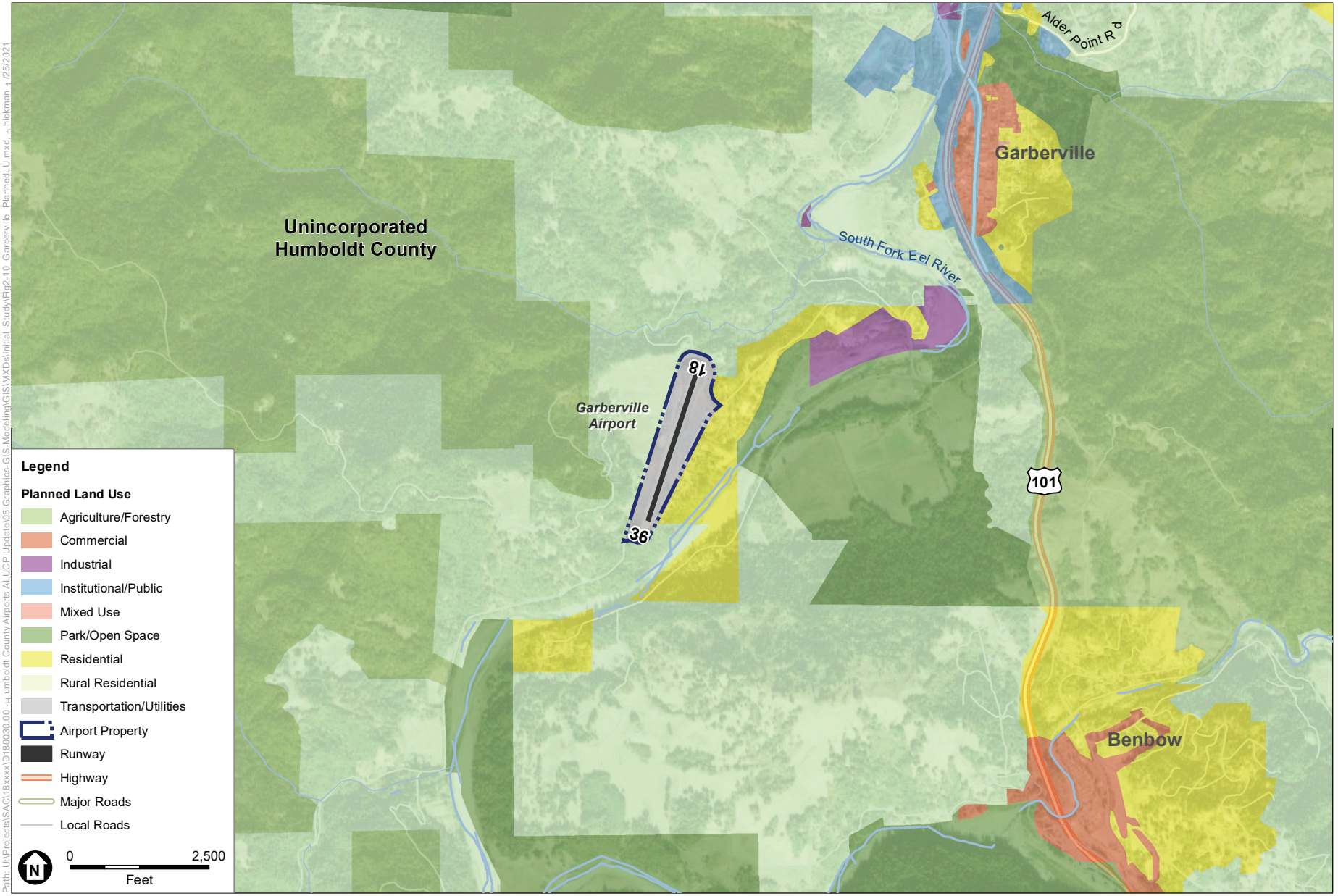
Path: U:\Projects\SAC\18xxxx\D180030.00 -HumboldtCountyAirports ALUCP Update\05 Graphics-GIS-Modeling\GIS\MXDs\Initial Study\Fig2-9_Garberville_ExistingLU.mxd, phickman 1/25/2021

SOURCE: ESA, 2018; DigitalGlobe, July 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-9
Existing Land Use
Garberville Airport

ESA

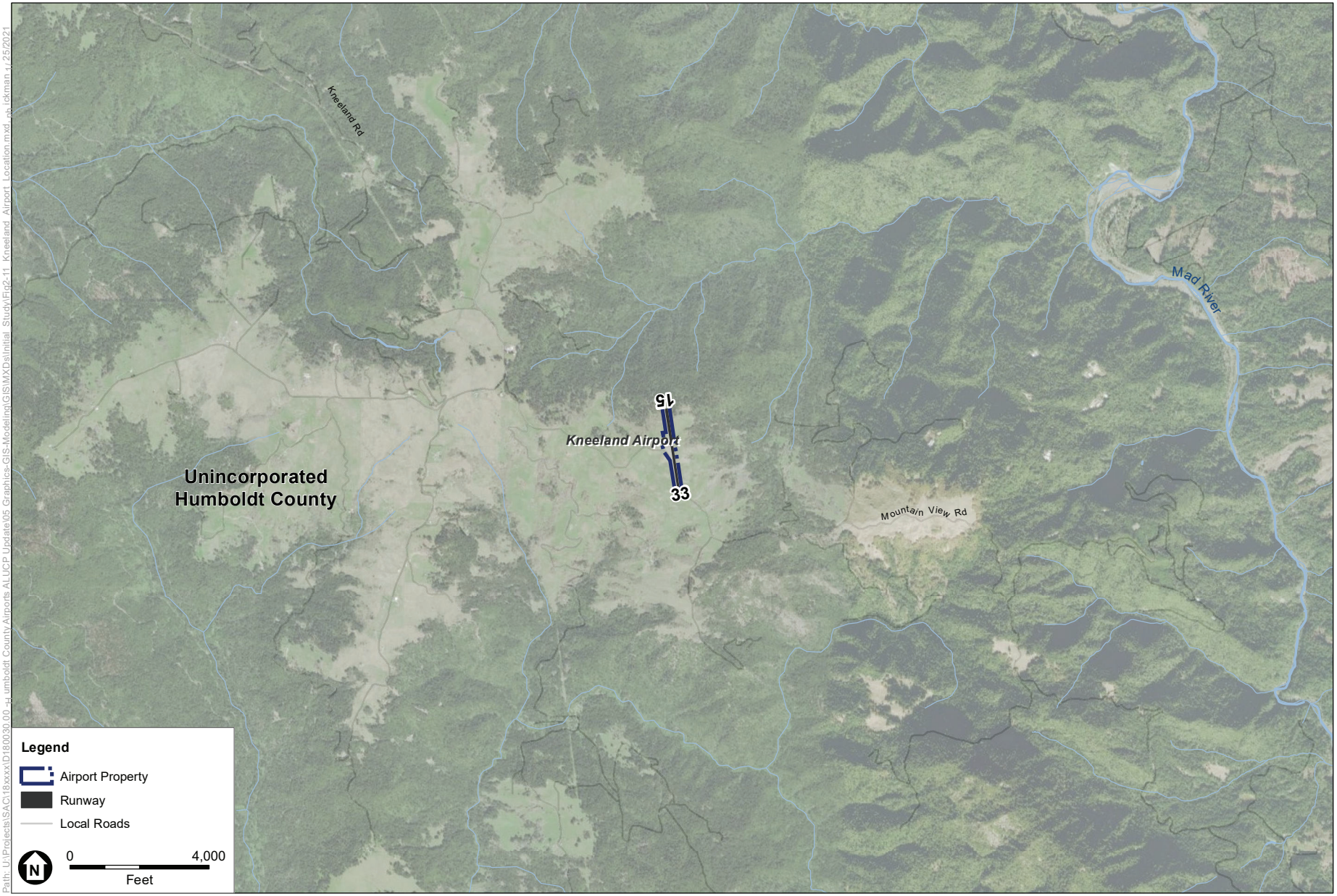


SOURCE: ESA, 2018; DigitalGlobe, July 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-10
Planned Land Use
Garberville Airport

ESA

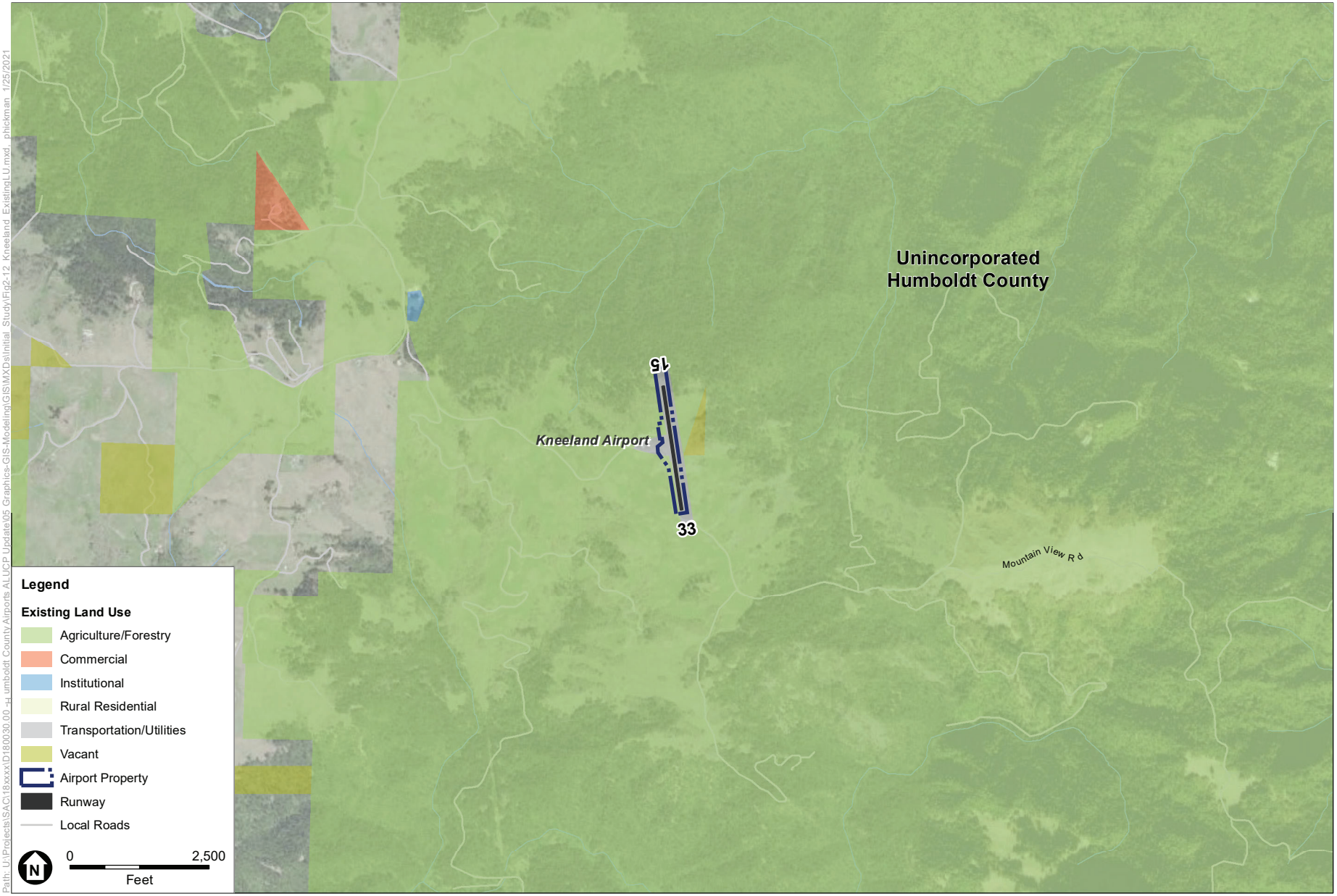


SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-11
Airport Location
Kneeland Airport

ESA

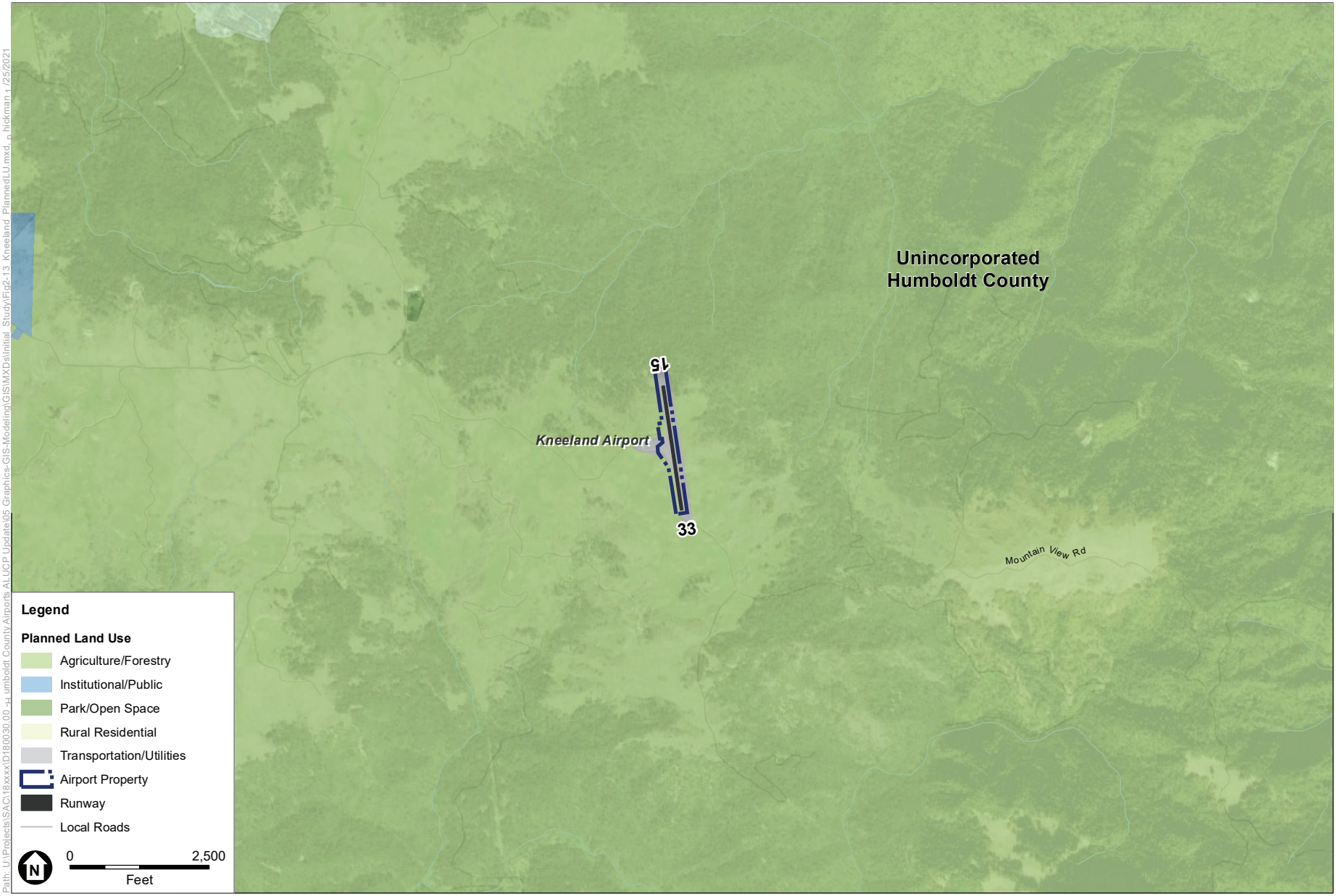


SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-12
Existing Land Use
Kneeland Airport

ESA



SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, June 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-13
Planned Land Use
Kneeland Airport

2.1.5 Murray Field Airport

Murray Field Airport (EKA or Airport) is located at the northern edge of the City of Eureka, in the northwestern part of Humboldt County approximately 10 miles south of ACV. The Airport lies on filled land immediately east of Humboldt Bay. The Airport is bounded by Fay Slough to the north and to the southwest and east by Eureka Slough. The Airport occupies 146 acres and is situated at an elevation of 10.5 feet MSL. **Figure 2-14** depicts the location of the Airport and the immediate surrounding area.

EKA is owned and operated by Humboldt County. The Airport is designated as a local general aviation airport in the NPIAS and as a regional airport in the 2020 Draft CASP.

Project Site and Surrounding Uses

Figure 2-15 depicts existing land use in the area surrounding the Airport. **Figure 2-16** depicts general plan land use in the area surrounding the Airport. Land use around the Airport is varied, with natural resource and agricultural uses found to the northwest and east of the Airport, beyond the Fay Slough. General commercial and industrial uses are found to the west and north of the Airport. South of the Airport are agricultural exclusive, and natural recourse designated land uses. The closest residential land uses are low density residential or estate residential uses within the City of Eureka limits.

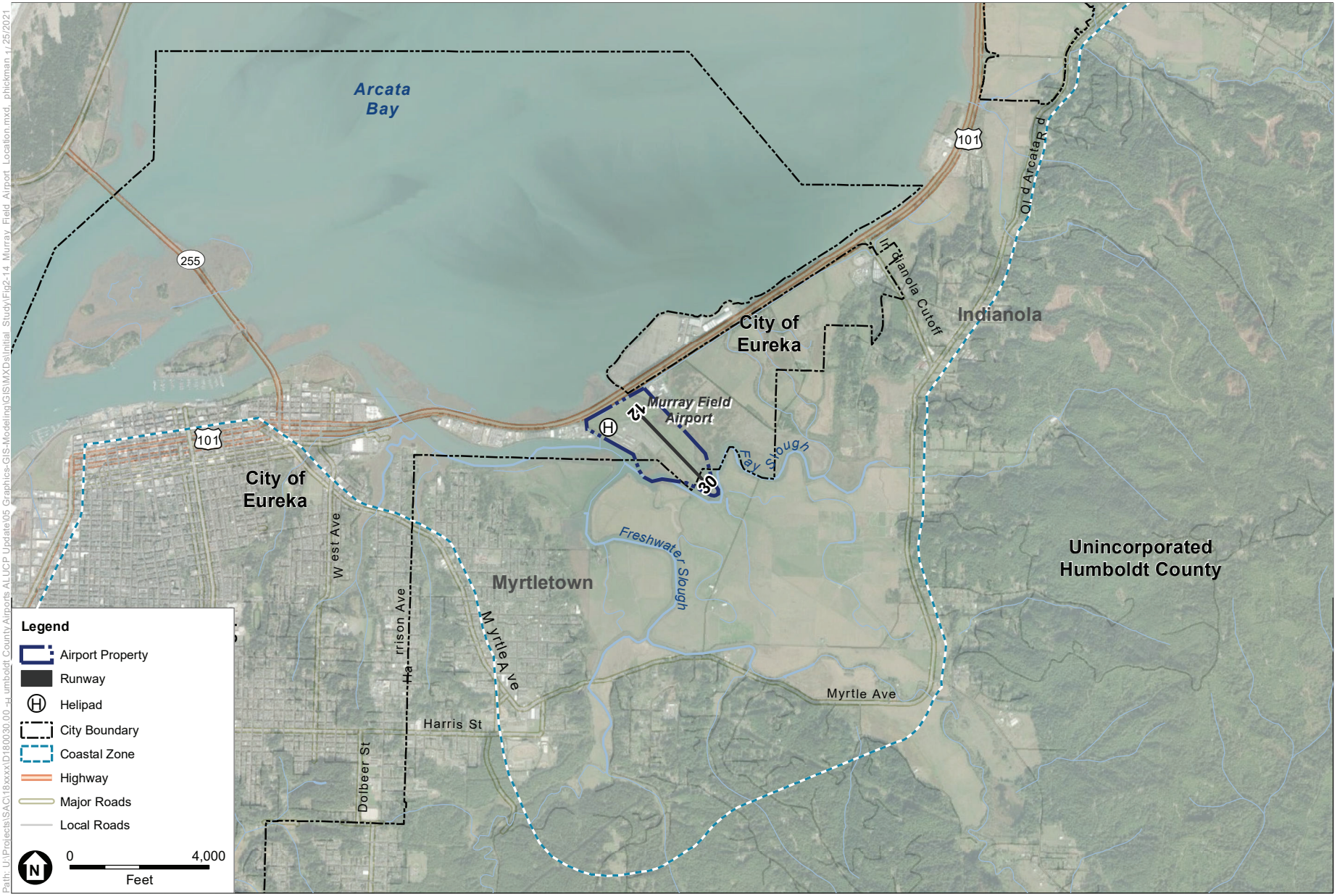
2.1.6 Rohnerville Airport

Rohnerville Airport (FOT or Airport) is located approximately three miles southeast of the City of Fortuna. The Airport is located 0.8 miles south of Fortuna, and is located atop a plateau overlooking the Eel River, providing access to west-central Humboldt County and surrounding communities. The Airport occupies 541 acres and is situated at an elevation of 392.7 feet MSL. **Figure 2-17** depicts the location of the Airport and the immediate surrounding area.

FOT is owned and operated by Humboldt County. The Airport is designated as a basic general aviation airport in the NPIAS and as a regional airport in the 2020 Draft CASP.

Project Site and Surrounding Uses

Figure 2-18 depicts existing land use in the area surrounding the Airport. **Figure 2-19** depicts general plan land use in the area surrounding the Airport. Land use around the Airport is mostly dedicated to agricultural uses found to the south, and west of the Airport. General industrial uses are predominantly found to the north of the Airport. The closest residential land uses are located approximately 0.25 mile to the north and east of the Airport.

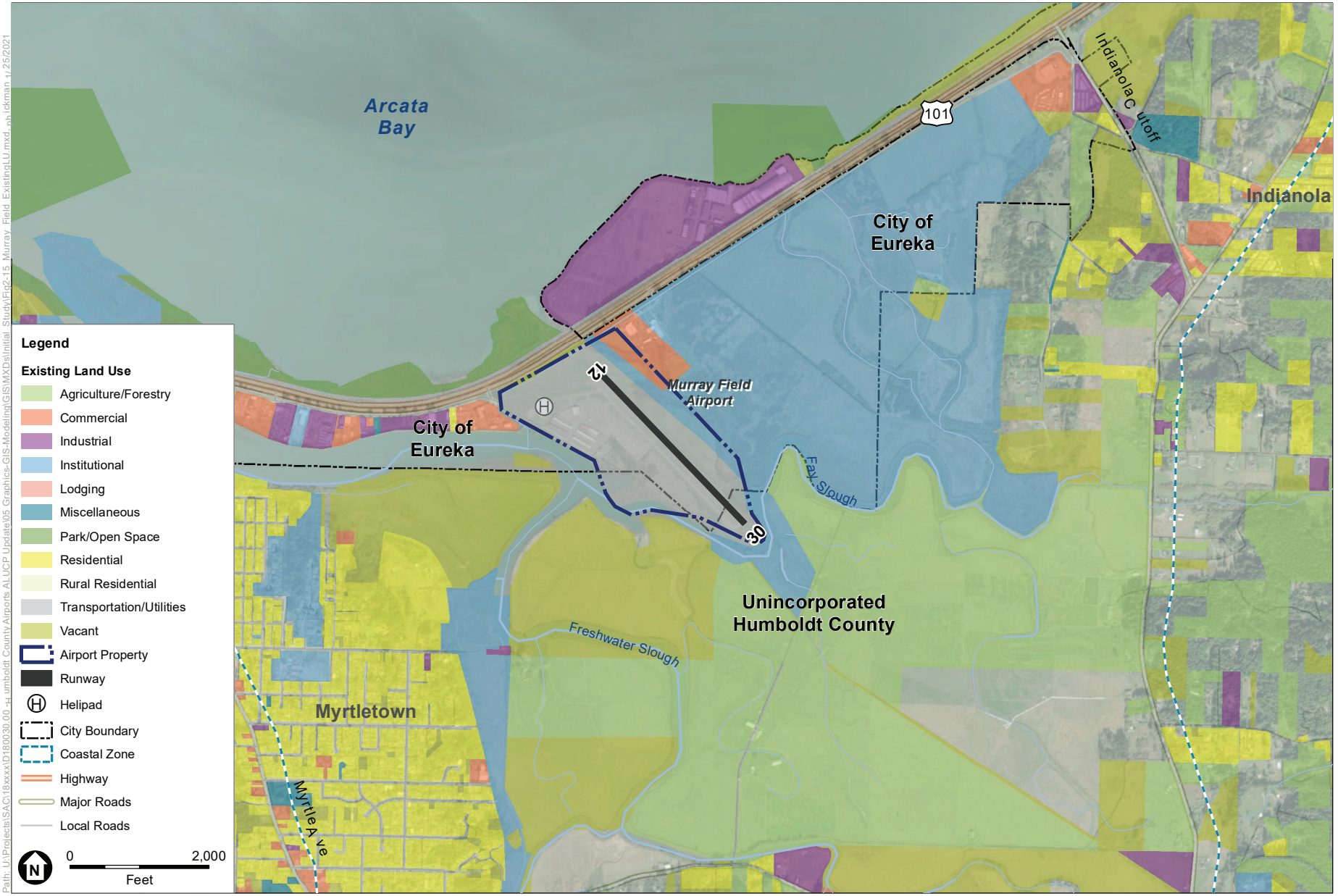


SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-14
Airport Environs
Murray Field Airport

ESA

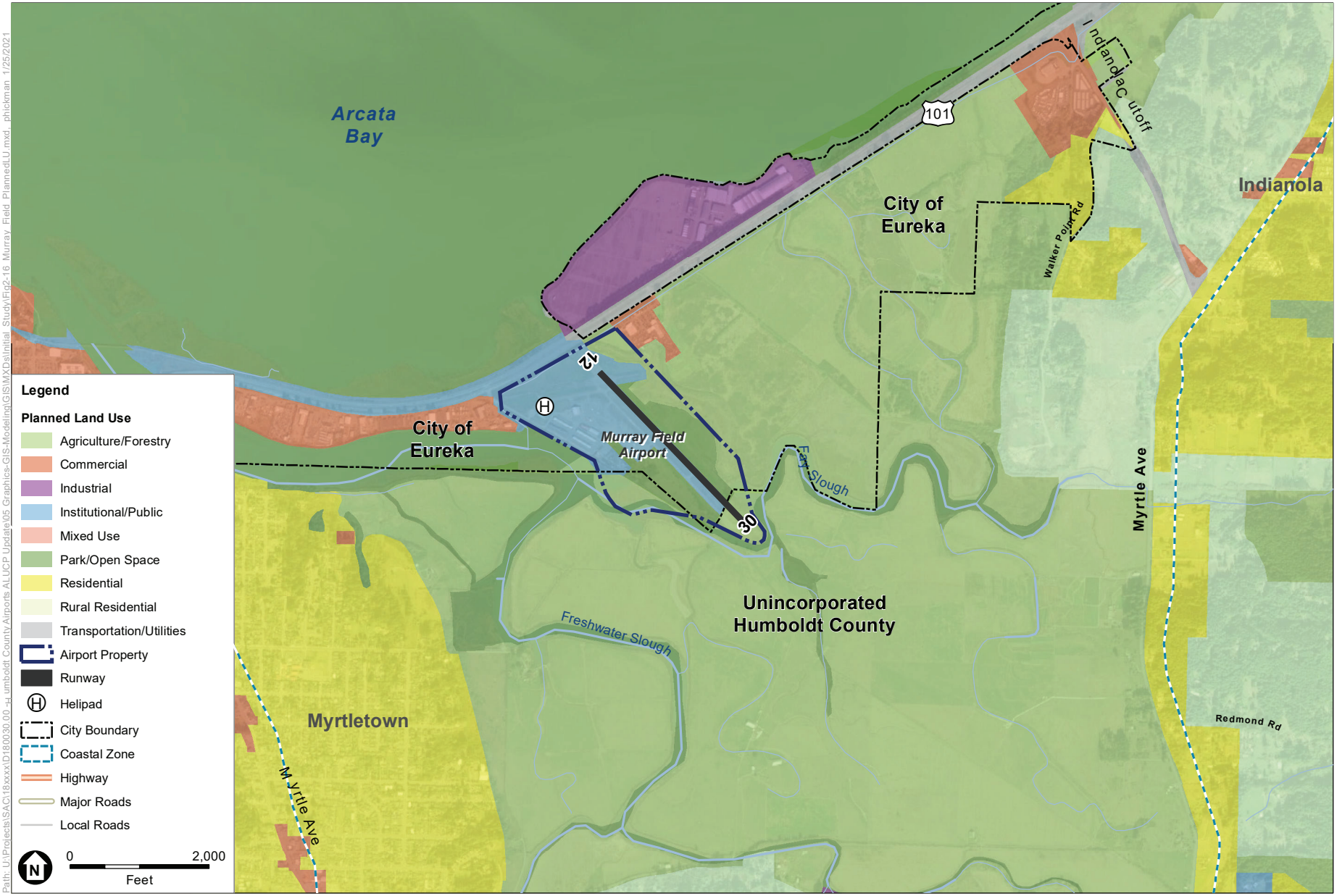


SOURCE: ESA, 2018; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-15
Existing Land Use
Murray Field Airport

ESA

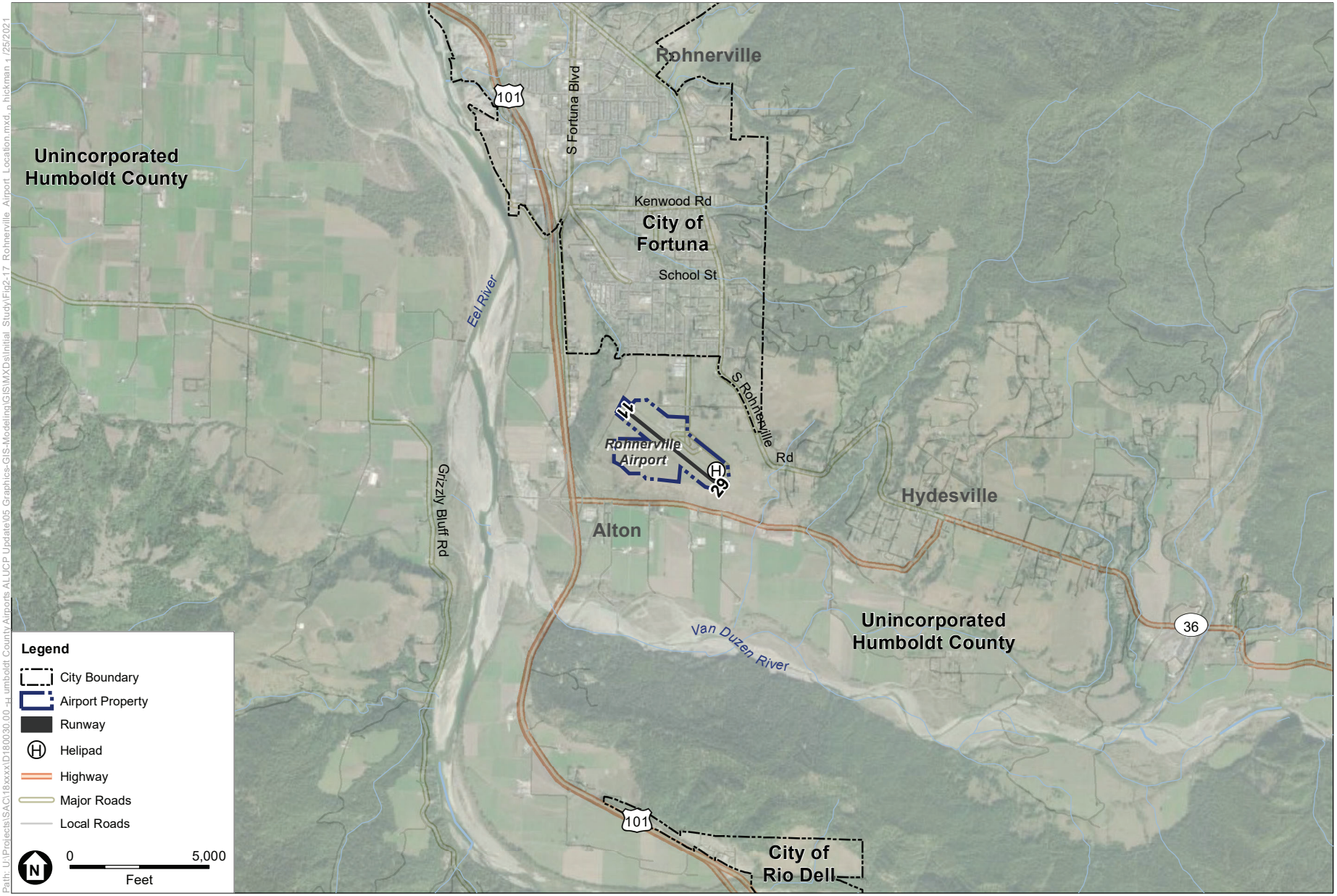


SOURCE: ESA, 2018; County of Humboldt, June 2019; City of Eureka, February 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-16
Planned Land Use
Murray Field Airport

ESA

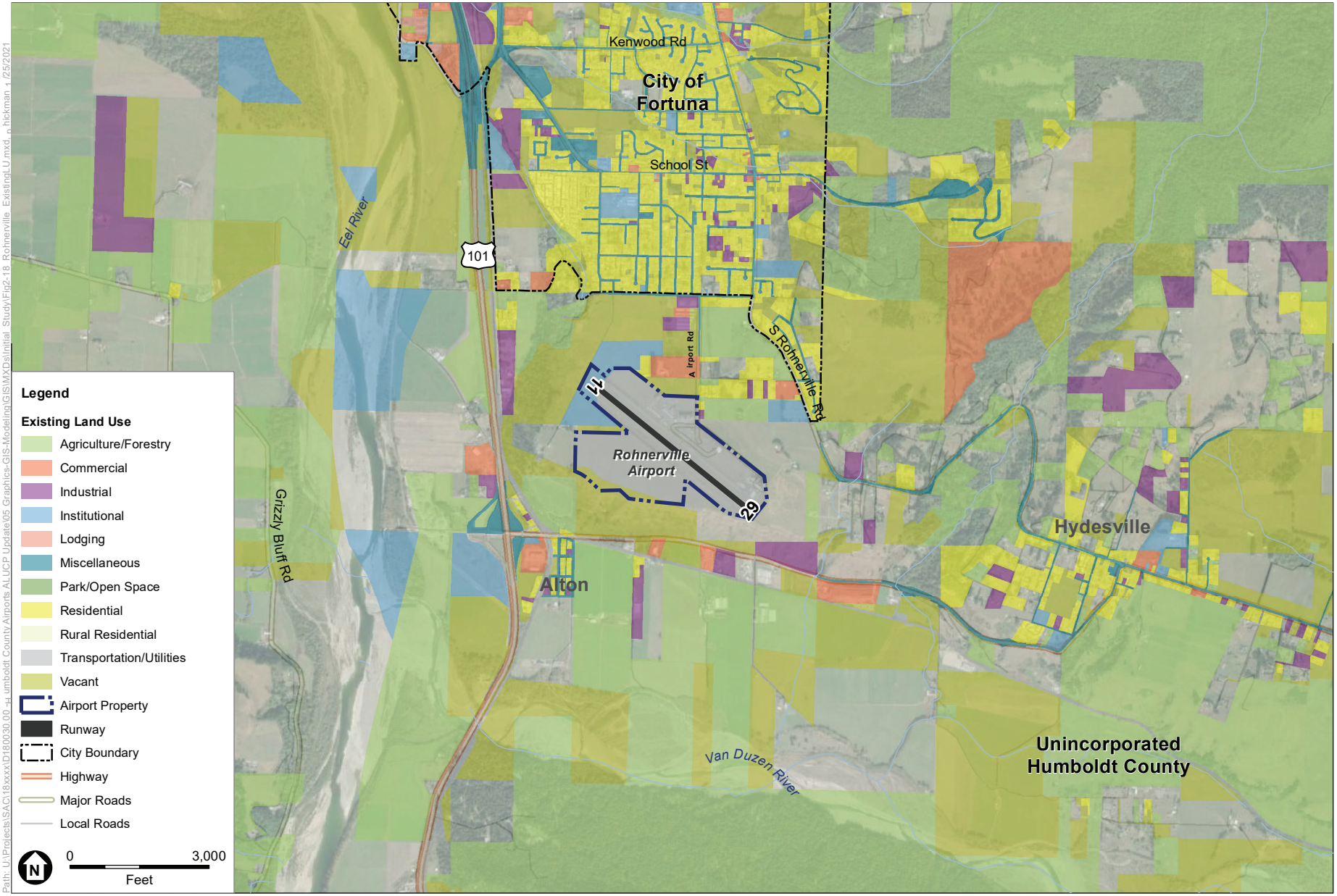


SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, February 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-17
Airport Location
Rohnerville Airport

ESA

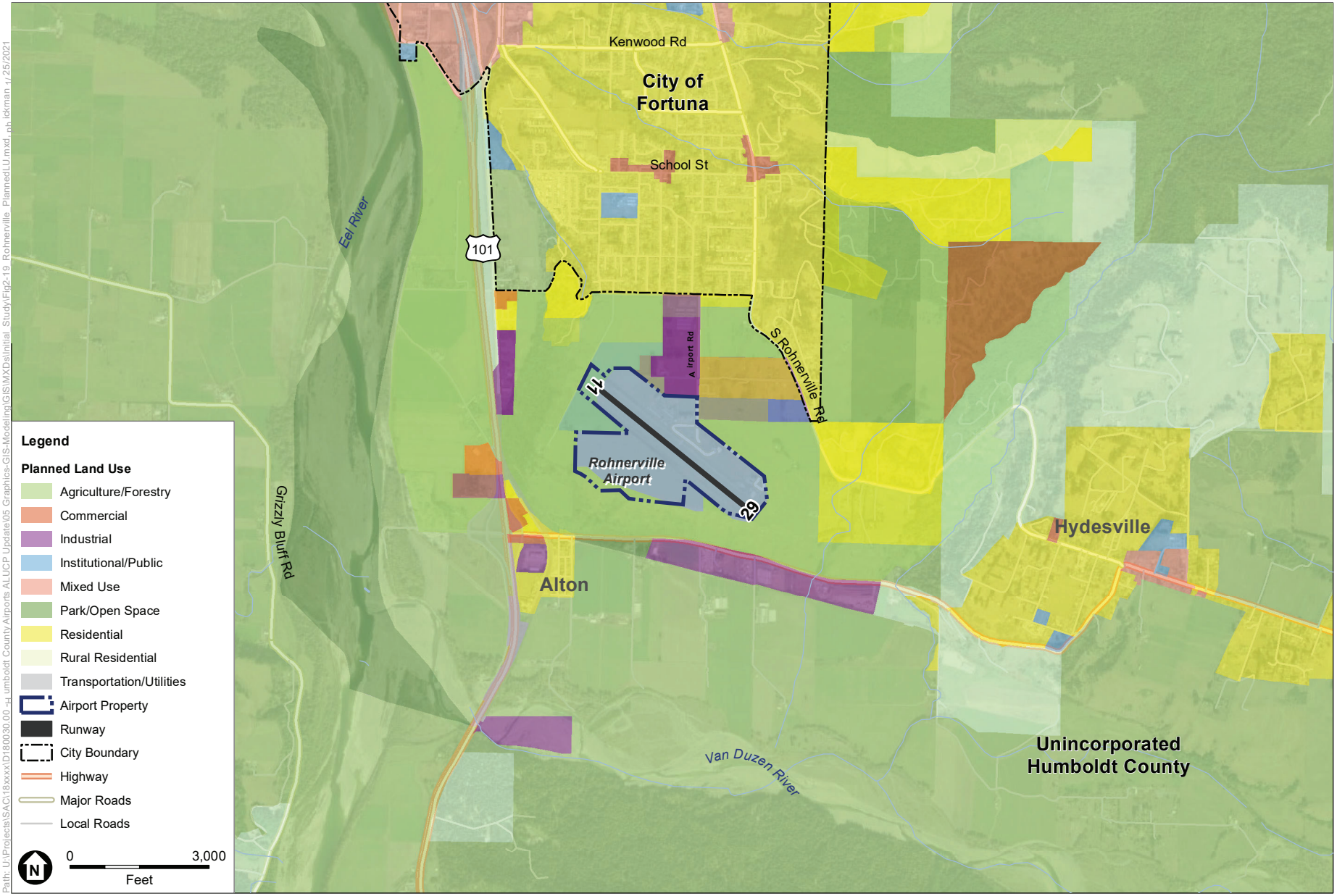


SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, February 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-18
Existing Land Use
Rohnerville Airport

ESA



SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, June 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-19
Planned Land Use
Rohnerville Airport

ESA

2.1.7 Samoa Field Airport

Samoa Field Airport (O33 or Airport) is located in the unincorporated community of Samoa approximately 1.5 miles west of the city of Eureka. The Airport is situated on the Samoa Peninsula between the Pacific Ocean to the west and Humboldt Bay to the east. The Airport occupies 657 acres and is situated at an estimated elevation of 20 feet MSL. **Figure 2-20** depicts the location of the Airport and the immediate surrounding area.

Samoa Field is owned and operated by Humboldt the City of Eureka. The Airport is not recognized in the NPIAS or classified in the 2020 Draft CASP.

Project Site and Surrounding Uses

Figure 2-21 depicts existing land use in the area surrounding Samoa Field. **Figure 2-22** depicts general plan land use in the area surrounding the Airport. Land use around Samoa Field is varied, generally dominated by open space, natural resources, and some residential uses found to the north of the Airport and to the east across Arcata Bay within the Eureka city limits.

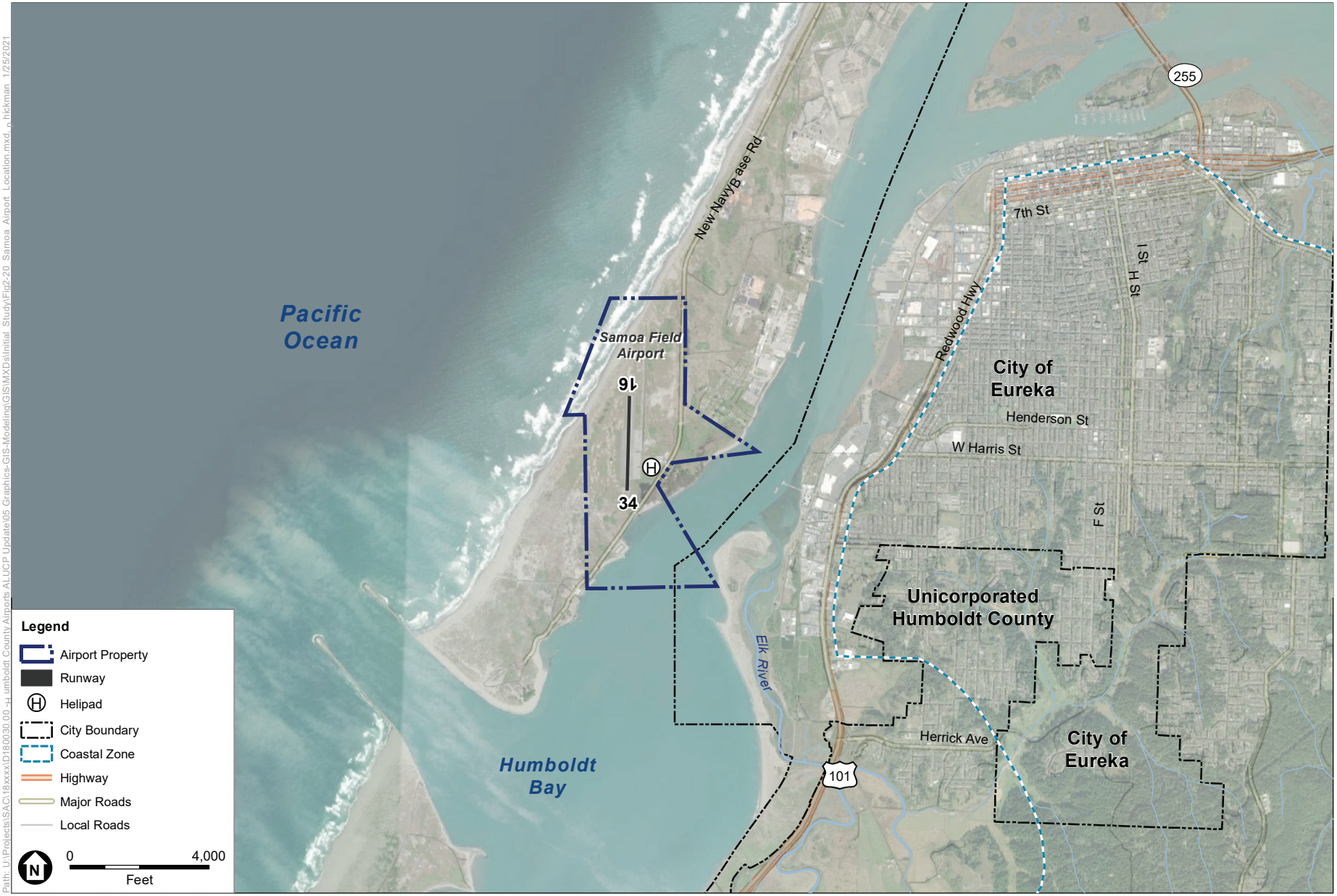
2.1.8 Shelter Cove Airport

Shelter Cove Airport (0Q5 or Airport) is located within the unincorporated community of Shelter Cove in southwestern Humboldt County. The Airport occupies 50 acres and is situated at an elevation of 73.4 feet MSL. **Figure 2-23** depicts the location of the Airport and the immediate surrounding area.

Shelter Cove Airport is owned and operated by the Shelter Cove Resort Improvement District. The Airport is designated as unclassified in the NPIAS and as a community airport in the 2020 Draft CASP.

Project Site and Surrounding Uses

Figure 2-24 depicts existing land use in the area surrounding the Airport. **Figure 2-25** depicts general plan land use in the area surrounding the Airport. Land use around the Airport is varied, with mostly residential and commercial uses surrounding the Airport. Commercial recreation, and low to medium density residential uses are predominantly found to the west and east of the Airport, while commercial recreational uses are found to the north and south of both runway ends. The closest residential land uses are located adjacent to the runway.

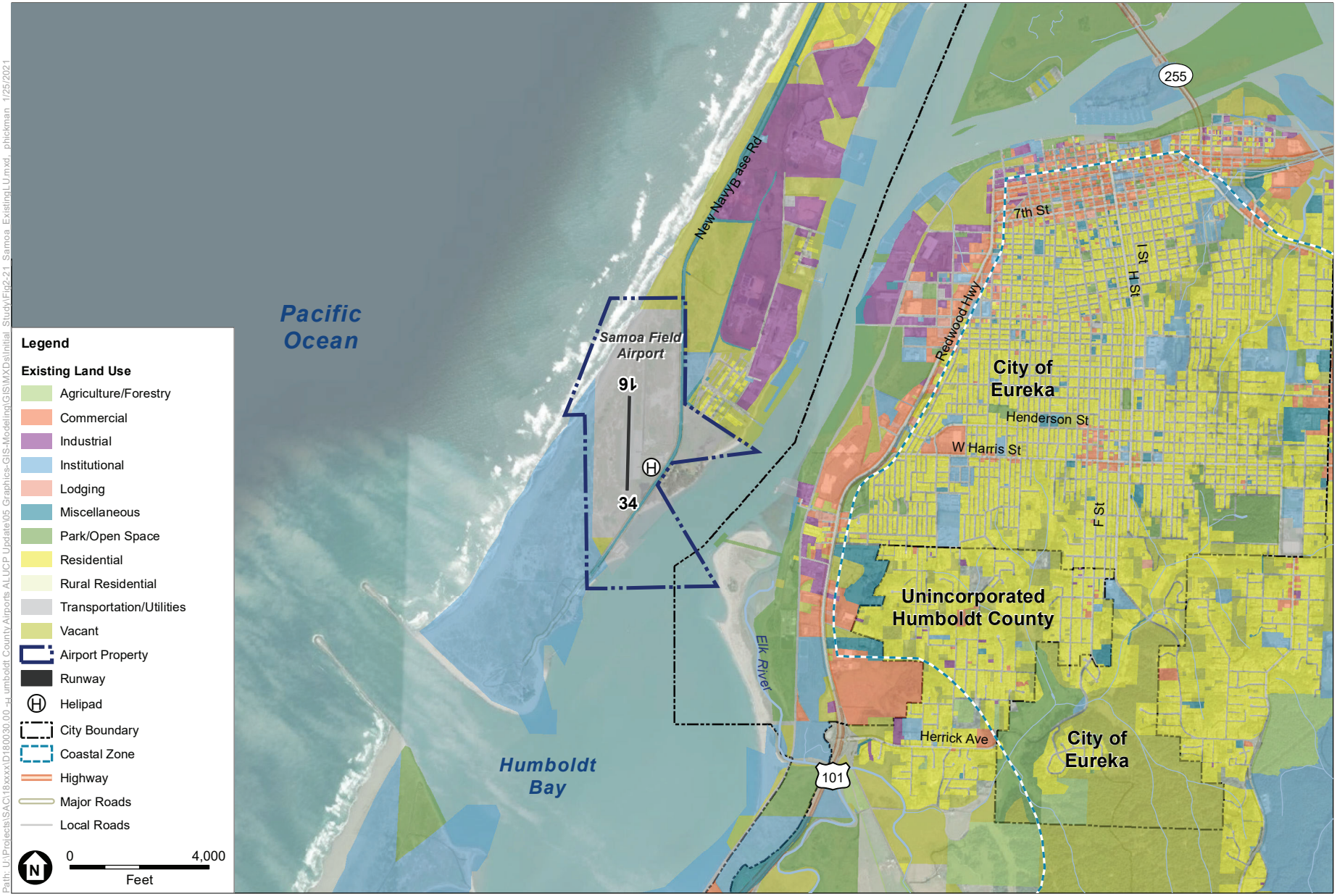


SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-20
Airport Location
Samoa Field Airport

ESA

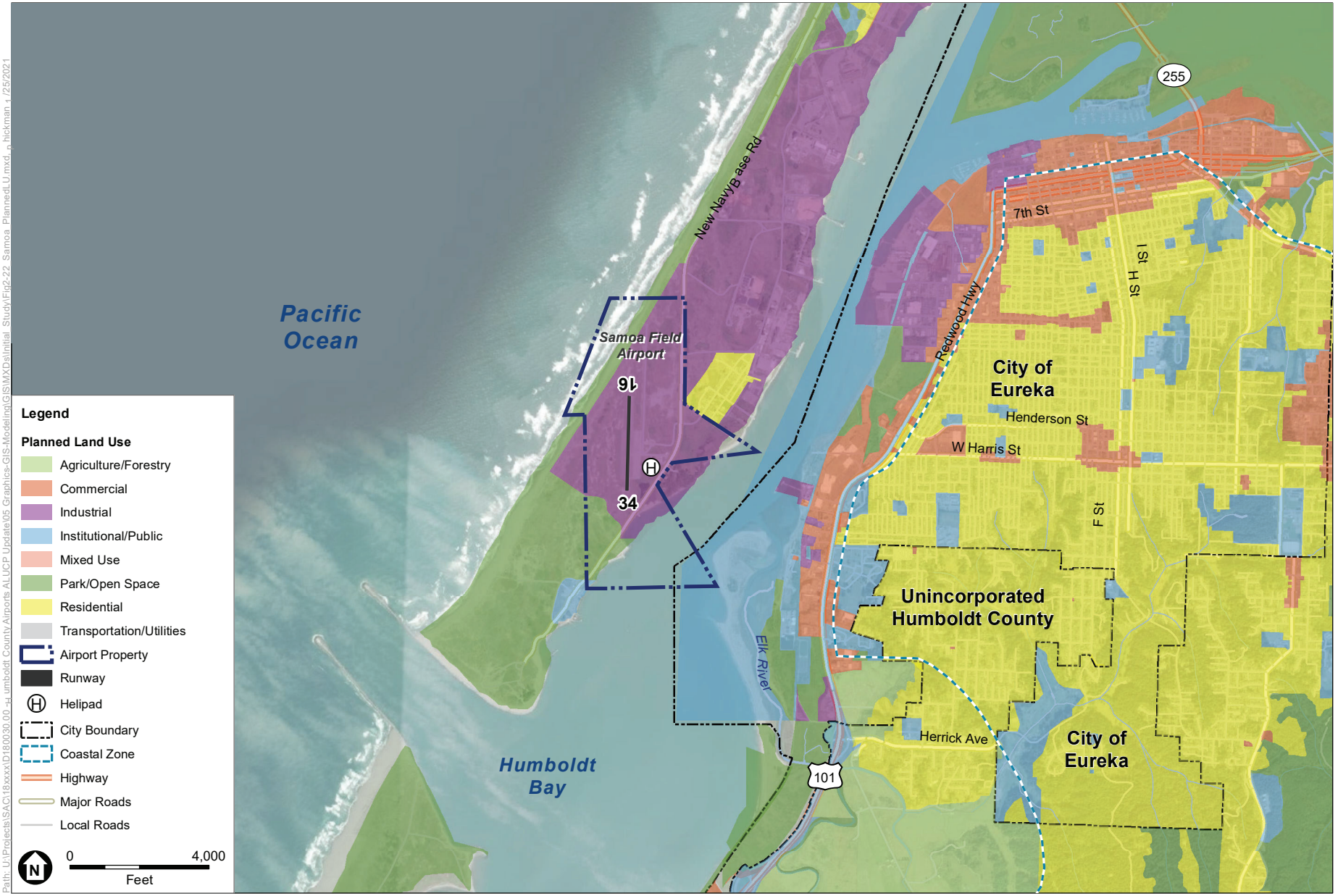


SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-21
Existing Land Use
Samoa Field Airport

ESA

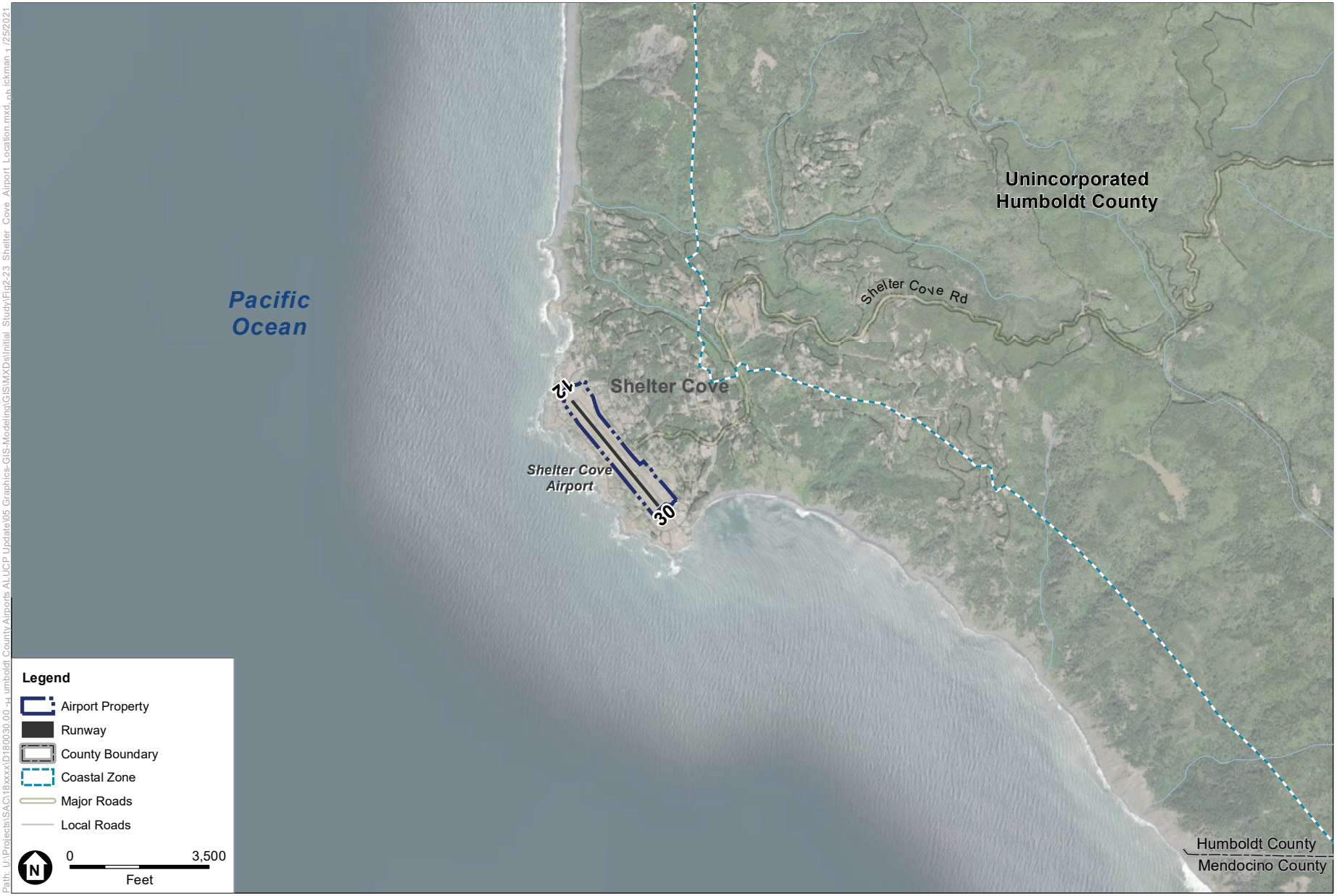


SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, June 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-22
Planned Land Use
Samoa Field Airport

ESA

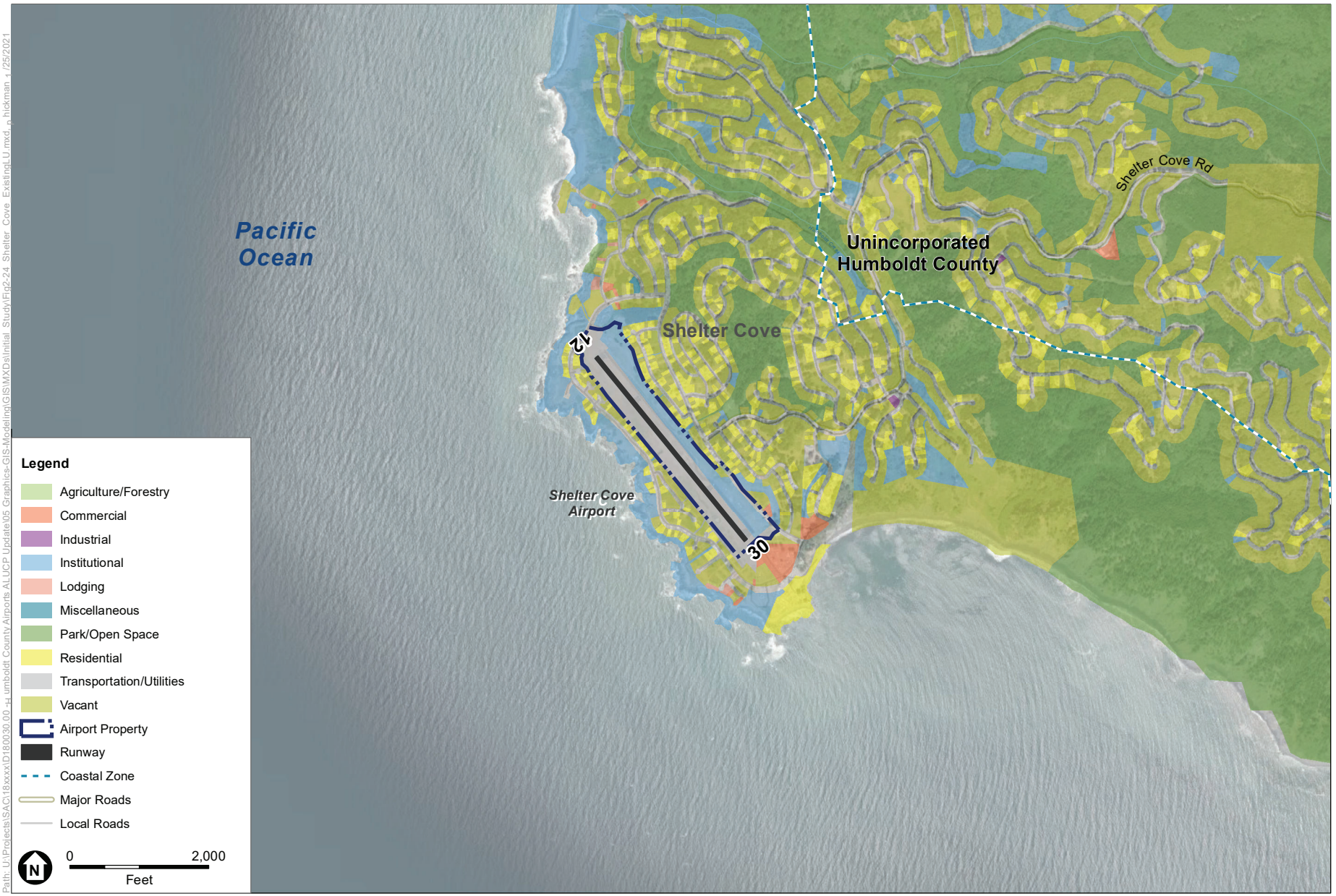


SOURCE: ESA, 2018; DigitalGlobe, June 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-23
Airport Location
Shelter Cove Airport

ESA

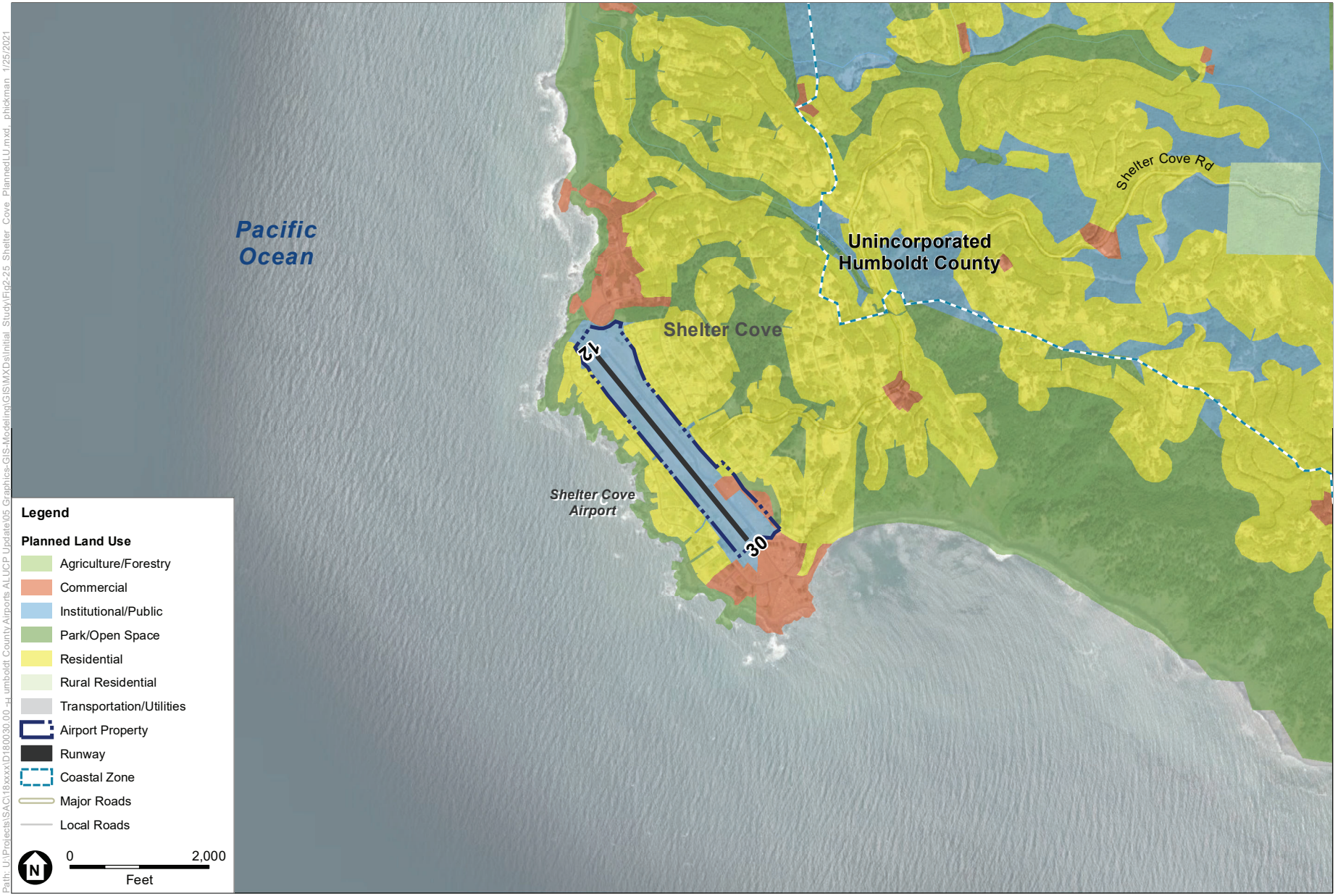


SOURCE: ESA, 2018; DigitalGlobe, June 2017; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-24
Existing Land Use
Shelter Cove Airport

ESA



SOURCE: ESA, 2018; DigitalGlobe, June 2017; County of Humboldt, June 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 2-25
Planned Land Use
Shelter Cove Airport

ESA

CHAPTER 3
Project Description

The proposed project that is the subject of this Initial Study is the Humboldt County ALUCP. A copy of the Draft ALUCP is being circulated for public review concurrent with the circulation of this Initial Study. Details on where to view a copy of the Draft ALUCP are provided in Section 1.5 of this Initial Study. The Draft ALUCP is incorporated by reference into this Initial Study.

3.1 Project Objectives

The principal objectives of the ALUCP are to:

1. To maintain the sustainability of the County's airports by safeguarding them from further encroachment by incompatible land uses that limit their ability to meet their purpose.
2. To safeguard the general welfare of people and property around the County's airports by ensuring a development pattern that is compatible with airport operations and limits, to the extent practicable, the surrounding community's exposure to aircraft noise and other potential adverse impacts generated by the operation of the airports.
3. To prevent development that will adversely affect navigable airspace in the environs of the County's airports.
4. To provide guidance to local land use agencies on compatible land uses in the environs of the County's airports.

3.2 Proposed Airport Land Use Compatibility Plan

This ALUCP replaces the Airport Land Use Compatibility Plan for Humboldt County Airports that was prepared in 1993 (1993 Plan). The 1993 Plan was adopted only for Shelter Cove Airport (adopted as amended in 1997) and California Redwood Coast – Humboldt County Airport (adopted as amended in 1998); however, the General Plans of Humboldt County and the Cities of Eureka and Fortuna have subsequently been updated to be consistent with the policies in the 1993 Plan.[4]

The Draft ALUCP is based on the following sources of information:

California Redwood Coast-Humboldt Airport - Compatibility factors for the Airport were developed based on information provided in the 2005 Airport Master Plan, the 2018 ALP, and interviews with County staff.

[4] The Humboldt County General Plan was last updated in 2017, the City of Eureka General Plan was last updated in 2018, and the City of Fortuna General Plan was last updated in 2010.

Dinsmore Airport - Compatibility factors for the Airport were developed based on information provided on the 2007 ALP, as well as interviews with County staff.

Garberville Airport - Compatibility factors for the Airport were developed based on information included in the FAA's TAF, the current ALP, and the Airport's 2007 Master Plan Report. Additional data was obtained through Humboldt County's website, airport records maintained by the FAA, and consultation with Airport staff.

Kneeland Airport - Compatibility factors for Kneeland Airport were developed based on information derived from the Kneeland Airport Master Plan update (Master Plan), prepared in September 2005, airport records maintained by the FAA, as well as information provided on the approved ALP (and described in the Airport Master Plan Update).

Murray Field Airport - Compatibility factors for the Murray Field Airport were derived from the 2007 Murray Field ALP, Airport Master Plan, airport records maintained by the FAA, as well as input from County staff.

Rohnerville Airport - Compatibility factors for the Rohnerville Airport were derived from the 2007 Rohnerville ALP and Airport Master Plan, airport records maintained by the FAA, as well as input from County staff.

Samoa Field Airport - Compatibility factors for the Murray Field Airport were derived from the 2007 Murray Field ALP, Airport Master Plan, airport records maintained by the FAA, as well as input from County staff.

Shelter Cove Airport - Compatibility factors for the Shelter Cove Airport were derived from airport records maintained by the FAA and input from Shelter Cove Resort Improvement District staff.

The ALUCP is the primary document used by an ALUC to help promote compatibility between an airport and the surrounding area. The ALUCP contains land use policies and compatibility criteria for implementation by local agencies and does not propose or entail any new development, construction, or changes to existing land uses or the environment. Similarly, no physical development or construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the ALUCP by local agencies. The Draft ALUCP applies to areas around Humboldt County's airports (and on airport properties, so much as they are devoted to non-aeronautical uses), and no change in airport facilities or aircraft or airport operations would result with its implementation.

The authority of the ALUC and the geographical extent to which its policies are applicable is limited to the extent of the AIAs. The AIAs are introduced in Section 1.4 of the Draft ALUCP and discussed in detail in Policy GP-2, *Geographic Scope*. The AIAs consist of two review areas, Review Areas 1 and 2. Review Area 1 consists of the areas contained within the noise contours and safety zones for each airport. Review Area 2 consists of the areas within the airspace surfaces as defined by 14 CFR Part 77, and the overflight notification areas for each airport. The Draft ALUCP was prepared using the guidance provided by the California Department of

Transportation (Caltrans), Division of Aeronautics in the latest version of the *California Airport Land Use Planning Handbook* (California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011).

This ALUCP contains both general and specific policies to regulate, and guide its implementation. Both the general and specific policies are to be used by the ALUC, affected local agencies, and others, to implement the relevant provisions of this ALUCP. The specific policies are focused around four compatibility factors. These factors include:

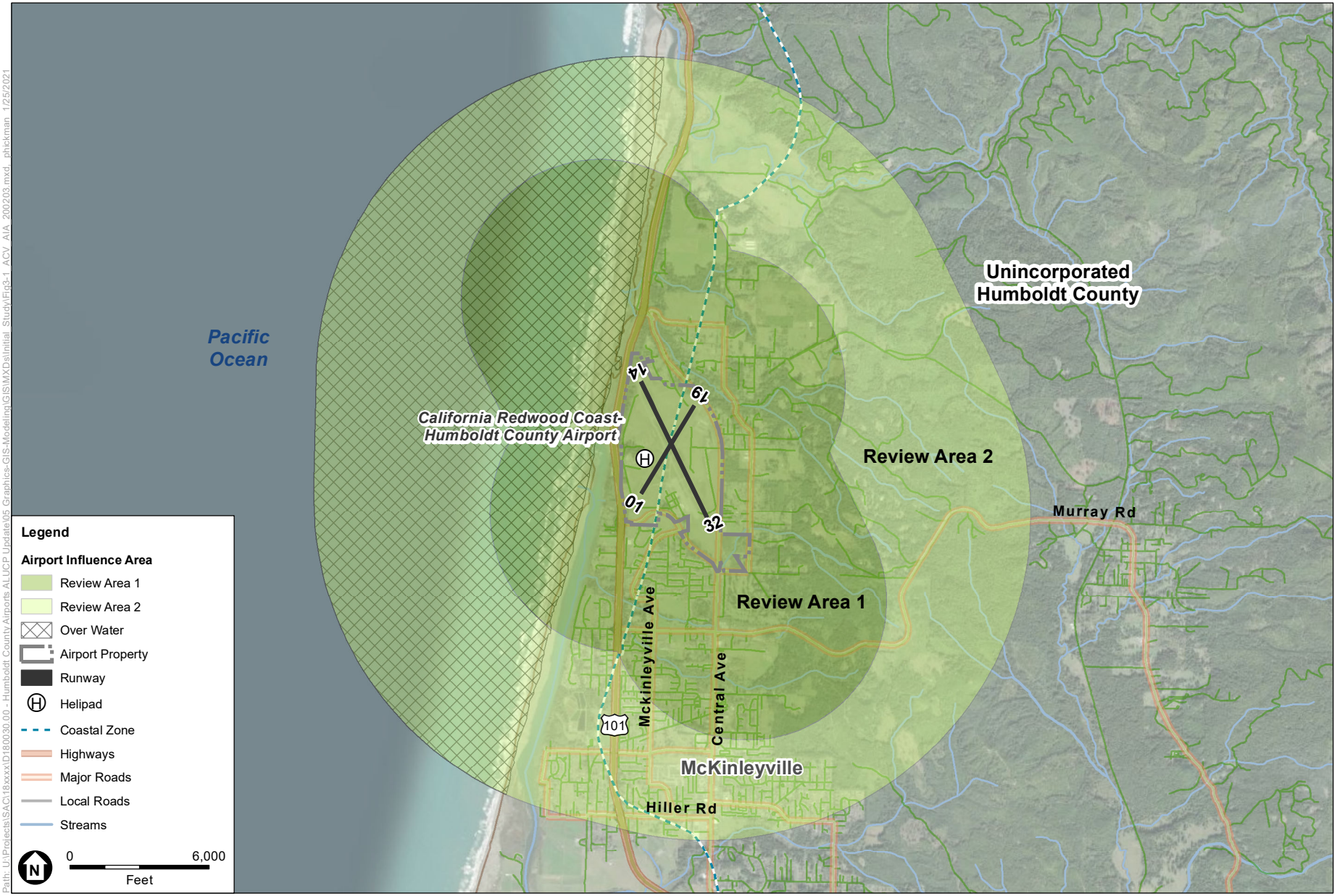
- **Noise** – The aircraft noise policies promote the goals of the California Airport Noise Standards (Cal. Code Regs., tit. 21, § 5000 *et seq*.) and the California Noise Insulation Standards (25 Cal. Admin Code § 1092) by avoiding the establishment of noise-sensitive land uses in areas around the Airport that are exposed to significant levels of aircraft noise.

- **Safety** – The safety policies minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations such as aircraft accidents.

- **Airspace Protection** – The airspace projection policies maintain the safe and efficient operation of the airspace around the Airport and avoiding potential hazards to aircraft in flight and protecting the navigable airspace around the Airport consistent with the requirements of 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, Humboldt County Code (Tit. III, Div. 3, Ch.3, *Airport Approach Zone Building Height Regulations*) and other relevant federal regulations.

- **Overflight Notification** – The overflight notification policies address issues related to aircraft overflights by identifying the area within which flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within this area, real estate disclosure notices are required, pursuant to state law (Bus. and Prof. Code, § 11010 and Civ. Code, §§ 1102.6 and 1103.4).

The airport land use compatibility policies and criteria in the ALUCP apply only to new development. Under state law, the ALUC has no jurisdiction over existing development, except for nonconforming uses that are proposed for expansion or redevelopment.



SOURCE: ESA, 2020.

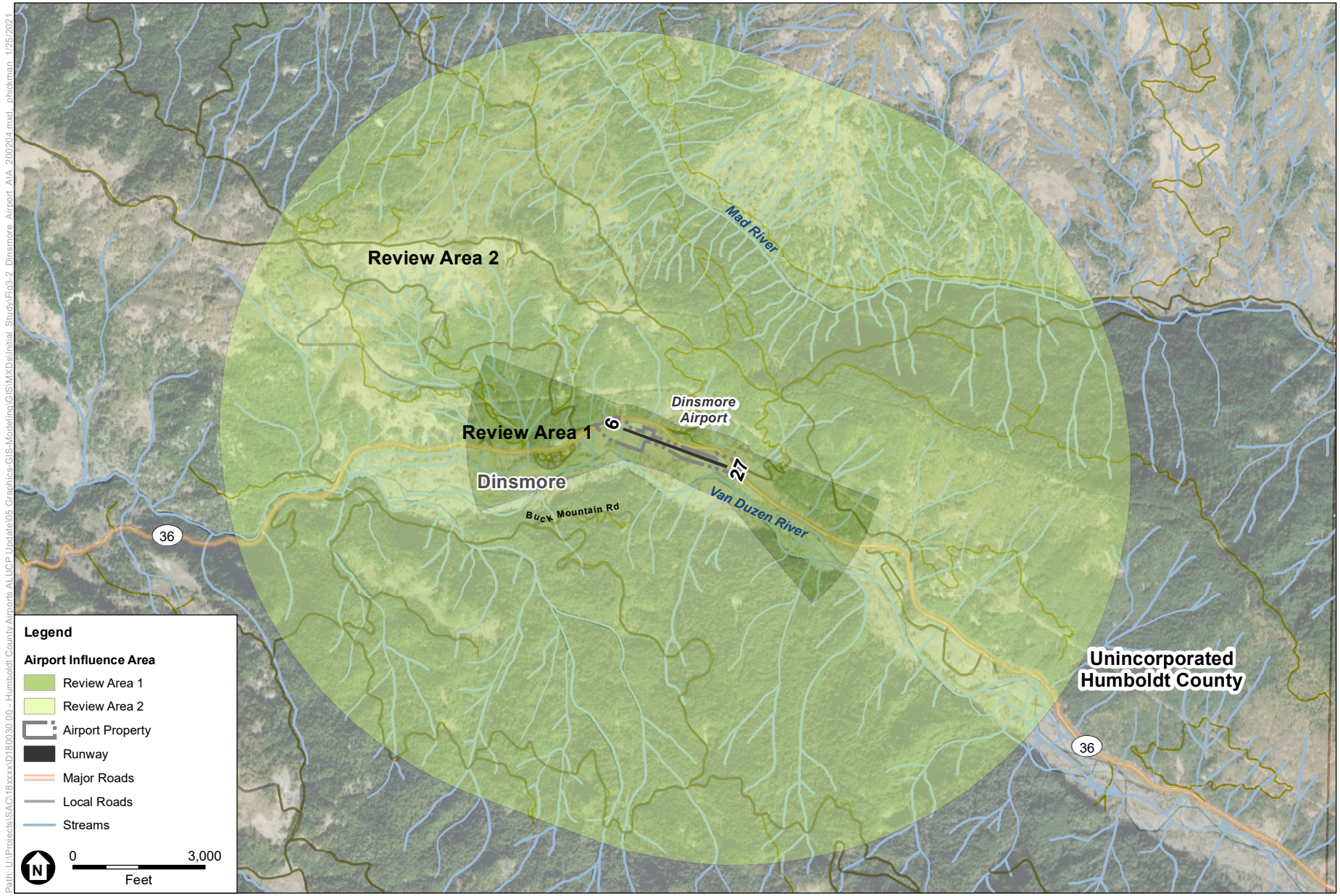
Humboldt County Draft ALUCP Initial Study

Figure 3-1

Airport Influence Area

California Redwood Coast-Humboldt County Airport

ESA

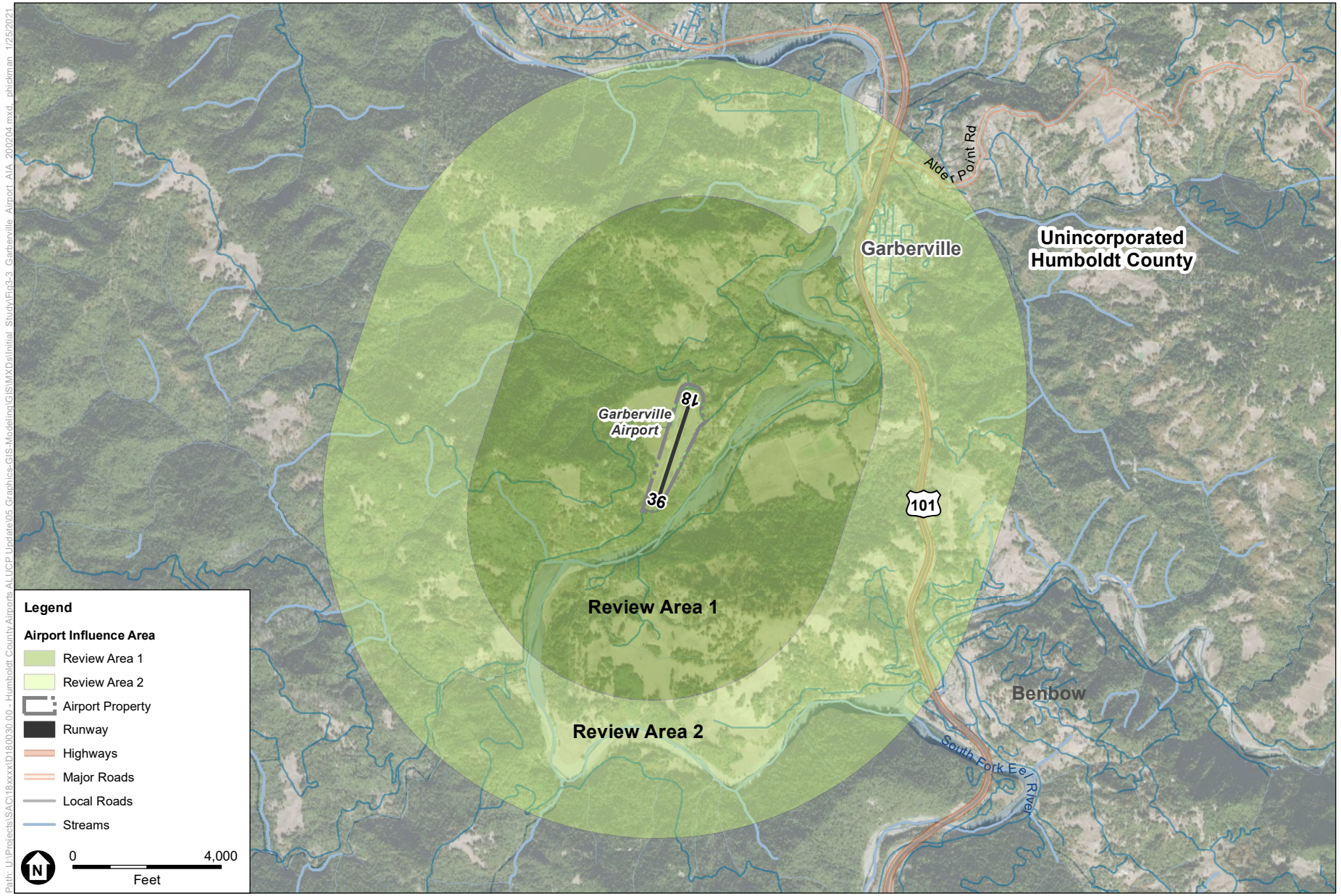


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 3-2
Airport Influence Area
Dinsmore Airport

ESA

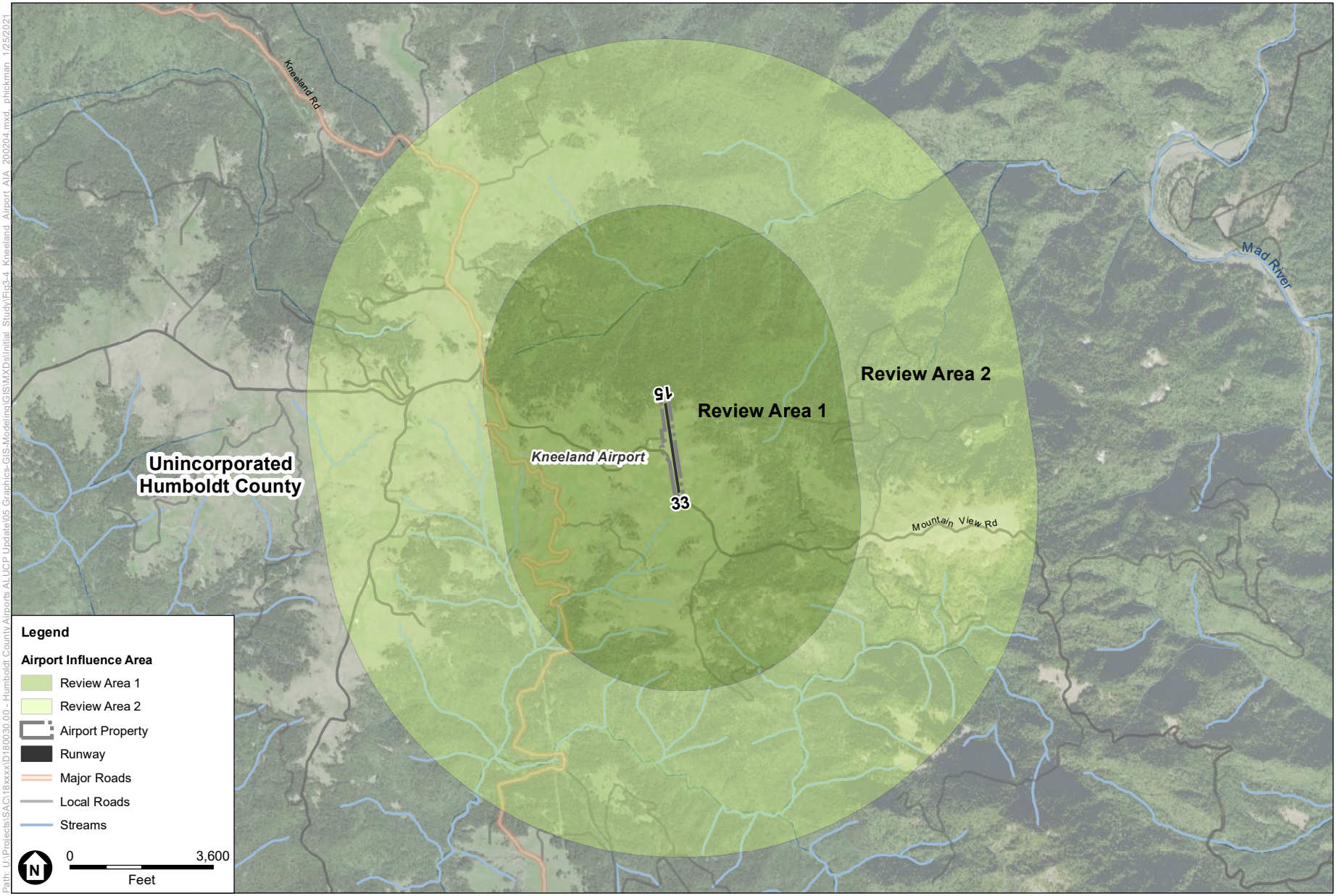


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 3-3
Airport Influence Area
Garberville Airport

ESA

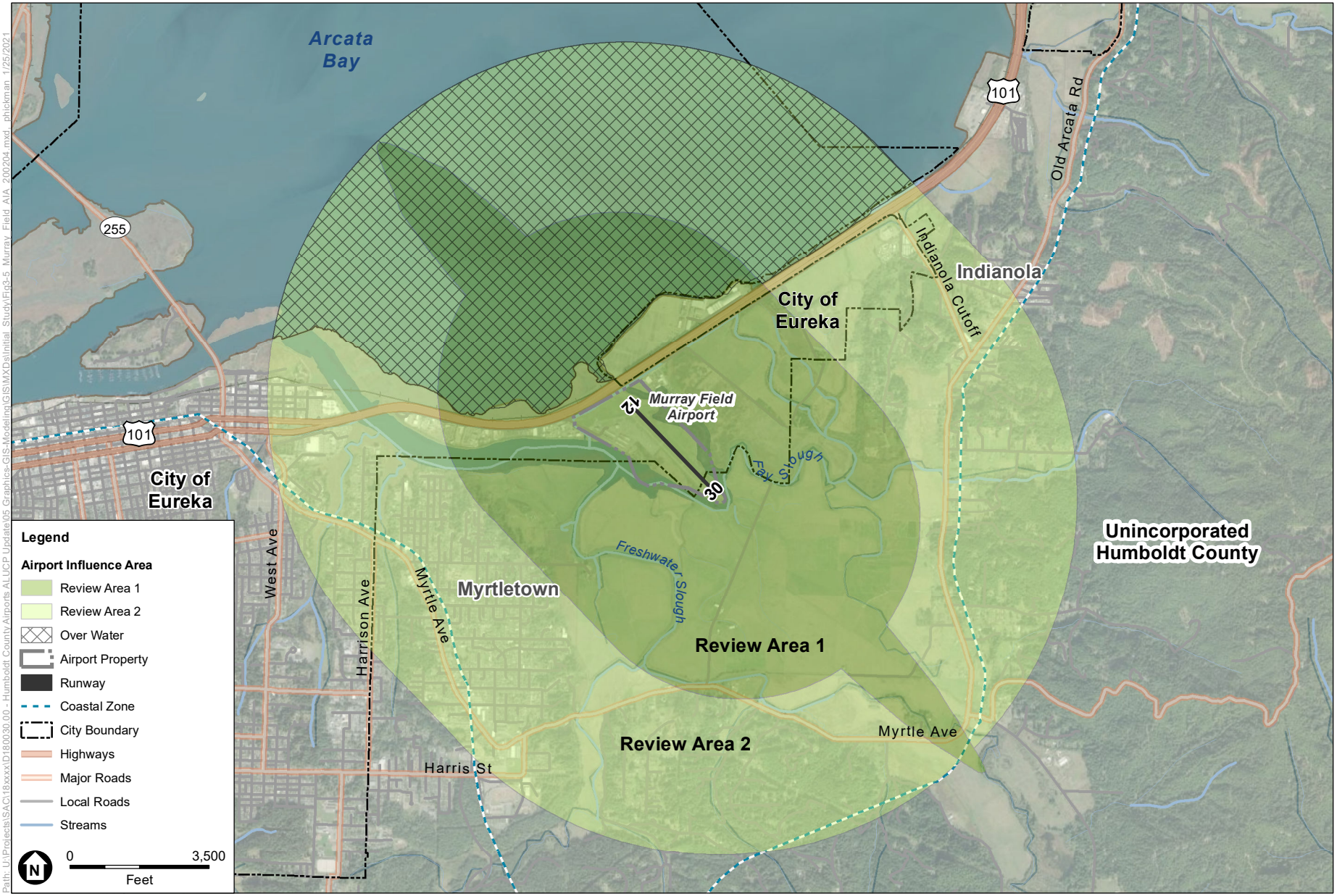


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 3-4
Airport Influence Area
Kneeland Airport

ESA

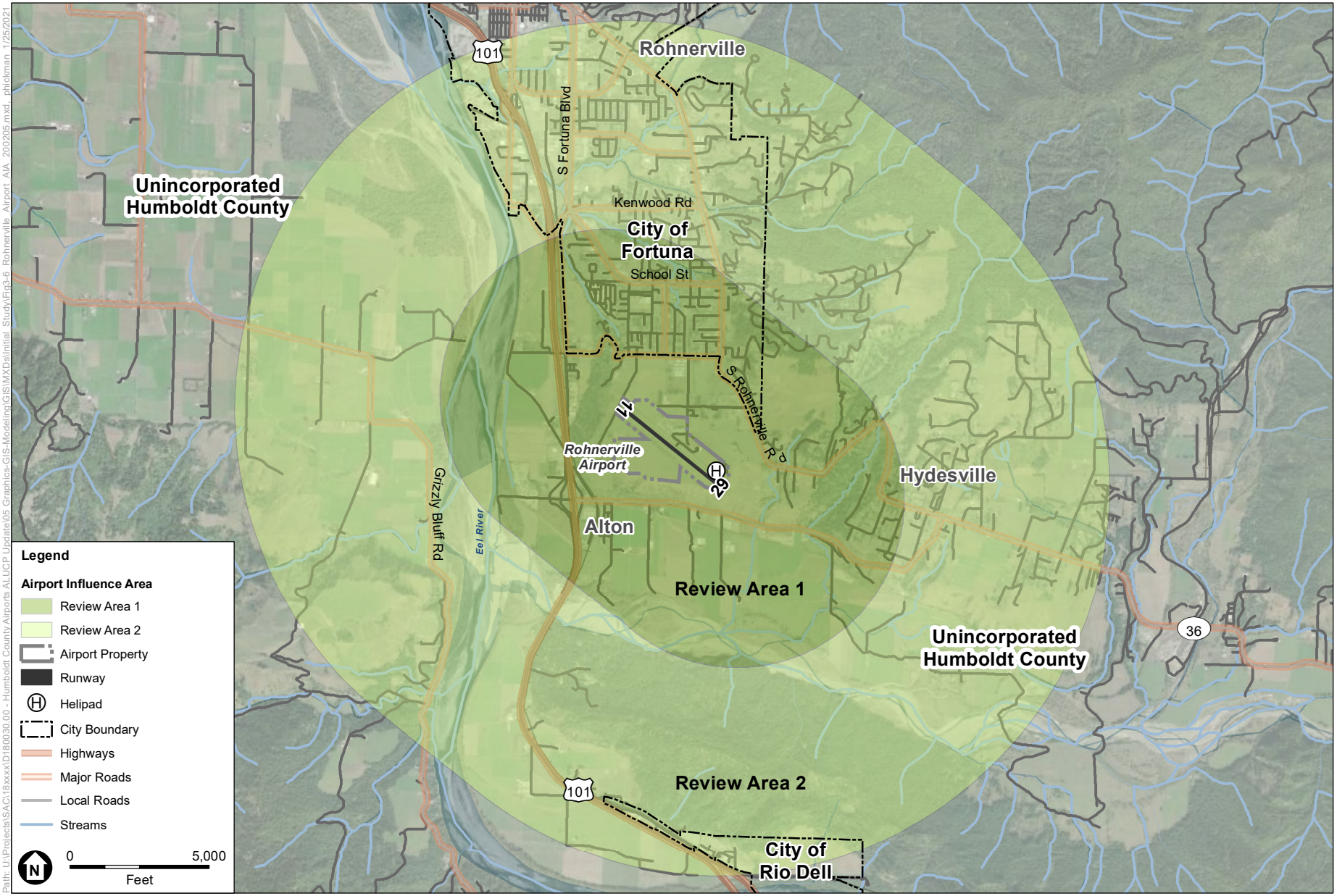


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 3-5
Airport Influence Area
Murray Field Airport

ESA

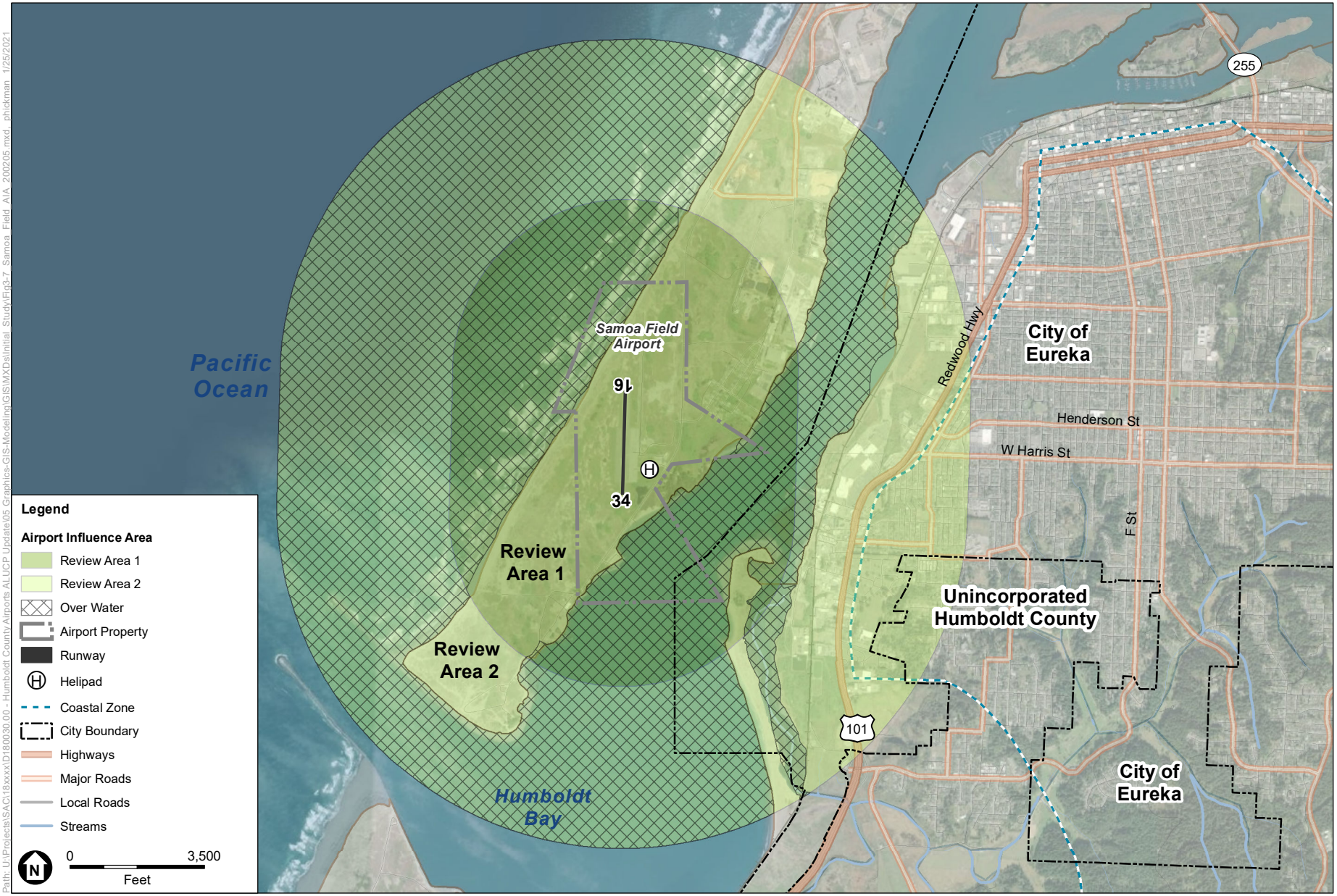


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 3-6
Airport Influence Area
Rohnerville Airport

ESA

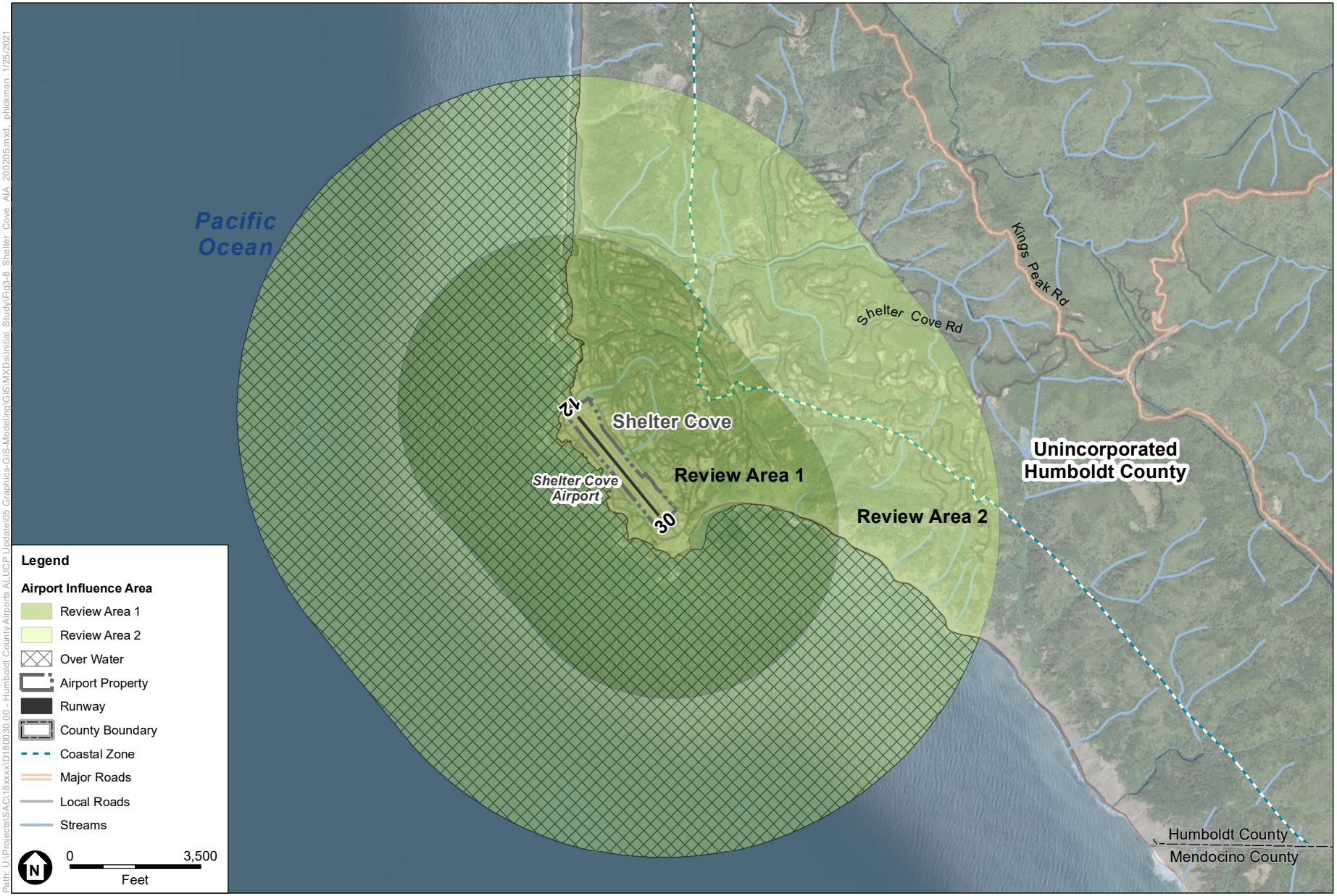


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 3-7
Airport Influence Area
Samoa Field Airport

ESA



SOURCE: ESA, 2020

Humboldt County Draft ALUCP Initial Study

Figure 3-8
Airport Influence Area
Shelter Cove Airport

ESA

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CHAPTER 4
Analysis of Potentially Displaced Development

4.1 Introduction

Adoption of the Humboldt County ALUCP has the potential to inadvertently cause the displacement of future land uses within parts of an AIA for one or more of the County's airports. The Draft ALUCP includes policies and criteria that could limit or restrict development of certain land uses in parts of an AIA, including some land uses that would otherwise be allowable pursuant to policies in local planning documents. It is necessary to identify land uses that would be potentially displaced due to the ALUCP policies. Restriction of development in one part of an AIA might result in increased growth pressure in other areas. This in turn might generate potential environmental impacts such as localized increases in vehicular traffic volume, noise, and air pollution.

The Draft Humboldt County ALUCP includes policies focused on noise, safety, airspace protection, and overflight notification. These four "compatibility factors" guide the ALUCP policy framework. Two of these compatibility factors, noise and safety, include compatibility criteria that identify specific land uses as "compatible", "conditionally compatible", or "incompatible" based on location within a noise contour or safety zone. Therefore, the development displacement analysis is focused on areas located within the noise contours and safety zones (Review Area 1) for each airport included in the Draft ALUCP. **Table 4-1** provides the noise compatibility criteria included in Table 3-1 in the Draft ALUCP. **Table 4-2** provides the safety compatibility criteria provided in Table 3-2 in the Draft ALUCP.

The policies and compatibility criteria in the ALUCP do not apply to land uses that already exist at the time the ALUCP is adopted. Therefore, there is no potential for displacement of existing development. This also applies to future land use development that although not started or completed has already been entitled or approved for development by the responsible local agency. Draft ALUCP Policy GP-22, *Existing Nonconforming*, addresses the applicability of the ALUCP policies to existing land uses.

The following sections provide a summary of the development displacement analysis for each of the County's eight Airports included in the Draft ALUCP. This summary is focused on those land uses potentially displaced by the policies in the Draft ALUCP. A more detailed discussion of land use compatibility is provided in Development Displacement Technical Report included in Appendix A.

TABLE 4-1
NOISE COMPATIBILITY CRITERIA

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50-55	55-60	60-65[1]	65-70[1]	70-75[1]	75-80[1]
Agriculture						
Agriculture (except residences and livestock)	C	C	C	C	C	C
Livestock/Animal Husbandry	C	C	C	C	C	C
Assembly - Public, Fraternal, Other						
Assembly Facilities - Indoor	C	C	CC 50	CC 50	I	I
Assembly Facilities - Outdoor	C	C	CC	CC	I	I
Commercial - Lodging/Retail/Office						
Eating/Drinking Establishments	C	C	C	CC 50	CC 50	I
Lodging	C	C	CC 45	CC 45	I	I
Professional Office	C	C	C	CC 50	CC 50	I
Retail/Sales – Indoor Oriented	C	C	C	CC 50	CC 50	I
Retail/Sales – Outdoor Oriented	C	C	CC	CC	CC	I
Institutional						
Cemeteries/Mortuaries	C	C	CC 45	CC 45	CC 45	I
Children's Schools/Daycare Centers	C	C	CC 45	I	I	I
College/University/Trade Schools	C	C	CC 45	I	I	I
Hospitals/Nursing Homes	C	C	CC 45	I	I	I
Library/Museum/Gallery	C	C	CC 45	I	I	I
Public Buildings	C	C	CC 45	I	I	I
Manufacturing/Processing						
Manufacturing/Processing	C	C	C	C	C	CC
Warehousing/Storage						
Materials Storage	C	C	C	C	C	CC
Recreation/Parks/Open Space						
Open Space	C	C	CC	CC	CC	I
Parks	C	C	CC	CC	CC	I
Recreation	C	C	C	CC	CC	I
Residential						
Single Family Residential	C	CC 45	CC 45	I	I	I
Multifamily Residential	C	C	CC 45	I	I	I
Manufactured Home Parks	C	C	CC 45	I	I	I
Group Quarters	C	C	CC 45	I	I	I
Services - Commercial/Public						

TABLE 4-1
NOISE COMPATIBILITY CRITERIA

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50-55	55-60	60-65[1]	65-70[1]	70-75[1]	75-80[1]
Service Uses	C	C	C	C	CC 50	I
Transportation/Utilities						
Critical Community Infrastructure	C	C	C	C	C	CC
Transportation (right-of-way, parking, transit lines)	C	C	C	C	C	CC
Transportation (passenger and freight terminals and stations)	C	C	C	C	C	CC
Utilities (communication, power, and water transmission facilities and infrastructure)	C	C	C	C	C	CC

Legend

Land Use Acceptability		Interpretation/Comments
C	Compatible	*Indoor Uses*: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses*: Activities associated with the land use may be carried out with essentially no interference from aircraft noise
CC ## CC	Conditionally Compatible	*Indoor Uses*: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses*: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
I	Incompatible	*Indoor Uses*: Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses*: Severe noise interference makes outdoor activities unacceptable

NOTES:

1. An avigation easement is required for properties within the 60 dB CNEL or greater contour (consistent with Policy GP-24, *Avigation Easement Dedication*).

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	
Agriculture							
Agriculture (except residences and livestock)	CC	C	C	C	C	C	1: Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
Livestock/Animal Husbandry	CC	C	C	C	C	C	1: Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.
Timber Production	I	CC	C	C	C	C	2. See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Assembly - Public, Fraternal, Other							
Small Assembly Facilities - Indoor	I	I	I	CC	I	C	4. See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Large Assembly Facilities - Indoor	I	I	I	I	I	C	
Major Assembly Facilities – Indoor	I	I	I	I	I	C	
Small Assembly Facilities - Outdoor	I	I	I	CC	I	C	4. See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Large Assembly Facilities - Outdoor	I	I	I	I	I	C	
Major Assembly Facilities – Outdoor	I	I	I	I	I	CC	6. If possible, outdoor stadiums and similar high intensity uses should be avoided. If parcel is partially located in Safety Zone 6, the facility should be situated outside the safety zones unless an alternative location is unavailable. Limited to maximum nonresidential intensity for Safety Zone 6.
Commercial - Lodging/Retail/Office							
Eating/Drinking Establishments	I	CC	CC	C	CC	C	2, 3, and 5: Limited to businesses selling food and/or beverages primarily for off-premise consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.).
Lodging	I	CC	CC	C	CC	C	2: Limited to single-story buildings. 3: Limited to buildings less than three-stories. 5: Hotels allowed if compliant with Noise and Airspace Protection Compatibility Policies.
Professional Office	I	CC	CC	C	CC	C	2, 5: Limited to single-story buildings. 3, 4: Limited to buildings less than three-stories.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	
Retail/Sales – Outdoor Oriented	I	CC	CC	CC	I	C	2, 3, 4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales - Service Uses	I	CC	CC	CC	I	C	2, 3, 4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales – Stand Alone Retail	I	CC	CC	C	I	C	2, 3: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales - Larger Format (≥20,000 sq. ft. - <50,000 sq. ft.)	I	I	I	CC	I	C	4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales - Big-Box/Shopping Centers (≥50,000 sq. ft.)	I	I	I	CC	I	C	4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Institutional							
Cemeteries/Mortuaries	I	CC	CC	CC	CC	C	2, 3, 4, and-5: No places of assembly.
Children's' Schools/Daycare Centers	I	I	I	I	I	C	
College/University/Trade Schools	I	I	CC	CC	I	C	3: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Hospitals/Nursing Homes	I	I	I	I	I	C	
Library/Museum	I	I	CC	CC	I	C	3: Caution should be exercised regarding potential noise interference.
Public Buildings	I	I	CC	CC	CC	C	3, 4: Limited to buildings less than three-stories. 5: Airport-related business only.
Manufacturing/Processing							
Manufacturing/Processing - Hazardous	I	I	I	I	I	CC	6: Allowed only if site outside zone would not serve intended function.
Manufacturing/Processing - Low Hazard	I	CC	C	C	C	C	2: Allowed only if site outside zone would not serve intended function.
Warehousing/Storage							
Materials Storage - Hazardous	I	I	I	I	I	CC	6: Allowed only if site outside zone would not serve intended function.
Materials Storage - Low Hazard	I	C	C	C	C	C	1: No new structures are allowed. No objects or structures are allowed in the Object Free Area or Object Free Zone.
Recreation/Parks/Open Space							
Open Space	CC	C	C	C	C	C	1: No new structures are allowed.
Parks	I	CC	CC	C	I	C	2, 3: No group recreational activities allowed.
Recreation	I	CC	CC	C	I	C	2, 3: No group recreational activities allowed.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	
Residential							
Single Family Residential	I	CC	CC	CC	CC	C	2: Limited to infill in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Densities and Lot Coverage limits above. 5: Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Multifamily Residential	I	CC	CC	CC	I	C	2: Limited to infill in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Density and Lot Coverage limits above.
Manufactured Homes	I	CC	CC	CC	CC	C	2: Limited to infill in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Density and Lot Coverage limits above. 5: Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Group Quarters	I	I	I	CC	I	C	4: Allowed only if site outside zone would not serve intended function.
Transportation/Utilities							
Critical Community Infrastructure	I	CC	CC	CC	I	C	2, 3, and 4: Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
Transportation (right-of-way, parking, transit lines)	I	C	C	C	C	C	
Transportation (passenger and freight terminals and stations)	I	C	C	C	C	C	
Utilities (communication, power, and water transmission facilities and infrastructure)	I	CC	CC	CC	CC	C	2, 3, 4,and 5: Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	

Legend

Land Use Acceptability		**Interpretation/Comments**
C	Compatible	Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply)
CC	Conditionally Compatible	Use is acceptable if indicated conditions are met
I	Incompatible	Use should not be permitted under any circumstances

All future development within the AIA, whether it is displaced or not, will be subject to the zoning and permitting authority of the jurisdiction in which the parcel is located. Parcels located within the AIAs for Humboldt County's airports are located in unincorporated Humboldt County as well as the cities of Eureka and Fortuna. It is important to note that any analysis of environmental impacts arising from future development projects will have to be specifically considered in the appropriate environmental documents prepared for those projects as a condition of permit issuance.

The following sections summarize the results of the development displacement analysis for the County's airports. The analysis focuses on potential displacement of in terms of residential use (dwelling units) and nonresidential use (are in square feet or acres) due to the noise and safety policies in the Draft ALUCP. The *Humboldt County Airport Land Use Compatibility Plan Development Displacement Analysis* technical report is provided in **Appendix A**.

4.2 Development Displacement Analysis for California Redwood Coast – Humboldt County Airport

The noise contours for ACV are depicted on **Figure 4-1** and the safety zones for ACV are depicted on **Figure 4-2**. A total of 2,384 parcels were identified as being within or intersected by Review Area 1 for ACV. These parcels are shown on **Figure 4-3**. Of the 2,384 parcels identified, 17 parcels constitute Airport property, ten parcels are federal or tribal property, three parcels are owned by the State of California, 11 parcels were identified as right of way, and 2,051 parcels were identified as already developed. These 2,092 parcels were excluded from further analysis. Of the 292 parcels retained for further analysis, 156 parcels were identified as vacant and 136 were identified as underutilized with potential for infill development. A total of 167 of these parcels are in Safety Zone 6 and were determined to not be within the (MG) Industrial General, (MC) Industrial/Coastal Dependent, (AE) Agricultural Exclusive, (TC) Commercial Timber, and (TPZ) Timberland Production Zone zoning districts in the coastal zone. The land uses currently permitted or conditionally permitted on these parcels under current zoning are all compatible with the noise and safety compatibility criteria in the Draft ALUCP. Accordingly, these 167 parcels were also excluded from further analysis. The remaining 125 parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis. These parcels are depicted on **Figures 4-4** through **4-8**. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A. **Table 4-3** identifies the parcels carried forward for purposes of the development displacement analysis.

TABLE 4-3
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
01	510-011-014a	261.16	Vacant	RA5-20,T,AP	TPZ-APNWR; AG-B5(5)WR
02	510-071-002a	6.40	Vacant	AE,CS,AP	C-2-AP-N-WR; AE-AP-WR

TABLE 4-3
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
03	510-271-006a,b	28.00	Vacant	NR	NR/A,B,F,R; NR/G,A,W,B,F,R
04	510-271-007a,b	49.89	Vacant	NR	NR/A,B,F,R; NR/G,A,W,B,F,R
05	511-011-017b	1.26	Vacant	NR	CR/F,R,AP
06	511-041-008b,c	4.40	Vacant	RE	RS-X/AP,G,N
07	511-042-025b	0.18	Vacant	RL	RS-5/AP,N
08	511-042-034b	0.13	Vacant	RL	RS-5/AP,N
09	511-052-008	0.33	Vacant	RL1-7,AP	R-1-T-AP
10	511-052-021	0.09	Vacant	RL1-7,AP	R-1-T-AP
11	511-083-014c	1.83	Vacant	RL1-7,AP	R-1-T-AP
12	511-083-016c	0.12	Vacant	RL1-7,AP	R-1-T-AP
13	511-084-006	0.08	Vacant	RL1-7,AP	R-1-T-AP
14	511-084-038	0.14	Vacant	RL1-7,AP	R-1-T-AP-WR
15	511-084-039	0.14	Vacant	RL1-7,AP	R-1-T-AP-WR
16	511-084-041	0.16	Vacant	RL1-7,AP	R-1-T-AP-WR
17	511-101-007	5.87	Vacant	MU,AP	C-2-P-AP-N-WR
18	511-101-018c	11.39	Vacant	RL1-7,AP	R-1-T-AP-N-WR
19	511-111-033	2.30	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
20	511-111-057	3.16	Vacant	T,AP	TPZ-AP-N-WR
21	511-122-013c	6.83	Vacant	RL1,AP	RS-Q-AP
22	511-122-043	1.57	Vacant	RL1,AP	RS-Q-AP
23	511-122-045c	0.84	Vacant	RL1,AP	RS-Q-AP
24	511-202-051c	26.50	Vacant	RL1,AP	RS-Q-AP-WR
25	511-271-051	1.21	Vacant	RL1,AP	RS-Q-T-AP
26	511-271-055c	1.17	Vacant	RL1,AP	RS-Q-T-AP
27	511-271-070	0.70	Vacant	RL1,AP	RS-Q-AP
28	511-281-065c	2.84	Vacant	RA5-20,AP	AG-B-5(5)-AP-WR
29	511-291-045c	1.64	Vacant	RA5-20	AG-B-5(5)
30	511-351-008b	8.26	Vacant	NR,PR	PR/G,W,D,B
31	511-361-046c	0.20	Vacant	RL1-7,AP	R-1-T-AP
32	511-361-088	0.22	Vacant	RL1-7,AP	R-1-T-AP
33	511-342-010	1.31	Vacant	RR	RS-X-Q-AP-N-WR
34	511-381-032	1.63	Vacant	RL1,AP	RS-X-Q-AP-N-WR
35	511-390-025	2.72	Underutilized	RL1,AP	RS-Q-T-AP
36	511-461-002a,c	0.69	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP

TABLE 4-3
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
37	511-461-005b	0.85	Vacant	MB	MB-Q-L/AP,G
38	511-461-006b	0.79	Vacant	MB	MB-Q-L/AP,G
39	511-461-007b,c	0.90	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
40	511-461-008a,c	0.92	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
41	511-461-009b	3.38	Vacant	MB	MB-Q-L/AP,G
42	511-461-010b	1.48	Vacant	MB	MB-Q-L/AP,G
43	511-461-011	0.70	Vacant	CS/IG,AP	MB-Q-L-AP
44	511-461-012	0.64	Vacant	CS/IG,AP	MB-Q-L-AP
45	511-461-013	0.87	Vacant	CS/IG,AP	MB-Q-L-AP
46	511-461-014	0.85	Vacant	CS/IG,AP	MB-Q-L-AP
47	511-461-015	5.35	Vacant	CS/IG,AP	MB-Q-L-AP-N
48	511-461-016	5.18	Vacant	CS/IG,AP	MB-Q-L-AP-N
49	511-461-020b	0.85	Vacant	MB	MB-Q-L/AP,G
50	511-461-021b	0.85	Vacant	MB; MB	MB-Q-L/AP,G
51	511-461-022a,b	0.74	Vacant	MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
52	511-461-023a,b	0.88	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
53	511-461-024b	1.29	Vacant	MB	MB-Q-L/AP,G
54	511-461-027b	0.93	Vacant	MB	MB-Q-L/AP,G
55	511-461-028b	5.26	Vacant	MB	MB-Q-L/AP,G
56	511-461-029b	0.93	Vacant	MB	MB-Q-L/AP,G
57	511-461-030b	0.73	Vacant	MB	MB-Q-L/AP,G
58	511-461-031a,b	1.22	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
59	511-461-032a,b	1.11	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
60	511-461-033b	0.70	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
61	511-461-034b	0.62	Vacant	CS/IG,AP	MB-Q-L/AP,G; MB-Q-L-AP
62	511-461-035	0.63	Vacant	CS/IG,AP	MB-Q-L-AP
63	511-471-003b,c	0.50	Vacant	RE	RS-20/AP,G,A,F,N,R
64	511-471-004b,c	0.46	Vacant	RE	RS-20/AP,G,A,F,N,R
65	511-471-009b,c	0.35	Vacant	RE	RS-20/AP,G,A,F,N,R
66	511-471-011b,c	1.17	Vacant	RE	RS-20/AP,G,A,F,N,R

TABLE 4-3
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
67	511-471-012b,c	0.45	Vacant	RE	RS-20/AP,G,A,F,N,R
68	511-471-013b,c	0.50	Vacant	RE	RS-20/AP,G,A,F,N,R
69	511-471-016b	0.72	Vacant	RE	RS-20/AP,G,A,F,N,R
70	511-471-017b	0.83	Vacant	RE	RS-20/AP,G,A,F,N,R
71	511-471-018b	0.69	Vacant	RE	RS-20/AP,G,A,F,N,R
72	511-471-020b	0.31	Vacant	RE	RS-20/AP,G,A,F,N,R
73	511-471-021b	0.41	Vacant	RE	RS-20/AP,G,A,F,N,R
74	511-471-024b	0.70	Vacant	RE	RS-20/AP,G,A,F,N,R
75	511-471-025b,c	0.78	Vacant	RE	RS-20/AP,G,A,F,N,R
76	511-471-026b,c	0.71	Vacant	RE	RS-20/AP,G,A,F,N,R
77	511-471-027b,c	0.83	Vacant	RE	RS-20/AP,G,A,F,N,R
78	511-481-030b	0.04	Vacant	RL	RS-5/AP,N
79	511-052-032	0.56	Underutilized	RL1-7,AP	R-1-T-AP
80	511-424-032	1.13	Underutilized	RL1-7,AP	R-1-T-AP-N
81	511-424-040	3.75	Underutilized	RL1-7,AP	R-1-T-AP-N-WR
82	511-443-008	1.52	Vacant	RL1-7,AP	R-1-T-AP-WR
83	510-041-002	4.98	Underutilized	RE,AP	AG-B-5(3)-AP-WR
84	511-052-024	2.08	Underutilized	RL1-7,AP	R-1-T-AP
85	511-361-058	3.11	Underutilized	RL1-7,AP	R-1-T-AP
86	511-084-008	2.63	Underutilized	RL1-7,AP	R-1-T-AP
87	511-052-006	0.68	Underutilized	RL1-7,AP	R-1-T-AP
88	511-052-007	0.35	Underutilized	RL1-7,AP	R-1-T-AP
89	511-084-007	3.36	Underutilized	RL1-7,AP	R-1-T-AP-N
90	511-084-010	1.37	Underutilized	RL1-7,AP	R-1-T-AP
91	511-083-011	1.42	Underutilized	RL1-7,AP	R-1-T-AP
92	511-083-029	1.15	Underutilized	RL1-7,AP	R-1-T-AP
93	511-083-020	0.54	Underutilized	RL1-7,AP	R-1-T-AP
94	511-031-078b	1.85	Underutilized	RL	RS-5/AP,N
95	511-031-011b	1.17	Underutilized	RL	RS-5/AP,N
96	511-031-018b	1.10	Underutilized	RL,AP	RS-5/AP,N; R-1-T-AP
97	510-081-018a	2.39	Underutilized	RE3-5,RL1-7,AP	AGB5(3)AP-WR; R-1APWR
98	510-061-008	8.45	Vacant	IG,AP	MH-AP-N-WR
99	511-202-049	3.60	Underutilized	CS,AP	C-3-AP
100	511-412-017	1.33	Underutilized	RL1-7,AP	R-1-T-AP-N

TABLE 4-3
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
101	511-412-013	2.42	Underutilized	RL1-7,AP	R-1-T-AP-N
102	511-231-008	5.74	Underutilized	RL1,AP	RS-Q-T-AP-WR
103	511-390-018	4.77	Underutilized	RL1,AP	RS-Q-T-AP
104	511-231-003	2.85	Underutilized	RL1,AP	RS-Q-T-AP-WR
105	511-390-033	3.37	Underutilized	RL1,AP	RS-Q-T-AP-WR
106	511-271-074a	13.77	Underutilized	RL1,AP	RS-Q-T-AP; RS-Q-AP
107	511-271-010	4.96	Underutilized	RL1,AP	RS-Q-T-AP
108	511-271-029	2.04	Underutilized	RL1,AP	RS-Q-T-AP
109	511-271-075a	2.78	Underutilized	RL1,AP	RS-Q-T-AP; RS-Q-AP
110	511-331-015a,b	10.06	Underutilized	PR,RR; PR,RA5-20	RA-5/AP,N,R; U
111	511-321-004a,b	11.90	Underutilized	RA5-20; RR,AP	AGB5(5)APWR; RA5/APNR
112	511-281-003	14.64	Underutilized	RA5-20,AP	AG-B-5(5)-AP
113	511-041-007b,c	7.57	Vacant	RE	RS-X/AP,G,N
114	511-341-049b	8.59	Underutilized	RX2.5	RA-2.5/AP,N
115	511-042-046b,c	0.12	Underutilized	RL;RL1-7	RS-5/AP,N
116	510-041-010	1.43	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
117	510-041-016	7.84	Underutilized	CS,AP	AG-B-5(3)-AP-N-WR
118	510-041-017a	42.15	Underutilized	AE,RE3-5; RL1-7,AP	AE-AP-WR; R-1-T-AP; AG-B-5(3)-AP-WR
119	510-041-022	16.90	Underutilized	RA5-20,RL1-7,AP	AG-B-5(5)-AP-WR
120	510-061-003	4.96	Underutilized	IG,AP	MH-AP-N-WR
121	510-061-004	4.70	Underutilized	IG,AP	MH-AP-WR
122	510-081-002a	5.15	Underutilized	CS,RL1-7,AP	C-2-AP-N-WR; R-1-APWR
123	510-081-016	2.14	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
124	511-111-045	2.41	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
125	511-481-033b	0.82	Underutilized	RL	RS-5/AP,N

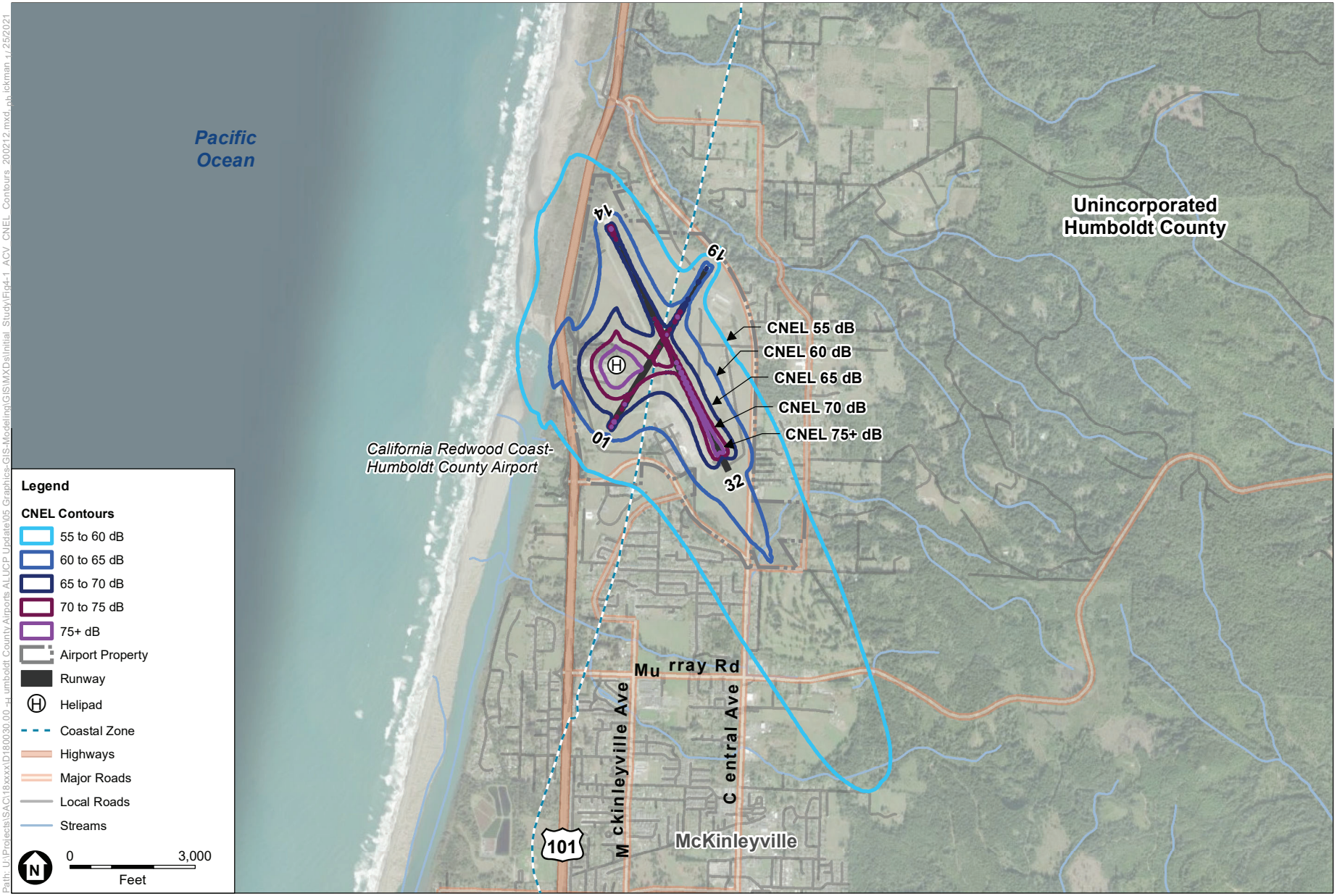
NOTES:

a Parcel is located in two or more zoning districts.

b Parcel is located in the coastal zone.

c Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.



SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

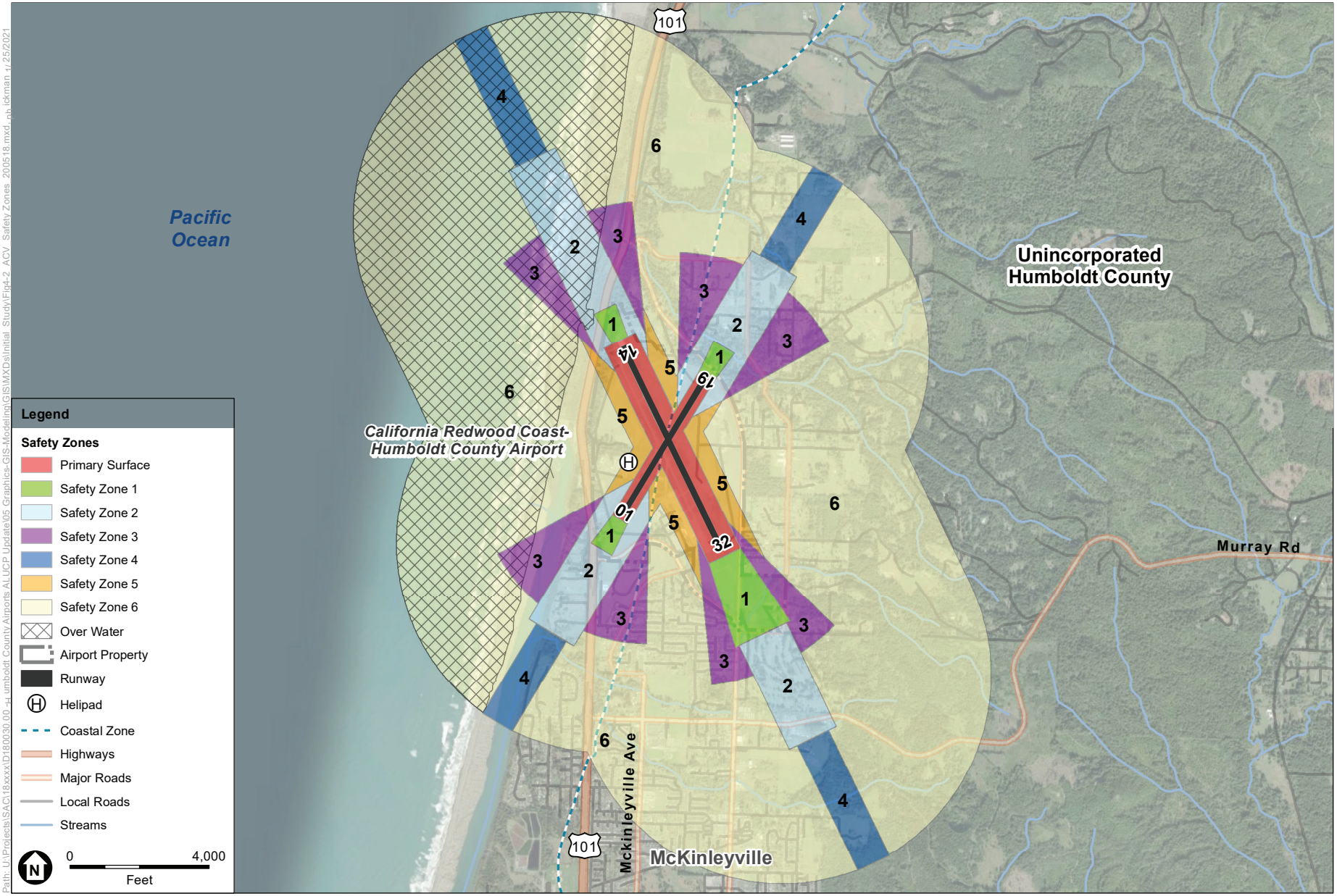
Humboldt County Draft ALUCP Initial Study

Figure 4-1

CNEL Contours

California Redwood Coast-Humboldt County Airport

ESA

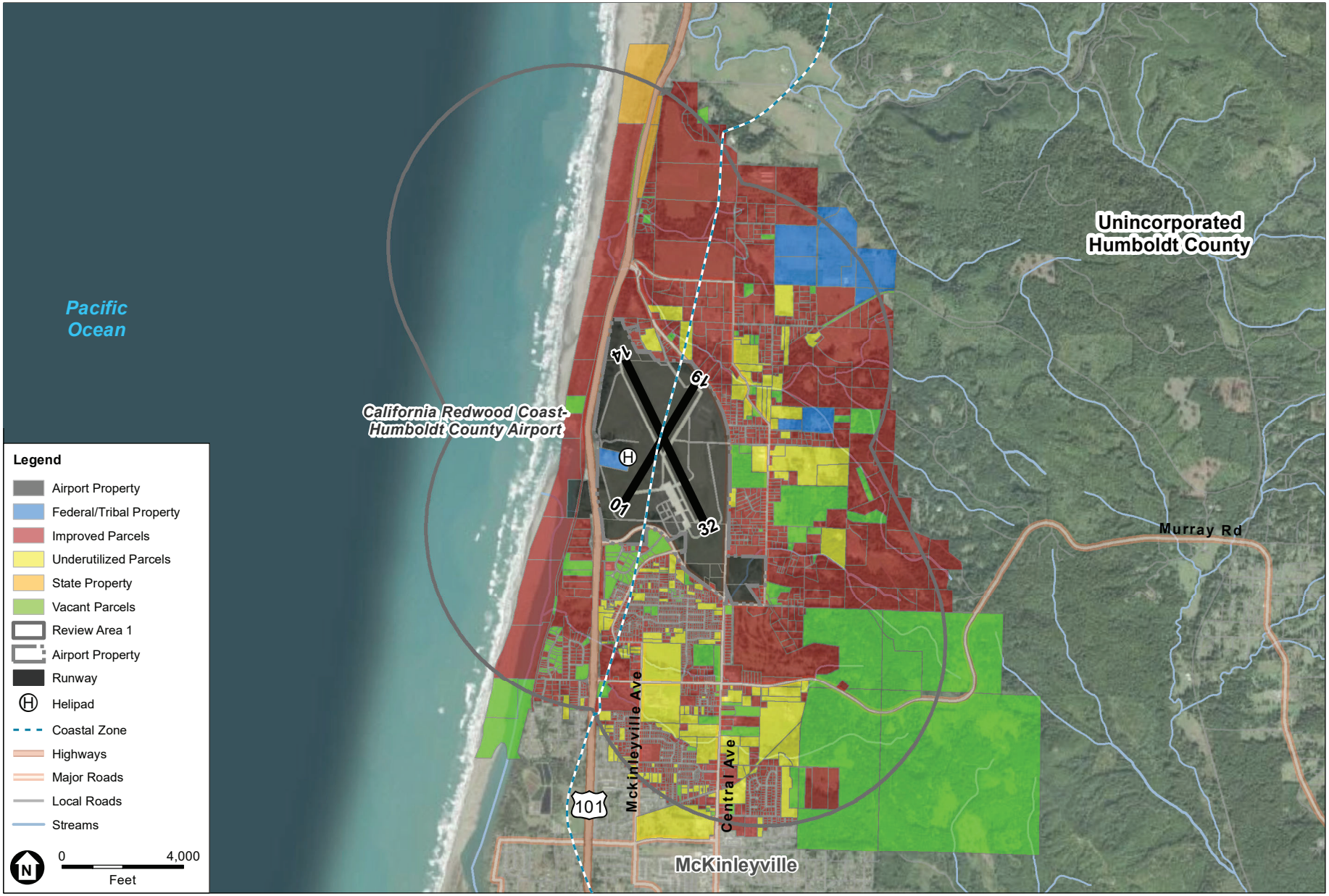


SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-2
Safety Zones
California Redwood Coast-Humboldt County Airport

ESA



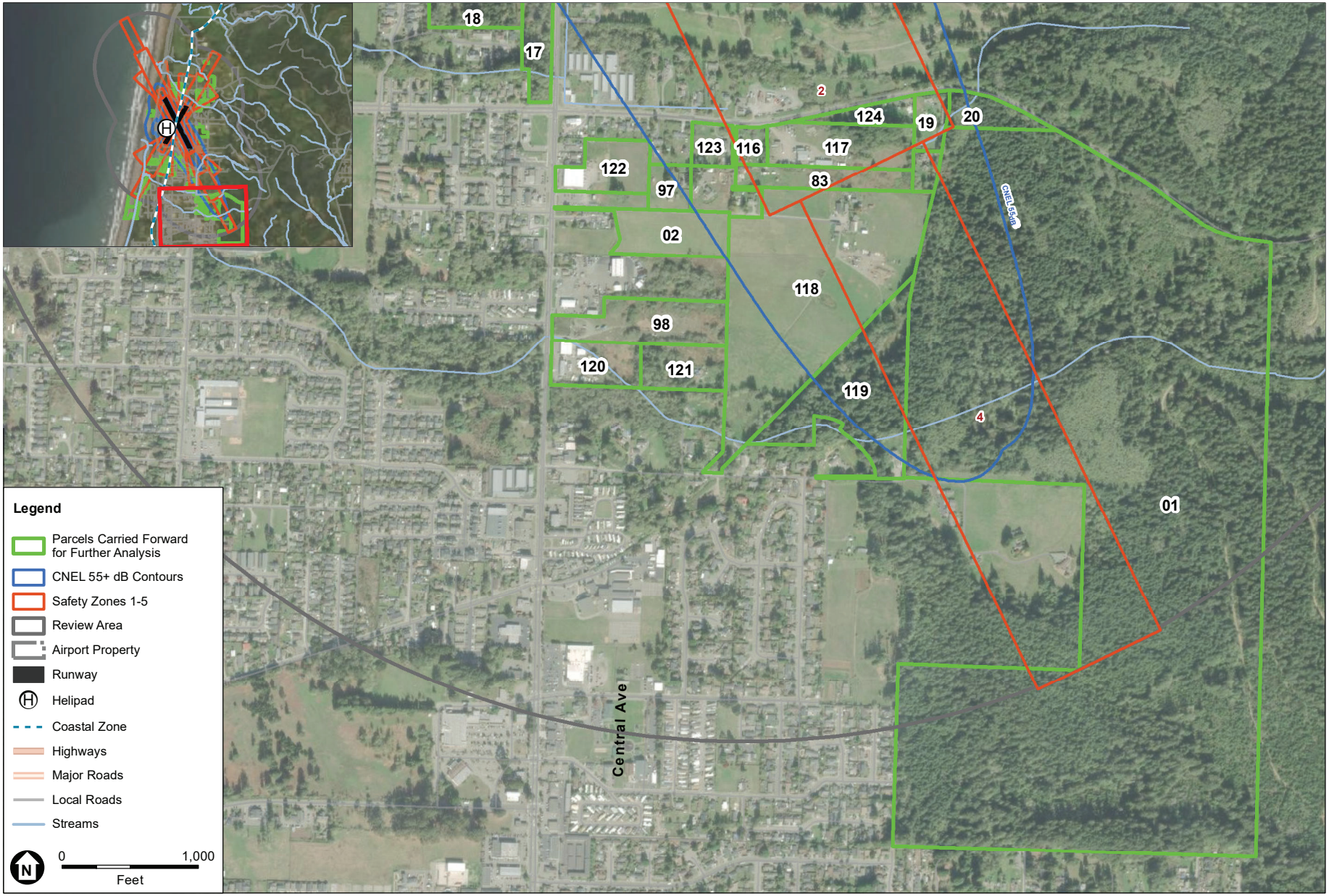
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-3

Parcels Considered in the Development Displacement Analysis
California Redwood Coast-Humboldt County Airport

ESA



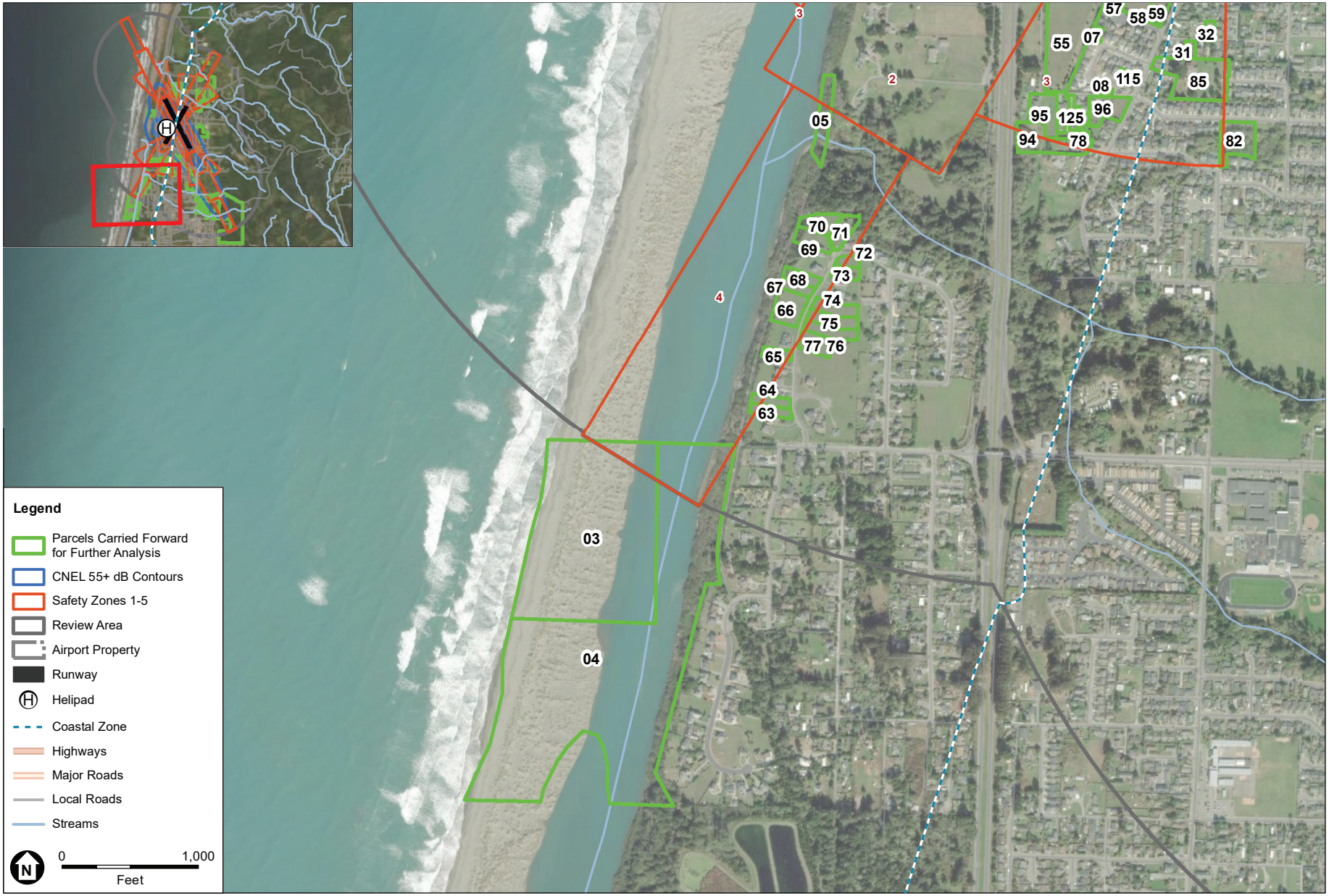
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-4

Parcels Carried Forward for Further Analysis - Southeast
California Redwood Coast-Humboldt County Airport

ESA



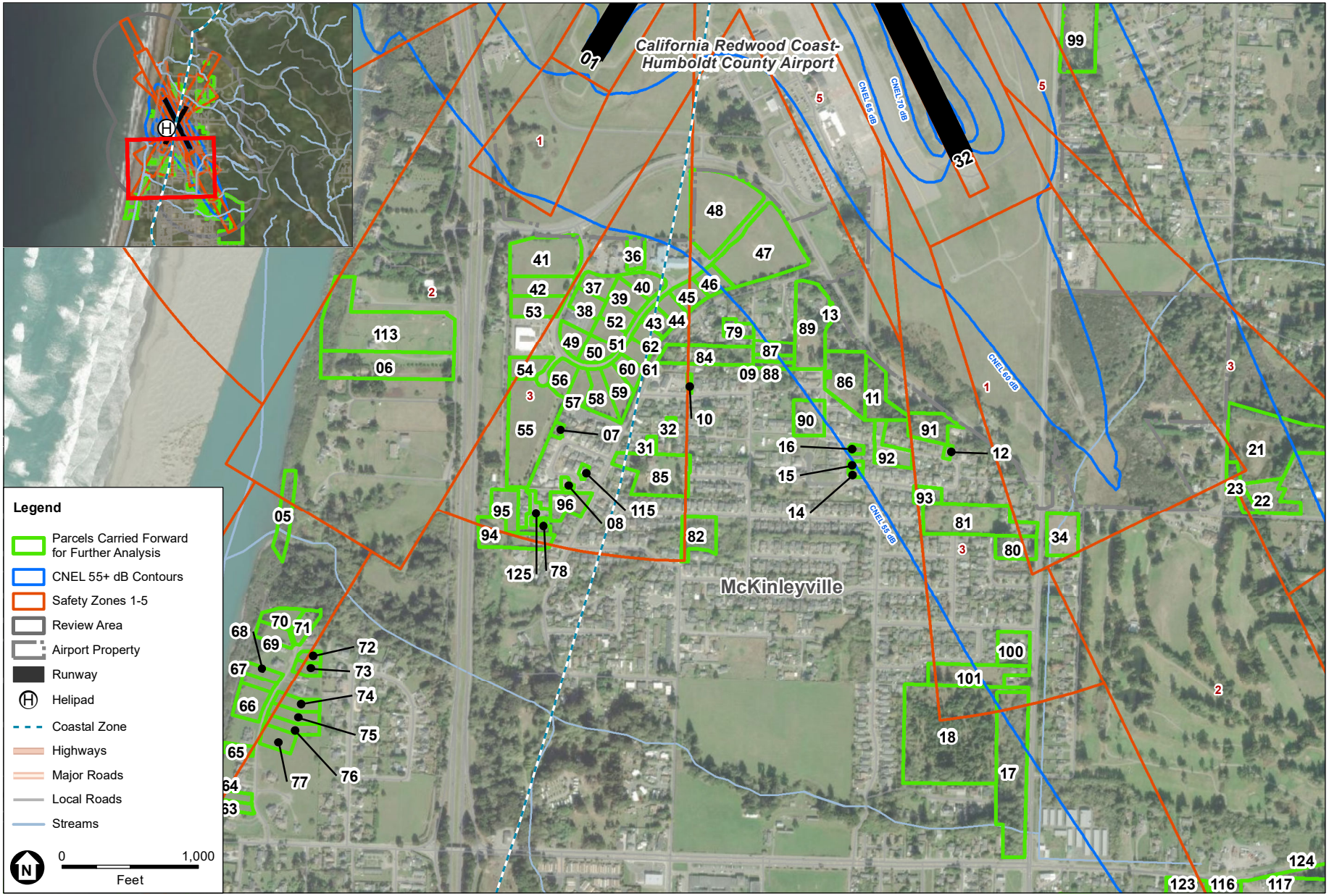
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-5

Parcels Carried Forward for Further Analysis - Southwest
California Redwood Coast-Humboldt County Airport

ESA



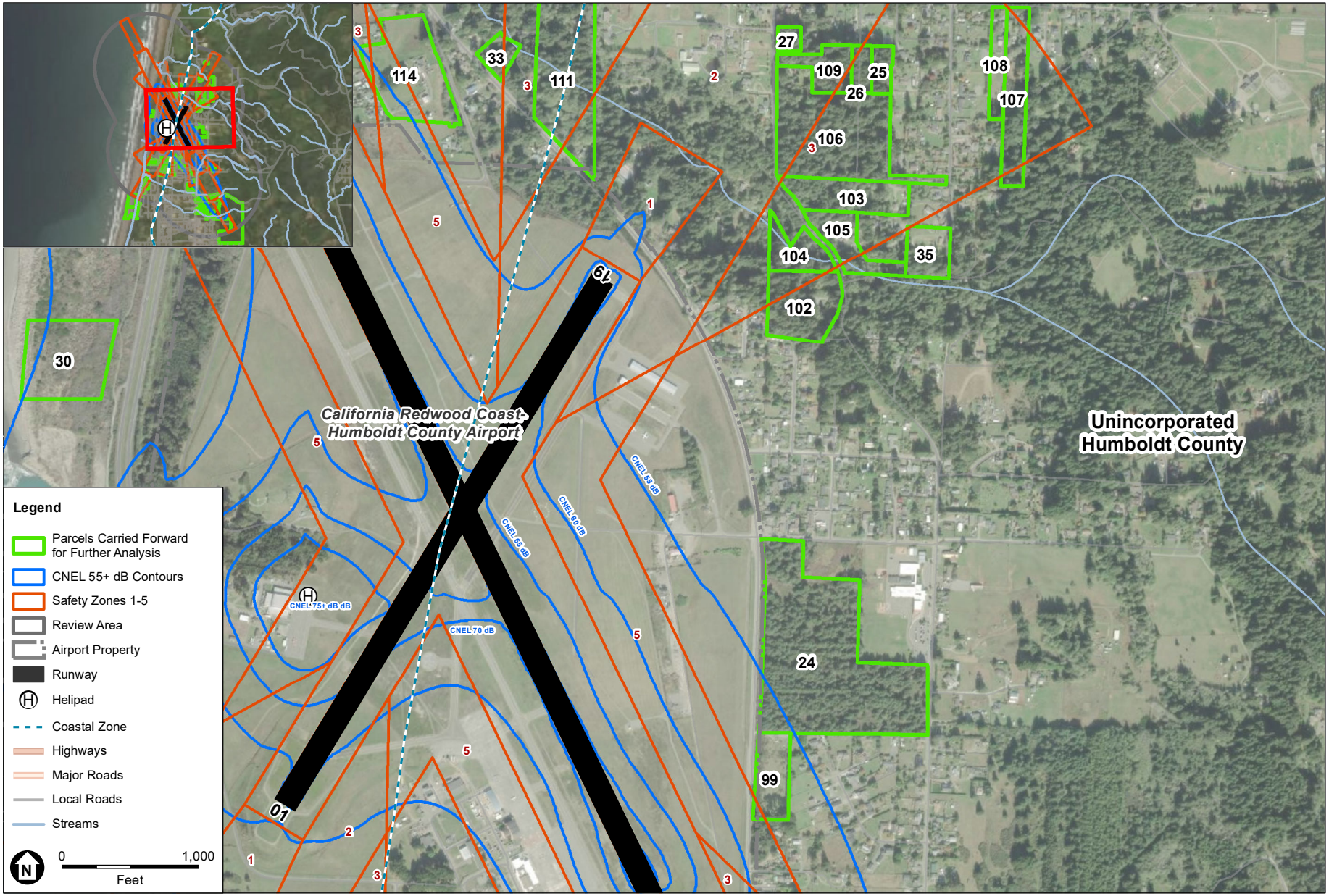
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-6

Parcels Carried Forward for Further Analysis - South
California Redwood Coast-Humboldt County Airport

ESA



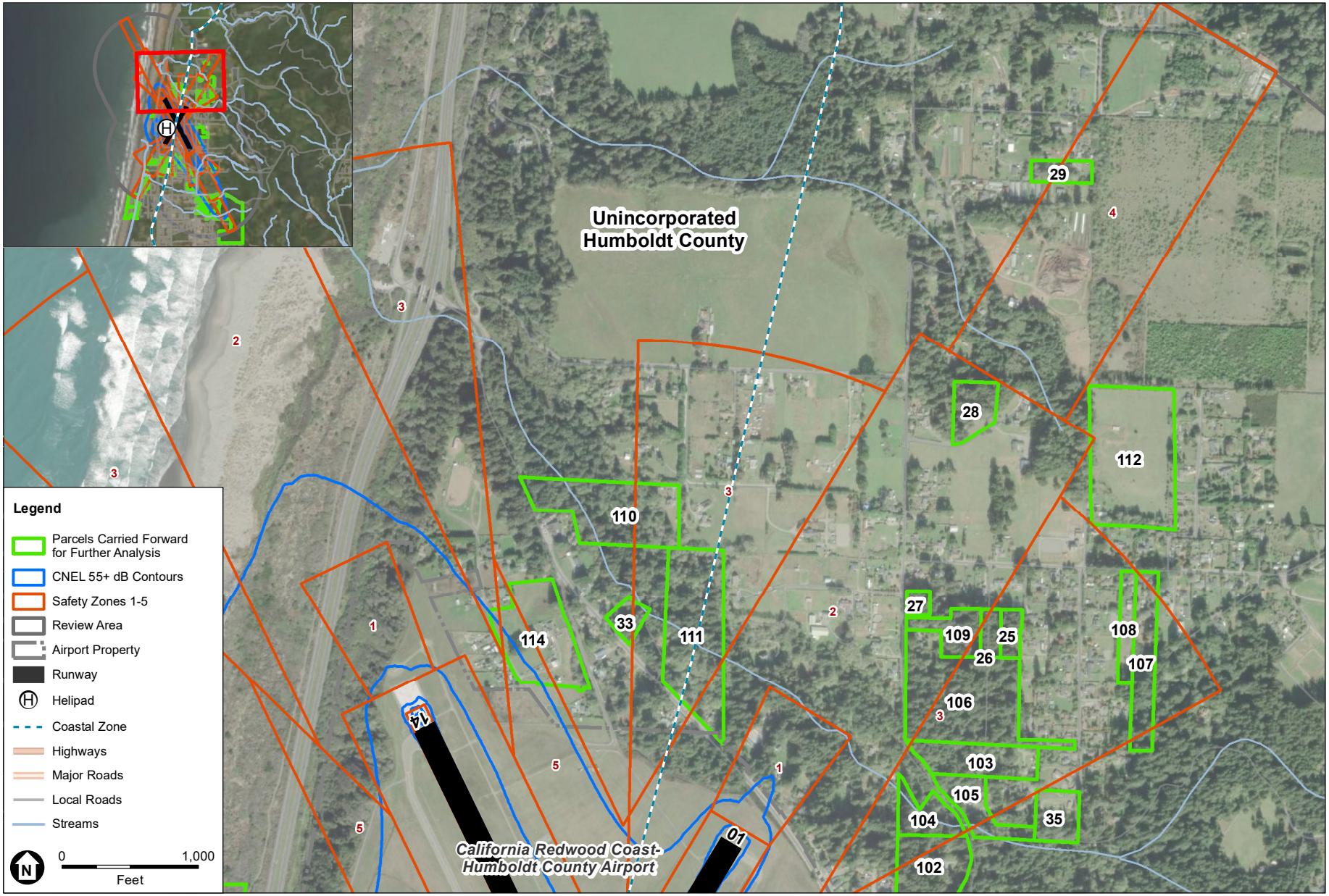
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-7

Parcels Carried Forward for Further Analysis - East
California Redwood Coast-Humboldt County Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-8

Parcels Carried Forward for Further Analysis - North
California Redwood Coast-Humboldt County Airport

ESA

4.2.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP.

4.2.1.1 Potential for Displacement Due to Noise Policies

In total, 46 of the 125 vacant or underutilized parcels identified for further analysis are located within or intersected by the CNEL 55 dB - 60 dB contour. There were no vacant or underutilized parcels identified in the CNEL 60 dB or higher contour bands for ACV. None of the permitted or conditionally permitted residential land uses allowable in the zoning districts in which the study parcels are located are considered incompatible under the noise compatibility policies in the Draft ALUCP. All the residential land uses identified are considered conditionally compatible in areas exposed to CNEL 55 dB to 60 dB, requiring that dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies or compatibility criteria in the Draft ALUCP. A detailed table identifying specific permitted and conditionally permitted residential land uses for each study parcel and their level of compatibility in the CNEL 55 dB to 60 dB contour for ACV is provided in Appendix B to the Development Displacement Analysis Technical Report provided in Appendix A. Accordingly, there is no potential for residential displacement on parcels within the noise contours for ACV.

4.2.1.2 Potential for Displacement Due to Safety Policies

The development displacement analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 125 study parcels. Density limitations imposed on the principal zoning by combining zones such as the “B” Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum 532 residential dwelling units was calculated for all 125 parcels under current conditions. A maximum of 485 residential dwelling units was calculated for all 125 parcels under the densities in the Draft ALUCP. This produces a count of 79 potentially displaced residential dwelling units.

The overwhelming majority of potentially displaced dwelling units would be single units. The largest number of potentially displaced dwelling units on one parcel was 15. This was on Parcel 101, an underutilized, 2.42-acre parcel, zoned (R-1) Residential Single Family with potential for subdivision that is located in Safety Zones 3 and 6.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. In total, 65 RHNA dwelling units were identified in Review Area 1 of the AIA. Four of these units would be displaced under the Draft ALUCP.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in an Appendix B to the Development Displacement Technical Report provided in Appendix A.

4.2.1.3 Residential Displacement Analysis Summary

In summary, 125 vacant or underutilized parcels located within the noise contours and safety zones for ACV were analyzed for potential displacement. All of these parcels are located in unincorporated Humboldt County. Of the 125 parcels analyzed, 46 are located within or intersected by the CNEL 55 dB - 60 dB contour and 102 parcels are intersected by or located in Safety Zones 1-5.

The results of the analysis indicate that there would be no displacement of residential land uses associated with the noise policies in the Draft ALUCP. However, under the safety policies in the Draft ALUCP, there is potential for displacement of 79 residential dwelling units on 21 parcels in Safety Zones 1, 2, and 3.

4.2.2 Development Displacement Analysis for Nonresidential Land Uses

Similar to the process undertaken for evaluation of potential displacement of residential land uses, selected parcels were evaluated for potential displacement of future nonresidential land uses by comparing policies provided in the Draft ALUCP with the Humboldt County Zoning Regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses in the AIA for ACV associated with the noise policies in the Draft ALUCP. However, under the safety policies in the Draft ALUCP, there is potential for displacement on two parcels, Parcels 20 and 118, in Safety Zone 2.

4.2.2.1 Potential for Displacement Due to Noise Policies

Per Table 3-1 in the Draft ALUCP, all nonresidential land uses are considered compatible in areas exposed to CNEL 55 dB to 60 dB. Accordingly, there is no potential for displacement of nonresidential uses on the study parcels around ACV due to the noise policies in the Draft ALUCP.

4.2.2.2 Potential for Displacement Due to Safety Policies

Of the 125 parcels selected for further analysis, 104 are located entirely or partially within Safety Zones 1 through 5. The following section discusses the potential for displacement of nonresidential land uses due to the safety policies in the Draft ALUCP.

Safety Zone 1

Parts of five parcels (Parcels 21, 23, 34, 80, and 81) are located in Safety Zone 1. Per the safety compatibility criteria in the Draft ALUCP, with the exception of open space and some agricultural uses (i.e., crops and livestock grazing), all land uses are considered incompatible in Safety Zone 1. This includes several permitted or conditionally permitted uses allowed under the zoning for the five parcels partially located in Safety Zone 1. However, Safety Zone 1 off the four runway ends at ACV are located in Compatibility Zone A under the current ALUCP. Under the Airport/Land Use Safety Compatibility Criteria in the current ALUCP, all non-aeronautical structures, assemblages of people, objects exceeding height limits established by the airspace surfaces delineated under 14 CFR Part 77, and hazards to flight are prohibited in Compatibility Zone A. All permitted or conditionally permitted uses allowed under the zoning for the five parcels partially located in Safety Zone 1would fall into one of these categories. As these uses would be prohibited under current conditions, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 2

A total of 27 vacant or underutilized parcels (Parcels 01, 05, 06, 19, 20, 23, 26, 27, 28, 34, 41, 42, 53, 54, 55, 83, 103, 106, 109, 111, 112, 113, 116, 117, 118, 123, and 124) are located in Safety Zone 2. Numerous land uses permitted or conditionally permitted in the zoning for the parcels in Safety Zone 2 are considered conditionally compatible. These range from "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses" to "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." Because the conditions applicable to these uses would not prevent their implementation, they would not be considered displaced from these parcels in Safety Zone 2.

Several land uses permitted or conditionally permitted in the zoning for the parcels in Safety Zone 2 are considered incompatible. These uses include "Community Assembly," "Golf courses," "Private Institutions," and "Private Recreation." However, it was determined that the study parcels where these uses are allowed under current zoning are located in Compatibility Zones where these uses would likely be prohibited or considered not acceptable under the current ALUCP. As these uses would not be allowed under current conditions, they would not be considered displaced from these parcels in Safety Zone 2.

Two land uses allowable under current zoning on Parcels 01, 20 and 118 were identified as incompatible. These uses include "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" allowable in the (TPZ) Timberland Production Zone on Parcel 20 and "Labor camps and labor supply camps" allowable in the (AE) Agriculture Exclusive zone on Parcel 118. It was determined that the Airport/Land Use Safety Compatibility Criteria in the current ALUCP would not prevent the implementation of these uses in the Compatibility Zones Parcels 01, 20, and 118 are located. Accordingly, there is potential for displacement of these uses from the parts of Parcel 20 (2,513.98 square feet [sq. ft.]) and Parcel 118 (48,606.52 sq. ft.) located in Safety Zone 2. The portion of Parcel 01 in Safety Zone 2 represents less than 1,000 square feet (sq. ft.). Areas less than 1,000 sq. ft. are not considered developable under the development displacement analysis.

Safety Zone 3

A total of 67 vacant or underutilized parcels (07, 08, 10, 12, 17, 18, 21, 22, 23, 25, 26, 31, 32, 33, 35, 36, 37, 38, 39, 40, 42, 43, 44, 45, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 78, 80, 81, 82, 84, 85, 91, 93, 94, 95, 96, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, and 125) are located in Safety Zone 3. Numerous land uses permitted or conditionally permitted in the zoning for the parcels in Safety Zone 3 are considered conditionally compatible. These range from "Administrative," to "Private institutions and cemeteries." Because the conditions applicable to these uses would not prevent their implementation, they would not be considered displaced from these parcels in Safety Zone 3.

Several land uses permitted or conditionally permitted in the zoning for the parcels in Safety Zone 3 are considered incompatible under the safety compatibility criteria in the Draft ALUCP. These uses include "Social halls, fraternal and social organizations, and clubs," "Community Assembly," "Essential Services," and "Private Institutions." However, it was determined that the study parcels where these uses are allowed under current zoning are located in Compatibility Zones defined by the current ALUCP where these uses would likely be prohibited or considered not acceptable. As these uses would not be allowed under current conditions, they would not be considered displaced from these parcels in Safety Zone 3.

There was no potential displacement identified for any of the parcels in Safety Zone 3.

Safety Zone 4

All or parts of 25 vacant or underutilized parcels are located in Safety Zone 4. These include Parcels 01, 03, 04, 05, 19, 29, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 83, 117, 118, and 119. Several land uses permitted or conditionally permitted in the zoning for the parcels in Safety Zone 4 are considered conditionally compatible. These range from "Private institutions and cemeteries," to "Community Assembly." Because the conditions applicable to these uses under the safety compatibility criteria in the Draft ALUCP would not prevent their implementation, they would not be considered displaced from these parcels in Safety Zone 4.

One use that is considered incompatible in Safety Zone 4, "Private Institutions," is permitted or conditionally permitted on Parcels 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, and 77 (all zoned (RS) Residential Suburban). However, it was determined that the study parcels where this use is allowed are located in Compatibility Zone C* as defined by the current ALUCP. Hospitals and nursing homes are considered prohibited uses in Compatibility Zone C*. As this use would not be allowed under current conditions, there is no potential for displacement on these parcels in Safety Zone 4.

There was no potential displacement identified for any of the parcels in Safety Zone 4.

Safety Zone 5

Parts of two Parcels, Parcels 99 and 114, are located in Safety Zone 5. Several land uses permitted or conditionally permitted in the zoning districts in which these two parcels are located are considered conditionally compatible in Safety Zone 5. These range from "Office and Professional Service," to "Oil and Gas Pipelines; subject to the Oil and Gas Pipeline

Regulations." Because the conditions applicable to these uses under the safety compatibility criteria in the Draft ALUCP would not prevent their implementation, they would not be considered displaced from these parcels in Safety Zone 5.

Several land uses permitted or conditionally permitted on these parcels are considered incompatible in Safety Zone 5. These uses range from "Automotive Sales, Service and Repair" to "Neighborhood Commercial. However, it was determined that the study parcels where these uses are allowed are located in Compatibility Zone B1 as defined by the current ALUCP. High intensity uses are not considered acceptable in Compatibility Zone B1. As these uses would not be allowed under current conditions, there is no potential for displacement on these parcels in Safety Zone 5.

There was no potential displacement identified for any of the parcels in Safety Zone 5.

Safety Zone 6

There are no vacant or underutilized parcels in Safety Zone 6 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

4.2.3 Development Displacement Analysis Summary

Table 4-4 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of 79 dwelling units on 21 parcels (Parcels 21, 34, 80, 81, 83, 84, 85, 91, 93, 94, 95, 96, 100, 101, 104, 105, 107, 108, 115, 117, and 125). Parcels 21, 34, 80, and 81 are located in Safety Zone 1. Parcels 83 and 117 are located in Safety Zone 2. Parcels 84, 85, 91, 93, 94, 95, 96, 100, 101, 104, 105, 107, 108, 115, and 125 are located in Safety Zone 3.

TABLE 4-4
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- ACV

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	125	Safety	104	21, 34, 80, 81, 83, 84, 85, 91, 93, 94, 95, 96, 100, 101, 104, 105, 107, 108, 115, 117, and 125	79
		Noise	46	0	0
Total Number of Dwelling Units Potentially Displaced					79

Table 4-5 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP for ACV.

Under the safety policies in the Draft ALUCP, there is potential for displacement of two land uses on two parcels (Parcels 01 and 118) in Safety Zone 2. These uses are "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and

"Labor camps and labor supply camps." There is potential for displacement of "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" from 2,513.98 sq. ft. of Parcel 20 and "Labor camps and labor supply camps" from 48,606.52 sq. ft. of Parcel 118.

TABLE 4-5
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT - ACV

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	125	Safety Zone 1	5	None	None
		Safety Zone 2	27	20 and 118	51,120.50
		Safety Zone 3	67	None	0
		Safety Zone 4	25	None	0
		Safety Zone 5	2	None	0
		Noise	64	None	0
Total Area of Potential Displacement (Square Feet)					51,120.50

4.3 Development Displacement Analysis for Dinsmore Airport

The noise contours for Dinsmore Airport are depicted on **Figure 4-9** and the safety zones are depicted on **Figure 4-10**. A total of 38 parcels were identified as being within or intersected by Review Area 1 for Dinsmore Airport. These parcels are shown on **Figure 4-11**. The development displacement analysis is focused on vacant parcels and parcels with infill potential. A total of 20 parcels were identified as being fully developed. One parcel was identified as the Airport property and one parcel was identified as right of way. As the Draft ALUCP policies do not apply to existing land uses, fully developed parcels were excluded from further analysis. Similarly, Draft ALUCP policies are not applicable to federal, tribal, and state owned parcels. A total of four federal owned parcels were identified in Review Area 1 and were excluded from further analysis. Finally, no "incompatible" uses were identified in the zoning for parcels in Safety Zone 6. In total, 12 vacant parcels were retained for further analysis. These parcels are depicted on **Figure 4-12**. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A. **Table 4-6** identifies the parcels carried forward for purposes of the development displacement analysis.

TABLE 4-6
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – DINSMORE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)[1]
01	208-071-012	0.51	Vacant	RA20,AP	U
02	208-071-013a	9.79	Vacant	CF,RA20,AP	U
03	208-171-001	0.20	Vacant	RCC,AP	U
04	208-171-008a	4.14	Vacant	RA20,RCC,AP	U
05	208-261-010a	43.02	Vacant	RA40,AP	FR-B-5(40)
06	208-261-014	53.71	Vacant	RA40,RCC,AP	FR-B-5(40)
07	208-261-022	6.04	Vacant	RA40,AP	U
08	208-261-023a	40.98	Vacant	RA40,RCC,AP	FR-B-5(40)
09	208-261-024a	4.79	Vacant	RA40,RCC,AP	FR-B-5(40)
10	208-341-002	44.10	Vacant	RA20,AP	U
11	210-083-012	12.82	Vacant	CF,AP	U
12	210-091-015a	65.12	Vacant	CF,RA5-20,AP	U

NOTES:

a Parcel is located in two or more zoning districts.

b Parcel is located in the coastal zone.

c Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

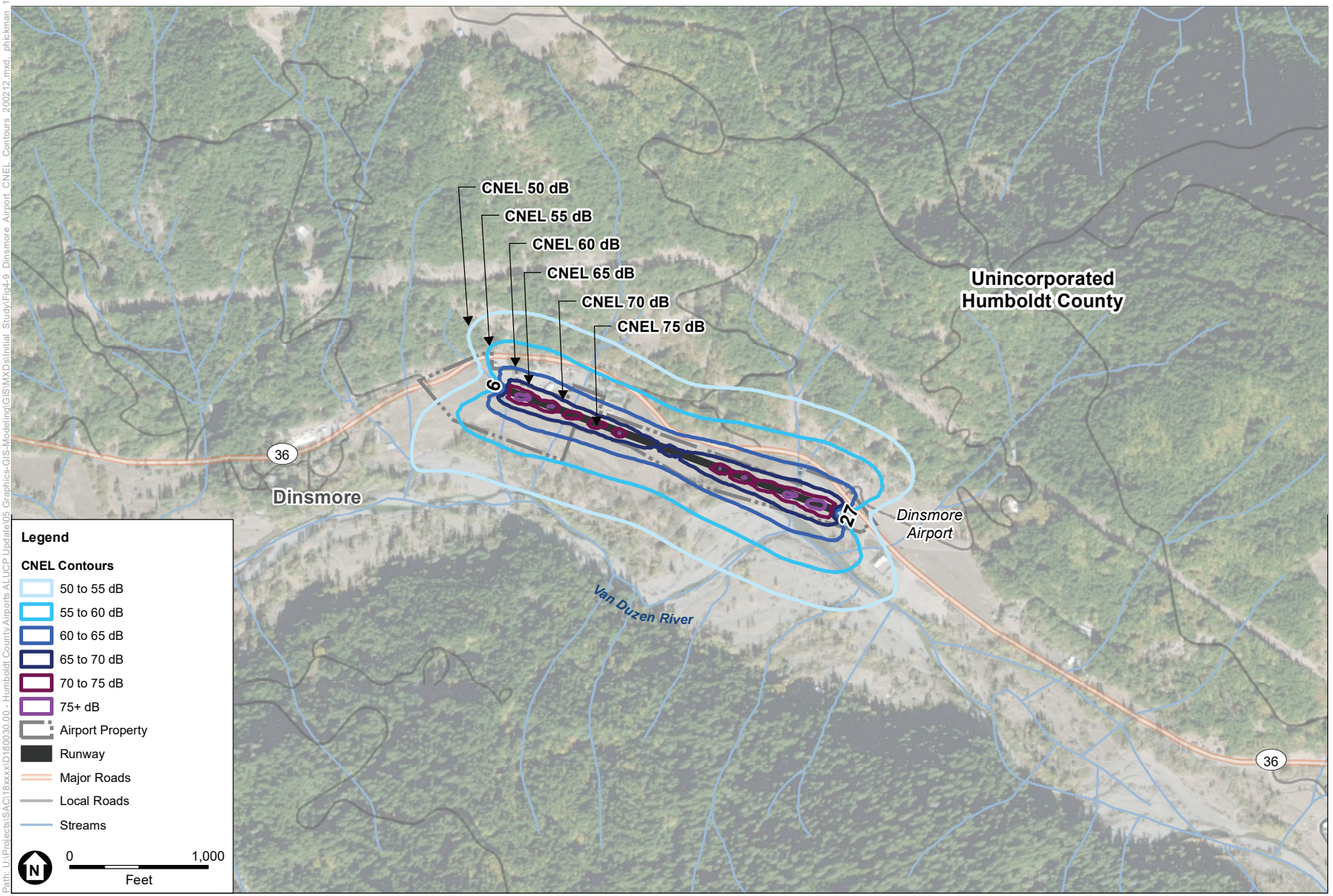
SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

4.3.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP. Table 4-1 presents the noise compatibility criteria included in the Draft ALUCP. Table 4-2 presents the safety compatibility criteria included in the Draft ALUCP.

4.3.1.1 Potential for Displacement Due to Noise Policies

Per Table 3-1 in the Draft ALUCP, all nonresidential land uses are considered compatible in areas exposed to CNEL 60 dB to 65 dB. Accordingly, there is no potential for displacement of nonresidential uses on the study parcels around Dinsmore Airport due to the noise policies in the Draft ALUCP.



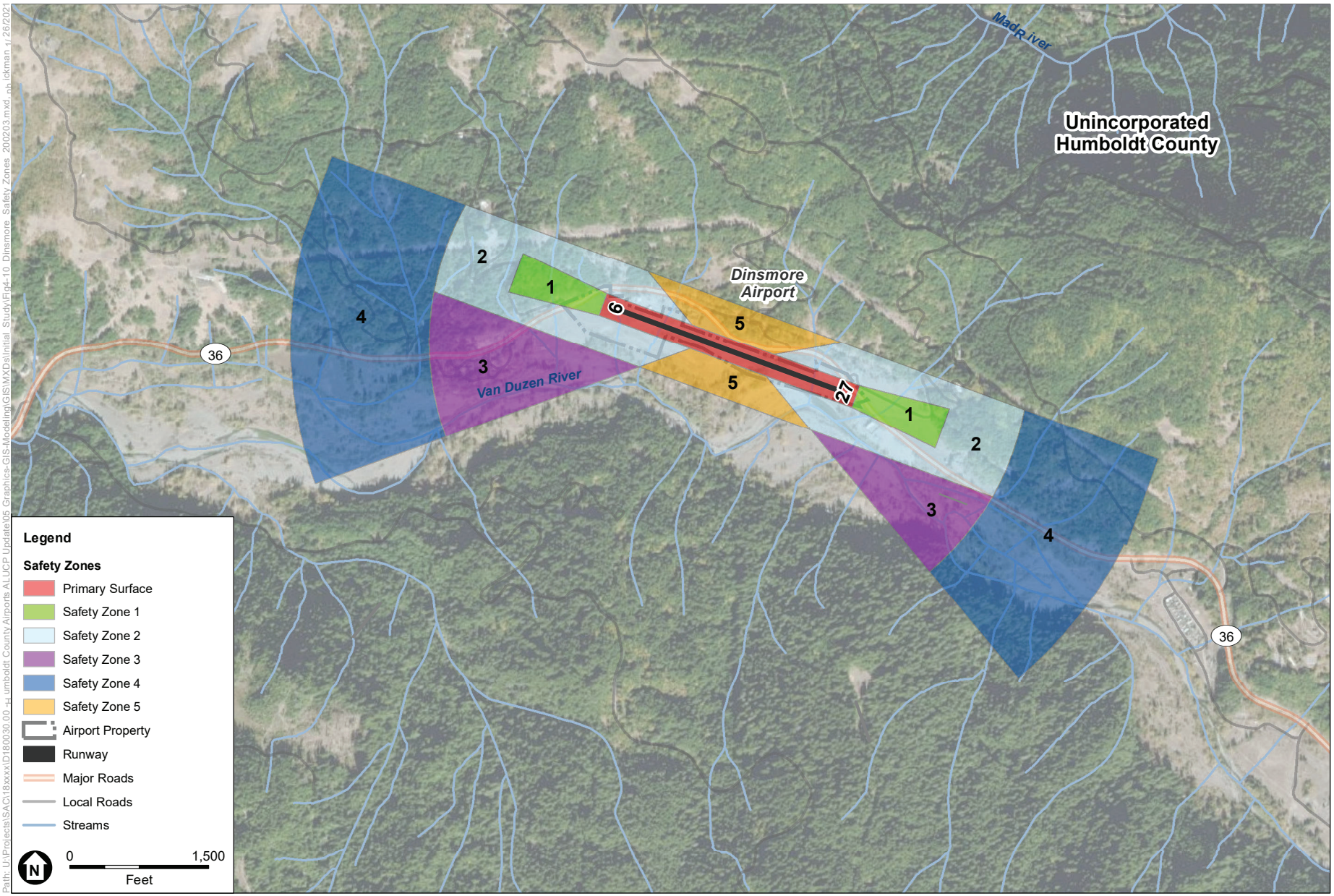
SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe June 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-9
CNEL Contours
Dinsmore Airport

ESA

Path: U:\Projects\SAC\18xxxx\D180030.00 - Humboldt County Airports ALUCP Update\05 Graphics-GIS-Modeling\GIS\MXDs\Initial Study\Fig4-9 Dinsmore Airport CNEL Contours 200212.mxd phickman 1/26/2021

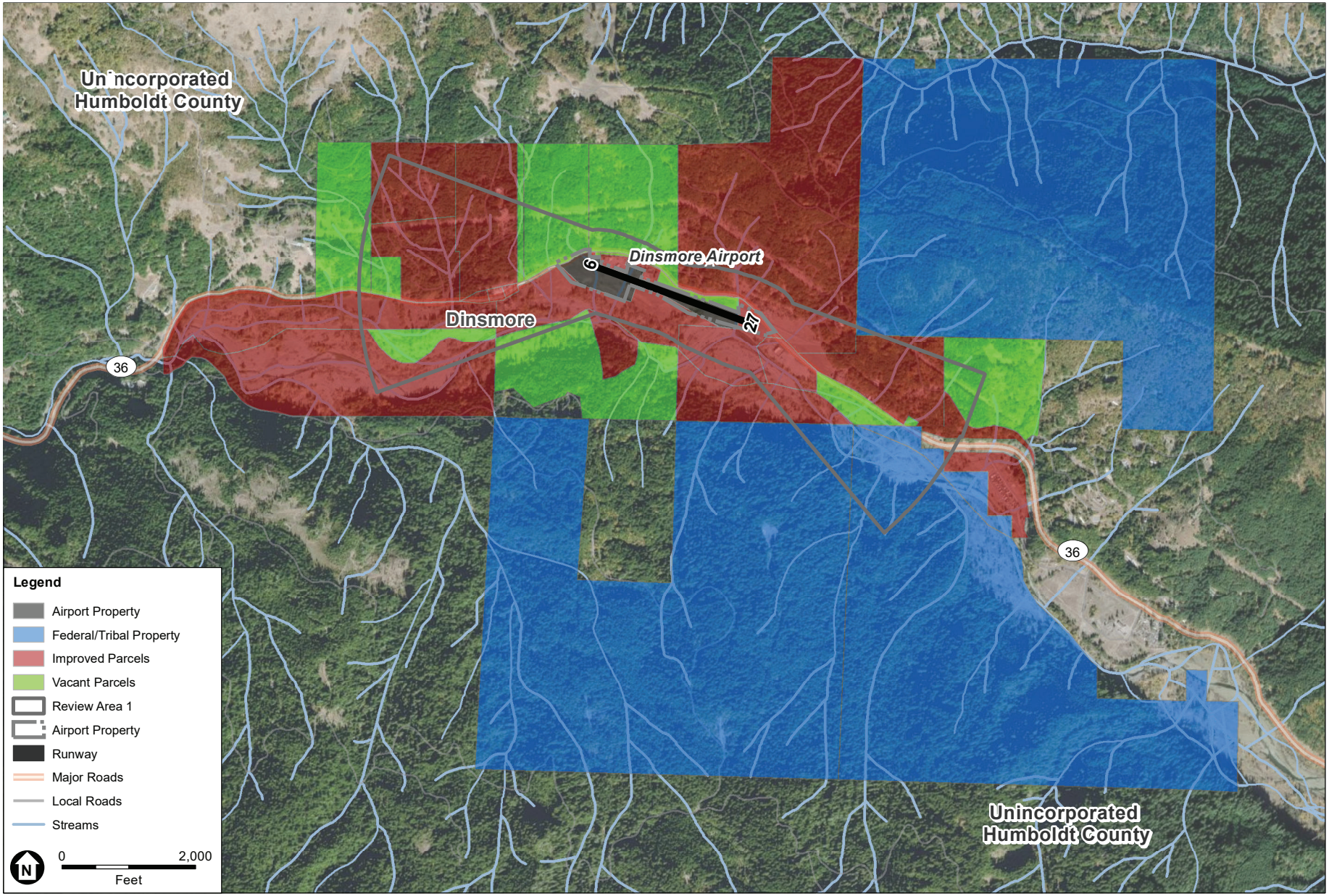


SOURCE: ESA, 2018; DigitalGlobe, June 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-10
Safety Zones
Dinsmore Airport

ESA

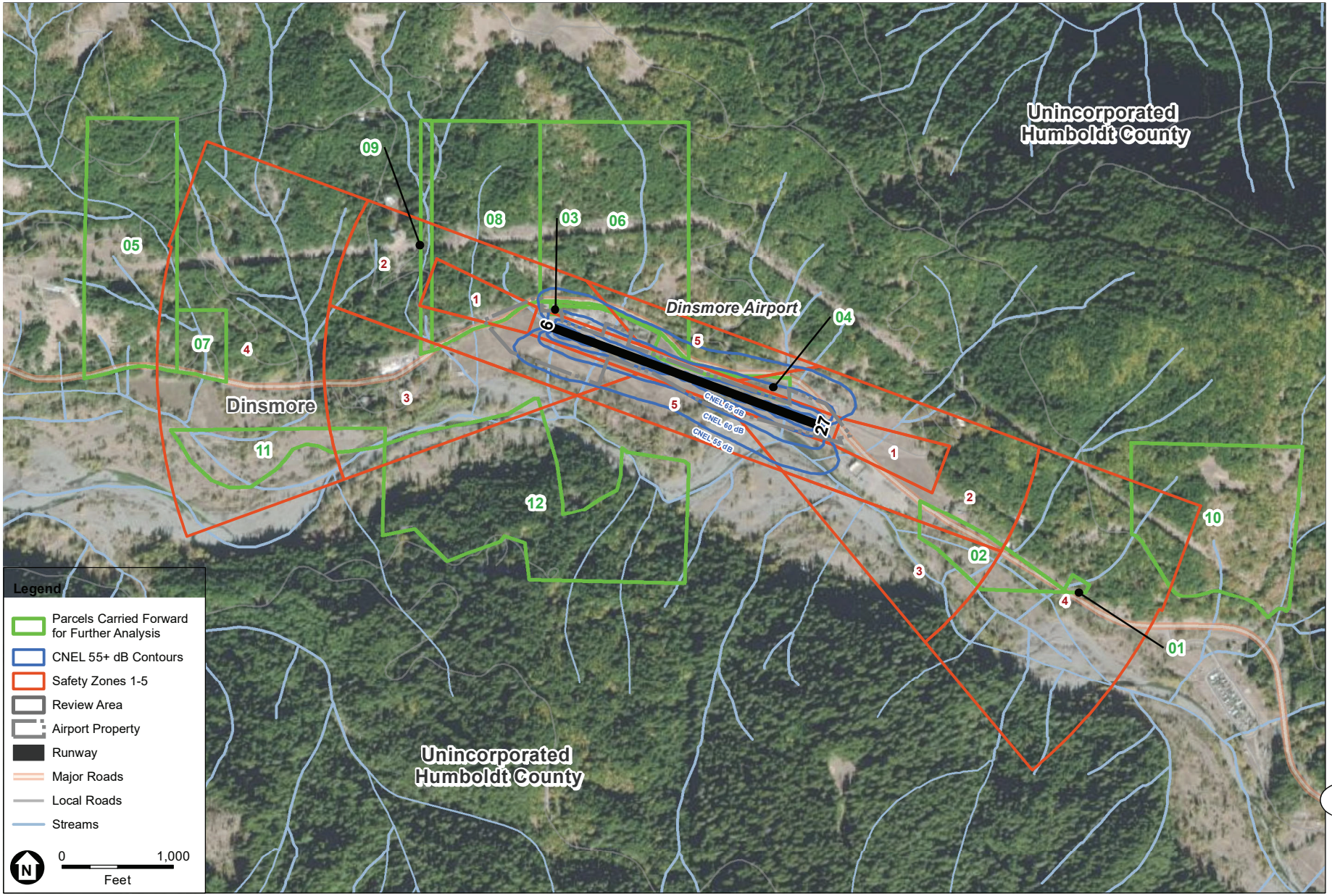


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-11
Parcels Considered in the Development Displacement Analysis
Dinsmore Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-12

Parcels Carried Forward for Further Analysis
Dinsmore Airport

ESA

4.3.1.2 Potential for Displacement Due to Safety Policies

The development displacement analysis calculated the maximum number of residential dwelling units under current zoning for all 12 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum 189 residential dwelling units was calculated for all 12 parcels under current conditions. A maximum of 96 residential dwelling units was calculated for all 12 parcels under the densities in the Draft ALUCP. This produces a count of 93 potentially displaced residential dwelling units.

The majority of potentially displaced residential dwelling units were located on large parcels zoned (U) Unclassified. These include Parcels 07, 10, and 11. The minimum lot size for the (U) Unclassified zone is 6,000 square feet. Accordingly, Parcel 07, which is approximately six acres in size, can potentially be subdivided up to 43 times, supporting 43 residential dwelling units.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. A total of 14 residential dwelling units were identified in the study parcels. One of these units on Parcel 04 would be displaced under the Draft ALUCP.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix C to the Development Displacement Technical Report provided in Appendix A.

4.3.1.3 Residential Displacement Analysis Summary

In summary, there are 12 vacant parcels located within the noise contours and safety zones for Dinsmore Airport. Two of these parcels have sufficient area within the noise contours for the Airport to be subject to the noise compatibility policies in the Draft ALUCP. All 12 parcels are located entirely or partially within Safety Zones 1, 2, 3, 4, 5, and 6.

The results of the analysis indicate that there would be no displacement of residential land uses associated with the noise policies in the Draft ALUCP. However, under the safety policies in the Draft ALUCP, there is potential for displacement of residential uses on four parcels, Parcels 01, 04, 07, and 11. Analysis results indicate that up to 93 residential dwelling units would be potentially displaced.

4.3.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing policies provided in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land

uses associated with the noise policies in the Draft ALUCP. Similarly, under the safety policies in the Draft ALUCP, there is no potential for displacement on any of the 12 study parcels.

4.3.2.1 Potential for Displacement Due to Noise Policies

The development displacement analysis conducted for Dinsmore Airport indicates that all nonresidential land uses on the study parcels are considered compatible or conditionally compatible in areas exposed to CNEL 60 dB to 65 dB. Accordingly, there is no potential for displacement of nonresidential uses on the study parcels around Dinsmore Airport due to the noise policies in the Draft ALUCP.

4.3.2.2 Potential for Displacement Due to Safety Policies

All 12 parcels retained for further analysis are located entirely or partially within Safety Zones 1, 2, 3, 4, and 5. The following section discusses the potential for displacement of nonresidential land uses due to the safety policies in the Draft ALUCP.

Safety Zone 1

Parts of Parcels 03, 04, 08, and 09 are located within Safety Zone 1. Parcels 03 and 04 are zoned (U) Unclassified. There is one permitted land use in the (U) Unclassified zone, "General agriculture," that is considered conditionally compatible in Safety Zone 1. Under the safety compatibility criteria in the Draft ALUCP, this land use would be considered compatible as long as it includes development of no new structures. Similarly, there are two permitted or conditionally permitted uses in the (FR) Forest Recreation zone that are considered conditionally compatible in Safety Zone 1. These include "General agriculture, nurseries and greenhouses, and roadside stands" and "Hog farms, turkey farms, frog farms and fur farms." Under the safety compatibility criteria in the Draft ALUCP, this land use would be considered compatible as long as it includes development of no new structures.

Parcels 08 and 09 are zoned (FR) Forest Recreation, subject to the "B" Building Site combining zone that limits building sites to 40 acre parcels (B-5(40)). There are eight permitted or conditionally permitted land uses in the (FR) Forest Recreation zone that are considered incompatible in Safety Zone 1. These uses range from "Agricultural and timber products processing plants," to "Wrecking and salvage yards." The portions of Parcels 08 and 09 located in Safety Zone 1 are within Compatibility Zone A under the current ALUCP. The Airport/Land Use Safety Compatibility Criteria in the current ALUCP prohibits the development of non-aviation related structures, assemblages of people, or hazards to flight in Compatibility Zone A. Accordingly, the uses identified as incompatible in Safety Zone 1 would be prohibited in Compatibility Zone A. As these uses would not be allowed under current conditions, there is no potential for their displacement from the parts Parcels 08 and 09 in Safety Zone 1.

Safety Zone 2

All or parts of Parcels 02, 03, 04, 06, 08, and 09 are located in Safety Zone 2. Parcels 02, 03, and 04 are zoned (U) Unclassified. All permitted and conditionally permitted uses in the (U) Unclassified zone are considered compatible under the safety compatibility criteria in the Draft ALUCP. Accordingly, these three parcels were excluded from further analysis.

Parcels 06, 08, and 09 are zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. There is one permitted use in the (FR) Forest Recreation zone, "Social halls, fraternal and social organizations, and clubs," that is considered incompatible in Safety Zone 2. The portion of Parcel 06 located in Safety Zone 2 is in Compatibility Zone B1 under the current ALUCP. The portion of Parcels 08 and 09 in Safety Zone 2 are located in Compatibility Zones A and B1. This use would be prohibited in Compatibility Zone A and because of its high intensity nature, unlikely to be considered acceptable in Compatibility Zone B1. Accordingly, there is no potential for displacement.

There are six permitted or conditionally permitted uses in the (FR) Forest Recreation zone that are considered conditionally compatible in Safety Zone 2. These range from "Agricultural and timber products processing plants" to "Wrecking and salvage yards." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

All or parts of Parcels 02, 08, 09, 11, and 12 are located in Safety Zone 3. Parcels 02, 11, and 12 are zoned (U) Unclassified. Similar to the conditions for Safety Zone 2, all permitted or conditionally permitted uses in the (U) Unclassified zone are considered compatible in Safety Zone 2 under the Draft ALUCP. Accordingly, these three parcels were excluded from further analysis.

Parcels 08 and 09 are zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. Similar to Safety Zone 2, there is one permitted use in the (FR) Forest Recreation zone, "Social halls, fraternal and social organizations, and clubs," that is considered incompatible in Safety Zone 3. The portions of Parcels 08 and 09 in Safety Zone 3 are located in Compatibility Zone B1. Again, as these land uses are unlikely to be considered acceptable in Compatibility Zone B1, they would not be considered displaced due to the policies in the Draft ALUCP.

There are four permitted or conditionally permitted uses in the (FR) Forest Recreation zone that are considered conditionally compatible in Safety Zone 3. These uses range from "Hotels, motels, special occupancy parks and manufactured home parks," to "Restaurants, food markets and automobile service stations, and commercial recreational facilities." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is no potential displacement identified for any of the parcels in Safety Zone 3.

Safety Zone 4

All or parts of Parcels 01, 02, 05, 07, 10, and 11 are located in Safety Zone 4. Parcels 01, 02, 07, 10, and 11 are zoned (U) Unclassified. Similar to the conditions for Safety Zones 2 and 3, all permitted or conditionally permitted uses in the (U) Unclassified zone are considered compatible

in Safety Zone 4 under the Draft ALUCP. Accordingly, these five parcels were excluded from further analysis.

Parcel 05 is zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. There are two permitted or conditionally permitted land uses in (FR) Forestry Recreation zone that are considered conditionally compatible in Safety Zone 4. These include "Private institutions and cemeteries," and "Social halls, fraternal and social organizations, and clubs." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is no potential displacement identified for any of the parcels in Safety Zone 4.

Safety Zone 5

All or parts of Parcels 04 and 06 are located in Safety Zone 5. Parcel 04 is zoned (U) Unclassified. Similar to Safety Zones 2 through 4, all permitted or conditionally permitted uses in the (U) Unclassified zone are considered compatible in Safety Zone 5. Accordingly, Parcel 04 was excluded from further analysis.

Parcel 06 is zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. There are two permitted or conditionally permitted uses in the (FR) Forestry Recreation zone that are considered incompatible in Safety Zone 5. These uses include "Public and private noncommercial recreational uses, including golf courses and public stables, and "Social halls, fraternal and social organizations, and clubs." The portion of Parcel 06 located in Safety Zone 5 is in Compatibility Zones A and B1 under the current ALUCP. These uses would be prohibited in Compatibility Zone A and because of their high intensity nature, unlikely to be considered acceptable in Compatibility Zone B1. Accordingly, there is no potential for displacement.

There are two permitted or conditionally permitted uses in the (FR) Forestry Recreation zone that are considered conditionally compatible in Safety Zone 5. These uses include "Private institutions and cemeteries," and "Restaurants, food markets and automobile service stations, and commercial recreational facilities." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is no potential displacement identified for any of the parcels in Safety Zone 5.

Safety Zone 6

There are no vacant or underutilized parcels in Safety Zone 6 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

4.3.3 Development Displacement Analysis Summary

Table 4-7 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of up to 101 residential dwelling units on 4 parcels (Parcels 01, 04, 07, and 11). Parcels 21, 34, 80, and 81 are located in Safety Zone 1. Parcel 01 and Parcel 07 are located in Safety Zone 4, Parcel 11 is located in Safety Zones 3 and 4, and Parcel 04 is located in Safety Zones 2 and 5.

TABLE 4-7
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- DINSMORE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	12	Safety	12	01, 04, 07, and 11	101
		Noise	2	0	0
Total Number of Dwelling Units Potentially Displaced					101

Table 4-8 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise or safety policies in the Draft ALUCP for Dinsmore Airport.

TABLE 4-8
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- DINSMORE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	12	Safety Zone 1	2	None	0
		Safety Zone 2	6	None	0
		Safety Zone 3	5	None	0
		Safety Zone 4	6	None	0
		Safety Zone 5	2	None	0
		Noise	2	None	0
Total Area of Potential Displacement (Square Feet)					0

4.4 Development Displacement Analysis for Garberville Airport

The noise contours for Garberville Airport are depicted on **Figure 4-13** and the safety zones for ACV are depicted on **Figure 4-14**. A total of 196 parcels were identified as being within or intersected by Review Area 1 for the Airport. These parcels are shown on **Figure 4-15**. The development displacement analysis is focused on vacant parcels and parcels with infill potential. A total of 151 parcels were identified as being fully developed. One parcel was identified as the Airport. As the Draft ALUCP policies do not apply to existing land uses, fully developed parcels were excluded from further analysis. Similarly, Draft ALUCP policies are not applicable to federal, tribal, and state owned parcels. A total of three state owned parcels were identified in Review Area 1 and were excluded from further analysis. Review Area 1 is partially located in the Coastal Zone. Eight parcels zoned (AE) Agricultural Exclusive located in the Coastal Zone and Safety Zone 6 were retained for further analysis. In total, 31 vacant parcels and parcels with infill potential were retained for further analysis. These parcels are depicted on **Figure 4-16**. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A. **Table 4-9** identifies the parcels carried forward for purposes of the development displacement analysis.

TABLE 4-9
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – GARBERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
01	222-201-003	0.22	Vacant	RL,AP	R-1-B-6
02	222-201-001	12.27	Vacant	RL,AP	R-1-B-6
03	222-093-002	49.51	Underutilized	RA5-20,AP	AG-B-5(5)
04	222-093-003	26.96	Underutilized	RA5-20,AP	AG-B-5(5)
05	222-111-027	0.79	Vacant	RE1-5,AP	RS-T
06	222-111-008	2.24	Underutilized	RE1-5,AP	RS-T
07	222-121-010	21.61	Underutilized	RE1-5,AP	RS-T
08	222-094-008	46.37	Underutilized	RA5-20,AP	AG-B-5(5)
09	222-111-023	3.00	Underutilized	RE1-5,AP	RS-T
10	222-111-029	2.82	Underutilized	RE1-5,AP	RS-T
11	222-111-010	20.32	Underutilized	RE1-5,AP	RS-T
12	222-111-011	2.20	Underutilized	RE1-5,AP	RS-T
13	222-111-005	0.53	Vacant	RE1-5,AP	RS-T
14	222-231-012a	31.61	Vacant	RA5-20,AP	AE-B5(160); AG-B5(5)
15	222-231-004	0.76	Vacant	RE1-5,AP	RS-T
16	222-131-004	8.46	Vacant	RA5-20,AP	AV
17	222-231-007	10.07	Underutilized	RA5-20,AP	AG-B-5(5)

TABLE 4-9
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – GARBERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
18	222-251-002	22.94	Underutilized	T,AP	TPZ
19	222-231-015	52.16	Underutilized	RA5-20,AP	AG-B-5(5)
20	222-251-004	16.47	Underutilized	RA5-20,AP	AG-B-5(5)
21	222-093-004	17.10	Underutilized	RA5-20,AP	AG-B-5(5)
22	222-121-009	2.16	Underutilized	RE1-5,AP	RS-T
23	222-121-008	4.14	Underutilized	RE1-5,AP	RS-T
24	222-156-014	4.90	Vacant	RA5-20,AP	AG-B-6
25	222-156-016b	12.31	Vacant	RA5-20,AP	AG-B-6
26	222-156-015b	4.51	Vacant	RA5-20,AP	AG-B-6
27	222-156-006a	63.15	Vacant	IR,RA20-160; RA5-20,AP	AE; TPZ
28	032-171-022	11.83	Vacant	RA10,AP	MH-Q
29	032-161-015	11.16	Vacant	RA10,AP	MH-Q
30	222-156-011	13.53	Vacant	RA5-20,AP	AE-B-5(160)
31	222-156-031	72.11	Vacant	RA40,AP	AE

NOTES:

1 A key defining Humboldt County General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

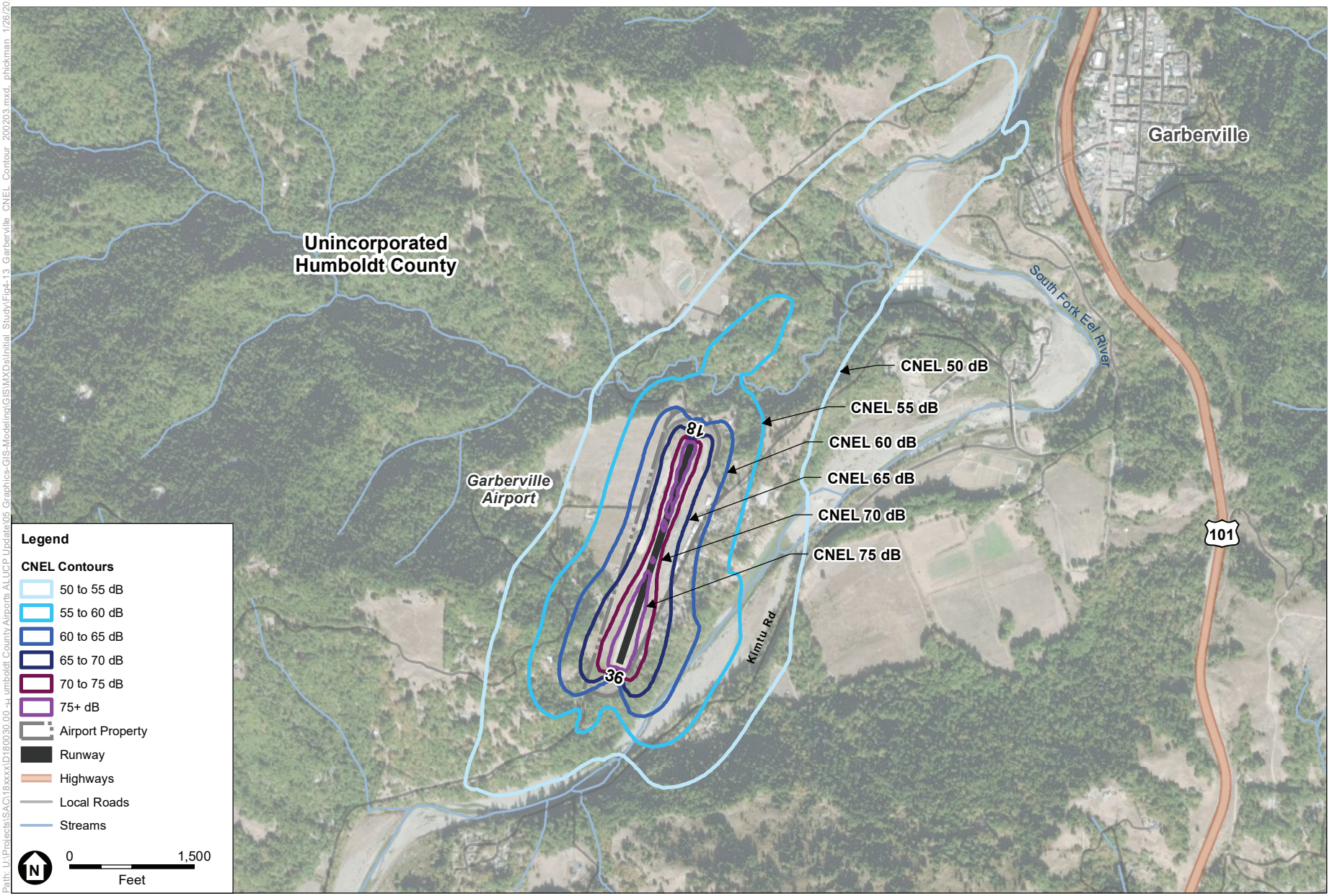
a Parcel is located in two or more zoning districts.

b Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

4.4.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP. **Table 4-1** presents the noise compatibility criteria included in the Draft ALUCP. **Table 4-2** presents the safety compatibility criteria included in the Draft ALUCP.

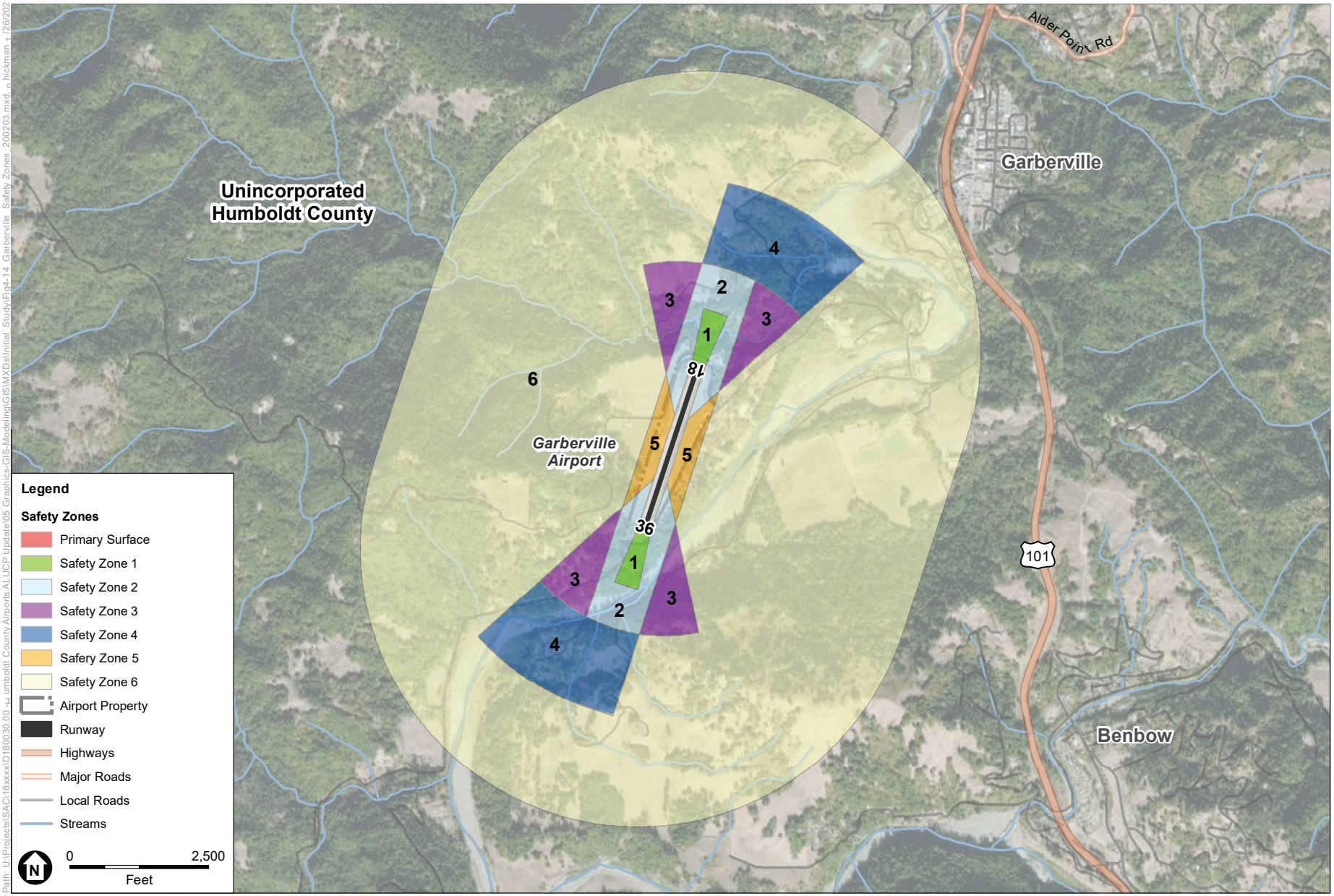


SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, July 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-13
CNEL Contours
Garberville Airport

ESA

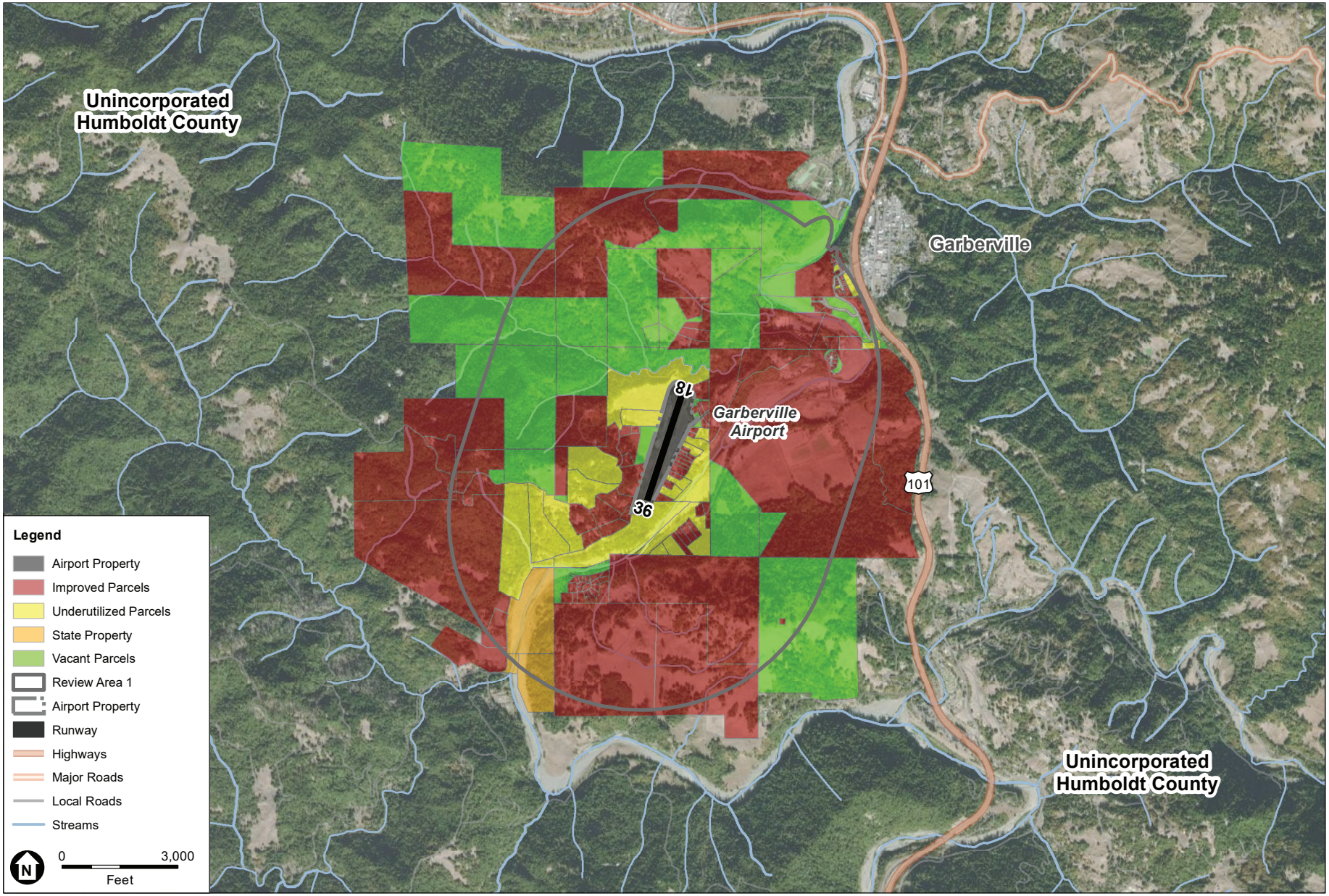


SOURCE: ESA, 2018; DigitalGlobe, July 2016; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-14
Safety Zones
Garberville Airport

ESA

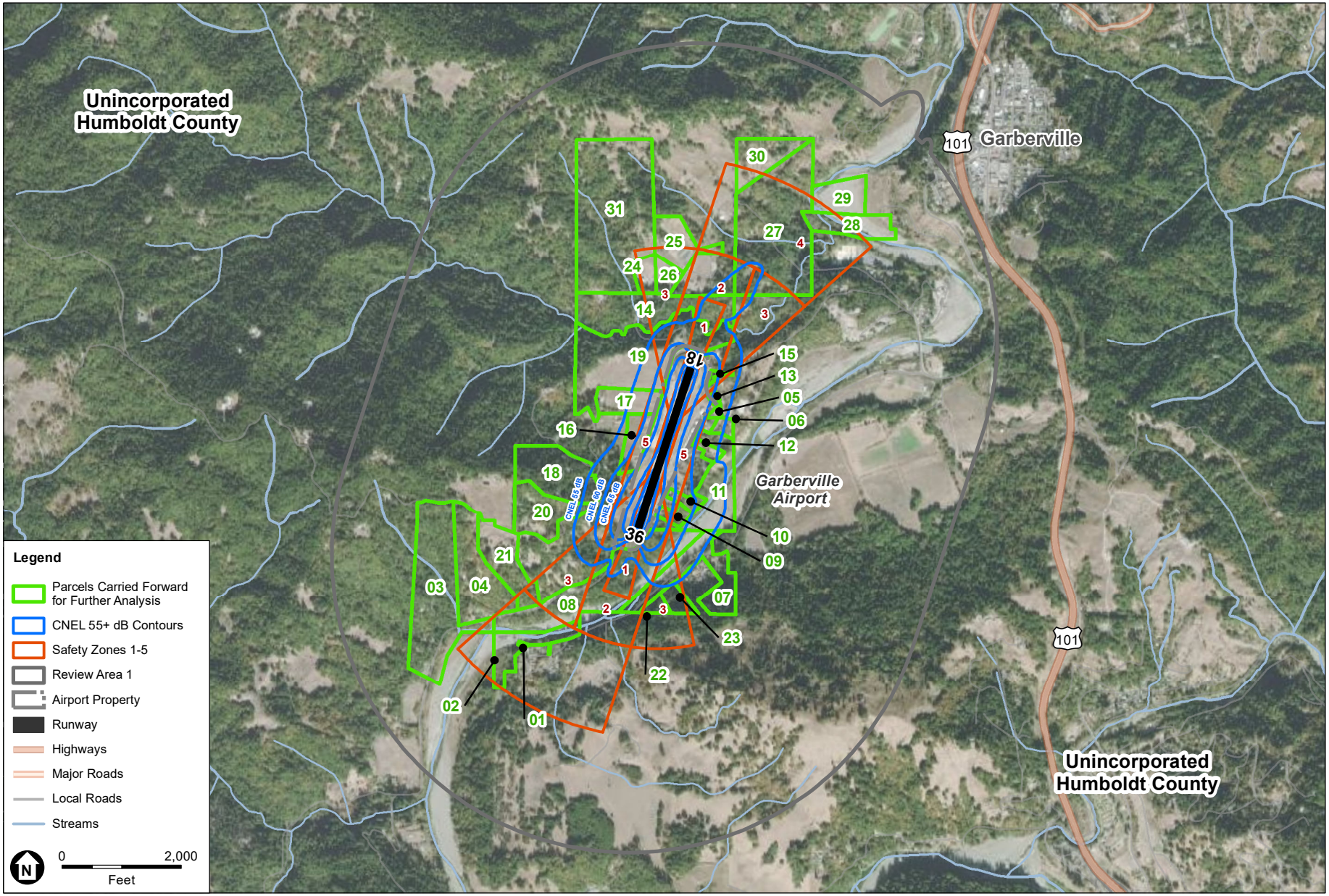


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-15
Parcels Considered in the Development Displacement Analysis
Garberville Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-16
Parcels Carried Forward for Further Analysis
Garberville Airport

ESA

4.4.1.1 Potential for Displacement Due to Noise Policies

In total, 15 vacant or underutilized parcels are located within the noise contours for Garberville Airport. This includes Parcels 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19. Parcels 05, 06, 07, 11, 12, 14, 18 and 19 are subject to the compatibility criteria for the CNEL 55 dB to 60 dB contour. Parcels 08, 13, 15, 16, and 17 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour. Finally Parcels 09 and 10 are subject to the compatibility criteria for the CNEL 65 dB to 70 dB contour.

There is no potential for residential displacement in the CNEL 55 dB to 65 dB contours. However, in the CNEL 65 dB to 70 dB contour, there is potential for displacement of one residential dwelling unit each on Parcels 09 and 10 under the noise policies in the Draft ALUCP.

4.4.1.2 Potential for Displacement Due to Safety Policies

The residential displacement analysis prepared for Garberville Airport calculated the maximum number of residential dwelling units under current zoning for all 31 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 88 residential dwelling units was calculated for all 31 parcels under current conditions. A maximum of 104 residential dwelling units was calculated for all 31 parcels under the densities in the Draft ALUCP. This indicates that the densities in the Draft ALUCP would provide for approximately 16 more residential dwelling units than what current land use plans would allow.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. A total of four residential dwelling units on two parcels were identified in Review Area 1. None of these units would be displaced under the Draft ALUCP.

4.4.1.3 Residential Displacement Analysis Summary

In summary, the results of the analysis indicate that there is potential for displacement of two residential dwelling units due to the noise policies in the Draft ALUCP. However, there is no potential for displacement of residential dwelling units under the safety policies in the Draft ALUCP.

4.4.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing the policies in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP. However, under the safety policies in the

Draft ALUCP, there is potential for displacement on Parcels 14 and 27 in Safety Zone 2 and Parcel 27 and Parcel 31 in Safety Zones 3.

4.4.2.1 Potential for Displacement Due to Noise Policies

The development displacement analysis conducted for Garberville Airport indicates that all nonresidential land uses on the study parcels are considered compatible or conditionally compatible in areas exposed to CNEL 60 dB to 70 dB. Accordingly, there is no potential for displacement of nonresidential uses on the study parcels around Garberville Airport due to the noise policies in the Draft ALUCP.

4.4.2.2 Potential for Displacement Due to Safety Policies

All 31 parcels retained for further analysis are located entirely or partially within Safety Zones 1, 2, 3, 4, 5, and 6. The following section discusses the potential for displacement of nonresidential land uses due to the safety policies in the Draft ALUCP.

Safety Zone 1

Parts of Parcels 08, 14, and 19 are located within Safety Zone 1. Parcels 08 and 19 are underutilized and Parcel 14 is vacant. All of Parcels 14 and 19 and part of Parcel 08 are zoned for (AG) Agricultural General. There are a number of land uses in the (AG) Agricultural General zone that are considered incompatible in Safety Zone 1. However, the portions of all three parcels located in Safety Zone 1 are within Compatibility Zone A under the current ALUCP. As all these land uses would be prohibited in Compatibility Zone A under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Part of Parcel 08 in Safety Zone 1 is zoned (RS) Residential Suburban. There are two conditionally permitted uses in the (RS) Residential Suburban zone that are considered incompatible under the safety policies in the Draft ALUCP. Again, the portion of this parcel located in Safety Zone 1 is within Compatibility Zone A under the current ALUCP. As both these uses would be considered prohibited in Compatibility Zone A, they would not be allowed under current conditions. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 2

All or parts of Parcels 02, 07, 08, 09, 14, 15, 19, 22, 25, and 27 are located within Safety Zone 2. Parcels 07, 08, 09, 15, and 22 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. Part of Parcel 08 in Safety Zone 2 is also zoned (AG) Agriculture General subject to the "B" Building Site combining zone that limits building sites to five acre parcels (B-5(5)). Parcels 14, 19, and 25 are zoned (AG) Agriculture General, subject to the B-5(160) combining zone that limits building sites to 160 acre parcels, the B-5(5) combining zone, and the B-6 combining zone, respectively. Finally, parts of Parcel 02, zoned for (R-1) Residential Single Family with a B-6 combining zone, and Parcel 27, zoned for (TPZ) Timberland Production, are also in Safety Zone 2. Parcels 02, 14, 15, 25, and 27 are vacant and Parcels 07, 08, 09, 19, and 22 have been identified as underutilized.

There is one permitted or conditionally permitted land use on Parcels 07, 08, 09, 15, and 22, "Private Institutions," that is considered incompatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP. However, the portions of these parcels located in Safety Zone 2 are currently located in Compatibility Zones A and B under the current ALUCP. This would be considered a prohibited land use in both Compatibility Zones A and B. As this land use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There are a number of permitted or conditionally permitted land uses on the parcels in Safety Zone 2 that are considered conditionally compatible in Safety Zone 2. These uses include "Golf courses," "Private institutions and cemeteries," "Rooming and boarding of not more than two (2) persons not employed on the premises," "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses," "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," and "Timber production processing plants (buildings) for commercial processing of wood and wood products, including but not limited to sawmills, lumber and plywood mills, but not including a pulp mill." As long as the conditions attached to these uses under the safety compatibility criteria in the Draft ALUCP are met, there is no potential for displacement under the Draft ALUCP.

Parcel 14 is zoned (AE) Agriculture Exclusive. There is one permitted or conditionally permitted use allowed in the (AE) Agriculture Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 2. The portion of Parcel 14 in Safety Zone 2 is located in Compatibility Zones A and B under the current ALUCP. This use would be considered prohibited in Compatibility Zone A. However, there is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B located in Safety Zone 2. Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of this parcel located in Safety Zone 2.

Parcel 27 is in the (TPZ) Timberland Production Zone. There is one permitted or conditionally permitted uses in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" that is considered incompatible in Safety Zone 2. Again, there is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portion of this parcel in Safety Zone 2. Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" would be considered potentially displaced from the portion of this parcel located in Safety Zone 2.

Safety Zone 3

All or parts of Parcels 02, 07, 08, 14, 15, 19, 21, 22, 23, 24, 25, 26, 27, and 31 are located in Safety Zone 3. Parcels 07, 15, 22, and 23 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. Parcel 08 is divided between the (RS) Residential Suburban zone and the (AG) Agriculture General subject to the "B" Building Site combining zone that limits building sites to five acre parcels (B-5(5)). Parcels 14, 19, 21, 24, 25, and 26 are

zoned (AG) Agriculture General. Parcels 08 19, and 21 are subject to the B-5(5) combining zone and Parcel 14 is subject to the B-5(160) combining zone. Finally, parts of Parcel 02, zoned for (R-1) Residential Single Family with a B-6 combining zone, Parcel 27, zoned for (TPZ) Timberland Production, and Parcel 31 zoned (AE) Agriculture Exclusive are also in Safety Zone 3. Parcels 02, 14, 15, 24, 25, 26, 27, and 31 are vacant and Parcels 07, 08, 19, 21, 22, and 23 have been identified as underutilized.

Parcels 07, 08, 15, 22, and 23 are zoned (RS) Residential Suburban. There is one conditionally permitted use in the (RS) Residential Suburban zone, "Private Institutions," that is considered incompatible in Safety Zone 3. The portions of these parcels located in Safety Zone 3 are currently located in Compatibility Zones B and C under the current ALUCP. This use would be considered prohibited in both Compatibility Zones B and C. As this use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There is one conditionally permitted land use in the (RS) Residential Suburban zone, "Private recreation facilities, including golf courses," that is considered conditionally compatible in Safety Zone 3. This use would be considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. As this condition would not prevent implementation of this use on the parts of the parts of these parcels in Safety Zone 3, there is no potential for displacement under the Draft ALUCP.

Parcels 14, 19, 21, 24, 25, and 26 are zoned (AG) Agriculture General. There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 3. These uses include "Golf courses," "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises" "Golf courses" are considered conditional in Safety Zone 3 on the condition that no group recreational activities are allowed. "Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly uses are allowed. Finally, "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible on the condition that a building no more than three-stories is used. The maximum nonresidential intensities and lot coverage percentages for Safety Zone 3 are also applicable to all these uses. As these conditions would not prevent implementation of this use on these parcels, there is no potential for displacement under the Draft ALUCP.

Part of Parcel 02 is zoned (R-1) Residential Single-Family. There are two permitted or conditionally permitted uses in the (R-1) Residential Single-Family zone that are considered conditionally compatible in Safety Zone 3. These uses include "Public and private noncommercial recreation facilities, including golf courses" and "Rooming and boarding of not over two (2) persons not employed on the premises." Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly uses are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible on the condition that a building no less than three-stories is used. The maximum nonresidential intensities and lot coverage percentages for Safety Zone 3 are also

applicable to all these uses. As these conditions would not prevent implementation of this use on these parcels, there is no potential for displacement under the Draft ALUCP.

Parcel 27 is in the (TPZ) Timberland Production Zone. There is one permitted or conditionally permitted uses in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" that is considered incompatible in Safety Zone 3. The portion of Parcel 27 in Safety Zone 3 is largely in Compatibility Zone C. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portion of this parcel in Compatibility Zone C located in Safety Zone 3. Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" would be considered potentially displaced from the portions of these parcels located in Safety Zone 3.

There are two conditionally permitted uses in the (TPZ) Timberland Production Zone that are considered conditionally compatible in Safety Zone 3. These uses include "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities." "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses," is considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," is considered compatible in Safety Zone 3 under the safety compatibility criteria in the Draft ALUCP on the condition it adheres to the applicable maximum intensity and lot coverage limits and complies with the Noise and Airspace Protection Compatibility Policies. As for the portion of this parcel located in Safety Zone 2, it is unlikely this use would be allowed under current conditions. Therefore, it would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 31 is zoned (AE) Agriculture Exclusive. There is one permitted or conditionally permitted use allowed in the (AE) Agriculture Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 3. The portion of Parcel 31 in Safety Zone 3 is primarily located in Compatibility Zone C under the current ALUCP. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portion of this parcel in Compatibility Zone C located in Safety Zone 3. Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" would be considered potentially displaced from the portions of these parcels located in Safety Zone 3.

Safety Zone 4

Parcels 01, 02, 03, 04, 08, 21, 25, 27, 28, 29, and 30 are located in Safety Zone 4. Parcels 01 and 02 are zoned (R-1) Single-Family Residential, subject to the "B" Building Site combining zone. Parcels 03, 04, 08, 21, and 25 are zoned (AG) Agricultural General, subject to the "B" Building Site combining zone that limits building sites to five acre parcels (B-5(5)). All of Parcels 28, 29 and part of Parcel 27 are zoned (MH) Heavy Manufacturing zoning district, subject to the "Q" Qualified combining zone. The Humboldt County Ordinance applicable to the "Q" combining

district is Ordinance 1803, which limits the allowable land uses allowed in this district. Part of Parcel 27 is in the (TPZ) Timberland Production Zone. Finally, Parcel 30 is zoned (AE) Agriculture Exclusive, subject to the "B" Building Site combining zone that limits building sites to 160 acre parcels (B-5(160)). The permitted and conditionally permitted land uses in the (R-1) Single-Family Residential zone and the (MH) Heavy Manufacturing zone modified by the requirements of Ordinance 1803 under the "Q" combining zone, are all considered compatible in Safety Zone 4. Accordingly, Parcels 01, 02, 28, 29, and the portion of Parcel 27 zoned (MH) Heavy Manufacturing have been excluded from further analysis.

Parcels 03, 04, 08, 21, 25, and 30 are zoned (AG) Agricultural General. There is one conditionally permitted use in the (AG) Agricultural General zone, "Private institutions and cemeteries," that is considered conditionally compatible in Safety Zone 4. This use would be considered compatible in Safety Zone 4 on the condition that no assembly places are allowed. As this condition would not prevent development of this use in Safety Zone 4, there is no potential for displacement.

Part of Parcel 27 is in the (TPZ) Timberland Production Zone. There are two permitted land uses in the (TPZ) Timberland Production Zone that are considered conditionally compatible in Safety Zone 4. These uses include "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities." "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" is allowed in Safety Zone 4 if no site outside the safety zone is available. "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities" would not be allowed on Parcel 27 for the same reasons discussed under Safety Zones 2 and 3. Accordingly, there is no potential for displacement of these uses from Parcel 27 in Safety Zone 4.

Safety Zone 5

Parcels 05, 09, 10, 11, 12, 13, 17, and 19 are partially located in Safety Zone 5. Parcels 05, 09, 10, 11, 12, and 13 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. Parcels 17 and 19 are zoned (AG) Agriculture General zoning, subject to the B-5(5) combining zone. Parcels 09, 10, 11, 12, 17, and 19 are underutilized parcels, already partially developed. Finally, Parcel 16 is in the (AV) Airport zone. There are no conditionally compatible or incompatible land uses in the zoning for Parcel 16 and this parcel has been excluded from further analysis.

Parcels 05, 09, 10, 11, 12, and 13 are zoned (RS) Residential Suburban. There are two permitted or conditionally permitted use in the (RS) Residential Suburban zone that are considered incompatible in Safety Zone 5. These include "Private institutions" and "Private recreation facilities, including golf courses." The portions of these parcels located in Safety Zone 5 are currently located in Compatibility Zone B under the current ALUCP. As previously discussed, "Private Institutions" would be prohibited in Compatibility Zone B and "Private recreation facilities, including golf courses" would likely be considered unacceptable. As these uses would

not be allowed under current conditions, there is no potential for displacement of these land uses from these parcels in Safety Zone 5.

Parcels 17 and 19 are zoned (AG) Agricultural General. There are three permitted or conditionally permitted land uses the (AG) Agricultural General zone that are considered incompatible in Safety Zone 5. These uses include "Animal hospitals and kennels," "Golf courses," and "Rental and sales of irrigation equipment and storage incidental thereto." Again, the portions of these parcels located in Safety Zone 5 are currently located in Compatibility Zone B under the current ALUCP. These uses are unlikely to be considered acceptable in Compatibility Zone B. As these uses would not be allowed under current conditions, there is no potential for displacement from these parcels in Safety Zone 5.

There are two permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 5. These uses include "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions and cemeteries" are considered compatible on the condition that no assembly places are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible on the condition the building used is limited to a single-story. As the conditions applicable to these uses would not prevent their development, there is no potential for their displacement from these parcels in safety Zone 5.

4.4.3 Development Displacement Analysis Summary

Table 4-10 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of two dwelling units on five parcels, Parcels 02, 09, 10, 22, and 23.

TABLE 4-10
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- GARBERVILLE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	31	Safety	31	02,22, and 23	7
		Noise	15	09 and 10	2
Total Number of Dwelling Units Potentially Displaced					9

Table 4-11 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one or more land uses on three parcels: Parcels 14 and 27 in Safety Zone 2 and Parcel 27 and Parcel 31 in Safety Zones 3. Nonresidential land uses considered incompatible in Safety Zone 2 include "Labor camps and labor supply camps" on Parcel 14 and "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" on Parcel 27. Nonresidential land uses considered incompatible in Safety Zone 3 include "Temporary labor camps, less than one (1) year in duration, accessory to timber

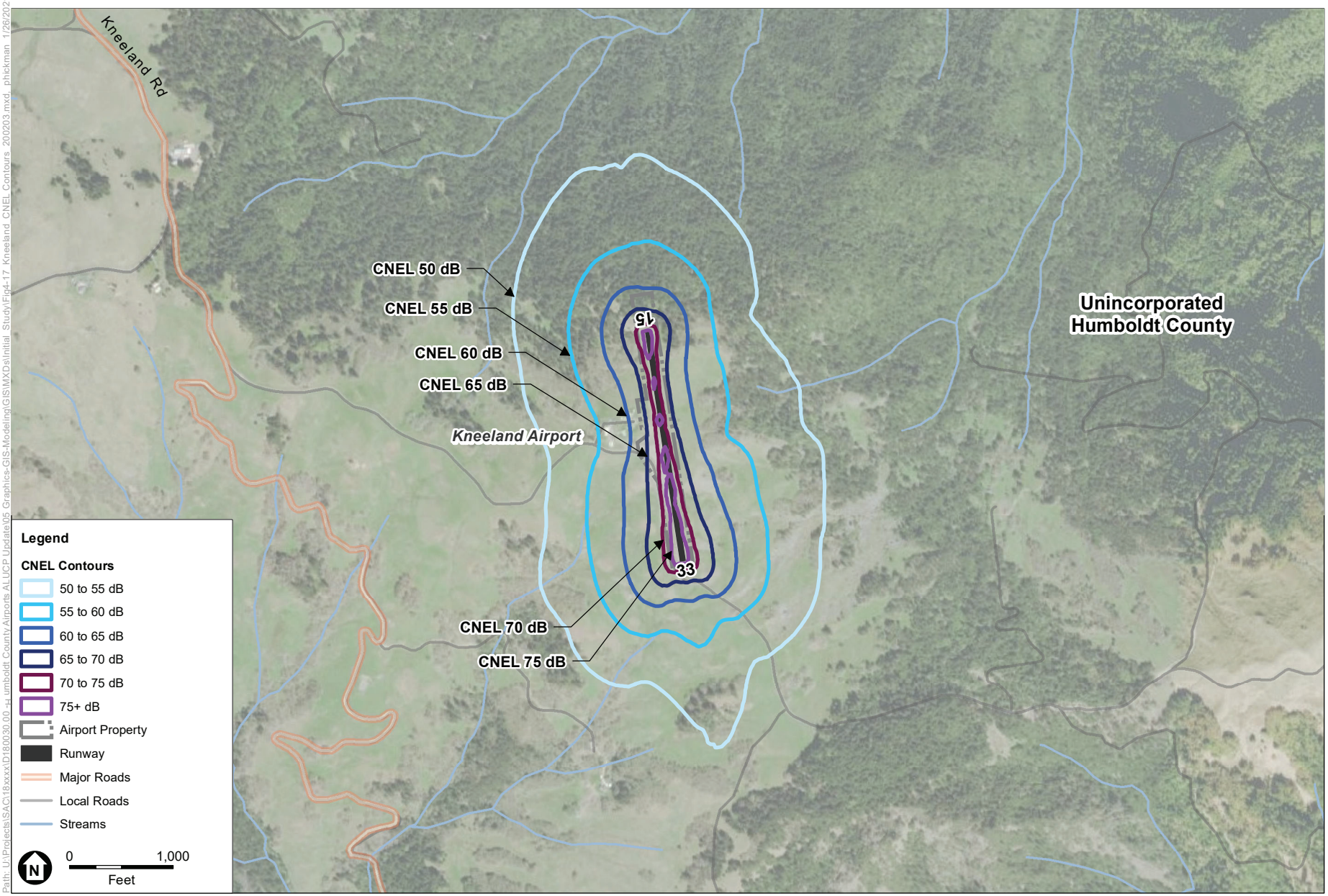
harvesting or planting operations" on Parcel 27 and Parcel 31. An estimated 7,449 square feet of space available for these uses on Parcel 31 would be potentially displaced within Safety Zone 3.

TABLE 4-11
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- GARBERVILLE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	48	Safety Zone 1	3	None	0
		Safety Zone 2	10	14, 27	358,444.12
		Safety Zone 3	14	31	42,052.47
		Safety Zone 4	11	None	0
		Safety Zone 5	9	None	0
		Safety Zone 6	28	None	0
		Noise	15	None	0
Total Area of Potential Displacement (Square Feet)					400,496.59

4.5 Development Displacement Analysis for Kneeland Airport

The noise contours for Kneeland Airport are depicted on **Figure 4-17** and the safety zones for Kneeland Airport are depicted on **Figure 4-18**. A total of 18 parcels were identified as being within or intersected by Review Area 1 for Kneeland Airport. These parcels are shown on **Figure 4-19**. The development displacement analysis is focused on vacant parcels and parcels with infill potential. A total of two parcels were identified as being Airport property and two parcels were identified as developed. As the Draft ALUCP policies do not apply to the Airport or existing land uses, these parcels were excluded from further analysis. Finally, there are no "incompatible" uses in the compatibility criteria for Safety Zone 6. Parcels located in Safety Zone 6 were also excluded from further analysis. In total, seven vacant parcels and underutilized parcels were retained for further analysis. These parcels are depicted on **Figure 4-20**. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A. **Table 4-12** identifies the parcels carried forward for purposes of the development displacement analysis.

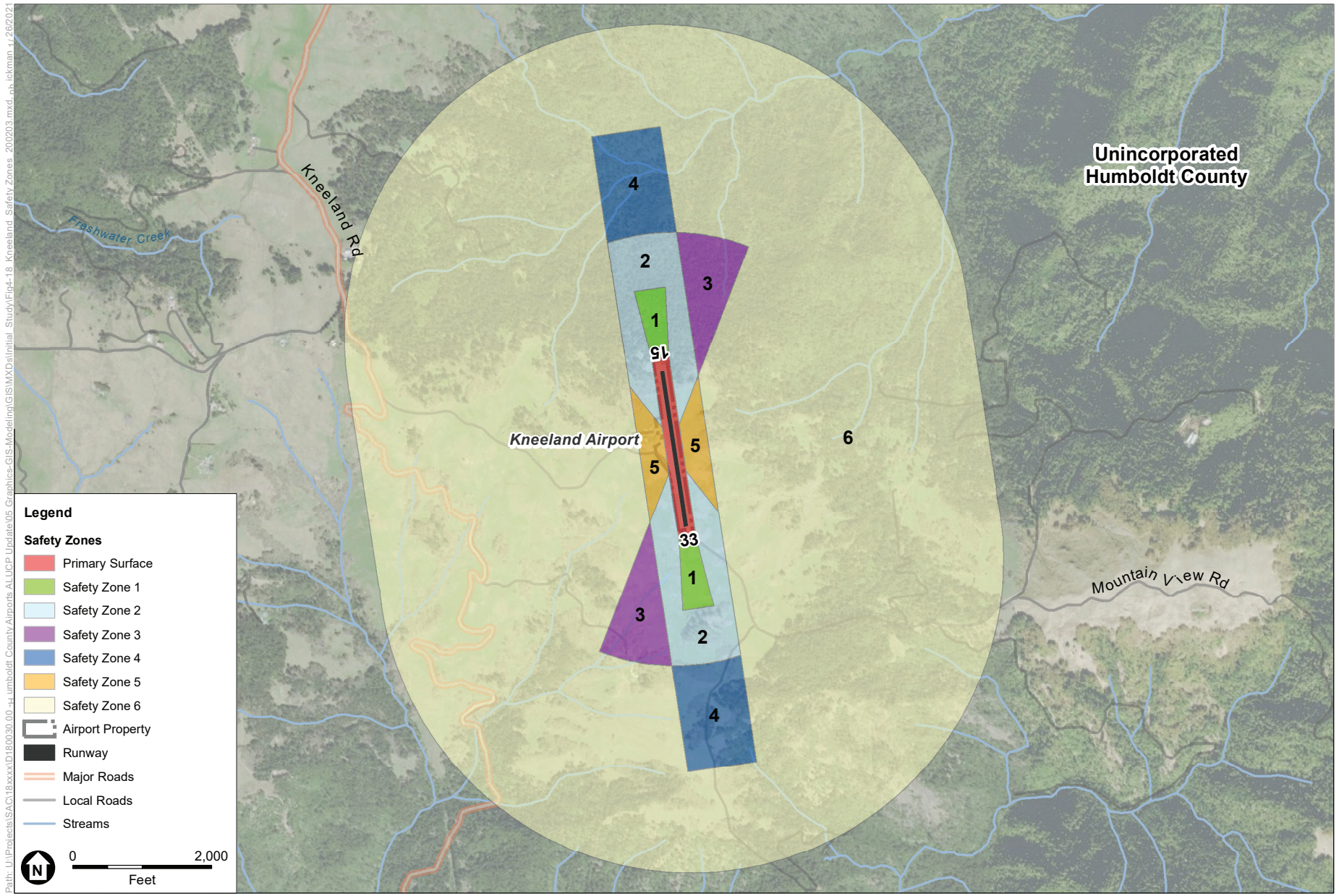


SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-17
CNEL Contours
Kneeland Airport

ESA

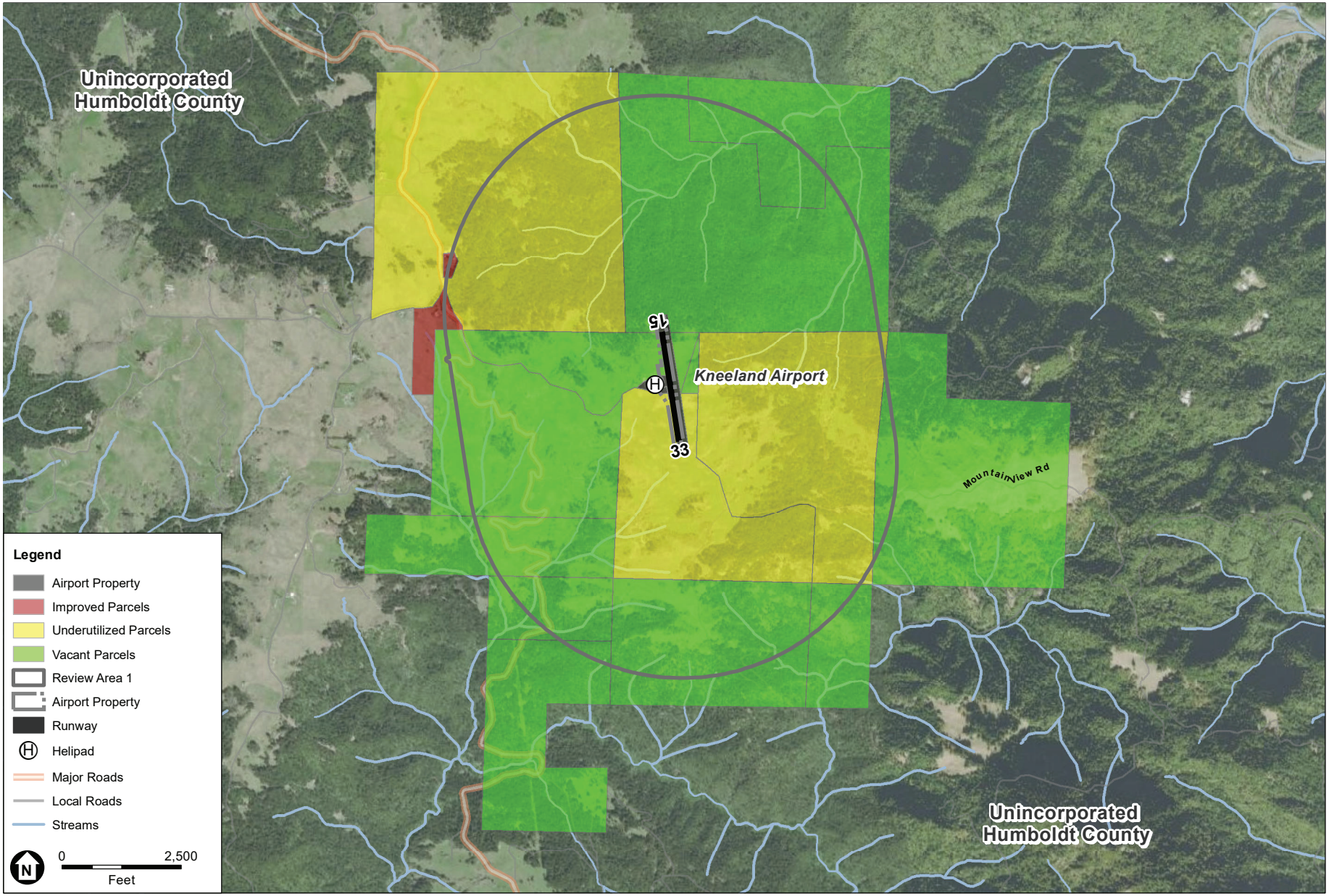


SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-18
Safety Zones
Kneeland Airport

ESA



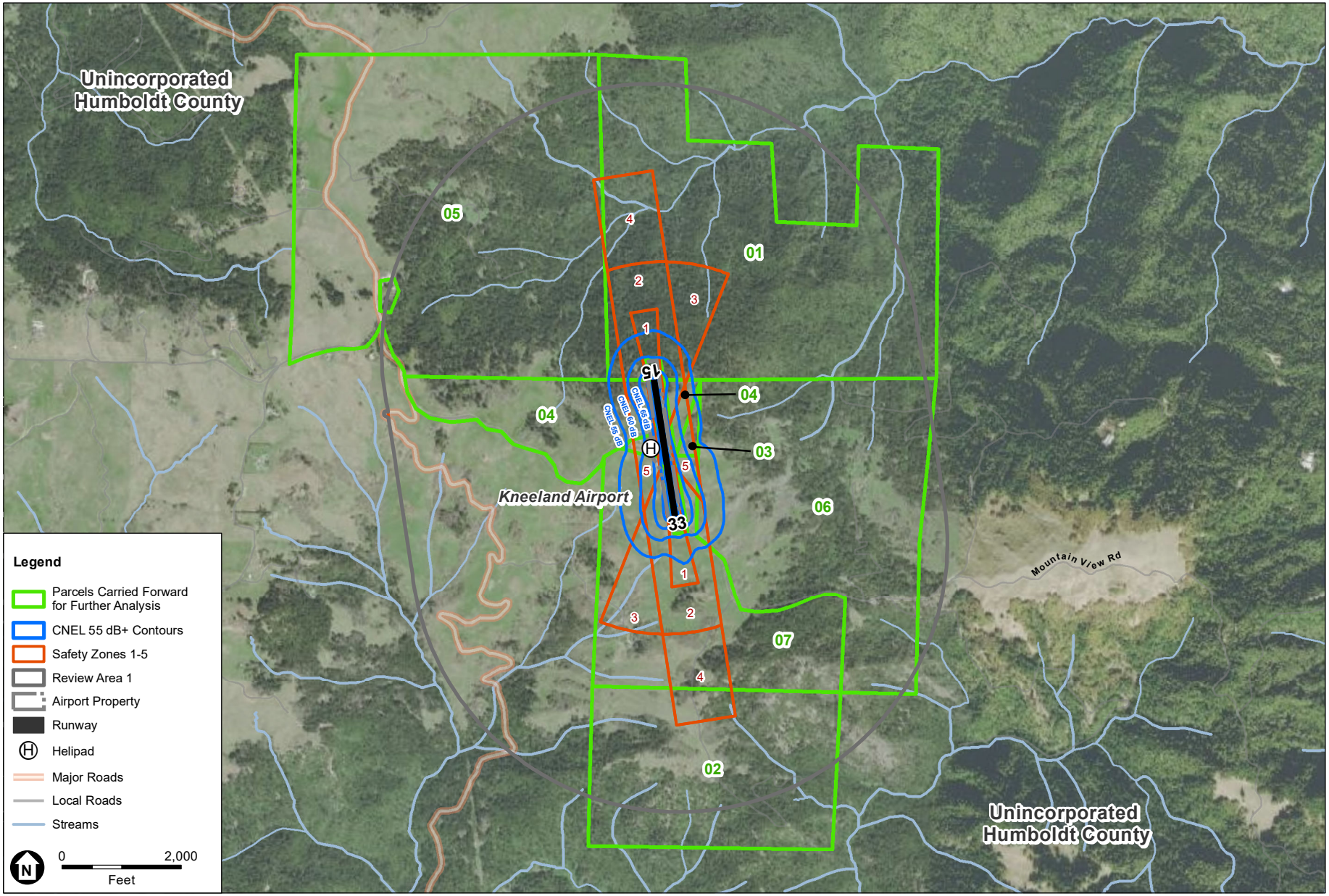
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-19

Parcels Considered in the Development Displacement Analysis
Kneeland Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-20
Parcels Carried Forward for Further Analysis
Kneeland Airport

ESA

TABLE 4-12
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
KNEELAND AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
01	314-144-002	508.81	Vacant	AG,T,AP	TPZ
02	314-155-001	251.55	Vacant	AG,T,AP	AE; TPZ
03	314-152-005	5.43	Vacant	AG,AP	U
04	314-151-008	110.49	Vacant	AG,T,AP	U
05	314-131-012	622.91	Underutilized	AG,T,AP	AE; TPZ
06	314-152-001a	361.97	Underutilized	AG,T,AP	AE; TPZ
07	314-152-002a	235.95	Underutilized	AG,PF; T,AP	AE; TPZ

NOTES:

1 A key defining Humboldt County General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel is located in two or more zoning districts.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

4.5.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP.

4.5.1.1 Potential for Displacement Due to Noise Policies

Two of the seven vacant or underutilized parcels identified for further analysis (Parcels 04 and 07) are subject to the compatibility criteria for the CNEL 55 dB to 60 dB contour. One parcel (Parcel 03) is subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour. None of the permitted or conditionally permitted residential land uses allowable in the zoning districts in which the study parcels are located are considered incompatible under the noise compatibility policies in the Draft ALUCP. All the residential land uses identified are considered conditionally compatible in areas exposed to CNEL 55 dB to 65 dB, requiring that dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies or compatibility criteria in the Draft ALUCP. A detailed table identifying specific permitted and conditionally permitted residential land uses for each study parcel and their level of compatibility in the CNEL 55 dB to 65 dB contour for ACV is provided in Appendix D to the Development Displacement

Analysis Technical Report provided in Appendix A. Accordingly, there is no potential for residential displacement on parcels within the noise contours for ACV.

4.5.1.2 Potential for Displacement Due to Safety Policies

The residential displacement analysis prepared for Kneeland Airport calculated the maximum number of residential dwelling units under current zoning for all seven study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 360 residential dwelling units was calculated for all seven parcels under current conditions. A maximum of 363 residential dwelling units was calculated for all seven parcels under the densities in the Draft ALUCP. This indicates that the densities in the Draft ALUCP would provide for approximately three more residential dwelling units than what current land use plans would allow.

There were no RHNA housing opportunity sites identified in the AIA for Kneeland Airport.

4.5.1.3 Residential Displacement Analysis Summary

In summary, there are seven vacant parcels located within the noise contours and safety zones for Kneeland Airport. Three of these parcels have sufficient area within the noise contours for the Airport to be subject to the noise compatibility policies in the Draft ALUCP. All seven parcels are located entirely or partially within Safety Zones 1, 2, 3, 4, 5, and 6. The analysis results indicate that there is no potential for displacement of residential dwelling units under either noise or safety policies in the Draft ALUCP.

4.5.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing the policies in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP. However, under the safety policies in the Draft ALUCP, there is potential for displacement on Parcels 14 and 27 in Safety Zone 2 and Parcel 27 and Parcel 31 in Safety Zones 3.

4.5.2.1 Potential for Displacement Due to Noise Policies

The development displacement analysis conducted for Kneeland Airport indicates that all nonresidential land uses on the study parcels are considered compatible or conditionally compatible in areas exposed to CNEL 60 dB to 65 dB. Accordingly, there is no potential for

displacement of nonresidential uses on the study parcels around Kneeland Airport due to the noise policies in the Draft ALUCP.

4.5.2.2 Potential for Displacement Due to Safety Policies

All seven parcels retained for further analysis are located entirely or partially within Safety Zones 1, 2, 3, 4, and 5. The following section discusses the potential for displacement of nonresidential land uses due to the safety policies in the Draft ALUCP.

Safety Zone 1

Parts of Parcels 01, 04, and 07 are located within Safety Zone 1. Parcels 01 and 04 are vacant and Parcel 07 is underutilized. Parcel 01 is in the (TPZ) Timberland Production Zone, Parcel 04 is in the (U) Unclassified zoning district, and Parcel 07 is in the (AE) Agriculture Exclusive zoning district. There are a number of land uses in these zones from that are considered incompatible in Safety Zone 1. However, the portions of all three parcels located in Safety Zone 1 are within Compatibility Zone A under the current ALUCP. As all these land uses would be prohibited in Compatibility Zone A under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 2

Parts of four study parcels are located within Safety Zone 2, including Parcels 01, 04, 06, and 07. Parcel 01 is within the (TPZ) Timberland Production Zone, Parcel 04 is zoned (U) Unclassified, Parcel 06 is zoned (AE) Agriculture Exclusive, and the portion of Parcel 07 in Safety Zone 2 is divided between the (AE) Agriculture Exclusive and (U) Unclassified zones. Parcel 07 has been identified as underutilized, whereas the other parcels are considered vacant. None of these parcels are subject to combining zones.

Parcel 01 is within the (TPZ) Timberland Production Zone. There is one permitted use in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," that is considered incompatible in Safety Zone 2. The portion of Parcel 01 located in Safety Zone 2 is currently located in Compatibility Zones A and B1 under the current ALUCP. This land use would be prohibited in Compatibility Zone A and would likely be considered not acceptable in Compatibility Zone B1. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B1 located in Safety Zone 2. Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," would be considered potentially displaced from the portion of Parcel 01 located in Safety Zone 2.

The portion of Parcel 06 and part of Parcel 07 located in Safety Zone 2 zoned (AE) Agriculture Exclusive. There is one land use, "labor camps and labor supply camps," allowed in the (AE) Agriculture Exclusive zoning district that is considered incompatible in Safety Zone 2. This use would be considered prohibited in Compatibility Zone A. However, there is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use

from being implemented on the portions of this parcel in Compatibility Zone B located in Safety Zone 2. Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of this parcel located in Safety Zone 2.

There are three permitted or conditionally permitted land uses on the parcels in Safety Zone 2 that are considered conditionally compatible in Safety Zone 2. These uses include "incidental camping area, tent camp, temporary recreational vehicle park, special occupancy parks, and similar recreational uses", "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," and "Rooming and boarding of not more than two (2) persons not employed on the premises." As long as the conditions attached to these uses under the safety compatibility criteria in the Draft ALUCP are met, there is no potential for displacement under the Draft ALUCP.

Safety Zone 3

All or parts of Parcels 01, 04, and 07 are located in Safety Zone 3. Parcel 01 is within the (TPZ) Timberland Production Zone, Parcel 04 is zoned (U) Unclassified, and the portion of Parcel 07 in Safety Zone 3 is divided between the (AE) Agriculture Exclusive and (U) Unclassified zones. Parcel 07 has been identified as underutilized, whereas the other parcels are considered vacant. None of these parcels are subject to combining zones.

As shown in Table 6-7, the same land uses evaluated for the parcels located in Safety Zone 2 are identified in Safety Zone 3. There are three permitted or conditionally permitted land uses that are considered conditionally compatible in Safety Zone 3. These include "incidental camping area, tent camp, temporary recreational vehicle park, special occupancy parks, and similar recreational uses," "the erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," and "rooming and boarding of not more than two (2) persons not employed on the premises." The conditions for their development remain largely the same in Safety Zone 3 as in Safety Zone 2. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is one permitted land use in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," that is considered incompatible in Safety Zone 2. The portion of Parcel 01 located in Safety Zone 3 is currently located in Compatibility Zone B and C under the current ALUCP. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zones B and C located in Safety Zone 3. Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," would be considered potentially displaced from the portion of Parcel 01 located in Safety Zone 3.

Similarly, the portion of Parcel 07 located in Safety Zone 3 is zoned (AE) Agriculture Exclusive. There is one land use, "labor camps and labor supply camps," allowed in the (AE) Agriculture Exclusive zone that is considered incompatible in Safety Zone 2. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use

from being implemented on the portions of this parcel in Compatibility Zone B and C located in Safety Zone 3. Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of this parcel located in Safety Zone 3.

Safety Zone 4

Parcels 01, 02, 05, and 07 are located in Safety Zone 4. Parcels 01and 05 are in the (TPZ) Timberland Production Zone. The portions of Parcels 02 and 07 in Safety Zone 4 is divided between (AE) Agriculture Exclusive zoning district and the (TPZ) Timberland Production Zone. There are no incompatible land uses identified for any of the parcels in Safety Zone 4. Furthermore, the conditions applicable to conditionally compatible land uses in Safety Zone 4 (Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," "Labor camps and labor supply camps," and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities") under the safety compatibility criteria in the Draft ALUCP would not prevent their development in Safety Zone 4. Accordingly, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 5

Parcels 03, 04, 06, and 07 are partially located in Safety Zone 5. Parcels 03, 04 and part of Parcel 07 zoned (U) Unclassified. Parcel 06 and part of Parcel 07 are within the (TPZ) Timberland Production Zone. There are three land uses allowed with a use permit in the (TPZ) Timberland Production Zone that are considered incompatible in Safety Zone 5. These land uses include "Animal hospitals and kennels," "Labor camps and labor supply camps," and "Rental and sales of irrigation equipment and storage incidental thereto." Again, the portions of these parcels located in Safety Zone 5 are currently located in Compatibility Zones A and B1 under the current ALUCP. It is unlikely that there are any prohibitions on these uses under the current ALUCP. Therefore, there is potential for displacement of these three land uses on the parts of Parcels 06 and 07 in Safety Zone 5.

4.5.3 Development Displacement Analysis Summary

Table 4-13 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential uses in the noise contours or safety zones for Kneeland Airport.

TABLE 4-13
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- KNEELAND AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	7	Safety	7	None	**0**
		Noise	2	None	0
Total Number of Dwelling Units Potentially Displaced					**o**

Table 4-14 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP in the areas around Kneeland Airport.

Under the safety policies in the Draft ALUCP, there is potential for displacement of "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," would be considered potentially displaced from the portions of Parcel 01 located in Safety Zones 2 and 3. Similarly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of Parcels 06 and 07 located in Safety Zone 2 and parcel 07 in Safety Zone 3. Finally, there is potential for displacement of "Animal hospitals and kennels," "Labor camps and labor supply camps," and "Rental and sales of irrigation equipment and storage incidental thereto" from Parcels 06 and 07 located in Safety Zone 5.

An estimated 138,352 square feet of space on Parcels 113 and 114 would be potentially displaced within Safety Zone 5.

TABLE 4-14
SUMMARY OF POTENTIAL NONRESIDENTIAL DISPLACEMENT- KNEELAND AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	7	Safety Zone 1	3	None	0
		Safety Zone 2	4	01, 06, 07	3,427,526.50
		Safety Zone 3	3	01, 07	2,156,677.79
		Safety Zone 4	4	None	0
		Safety Zone 5	4	06, 07	396,307.39
		Noise	7	None	0
Total Area of Potential Displacement (Square Feet)					5,980,511.69

4.6 Development Displacement Analysis for Murray Field Airport

The noise contours for Murray Field Airport are depicted on **Figure 4-21** and the safety zones are depicted on **Figure 4-22**. A total of 128 parcels were identified as being within or intersected by Review Area 1 for Murray Field Airport. These parcels are shown on **Figure 4-23**. The development displacement analysis is focused on vacant parcels and parcels with infill potential.

A total of 87 parcels were identified as being improved and two parcels were identified as Airport property. As the Draft ALUCP policies do not apply to existing land uses, improved parcels were excluded from further analysis. Similarly, Draft ALUCP policies are not applicable to federal, tribal, and state owned parcels. A total of six federal and 10 state owned parcels were identified in Review Area 1 and were also excluded from further analysis. In total, 23 vacant parcels were retained for further analysis. These parcels are depicted on **Figure 4-24**. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A. **Table 4-15** identifies the parcels carried forward for purposes of the development displacement analysis.

TABLE 4-15
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
MURRAY FIELD AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
01	014-271-008a	82.6	Vacant	AE,NR,RL	NR/W; AE/T
02	017-102-004	1.95	Vacant	(A) Agriculture	(P) Public
03	017-102-007a	15.17	Vacant	AE,NR	AE-60/A,F,T; NR/W
04	017-102-012	2.62	Vacant	Public/Quasi-Public (PQP)	(PF) Public Facilities
05	017-111-002	54.82	Vacant	AE	AE-60/A,F,T
06	017-111-003	2.15	Vacant	AE	AE-60/A,F,T
07	017-111-004	2.08	Vacant	AE,NR	AE-60/A,F,T
08	017-121-005a	52.75	Vacant	AE,NR	AE-60/A,F,T; NR/W
09	017-121-006a	13.86	Vacant	AE,NR	AE-60/A,F,T; NR/W
10	017-141-001	32.75	Vacant	AE,NR	AE-60/A,F,T
11	017-141-002	58.42	Vacant	AE	AE-60/A,F,T
12	402-191-003	3.89	Vacant	AE	AE-60/A,F,T
13	402-231-001	19.47	Vacant	AE	AE-60/A,F,T
14	402-231-008	0.29	Vacant	(RAILROAD),AE	AE-60/A,F,T
15	402-241-008a	26.91	Vacant	AE,NR	AE-60/A,F,T; NR/W
16	402-241-014	1.5	Vacant	(RAILROAD),AE	AE-60/A,F,T
17	402-281-004	0.51	Vacant	(RAILROAD),AE	NOT ZONED
18	402-281-005	40.55	Vacant	AE	AE-60/A,F,T
19	402-281-011a	82.5	Vacant	AE,NR	AE-60/A,F,T; NR/W
20	402-281-013a	119.63	Vacant	AE,NR	AE-60/A,F,T; NR/W
21	402-291-007	0.99	Vacant	AE	AE-60/A,F,T
22	402-291-016a	42.53	Vacant	AE,NR	AE-60/F,T; NR/W

TABLE 4-15
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
MURRAY FIELD AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
23	403-071-061	61.05	Vacant	AE	AE;AE-60/F,T

NOTES:
1 All parcels are located within the Coastal Zone.
a Parcel is located in two or more zoning districts.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

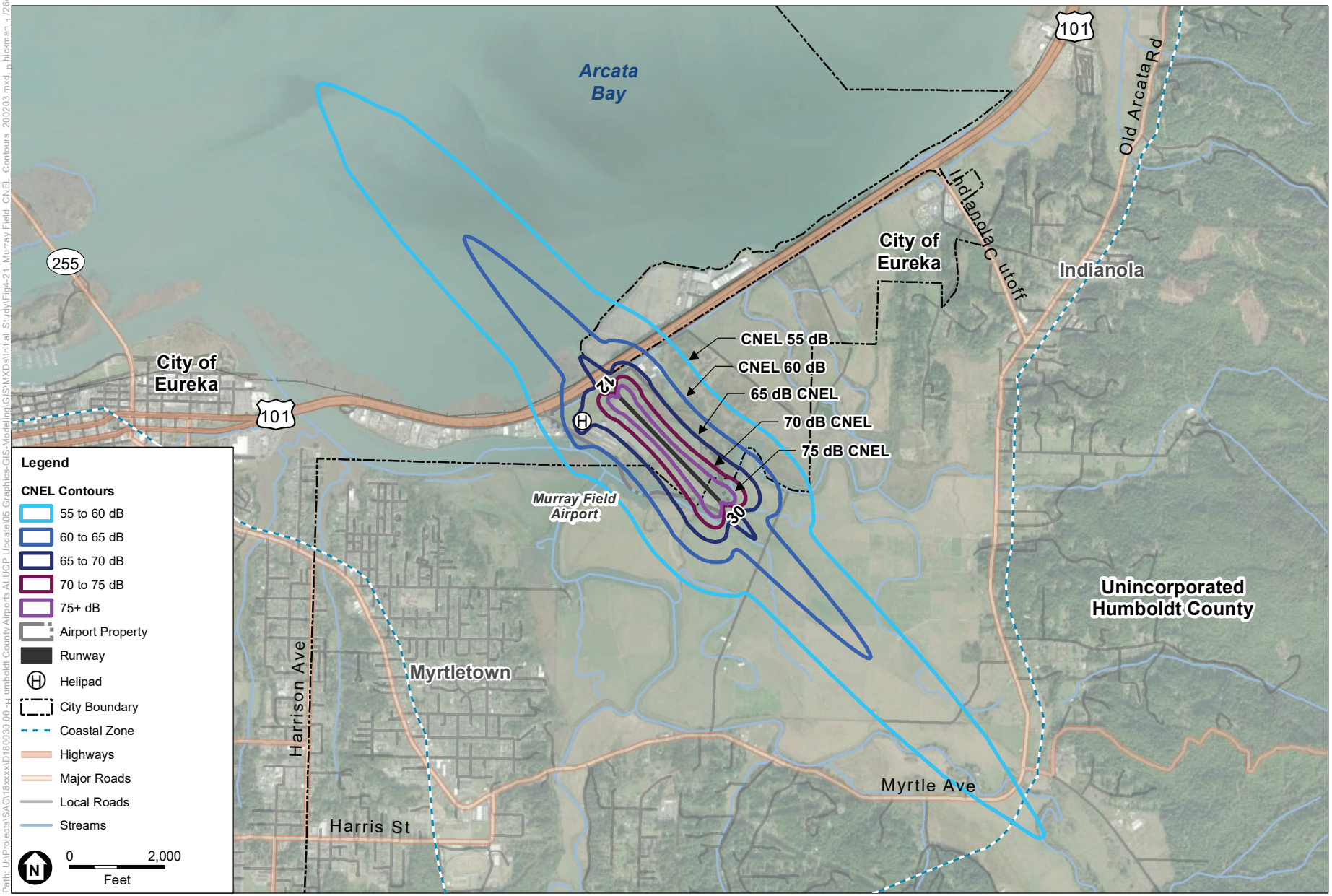
4.6.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP.

4.6.1.1 Potential for Displacement Due to Noise Policies

Parcels 05, 06, 07, 08, 12, 14, 16, 17, 21, and 23 are located within or are intersected by the CNEL contours for the Airport. The highest CNEL contour in which 10 percent or more of Parcels 08, 14, 16, 21, and 23 are located is the CNEL 55 dB to 60 dB contour. The highest CNEL contour that 10 percent or more of Parcels 05, 06, 12, and the part of Parcel 20 zoned to permit residential uses are located in is the CNEL 60 dB to 65 dB contour. Finally, the highest CNEL contour in which ten percent or more of Parcels 07 and 17 are located is the 65 dB to 70 dB CNEL contour.

Parcels 07 and 17 are located in is the CNEL 60 dB to 65 dB contour. Both parcels are zoned (AE-60) Agricultural Exclusive, minimum lot size 60 acres, subject to the "F" Flood Hazard Area and "T" Transitional Agricultural, and "A" Archaeological Resource Area Outside Shelter Cove combining zone. The (AE-60) Agricultural Exclusive zone, has a minimum lot size of 60 acres conditionally permits the development of "Single Family Residential," "Second Agriculture or Commercial Timber Production Residence," or "Guest House." Development of Single Family Residential," "Second Agriculture or Commercial Timber Production Residence" on lots less than 60 acres in size requires issuance of a use permit. Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered incompatible in areas exposed to CNEL 65 to 70 dB. Regardless, neither parcel is of sufficient size for residential development. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

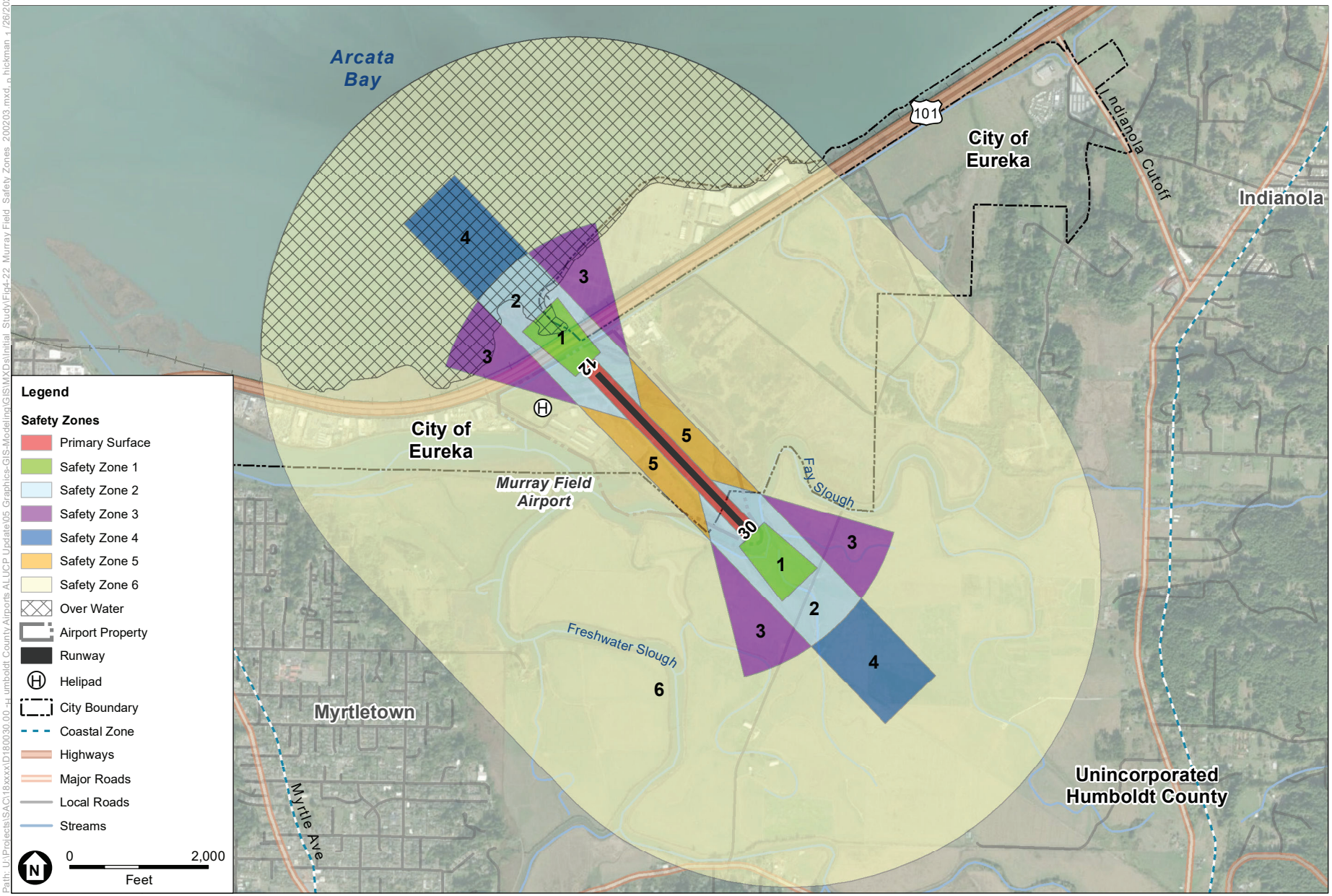


SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-21
CNEL Contours
Murray Field Airport

ESA

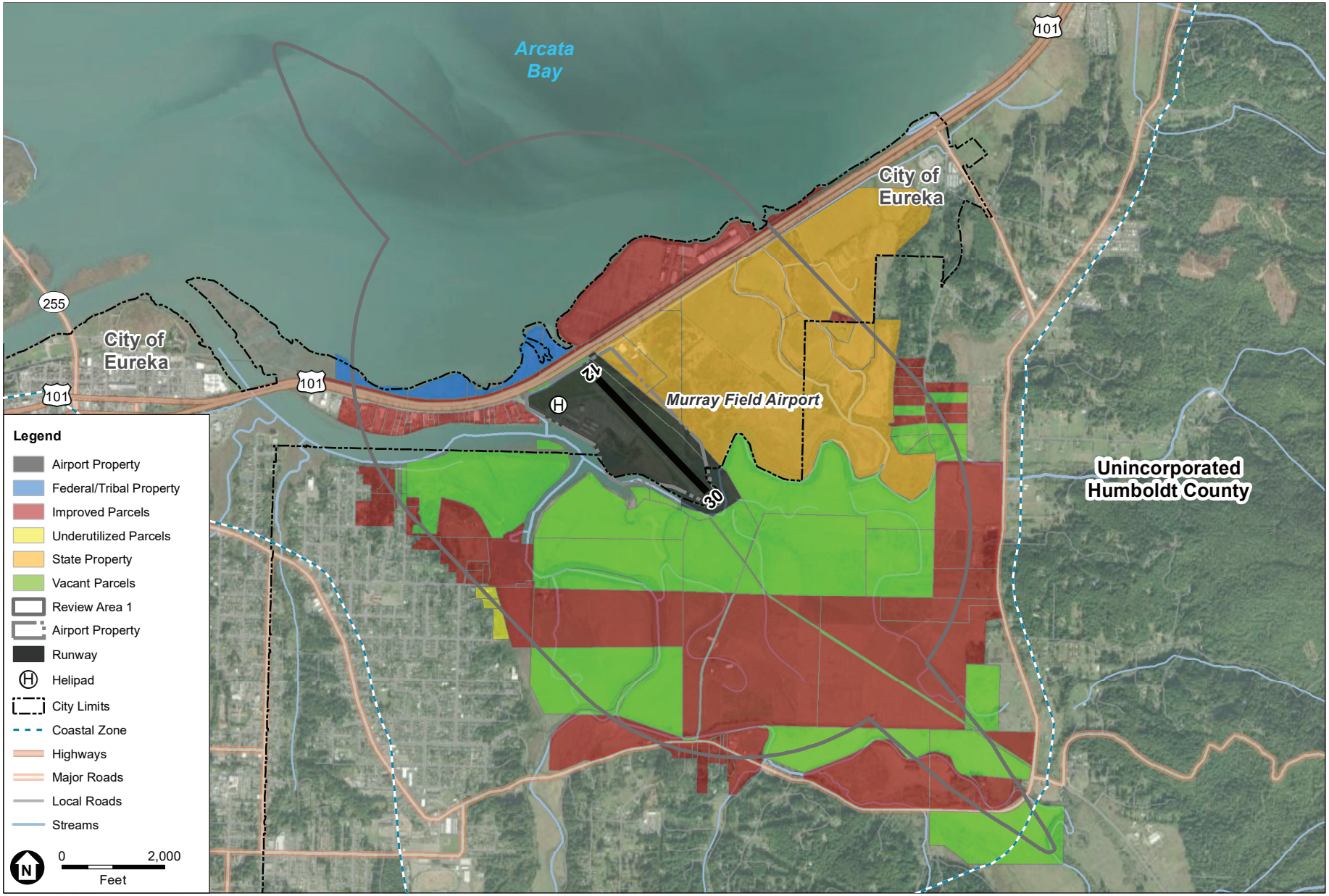


SOURCE: ESA, 2018; County of Humboldt, January 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-22
Safety Zones
Murray Field Airport

ESA



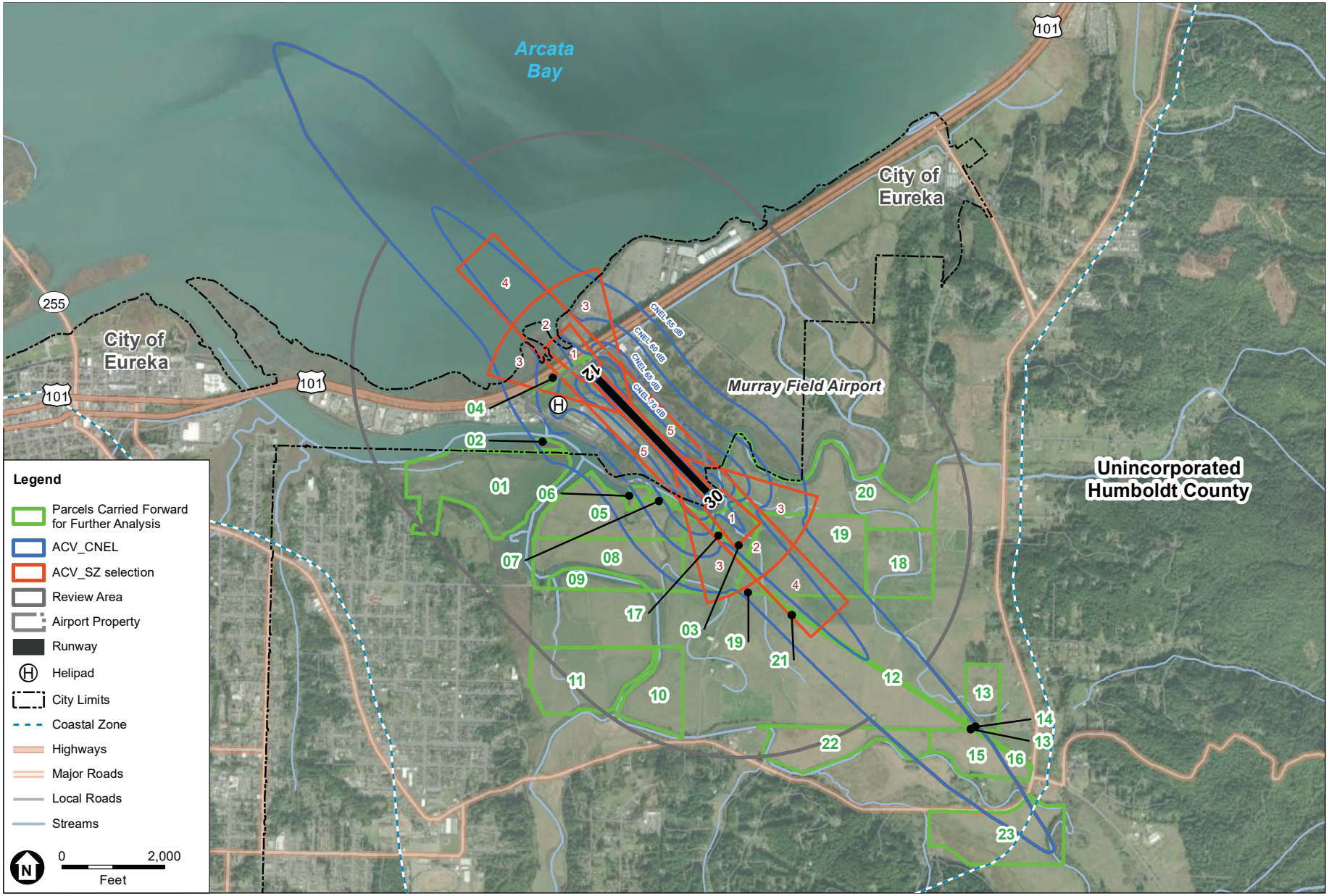
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-23

Parcels Considered in the Development Displacement Analysis
Murray Field Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-24
Parcels Carried Forward for Further Analysis
Murray Field Airport

ESA

4.6.1.2 Potential for Displacement Due to Safety Policies

The residential displacement analysis prepared for Garberville Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for 18 of the 23 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of three residential dwelling units was calculated for all 18 parcels under current conditions. A maximum of 29 residential dwelling units was calculated for all 18 parcels under the densities in the Draft ALUCP. This is likely due to the fact that Safety Zone 6 has no limit on residential density, whereas Compatibility Zone C has a limit of four dwelling units per acre.

There were no RHNA housing opportunity sites identified in Review Area 1 for Murray Field Airport.

4.6.1.3 Residential Displacement Analysis Summary

In summary, the results of the analysis indicate that there is no potential for displacement of residential dwelling units due to the noise or safety policies in the Draft ALUCP.

4.6.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing the policies in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP. However, under the safety policies in the Draft ALUCP, there is potential for displacement on Parcels 03, 17, 19, and 20 in Safety Zone 2 and Parcels 03, 05, 19, and 20 in Safety Zones 3.

4.6.2.1 Potential for Displacement Due to Noise Policies

The development displacement analysis conducted for Murray Field Airport indicates that all nonresidential land uses on the study parcels are considered compatible or conditionally compatible in areas exposed to CNEL 60 dB to 70 dB. Accordingly, there is no potential for displacement of nonresidential uses on the study parcels around Murray Field Airport due to the noise policies in the Draft ALUCP.

4.6.2.2 Potential for Displacement Due to Safety Policies

All 23 parcels retained for further analysis are located entirely or partially within Safety Zones 1, 2, 3, 4, 5, and 6. The following section discusses the potential for displacement of nonresidential land uses due to the safety policies in the Draft ALUCP.

Safety Zone 1

Parts of Parcels 03, 04, 19, and 20 are located within Safety Zone 1. Part of Parcel 03 and all of Parcels 19 and 20 are zoned for (AE-60) Agriculture Exclusive, 60-acre minimum lot size, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, and "T" Transitional Agricultural Lands combining zones (AE-60/A,F,T). The "F" Flood Hazard Area combining zone prohibits certain land uses that would otherwise be allowed in the principal zoning district. The "T" Transitional Agricultural Lands combining zone limits subdivision of parcels to 60 acres minimum. Part of Parcel 03 is within the (NR) Natural Resources zoning district, subject to the "W" Coastal Wetland Areas combining zone (NR/W). Finally, Parcel 04 is located in the city of Eureka and is within the City's (PF) Public Facilities zoning district. Both Safety Zones 1 for Murray Field are located entirely within Compatibility Zone A under the current ALUCP. As most of the permitted or conditionally permitted land uses allowed under the zoning for the study parcels in Safety Zone 1 would be prohibited in Compatibility Zone A, these uses would not be allowed under current conditions. Therefore, there would be no potential for displacement on any of these parcels in Safety Zone 1.

Safety Zone 2

Parts of Parcels 03, 04, 17, 19, and 20 are located in Safety Zone 2. Parcels 03, 17, 19, and 20 are zoned for (AE-60) Agriculture Exclusive, 60-acre minimum lot size, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, and "T" Transitional Agricultural Lands combining zones. Portions of Parcels 03 and 19 located in Safety Zone 2 are within the (NR) Natural Resources zoning district.

There are a number of permitted or conditionally permitted land uses on the parcels in Safety Zone 2 that are considered conditionally compatible in Safety Zone 2. These uses range from "Major electrical distribution lines; subject to the Electrical Distribution Lines Regulations" in the (AE) Agriculture Exclusive zone to "Minor utilities" in the (NR) Natural Resources zone. As long as the conditions attached to these uses under the safety compatibility criteria in the Draft ALUCP are met, there is no potential for displacement under the Draft ALUCP.

Three permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zone are considered incompatible in Safety Zone 2. These include "agriculture-related recreation," "labor camp," and "resource-related recreation." Similarly, one permitted or conditionally permitted land use, "resource-related recreation," in the (NR) Natural Resources zone is considered incompatible in Safety Zone 2. The portions of Parcels 03, 17, 19, and 20 located in Safety Zone 2 are currently located in Compatibility Zones A and B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone A. "Agriculture-related recreation" and "Resource-related recreation" would likely be considered unacceptable in Compatibility Zone B1. However, there is nothing in the Airport/Land Use Safety Compatibility Criteria in the current

ALUCP that would prevent implementation of "Labor camps" on the portions Portion of Parcels 03, 17, 19, and 20 in Compatibility Zone B1 located in Safety Zone 2. Accordingly, "Labor camps," would be considered potentially displaced from the portion of these parcels located in Safety Zone 2.

There are six allowable uses in the City of Eureka's (PF) Public Facilities zoning district that are considered conditionally compatible in Safety Zone 2. These land uses range from "parks and playgrounds" to "wireless telecommunications facilities." The conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas. Therefore, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Five allowable land uses in the City of Eureka's (PF) Public Facilities zoning district are considered incompatible in Safety Zone 2. These range from "civic institutions" to "schools, public and private." The portion of Parcel 04 located in Safety Zone 2 are currently located in Compatibility Zones A and B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone A and would likely be considered unacceptable in Compatibility Zone B1. As these land uses are unlikely to be considered acceptable in the current Compatibility Zones, they would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

Parts of Parcels 03, 04, 05, 19, and 20 are located in Safety Zones 3. Parcels 03, 05, 19, and 20 are within the (AE) Agriculture Exclusive zoning district, subject to the "A", "T", and "F" combining zones. Parcel 20 is partially zoned (NR) Natural Resources, subject to the "W" combining zone. Parcel 04 is in the City of Eureka's (PF) Public Facilities zoning district.

The same land uses evaluated for the parcels located in Safety Zone 2 are identified in Safety Zone 3. There are five permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zoning district that are considered conditionally compatible in Safety Zone 3. These land uses range from "agriculture-related recreation" to "resource-related recreation." The conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas. Therefore, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is one land use in the (AE) Agriculture Exclusive zoning district, "Labor camps," that is considered incompatible in Safety Zone 3. The portions of Parcels 03, 05, 19, and 20 in Safety Zone 3 are located in Compatibility Zone B1. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B1 located in Safety Zone 3. Accordingly, "Labor camps," would be considered potentially displaced from the portion of these parcels located in Safety Zone 3.

There are five permitted or conditionally permitted land uses in the (NR) Natural Resources zone that are considered conditionally compatible in Safety Zone 3. These range from "major electrical distribution lines; subject to the Electrical Distribution Lines Regulations" to "resource-related

recreation." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There are nine allowable uses in the City of Eureka's (PF) Public Facilities zoning district that are considered conditionally compatible in Safety Zone 2. These land uses range from "civic institutions" to "wireless telecommunications facilities." The conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas. Therefore, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Two allowable land uses in the City of Eureka's (PF) Public Facilities zoning district are considered incompatible in Safety Zone 2. These land uses include "instructional services" and "schools, public and private." The portion of Parcel 04 located in Safety Zone 3 are currently located in Compatibility Zone B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone B1. As these land uses are prohibited in the current Compatibility Zones, they would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

Parcels 12, 19, and 21 are located in Safety Zone 4. All three parcels are within the (AE) Agriculture Exclusive zoning district, subject to the "A", "F", and "T" combining zones. Part of Parcel 19 is zoned for (NR) Natural Resources, subject to the "W" combining zone.

There are four permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zoning district that are considered conditionally compatible in Safety Zone 4. These range from "labor camp," to "oil and gas pipelines; subject to the Oil and Gas Pipelines Regulations." Similarly, there are four land uses in the (NR) Natural Resources zoning district that are also considered conditionally compatible in Safety Zone 4. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified on these parcels in Safety Zone 4.

Safety Zone 5

There are no vacant or underutilized parcels in Safety Zone 5 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

Safety Zone 6

There is one study parcel, Parcel 01, partially located in Safety Zone 6. There is one conditionally permitted land use on this parcel that is considered conditionally compatible in Safety Zone 6. This land use is "oil and gas drilling and processing; subject to the Oil and Gas Drilling and Processing Regulations." As the condition applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on Parcel 01, it would not be considered displaced due to the policies in the Draft ALUCP.

4.6.3 Development Displacement Analysis Summary

Table 4-16 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential uses in Review Area 1 for Murray Field Airport.

TABLE 4-16
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
City of Eureka	2	Safety	2	None	0
		Noise	0	None	0
Humboldt County	21	Safety	21	None	0
		Noise	20	None	0
Total Number of Dwelling Units Potentially Displaced					**0**

Table 4-17 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Labor camps," on Parcels 03, 17, 19, and 20 in Safety Zone 2 and Parcels 03, 05, 19, and 20 in Safety Zones 3.

TABLE 4-17
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of Eureka	2	Safety Zone 1	1	None	0
		Safety Zone 2	1	None	0
		Safety Zone 3	1	None	0
		Safety Zone 4	0	None	0
		Safety Zone 5	0	None	0
		Safety Zone 6	0	None	0

TABLE 4-17
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
		Noise	0	None	0
Humboldt County	23	Safety Zone 1	4	None	0
		Safety Zone 2	5	03, 17, 19, and 20	998,403.65
		Safety Zone 3	5	03, 05, 19, and 20	2,075,346.89
		Safety Zone 4	3	None	0
		Safety Zone 5	0	None	0
		Safety Zone 6	1	None	0
		Noise	20	None	0
Total Area of Potential Displacement (Square Feet)					3,073,750.53

4.7 Development Displacement Analysis for Rohnerville Airport

The noise contours for Rohnerville Airport are depicted on **Figure 4-25** and the safety zones for are depicted on **Figure 4-26**. A total of 1,698 parcels were identified as being within or intersected by Review Area 1 for the Airport. These parcels are shown on **Figure 4-27**. The development displacement analysis is focused on vacant parcels and parcels with infill potential. A total of 1,301 parcels were identified as being already improved. As the Draft ALUCP policies do not apply to existing land uses, fully developed parcels were excluded from further analysis. Similarly, Draft ALUCP policies are not applicable to federal, tribal, and state owned parcels. A total of three state owned parcels were identified in Review Area 1 and were excluded from further analysis. Of the 292 parcels retained for further analysis, 156 parcels were initially identified as vacant and 136 were identified as underutilized with potential for infill development. A total of 365 of these parcels are in Safety Zone 6 and were determined to not be within the (MG) Industrial General, (MC) Industrial/Coastal Dependent, (AE) Agricultural Exclusive, (TC) Commercial Timber, and (TPZ) Timberland Production Zone zoning districts in the coastal zone. The land uses currently permitted or conditionally permitted on these parcels under current zoning are compatible with the noise and safety compatibility criteria in the Draft ALUCP. Accordingly, these parcels were also excluded from further analysis. The remaining 63 parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis. The parcels are depicted on **Figure 4-28** through **4-31**.

Table 4-18 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any.

TABLE 4-18
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – ROHNERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
01	106-091-044a,b	91.09	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
02	201-171-001	3.50	Vacant	RA5-20,AP	AG-B-5(20)
03	201-171-002	4.97	Vacant	RA5-20,AP	AG-B-5(20)
04	201-171-004	1.18	Vacant	RA5-20,AP	AG-B-5(20)
05	201-172-003b	3.46	Vacant	AE	AE-60/A,F,R,T
06	201-181-001a,b	19.03	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
07	201-181-002a,b	26.86	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
08	201-181-003a,b	22.28	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
09	201-181-004b	11.01	Vacant	NR	NR/R
10	201-191-001a,b	30.12	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
11	201-202-001	3.33	Vacant	IG,RA5-20,AP	AG-B-5(20)
12	201-202-002	5.19	Vacant	IG,RA5-20,AP	AG-B-5(20)
13	201-291-033	3.39	Underutilized	RE2.5-5,AP	RS-B-5(2.5)-T
14	201-291-027	15.37	Vacant	AE,AP	AE-B-5(60)
15	201-291-028	3.63	Vacant	AE,AP	AE-B-5(60)
16	201-291-030	26.65	Vacant	AE,AP	AE-B-5(60)
17	201-291-031	3.26	Vacant	AE,AP	AE-B-5(60)
18	201-292-012	1.55	Vacant	IG,RA5-20,AP	MH-B-5(10)-Q
19	201-321-004	4.81	Vacant	AE,AP	AE-B-5(60)
20	201-311-020	8.87	Vacant	IG,AP	MH-Q
21	201-322-012	5.46	Vacant	IG,AP	MH-Q
22	201-322-017	3.38	Vacant	IG,AP	MH-Q
23	201-322-028	8.49	Vacant	AE,AP	AE-B-5(60)
24	201-322-029	20.42	Vacant	AE,AP	AE-B-5(60)
25	203-181-030	3.43	Vacant	RE2.5-5,AP	AG
26	201-341-001a	15.27	Vacant	AE,AP	AE;RE2.5-5,AP
27	203-221-010	3.26	Vacant	AE,AP	AE-B-5(60)
28	203-221-018	5.62	Vacant	AE,AP	AE-B-5(60)
29	203-221-019	32.90	Vacant	AE,AP	AE-B-5(60)
30	203-231-006	62.18	Vacant	AE,AP	AE-B-5(60)
31	203-241-007	2.24	Vacant	AE,AP	AE-B-5(60)
32	204-081-002	68.01	Vacant	AE,RE1-5,AP	AE-B-5(160)

TABLE 4-18
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
ROHNERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
33	204-081-006	7.23	Vacant	RA5-20,RE1-5,AP	AE-20
34	204-081-007	2.16	Vacant	RA5-20,AP	AE-20
35	204-081-008	1.14	Vacant	RA5-20,AP	AE-20
36	204-091-015a	77.09	Vacant	AE,RA5-20,AP	AE;AG-B-5(5)
37	204-091-022	11.37	Vacant	RA5-20,AP	AG-B-5(5)
38	204-091-023a	48.7	Vacant	AE,RA5-20,AP	AE;AG-B-5(5)
39	204-171-001	0.16	Vacant	AE,AP	AE-B-5(60)
40	204-171-021	0.32	Vacant	RA5-20,AP	AE-20
41	204-171-045	3.54	Vacant	RA5-20,RE1-5,AP	AE-20
42	204-171-052	4.64	Vacant	AE,AP	AE-B-5(60)
43	106-091-025a,b	137.13	Underutilized	AE,NR	AE-60/A,F,R,T; NR/R
44	106-091-045b	4.68	Vacant	NR	NR/R
45	106-101-033a,b	122.05	Underutilized	AE,NR	AE-60/A,F,R,T; NR/R
46	106-101-036a,b	53.85	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
47	106-101-037a,b	28.49	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
48	106-221-002a,b	18.31	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
49	106-221-013a,b	75.23	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
50	201-152-013a,b	30.02	Vacant	AE,NR;AE,NR	AE-60/A,F,R,T; NR/R
51	201-161-001a,b	37.57	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
52	201-161-002b	13.96	Vacant	AE	AE-60/A,F,R,T
53	201-191-008a,b	7.23	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
54	201-241-018	0.68	Vacant	IG,AP	MH-Q*
55	201-261-001a,b	62.33	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
56	201-261-003b	29.08	Vacant	AE	AE-60/A,F,R,T
57	201-261-008b	37.81	Vacant	AE	AE-60/A,F,R,T
58	201-261-009a,b	26.5	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
59	201-262-010a	1.30	Vacant	AE,RL,AP	AE-B-5(60); R-1TB4(1)
60	201-281-044	22.09	Underutilized	Agriculture (AG)	(AE) Agriculture Exclusive

TABLE 4-18
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
ROHNERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
61	203-181-041	11.76	Underutilized	RE2.5-5,AP	AG
62	203-241-006	6.87	Vacant	IG,AP	ML-B-5(2.5)-Q
63	204-171-016	18.74	Underutilized	RA5-20,AP	AG-B-5(5)

NOTES:

a Parcel is located in two or more zoning districts.
b Parcel is located in the Coastal Zone.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

4.7.1 Residential Displacement

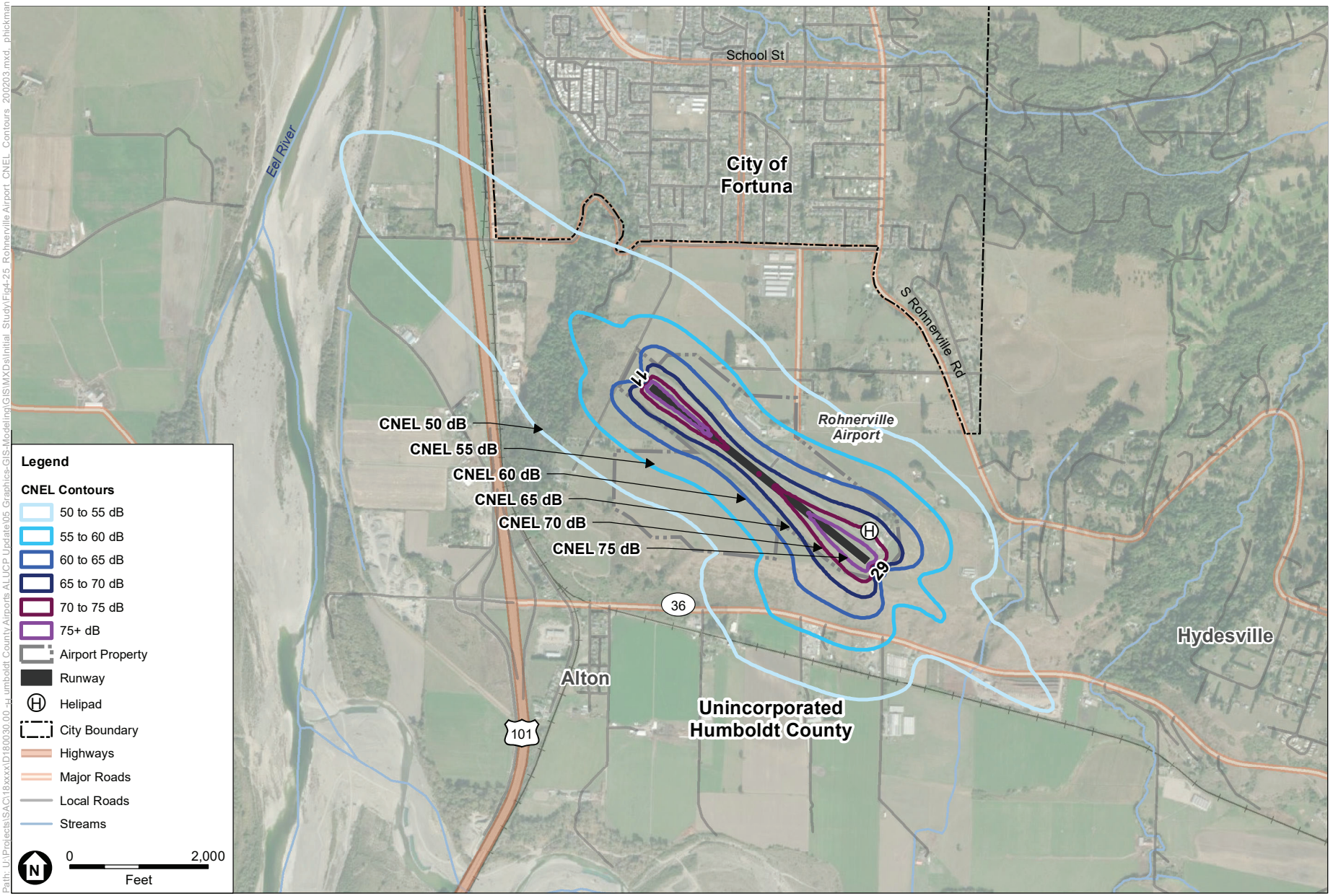
To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP.

4.7.1.1 Potential for Displacement Due to Noise Policies

Parcels 14, 15, 16, 17, 19, 27, 28, 29, 30, and 31 are located within or are intersected by the CNEL contours for the Airport. The highest CNEL contour in which 10 percent or more of Parcels 14, 16, 17, 28, 30, and 31 are located is the CNEL 55 dB to 60 dB contour. The highest CNEL contour that 10 percent or more of Parcels 15, 19, 27, and 29 are located is the CNEL 60 dB to 65 dB contour. There is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

4.7.1.2 Potential for Displacement Due to Safety Policies

The residential displacement analysis prepared for Rohnerville Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for the 63 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units.



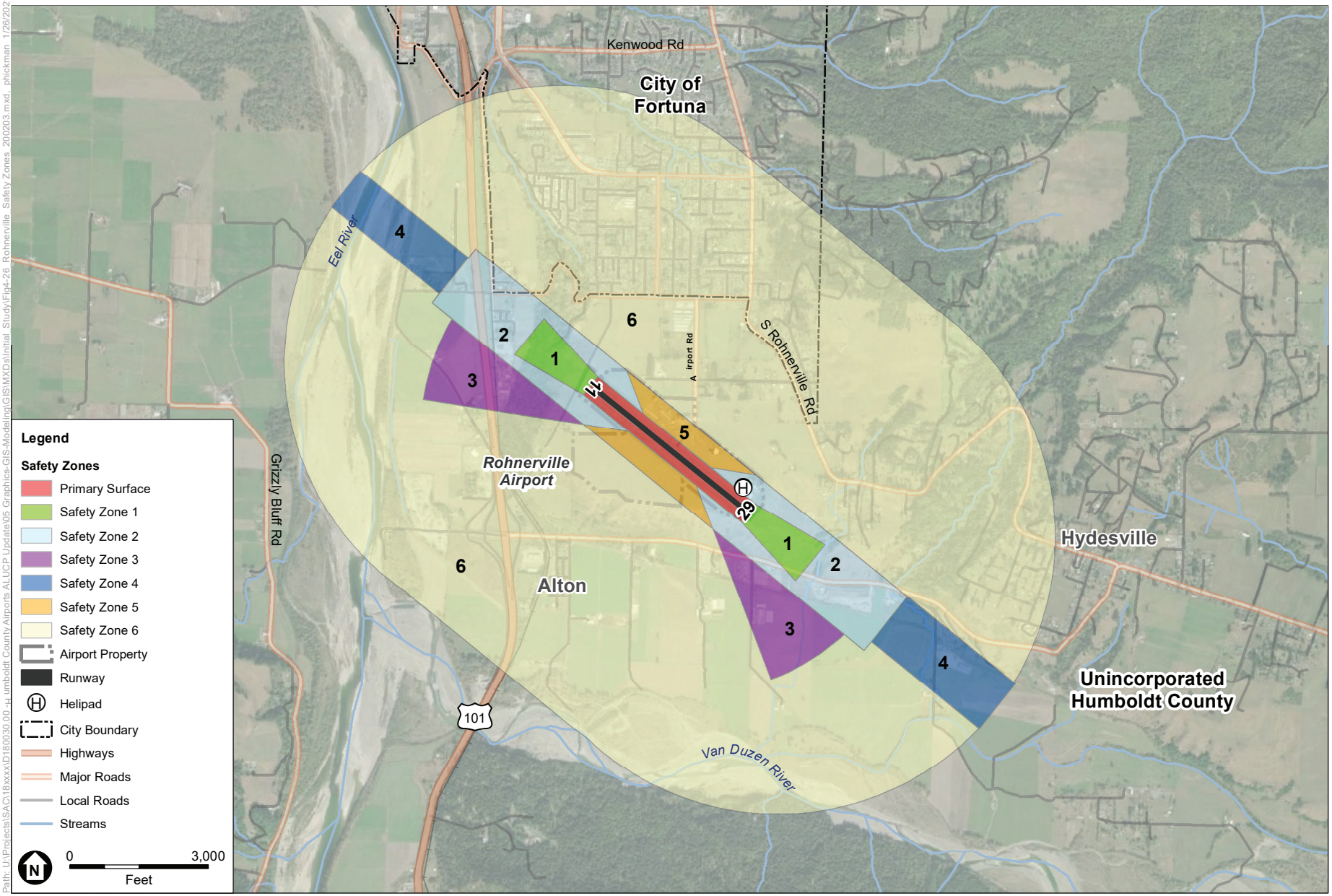
SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, February 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-25
CNEL Contours
Rohnerville Airport

ESA

Path: U:\Projects\SAC\18xxxx\D180030.00 -u umboldt County Airports ALUCP Update\05 Graphics-GIS-Modeling\GIS\MXDs\Initial Study\Fig4-25 Rohnerville Airport CNEL Contours 200203.mxd phickman 1/26/2021

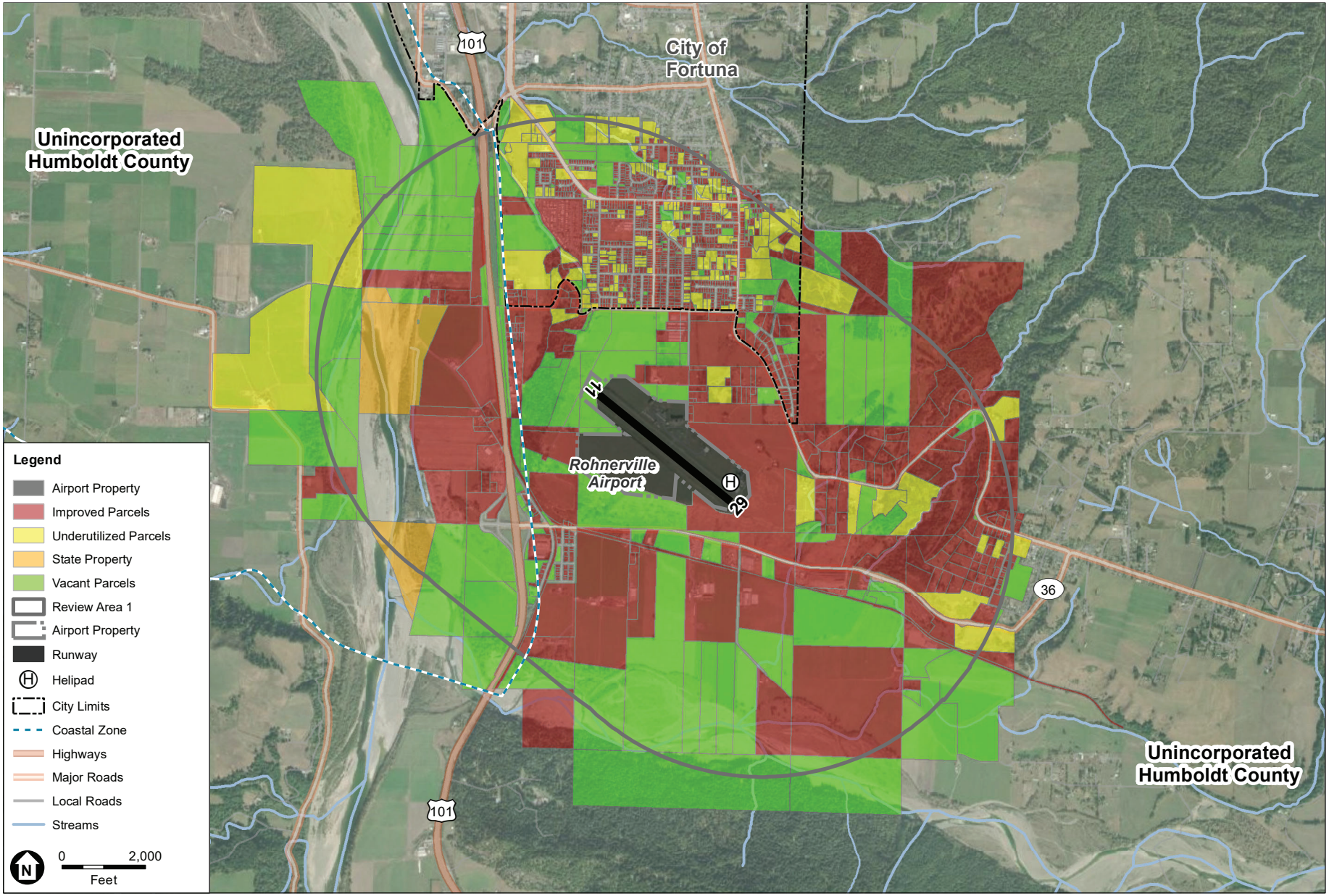


SOURCE: ESA, 2018; DigitalGlobe, October 2017; County of Humboldt, February 2019; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-26
Safety Zones
Rohnerville Airport

ESA



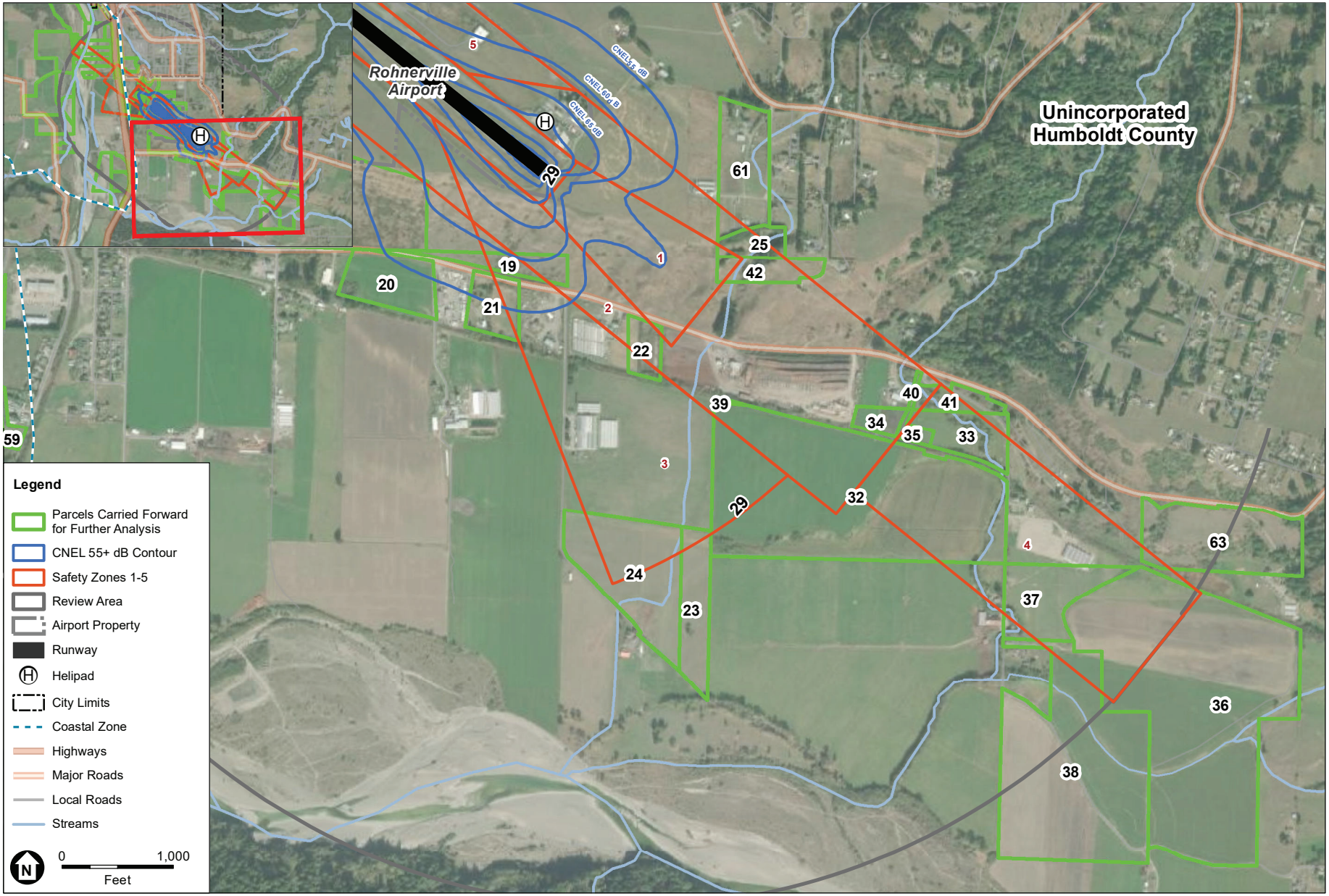
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-27

Parcels Considered in the Development Displacement Analysis
Rohnerville Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-28

Parcels Carried Forward for Further Analysis - Southeast Rohnerville Airport

ESA



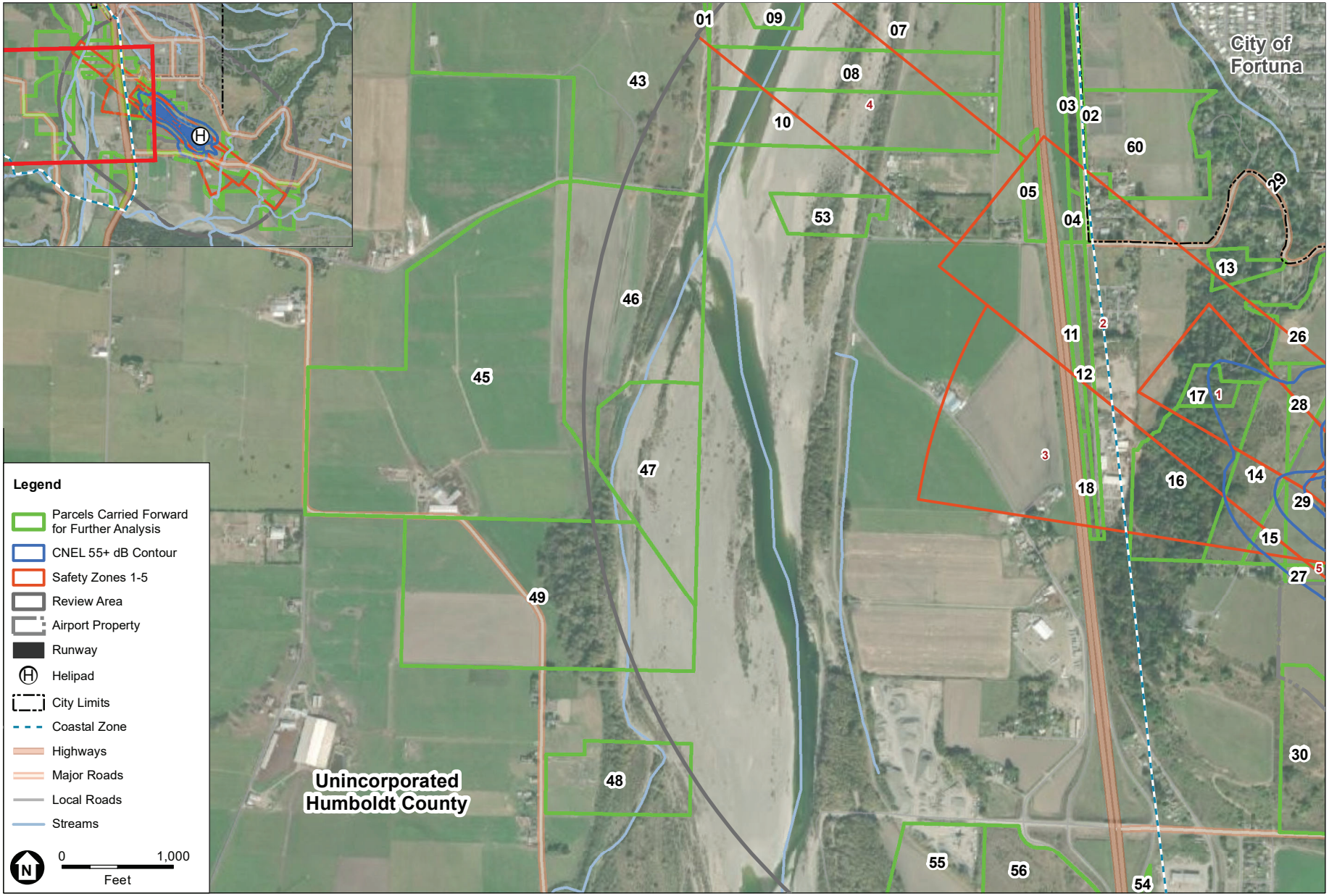
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-29

Parcels Carried Forward for Further Analysis - South Rohnerville Airport

ESA



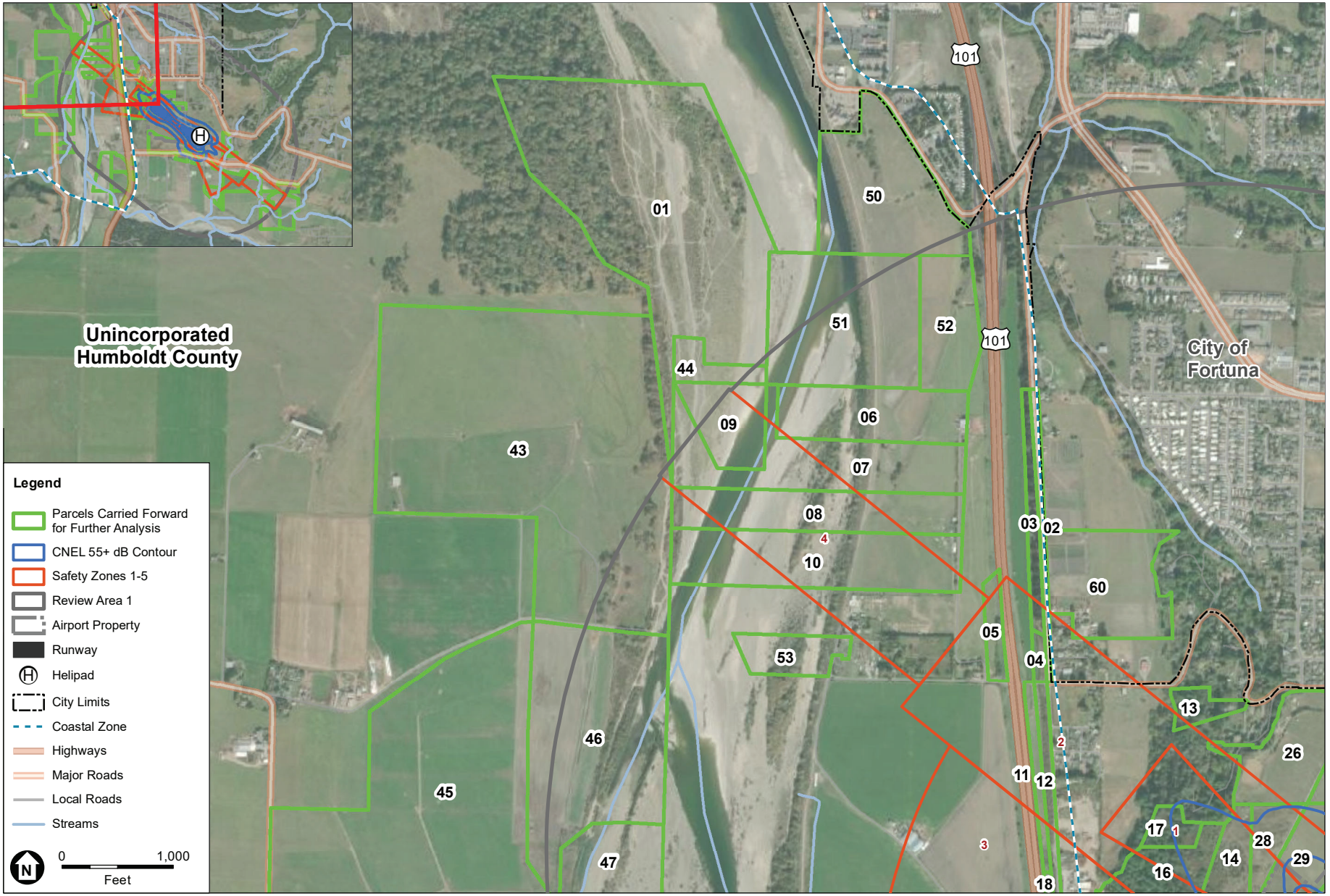
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-30

Parcels Carried Forward for Further Analysis - West Rohnerville Airport

ESA



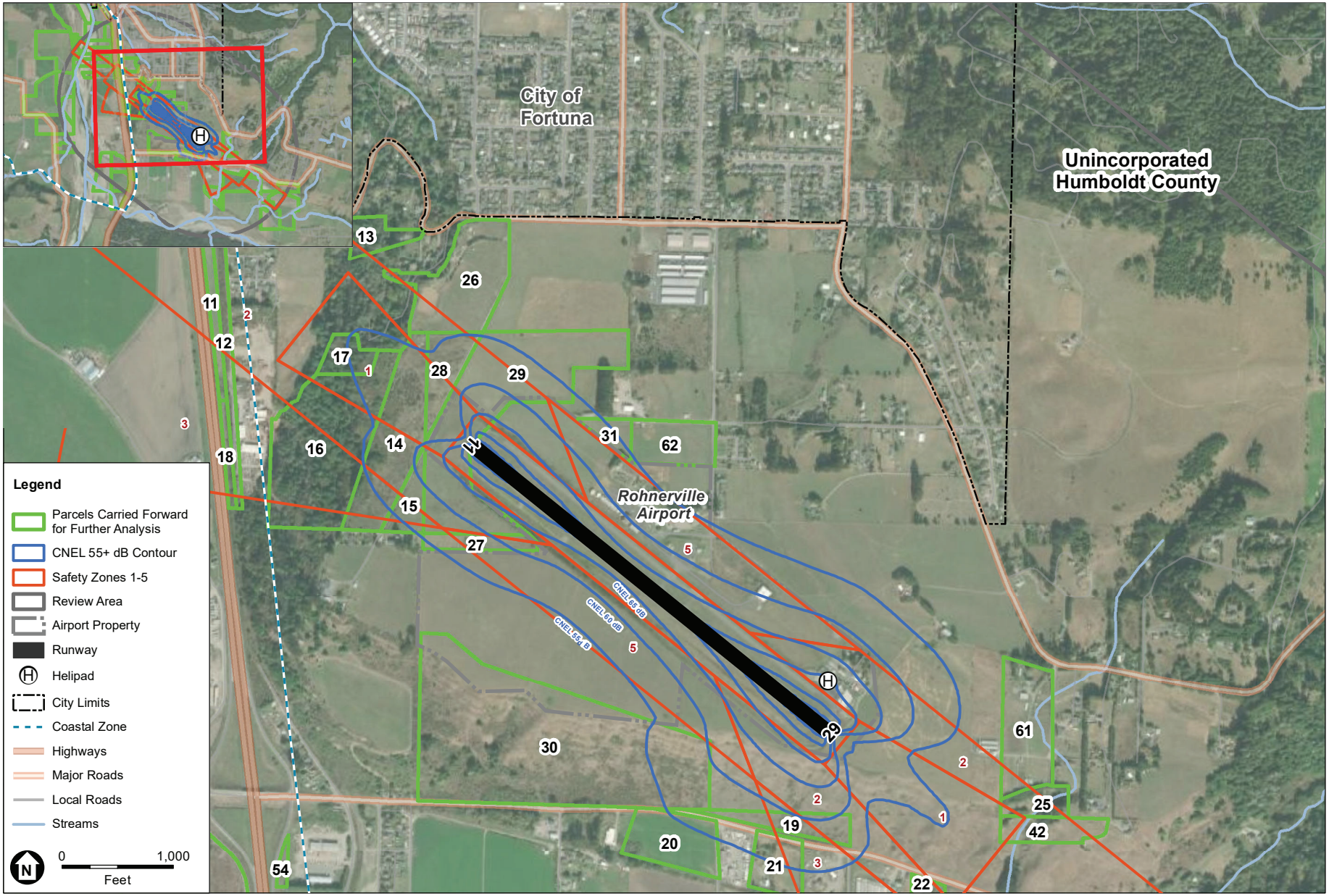
SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-31

Parcels Carried Forward for Further Analysis - Northwest Rohnerville Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-32

Parcels Carried Forward for Further Analysis - North Rohnerville Airport

ESA

The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 37 residential dwelling units was calculated for all 63 parcels under current conditions. A maximum of 127 residential dwelling units was calculated for all 63 parcels under the densities in the Draft ALUCP. This is likely due to the fact that Safety Zone 6 has no limit on residential density, whereas Compatibility Zone C has a limit of four dwelling units per acre.

There were no RHNA housing opportunity sites identified in Review Area 1 for Rohnerville Airport.

4.7.1.3 Residential Displacement Analysis Summary

The results of the analysis indicate that there is no potential for displacement of residential dwelling units due to the noise or safety policies in the Draft ALUCP.

4.7.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing the policies in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

4.7.2.1 Potential for Displacement Due to Noise Policies

Parcels 15, 19, 27, and 29 are subject to the noise compatibility criteria for the CNEL 60 dB to 65 dB contour. All four parcels are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60). There is one nonresidential use permitted in the (AE) Agricultural Exclusive zone, "Rental and sales of irrigation equipment and storage incidental thereto," that is considered conditionally compatible in the CNEL 60 dB to 65 dB contour. Per Table 4-1 in the Draft ALUCP, this use is considered conditionally compatible, advising that although the CNEL is acceptable for outdoor activities and some noise interference may occur, caution should be exercised with regard to noise sensitive uses. As this condition would not prevent this use from being implemented on Parcels 15, 19, 27, and 29, there is no potential for displacement under the noise policies in the Draft ALUCP.

4.7.2.2 Potential for Displacement Due to Safety Policies

All 63 parcels retained for further analysis are located entirely or partially within Safety Zones 1, 2, 3, 4, 5, and 6. The following section discusses the potential for displacement of nonresidential land uses due to the safety policies in the Draft ALUCP. following section discusses the potential for displacement due to the safety policies in the Draft ALUCP.

Safety Zone 1

All or parts of Parcels 14, 15, 16, 17, 22, 25, 28, 29, and 42 are located in Safety Zone 1. Parcel 29 extends onto the primary surface surrounding the runway. The portion of Parcel 15 located in Safety Zone 1 is less than 1,000 square feet and does not represent a developable area for purposes of this analysis. Parcels 14, 16, 17, 28, 29, and 42 are zoned (AE) Agriculture Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60). Parcel 22 is zoned (MH) Heavy Industry, subject to the "Q" Qualified combining zone. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1689. Finally, Parcel 25 is zoned (AG) Agriculture General. Both Safety Zones 1 for Rohnerville Airport are located entirely within Compatibility Zone A under the current ALUCP. As most of the permitted or conditionally permitted land uses allowed under the zoning for the study parcels in Safety Zone 1 would be prohibited in Compatibility Zone A, these uses would not be allowed under current conditions. Therefore, there would be no potential for displacement on any of these parcels in Safety Zone 1.

Safety Zone 2

All or parts of Parcels 02, 03, 04, 05, 11, 12, 13, 14, 15, 16, 19, 22, 25, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, 42, 60, and 61 are located in Safety Zone 2. Parcels 02, 03, 04, 11, 12, 25, and 61 are zoned (AG) Agricultural General. Parcels 02, 03, 04, 11, and 12 are subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 20 acres (B-5(20). There is one use that is conditionally permitted in the (AG) Agricultural General zone, "Golf courses," that is considered incompatible in Safety Zone 2. The portions of these parcels located in Safety Zone 2 are in Compatibility Zone B1 under the current ALUCP. Golf courses are known as wildlife attractants that represent potential hazards to aircraft in flight. In the current ALUCP, hazards to flight are considered a prohibited use in Compatibility Zone B1. As this land use would likely be prohibited under current conditions, there is no potential for its displacement on the portions of Parcels 02, 03, 04, 11, 12, 25, and 61 in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP.

There are two uses that are permitted or conditionally permitted in the (AG) Agricultural General zone, that are considered conditionally compatible in Safety Zone 2. These uses include "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions" as defined in the Humboldt County Zoning Regulations include "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory." As "Private Institutions" include uses that would be considered prohibited in Compatibility Zone B1, this use would not be allowed under current conditions. Cemeteries are considered compatible in Safety Zone 2 on the condition that that they adhere to the applicable maximum intensity and lot coverage limit and no assembly uses are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises," is considered compatible in Safety Zone 2 on the condition that this use adheres to the applicable maximum intensity and lot coverage limits and is limited to a single-story building. As the conditions applicable to this land use under the safety

compatibility criteria in the Draft ALUCP would not prevent its development in these areas, this use would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 are zoned (AE) Agriculture Exclusive. Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, and 39, and all of Parcel 42 are subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). Parcels 33, 35, and 41 and all of Parcels 34 and 40 are zoned (AE-20) Agriculture Exclusive, minimum lot size of 20 acres.

There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 2. The portion of Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 located in Safety Zone 2 are in Compatibility Zone B1 under the current ALUCP. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent these uses from being implemented on the portions of these parcels located in Safety Zone 2. Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portions of these parcels located in Safety Zone 2.

Parcel 05 is located in the coastal zone and is zoned (AE-60), Agricultural Exclusive, minimum lot size of 60 acres, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "R" Streams and Riparian Corridors Protection, and "T" Transitional Agricultural Lands combining zones. Both the "F" Flood Hazard Area and "R" Streams and Riparian Corridors Protection combining zones amend the types of land uses that can be developed that would otherwise be permitted in the principal zone. Most of Parcel 05 is in the 100-Year floodplain. Accordingly, "Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations," and "Essential Services," both conditionally permitted uses in the (AE) Agricultural Exclusive zone in the coastal zone are prohibited under the conditions of the "F" combining zone.

There are five permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in Safety Zone 2. These uses include "Agriculture-Related Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Resource-Related Recreation."

"Agriculture-Related Recreation" is described in the Humboldt County Zoning regulations as "recreational facilities developed in conjunction with agriculture, including hunting and duck camps, skiing and dude ranches." "Resource-Related Recreation" is described in the Humboldt County Zoning regulations as including activities such as nature study, hunting and fishing, and includes the development of hunting blinds and similar minor facilities. These uses are considered compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. As these do not represent group recreational activities, they would not be displaced from the part of Parcel 05 in Safety Zone 2.

Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and

Gas Pipelines Regulations," are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. This parcel is located in the CNEL 50 dB to 55 dB contour. All three of these uses are considered compatible in the CNEL 50 dB to 55 dB contour. Therefore, this land use would not violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. This parcel is located beneath the approach surface to Runway 11; however, it is of sufficient distance from the runway end that it would be unlikely that any structure developed there would penetrate the airspace surfaces. Regardless, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[5], as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 05, they would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 13 and 26 are zoned (RS) Residential Suburban zoning district, are subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 2.5 acres (B-5(2.5). These parcels are also subject to the "T" combining zone. There are two conditionally permitted uses in the (RS) Residential Suburban zone that are considered incompatible in Safety Zone 2. These uses include "Private Institutions" and "Private recreation facilities, including golf courses." The portion of Parcel 13 located in Safety Zone 2 is within Compatibility Zone B1 and the portion of Parcel 26 is Safety Zone 2 is within Compatibility Zones A and B1 under the current ALUCP. As previously discussed, "Private Institutions" include uses that would be considered prohibited in Compatibility Zones A and B1, and this use would not be allowed under current conditions. Similarly, golf courses are known as wildlife attractants that represent potential hazards to aircraft in flight. In the current ALUCP, hazards to flight are considered a prohibited use in Compatibility Zones A and B1. Furthermore, "Private recreation" includes uses that are considered high intensity uses that would be considered prohibited in Compatibility Zone A and would likely be considered prohibited in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. As these land uses would likely not be considered prohibited or not acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 60 is within the within the Agricultural Exclusive (A-E) zoning district in the city of Fortuna. There are five uses permitted or conditionally permitted in the Agricultural Exclusive (A-E) zoning district that are considered incompatible in Safety Zone 2. These uses include "Child care facilities with eight or fewer children, subject to the provisions of FMC 17.06.020,"

"Community care facilities for six or fewer (FMC 17.08.152)," "Child care facilities with nine or more children, subject to the provisions of FMC 17.06.020," "Community care facilities for seven or more (FMC 17.08.152)," and "Labor camps and labor supply camps." The portions of Parcel 60 located in Safety Zone 2 are within Compatibility Zones B1 and B2 under the current ALUCP. Day care centers and nursing homes are considered prohibited uses in these compatibility zones.

[5] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

As these uses would be prohibited under current conditions, there is no potential for displacement of "Child care facilities with eight or fewer children, subject to the provisions of FMC 17.06.020," "Community care facilities for six or fewer (FMC 17.08.152)," "Child care facilities with nine or more children, subject to the provisions of FMC 17.06.020," or "Community care facilities for seven or more (FMC 17.08.152)," on Parcel 60.

There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 2. Again, the portions of Parcel 60 located in Safety Zone 2 are in Compatibility Zones B1 and B2 under the current ALUCP. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent these uses from being implemented on the portions of these parcels located in Safety Zone 2. Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portions of these parcels located in Safety Zone 2.

There are four uses permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in Safety Zone 2. These uses include "Farm dwellings, nurseries, greenhouses, and roadside stands," "Agricultural and timber products processing plants," "Animal hospitals," and "Rental and sales of irrigation equipment and storage incidental thereto." "Farm dwellings, nurseries, greenhouses, and roadside stands," "Animal hospitals," and "Rental and sales of irrigation equipment and storage incidental thereto" are considered compatible in Safety Zone 2 on the condition that the uses adhere to applicable nonresidential intensities and maximum lot coverage percentages. "Agricultural and timber products processing plants," are allowed in Safety Zone 2 only if a site outside the Safety Zone would not serve the intended function and on the condition that the use adheres to applicable nonresidential intensities and the maximum lot coverage percentage. Less than one percent of Parcel 60 is located in Safety Zone 2, with the overwhelming majority of the parcel located in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP. This represents more than sufficient area to accommodate this type of development. Accordingly, this use would not be considered displaced for purposes of this analysis.

Safety Zone 3

All or parts of Parcels 11, 12, 14, 15, 16, 18, 19, 21, 22, 23, 24, 29, and 32 are located in Safety Zone 3. All of Parcel 11 and part of Parcel 12 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 20 acres (B-5(20)). There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 3. These uses include, "Golf courses," "Private institutions and cemeteries," and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly are allowed. "Golf courses" are considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. Finally, "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible in Safety Zone 3 on the condition that the building in which the use is located is less than three-stories. All three uses must comply with the maximum nonresidential intensity and lot coverage limits. As the

conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcel 11 or 12 due to the policies in the Draft ALUCP.

Part of Parcel 12 is zoned (MH) Heavy Industrial, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 10 acres (B-5(10)), and the "Q" combining zone. There are four permitted or conditionally permitted use in the (MH) Heavy Industrial zone that are considered conditionally compatible in Safety Zone 3. These uses include "Administrative, business and professional offices," "Animal hospitals and kennels," "Small animal hospitals completely enclosed within a building, and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair."

"Administrative, business and professional offices" is considered compatible in Safety Zone 3 on the condition that this use is limited to buildings less than three-stories. "Animal hospitals and kennels," "Small animal hospitals completely enclosed within a building," and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair" are considered compatible in Safety Zone 3 on the condition that they adhere to the maximum nonresidential intensities and lot coverage requirements. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcel 12 due to the policies in the Draft ALUCP.

Parcels 14, 15, 16, 19, 23, 24, 29, and 32 are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). There is one permitted or conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 3. The portions of Parcels 15, 16, 19, 23, 29, and 32 located in Safety Zone 3 are located in Compatibility Zone B1 under the Current ALUCP. Parcels 14 and 24 are located in Compatibility Zones B1 and C. There is nothing in the Airport/Land Use Safety Compatibility Criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B1 located in Safety Zone 3. Accordingly, "Labor camps," would be considered potentially displaced from the portion of these parcels located in Safety Zone 3.

Parcels 18, 21, and 22 are zoned (MH) Heavy Industrial, subject to the "Q" combining zone. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1689. Ordinance No. 1689 modifies the permitted and conditionally permitted uses in the areas in which these parcels are located. Parcel 18 is in Area 3 and Parcels 21 and 22 are in Area 6. Parcel 18 is also subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 10 acres (B-5(10)). All the permitted or

conditionally permitted nonresidential land uses on Parcels 18, 21, and 22 are considered compatible in Safety Zone 3.

Safety Zone 4

All or parts of Parcels 01, 05, 06, 07, 08, 09, 10, 32, 33, 35, 36, 37, 38, 41, 43, and 63 are located in Safety Zone 4. Parcels 01, 06, 07, 09, and 43 are in the coastal zone and zoned (NR) Natural Resources, subject to the "R" Streams and Riparian Corridors Protection combining zones. There are conditionally permitted land uses in the (NR) Natural Resources zone that are considered conditionally compatible in Safety Zone 4. These uses include "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Minor utilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." These uses are all considered compatible in Safety Zone 4 if they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. All five parcels are located outside the noise contours for the Airport and would not implicate the Noise Compatibility Policies in the Draft ALUCP. Parcels 01, 06, 07, and 09 are beneath the approach surface for Runway 11 and Parcels 32, 33, 35, 36, 37, 38, 41, 43, and 63 are beneath the approach surface for Runway 29. As any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[6] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on the parts of these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 05, 08, 10 are in the coastal zone and zoned (AE-60) Agricultural Exclusive, minimum lot size of 60 acres, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "R" Streams and Riparian Corridors Protection, and "T" Transitional Agricultural Lands combining zones. There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations," that is considered incompatible in Safety Zone 4 under the Draft ALUCP. Parcel 05 is located Compatibility Zones B1 and B2 under the current ALUCP and Parcels 08 and 10 are located in Compatibility Zone B2. Storage of highly flammable materials, such as oil and gas, is considered a prohibited use in Compatibility Zones B1 and B2. As this use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There are four permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in Safety Zone 4. These uses include "Labor Camp," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." Labor Camps are considered compatible in Safety Zone 4 only if a site outside the safety zone would not serve the intended function. "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines

[6] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

Regulations" are all considered compatible in Safety Zone 4 if they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. All three parcels are located outside the noise contours for the Airport and would not implicate the Noise Compatibility Policies in the Draft ALUCP. Parcels 05, 08, and 10 are beneath the approach surface for Runway 11. Any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[7] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on the parts of these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 32, 33, 35, and 41 are zoned (AE-20) Agriculture Exclusive, minimum lot size of 20 acres. Parcel 32 is zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered conditionally compatible in Safety Zone 4. This land use is considered compatible in Safety Zone 4 if no sites outside the safety zone would serve the intended function and the land use adheres to the applicable maximum nonresidential intensity and lot coverage percentage. As the conditions applicable to this use under the safety compatibility criteria in the Draft ALUCP would not prevent its development, it would not be considered displaced from Parcel 118 due to the policies in the Draft ALUCP.

Parcels 36, 37, 38, and 63 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)). There is one conditionally permitted land use in the (AG) Agricultural General zone, "Private institutions and cemeteries," that is considered conditionally compatible in Safety Zone 4. This land use is considered compatible in Safety Zone 4 on the condition that the land use adheres to the applicable maximum nonresidential intensity and lot coverage percentage, and no places of assembly are allowed. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on the portions of Parcels 36, 37, 38, or 63 in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 5

All or parts of Parcels 27, 29, and 30 are located in Safety Zone 5. All three parcels are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). There are six permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered incompatible in Safety Zone 5. These uses include "Labor camps and labor supply camps," "Rental and sales of irrigation equipment and storage incidental thereto," "Animal hospitals and kennels," "Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks," "Small animal hospitals completely enclosed within a building, and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber

[7] *Id.*

yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair." Parcels 27 and 30 are in Compatibility Zone B1 and Parcel 29 is divided between Compatibility Zones A and B1. These represent high intensity uses that would be prohibited in Compatibility Zone A and would likely not be considered acceptable uses in Compatibility Zone B1. As these uses would likely be considered prohibited under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There is one permitted use in the (AE) Agricultural Exclusive zone, "Administrative, business and professional offices," that is considered conditionally compatible in Safety Zone 5. This land use is compatible in Safety Zone 5 on the condition the building is limited to a single-story.

Safety Zone 6

All or parts of Parcels 05, 06, 07, 08, 10, 43, 45, 46, 47, 49, 50, 51, 52, 53, 55, 56, 57, and 58 are located in Safety Zone 6. All 18 parcels are in the coastal zone and zoned (AE-60), Agricultural Exclusive, minimum lot size of 60 acres, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "R" Streams and Riparian Corridors Protection, and "T" Transitional Agricultural Lands combining zones. There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations," that is considered conditionally compatible in Safety Zone 6. Per the conditions in the safety compatibility criteria, this use is only allowed in Safety Zone 6 if a site outside the safety zone would not serve the intended function. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on the portions of these parcels in Safety Zone 6, these uses would not be considered displaced due to the policies in the Draft ALUCP.

4.7.3 Development Displacement Analysis Summary

Table 4-19 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential dwelling units in either the City of Fortuna or unincorporated Humboldt County.

TABLE 4-19
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- ROHNERVILLE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
City of Fortuna	1	Safety	1	None	0
		Noise	0	None	0
Humboldt County	67	Safety	61	None	0
		Noise	16	None	0
Total Number of Dwelling Units Potentially Displaced					**0**

Table 4-20 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Labor camps and labor supply camps," on Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 in Safety Zone 2 and on Parcels 14, 15, 16, 19, 23, 24, 29, and 32 in Safety Zones 3.

TABLE 4-20
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- ROHNERVILLE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of Fortuna	1	Safety Zone 1	0	None	0
		Safety Zone 2	1	None	0
		Safety Zone 3	0	None	0
		Safety Zone 4	0	None	0
		Safety Zone 5	0	None	0
		Safety Zone 6	0	None	0
		Noise	0	None	0
Humboldt County	23	Safety Zone 1	9	None	0
		Safety Zone 2	26	03, 17, 19, and 20	2,555,097.57
		Safety Zone 3	13	03, 05, 19, and 20	1,563,628.56
		Safety Zone 4	16	None	0
		Safety Zone 5	3	None	0
		Safety Zone 6	18	None	0
		Noise	12	None	0
Total Area of Potential Displacement (Square Feet)					4,118,726.13

4.8 Development Displacement Analysis for Samoa Field Airport

The noise contours for Samoa Field are depicted on **Figure 4-33** and the safety zones for Samoa Field are depicted on **Figure 4-34**. A total of 239 parcels were identified within Review Area 1. These parcels are depicted on **Figure 4-35**. Of this number, one parcel is Airport property, two parcels are federal property, and 89 parcels were identified as being already developed. These 92 parcels were excluded from further analysis, as were one partially developed and 133 vacant parcels in Safety Zone 6. In total, 13 parcels were assigned a parcel identifier number (i.e., Parcel 01) retained for further analysis. These parcels are depicted on **Figure 4-36**. This includes ten vacant or underutilized parcels in Safety Zone 6 that are within the (MG) Industrial General and (MC) Industrial/Coastal Dependent zoning districts. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A.

Table 4-21 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any.

TABLE 4-21
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – SAMOA FIELD AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)
01	401-121-008	42.44	Vacant	MG	MG
02	401-131-005a	26.13	Vacant	MC,PR	MC/W; NR/W,B
03	401-131-004	74.96	Vacant	MC,MG	MG/W
04	401-311-004	15.58	Vacant	MC	MC/A
05	401-141-005	31.94	Vacant	MC	MC/A,W
06	401-281-005	1.25	Vacant	MC	MC/A
07	401-281-006	1.22	Vacant	MC	MC/A
08	401-281-001	13.56	Vacant	MC	MC/A
09	401-151-007	3.55	Vacant	NR	NR/W,B
10	401-311-002	3.88	Vacant	MC	MC/A
11	401-301-013	6.13	Vacant	MC	MC/A
12	401-301-021a	2.00	Underutilized	MC,MG	MC/A; MG/W
13	401-301-024a	71.02	Underutilized	MC,MG	MC/A; MG/W

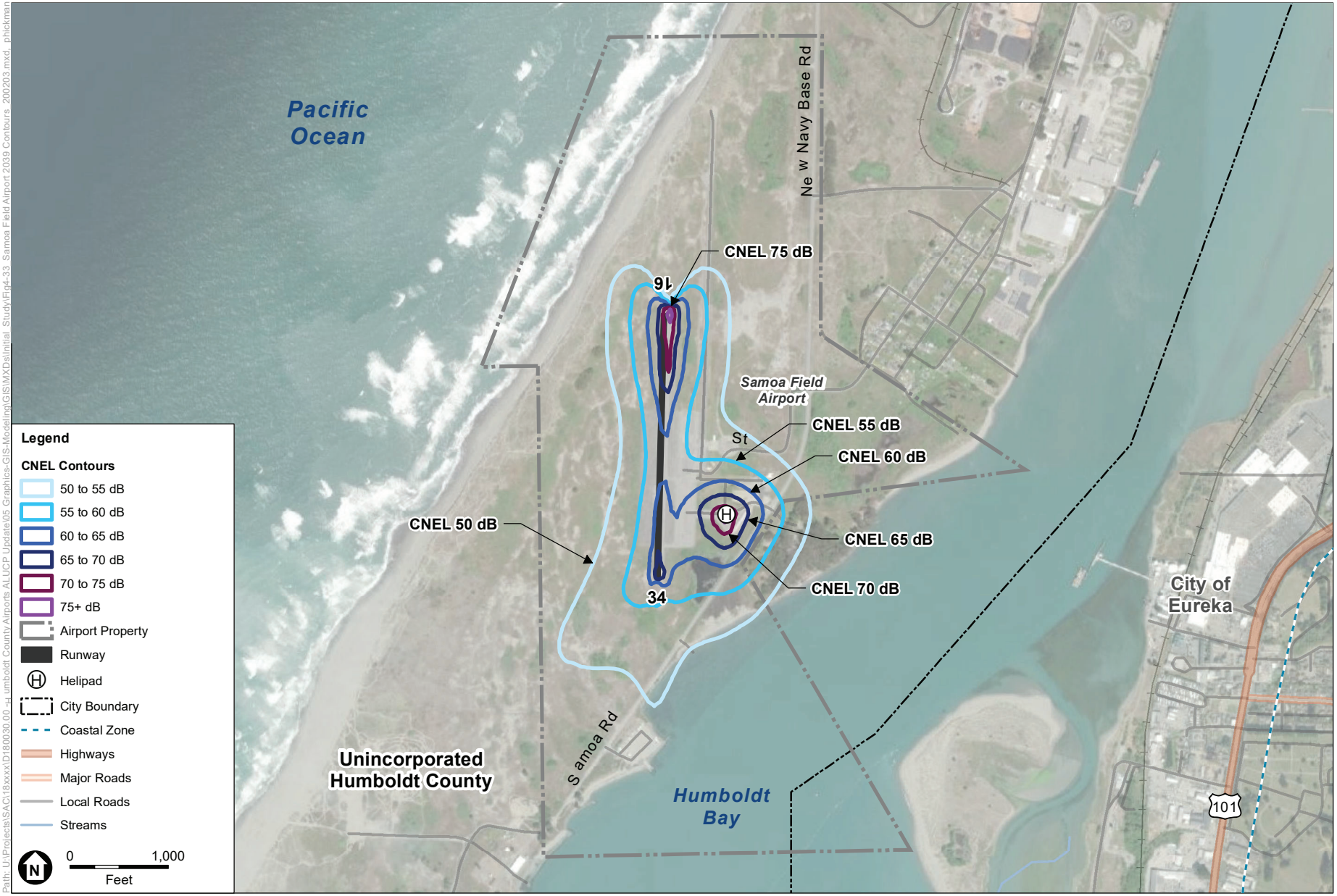
NOTES:

1 All parcels are located within the Coastal Zone.

a Parcel is located in more than one zoning district.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

Path: U:\Projects\SAC\18xxxx\D180030.00 -u umboldt County Airports ALUCP Update\05 Graphics-GIS-Modeling\GIS\MXDs\Initial Study\Fig4-33 Samoa Field Airport 2039 Contours 200203.mxd phickman 1/ 26/2021

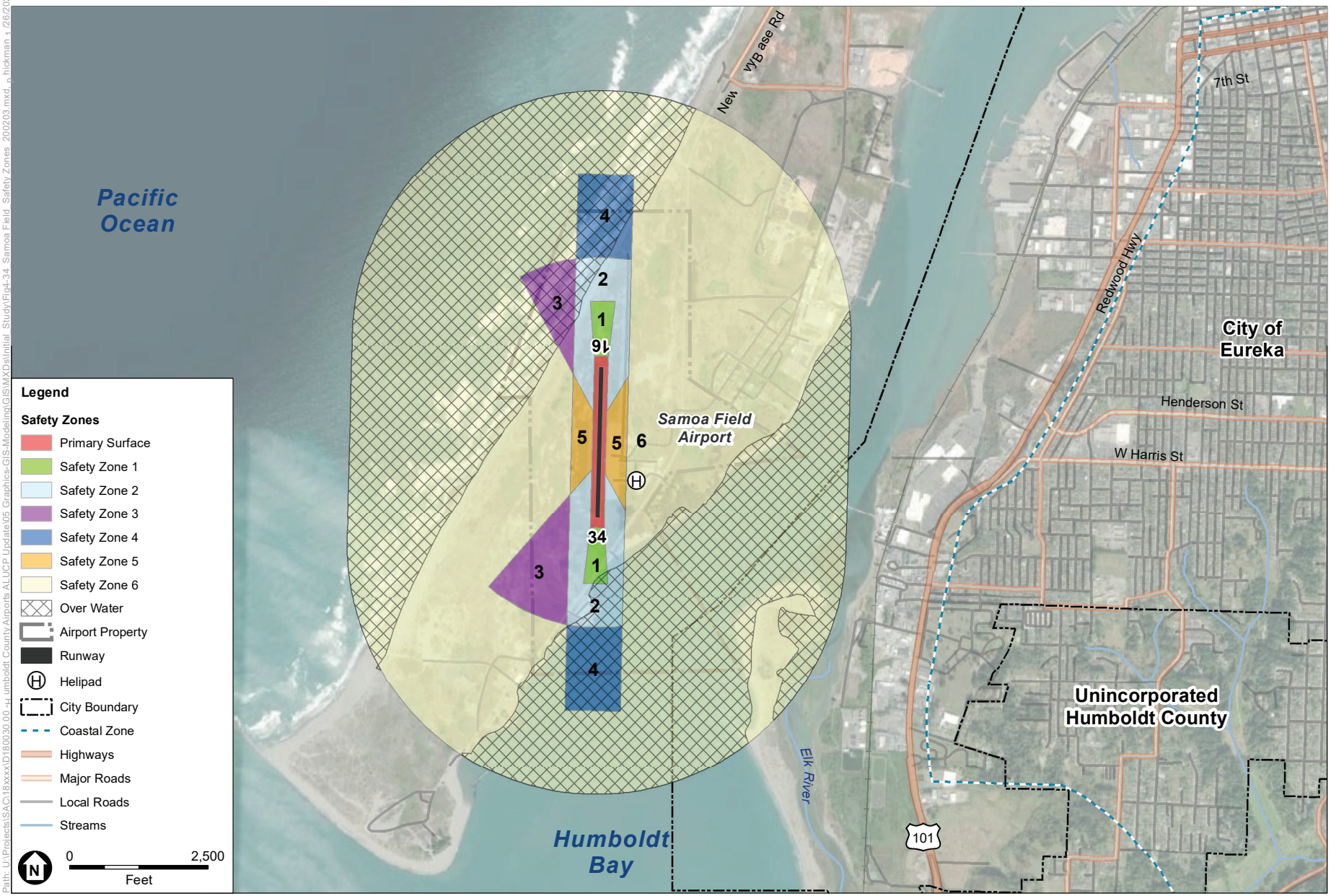


SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-33
CNEL Contours
Samoa Field Airport

ESA

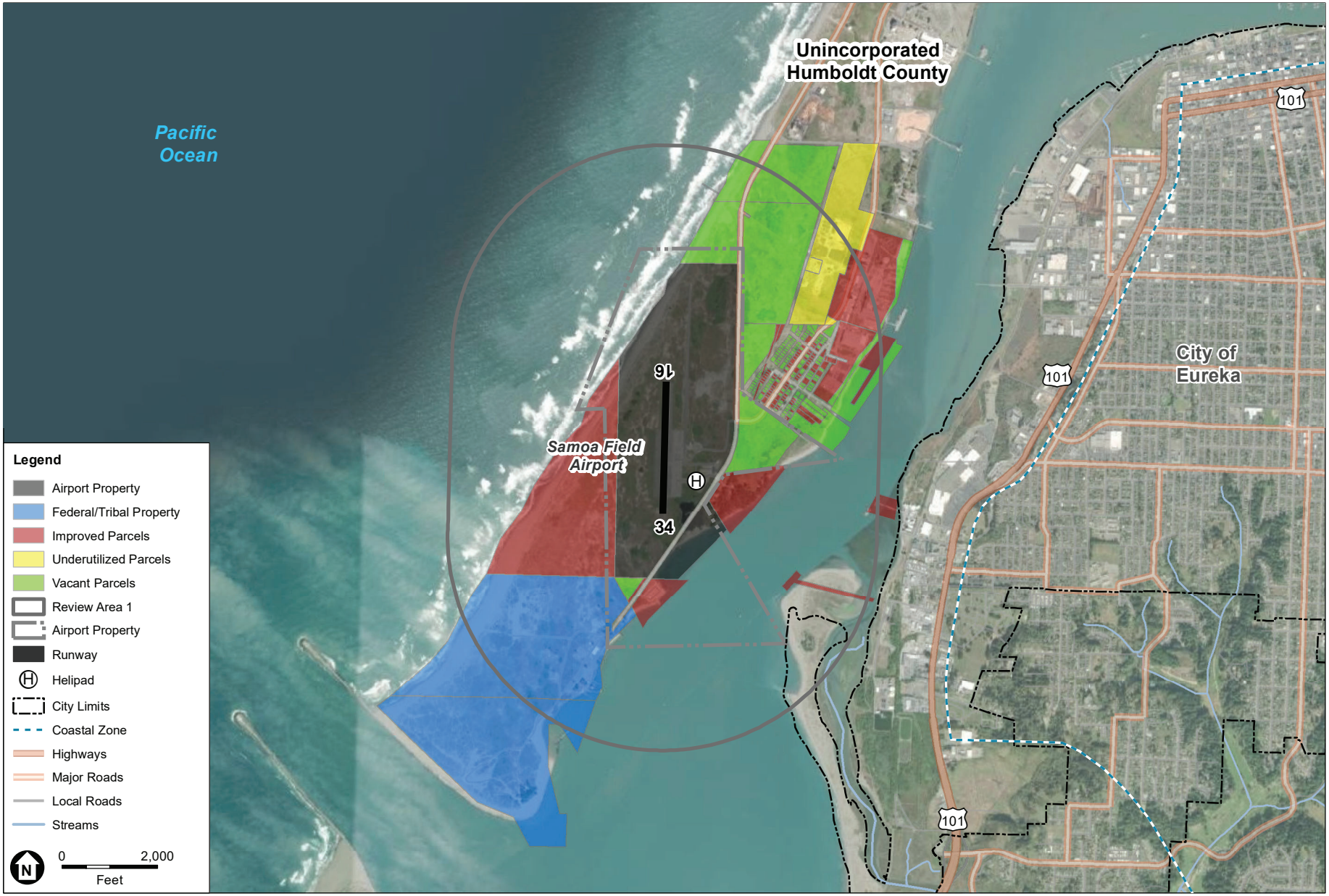


SOURCE: ESA, 2018; DigitalGlobe, October 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-34
Safety Zones
Samoa Field Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-35

Parcels Considered in the Development Displacement Analysis
Samoa Field Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-36
Parcels Carried Forward for Further Analysis
Samoa Field Airport

ESA

4.8.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP. **Table 4-1** presents the noise compatibility criteria included in the Draft ALUCP. **Table 4-2** presents the safety compatibility criteria included in the Draft ALUCP.

4.8.1.1 Potential for Displacement Due to Noise Policies

As shown on Figure 4-32, the noise contours for the Samoa Field Airport are largely limited to the areas around the runway and helipad. None of the study parcels are located within the 55 dB or higher noise contours. Therefore, there is no potential for displacement of either residential or nonresidential uses in the areas around Samoa Field under the noise policies in the Draft ALUCP.

4.8.1.2 Potential for Displacement Due to Safety Policies

The residential displacement analysis prepared for Samoa Field Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for the 13 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. The numbers calculated were the same and there is no potential for displacement.

There were no RHNA housing opportunity sites identified in Review Area 1 for Samoa Field Airport.

Residential Displacement Analysis Summary

The results of the analysis indicate that there is no potential for displacement of residential dwelling units due to the noise or safety policies in the Draft ALUCP.

4.8.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing the policies in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

4.8.2.1 Potential for Displacement Due to Noise Policies

As shown on Figure 4-32, the noise contours for the Samoa Field Airport are largely limited to the areas around the runway and helipad. None of the study parcels are located within the 55 dB or higher noise contours. Therefore, there is no potential for displacement of either residential or nonresidential uses in the areas around Samoa Field under the noise policies in the Draft ALUCP.

4.8.2.2 Potential for Displacement Due to Safety Policies

The study parcels within Review Area 1 for Samoa Field Airport are located in or intersected by Safety Zones 2, 3, 4, and 6. There are no study parcels located in Safety Zones 1 or 5. The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 2

Part of one study parcel, Parcel 09, is located in Safety Zone 2. Parcel 09 is within the (NR) Natural Resources zoning district, subject to the "W" Coastal Wetland Areas and "B" Beach and Dune Areas combining zones. The "B" combining zone amends permitted land use in the (NR) Natural Resources zone.

One land use permitted in the NR/B zone, "Hunting, fishing and development of minor facilities such as hunting or viewing blinds," is considered incompatible in Safety Zone 2. Compatibility Zones for Samoa Field Airport were not developed as part of the 1993 ALUCP process; therefore, there is no existing prohibition on this land use in Safety Zone 2. Accordingly, there is potential for displacement of this land use on the part of Parcels 09 in Safety Zone 2.

There are four land uses permitted in the NR/B zone that are considered conditionally compatible in Safety Zone 2. These land uses range from "electrical distribution and water lines, and other utility lines" to "Pipeline construction for surf zone disposal of dredge spoils." As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

Part of Parcel 09 is also located in Safety Zone 3. The same land uses evaluated for Parcel 09 in Safety Zone 2 are identified in Safety Zone 3; however, "Hunting, fishing and development of minor facilities such as hunting or viewing blinds" is considered conditionally compatible in Safety Zone 3. There are no land uses in this zoning district identified as incompatible in Safety Zone 3. As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would remain the same in Safety Zone 3 as in Safety Zone 2, they would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

There is one study parcel, Parcel 02, located in Safety Zone 4. Like Parcel 09, parcel 02 is zoned (NR) Natural Resources, subject to the "W" and "B" combining zones. There are four land uses that are considered conditionally compatible in Safety Zone 4. These land uses range from

"electrical distribution and water lines, and other utility lines" to "pipeline construction for surf zone disposal of dredge spoils." As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified in Safety Zone 4.

Safety Zone 6

Parts of Parcels 01, 02, 03, 04, 05, 06, 07, 08, 10, 11, 12, and 13 are located in Safety Zones 6. Parcels 01, 03, 12, and 13 are within the (MG) Industrial General zoning district, subject to the "W" combining district. Parcels 04, 05, 06, 07, 08, 10, and 11 are within the (MC) Industrial/Coastal-Dependent zoning district, subject to the "A" Archaeological Resource Area Outside Shelter Cove combining zone. Part of Parcel 02 is also located in Safety Zone 6. Parcel 02 is within the (NR) Natural Resources zoning district, subject to the "W" and "B" combining zones. All permitted or conditionally permitted land uses on Parcel 02 are considered compatible under the safety compatibility criteria in the Draft ALUCP. Accordingly, this parcel was excluded from further analysis.

There are three land uses allowed in the (MG) Industrial General and (MC) Industrial/Coastal-Dependent zoning districts that are considered conditionally compatible in Safety Zone 6. These land uses include "heavy industrial" and "oil and gas drilling and processing; subject to the Oil and Gas Drilling and Processing Regulations." As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified in Safety Zone 6.

4.8.3 Development Displacement Analysis Summary

Table 4-22 provides the results of the development displacement analysis for residential land uses. There is no potential for residential displacement in Review Area 1 for Samoa Field.

TABLE 4-22
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- SAMOA FIELD AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	13	Safety	13	None	0
		Noise	0	None	0
Total Number of Dwelling Units Potentially Displaced					**0**

Table 4-23 provide the results of the development displacement analysis for nonresidential land uses. Under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Hunting, fishing and development of minor facilities such as hunting or viewing

blinds," on Parcel 09. An estimated 12,949 square feet of space on Parcels 09 would be potentially displaced within Safety Zone 2.

TABLE 4-23
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- SAMOA FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	13	Safety Zone 2	1	09	12,949.19
		Safety Zone 3	1	None	0
		Safety Zone 4	1	None	0
		Safety Zone 6	12	None	0
		Noise	0	0	0
Total Area of Potential Displacement (Square Feet)					12,949.19

4.9 Development Displacement Analysis for Shelter Cove Airport

The noise contours for Shelter Cove Airport are depicted on **Figure 4-37** and the safety zones for Shelter Cove Airport are depicted on **Figure 4-38**. A total of 2.381 parcels were identified as being within or intersected by Review Area 1 for Shelter Cove Airport. These parcels are shown on **Figure 4-39**. The development displacement analysis is focused on vacant parcels and parcels with infill potential. Of the parcels identified, six parcels constitute Airport property, 44 parcels are federal property, 554 parcels were identified as already developed, and 1,777 parcels are vacant. The 648 Airport, federally owned, and developed parcels were excluded from further analysis. Of the 1,777 vacant parcels, 1,649 are located entirely in Safety Zone 6. All uses permitted under the zoning for these parcels is considered compatible in the safety compatibility criteria in the Draft ALUCP. Accordingly, the 1,649 parcels located in Safety Zone 6 were excluded from further analysis. All 128 parcels retained for further analysis were identified as vacant, assigned a parcel identifier number (i.e., Parcel 01), and carried forward for further analysis. **Figures 4-40** through **4-42** depict the 128 parcels carried forward for further analysis. More detail on the process used to identify the parcels selected for analysis can be found in Appendix A.

Table 4-24 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any.

TABLE 4-24
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
01	108-171-019	1.58	Vacant	CR	CR-Q/AP,D
02	109-361-026	1.00	Vacant	CR	CR-Q/AP,A,D
03	109-361-027	0.28	Vacant	CR	CR-Q/AP,A,D
04	109-361-028	0.22	Vacant	CR	CR-Q/AP,A,D
05	109-361-029	0.20	Vacant	CR	CR-Q/AP,A,D
06	111-071-051a	0.10	Vacant	RL	RS-5-Q/D
07	111-071-053a	0.11	Vacant	RL	RS-5-S4-Q/D
08	111-071-054a	0.15	Vacant	RL	RS-5-S4-Q/D
09	111-071-058a	0.13	Vacant	RL	RS-5-S4-Q/D
10	111-071-062a	0.12	Vacant	RL	RS-5-S4-Q/D
11	111-071-065a	0.12	Vacant	RL	RS-5-S4-Q/D
12	111-121-002a	0.10	Vacant	RL	RS-5-Q/D
13	111-121-003a	0.11	Vacant	RL	RS-5-S4-Q/D
14	111-121-004a	0.11	Vacant	RL	RS-5-S6-Q/D
15	111-121-005	0.12	Vacant	RL	RS-5-S6-Q/D
16	111-121-006a	0.18	Vacant	RL	RS-5-S4-Q/D
17	111-121-007a	0.16	Vacant	RL	RS-5-Q/D
18	111-121-009a	0.11	Vacant	RL	RS-5-S4-Q/D
19	111-121-010a	0.12	Vacant	RL	RS-5-S6-Q/D
20	111-121-011a	0.13	Vacant	RL	RS-5-S6-Q/D
21	111-121-012a	0.11	Vacant	RL	RS-5-S4-Q/D
22	111-121-013a	0.15	Vacant	RL	RS-5-Q/D
23	111-121-015a	0.13	Vacant	RL	RS-5-S4-Q/D
24	111-121-016	0.12	Vacant	RL	RS-5-S4-Q/D
25	111-121-017a	0.12	Vacant	RL	RS-5-S4-Q/D
26	111-121-018a	0.12	Vacant	RL	RS-5-S4-Q/D
27	111-121-019a	0.13	Vacant	RL	RS-5-S4-Q/D
28	111-121-020a	0.13	Vacant	RL	RS-5-S4-Q/D
29	111-121-023a	0.13	Vacant	RL	RS-5-S4-Q/D
30	111-131-040a	0.12	Vacant	RL	RS-5-S4-Q/D
31	111-131-043a	0.12	Vacant	RL	RS-5-S4-Q/D
32	111-131-044a	0.12	Vacant	RL	RS-5-S5-Q/D
33	111-131-045a	0.12	Vacant	RL	RS-5-S5-Q/D
34	111-171-001a	0.12	Vacant	RL	RS-5-S4-Q/D
35	111-171-002a	0.12	Vacant	RL	RS-5-S4-Q/D
36	111-171-006a	0.12	Vacant	RL	RS-5-S3-Q/D

TABLE 4-24
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

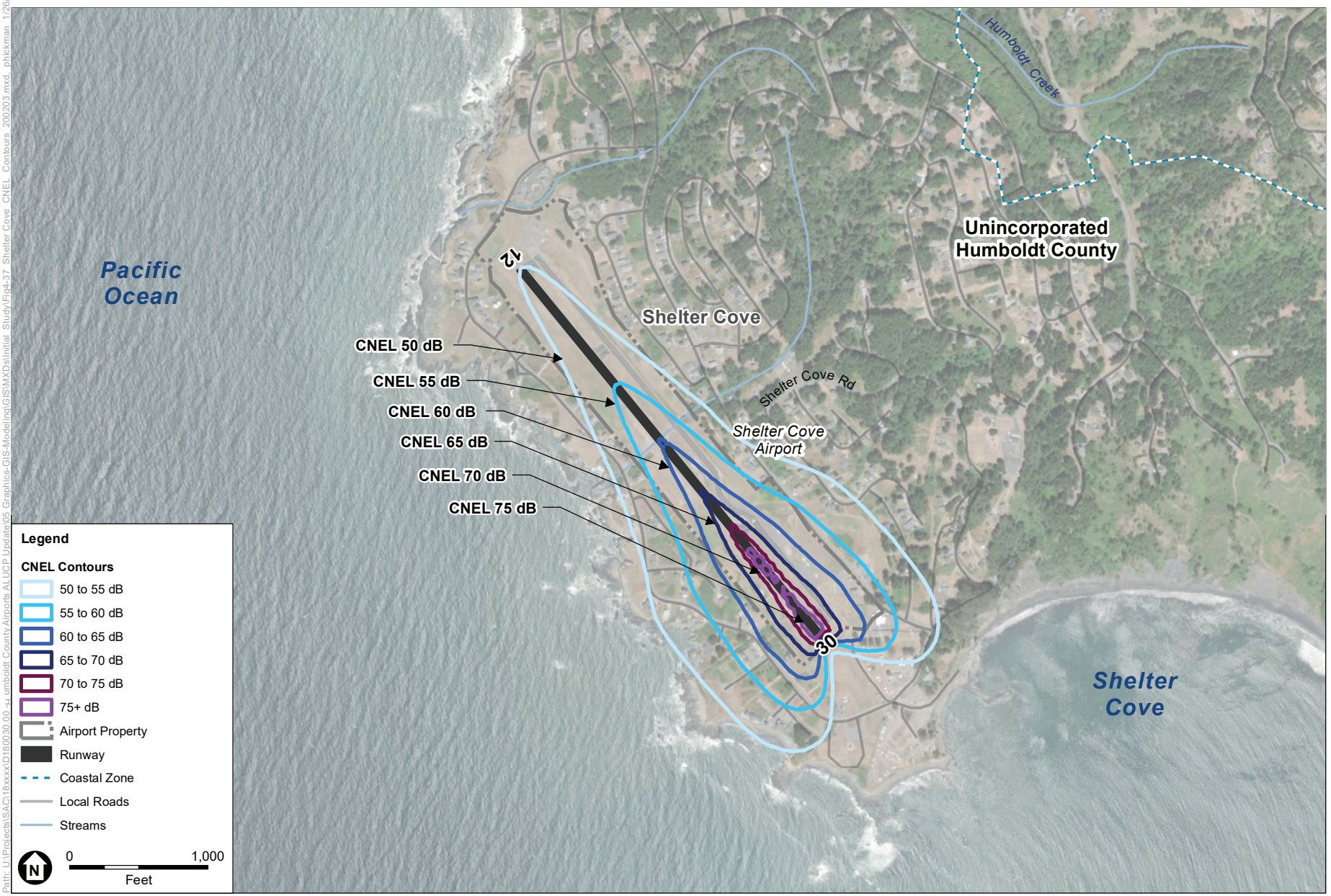
Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
37	111-171-008a	0.13	Vacant	RM	R2-S4-Q/D
38	111-171-010a	0.11	Vacant	RM	R2-S4-Q/D
39	111-171-011a	0.14	Vacant	RM	R2-S4-Q/D
40	111-171-012a	0.14	Vacant	RM	R2-S4-Q/D
41	111-171-013a	0.14	Vacant	RM	R2-S4-Q/D
42	111-171-014a	0.13	Vacant	RM	R2-S4-Q/D
43	111-171-015a	0.13	Vacant	RM	R2-S4-Q/D
44	111-171-016a	0.12	Vacant	RM	R2-S4-Q/D
45	111-171-017a	0.12	Vacant	RM	R2-S4-Q/D
46	111-171-018a	0.13	Vacant	RM	R2-S1-Q/D
47	111-171-019a	0.10	Vacant	RM	R2-Q/D
48	111-191-040	0.11	Vacant	RL	RS-5-S6-Q/D
49	111-191-042a	0.13	Vacant	RL	RS-5-S4-Q/D
50	111-191-043a	0.13	Vacant	RL	RS-5-S4-Q/D
51	111-191-044a	0.12	Vacant	RL	RS-5-S4-Q/D
52	111-191-045a	0.13	Vacant	RL	RS-5-S4-Q/D
53	111-191-046a	0.13	Vacant	RL	RS-5-S4-Q/D
54	111-191-047a	0.14	Vacant	RL	RS-5-S4-Q/D
55	111-191-048a	0.15	Vacant	RL	RS-5-S4-Q/D
56	111-191-054a	0.12	Vacant	RL	RS-5-S4-Q/D
57	111-191-057a	0.12	Vacant	RL	RS-5-S4-Q/D
58	111-191-058a	0.12	Vacant	RL	RS-5-S4-Q/D
59	111-191-059a	0.12	Vacant	RL	RS-5-S5-Q/D
60	111-191-060a	0.12	Vacant	RL	RS-5-S5-Q/D
61	111-201-028a	0.12	Vacant	RL	RS-5-S6-Q/D
62	111-201-030a	0.12	Vacant	RL	RS-5-S6-Q/D
63	111-201-031a	0.12	Vacant	RL	RS-5-S6-Q/D
64	111-201-032	0.14	Vacant	RL	RS-5-S6-Q/D
65	111-231-009a	0.12	Vacant	RM	R2-Q/D
66	111-231-010a	0.12	Vacant	RM	R2-Q/D
67	111-231-013a	0.11	Vacant	RM	R2-Q/D
68	111-231-014a	0.12	Vacant	RM	R2-S4-Q/D
69	111-231-015a	0.12	Vacant	RM	R2-S4-Q/D
70	111-231-016a	0.12	Vacant	RM	R2-S4-Q/D
71	111-231-017a	0.12	Vacant	RM	R2-S4-Q/D
72	111-231-018a	0.13	Vacant	RM	R2-S4-Q/D

TABLE 4-24
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
73	111-231-019a	0.12	Vacant	RM	R2-S4-Q/D
74	111-231-021a	0.13	Vacant	RM	R2-S4-Q/D
75	111-231-022a	0.11	Vacant	RM	R2-S4-Q/D
76	111-231-023a	0.11	Vacant	RM	R2-S4-Q/D
77	111-231-024a	0.12	Vacant	RM	R2-S4-Q/D
78	111-231-025a	0.11	Vacant	RM	R2-Q/D
79	111-231-027a	0.13	Vacant	RM	R2-Q/D
80	111-231-028a	0.12	Vacant	RM	R2-Q/D
81	111-231-029a	0.12	Vacant	RM	R2-Q/D
82	111-231-030a	0.12	Vacant	RM	R2-Q/D
83	111-231-031a	0.12	Vacant	RM	R2-Q/D
84	111-231-041a	0.12	Vacant	RM	R2-Q/D
85	111-231-042a	0.12	Vacant	RM	R2-Q/D
86	111-231-043a	0.12	Vacant	RM	R2-Q/D
87	111-231-044a	0.12	Vacant	RM	R2-Q/D
88	111-231-045a	0.13	Vacant	RM	R2-Q/D
89	111-231-046a	0.12	Vacant	RM	R2-S4-Q/D
90	111-231-047a	0.12	Vacant	RM	R2-S4-Q/D
91	111-231-048a	0.15	Vacant	RM	R2-S4-Q/D
92	111-241-029a	0.18	Vacant	RM	RM-30-S1-Q/D
93	111-241-030a	0.14	Vacant	RM	RM-30-S1-Q/D
94	111-241-031a	0.14	Vacant	RM	RM-30-S1-Q/D
95	111-241-032a	0.16	Vacant	RM	RM-30-S1-Q/D
96	111-241-047	0.24	Vacant	CG	CG-Q/D
97	111-241-048	0.27	Vacant	CG	CG-Q/D
98	111-241-049	0.27	Vacant	CG	CG-Q/D
99	111-241-050	0.22	Vacant	CG	CG-Q/D
100	111-241-051	0.19	Vacant	CG	CG-Q/D
101	111-251-007a	0.13	Vacant	RM	R2-Q/D
102	111-251-008a	0.12	Vacant	RM	R2-Q/D
103	111-251-009a	0.13	Vacant	RM	R2-Q/D
104	111-251-010	0.12	Vacant	PF	RM-30-S4-Q/D
105	111-251-011	0.12	Vacant	PF	RM-30-S4-Q/D
106	111-251-012	0.13	Vacant	PF	RM-30-S4-Q/D
107	111-251-013	0.13	Vacant	PF	RM-30-S4-Q/D
108	111-251-015	0.13	Vacant	PF	RM-30-S4-Q/D

TABLE 4-24
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
109	111-251-016	0.13	Vacant	CR	CR-S4-Q/D
110	111-251-017	0.13	Vacant	CR	CR-S4-Q/D
111	111-251-018	0.13	Vacant	CR	CR-S4-Q/D
112	111-251-019	0.12	Vacant	CR	CR-Q/D
113	111-251-020	0.12	Vacant	CR	CR-Q/D
114	111-251-021	0.12	Vacant	CR	CR-Q/D
115	111-251-022	0.12	Vacant	CR	CR-Q/D
116	111-251-023	0.12	Vacant	CR	CR-Q/D
117	111-251-025	0.48	Vacant	CR	CR-S4-Q/D
118	111-251-026	0.13	Vacant	CR	CR-Q/D
119	111-251-033	0.16	Vacant	CR	CR-S4-Q/A,D
120	111-251-034	0.17	Vacant	CR	CR-S4-Q/A,D
121	111-251-042	0.18	Vacant	CR	CR-Q/D
122	111-251-043	0.18	Vacant	CR	CR-Q/D
123	111-251-044	0.19	Vacant	CR	CR-Q/D
124	111-251-045a	0.19	Vacant	RM	RM-30-Q/D
125	111-251-046a	0.18	Vacant	RM	RM-30-Q/D
126	111-251-047a	0.18	Vacant	RM	RM-30-Q/D
127	111-251-067	0.17	Vacant	CR	CR-Q/D
128	111-251-072	0.42	Vacant	CR	CR-Q/D



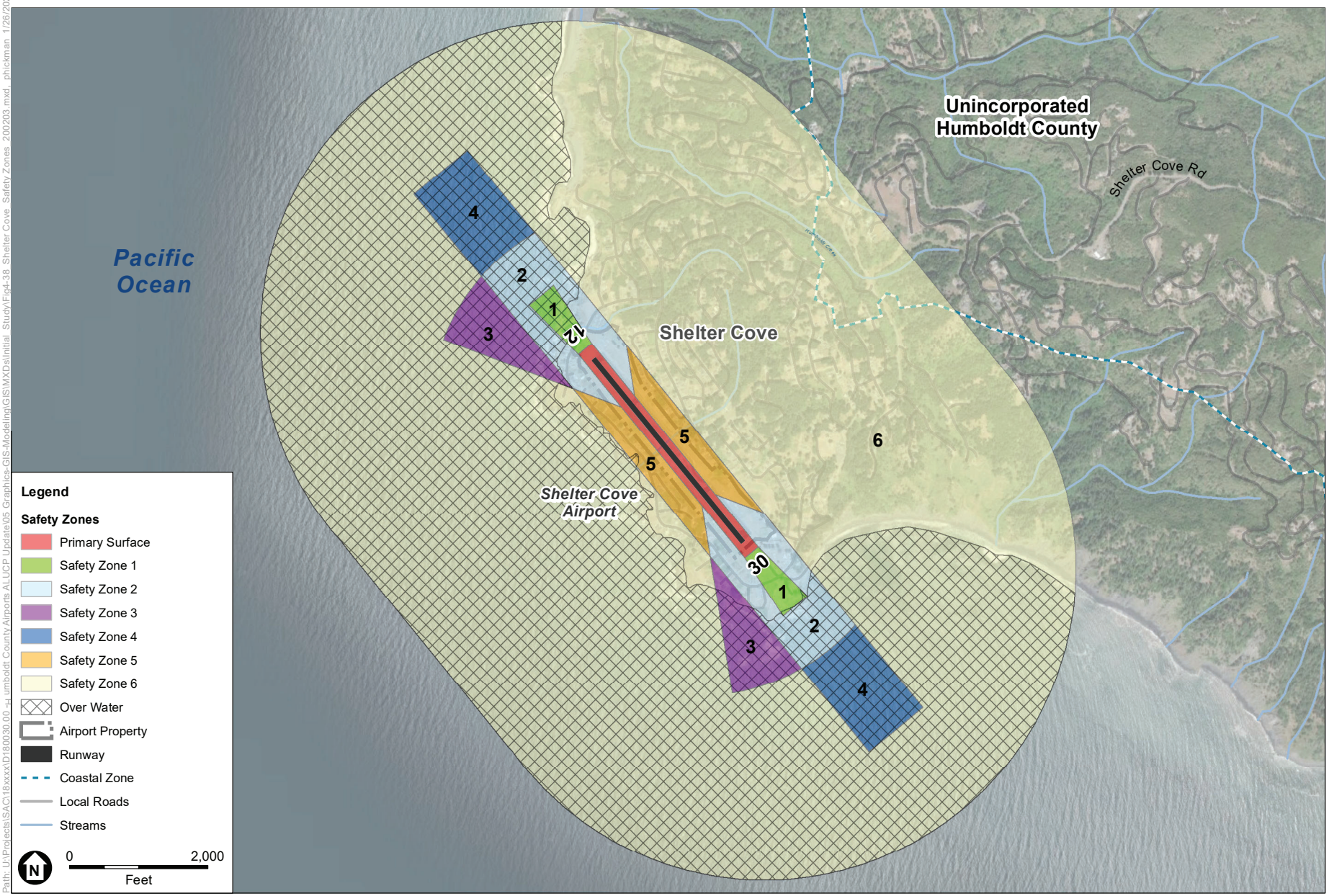
Path: U:\Projects\SAC\18xxxx\D180030.00 -HumboldtCountyAirports ALUCP Update\05 Graphics-GIS-Modeling\GIS\MXDs\Initial Study\Fig4-37 Shelter Cove CNEL Contours 200203.mxd phickman 1/26/2021

SOURCE: AEDT 2d; ESA, 2018; DigitalGlobe, June 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-37
CNEL Contours
Shelter Cove Airport

ESA

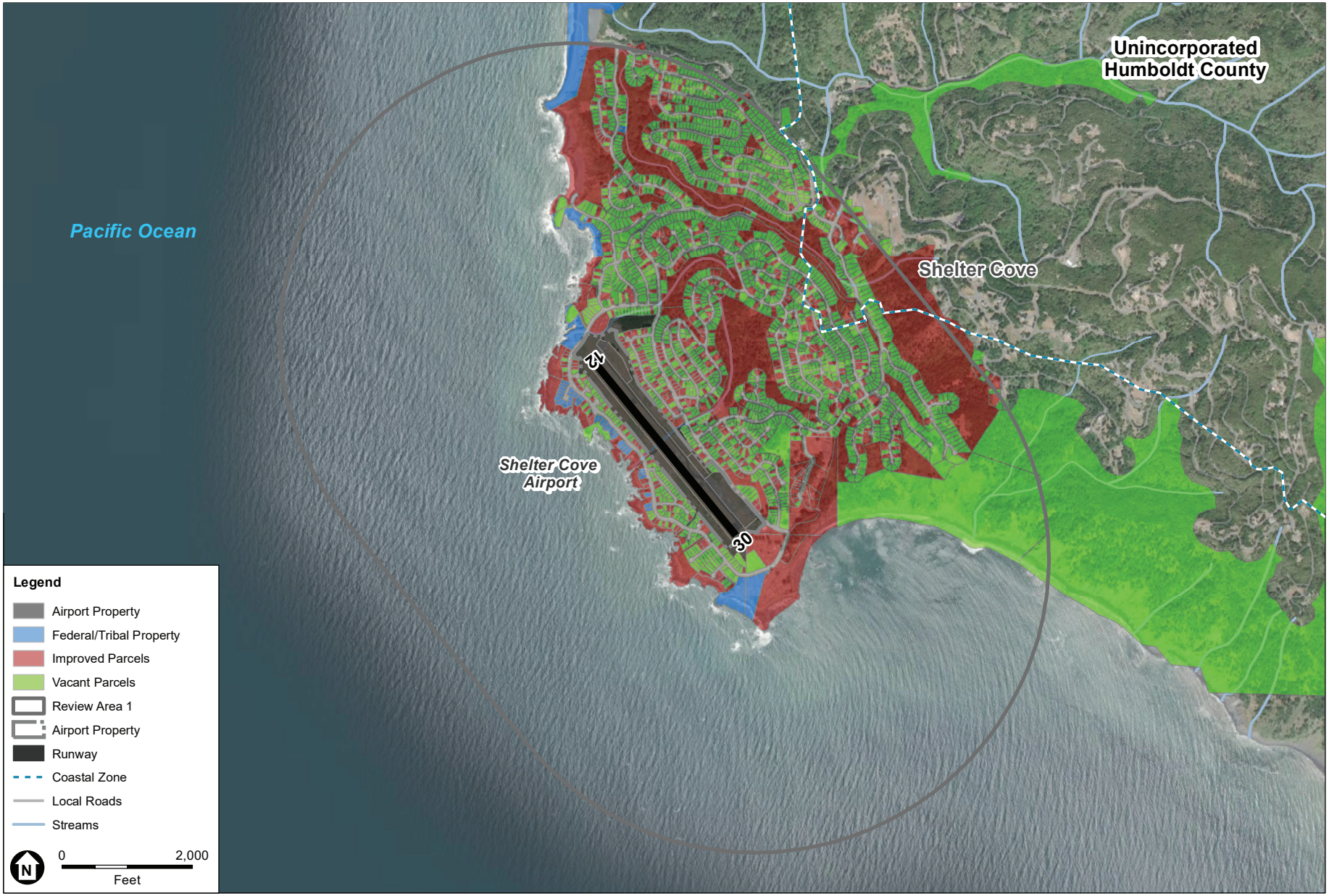


SOURCE: ESA, 2018; DigitalGlobe, June 2017; US Census Bureau, Geography Division, September 2018.

Humboldt County Draft ALUCP Initial Study

Figure 4-38
Safety Zones
Shelter Cove Airport

ESA

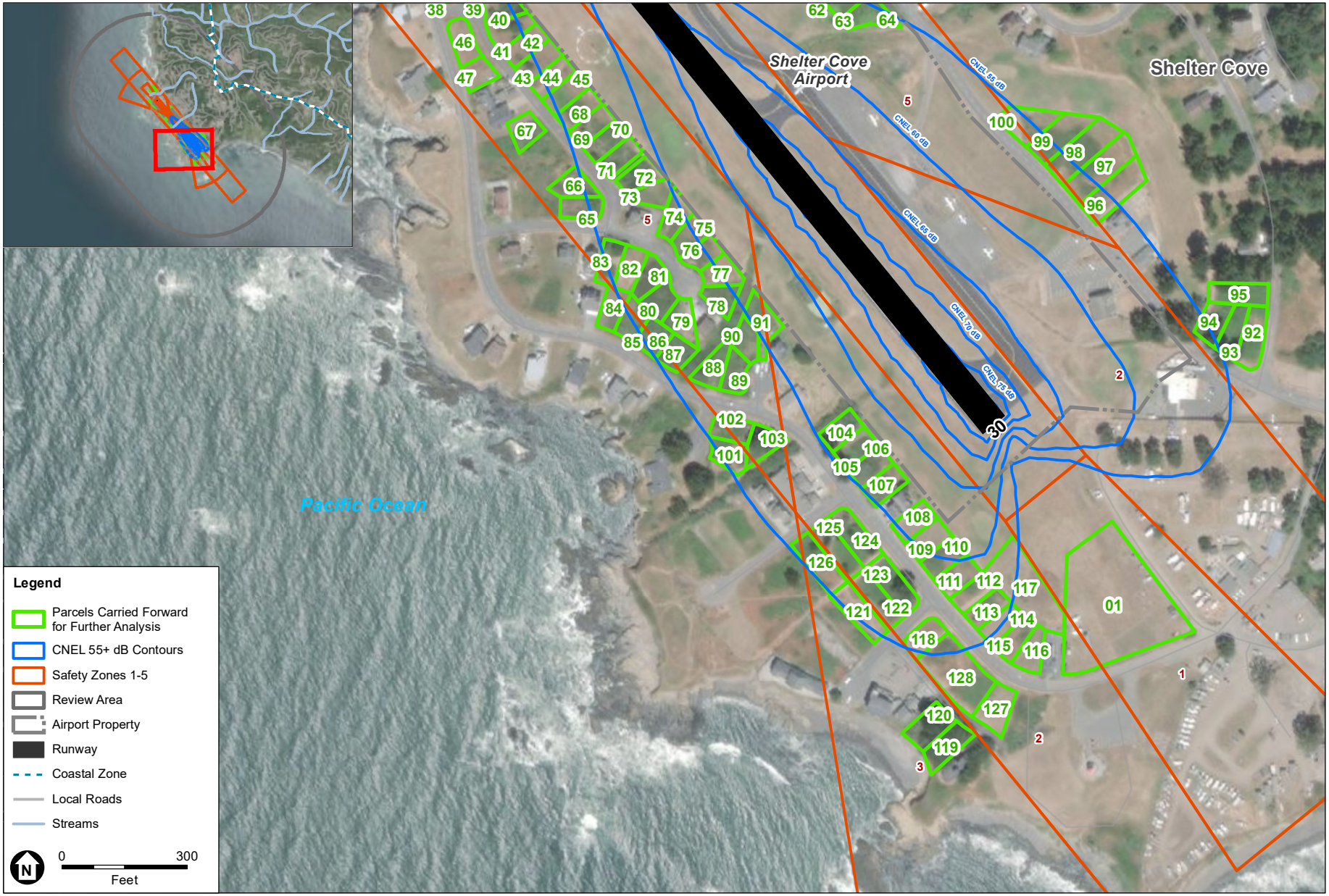


SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-39
Parcels Considered in the Development Displacement Analysis
Shelter Cove Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-40

Parcels Carried Forward for Further Analysis - Southeast Shelter Cove Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial Study

Figure 4-41

Parcels Carried Forward for Further Analysis - Central Shelter Cove Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft ALUCP Initial

Figure 4-42

Parcels Carried Forward for Further Analysis - Northwest Shelter Cove Airport

ESA

4.9.1 Residential Displacement

To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP.

4.9.1.1 Potential for Displacement Due to Noise Policies

All or part of 42 parcels are located in the CNEL 55 dB to 60 dB contour. Parcels 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 89, 90, 94, 96, 97, 98, 99, 100, 101, 110, 111, 112, 113, 114, 117, 118, 121, 122 are zoned (R2) Residential Mixed, subject to the "Q" Qualified, "D" Design Control, "S" Development Standard combining zones (R2-S4-Q/D). Parcels 65, 66, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, and 88 are zoned R2-S4-Q/D. The "Q" Qualified combining zone amends the principal zoning for these parcels through Ordinance 1914, which reclassified the zoning for these parcels to prohibit certain land uses that would otherwise be allowed in the (R2) Residential Mixed zone. None of these land uses is residential in nature. The "D" Design Control combining zone is intended to "provide controls and safeguards to preserve and enhance areas of historical, scenic, civic or cultural values of the County…(and)…also combined with principal zones to preserve and enhance architectural and recreational aspects of designated areas of the County." The "S" Development Standard combining zone allow modification of the development standards for the parcel. The accompanying number identifies the table dictating the modifications per the Humboldt County Zoning Regulations.

Parcels 40, 41, 42, 43, 44, 45, 65, 66, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 94, 101, 102, and 103 have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update. Parcels 96, 97, and 98 are of sufficient size that they can be subdivided to accommodate two residential dwelling units. Similarly, Parcel 117 can be subdivided to accommodate up to four residential dwelling units. The (R2) Residential Mixed zoning district permits Single Family Residential and Multi Family Residential (Duplex only) uses, as well as conditionally permitting Manufactured Home Parks and Guest Houses. Under the noise compatibility criteria in the Draft ALUCP, Multi-Family Residential uses and Manufactured Home Parks are considered "Compatible" in areas within the CNEL 55 dB to 60 dB contour. Mixed Residential (Single Family Residential) and Guest Houses are considered "Conditionally Compatible" in areas exposed to CNEL 55 dB to 60 dB, requiring that residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

All or parts of 22 parcels are subject to the criteria for the CNEL 60 dB to 65 dB contour. Parcels 73, 74, 75, 76, 77, 91, 104, 105, 106, 107, 108, 109, and 110 and are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are zoned R2-S4-Q/D. Parcel 78 is also subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and is zoned R2-Q/D. Parcels

73, 74, 75, 76, 77, and 78 have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update. These parcels are of sufficient size to accommodate one residential dwelling unit. Again, the "Q" Qualified combining zone amends the principal zoning for these parcels through Ordinance 1914, which reclassified the zoning for these parcels to prohibit certain land uses that would otherwise be allowed in the (R2) Residential Mixed zoning district. The residential land uses permitted and conditionally permitted in this zoning district, Single Family Residential and Multi Family Residential (Duplex only) uses, as well as Manufactured Home Parks and Guest Houses, are all considered "Conditionally Compatible" in areas exposed to CNEL 60 dB to 65 dB, requiring that residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

61, 62, 63, and 64 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are located in the (RS-5) Residential Single Family zoning district, 5,000 square foot lot minimum, subject to the "Q" Qualified, "D" Design Control, and "S" Development Standard combining zones (RS-5-S[6]-Q/D). Parcels 62 and 63 have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update. All four of these parcels are of sufficient size to accommodate one residential dwelling unit each. The (RS) Residential Single Family zoning district permits Single Family Residential uses and conditionally permits Manufactured Home Parks and Guest Houses. As shown in Table 10-2, under the noise compatibility criteria in the Draft ALUCP, Single Family Residential uses are considered "Conditionally Compatible" in areas exposed to CNEL 55 dB to 60 dB. This would require all residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

Parcels 124, 125, and 126 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are located in the (RM-30) Residential Multi-Family, 30 units per acre, zoning district subject to the "Q" Qualified and "D" Design Control combining zones (RM-30-Q/D). All three parcels have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update. The (RM) Residential Multi-Family zoning district permits Multi Family Residential and Group Residential uses, and conditionally permits Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. Under the noise compatibility criteria in the Draft ALUCP, Multi-Family Residential and Group Residential uses are considered compatible uses in the CNEL 55 dB to 60 dB contour. Under the noise compatibility criteria in the Draft ALUCP, Single Family Residential uses are considered "Conditionally Compatible" in areas exposed to CNEL 55 dB to 60 dB. This would require all residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would

typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

Parcels 123 and 128 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and both parcels are in the (CR) Commercial Recreation zoning district subject to the "Q" Qualified and "D" Design Control combining zones (CR-Q/D). The (CR) Commercial Recreation zoning district conditionally permits Single Family Residential and Caretaker's Residence uses. As shown in Table 10-2, under the noise compatibility criteria in the Draft ALUCP, Single Family Residential and Caretaker's Residence uses are considered "Conditionally Compatible" in areas exposed to CNEL 55 dB to 60 dB. This would require all residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

4.9.1.2 Potential for Displacement Due to Safety Policies

The residential displacement analysis prepared for Shelter Cove Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for the 128 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 104 residential dwelling units was calculated for all 128 parcels under current conditions. A maximum of 154 residential dwelling units was calculated for all 63 parcels under the densities in the Draft ALUCP. The parcels in Shelter Cove are predominantly single-family residential lots. Draft ALUCP GP-23 protects the right to develop a single-family dwelling on parcels that are allow this types of development under existing zoning. This is reflected in the residential displacement calculations for Shelter Cove. Accordingly, there is no potential for residential displacement in the areas around Shelter Cove Airport.

A total of 109 RHNA housing opportunity sites/dwelling units were identified in Review Area 1 for Shelter Cove Airport. The Draft ALUCP would not displace any of these units.

4.9.1.3 Residential Displacement Analysis Summary

The results of the analysis indicate that there is potential for displacement of one residential dwelling unit due to the noise and safety policies in the Draft ALUCP.

4.9.2 Development Displacement Analysis for Nonresidential Land Uses

The study parcels were evaluated for potential displacement of future nonresidential land uses by comparing the policies in the Draft ALUCP with the applicable local land use regulations. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

4.9.2.1 Potential for Displacement Due to Noise Policies

All nonresidential land uses permitted and conditionally permitted in the (R2) Mixed Residential, (RS) Residential Single Family, (RM) Residential Multi-Family, and (CR) Commercial Recreation zoning districts are considered "Compatible" in the CNEL 55 dB to 60 dB contour under the Draft ALUCP's noise compatibility criteria.

Parcels 73, 74, 75, 76, 77, 91, 104, 105, 106, 107, 108, 109, and 110 and are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are zoned R2-S4-Q/D. Parcel 78 is also subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and is zoned R2-Q/D. The nonresidential land uses permitted and conditionally permitted in this zoning district include four conditionally permitted outdoor uses that are considered "Conditionally Compatible" in the CNEL 60 dB to 65 dB contour under the noise compatibility criteria in the Draft ALUCP. These uses include Coastal Access Facilities, Fish and Wildlife Management, Watershed Management, Wetland Restoration. In this context, "Conditionally Compatible" means that the CNEL is acceptable for outdoor activities, although some noise interference may occur, and caution should be exercised with regard to noise-sensitive uses. As this criterion would not prevent these land uses from being implemented on these parcels, there is no potential for displacement of these land uses under the noise policies in the Draft ALUCP.

4.9.2.2 Potential for Displacement Due to Safety Policies

The study parcels within Review Area 1 for Shelter Cove Airport are located in or intersected by Safety Zones 1 through 5. Zoning for the parcels located in Safety Zone 6 does not permit or conditionally permit land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP. Therefore, these parcels were excluded from further analysis.

The following section discusses the potential for displacement due to the safety policies in the Draft ALUCP.

Safety Zone 1

Parts of Parcels 01 and 02 are located within Safety Zone 1. Both parcels are vacant and zoned for (CR) Commercial Recreation, subject to the "Q" Qualified, "AP" Airport Safety Review, and

"D" Design Control combining zones. Parcel 02 is also subject to the "A" Special Archaeological Resource Area Regulations for Shelter Cove combining zone. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1914. Ordinance No. 1914 restricts principal and conditionally permitted uses on these parcels that would otherwise be allowed. In this instance, Ordinance No. 1914 prohibits temporary and/or recreational housing (including tents, travel trailers, motor homes, and campers) and certain accessory buildings.

There are five permitted or conditionally permitted land uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered incompatible in Safety Zone 1. These uses include "Commercial Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." All of Parcel 01 and the majority of Parcel 02 located in Safety Zone 1 are also located within Compatibility Zone A as delineated in the current ALUCP. The Airport/Land Use Safety Compatibility Criteria for Compatibility Zone A prohibits the development of non-aviation related structures, assemblages of people, or hazards to flight. Accordingly, the uses identified as incompatible in Safety Zone 1 would be prohibited in Compatibility Zone A. As these uses are already prohibited in these areas, there is no potential for their displacement from the parts of Parcels 01 and 02 in Safety Zone 1.

Safety Zone 2

Parts or all of Parcels 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 91, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 122, 123, 124, 125, 127, and 128 are located in Safety Zone 2.

Parcels 01, 02, 03, 04, 05, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 122, 123, 127, and 128 are vacant and zoned for (CR) Commercial Recreation, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 01, 02, 03, 04, and 05 are also subject to the "AP" Airport Safety Review combining zone and Parcels 02, 03, and 04 are subject to the "A" Special Archaeological Resource Area Regulations for Shelter Cove combining zone. In addition to the "Q" Qualified and "D" Design Control combining zones, Parcels 109, 110, and 111 are subject to the "S" Development Standard combining zone. The purpose of the "S" Development Standard combining zone is to allow modification of the development standards established in the principal zone, including changes to minimum lot size, width, depth, setbacks, ground coverage, building height, and building type. Under the current ALUCP, Parcels 01and 02 are primarily located in Compatibility Zones A and B1, Parcels 03, 04, and 05 are primarily located in Compatibility Zone D, and the remainder of the parcels in Safety Zone 2 zoned for (CR) Commercial Recreation are located in Compatibility Zone C.

There are four permitted or conditionally permitted nonresidential uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 2. These uses include "Commercial Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and

Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." The principally permitted uses under "Commercial Recreation" include "Visitor Serving Facilities, Transient Habitation, Commercial Recreation, Coastal Dependent Recreation, Resource Related Recreation, Coastal Access Facilities, and Minor Utilities to serve these uses." Commercial Recreation is further defined in the Humboldt County Zoning regulations as including "facilities serving recreational needs but operated for private profit, including, for example, riding stables, chartered fishing boats, tourist attractions and amusement or marine parks, including special occupancy parks and tent camps." Under the safety compatibility criteria in the Draft ALUCP, these uses would be considered compatible in Safety Zone 2 on the condition that the maximum nonresidential intensity limit of 60 people per acre and the maximum lot coverage percentage are upheld and group recreational activities are not allowed. Most commercial recreational uses as described by the Humboldt County Zoning regulations are developable within these parameters. While higher intensity uses such as amusement or marine parks would not be allowed, most of the vacant parcels located in Safety Zone 2 are of insufficient size to accommodate this type of high intensity development. Furthermore, the larger parcels within Safety Zone 2 are primarily located in Compatibility Zones A and B1 under the current ALUCP, which prohibits or limits these types of high intensity uses. In addition, "Transient Habitation" uses such as special occupancy parks and tent camps are prohibited in Shelter Cove under Ordinance No. 1914. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, "Commercial Recreation" uses would not be considered displaced due to the policies in the Draft ALUCP.

"Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. None of these land uses would violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[8] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20 are vacant and zoned for (RS) Residential Single-Family, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 07, 08, 09, 10, 11, 13, 14, 15, 16, 18, 19, and 20 are also subject to the "S" Development Standard combining zone. These parcels are primarily located in Compatibility Zone C under the current ALUCP.

There are three permitted or conditionally permitted nonresidential uses in the (RS) Residential Single-Family zoning district that are considered incompatible land uses in Safety Zone 2. These

[8] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

include "Community Assembly," "Private Institution," and "Private Recreation." Examples of "Community Assembly" provided in the Humboldt County Zoning Regulations include gathering places such as places of worship, clubs, lodges, meeting halls, recreation centers, and public swimming pools. "Private Recreation" represents a subset of this category in that it includes clubs or recreation facilities open to members only. "Private institutions" as defined in the Humboldt County Zoning Regulations include "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory." The types of facilities included under "Private Institutions" would be considered prohibited uses in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" and "Private Recreation" would likely be considered not acceptable in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There are seven permitted or conditionally permitted nonresidential uses in the (RS) Residential Single-Family zoning district that are considered conditionally compatible land uses in Safety Zone 2. Three of these uses, "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," would not be considered displaced for reasons previously discussed. The other four uses include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Neighborhood Commercial," and "Public Recreation and Open Space."

"Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," is considered compatible in Safety Zone 2 on the condition that they adhere to the applicable maximum intensity and lot coverage and limit the use is limited to a single-story building. "Essential Services" are described in the Humboldt County Zoning Regulations as including fire and police stations, ambulance services, and post offices. This category of uses is considered compatible in Safety Zone 2 on the condition that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children. "Neighborhood Commercial" is defined in the Humboldt County Zoning Regulations as "retail sales and services which provide convenient facilities to residential areas, such as coin operated laundries, food markets, variety stores, and automobile gas or filling stations." This use is considered compatible in Safety Zone 2 on the condition that the development adheres to the applicable maximum intensity and lot coverage limits. Finally, "Public Recreation and Open Space" is defined in the Humboldt County Zoning regulations as "publicly-owned and maintained parkland and low intensity uses attendant thereto, such as tent camps and picnic areas and food service and other concessions." This category of use would be compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. As previously discussed, tent camps are prohibited in Shelter Cove under Ordinance No. 1914. Regardless, the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, and these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 104, 105, 106, 107, 108, 124, and 125 are vacant and zoned (RM-30) Residential Multi-Family, 30 dwelling units per acre. These parcels are also subject to the subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 104, 105, 106, 107, and 108 are also subject to the "S" Development Standard combining zone. These parcels are located in Compatibility Zone C under the Current ALUCP. As shown in Table 10-6, there are four permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered incompatible land uses in Safety Zone 2. Three of these uses, "Community Assembly," "Private Institution," and "Private Recreation," would not be considered displaced for reasons previously discussed. "Non-Assembly Cultural" uses are defined in the Humboldt County Zoning regulations as museums, art galleries, libraries, observatories, and similar organizations and institutions. This type of low intensity use would be considered normally acceptable under the current ALUCP airport/land use safety compatibility criteria. Therefore, there is potential for displacement of the "Non-Assembly Cultural" land use from Parcels 104, 105, 106, 107, 108, 124, and 125.

There are seven permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered conditionally compatible in Safety Zone 2. Six of these uses, "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Neighborhood Commercial," "Public Recreation and Open Space," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," would not be considered displaced for reasons previously discussed. The seventh use, "Office and Professional Service," is considered compatible on the condition that the development adheres to the applicable maximum intensity and lot coverage limits and is limited to a single-story building. As these conditions would not prevent development of "Office and Professional Service" on Parcels 104, 105, 106, 107, 108, 124, and 125, this use would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 91 and 103 are vacant and zoned (R2) Mixed Residential, subject to the "Q" Qualified and "D" Design Control combining zones. Parcel 91 is also subject to the "S" Development Standard combining zone. It must be noted that the portion of Parcels 103 located in Safety Zone 2 represents less than 100 square feet and does not represent a developable area.

There are three permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that would be considered incompatible in Safety Zone 2. As previously discussed, these uses, "Community Assembly," "Private Institution," and "Private Recreation," would not be considered displaced. Table 10-6 also identifies seven permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that are considered conditionally compatible in Safety Zone 2. None of these uses would be considered displaced for reasons previously discussed.

Safety Zone 3

Parts or all of Parcels 118, 119, 120, 121, 122, 125, and 126 are located in Safety Zone 3. Parcels 118, 119, 120, 121, and 122 are vacant and zoned for (CR) Commercial Recreation, subject to the

"Q" Qualified and "D" Design Control combining zones. Parcels 119 and 120 are also subject to the "A" Special Archaeological Resource Area Regulations for Shelter Cove and "S" Development Standard combining zones. Parcels 119, 120, 121, and 122 are located entirely in Compatibility Zone C under the current ALUCP. The portion of Parcel 118 located in Safety Zone is less 15 square feet in area and considered undevelopable for purposes of this analysis.

There are four permitted or conditionally permitted nonresidential uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 3. These uses include "Commercial Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." As discussed in the previous section, "Commercial Recreation" would be considered compatible in Safety Zone 3 on the condition that the maximum nonresidential intensity limit of 60 people per acre and the maximum lot coverage percentage are upheld and group recreational activities are not allowed. Similarly, "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are considered compatible in Safety Zone 3 under the safety compatibility criteria in the Draft ALUCP as long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 126 and 125 are vacant and zoned (RM-30) Residential Multi-Family, 30 dwelling units per acre. These parcels are also subject to the subject to the "Q" Qualified and "D" Design Control combining zones. These parcels are located in Compatibility Zone C under the Current ALUCP. There are two permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered incompatible land uses in Safety Zone 2. These uses include "Community Assembly" and "Private Institution." As discussed for Safety Zone 2, the types of facilities included under "Private Institutions" would be considered prohibited uses in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" would likely be considered not acceptable in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There are nine permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered conditionally compatible in Safety Zone 2. These uses include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Neighborhood Commercial," "Non-Assembly Cultural," "Office and Professional Service," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," "Private Recreation," and "Public Recreation and Open Space."

"Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," are considered compatible in Safety Zone 3 on the condition that this use is limited to buildings less than three-stories. Similarly, "Office and Professional Service" is considered compatible in Safety Zone 3 on the condition that this use is limited to buildings less than three-stories. "Essential Services" are considered compatible in Safety Zone 3 on the condition that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children.

"Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations" and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are considered compatible in Safety Zone 3 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. This land use would violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[9] as well as FAA noticing requirements as established in 14 CFR Part 77.

"Neighborhood Commercial" and "Non-Assembly Cultural" are considered compatible in Safety Zone 3 on the condition that the development adheres to the applicable maximum intensity and lot coverage limits. Finally, "Private Recreation" and "Public Recreation and Open Space" are considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed.

As the conditions applicable to all these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

As both Safety Zones 4 for Shelter Cove Airport are located over the Pacific Ocean, there are no vacant or underutilized parcels to consider for further analysis.

Safety Zone 5

Parts or all of Parcels 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 96, 97, 98, 99, 100, 101, 102, and 103 are located in Safety Zone 5.

Parcels 96, 97, 98, 99, and 100 are zoned (CG) Commercial General, subject to the "Q" Qualified and "D" Design Control combining zones. Less than 1,000 square feet of Parcels 96, 97, 98, and 99 are located in Safety Zone 5. The remainder of these parcels are located in Safety Zone 6. The areas within Safety Zone 5 are considered undevelopable for purposes of this analysis. However, more than 2,500 square feet of Parcel 100 is located in Safety Zone 5 and this parcel has been

[9] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

retained for further analysis. The majority of Parcel 100 is also located in Safety Zone 6. Parcel 100 is located in Compatibility Zone D under the current ALUCP.

There are nine permitted or conditionally permitted uses allowed in the (CG) Commercial General zoning district that under the safety compatibility criteria in the Draft ALUCP are considered incompatible in Safety Zone 5. These land uses include "Automotive, Sales, Service and Repair," "Community Assembly," "Essential Services," "Extensive Impact Civic Use," "Health Care Services," "Heavy Commercial," "Non-Assembly Cultural," "Retail Sales," and "Retail Services." The principally permitted uses under "Automotive Sales, Service, and Repair" include "the sales from the premises of motor vehicles, accessory parts and supplies, and the provision of services generally required in the operation and maintenance of motor vehicles; the major repair or painting of motor vehicles, including body work and installation of major accessories, as well as the washing and polishing of motor vehicles. Auto sales from the premises are also included." Although considered incompatible in Safety Zone 5 under the safety compatibility criteria in the Draft ALUCP, these uses are likely to be considered acceptable in Compatibility Zone C under the current ALUCP. However, the portion of Parcel 100 located in Safety Zone 5 is likely not large enough to accommodate development of these uses. Approximately 70 percent of Parcel 100 is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP and is of sufficient size to accommodate this type of development. Accordingly, these uses would not be considered displaced for purposes of this analysis.

The Humboldt County Zoning Regulations identify principally permitted uses under "Heavy Commercial" as including "activities such as transfer, storage or processing of used, scrap or waste materials, including automobile wrecking, the sales, storage of building materials, construction and agricultural equipment, kennels, and animal hospitals." Similarly, the principally permitted uses under "Retail Sales" include "the rental or sale, from the premises, of various consumer goods including food, household goods, business supplies, small equipment, agricultural supplies, and parts and accessories, and incidental storage activities." Finally, the principally permitted uses under "Retail Service" include "the provision of services other than those classified as Civic Uses, including personal service, business service, eating and drinking establishments, automobile gas or filling station, minor automotive repair, group assembly for entertainment or athletic events, animal care and treatment, and undertaking services." Again, while under the safety compatibility criteria in the Draft ALUCP, these uses would be considered incompatible in Safety Zone 5, these uses would likely be considered acceptable in Compatibility Zone C. Accordingly, these uses would be considered potentially displaced were the portion of Parcel 100 located in Safety Zone 5 large enough to accommodate their development. However, as the majority of the parcel is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP, there is sufficient area for their development on Parcel 100 and these uses would not be considered displaced for purposes of this analysis.

The Humboldt County Zoning Regulations defines "Extensive Impact Civic Use Type" as including "the uses typically performed by, or the maintenance and operation of, the following institutions and installations: Airports, heliports, and helistops; Railroad stations; Bus Depots; Publicly operated parking garages; Water and wastewater treatment plants; Cemeteries,

mausoleums, crematoriums and columbariums; Sites for storage, repair and processing of materials and equipment and vehicles operated by governmental entities; Military installations; Electrical power plants operated by a government entity or public utility; and Gas and oil storage facilities for power plants operated by a government entity or public utility." The transportation related uses described above, including parking, are all considered compatible in Safety Zone 5 under the safety compatibility criteria in the Draft ALUCP. Excluding gas and oil storage, the utility related uses would be considered conditionally compatible in Safety Zone 5 under the condition that they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. Storage of oil and gas would be considered incompatible in Safety Zone 5 and conditionally compatible in Safety Zone 6. Again, this use would be considered potentially displaced were the portion of Parcel 100 located in Safety Zone 5 large enough to accommodate its development. However, as the remainder of the parcel is in Safety Zone 6 where this use is conditionally compatible under the safety compatibility criteria in the Draft ALUCP, there is sufficient area for its development on Parcel 100 and this use would not be considered displaced for purposes of this analysis.

The Humboldt County Zoning Regulations defines the "Health Care Services Use Type" as including "the uses typically performed by the following institutions: Health and medical clinics; Hospitals; Nursing homes, convalescent hospitals, rest homes, and homes for the aged with seven or more patients, or with mental, drug addict, or alcohol addict cases; and Medical centers for observation or rehabilitation, with full-time supervision or care." Under the safety compatibility criteria in the Draft ALUCP, these uses would be considered incompatible in Safety Zone 5. However, these uses are also prohibited in Compatibility Zone C under the current ALUCP. As these uses would not be allowed under current conditions, they would not be considered displaced for purposes of this analysis.

"Essential Services," described in the discussion on Safety Zone 2 as including fire and police stations, ambulance services, and post offices, are considered incompatible in Safety Zone 5. Again, this use would be considered potentially displaced were the portion of Parcel 100 located in Safety Zone 5 large enough to accommodate its development. As the majority of the parcel is in Safety Zone 6 where this use is compatible under the safety compatibility criteria in the Draft ALUCP, there is sufficient area for its development on Parcel 100 and this use would not be considered displaced for purposes of this analysis.

Finally, "Community Assembly" and "Non-Assembly Cultural," are considered incompatible in Safety Zone 5. As discussed for Safety Zone 2, the types of facilities included under "Community Assembly" include gathering places such as places of worship, clubs, lodges, meeting halls, recreation centers, and public swimming pools. The types of facilities included under "Non-Assembly Cultural" include museums, art galleries, libraries, observatories, and similar organizations and institutions. These uses are likely to be considered acceptable in Compatibility Zone C under the current ALUCP. Therefore, their development would likely not be prohibited under current conditions. Furthermore, although the portion of Parcel 100 located in Safety Zone 5 should be large enough to accommodate development of several of these uses, approximately 70 percent of Parcel 100 is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP. As there is sufficient area on Parcel 100 for

development of these uses in an area where they are considered compatible uses, they would not be considered displaced for purposes of this analysis.

There are five permitted or conditionally permitted uses allowed in the (CG) Commercial General zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 5. These uses include "Administrative," "Office and Professional Service," "Minor Generation and Distribution Facilities," "Minor Utilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations."

As defined in the Humboldt County Zoning Regulations, the Administrative Use Type "includes the uses performed by public, public non-profit, parochial, and public utility administrative offices." These are similar uses to "Office and Professional Service." Both are considered compatible in Safety Zone 5 on the condition that the use is limited to a single-story building. Similarly, "Minor Generation and Distribution Facilities," "Minor Utilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," are considered compatible in Safety Zone 5 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 100, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91 are vacant and zoned (R2) Mixed Residential, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91 are also subject to the "S" Development Standard combining zone. The parts of Parcels 37, 84, and 101 in Safety Zone 5 are less than 1,000 square feet in size and are thus not considered developable for purposes of this analysis. All study parcels zoned for (R2) Mixed Residential are located in Compatibility Zone C under the current ALUCP.

There are five permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that would be considered incompatible in Safety Zone 5. These uses include "Community Assembly," "Essential Services," "Neighborhood Commercial," "Private Institution," and "Private Recreation." The types of facilities included under "Private Institutions," defined in the discussion on Safety Zone 2, would be considered prohibited uses in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" and "Private Recreation" would likely be considered not acceptable in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

"Essential Services" and "Neighborhood Commercial" are low intensity uses that would be considered normally acceptable under the current ALUCP airport/land use safety compatibility criteria. Therefore, there is potential for displacement of the "Essential Services" and "Neighborhood Commercial" land uses from Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91.

There are seven permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that are considered conditionally compatible in Safety Zone 2. None of these uses would be considered displaced for reasons previously discussed.

These uses include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Public Recreation and Open Space." "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," are considered compatible in Safety Zone 5 on the condition that development adheres to the applicable maximum intensity and lot coverage limits and is limited to single-story buildings. "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP as long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. None of these land uses would violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[10] as well as FAA noticing requirements as established in 14 CFR Part 77. Finally, "Public Recreation and Open Space" is considered compatible in Safety Zone 5 as long as any development adheres to the applicable maximum intensity and lot coverage limits. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 17, 22, 36, 31, 18, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 34, 35, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 32, 33, 59, 60, 19, 20, 48, 61, 62, 63, and 64 are vacant and zoned for (RS-5) Residential Single-Family, minimum lot size of 5,000 square feet, subject to the "Q" Qualified and "D" Design Control combining zones. Excluding Parcels 17 and 22, all parcels are also subject to the "S" Development Standard combining zone. These parcels are primarily located in Compatibility Zone C under the current ALUCP.

The same permitted and conditionally permitted uses allowable in the (R2) Mixed Residential zone are allowable in the (RS) Residential Single-Family Zone. Accordingly, Table 10-8, identifies five permitted or conditionally permitted nonresidential uses in the (RS) Residential

[10] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

Single-Family Zone that would be considered incompatible in Safety Zone 5. Of these five uses, there is potential for displacement of the "Essential Services" and "Neighborhood Commercial" land uses from Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91.

The same seven permitted or conditionally permitted nonresidential uses allowable in the (R2) Mixed Residential zone as allowable in the (RS) Residential Single-Family Zone. None of these uses would be considered displaced for reasons previously discussed.

4.9.3 Development Displacement Analysis Summary

Table 4-25 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential dwelling units in either the City of Fortuna or unincorporated Humboldt County.

TABLE 4-25
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- SHELTER COVE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	128	Safety	128	03	1
		Noise	42	None	0
Total Number of Dwelling Units Potentially Displaced					**1**

Table 4-26 provide the results of the development displacement analysis for nonresidential land uses.

TABLE 4-26
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- SHELTER COVE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	128	Safety Zone 1	2	None	0
		Safety Zone 2	43	104, 105, 106, 107, 108, 124, and 125	42,472.03
		Safety Zone 3	7	None	0
		Safety Zone 5	83	46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91	185,643.57
		Noise	42	None	0
Total Area of Potential Displacement (Square Feet)					**228,115.60**

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CHAPTER 5
Environmental Factors Potentially Affected

The ALUCP establishes land use policies and criteria for implementation by local agencies and does not propose or entail any new development, construction or changes to existing land uses or the environment. The ALUCP proposes limits on the type of future uses to be developed in proximity to Humboldt County's Airports, to prevent the creation of noise and safety compatibility conflicts with ongoing airport activities. No physical construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the land use restrictions and policies. Similarly, no change in aircraft or airport operations would result from adoption of the ALUCP.

5.1 Environmental Analysis Checklist

The following Environmental Analysis Checklist is based on the CEQA Guidelines, Appendix G, Environmental Checklist Form. A narrative description of the analysis undertaken in support of the impact determinations follows each checklist topic.

Initial Study

1. Project Title:	Airport Land Use Compatibility Plan for Humboldt County
2. Lead Agency Name and Address:	Humboldt County Airport Land Use Commission
3. Contact Person and Phone Number:	Robert W. Bronkall, Deputy Director, Department of Public Works (707) 445-7205 bbronkall@co.humboldt.ca.us
4. Project Location:	Humboldt County
5. Project Sponsor's Name and Address:	Humboldt County Department of Public Works 1106 Second Street Eureka, CA 95501
6. General Plan Designation(s):	Various
7. Zoning:	Various

8. Description of Project:

The Proposed Project is for an Airport Land Use Compatibility Plan serving areas around eight public use airports in Humboldt County.

9. Surrounding Land Uses and Setting.

The setting is land within the AIAs for eight public use airports in Humboldt County. Surrounding land uses include forest, agriculture, and suburban residential development.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No. The project would not involve ground disturbance or any other activity that would disturb or affect in any way tribal cultural resources.

5.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Robert W. Bronkall — Signature

02/10/2021 — Date

ROBERT W. BRONKALL
DEPUTY PUBLIC WORKS DIRECTOR

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
I.	**AESTHETICS —** Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a–d) The Draft ALUCP is a policy document focused on development of future land uses within the AIAs for Humboldt County's airports. The policies in the Draft ALUCP are not applicable to existing land uses. Furthermore, as a policy document, the Draft ALUCP does not include physical activities that would directly affect the environment within the AIAs. Accordingly, the Draft ALUCP would not adversely affect any scenic vistas in the AIAs, substantially damage any scenic resources within a state highway, nor create a new source of substantial light or glare which would adversely affect daytime or nighttime views. The Draft ALUCP would not result in a substantial degradation of the existing visual character or quality of public views within the AIAs, nor would it conflict with applicable zoning and/or other regulations governing scenic quality within the AIA.

Development of future land use within the AIAs for Humboldt County's airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be uncertain or unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be affected by ALUCP policies will be undertake project-level environmental review under CEQA as each project arises.

Agriculture and Forestry Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
II. AGRICULTURE AND FORESTRY RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Discussion

a–e Agricultural and/or forestry resources are found in the AIAs for all Humboldt County's Airports. However, the policies in the Draft ALUCP address future land uses within the AIAs for the County's airports. These policies do not apply to existing land uses and the Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. The Draft ALUCP would not b) conflict with existing zoning for agricultural use, or a Williamson Act contract. It would also not c) conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production, nor would it d) result in the loss of forest land or conversion of forest land to non-forest use. The Draft ALUCP would not e) involve changes in the existing environment that could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.

The Draft ALUCP does not include policies that would lead to development of residential or nonresidential land uses that would indirectly result in significant impacts to agriculture and forestry resources. Furthermore, implementation of the ALUCP would

not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of the County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a)-d) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) conflict with or obstruct implementation of an applicable air quality plan; b) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; c) expose sensitive receptors to substantial pollutant concentrations; or d) result in other emissions adversely affecting a substantial number of people.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to air quality. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Discussion

a)-f) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) have a substantial adverse effect on any federally or State-listed species or its habitat; b) adversely effect any riparian habitat or other sensitive natural community; c) adversely effect state or federally protected wetlands; d) interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; e) conflict with any local policies or ordinances protecting biological resources; or f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to biological resources. Implementation of the ALUCP would not affect existing housing,

commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Cultural Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
V.	**CULTURAL RESOURCES —** Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Discussion

a –c) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) cause a substantial adverse change in the significance of a historical resource; b) cause a substantial adverse change in the significance of an archaeological resource; or, c) disturb any human remains.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to cultural resources. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Energy

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VI.	**ENERGY —** Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

a)-b) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; or, b) conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to energy. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Geology and Soils

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

a)-f) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. In addition, the Draft ALUCP would not b) result in substantial soil erosion or the loss of topsoil; c) be located on a geologic unit or soil that is unstable; d) be located on expansive soil; e) have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems; or, f) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to geology and soils. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a), b) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) generate greenhouse gas emissions that may have a significant impact on the environment; or b) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to greenhouse gases. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Discussion

a–g) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) create a significant hazard through the routine transport, use, or disposal of hazardous materials; b) create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; c) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste; d) be located on a site which is included on a list of hazardous materials sites; f) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or, g) expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to hazards and hazardous materials. Implementation of the ALUCP would not affect

existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Hydrology and Water Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

a)-e) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; b) substantially decrease groundwater supplies or interfere substantially with groundwater recharge; c) substantially alter existing drainage patterns of any site within the County's AIAs; d) risk release of pollutants in flood hazard, tsunami, or seiche zones; or, e) conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to hydrology and water quality. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the

development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Land Use and Planning

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a) The Draft ALUCP includes policies directed towards future land uses within the AIAs for Humboldt County's airports. The Draft ALUCP is not applicable to existing land uses and it does not include physical activities that would directly affect the environment within an AIA. Accordingly, the Draft ALUCP would not physically divide an established community.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to land use in Humboldt County. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

b) The Draft ALUCP does not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Any conflict between the Draft ALUCP and local land use plans, policies, or regulations not adopted for the purpose of avoiding or mitigating an environmental effect, would be addressed through either an amendment to the applicable land use plans to make them consistent with the ALUCP or an overrule of the ALUCP by local jurisdictions. Section 65302.3 of the Government Code, requires local agencies to amend their general plans and specific plans to be consistent with the ALUCP within 180 days. Alternatively, if a local agency does not concur with any provision of the ALUCP, it may adopt findings supporting an overrule of the ALUC pursuant to Section 21676 of the Public Utilities Code.

The development displacement analysis prepared in support of this Initial Study and summarized in Chapter 4, identifies areas within the AIAs for the County's Airports where the policies of the Draft ALUCP, upon adoption by the ALUC, may prohibit or conditionally limit the development of certain future land uses that are currently allowed under local zoning. These areas are located within the noise contours and safety zones for each Airport included in the Draft ALUCP. The following sections discuss potential conflicts in these areas between the policies in the Draft ALUCP and local land use plans, policies, or regulations.

California Redwood Coast – Humboldt County Airport

As discussed in Section 4.2.3, there is potential for displacement of 79 residential dwelling units in the areas around ACV. These are attributable to larger parcels with potential for subdivision.

As regards nonresidential displacement, the results of the development displacement analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP for ACV. Under the safety policies in the Draft ALUCP, there is potential for displacement of two land uses on two parcels (Parcels 01 and 118) in Safety Zone 2. These uses are "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and "Labor camps and labor supply camps." There is potential for displacement of "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" from 2,513.98 sq. ft. of Parcel 20 and "Labor camps and labor supply camps" from 48,606.52 sq. ft. of Parcel 118.

Dinsmore Airport

As discussed in Section 4.3.3, there is potential for displacement of 101 residential dwelling units on four parcels in the areas around Dinsmore Airport. These are attributable to large parcels with potential for subdivision.

The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise or safety policies in the Draft ALUCP for Dinsmore Airport.

Garberville Airport

As discussed in Section 4.4.3, there is potential for displacement of two dwelling units on two parcels (Parcels 09 and 10) in the CNEL 65 dB to 70 dB contour. There is also potential for displacement of seven dwelling units on Parcels 02, 22, and 23 in the Safety Zones for Garberville Airport. These are attributable to large parcels with potential for subdivision.

The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one or more land uses on three parcels: Parcels 14 and 27 in Safety Zone 2 and Parcel 27 and Parcel 31 in Safety Zones 3. Nonresidential land uses considered incompatible in Safety Zone 2 include "Labor camps and labor supply camps" on Parcel 14 and "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" on Parcel 27. An estimated 358,444.12 square feet of space available for these uses on Parcels 27 and 31 would be potentially displaced within Safety Zone 3. Nonresidential land uses considered incompatible in Safety Zone 3 include "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" on Parcel 27 and Parcel 31. An estimated 42,052.47 square feet of space available for these uses on Parcels 27 and 31 would be potentially displaced within Safety Zone 3. The results of the development displacement analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

Kneeland Airport

As discussed in Section 4.5.3, there is no potential for displacement of residential uses in the areas around Kneeland Airport.

The results of the development displacement analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," from the portions of Parcel 01 located in Safety Zones 2 and 3. Similarly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of Parcels 06 and 07 located in Safety Zone 2 and Parcel 07 in Safety Zone 3. Finally, there is potential for displacement of "Animal hospitals and kennels," "Labor camps and labor supply camps," and "Rental and sales of irrigation equipment and storage incidental thereto" from Parcels 06 and 07 located in Safety Zone 5 (approximately 396,307.39 square feet). An estimated 5,980,511.69 square feet of space of these uses from Parcels 01, 06, and 07 would be potentially displaced within the safety zones for Kneeland Airport. The results of the development displacement analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

Murray Field Airport

As discussed in Section 4.6.3, there is no potential for displacement of residential uses in the areas around Murray Field Airport.

The results of the development displacement analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Labor camps," on Parcels 03, 17, 19, and 20 in Safety Zone 2 (approximately 998,403.65 square feet) and Parcels 03, 05, 19, and 20 in Safety Zones 3 (approximately 2,075,346.89 square feet). The results of the development displacement analysis indicate that there

would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

Rohnerville Airport

As discussed in Section 4.7.3, there is no potential for displacement of residential uses in the areas around Rohnerville Airport.

The results of the development displacement analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Labor camps and labor supply camps," on Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 in Safety Zone 2 (approximately 2,555,097.57 square feet) and on Parcels 14, 15, 16, 19, 23, 24, 29, and 32 in Safety Zones 3 (approximately 1,563,628.56 square feet). The results of the development displacement analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

Samoa Field Airport

As discussed in Section 4.8.3, there is no potential for residential displacement in Review Area 1 for Samoa Field.

The results of the development displacement analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Hunting, fishing and development of minor facilities such as hunting or viewing blinds," on Parcel 09. An estimated 12,949 square feet of space on Parcels 09 would be potentially displaced within Safety Zone 2. The results of the development displacement analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP.

Shelter Cove Airport

As discussed in Section 4.9.3, there is potential for displacement of one residential dwelling unit in Review Area 1 for Samoa Field.

The development displacement analysis identified potential for displacement of approximately 42,472.03 square feet of the "Non-Assembly Cultural" land use from Parcels 104, 105, 106, 107, 108, 124, and 125 in Safety Zone 2. There is also potential for displacement of 185,643.57 square feet the "Essential Services" and "Neighborhood Commercial" land uses from Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91.

Discussion

Potential displacement is focused on particular land uses allowable under current zoning. Some currently allowable land uses may be displaced, while the majority of currently allowable land uses are considered compatible under the policies in the Draft ALUCP.

Furthermore, the current ALUCP includes similar policies to those in the Draft ALUCP. These policies have been employed by local agencies through adoption of the Safety Compatibility Criteria in the General Plan Land Use Elements of the three jurisdictions situated in Review Area 1 for the County's Airports: The Cities of Eureka and Fortuna and the County of Humboldt. Accordingly, there are currently allowable land uses under existing zoning that are already rendered incompatible in areas within the Compatibility Zones for the Airports. This results in to relatively small areas of potential displacement around each airport when compared to the overall size of each jurisdiction.

There would be limited displacement of residential land uses within the AIAs for ACV, Dinsmore Airport, and Garberville Airport. Most of the large parcels on which residential displacement has been identified are unlikely to be developed to the densities allowed under the Humboldt County Zoning Regulations. Typical nonresidential land use potentially displaced are "Labor camps" or "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations." These land uses do not represent essential services and can be developed on parcels outside the safety zones for each airport. Most currently allowable land uses would remain compatible or conditionally compatible following adoption of the ALUCP. The potential displacement of one future land use from a parcel does not render the parcel undevelopable when several other land uses remain permissible and developable. Accordingly, the impact on local planning would be less than significant.

Any conflicts between the ALUCP and local planning documents would be considered less than significant under CEQA because under Section 65302.3 of the Government Code the relevant land use documents are required to be made consistent with the adopted ALUCP or local agencies must take steps to adopt findings and override the ALUCP pursuant to section 21676 of the Public Utilities Code. Any conflicts with local planning documents can be avoided or substantially lessened by amending these plans so that they are consistent with the adopted ALUCP. Amending these plans is within the responsibility and jurisdiction of the affected local agencies, and not the ALUC.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

Discussion

a–b) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) result in the loss of availability of a known mineral resource; or, b) result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to mineral resources. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion

a)—b) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) generate a substantial temporary or permanent increase in ambient noise levels in the AIA for any of the County's Airports that exceed standards established in the local general plans or noise ordinances, or applicable standards of other agencies; or, b) generate any groundborne vibration or groundborne noise levels.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to noise. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

c) The Draft ALUCP provides policies addressing future land uses within the AIA's of the County's public use airports. This includes areas within noise contours developed for the Draft ALUCP. The policies in the Draft ALUCP are focused on preventing the future development of noise sensitive land uses in areas exposed to excessive levels of aircraft noise. Therefore, this project would prevent exposure of people residing or working in the project area to excessive noise levels.

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

a) The Draft ALUCP provides policies that restrict the development of certain land uses around the Airports in areas of exposure to high levels of aircraft noise or heightened risk of impact to safety in the event of an aircraft accident. While these restrictions would potentially affect future land use in areas around the Airports, with the exception of Samoa Field Airport, they typically represent a refinement of already existing policies in the current ALUCP. Areas around most of the County's Airports are largely undeveloped and unlikely to be substantially affected by limits on certain land uses placed on them by the Draft ALUCP. Accordingly, any change to development patterns would be minor and unlikely to induce substantial unplanned population growth in any areas around the County's Airports.

b) The Draft ALUCP includes policies that would restrict the development of housing in certain areas around the County's Airports. Specifically, limits on residential densities in the safety zones or in areas exposed to noise levels of CNEL 65 dB and higher. However, these policies do not apply to areas that are already developed with existing residential uses, and restrictions would be limited to vacant and partially developed parcels. Regardless, policies in the Draft ALUCP allow for the construction of single-family dwellings, including accessory dwelling units, on a legal lot of record as of the date of adoption of the ALUCP in all safety zones except Safety Zone 1 (see Policy G-23, *Development by Right*).

A development displacement analysis was completed to identify the potential for displacement of residential land uses in the AIA. The analysis is summarized in Chapter 4 of this Initial Study. The results of the analysis indicate that there would be limited displacement of residential dwelling units within the AIAs for any of the County's airports.

The Draft ALUCP does not include policies that would lead to development of residential or nonresidential land uses that would indirectly result in significant impacts to population and housing. Furthermore, implementation of the ALUCP would not affect existing housing, commercial, industrial, public, or any other land uses that would result

in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Draft ALUCP may indirectly influence future land use development in areas around the County's airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

a) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not result in a) substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for i) fire protection; ii) police protection; iii) schools; iv) parks; or, v) other public facilities.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to public services. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

a)-b) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not result in a) increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or, b) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to recreation. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Transportation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

a)-d) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) conflict with a program plan, ordinance, or policy addressing the circulation system; b) conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); c) substantially increase hazards due to a geometric design feature; or, d) result in inadequate emergency access.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to transportation. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Tribal Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion

a) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) cause a substantial adverse change in the significance of a tribal cultural resource that is, i) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or, ii) a resource determined by the lead agency to be a significant resource to a California Native American tribe.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to tribal cultural resources. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a)-e) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities; b) require use of water supplies; c) make any demand on wastewater treatment providers; c) generate any solid waste; or, e) require compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to utilities and service systems. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as

the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Wildfire

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion

a–d) The policies in the Draft ALUCP address future land uses within the AIAs for Humboldt County's airports. These policies do not apply to existing land uses. The Draft ALUCP is a policy document that does not include activities that would directly affect the environment within an AIA. Therefore, the Draft ALUCP would not a) substantially impair an adopted emergency response plan or emergency evacuation plan; b) exacerbate wildfire risks; c) require the installation or maintenance of infrastructure that may exacerbate fire risk or result in impacts to the environment; or, d) expose people or structures to any risks resulting from runoff, post-fire slope instability, or drainage changes.

The Draft ALUCP does not include policies that would lead to the development of residential or nonresidential land uses that would indirectly result in significant impacts to wildfire. Implementation of the ALUCP would not affect existing housing, commercial, industrial, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other parts of Humboldt County.

Development of future land use within the AIAs for the County's Airports may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. This could include limiting development in some areas while encouraging it in others. It is not possible to evaluate the effects of potential future development within the AIAs as the specific details of future development would be unknown at this time. It is assumed that any future projects within the AIAs for Humboldt County's airports that would be potentially affected by ALUCP policies will undertake the appropriate project-level CEQA environmental review as each project arises.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a)-c) The Draft ALUCP provides policies addressing future land uses within the AIAs for Humboldt County's airports. These policies are not applicable to existing land uses and they do not include physical activities that would directly affect the environment within the AIA for any of the County's Airports. Therefore, the Draft ALUCP would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Furthermore, the Draft ALUCP would not produce effects that are cumulatively considerable, nor would have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The Draft ALUCP does not include policies that would lead to development of residential or nonresidential land uses that would indirectly result in significant impacts to the previously discussed environmental resource categories. Furthermore, implementation of the ALUCP would not affect existing housing, commercial, industrial, public, or any other land uses that would result in the development of replacement housing, facilities, or infrastructure in other areas of the County.

Once implemented, the policies in the Humboldt County ALUCP may indirectly influence future land use development in areas around the County's Airports by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Specific details regarding unidentified future development, and any

subsequent indirect environmental effects of that development, are currently unknown. It is likely that unidentified future development will be subject to project-level environmental review in compliance with CEQA, at which time potential environmental impacts associated with the development will be identified.

DETERMINATION

Based on this Initial Study:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Robert W. Bronkall — Signature

02/10/2021 — Date

ROBERT W. BRONKALL — Printed Name

For

DEPUTY PUBLIC WORKS DIRECTOR

CHAPTER 6
List of Preparers

ESA provided consulting services for this Initial Study. Authors of the Initial Study were:

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Appendix A
Humboldt County ALUCP Development Displacement Analysis Technical Report

Draft

HUMBOLDT COUNTY AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

Development Displacement Analysis

Prepared for
Humboldt County Airport Land Use Commission

January 2021

ESA



Draft

HUMBOLDT COUNTY AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

Development Displacement Analysis

Prepared for
Humboldt County Airport Land Use Commission

January 2021

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TABLE OF CONTENTS

HUMBOLDT COUNTY AIRPORT LAND USE COMPATIBILITY PLAN UPDATE
Development Displacement Analysis

Chapter 1 - Introduction 1-1
1.1 Introduction 1-1

Chapter 2 - Analysis Approach 2-1
2.1 Introduction 2-1
2.2 Parcel Selection 2-3
Airport Property 2-3
Federal, Tribal, and State Lands 2-3
Entitled Parcels 2-3
Parcels with Existing Development 2-3
CNEL 50-55 dB Contour 2-4
Safety Zone 6 2-4
2.3 Residential Displacement Analysis 2-5
2.3.1 Step 1: Calculating the Maximum Number of Residential Dwelling Units 2-5
2.3.2 Step 2: Calculating the Reasonable Number of Residential Dwelling Units 2-6
2.3.3 Step 3: Calculating the Number of Potentially Displaced Residential Dwelling Units 2-6
2.2 Nonresidential Displacement Analysis 2-7
2.2.2 Step 1: Identifying Conflicts between Plans 2-7
2.2.3 Step 2: Calculating Potential Displacement 2-12

Chapter 3 - Development Displacement Analysis – California Redwood Coast-Humboldt County Airport 3-1
3.1 Introduction 3-1
3.2 Parcels Selected for Further Analysis 3-1
3.3 Potential for Displacement Due to Noise Policies 3-12
3.3.1 Residential Displacement Analysis - Noise 3-12
CNEL 55 dB to 60 dB 3-12
3.3.2 Nonresidential Displacement Analysis - Noise 3-12
3.4 Potential for Displacement Due to Safety Policies 3-13
3.4.1 Residential Displacement Analysis 3-13
3.4.2 Nonresidential Displacement Analysis - Safety 3-14
Safety Zone 1 3-14
Safety Zone 2 3-16
Safety Zone 3 3-22
Safety Zone 4 3-27
Safety Zone 5 3-31
Safety Zone 6 3-33

Page

3.5 Displacement Analysis Summary 3-33

Chapter 4 - Development Displacement Analysis – Dinsmore Airport 4-1
4.1 Introduction 4-1
4.2 Parcels Selected for Further Analysis 4-1
4.3 Potential for Displacement Due to Noise Policies 4-4
4.3.1 Residential Displacement Analysis - Noise 4-5
CNEL 60 dB to 65 dB 4-5
4.3.2 Nonresidential Displacement Analysis - Noise 4-5
CNEL 60 dB to 65 dB 4-5
4.4 Potential for Displacement Due to Safety Policies 4-6
4.4.1 Residential Displacement Analysis - Safety 4-6
4.4.2 Nonresidential Displacement Analysis - Safety 4-6
Safety Zone 1 4-7
Safety Zone 2 4-7
Safety Zone 3 4-8
Safety Zone 4 4-9
Safety Zone 5 4-9
Safety Zone 6 4-10
4.5 Displacement Analysis Summary 4-10

Chapter 5 - Development Displacement Analysis – Garberville Airport 5-1
5.1 Introduction 5-1
5.2 Parcels Selected for Further Analysis 5-1
5.3 Potential for Displacement Due to Noise Policies 5-5
5.3.1 Residential Displacement Analysis - Noise 5-5
CNEL 55 dB to 60 dB 5-5
CNEL 60 dB to 65 dB 5-6
CNEL 65 dB to 70 dB 5-6
5.3.2 Nonresidential Displacement Analysis - Noise 5-7
CNEL 60 dB to 65 dB 5-7
CNEL 65 dB to 70 dB 5-7
5.4 Potential for Displacement Due to Safety Policies 5-8
5.4.1 Residential Displacement Analysis - Safety 5-8
5.4.2 Nonresidential Displacement Analysis - Safety 5-8
Safety Zone 1 5-9
Safety Zone 2 5-9
Safety Zone 3 5-12
Safety Zone 4 5-14
Safety Zone 5 5-14
Safety Zone 6 5-15
5.5 Displacement Analysis Summary 5-15

Chapter 6 - Development Displacement Analysis – Kneeland Airport 6-1
6.1 Introduction 6-1
6.2 Parcels Selected for Further Analysis 6-1
6.3 Potential for Displacement Due to Noise Policies 6-4
6.3.1 Residential Displacement Analysis - Noise 6-4
CNEL 55dB to 60 dB 6-4
CNEL 60 dB to 65 dB 6-5
6.3.2 Nonresidential Displacement Analysis - Noise 6-5
CNEL 60 dB to 65 dB 6-5
6.4 Potential for Displacement Due to Safety Policies 6-6

Page

6.4.1 Residential Displacement Analysis - Safety 6-6
6.4.2 Nonresidential Displacement Analysis - Safety 6-6
Safety Zone 1 6-6
Safety Zone 2 6-7
Safety Zone 3 6-8
Safety Zone 4 6-9
Safety Zone 5 6-10
Safety Zone 6 6-10
6.5 Displacement Analysis Summary 6-10

Chapter 7 - Development Displacement Analysis – Murray Field Airport 7-1
7.1 Introduction 7-1
7.2 Parcels Selected for Further Analysis 7-1
7.3 Potential for Displacement Due to Noise Policies 7-5
7.3.1 Residential Displacement Analysis - Noise 7-5
CNEL 55 dB to 60 dB 7-5
CNEL 60 dB to 65 dB 7-5
CNEL 65 dB to 70 dB 7-6
7.3.2 Nonresidential Displacement Analysis - Noise 7-6
CNEL 60 dB to 65 dB 7-6
CNEL 65 dB to 70 dB 7-7
7.4 Potential for Displacement Due to Safety Policies 7-7
7.4.1 Residential Displacement Analysis - Safety 7-7
7.4.2 Nonresidential Displacement Analysis - Safety 7-8
Safety Zone 1 7-8
Safety Zone 2 7-9
Safety Zone 3 7-11
Safety Zone 4 7-12
Safety Zone 5 7-12
Safety Zone 6 7-12
7.5 Displacement Analysis Summary 7-12

Chapter 8 - Development Displacement Analysis – Rohnerville Airport 8-1
8.1 Introduction 8-1
8.2 Parcels Selected for Further Analysis 8-1
8.3 Potential for Displacement Due to Noise Policies 8-10
8.3.1 Residential Displacement Analysis - Noise 8-10
CNEL 55 dB to 60 dB 8-10
CNEL 60 dB to 65 dB 8-10
8.3.2 Nonresidential Displacement Analysis - Noise 8-11
CNEL 60 dB to 65 dB 8-11
8.4 Potential for Displacement Due to Safety Policies 8-11
8.4.1 Residential Displacement Analysis - Safety 8-12
8.4.2 Nonresidential Displacement Analysis - Safety 8-12
Safety Zone 1 8-12
Safety Zone 2 8-14
Safety Zone 3 8-18
Safety Zone 4 8-19
Safety Zone 5 8-21
Safety Zone 6 8-21
8.5 Displacement Analysis Summary 8-22

Chapter 9 - Development Displacement Analysis – Samoa Field Airport 9-1

Page

9.1 Introduction 9-1
9.2 Parcels Selected for Further Analysis 9-1
9.3 Potential for Displacement Due to Noise Policies 9-2
9.4 Potential for Displacement Due to Safety Policies 9-2
9.4.1 Residential Displacement Analysis - Safety 9-5
9.4.2 Nonresidential Displacement Analysis - Safety 9-5
Safety Zone 1 9-5
Safety Zone 2 9-5
Safety Zone 3 9-6
Safety Zone 4 9-6
Safety Zone 5 9-6
Safety Zone 6 9-6
9.5 Displacement Analysis Summary 9-7

Chapter 10 - Development Displacement Analysis – Shelter Cove Airport 10-1
10.1 Introduction 10-1
10.2 Parcels Selected for Further Analysis 10-1
10.3 Potential for Displacement Due to Noise Policies 10-11
10.3.1 Residential Displacement Analysis - Noise 10-11
CNEL 55 dB to 60 dB 10-11
CNEL 60 dB to 65 dB 10-12
3.3.2 Nonresidential Displacement Analysis - Noise 10-13
CNEL 60 dB to 65 dB 10-13
10.4 Potential for Displacement Due to Safety Policies 10-14
10.4.1 Residential Displacement Analysis - Safety 10-14
10.4.2 Nonresidential Displacement Analysis - Safety 10-15
Safety Zone 1 10-15
Safety Zone 2 10-16
Safety Zone 3 10-19
Safety Zone 4 10-21
Safety Zone 5 10-21
10.5 Displacement Analysis Summary 10-26

Appendices

A. Noise and Safety Compatibility Criteria A-1
B. Development Displacement Analysis Tables – California Redwood Coast-Humboldt County Airport B-1
C. Development Displacement Analysis Tables – Dinsmore Airport C-1
D. Development Displacement Analysis Tables – Garberville Airport D-1
E. Development Displacement Analysis Tables – Kneeland Airport E-1
F. Development Displacement Analysis Tables – Murray Field Airport F-1
G. Development Displacement Analysis Tables – Rohnerville Airport G-1
H. Development Displacement Analysis Tables – Samoa Field Airport H-1
I. Development Displacement Analysis Tables – Shelter Cove Airport I-1

List of Figures

Figure 1-1 – Humboldt County Airports 1-2
Figure 3-1 – Parcels Considered in the Development Displacement Analysis - California Redwood Coast-Humboldt County Airport 3-2

Page

Figure 3-2 – Parcels Carried Forward for Further Analysis - California Redwood Coast-Humboldt County Airport 3-3
Figure 3-3 – Parcels Carried Forward for Further Analysis - California Redwood Coast-Humboldt County Airport 3-4
Figure 3-4 – Parcels Carried Forward for Further Analysis - California Redwood Coast-Humboldt County Airport 3-5
Figure 3-5 – Parcels Carried Forward for Further Analysis - California Redwood Coast-Humboldt County Airport 3-6
Figure 3-6 – Parcels Carried Forward for Further Analysis - California Redwood Coast-Humboldt County Airport 3-7
Figure 4-1 – Parcels Considered in the Development Displacement Analysis - Dinsmore Airport 4-2
Figure 4-2 – Parcels Carried Forward for Further Analysis - Dinsmore Airport 4-3
Figure 5-1 – Parcels Considered in the Development Displacement Analysis - Garberville Airport 5-2
Figure 5-2 – Parcels Carried Forward for Further Analysis - Garberville Airport 5-3
Figure 6-1 – Parcels Considered in the Development Displacement Analysis - Kneeland Airport 6-2
Figure 6-2 – Parcels Carried Forward for Further Analysis - Kneeland Airport 6-3
Figure 7-1 – Parcels Considered in the Development Displacement Analysis – Murray Field Airport 7-2
Figure 7-2 – Parcels Carried Forward for Further Analysis – Murray Field Airport 7-3
Figure 8-1 – Parcels Considered in the Development Displacement Analysis - Rohnerville Airport 8-2
Figure 8-2 – Parcels Carried Forward for Further Analysis - Rohnerville Airport 8-3
Figure 8-3 – Parcels Carried Forward for Further Analysis - Rohnerville Airport 8-4
Figure 8-4 – Parcels Carried Forward for Further Analysis - Rohnerville Airport 8-5
Figure 8-5 – Parcels Carried Forward for Further Analysis - Rohnerville Airport 8-6
Figure 8-6 – Parcels Carried Forward for Further Analysis - Rohnerville Airport 8-7
Figure 9-1 – Parcels Considered in the Development Displacement Analysis – Samoa Field Airport 9-3
Figure 9-2 – Parcels Carried Forward for Further Analysis – Samoa Field Airport 9-4
Figure 10-1 – Parcels Considered in the Development Displacement Analysis – Shelter Cove Airport 10-7
Figure 10-2 – Parcels Carried Forward for Further Analysis - Shelter Cove Airport 10-8
Figure 10-3 – Parcels Carried Forward for Further Analysis - Shelter Cove Airport 10-9
Figure 10-4 – Parcels Carried Forward for Further Analysis - Shelter Cove Airport 10-10

List of Tables

Table 2-1 Principal GIS Data Sets Used in the Development Displacement Analysis 2-1
Table 2-2 Applicable General Plan Land Use Designations – Humboldt County and the Cities of Eureka and Fortuna 2-8
Table 2-3 Zoning and Combining Districts - Humboldt County and the Cities of Eureka and Fortuna 2-10
Table 3-1 Parcels Carried Forward for Further Analysis – California Redwood Coast – Humboldt County Airport 3-8
Table 3-2 Summary of Potential Residential Displacement- ACV 3-33
Table 3-3 Summary of Potential Nonresidential Displacement - ACV 3-34
Table 4-1 Parcels Carried Forward for Further Analysis – Dinsmore Airport 4-4

Page

Table 4-2 Summary of Potential Residential Displacement- Dinsmore Airport 4-10
Table 4-3 Summary of Potential Nonresidential Displacement- Dinsmore Airport 4-10
Table 5-1 Parcels Carried Forward for Further Analysis – Garberville Airport 5-4
Table 5-2 Summary of Potential Residential Displacement- Garberville Airport 5-16
Table 5-3 Summary of Potential Nonresidential Displacement- Garberville Airport 5-16
Table 6-1 Parcels Carried Forward for Further Analysis – Kneeland Airport 6-4
Table 6-2 Summary of Potential Residential Displacement- Kneeland Airport 6-10
Table 6-3 Summary of Potential Nonresidential Displacement- Kneeland Airport 6-11
Table 7-1 Parcels Carried Forward for Further Analysis – Murray Field Airport..... 7-4
Table 7-1 Summary of Potential Residential Displacement- Murray Field Airport..... 7-12
Table 7-2 Summary of Potential Nonresidential Displacement- Murray Field Airport 7-13
Table 8-1 Parcels Carried Forward for Further Analysis – Rohnerville Airport..... 8-8
Table 8-2 Summary of Potential Residential Displacement- Rohnerville Airport..... 8-22
Table 8-3 Summary of Potential Nonresidential Displacement- Rohnerville Airport 8-22
Table 9-1 Parcels Carried Forward for Further Analysis – Samoa Field Airport 9-1
Table 9-2 Summary of Potential Residential Displacement- Samoa Field Airport 9-7
Table 9-3 Summary of Potential Nonresidential Displacement- Samoa Field Airport 9-7
Table 10-1 Parcels Carried Forward for Further Analysis – Shelter Cove Airport..... 10-2
Table 10-2 Summary of Potential Residential Displacement- Shelter Cove Airport..... 10-26
Table 10-3 Summary of Potential Nonresidential Displacement- Shelter Cove Airport.... 10-26

CHAPTER 1
Introduction

1.1 Introduction

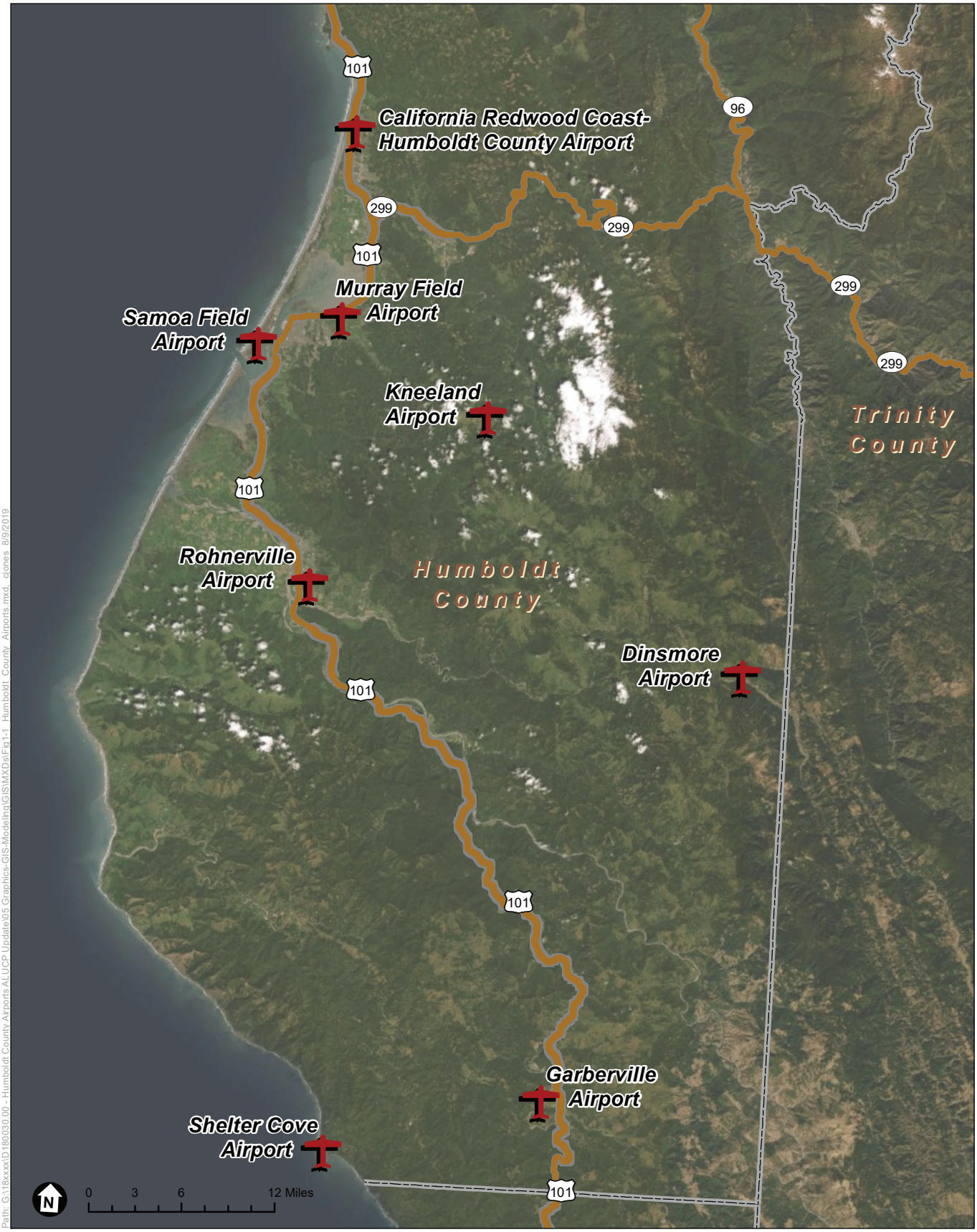
Under California law, when an Airport Land Use Commission (ALUC) adopts an Airport Land Use Compatibility Plan (ALUCP), local land use agencies are required to make their local land use plans (i.e., general plans, specific plans, and zoning ordinances) consistent with the ALUCP within 180 days or to take steps to override all or part of the ALUCP (Govt. Code § 65302.3). New or updated ALUCPs may include policies that conflict with local land use plans. Consequently, ALUCP adoption may have the effect of "displacing" future development by rendering previously compatible land uses incompatible. By displacing planned land use(s) in one area, there is the potential for increased growth pressure in other areas. This in turn may produce environmental impacts such as localized increases in traffic volume, noise, and air pollution. Therefore, it is necessary to analyze a new or updated ALUCP for its potential to result in displacement of future development.

Figure 1-1 depicts the locations of the airports included in the Draft ALUCP for Humboldt County. The Draft ALUCP addresses land use in the airport influence areas (AIAs) for eight public use airports:

- California Redwood Coast – Humboldt County Airport
- Dinsmore Airport
- Garberville Airport
- Kneeland Airport
- Murray Field Airport
- Rohnerville Airport
- Samoa Field Airport
- Shelter Cove Airport

It was necessary to analyze the potential for displacement of future development in the AIA for each of these eight airports. This report provides the results of these analyses. The AIAs for the County's airports are depicted in Chapters 3 through 10.

The Draft ALUCP includes policies focused on noise, safety, airspace protection, and overflight notification for each airport. These four "compatibility factors" guide the policy framework of the Draft ALUCP. However, only the noise and safety compatibility factors include criteria for identifying whether specific land uses are "compatible", "conditionally compatible", or "incompatible." Therefore, this analysis is focused on areas located within the Community Noise Equivalent Level (CNEL) contours and safety zones established for each airport in the Draft ALUCP. The tables providing the noise and safety compatibility criteria from the Draft ALUCP are included in **Appendix A**, *Draft ALUCP Compatibility Criteria*.



SOURCE: ESA, 2018.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 1-1

Humboldt County Airports

ESA

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CNEL contours were modeled for each of the County's eight Airports for inclusion in the Draft ALUCP. The CNEL contours reflect aircraft operations through 2038. Safety Zones were delineated for each Airport using guidance provided by the California Department of Transportation (Caltrans) Division of Aeronautics. The combined area within the CNEL contours and the safety zones is described as Review Area 1 in the Draft ALUCP.

It is important to note that the policies and compatibility criteria in the ALUCP do not apply to land uses that already exist at the time the ALUCP is adopted (see Pub. Util. Code, § 21670 (a)(2) and § 21674(a)). Therefore, there is no potential for displacement of already existing development. This also applies to future land use development that although not started or completed is considered an existing land use because it has already been "entitled" or approved for development by the responsible local agency. (See Policy GP-23 *Development by Right* in the Draft ALUCP.)

All future development within an AIA, whether it is displaced or not, will be subject to the zoning and permitting authority of the Cities of Eureka and Fortuna and Humboldt County. It is likely that future development projects within an AIA will undergo environmental review under the California Environmental Quality Act (CEQA) at the project level. Accordingly, environmental impacts arising from future development projects will have to be specifically considered in the appropriate environmental documents prepared for those projects as a condition of approval and permit issuance.

Chapter 2 provides a detailed discussion of the methodologies employed for purpose of the development displacement analysis. Chapters 3 through 11 discuss the results of the development displacement analysis for each of the County's eight public use airports.

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CHAPTER 2
Analysis Approach

2.1 Introduction

The purpose of this development displacement analysis is to identify potential conflicts between existing land use plans and the policies and compatibility criteria included in the Draft Humboldt County Airport Land Use Compatibility Plan (ALUCP). These conflicts have the potential to result in the potential displacement of future development in areas around the County's eight public use airports. The AIAs for the County's airports cover areas within the Cities of Fortuna and Eureka, as well as unincorporated Humboldt County. Accordingly, zoning and general plan land use document for all there of these jurisdictions were considered in the analysis where appropriate.

The analyses conducted for the County's airports were primarily conducted using geographical information system (GIS) data. **Table 2-1** identifies the principal GIS data used in the analyses, as well as the source, and date of the files.

TABLE 2-1
PRINCIPAL GIS DATA SETS USED IN THE DEVELOPMENT DISPLACEMENT ANALYSIS

Data File	File Contents	Source	Date of File
Humboldt County Parcel Layer Version 8.5 (apnhum85sp.shp)	This file provides parcel boundaries for Humboldt County.	Humboldt County	December 3, 2020
Humboldt County Land Information System Database (LIS3mod.dbf)	This file provides additional land	Humboldt County	December 20, 2017
Humboldt County's Public Lands Parcel Layer Version. 6.1 (mergepub6rev.shp)	This file identifies local, county, state, tribal, and federal lands in Humboldt County.	Humboldt County	November 30, 2018
2019 Humboldt County Residential Land Inventory (2019_Residential_Land_Inventory.shp)	This file identifies the housing opportunity sites throughout Humboldt County as identified in the 2019 regional housing needs assessment	Humboldt County	June 2020
Humboldt County Zoning (humz56sp.shp)	Zoning data for unincorporated Humboldt County.	Humboldt County	December 2, 2020
Humboldt County General Plan Land Use (Humboldt_County_General_Plan.shp)	General Plan land use data for unincorporated Humboldt County	Humboldt County	April 9, 2020

TABLE 2-1
PRINCIPAL GIS DATA SETS USED IN THE DEVELOPMENT DISPLACEMENT ANALYSIS

Data File	File Contents	Source	Date of File
Humboldt County Airport Land Use Compatibility Plan Compatibility Zones (airpcompzsp.shp)	Airport land use compatibility zones developed for the 1993 Humboldt County ALUCP)	Humboldt County	June 24, 2019
City of Fortuna Zoning (Borders.Fortuna_Zoning.shp)	Zoning data for the City of Fortuna	City of Fortuna	June 07, 2019
City of Fortuna General Plan Land Use (Borders.Fortuna_GP_LandUse.shp)	General Plan land use data for the City of Fortuna	City of Fortuna	June 29, 2018
City of Eureka Zoning (Eureka_zoning.shp)	Zoning data for the City of Eureka	City of Eureka	June 18, 2019
City of Eureka General Plan Land Use (landuse_proposed.shp)	Zoning data for the City of Eureka	City of Eureka	June 09, 2019
California Protected Areas Database (CPAD), Version 2020b (CPAD_Holdings.shp)	This file provides data on all on open space lands owned by public agencies in the state of California.	GreenInfo Network/ California Natural Resources Agency	December 2020
Tribal lands (cb_2017_us_aiannh_500k)	Tribal lands in the United States	U.S. Census Bureau	June 22, 2018
Humboldt County Coastal Zone Boundary (cntycz2.shp)	This file depicts the coastal zone boundary for Humboldt County.	Humboldt County	June 28, 2005
Draft Safety Zones (ACV_SZ.shp; Dinsmore_SZ.shp; Garberville_SZ.shp; Kneeland_SZ.shp; Murray_SZ.shp; Rohnerville_SZ.shp; Samoa_SZ.shp; Shelter_Cove_SZ.shp)	The Draft safety zones for the County's airports.	Environmental Science Associates	July 21, 2020
Draft CNEL Contours (ACV_CNEL.shp; Dinsmore_CNEL.shp; Garberville_CNEL.shp; Kneeland_CNEL.shp; Murray_CNEL.shp; Rohnerville_CNEL.shp; Samoa_CNEL.shp; Shelter_Cove_CNEL.shp)	The Draft CNEL contours for the County's airports.	Environmental Science Associates	July 21, 2020

SOURCE: Humboldt County Department of Public Works, 2020; Environmental Science Associates, 2020.

At its most basic level, the displacement analysis follows a three step process: 1) identify and select vacant and underutilized parcels within Review Area 1 of the AIA for each of the County's eight public use airports; 2) determine if and how ALUCP policies and compatibility criteria would conflict with current land use plans as applied to these parcels; and, 3) calculate potential displacement, if any, by quantifying the number of residential dwelling units and maximum square footage of nonresidential land uses potentially displaced. The following sections discuss this process in greater detail.

2.2 Parcel Selection

As the policies in the Draft ALUCP do not apply to existing land uses, the analysis was focused on vacant and underutilized parcels within Review Area 1 of the AIAs for the County's eight public use airports. Because the jurisdiction of the ALUC is limited, it was necessary to exclude certain parcels from further analysis. These include parcels within the following categories:

Airport Property

The ALUC has no authority over airport operations; therefore, parcels located on airport property were excluded from further analysis unless they were designated on the Airport Layout Plans (ALPs) for each of the airports for future non-aviation related development.

Federal, Tribal, and State Lands

The ALUC has no authority to review land use on federal or state-owned lands, or on Indian reservations or tribal properties held in trust by the federal government. Parcels owned by these entities were excluded from further analysis. These parcels were identified using geospatial data provided by Humboldt County, the California Public Areas Database produced by the California Department of Natural Resources, and the U.S. Census Bureau.

Entitled Parcels

As discussed in Draft ALUCP Policy GP-22, *Existing Nonconforming Uses*, with certain exceptions, parcels with existing land uses are exempt from the policies of the draft ALUCP. This includes parcels with land uses under development or already approved for development. For purposes of identifying these parcels, a list of current projects provided on the Humboldt County website was reviewed for parcels located within Review Area 1. The latest available list was dated May 2017. Similarly, the City of Eureka provides lists of building permits issued for parcels within its jurisdiction. The latest available list was dated September 2020. Similar information was not available from the City of Fortuna. Parcels identified on these lists were reviewed and if they were found to be approved for development, they were removed from the database.

Parcels with Existing Development

Because the Draft ALUCP policies do not apply to already developed parcels, it was necessary to exclude parcels with existing development from further analysis. The Humboldt County Parcel Database includes information on each parcel, including parcel size and details on improvements made to the property. Parcels identified as being "improved" were further evaluated visually using both Google Earth (aerial photography dated April 2019) and the Humboldt County Web GIS tool to identify the presence of existing development. Parcels confirmed to be fully developed were excluded from further analysis. Parcels identified as being only partially developed and were determined to be of sufficient size to be subdivided while meeting the minimum lot size requirements under the applicable zoning ordinance were identified as "underutilized" and retained for further analysis.

CNEL 50-55 dB Contour

Per the compatibility criteria provided in Table 3-2 in the Draft ALUCP, there are no incompatible or conditionally compatible land uses in the CNEL 50-55 dB contour. Accordingly, vacant and underutilized parcels intersected by or located entirely within the CNEL 50-55 dB contour were excluded from further analysis under the noise policies. Please note these parcels may have been retained for further analysis under the safety policies if they were intersected by or located within Safety Zones 1 through 6.

Safety Zone 6

Per the compatibility criteria provided in Table 3-2 in the Draft ALUCP, there are no incompatible land uses in Safety Zone 6. There are three conditionally compatible land uses: "Major Assembly Facilities – Outdoor," "Manufacturing/Processing – Hazardous," and "Materials Storage – Hazardous." All other land uses are considered compatible in Safety Zone 6. Within Review Area 1 of the AIAs for the County's airports, only a few zoning districts in unincorporated Humboldt County permit or conditionally permit land uses equivalent to these land use categories. "Hazardous Industrial" use types permitted or conditionally permitted in the (MG) Industrial General and (MC) Industrial/Coastal Dependent zoning districts in the Humboldt County Coastal Zoning Regulations fall within the "Manufacturing/Processing – Hazardous" land use category. Similarly, "Oil and Gas Drilling and Processing" permitted or conditionally permitted in the (AE) Agricultural Exclusive, (TC) Commercial Timber, and (TPZ) Timberland Production Zone zoning districts in the Humboldt County Coastal Zoning Regulations fall within "Manufacturing/Processing – Hazardous," and "Materials Storage – Hazardous" land use categories. There are no equivalent land uses to "Major Assembly Facilities – Outdoor" permitted or conditionally permitted in the zoning districts located in Safety Zone 6 of any of the AIAs. Subsequently, only vacant and underutilized parcels within the (MG) Industrial General, (MC) Industrial/Coastal Dependent, (AE) Agricultural Exclusive, (TC) Commercial Timber, and (TPZ) Timberland Production Zone zoning districts in the Coastal Zone and located in Safety Zone 6 were carried forward for further analysis. All permitted and conditionally permitted land uses in the other zoning districts located in Safety Zone 6 are considered "compatible" under the noise and safety compatibility criteria in the Draft ALUCP (see Appendix A). Please note that parcels located in Safety Zone 6 that are intersected by or located within the CNEL 55 dB contours may be retained for further analysis under the noise policies.

Following this initial screening, all remaining parcels in Review Area 1 of the AIAs for the County's airports were carried forward for further analysis. Excluding two parcels in Review Area 1 of the AIA for Murray Field Airport that are located in the city of Eureka and one parcel in the AIA for Rohnerville Airport located in the City of Fortuna, all parcels carried forward are in unincorporated Humboldt County. Therefore, when discussing land use, this report is primarily focused on the Humboldt County Zoning Regulations and the Humboldt County General Plan. The parcels carried forward for further analysis are discussed in greater detail in Chapters 3 through 10.

Potential displacement is calculated for both residential and nonresidential uses under the Draft ALUCP noise and safety policies. The following sections discuss the approaches used to calculate displacement for each of these categories.

2.3 Residential Displacement Analysis

Potential displacement occurs where a currently permitted land use is deemed incompatible under the policies and compatibility criteria of the Draft ALUCP. For purposes of identifying potentially displaced residential land use, displacement is quantified by calculating the number of residential dwelling units that would no longer be allowed under the Draft ALUCP policies when compared to what would be allowed otherwise. Several factors are taken into consideration in identifying the number of dwelling units potentially displaced. Three numbers are calculated: the maximum number of dwelling units allowable under existing zoning after adjustment to reflect existing airport land use compatibility policy criteria; the number of potential dwelling units allowable under the policies and criteria of the Draft ALUCP, and the number of potentially displaced dwelling units. Because all residential uses are considered compatible in the CNEL 50 dB – 55 dB contour; there is no potential for displacement of residential dwelling units in these areas due to the noise policies in the Draft ALUCP. Similarly, the Draft ALUCP considers all residential uses to be compatible in Safety Zone 6 and there is no potential for displacement in this safety zone. Therefore, the residential displacement analysis is focused on areas within the CNEL 55dB and higher contours and Safety Zones 1 through 5.

2.3.1 Step 1: Calculating the Maximum Number of Residential Dwelling Units

A maximum number of residential dwelling units is calculated based on what is allowed under local land use regulations. Zoning regulations typically identify the maximum number of residential dwelling units allowed per parcel, the maximum lot size, or refer to residential density allowances by acre provided for in the general plan. The calculation of the maximum number of dwelling units is a calculation of either the maximum allowable number of dwelling units per parcel or, in the event this information is not provided in the zoning ordinance, the maximum residential density allowed per acre as provided for in the general plan divided by the size of the parcel and then rounded down to the nearest whole number.

The potential for subdivision of a parcel is also considered. For example, while zoning regulations may allow for one dwelling unit per parcel, there may be potential for further subdivision of larger parcels, allowing for development of more residential dwelling units. Accordingly, calculation of the maximum number of residential dwelling units accounts for large parcels that include enough vacant area to allow for subdivision.

Other factors are considered in calculating a reasonable number of residential dwelling units. The location of a parcel relative to the compatibility zones delineated in the 1993 ALUCP (i.e., the current ALUCP) is accounted for in the calculation. Although the Airport Land Use Commission (ALUC) only adopted the current ALUCP for California Redwood Coast – Humboldt County Airport (ACV) and Shelter Cove Airport, both the Cities of Eureka and Fortuna as well as

Humboldt County have updated their General Plan Land Use Elements to be consistent with the current ALUCP. Accordingly, the compatibility criteria identified in the current ALUCP and published in the General Plans is applicable within the compatibility zones for seven of the eight County airports included in the Draft ALUCP.[1] The compatibility criteria include maximum residential densities applicable in each of the compatibility zones. These residential densities may vary from what would otherwise be allowed under the applicable zoning.

Another factor taken into consideration in calculating a reasonable number of residential dwelling units are restraints associated with combining districts applicable to the parcel. Combining districts may include revised or additional design standards that can change the residential densities allowed on a parcel. Most parcels evaluated in the development displacement analysis are subject to one or more combining zones.

2.3.2 Step 2: Calculating the Reasonable Number of Residential Dwelling Units

Determining the number of dwelling units under conditions of the Draft ALUCP requires application of the Draft ALUCP safety compatibility criteria density limitations for incompatible and conditionally compatible uses, with incompatible uses having an allowable density of zero and conditionally compatible uses having allowable densities of 0.1 (Safety Zone 2), 0.5 (Safety Zones 3 and 4), or 1(Safety Zone 5. Parcels with area inside of the relevant compatibility zones are identified and the area within the zones is measured for each parcel. The Draft ALUCP densities are then applied to the measured area within the compatibility zones to determine the number of potential dwelling units developable within those zones. For portions of parcels outside of the compatibility zones, the baseline densities discussed in Section 2.3.1 are applied to determine any remaining potential for residential dwelling unit development. The number of dwelling units allowed on each parcel would then be totaled by adding together dwelling unit capacity for the area within compatibility zones, and any remaining capacity on parcel area outside the compatibility zones. The total of all affected parcels would then be the number of dwelling units allowable with the Draft ALUCP.

2.3.3 Step 3: Calculating the Number of Potentially Displaced Residential Dwelling Units

The identification of potentially displaced residential dwelling units is determined by calculating the number of dwelling units allowed under current zoning and the current ALUCP, and then calculating the maximum number of units that would be allowed under the compatibility criteria in the Draft ALUCP. The number of dwelling units calculated are then compared. The difference between the number calculated under existing zoning and the current ALUCP densities and the number of dwelling units calculated under the Draft ALUCP densities represents the number of potentially displaced residential dwelling units. This calculation accounts for the policy exemption applicable to single-family dwellings and accessory dwelling units provided for in the Draft ALUCP. Policy GP-23, *Development by Right*, states that other than in Safety Zone 1,

[1] Samoa Field Airport was not included in the March 1993 Airport Land Use Compatibility Plan, thus there are no compatibility zones in effect in areas around this airport.

construction of a single-family home, including a second unit as defined by state law, on a legal lot of record as of the date of the adoption of the ALUCP, is allowed if such use is permitted by local land use regulations. Accordingly, excluding parcels subject to subdivision, single-family dwellings and accessory dwelling units are not included as potentially displaced residential dwelling units on vacant parcels within residential zoning districts.

As part of planning for future housing in California, state law requires all regions in the state to prepare a periodic Regional Housing Needs Assessment (RHNA)(Government Code § 65584). To facilitate this process, the California Department of Housing and Community Development works with regional councils of governments to identify existing and future housing needs and then allocate a certain number of housing units to each jurisdiction in a region. In turn, each jurisdiction uses this information to update the housing element of their General Plan. As part of the update, each jurisdiction must determine the locations where their allocated housing units may be developed. Accordingly, Housing Opportunity Sites are identified where the total number of housing units allocated can be accommodated. The most recent Regional Housing Needs Plan (RHNP) for Humboldt County was prepared by the Humboldt County Association of Governments and adopted in 2019. The RHNP reflects housing needs between 2018 and 2027. This represents the 6th RHNA cycle established by the State since the law went into effect in 1981. Potential displacement of residential dwelling units at Housing Opportunity Sites identified as part of the RHNP are provided as part of the analysis for purposes of disclosure.

The results of the residential displacement analysis for each of the County's eight public airports are discussed in Chapters 3 through 10.

2.2 Nonresidential Displacement Analysis

All vacant and underutilized parcels identified within Review Area 1 for each of the eight public use airports were evaluated for potential displacement of future nonresidential land uses by comparing the noise and safety compatibility criteria and policies provided in the Draft ALUCP with the applicable local land use regulations.

2.2.2 Step 1: Identifying Conflicts between Plans

Under Step 1, the zoning for each vacant or underutilized parcel retained for further analysis was identified. Additional information identified includes the maximum residential densities and floor area ratios (FARs) identified in the General Plans. Residential densities are used to calculate residential dwelling units. FARs are used to calculate maximum building square footage for nonresidential uses. **Table 2-2** identifies the general plan land use designations, residential densities, and FARs.

TABLE 2-2
APPLICABLE GENERAL PLAN LAND USE DESIGNATIONS –
HUMBOLDT COUNTY AND THE CITIES OF EUREKA AND FORTUNA

General Plan Land Use Designations	Residential Density Range	Floor Area Ratio
Humboldt County		
Residential Medium Density (RM)	7.0-30.0 du/acre	1.0
Residential Low Density (RL)	1.0-8.0 du/acre	0.4
Residential Estates (RE)	0.2-1.0 du/acre	0.2
Residential Agriculture (RA)	1 dwelling unit per 5-160 acres	0.1
Commercial General (CG)	n/a	3.0
Commercial Services (CS)	n/a	3.0
Commercial Recreation (CR)	n/a	3.0
Mixed Use (MU)	16.0 du/acre	3.0
Village Center (VC)	1 du/acre (2-4 du/acre with a package treatment plant)	3.0
Rural Community Center (RCC)	1 du/acre (2-4 du/acre with a package treatment plant)	3.0
Urban Reserve (UR/)	n/a	n/a
Industrial, General (IG or MG)	n/a	3.0
Industrial, Resource Related (IR)	n/a	3.0
Industrial, Coastal Dependent (MC)	n/a	3.0
Business Park (MB)	n/a	3.0
Conservation Floodway (CF)	n/a	n/a
Natural Resources (NR)	n/a	n/a
Open Space (OS)	n/a	n/a
Public Facility (PF)	n/a	n/a
Public Recreation (PR)	n/a	n/a
Public Lands (P)	n/a	n/a
Resource Dependent (MR/)	n/a	n/a
Tribal Lands (TL)	n/a	n/a
Tribal Trust Lands (TTL)	n/a	n/a
Railroad	n/a	n/a
Timberland (T)	1 dwelling unit per 40-160 acres	2 acres maximum ground coverage
Agricultural Exclusive (AE)	1 dwelling unit per 20-60 acres	2 acres maximum ground coverage
Agricultural Grazing (AG)	1 dwelling unit per 20-160 acres	2 acres maximum ground coverage
City of Eureka		
Core Retail Commercial (C-RC)	n/a	3.0
Core Waterfront Commercial (C-WFC)	n/a	1.0
Core Residential-Office (C-RO)	n/a	1.5
Rural Residential (RR)	1 du/acre	n/a
Estate Residential (ER)	1.1-4.0 du/acre	n/a

TABLE 2-2
APPLICABLE GENERAL PLAN LAND USE DESIGNATIONS –
HUMBOLDT COUNTY AND THE CITIES OF EUREKA AND FORTUNA

General Plan Land Use Designations	Residential Density Range	Floor Area Ratio
Low Density Residential (LDR)	4.1-8.0 du/acre	n/a
Medium Density Residential (MDR)	8.1-18.0 du/acre	n/a
High Density Residential (HDR)	18.1-30.0 du/acre	n/a
Neighborhood Commercial (NC)	n/a	0.5
Community Commercial (CC)	n/a	0.35
Highway Service Commercial (HSC)	n/a	0.5
General Service Commercial (GSC)	n/a	0.5
Professional Office (PO)	n/a	1.0
Waterfront Commercial (WFC)	n/a	1.0
Medical Services Commercial (MSC)	n/a	1.0
Light Industrial (LI)	n/a	0.5
General Industrial (GI)	n/a	0.5
Coastal Dependent Industrial (CDI)	n/a	0.5
Public/Quasi-Public (PQP)	n/a	0.5
Civic Government Center (CGC)	n/a	3.0
Park and Recreation (PR)	n/a	0.1
Agricultural (A)	n/a	0.1
Timberland (T)	n/a	n/a
Natural Resources (NR)	n/a	n/a
Water—Development (WD)	n/a	n/a
Water—Conservation (WC)	n/a	n/a
City of Fortuna		
Residential Rural (RR)	1.0 du/acre	0.1
Residential Very Low (RVL) Density	1.1-2.9 du/acre	0.3
Residential Low (RL) Density	3.0-6.9 du/acre	0.5
Residential Medium (RM) Density	7.0-14.9 du/acre	0.6
Residential High (RH) Density	15.0-29.0 du/acre	0.8
Commercial (COM)	n/a	0.35
Central Business District (CBD)	12.0-29.0 du/acre	2.0 (mixed use); 1.0 (nonresidential)
Mill District (MD)	7.0-29.0 du/acre	2.0 (mixed use); 0.5 (nonresidential)
Fortuna Boulevard - Corridor Mixed Use (CMU)	12.0-29.0 du/acre	2.0 (mixed use); 0.8 (nonresidential)
Riverwalk District (RD)	n/a	0.8
Office (OFF)	n/a	0.65
Industrial (IND)	n/a	0.35
Public (PUB)	n/a	0.35

TABLE 2-2
APPLICABLE GENERAL PLAN LAND USE DESIGNATIONS –
HUMBOLDT COUNTY AND THE CITIES OF EUREKA AND FORTUNA

General Plan Land Use Designations	Residential Density Range	Floor Area Ratio
Parks, Greenways, & Recreation (PRK)	n/a	0.1
Agriculture (AG)	1 dwelling unit per 20 acres	0.1
Open Space (OS)	n/a	0.1

NOTES:
1

SOURCE: County of Humboldt, 2017; City of Eureka, 1997; City of Fortuna, 2010.

Table 2-3 identifies the principal zoning districts and combining districts for the parcels carried forward for further analysis. Parts of Humboldt County are located within the California Coastal Zone as defined by the California Coastal Act (Coastal Act)(Pub. Res. Code §§ 30000-30900). In compliance with the Coastal Act, Humboldt County has prepared the Humboldt County Local Coastal Program to manage areas within the County's Coastal Zone. The Humboldt County Zoning Regulations reflects the divide between the Coastal Zone and inland portions of the county by providing unique zoning for each area. Review Areas 1 for ACV, Murray Field, Rohnerville, Samoa Field, and Shelter Cove Airports are located entirely within or intersected by the Coastal Zone boundary. Review Areas 1 for Dinsmore, Garberville, and Kneeland Airports are all located in the inland areas of the county.

TABLE 2-3
ZONING AND COMBINING DISTRICTS -
HUMBOLDT COUNTY AND THE CITIES OF EUREKA AND FORTUNA

Coastal Zone	Inland Zone
Principal Zoning Districts	**Principal Zoning Districts**
(AE) Agriculture Exclusive	(AE) Agriculture Exclusive
(CG) Commercial General	(AG) Agriculture General
(CR) Commercial Recreation	(AV) Airport
(MB) Business Park	(C-2) Community Commercial
(MC) Industrial Coastal	(FR) Forestry Recreation
(MG) Industrial General	(MB) Business Park
(NR) Natural Resources	(MH) Heavy Industrial
(P) Public[1]	(R-1) Residential One-Family
(PR) Public Recreation	(RS) Residential Suburban
(R2) Residential Mixed	(TPZ) Timberland Production
(RM) Residential Multi-Family	(U) Unclassified
(RS) Residential Single Family	

TABLE 2-3
ZONING AND COMBINING DISTRICTS -
HUMBOLDT COUNTY AND THE CITIES OF EUREKA AND FORTUNA

Coastal Zone	Inland Zone
Combining Districts	**Combining Districts**
"A" Archaeological Resource Area Outside Shelter Cove	"G" Alquist-Priolo Fault Hazard
"AP" Airport Safety Review	“B” Special Building Site
"B" Beach and Dune Areas	"L" Landscaping and Design Control
"F" Flood Hazard Areas	"P" Planned Development
"G" Alquist-Priolo Fault Hazard	“Q” Qualified
"L" Landscape and Design	“R” Recreation
"N" Noise Impact	"WR" Streamside Management Areas and Wetlands
"R" Streams and Riparian Corridor Protection	"T" Manufactured Home
"W" Coastal Wetlands	“X” Recreation
“D” Design Review	
“Q” Qualified	
“S” Development Standard	
“T” Transitional Agricultural Lands	

NOTES:
[1] (P) Public is a zoning district in the City of Eureka.

SOURCE: Humboldt County Zoning Code, 2000.

Zoning in Humboldt County is designated by use of the principal zone followed by any applicable combining zones. For example, a parcel located in the (AE) Agriculture Exclusive zoning district that is subject to (AP) Airport Safety Review and (N) Noise Impact combining zones would be designated as AE-AP-N. These designations are used on the Humboldt County zoning map and are reflected in the tables presented in Chapters 3 through 10.

As discussed in Section 2.1, the purpose of the displacement analysis is to identify potential conflicts that may exist between existing land use plans and the proposed noise and safety compatibility criteria provided in the Draft ALUCP as applied to areas within the noise contours and safety zones for the County’s eight public use airports. Table 3-1 in the Draft ALUCP identifies a variety of generalized land uses and their level of compatibility based on exterior noise exposure using the CNEL metric in five decibel bands: CNEL 50-55 dB, CNEL 55-60 dB, CNEL 60-65 dB, CNEL 65-70 dB, CNEL 70-75 dB, and CNEL 75-80 dB. The level of compatibility for each land use is described as “Compatible (C)”, “Conditionally Compatible (CC)”, or “Incompatible (I).” “Conditionally Compatible (CC)” means the land use is subject to certain conditions, such as interior noise level limits, that must be satisfied to make a land use acceptable. Similarly, Table 3-2 in the Draft ALUCP also provides a list of generalized land uses and their level of compatibility within each of the six safety zones. Like Table 3-1, the level of compatibility is described as “Compatible (C)”, “Conditionally Compatible (CC)”, or “Incompatible (I)” “Conditionally Compatible (CC)” means the land use is subject to certain

additional conditions, such as limits on the type of activities allowed within specific safety zones. The land uses shown in Tables 3-1 and 3-2 are generalized. A crosswalk, identifying allowable land uses as provided in the zoning ordinances for Humboldt County and the Cities of Eureka and Fortuna and the equivalent generalized land uses in Tables 3-1 and 3-2 is provided in Appendix D to the Draft ALUCP.

Beginning with the crosswalk provided in Appendix D to the Draft ALUCP, the land uses allowed within the zoning district in which the vacant parcel is located are equated to the equivalent generic land uses provided in the Noise and Safety Compatibility Criteria tables (Tables 3-1 and 3-2) in the Draft ALUCP. If a currently permissible land use is identified as "Conditionally Compatible (CC)" or "Incompatible (I)", there may be potential for future displacement of this land use. Because there is no potential for displacement of land uses identified as "Compatible (C)" only land uses identified as "Conditionally Compatible (CC)" or "Incompatible (I) are reported.

2.2.3 Step 2: Calculating Potential Displacement

To determine which compatibility criteria is applicable, all study parcels were compared to the CNEL contours and safety zones to determine where they are located relative to these compatibility factors. Per Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Any parcel with 10 percent or more of its area within a noise contour is treated as though the entire parcel is located in the noise contour.

The safety compatibility criteria are applied differently. Policy SP-11, *Land Use Action Sites Lying within Two or More Safety Zones*, states that with certain exceptions, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line. Therefore, a divided parcel is subject to compatibility criteria applicable in the safety zone in which the parcel portion is located. It should be noted that depending on the land use in question, if the parcel area within the safety zone is not of developable size, this area would not be included in calculating potential displacement.

In addition, the location of the vacant parcels relative to the compatibility zones identified in the March 1993 Humboldt County ALUCP and adopted into the Humboldt County General Plan was identified. Although the March 1993 ALUCP was only formally adopted for California Redwood Coast – Humboldt County Airport (ACV) and Shelter Cove Airport, the General Plans of Humboldt County and the City of Eureka were subsequently updated to be consistent with the safety policies and compatibility criteria in the 1993 ALUCP, representing a de facto adoption of these policies for areas around seven of the County's public use airports: ACV, Murray Field, Dinsmore Airport, Garberville Airport, Kneeland Airport and Rohnerville Airport. Because Samoa Field Airport was not included in the 1993 ALUCP, there are no compatibility zones applicable to areas around this airport.

As the policies and compatibility criteria in the 1993 ALUCP will remain in effect until the adoption of the Draft ALUCP and the subsequent update of local land use plans, the land use

restrictions, maximum residential density limits, nonresidential intensity limits, and maximum lot coverage percentages identified in the current ALUCP are still applicable in these areas. This information was considered in evaluating potential displacement. The level of compatibility under the current ALUCP was also considered in determining if a land use was displaced. For example, if the current ALUCP would not allow the development of a particular land use, there would be no potential for displacement.

To provide the most conservative analysis possible for identifying potential residential displacement, the maximum number of dwelling units allowed under the applicable zoning are calculated for each parcel. This analysis accounts for large parcels that have potential for subdivision. For example, the minimum lot size for a parcel zoned (U) Unclassified is 6,000 square feet. The zoning would allow for development of one residential dwelling unit per lot. Technically speaking, a 60,000 square foot parcel zoned (U) Unclassified could be subdivided ten times, resulting in ten dwelling units.

The square footage of nonresidential land uses was calculated based on parcel size and FARs. If potential displacement was identified, total parcel size and building square footage was calculated and tabulated.

The following chapters provide the results of the development displacement analysis for each of the County's eight public use airports included in the Draft ALUCP.

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CHAPTER 3
Development Displacement Analysis – California Redwood Coast-Humboldt County Airport

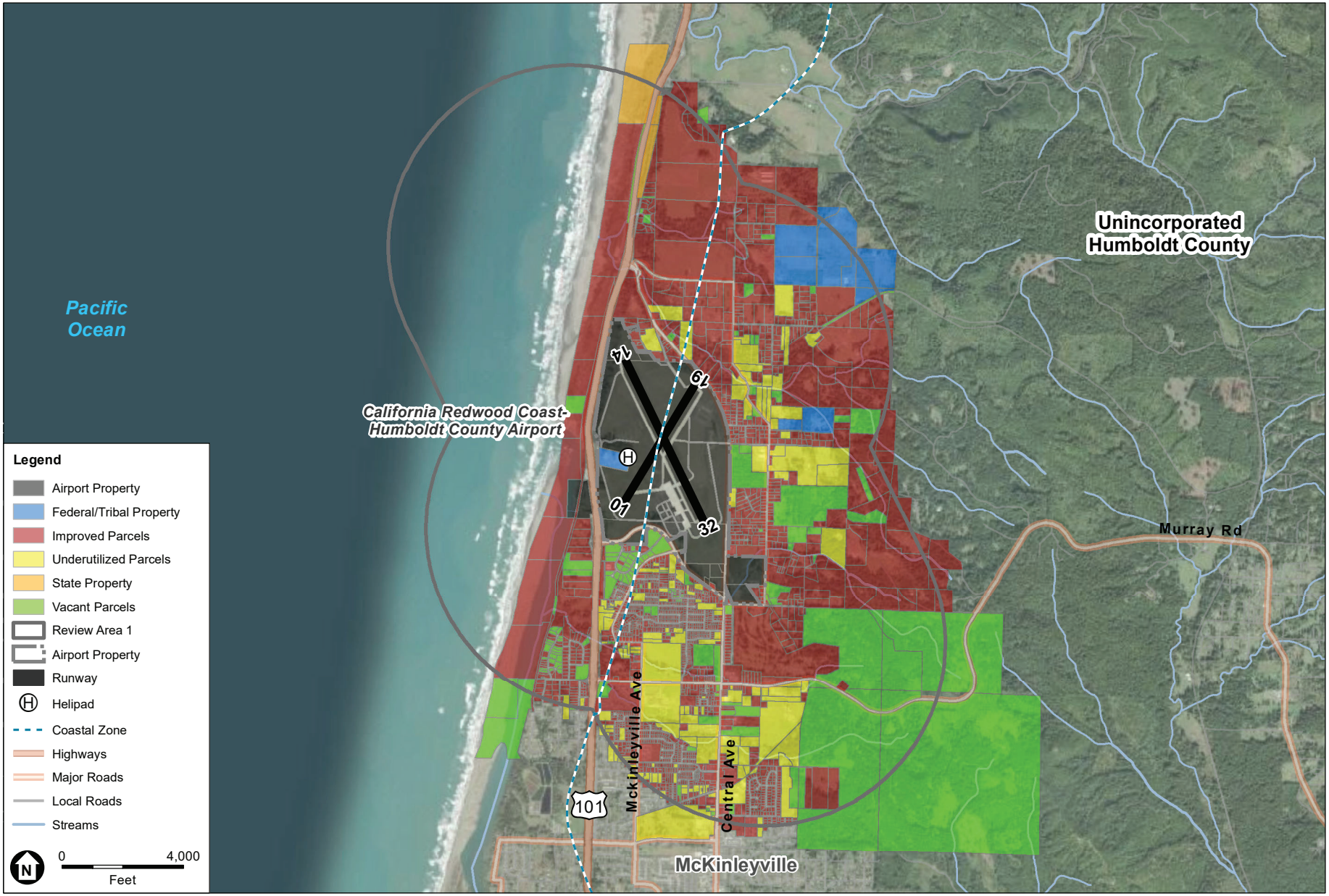
3.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for California Redwood Coast-Humboldt County Airport (ACV or Airport). Review Area 1 covers areas within the community of McKinleyville in Unincorporated Humboldt County. The following sections describe the results of the residential and nonresidential displacement analysis for ACV.

3.2 Parcels Selected for Further Analysis

Figure 3-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 2,384 parcels were identified within Review Area 1. Of this number, 17 parcels constitute Airport property, ten parcels are federal or tribal property, three parcels are owned by the State of California, 11 parcels were identified as right of way, and 2,051 parcels were identified as already developed. These 2,092 parcels were excluded from further analysis. Of the 292 parcels retained for further analysis, 156 parcels were identified as vacant and 136 were identified as underutilized with potential for infill development. A total of 167 of these parcels are in Safety Zone 6 and were determined to not be within the (MG) Industrial General, (MC) Industrial/Coastal Dependent, (AE) Agricultural Exclusive, (TC) Commercial Timber, and (TPZ) Timberland Production Zone zoning districts in the Coastal Zone. The land uses currently permitted or conditionally permitted on these parcels under current zoning are all compatible with the noise and safety compatibility criteria in the Draft ALUCP. Accordingly, these 167 parcels were also excluded from further analysis. The remaining 125 parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis.

Table 3-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. Parcels 01, 02, 03, 04, 52, 53, 59, 60, 61, and 62 are in two or more zoning districts. **Figures 3-2** through **3-6** depict the 125 parcels carried forward for further analysis.



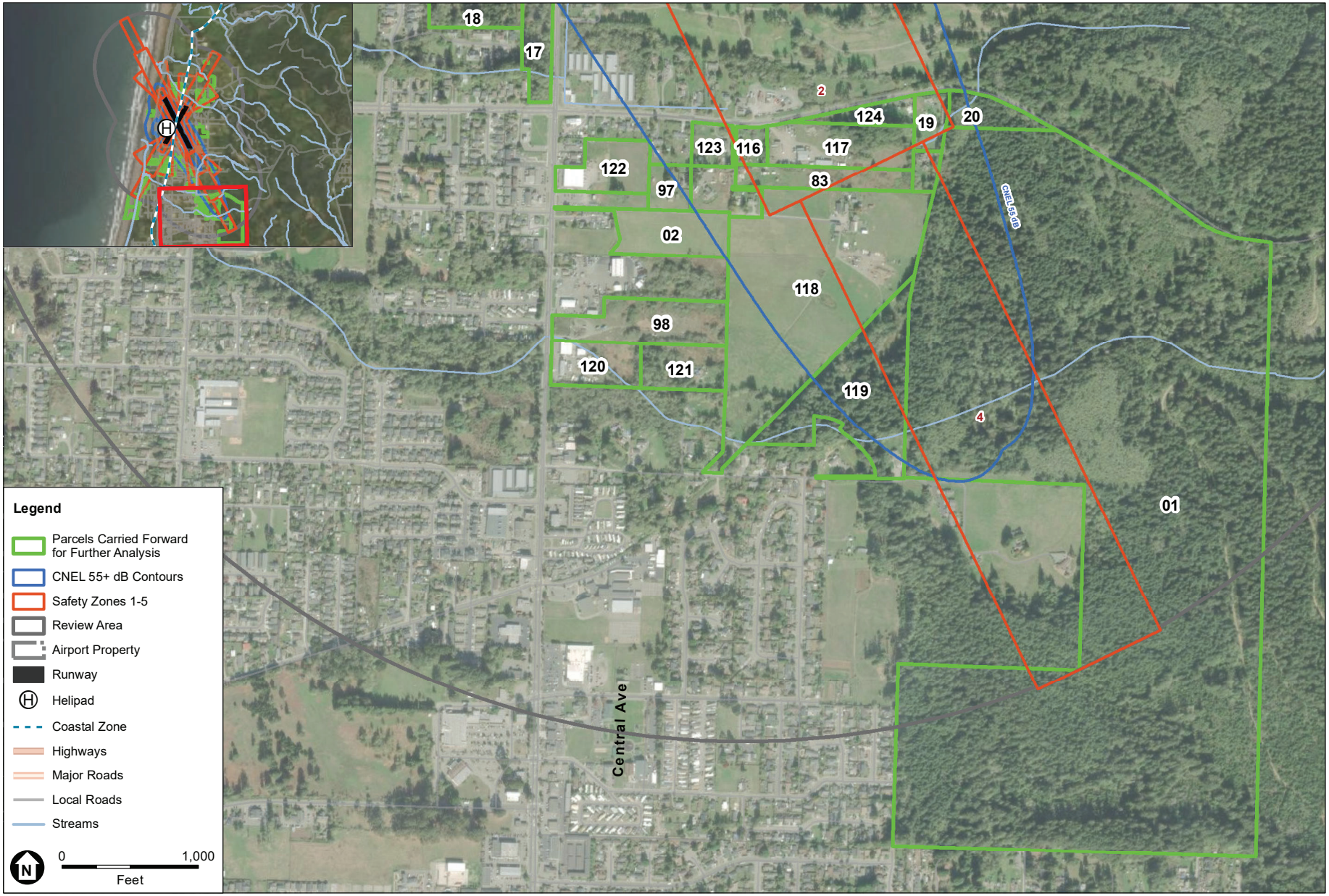
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 3-1

Parcels Considered in the Development Displacement Analysis
California Redwood Coast-Humboldt County Airport

ESA



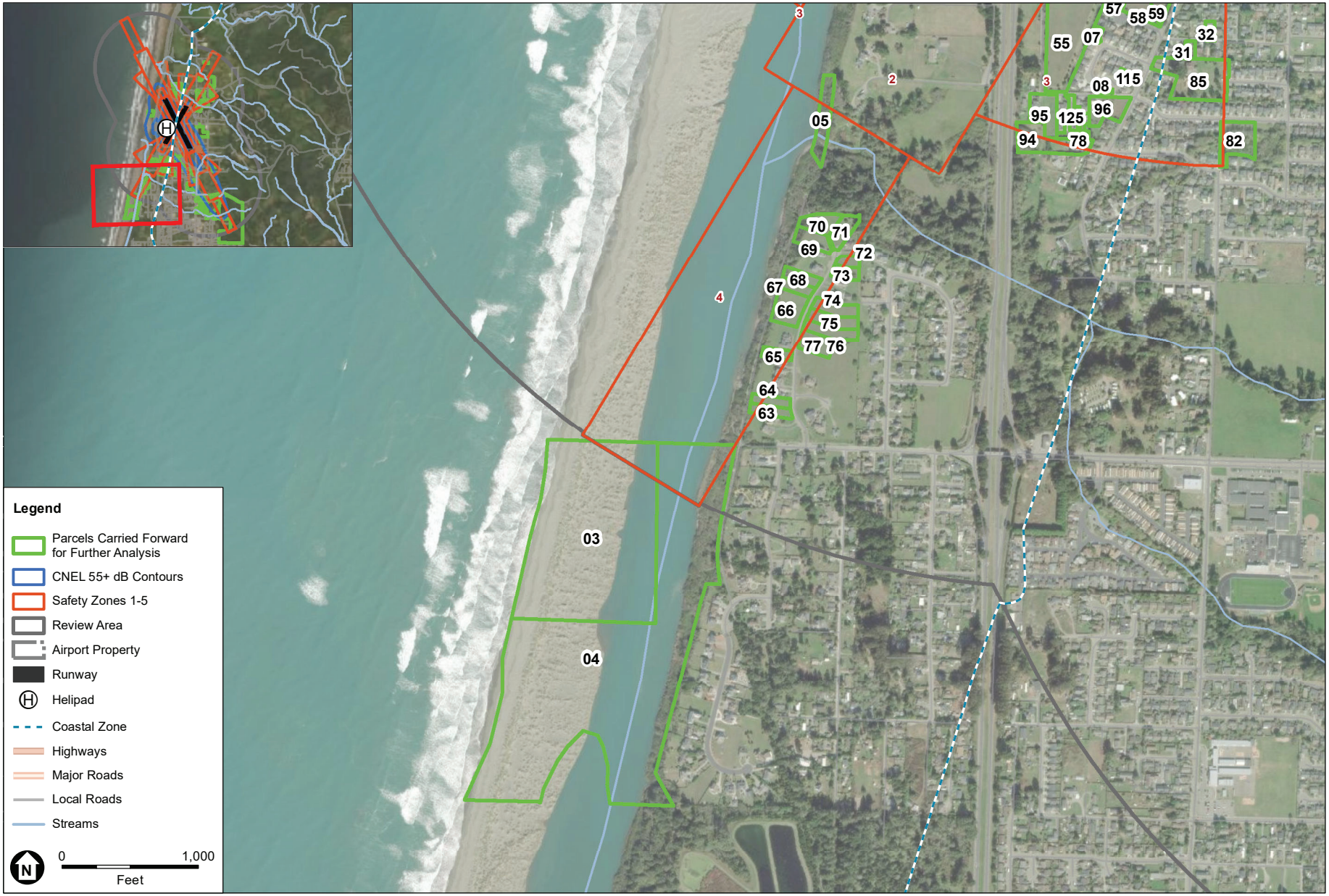
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 3-2

Parcels Carried Forward for Further Analysis - Southeast
California Redwood Coast-Humboldt County Airport

ESA



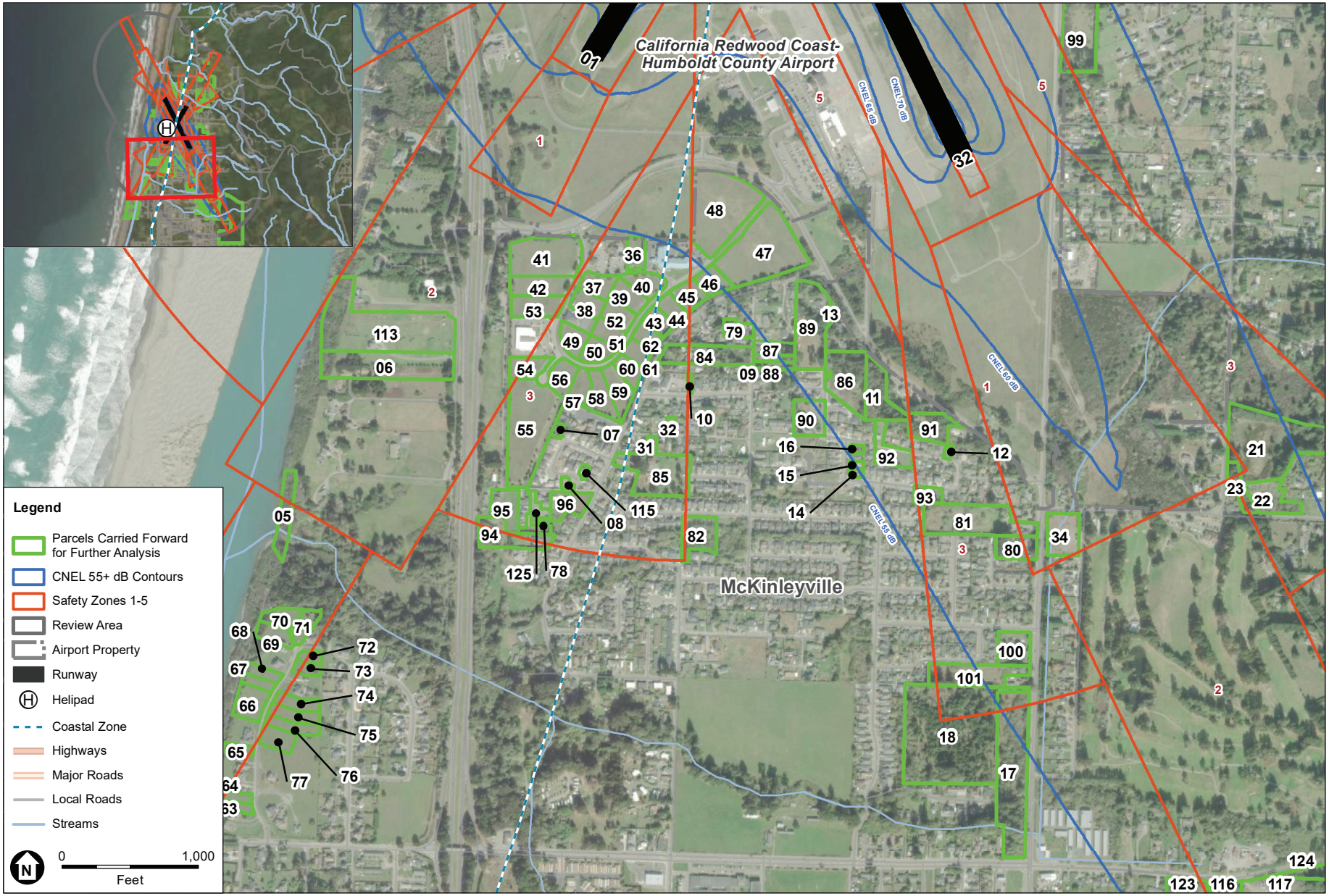
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 3-3

Parcels Carried Forward for Further Analysis - Southwest
California Redwood Coast-Humboldt County Airport

ESA



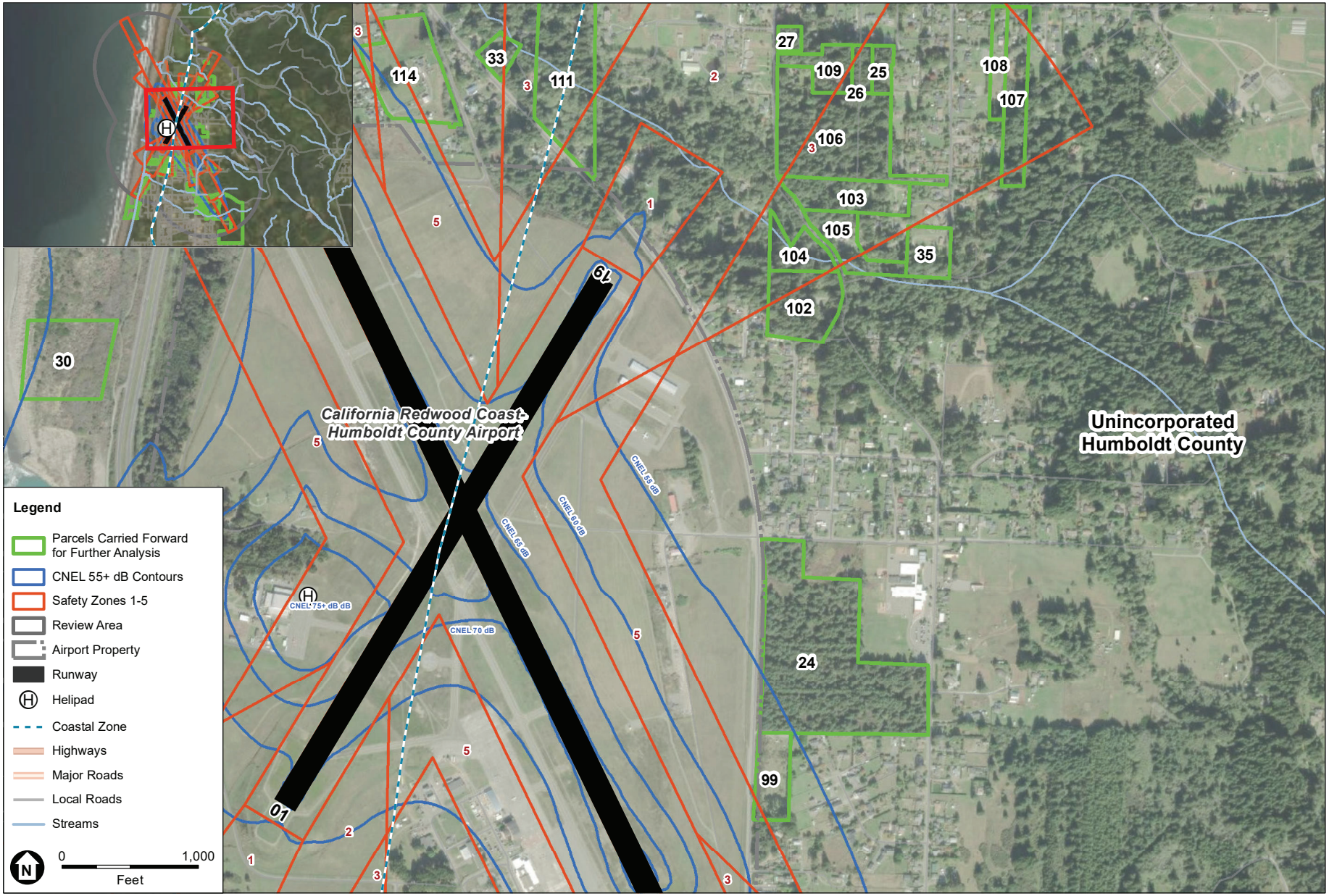
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 3-4

Parcels Carried Forward for Further Analysis - South
California Redwood Coast-Humboldt County Airport

ESA



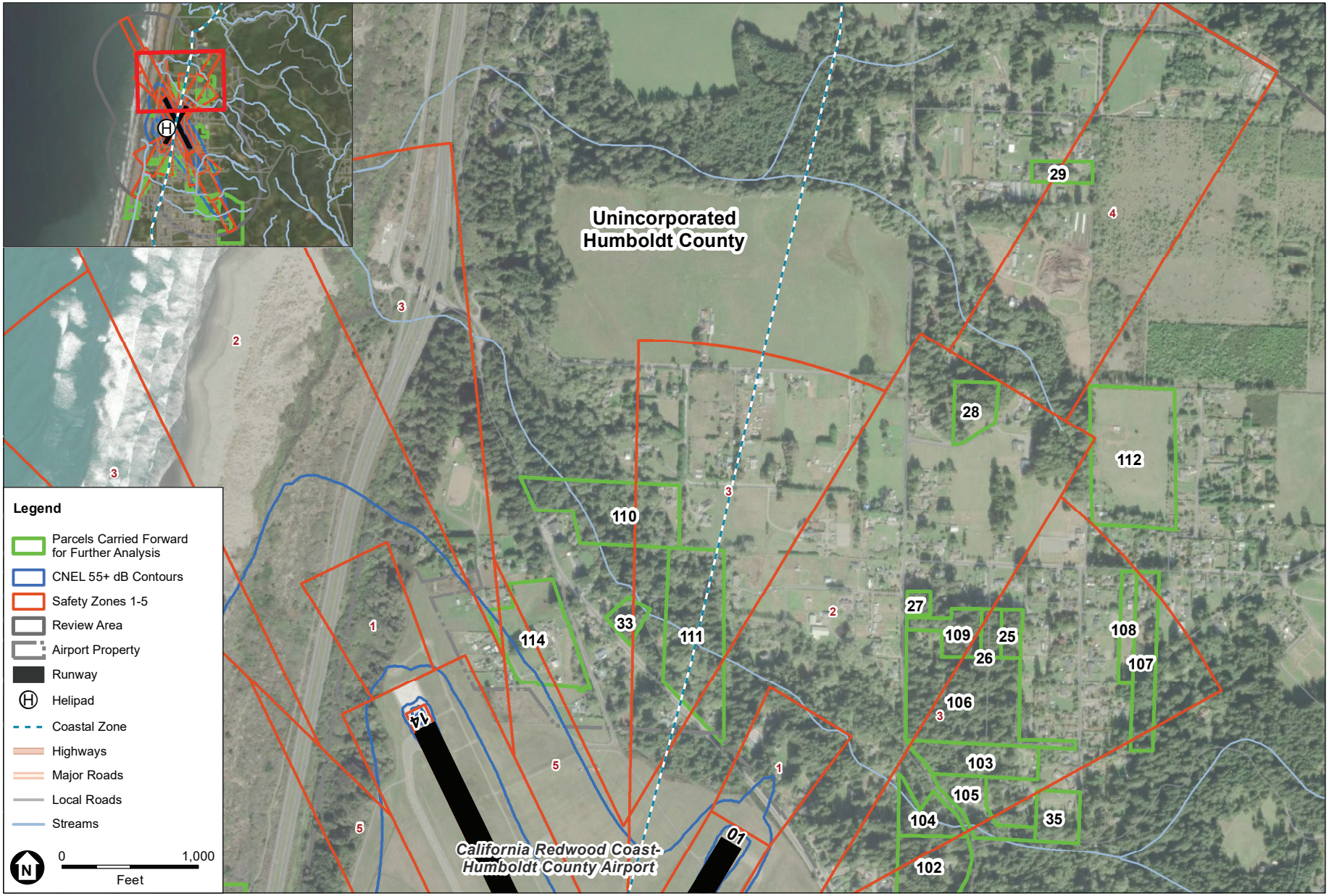
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 3-5

Parcels Carried Forward for Further Analysis - East
California Redwood Coast-Humboldt County Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 3-6

Parcels Carried Forward for Further Analysis - North
California Redwood Coast-Humboldt County Airport

ESA

TABLE 3-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
01	510-011-014a	261.16	Vacant	RA5-20,T,AP	TPZ-APNWR; AG-B5(5)WR
02	510-071-002a	6.40	Vacant	AE,CS,AP	C-2-AP-N-WR; AE-AP-WR
03	510-271-006a,b	28.00	Vacant	NR	NR/A,B,F,R; NR/G,A,W,B,F,R
04	510-271-007a,b	49.89	Vacant	NR	NR/A,B,F,R; NR/G,A,W,B,F,R
05	511-011-017b	1.26	Vacant	NR	CR/F,R,AP
06	511-041-008b,c	4.40	Vacant	RE	RS-X/AP,G,N
07	511-042-025b	0.18	Vacant	RL	RS-5/AP,N
08	511-042-034b	0.13	Vacant	RL	RS-5/AP,N
09	511-052-008	0.33	Vacant	RL1-7,AP	R-1-T-AP
10	511-052-021	0.09	Vacant	RL1-7,AP	R-1-T-AP
11	511-083-014c	1.83	Vacant	RL1-7,AP	R-1-T-AP
12	511-083-016c	0.12	Vacant	RL1-7,AP	R-1-T-AP
13	511-084-006	0.08	Vacant	RL1-7,AP	R-1-T-AP
14	511-084-038	0.14	Vacant	RL1-7,AP	R-1-T-AP-WR
15	511-084-039	0.14	Vacant	RL1-7,AP	R-1-T-AP-WR
16	511-084-041	0.16	Vacant	RL1-7,AP	R-1-T-AP-WR
17	511-101-007	5.87	Vacant	MU,AP	C-2-P-AP-N-WR
18	511-101-018c	11.39	Vacant	RL1-7,AP	R-1-T-AP-N-WR
19	511-111-033	2.30	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
20	511-111-057	3.16	Vacant	T,AP	TPZ-AP-N-WR
21	511-122-013c	6.83	Vacant	RL1,AP	RS-Q-AP
22	511-122-043	1.57	Vacant	RL1,AP	RS-Q-AP
23	511-122-045c	0.84	Vacant	RL1,AP	RS-Q-AP
24	511-202-051c	26.50	Vacant	RL1,AP	RS-Q-AP-WR
25	511-271-051	1.21	Vacant	RL1,AP	RS-Q-T-AP
26	511-271-055c	1.17	Vacant	RL1,AP	RS-Q-T-AP
27	511-271-070	0.70	Vacant	RL1,AP	RS-Q-AP
28	511-281-065c	2.84	Vacant	RA5-20,AP	AG-B-5(5)-AP-WR
29	511-291-045c	1.64	Vacant	RA5-20	AG-B-5(5)
30	511-351-008b	8.26	Vacant	NR,PR	PR/G,W,D,B
31	511-361-046c	0.20	Vacant	RL1-7,AP	R-1-T-AP
32	511-361-088	0.22	Vacant	RL1-7,AP	R-1-T-AP
33	511-342-010	1.31	Vacant	RR	RS-X-Q-AP-N-WR

TABLE 3-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
34	511-381-032	1.63	Vacant	RL1,AP	RS-X-Q-AP-N-WR
35	511-390-025	2.72	Underutilized	RL1,AP	RS-Q-T-AP
36	511-461-002a,c	0.69	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
37	511-461-005b	0.85	Vacant	MB	MB-Q-L/AP,G
38	511-461-006b	0.79	Vacant	MB	MB-Q-L/AP,G
39	511-461-007b,c	0.90	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
40	511-461-008a,c	0.92	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
41	511-461-009b	3.38	Vacant	MB	MB-Q-L/AP,G
42	511-461-010b	1.48	Vacant	MB	MB-Q-L/AP,G
43	511-461-011	0.70	Vacant	CS/IG,AP	MB-Q-L-AP
44	511-461-012	0.64	Vacant	CS/IG,AP	MB-Q-L-AP
45	511-461-013	0.87	Vacant	CS/IG,AP	MB-Q-L-AP
46	511-461-014	0.85	Vacant	CS/IG,AP	MB-Q-L-AP
47	511-461-015	5.35	Vacant	CS/IG,AP	MB-Q-L-AP-N
48	511-461-016	5.18	Vacant	CS/IG,AP	MB-Q-L-AP-N
49	511-461-020b	0.85	Vacant	MB	MB-Q-L/AP,G
50	511-461-021b	0.85	Vacant	MB; MB	MB-Q-L/AP,G
51	511-461-022a,b	0.74	Vacant	MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
52	511-461-023a,b	0.88	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
53	511-461-024b	1.29	Vacant	MB	MB-Q-L/AP,G
54	511-461-027b	0.93	Vacant	MB	MB-Q-L/AP,G
55	511-461-028b	5.26	Vacant	MB	MB-Q-L/AP,G
56	511-461-029b	0.93	Vacant	MB	MB-Q-L/AP,G
57	511-461-030b	0.73	Vacant	MB	MB-Q-L/AP,G
58	511-461-031a,b	1.22	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
59	511-461-032a,b	1.11	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G;MB-Q-L-AP
60	511-461-033b	0.70	Vacant	CS/IG; MB,AP	MB-Q-L/AP,G; MB-Q-L-AP
61	511-461-034b	0.62	Vacant	CS/IG,AP	MB-Q-L/AP,G; MB-Q-L-AP
62	511-461-035	0.63	Vacant	CS/IG,AP	MB-Q-L-AP
63	511-471-003b,c	0.50	Vacant	RE	RS-20/AP,G,A,F,N,R
64	511-471-004b,c	0.46	Vacant	RE	RS-20/AP,G,A,F,N,R
65	511-471-009b,c	0.35	Vacant	RE	RS-20/AP,G,A,F,N,R
66	511-471-011b,c	1.17	Vacant	RE	RS-20/AP,G,A,F,N,R
67	511-471-012b,c	0.45	Vacant	RE	RS-20/AP,G,A,F,N,R
68	511-471-013b,c	0.50	Vacant	RE	RS-20/AP,G,A,F,N,R

TABLE 3-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
69	511-471-016b	0.72	Vacant	RE	RS-20/AP,G,A,F,N,R
70	511-471-017b	0.83	Vacant	RE	RS-20/AP,G,A,F,N,R
71	511-471-018b	0.69	Vacant	RE	RS-20/AP,G,A,F,N,R
72	511-471-020b	0.31	Vacant	RE	RS-20/AP,G,A,F,N,R
73	511-471-021b	0.41	Vacant	RE	RS-20/AP,G,A,F,N,R
74	511-471-024b	0.70	Vacant	RE	RS-20/AP,G,A,F,N,R
75	511-471-025b,c	0.78	Vacant	RE	RS-20/AP,G,A,F,N,R
76	511-471-026b,c	0.71	Vacant	RE	RS-20/AP,G,A,F,N,R
77	511-471-027b,c	0.83	Vacant	RE	RS-20/AP,G,A,F,N,R
78	511-481-030b	0.04	Vacant	RL	RS-5/AP,N
79	511-052-032	0.56	Underutilized	RL1-7,AP	R-1-T-AP
80	511-424-032	1.13	Underutilized	RL1-7,AP	R-1-T-AP-N
81	511-424-040	3.75	Underutilized	RL1-7,AP	R-1-T-AP-N-WR
82	511-443-008	1.52	Vacant	RL1-7,AP	R-1-T-AP-WR
83	510-041-002	4.98	Underutilized	RE,AP	AG-B-5(3)-AP-WR
84	511-052-024	2.08	Underutilized	RL1-7,AP	R-1-T-AP
85	511-361-058	3.11	Underutilized	RL1-7,AP	R-1-T-AP
86	511-084-008	2.63	Underutilized	RL1-7,AP	R-1-T-AP
87	511-052-006	0.68	Underutilized	RL1-7,AP	R-1-T-AP
88	511-052-007	0.35	Underutilized	RL1-7,AP	R-1-T-AP
89	511-084-007	3.36	Underutilized	RL1-7,AP	R-1-T-AP-N
90	511-084-010	1.37	Underutilized	RL1-7,AP	R-1-T-AP
91	511-083-011	1.42	Underutilized	RL1-7,AP	R-1-T-AP
92	511-083-029	1.15	Underutilized	RL1-7,AP	R-1-T-AP
93	511-083-020	0.54	Underutilized	RL1-7,AP	R-1-T-AP
94	511-031-078b	1.85	Underutilized	RL	RS-5/AP,N
95	511-031-011b	1.17	Underutilized	RL	RS-5/AP,N
96	511-031-018b	1.10	Underutilized	RL,AP	RS-5/AP,N; R-1-T-AP
97	510-081-018a	2.39	Underutilized	RE3-5,RL1-7,AP	AGB5(3)AP-WR; R-1APWR
98	510-061-008	8.45	Vacant	IG,AP	MH-AP-N-WR
99	511-202-049	3.60	Underutilized	CS,AP	C-3-AP
100	511-412-017	1.33	Underutilized	RL1-7,AP	R-1-T-AP-N
101	511-412-013	2.42	Underutilized	RL1-7,AP	R-1-T-AP-N
102	511-231-008	5.74	Underutilized	RL1,AP	RS-Q-T-AP-WR

TABLE 3-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
103	511-390-018	4.77	Underutilized	RL1,AP	RS-Q-T-AP
104	511-231-003	2.85	Underutilized	RL1,AP	RS-Q-T-AP-WR
105	511-390-033	3.37	Underutilized	RL1,AP	RS-Q-T-AP-WR
106	511-271-074a	13.77	Underutilized	RL1,AP	RS-Q-T-AP; RS-Q-AP
107	511-271-010	4.96	Underutilized	RL1,AP	RS-Q-T-AP
108	511-271-029	2.04	Underutilized	RL1,AP	RS-Q-T-AP
109	511-271-075a	2.78	Underutilized	RL1,AP	RS-Q-T-AP; RS-Q-AP
110	511-331-015a,b	10.06	Underutilized	PR,RR; PR,RA5-20	RA-5/AP,N,R; U
111	511-321-004a,b	11.90	Underutilized	RA5-20; RR,AP	AGB5(5)APWR; RA5/APNR
112	511-281-003	14.64	Underutilized	RA5-20,AP	AG-B-5(5)-AP
113	511-041-007b,c	7.57	Vacant	RE	RS-X/AP,G,N
114	511-341-049b	8.59	Underutilized	RX2.5	RA-2.5/AP,N
115	511-042-046b,c	0.12	Underutilized	RL;RL1-7	RS-5/AP,N
116	510-041-010	1.43	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
117	510-041-016	7.84	Underutilized	CS,AP	AG-B-5(3)-AP-N-WR
118	510-041-017a	42.15	Underutilized	AE,RE3-5; RL1-7,AP	AE-AP-WR; R-1-T-AP; AG-B-5(3)-AP-WR
119	510-041-022	16.90	Underutilized	RA5-20,RL1-7,AP	AG-B-5(5)-AP-WR
120	510-061-003	4.96	Underutilized	IG,AP	MH-AP-N-WR
121	510-061-004	4.70	Underutilized	IG,AP	MH-AP-WR
122	510-081-002a	5.15	Underutilized	CS,RL1-7,AP	C-2-AP-N-WR; R-1-APWR
123	510-081-016	2.14	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
124	511-111-045	2.41	Underutilized	RE3-5,AP	AG-B-5(3)-AP-N-WR
125	511-481-033b	0.82	Underutilized	RL	RS-5/AP,N

NOTES:

1 A key defining Humboldt County General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel is located in two or more zoning districts.

b Parcel is located in the Coastal Zone.

c Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

The following sections discuss potential displacement associated with the noise and safety policies in the Draft ALUCP. Detailed tables providing the results of the residential and nonresidential displacement analysis are provided in **Appendix B**, *California Redwood Coast-Humboldt County Airport Development Displacement Calculations*.

3.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 3.2 were mapped relative to the noise contours in the Draft ALUCP. In total, 46 of the 125 vacant or underutilized parcels identified for further analysis are located within or intersected by the CNEL 55 dB - 60 dB contour. This includes Parcels 01, 02, 09, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 30, 34, 46, 47, 48, 79, 80, 81, 83, 86, 87, 88, 89, 90, 91, 92, 93, 97, 99, 100, 101, 114, 116, 117, 118, 119, 122, 123, and 124. There were no vacant or underutilized parcels identified in the CNEL 60 dB or higher contour bands for ACV.

Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Parcels 18, 24, 79, and 122 were shown to be intersected by the CNEL 55 dB contour; however, the portions of these parcels within the contour represented less than ten percent of their area and they were excluded from further analysis. In addition, Parcels 30, 56, 47, and 48 are within zoning districts that do not permit residential uses. These parcels were also excluded from further analysis. The remaining 38 parcels were treated as though they are entirely within the CNEL 55 dB – 60 dB contour for purposes of calculating potential displacement as required by Draft ALUCP Policy NP-5.

3.3.1 Residential Displacement Analysis - Noise

CNEL 55 dB to 60 dB

None of the permitted or conditionally permitted residential land uses allowable in the zoning districts in which the study parcels are located are considered incompatible under the noise compatibility policies in the Draft ALUCP. All the residential land uses identified are considered conditionally compatible. Per Table 3-1 in the Draft ALUCP, (see Appendix A), single-family residential use is considered conditionally compatible in areas exposed to CNEL 55 dB to 60 dB, requiring that the dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies or compatibility criteria in the Draft ALUCP. A detailed table identifying specific permitted and conditionally permitted residential land uses for each study parcel and their level of compatibility in the CNEL 55 dB to 60 dB contour for ACV is provided in Appendix B.

3.3.2 Nonresidential Displacement Analysis - Noise

Per Table 3-1 in the Draft ALUCP, (see Appendix A), all nonresidential land uses are considered compatible in areas exposed to CNEL 55 dB to 60 dB. Accordingly, there is no potential for

displacement of nonresidential uses on the study parcels around ACV due to the noise policies in the Draft ALUCP.

3.4 Potential for Displacement Due to Safety Policies

A shown on Figure 3-2, 102 parcels carried forward for further analysis are intersected by or located within the safety zones for ACV. This includes Parcels 01, 03, 04, 05, 06, 07, 08, 10, 12, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 80, 81, 82, 83, 84, 85, 91, 93, 94, 95, 96, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 123, 124, and 125. The following sections discuss the potential for residential and nonresidential displacement on the study parcels. More detailed information identifying specific permitted and conditionally permitted land uses that would be considered incompatible or conditionally compatible under the safety policies in the Draft ALUCP is provided in Appendix B.

Per Draft ALUCP Policy 11, *Land Use Action Sites Lying within Two or More Safety Zones*, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line. Accordingly, for purposes of this analysis, displacement was calculated for each portion of a parcel located in more than one safety zone.

3.4.1 Residential Displacement Analysis

The residential displacement analysis prepared for ACV was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 125 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum 532 residential dwelling units was calculated for all 125 parcels under current conditions. A maximum of 453 residential dwelling units was calculated for all 125 parcels under the densities in the Draft ALUCP. This produces a count of 79 potentially displaced residential dwelling units.

The overwhelming majority of potentially displaced dwelling units would be single units. The largest number of potentially displaced dwelling units on one parcel was 15. This was on Parcel 101, an underutilized, 2.42-acre parcel, zoned (R-1) Residential Single Family with potential for subdivision that is located in Safety Zones 3 and 6.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. A total of 65 residential dwelling units were identified in the study parcels. Four of these units would be displaced under the Draft ALUCP.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix B.

3.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for ACV are located in or intersected by Safety Zones 1 through 5. Zoning for the parcels located in Safety Zone 6 does not permit or conditionally permit nonresidential land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP. Therefore, these parcels were excluded from further analysis. The following sections discuss the potential for nonresidential displacement by Safety Zone. As some parcels evaluated are located in more than one safety zone, each portion of the parcel was evaluated separately. Detailed tables identifying each parcel and the specific permitted and conditionally permitted land uses that would be considered incompatible or conditionally compatible under the safety policies and compatibility criteria in the Draft ALUCP are provided in Appendix B.

Safety Zone 1

Parts of Parcels 21, 23, 34, 80, and 81 are located in Safety Zone 1. Parcels 21 and 23 are vacant parcels, zoned (RS) Residential Suburban, subject to the "Q" Qualified and "AP" Airport Safety Review combining zones. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1808. Ordinance No. 1808 amends the zoning to allow secondary dwelling units only to the extent that their development is consistent with the McKinleyville Community Plan's density provisions of one dwelling unit per acre.[2]

There are two permitted or conditionally permitted land uses allowed in the (RS) Residential Suburban zone that under the safety compatibility criteria in the Draft ALUCP are considered incompatible in Safety Zone 1. These include "Private Institutions" and "Private recreation facilities, including golf courses." "Private institutions" as defined in the Humboldt County Zoning Regulations include "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory."[3] Parcel 21 is roughly divided between Compatibility Zones B1 and C as delineated in the current ALUCP. Parcel 23 is located in Compatibility Zone B1. The types of facilities included under "Private Institutions" would be considered prohibited uses in both Compatibility Zones B1 and C under the current ALUCP airport/land use safety compatibility criteria. As this use would not be allowed on these parcels under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

[2] Humboldt County Ordinance 1808, June 1987.
[3] Humboldt County Zoning Regulations, § 314-172.9.1.

"Private recreation" is defined in the Humboldt County Zoning regulations as "clubs or recreation facilities operated by a nonprofit organization and open only to members of such nonprofit organizations and their guests."[4] Because of the high intensity nature of this land use, "Private Recreation" would likely be considered prohibited in Compatibility Zone B1 and not acceptable in Compatibility Zone C under the current ALUCP. As this use would likely not be considered acceptable under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 34 is a vacant parcel zoned (RS) Residential Single-Family, subject to the "X" Recreation, "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1863. Ordinance No. 1863 restricted allowable uses on the property to uses permitted with a use permit in the "X" Recreation combining zone.

There are six uses that are permitted on Parcel 34 that are considered incompatible in Safety Zone 1. These uses include "Commercial Recreational Facilities," "Commercial uses compatible with recreational uses which in the opinion of the Planning Commission will not impair present and potential uses of the area," "Special occupancy parks for transient use," "Public stables and golf courses," "Recreational accommodations as defined in Section C: Index of Definitions of Language and Legal Terms," and "Private noncommercial recreation facilities." Parcel 34 is located in Compatibility Zone B1 under the current ALUCP.

"Commercial Recreational Facilities" is defined in the Humboldt County Zoning Regulations as "facilities serving recreational needs but operated for private profit, including, for example, riding stables, chartered fishing boats, tourist attractions and amusement or marine parks, including special occupancy parks and tent camps."[5] Excluding "riding stables" and "chartered fishing boats," these are high intensity uses that would likely be considered prohibited in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. As these uses would not be allowed under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

"Recreational Accommodations" is defined in the Humboldt County Zoning Regulations as "Transient and tourist-related habitation that support on-site recreation activities such as dude ranches, ski lodges, health spas, bed and breakfast inns and other similar accommodations that provide recreational related lodging to guests."[6] Similarly, "Special Occupancy Park" describes a recreational vehicle park, temporary recreational vehicle park, incidental camping area, or tent camp.[7] These represent high intensity uses that would likely not be considered acceptable uses in Compatibility Zone B1. Similarly, commercial uses compatible with these recreational uses also represent high intensity uses that would likely not be considered acceptable uses in Compatibility

[4] *Id.* § 314-172.10.
[5] *Id.* § 313-172.4.
[6] *Id.* § 314-153.
[7] *Id.* § 314-154.

Zone B1. As these uses would likely be considered prohibited under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 80 and 81 are zoned (R-1) Residential One-Family, subject to the "AP" Airport Safety Review and "N" Noise Impact combining zones. Parcel 81 is also subject to the "WR" Streamside Management Areas and Wetlands combining zone. Both parcels are underutilized and subject to potential infill development. There are two permitted or conditionally permitted land uses allowed in the (R-1) Residential One-Family zone that under the safety compatibility criteria in the Draft ALUCP are considered incompatible in Safety Zone 1. These uses include "Public and private noncommercial recreation facilities, including golf courses" and "Rooming and boarding of not over two (2) persons not employed on the premises." Both Parcels 80 and 81 are located in Compatibility Zone B3 under the current ALUCP. Similar to "Private Recreation," "Public and private noncommercial recreation facilities, including golf courses" are potentially high intensity in nature, and would likely be considered prohibited in Compatibility Zone B3 under the current ALUCP. As this use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

"Rooming and boarding of not over two (2) persons not employed on the premises" falls under Lodging in the safety compatibility criteria in the Draft ALUCP. "Hotels and motels," the equivalent of lodging, is a use considered not normally acceptable in Compatibility Zone B3 under the current ALUCP. As this use would likely not be considered acceptable under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 2

All or parts of Parcels 01, 05, 06, 19, 20, 23, 26, 27, 28, 34, 41, 42, 53, 54, 55, 83, 103, 106, 109, 111, 112, 113, 116, 117, 118, 123, and 124 are located in Safety Zone 2. Parcels 01 and 20 are zoned (TPZ) Timber Production, subject to the "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. The portion of Parcel 01 located in Safety Zone 1 is less than 1,000 square feet in area and does not represent a developable area for purposes of this analysis.

There is one use that is permitted or conditionally permitted in the (TPZ) Timber Production zone that is considered incompatible in Safety Zone 2. "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations." The portion of Parcel 20 located in Safety Zone 2 is in Compatibility Zone B2 under the current ALUCP. There is nothing in the current ALUCP policies that would prevent this use from being implemented on the part of Parcel 20 located in Safety Zone 2. **Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," would be considered potentially displaced from the portions of Parcel 20 in Safety Zone 2.**

There are two uses, "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," that are permitted or conditionally permitted in the (TPZ) Timber Production zone that are considered conditionally compatible in Safety Zone 2. "Incidental Camping Area, Tent Camp, Temporary

Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses" would be compatible under the condition that no group recreational activities are allowed. "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," would be considered compatible on the condition that it complies with the Noise and Airspace Protection Compatibility Policies. Parcel 20 is intersected by the CNEL 55 dB to 60 dB contour. This land use would not violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Parcel 20 is also located beneath the approach surface to Runway 32; however, it is of sufficient distance from the runway end that this type of land use is unlikely to interact with the airspace surfaces. Regardless, any proposed development of this use would have to comply with the height limitations established in the Humboldt County Code[8] as well as FAA noticing requirements as established in 14 CFR Part 77. Both uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 19, 83, 116, 117, 123, and 124 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as three acres (B-5(3)), as well as the "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. Parcels 28, 111, and 112 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)), as well as the "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. All these parcels, excluding Parcel 28, were identified as being underutilized and having infill potential.

There is one use, "Golf courses," that is permitted or conditionally permitted in the (AG) Agricultural General zone, that is considered incompatible in Safety Zone 2. Parcels 19, 83, 116, 117, 123, and 124 are all located in Compatibility Zone B2 in the current ALUCP. The portion of Parcel 28 in Safety Zone 2 is in Compatibility Zone B1. The portion of Parcel 111 in Safety Zone 2 is divided between Compatibility Zones A and B1. Finally, the portion of Parcel 112 in Safety Zone 2 is in Compatibility Zone C. Golf courses are known as wildlife attractants that represent potential hazards to aircraft in flight. In the current ALUCP, hazards to flight are considered a prohibited use in Compatibility Zones B1, B2, B3 and C. As this land use would likely be prohibited under current conditions, there is no potential for its displacement on the portions of Parcels 19, 28, 83, 111, 112, 116, 117, 123, and 124 in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP.

There are two uses that are permitted or conditionally permitted in the (AG) Agricultural General zone, that are considered conditionally compatible in Safety Zone 2. These uses include "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises." As previously discussed, "Private Institutions" include uses that

[8] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

would be considered prohibited in Compatibility Zones B1, B2, B3 and C, and would not be allowed under current conditions. Cemeteries are considered compatible in Safety Zone 2 on the condition that no assembly uses are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises," is considered compatible in Safety Zone 2 on the condition that this use is limited to a single-story building. Both uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 23, 26, 27, 103, 106, and 109 are zoned (RS) Residential Suburban, subject to the "Q" Qualified, "T" Manufactured Home, and "AP" Airport Safety Review combining zones. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1808. Parcels 103, 106, and 109 were identified as underutilized with potential for infill development. There are two uses that are permitted or conditionally permitted in the (RS) Residential Suburban zone that are considered incompatible in Safety Zone 2. The portions of Parcels 23, 26, 27, 103, 106, and 109 located in Safety Zone 2 are within Compatibility Zone B1 under the current ALUCP. As previously discussed, "Private Institutions" include uses that would be considered prohibited in Compatibility Zones B1, and this use would not be allowed under current conditions. Similarly, golf courses are known as wildlife attractants that represent potential hazards to aircraft in flight. In the current ALUCP, hazards to flight are considered a prohibited use in Compatibility Zones B1. As previously discussed, "Private recreation" is a high intensity land use that would likely be considered prohibited in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. As these land uses would likely not be considered prohibited or not acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 34 is a vacant parcel zoned (RS) Residential Single-Family, subject to the "X" Recreation, "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1863. Ordinance No. 1863 restricted allowable uses on the property to uses permitted with a use permit in the "X" Recreation combining zone. However, the portion of Parcel 34 located in Safety Zone 2 is less than 1,000 square feet in area and would not represent a developable area for purposes of this analysis.

Parcels 41, 42, 53, 54, and 55 are in the Coastal Zone and zoned (MB) Business Park, subject to the "Q" Qualified, "L" Landscaping and Design, "AP" Airport Safety Review, and "G" Alquist-Priolo Fault Hazard combining zones. The "Q" combining zone amended the zoning for these parcels via Ordinance No. 1800, which prohibited certain permitted and conditionally permitted land uses that would otherwise have been allowable in this zoning district. There are five uses that are permitted or conditionally permitted in the (MB) Business Park zone that are considered conditionally compatible in Safety Zone 2. These uses include, "Administrative," "Minor Utilities," "Office and Professional Service," "Retail Sales," and "Transient Habitation."

As defined in the Humboldt County Zoning Regulations, the Administrative Use Type "includes the uses performed by public, public non-profit, parochial, and public utility administrative offices."[9] These are similar uses to "Office and Professional Service." Both are considered compatible in Safety Zone 2 on the condition that the use is limited to a single-story building. This use must also adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to this use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on Parcels 41, 42, 53, 54, and 55, it would not be considered displaced due to the policies in the Draft ALUCP.

"Minor Utilities," are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP so long as it complies with the Noise and Airspace Protection Compatibility Policies. These parcels are largely outside the CNEL contours for the Airport and this land use would not violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. These parcels are largely beneath the transitional and approach surfaces to Runway 1. "Minor Utilities" are unlikely to penetrate the airspace surfaces for the Airport. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[10] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on Parcels 41, 42, 53, 54, and 55, this use would not be considered displaced due to the policies in the Draft ALUCP.

"Retail Sales" are considered conditionally compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP. Parcels 41, 42, and 53 are divided between Compatibility Zones A and B1 under the current ALUCP. Parcel 54 is located entirely in Compatibility Zone B1 and the portion of Parcel 55 located in Safety Zone 2 is in Compatibility Zone B1. This use must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. The maximum nonresidential intensity for Safety Zone 2 is 60 people per acre. This is the same as Compatibility Zone B1 and greater than the 10 people per acre limit applicable in Compatibility Zone A. Accordingly there is no potential for displacement of "Retail Sales" on Parcels 41, 42, 53, 54, or 55.

"Transient Habitation" is defined in the Humboldt County Zoning Regulations as including "motels, hotels, resorts and other facilities other than special occupancy parks providing lodging services to guests on a less-than-weekly basis." These uses are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum nonresidential intensity and lot coverage limits for Safety Zone 2 and are limited to single-story buildings. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on Parcels 41, 42,

[9] *Id.* § 171.1.
[10] *Supra.*

53, 54, and 55, this use would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 118 is zoned (AE) Agricultural Exclusive, subject to the "AP" Airport Safety Review, "N" Noise Impact and "WR" Streamside Management Areas and Wetlands combining zones. Parcel 118 was identified as an underutilized parcel with infill potential. There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 2. The portion of Parcel 118 located in Safety Zone 2 is in Compatibility Zone B2 under the current ALUCP. There is nothing in the airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the parts of Parcel 118 located in Safety Zone 2. **Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portions of Parcel 118 in Safety Zone 2.**

Parcels 06 and 113 are vacant parcels in the Coastal Zone and zoned (RS-X) Residential Single-Family, subject to the "AP" Airport Safety Review, "N" Noise Impact, and "G" Alquist-Priolo Fault Hazard combining zones. Parcels 06 and 113 are located in Compatibility Zone B1 under the current ALUCP. There are three permitted or conditionally permitted uses in the (RS-X) Residential Single-Family zone that are considered incompatible in Safety Zone 2. These uses include "Community Assembly," "Private Institution," and "Private Recreation." Examples of "Community Assembly" provided in the Humboldt County Zoning Regulations include gathering places such as places of worship, clubs, lodges, meeting halls, recreation centers, and public swimming pools.[11] "Private Recreation" represents a subset of this category in that it includes clubs or recreation facilities open to members only.[12] Again, "Private institutions" includes "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory."[13] The types of facilities included under "Private Institutions" would be considered prohibited uses in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" and "Private Recreation" would likely be considered not acceptable in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced from Parcels 06 and 113 due to the policies in the Draft ALUCP.

There are seven permitted or conditionally permitted nonresidential uses in the (RS) Residential Single-Family zoning district that are considered conditionally compatible uses in Safety Zone 2. Three of these uses, "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," are considered compatible in Safety Zone 2 on the condition that they comply with the Noise and Airspace Protection Compatibility Policies. None of these land uses would violate any requirements under the Noise Compatibility Policies in

[11] *Supra.* § 313-171.2.
[12] *Id.* § 313-172.6.
[13] *Id.* § 313-172.9.1.

the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[14] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcels 06 and 113 due to the policies in the Draft ALUCP.

The other four uses permitted or conditionally permitted in the (RS) Residential Single-Family zoning district that are considered conditionally compatible land uses in Safety Zone 2 include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Neighborhood Commercial," and "Public Recreation and Open Space." "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," is considered compatible in Safety Zone 2 on the condition that the use is limited to a single-story building. "Essential Services" are described in the Humboldt County Zoning Regulations as including fire and police stations, ambulance services, and post offices.[15] This category of uses is considered compatible in Safety Zone 2 on the condition that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children. "Neighborhood Commercial" is defined in the Humboldt County Zoning Regulations as "retail sales and services which provide convenient facilities to residential areas, such as coin operated laundries, food markets, variety stores, and automobile gas or filling stations."[16] This use is considered compatible in Safety Zone 2 on the condition that the development adheres to the applicable maximum intensity and lot coverage limits. Finally, "Public Recreation and Open Space" is defined in the Humboldt County Zoning regulations as "publicly-owned and maintained parkland and low intensity uses attendant thereto, such as tent camps and picnic areas and food service and other concessions."[17] This category of use would be compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. All uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these parcels in Safety Zone 2, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Finally, Parcel 05 is in the Coastal Zone and zoned (CR) Coastal Recreation, subject to the "F" Flood Hazard Areas, "R" Streams and Riparian Corridor Protection, and "AP" Airport Safety Review combining districts. There are two permitted or conditionally permitted nonresidential uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 2. These uses include "Commercial Recreation" and "Recreational Vehicle Park." The principally permitted uses under "Commercial Recreation" include "Visitor Serving Facilities, Transient Habitation, Commercial Recreation, Coastal Dependent Recreation, Resource Related Recreation,

[14] *Supra.*
[15] Supra. § 313-171.5.
[16] *Id.* § 313-172.7.
[17] *Id.* § 313-171.10.

Coastal Access Facilities, and Minor Utilities to serve these uses."[18] Commercial Recreation is further defined in the Humboldt County Zoning regulations as including "facilities serving recreational needs but operated for private profit, including, for example, riding stables, chartered fishing boats, tourist attractions and amusement or marine parks, including special occupancy parks and tent camps."[19] "Recreational Vehicle Park" is defined as "any area or tract of land or a separate designated section within a manufactured home park where one or more lots are rented or leased or held out for rent or lease to owners or users of recreational vehicles or tents, and which are occupied for temporary purposes subject to the Special Occupancy Park Regulations in Section 313- 113.1, Special Occupancy Parks."[20] Under the safety compatibility criteria in the Draft ALUCP, these uses would be considered compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. Both uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 05 and these uses would not be considered displaced due to the policies in the Draft ALUCP.

There are three uses that are permitted or conditionally permitted in the (CR) Commercial Recreation zone that are considered conditionally compatible in Safety Zone 2. These uses include "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." For reasons previously discussed, the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 05 and these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

All or parts of 67 parcels are located in or intersected by Safety Zone 3. These include Parcels 07, 08, 10, 12, 17, 18, 21, 22, 23, 25, 26, 31, 32, 33, 35, 36, 37, 38, 39, 40, 42, 43, 44, 45, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 78, 80, 81, 82, 84, 85, 91, 93, 94, 95, 96, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, and 125.

Parcels 43, 44, 45, 48 and 62 are zoned (MB) Business Park, subject to the "Q" Qualified, "L" Landscaping and Design, "AP" Airport Safety Review, and "G" Alquist-Priolo Fault Hazard combining zones. The "Q" combining zone amended the zoning for these parcels via Ordinance No. 1800. Parcel 48 is also subject to the "N" Noise Impact combining zones.

There are four uses that are permitted or conditionally permitted in the (MB) Business Park zone that are considered conditionally compatible in Safety Zone 2. These uses include, "Administrative," "Office and Professional Service," "Retail Sales," and "Transient Habitation." "Administrative" and "Office and Professional Service" uses are considered compatible in Safety

[18] Humboldt County Zoning Regulations, § 313-163.1.9.
[19] *Id.* § 313-172.4.
[20] *Id.* § 313-153.

Zone 3 on the condition the use is limited to a three-story building. All uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on Parcels 43, 44, 45, 48 and 62, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 10, 12, 18, 31, 32, 80, 81, 82, 84, 85, 91, 93, 100, and 101 are zoned (R-1) Residential Single-Family, subject to the "T" Manufactured Home, and "AP" Airport Safety Review combining zones. Parcels 18, 80, 100, 101 are also subject to the "N" Noise Impact combining zone, and Parcels 18, 81, and 82 are also subject to the "WR" Streamside Management Areas and Wetlands combining zone. Parcels 80, 81, 84, 85, 91, 93, 100, and 101 have been identified as underutilized parcels with infill potential.

There are two permitted or conditionally permitted land uses in the (R-1) Residential Single-Family zone that are considered conditionally compatible in Safety Zone 3. These uses include "Public and private noncommercial recreation facilities, including golf courses" and "Rooming and boarding of not over two (2) persons not employed on the premises." "Public and private noncommercial recreation facilities, including golf courses" are considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. "Rooming and boarding of not over two (2) persons not employed on the premises" is compatible in Safety Zone 3 on the condition that the use is limited to a three-story building. Both uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcels 10, 12, 18, 31, 32, 80, 81, 82, 84, 85, 91, 93, 100, and 101, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 21, 22, 23, 25, 26, 35, 102, 103, 104, 105, 106, 107, 108, and 109 are zoned (RS) Residential Suburban, subject to the "Q" Qualified and "AP" Airport Safety Review combining zones. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1808. Parcels 25, 26, 35, 103, 106, 107, 108, 109, 102, 104, and 105 are also subject to the "T" Manufactured Home combining zone, and Parcels 102, 104 105 are also subject to the "WR" Streamside Management Areas and Wetlands combining zone. Parcels 35, 102, 103, 104, 105, 106, 107, 108, and 109 have been identified as underutilized parcels with infill potential.

There is one conditionally permitted use in the (RS) Residential Suburban zone, "Private Institutions," that is considered incompatible in Safety Zone 3. As previously discussed, "Private Institutions" include "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory."[21] The parcels zoned for (RS) Residential Suburban in Safety Zone 3 are all within Compatibility Zones B1 and/or C under the current ALUCP. The types of facilities included under "Private

[21] *Id.* § 314-172.10.

Institutions" would be considered prohibited uses in both Compatibility Zone B1 and C under the current ALUCP airport/land use safety compatibility criteria. As this use would likely not be considered acceptable under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There is one permitted use in the (RS) Residential Suburban zone, "Private recreation facilities, including golf courses." This use is considered compatible in Safety Zone 3 on the condition that the use adheres to the maximum intensity and lot coverage limits and no group recreational activities are allowed. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcels 21, 22, 23, 25, 26, 35, 102, 103, 104, 105, 106, 107, 108, and 109, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 17 is vacant and zoned (C-2) Community Commercial, subject to the "P" Planned Unit Development, "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. There is one permitted use in the (C-2) Community Commercial zone, "Social halls, fraternal and social organizations, and clubs," that is considered incompatible in Safety Zone 3. This land use is not defined in the Humboldt County Zoning Regulations; however, it is likely similar to "Community Assembly" or "Private Recreation." Parcel 17 is divided between Compatibility Zone B3 and C* under the current ALUCP. "Community Assembly" or "Private Recreation" are uses that would likely be considered not acceptable in either Compatibility Zone B3 or C* under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There are three permitted or conditionally permitted land uses in the (C-2) Community Commercial zone that are considered conditionally compatible in Safety Zone 3. These land uses include, "Dwellings, hotels, motels, boarding and rooming houses and manufactured home parks," "Professional and business offices, and commercial instruction," and "Stores, agencies and services of a light commercial character, conducted entirely within an enclosed building, such as antique shops, art galleries, retail bakeries, banks, barber shops, beauty salons, book stores, clothing and apparel stores, coin-operated dry cleaning and laundries, dry cleaning and laundry agencies, drug stores, florists, food markets, furniture stores, hardware and appliance stores, radio and television sales and services, restaurants and licensed premises appurtenant thereto, automobile service stations, studios, tailor shops, enclosed theaters, variety stores, and mortuaries." Both "Hotels, motels, boarding and rooming houses" and "Professional and business offices, and commercial instruction," are considered compatible in Safety Zone 3 on the condition that the use is limited to a three-story building. All uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 17, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 112 is zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)), as well as the "AP" Airport Safety Review combining zone. The portion of Parcel 112 located in Safety Zone 3 is less than 100 square feet in size. This does not represent a developable area for purposes of this analysis.

Parcels 36, 37, 38, 39, 40, 42, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, and 61 are within the Coastal Zone and zoned (MB) Business Park, subject to the "Q" Qualified, "L" Landscaping and Design, and "AP" Airport Safety Review combining zones. The "Q" combining zone amended the zoning for these parcels via Ordinance No. 1800. Parcels 36, 37, 38, 39, 40, 42, 49, 50, 51, 52, 53, 54, 55, 56, 57, and 58 are also subject to the "G" Alquist-Priolo Fault Hazard combining zone.

There are five uses that are permitted or conditionally permitted in the (MB) Business Park zone that are considered conditionally compatible in Safety Zone 3. These uses include, "Administrative," "Minor Utilities," "Office and Professional Service," "Retail Sales," and "Transient Habitation." As previously discussed, "Administrative," "Office and Professional Service," and "Transient Habitation" are considered compatible in Safety Zone 3 on the condition that the uses are limited to a three-story building. "Minor Utilities," are considered compatible in Safety Zone 3 on the condition the use complies with the Noise and Airspace Protection Compatibility Policies. All uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcels 36, 37, 38, 39, 40, 42, 49, 50, 51, 52, 53, 54, 55, 56, 57, and 58, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 114 is within the Coastal Zone and zoned (RA-2.5) Rural Residential Agriculture, minimum lot size of 2.5 acres, subject to the "AP" Airport Safety Review and "N" Noise Impact combining zones. Parcels 33, 110 and part of Parcel 111 are within the Coastal Zone and zoned (RA-5) Rural Residential Agriculture, minimum lot size of five acres, subject to the "AP" Airport Safety Review, "N" Noise Impact, and "R" Streams and Riparian Corridor Protection combining zones.

There is one conditionally permitted land use in the (RA) Rural Residential Agriculture zone, "Community Assembly," that is considered incompatible in Safety Zone 3. Parcel 114 is located in Compatibility Zone B1 under the current ALUCP. Parcels 33 and 110 are located in Compatibility Zone C. High intensity uses such as those defined by "Community Assembly" would likely be considered not acceptable in Compatibility Zone B1 or Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There are nine permitted or conditionally permitted uses in the (RA) Rural Residential Agriculture zone, that are considered conditionally compatible in Safety Zone 3. These uses

include “Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations,” “Essential Services,” “Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations,” “Minor Generation and Distribution Facilities,” “Neighborhood Commercial,” “Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations,” “Private Recreation,” “Public Recreation and Open Space,” and “Stables and Kennels.” “Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations” are considered compatible in Safety Zone 3 on the condition that the development is limited to a building that is less than three-stories. “Essential Services” is considered compatible in Safety Zone 3 on the condition that that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children. “Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations,” “Minor Generation and Distribution Facilities,” and “Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations,” are considered compatible in Safety Zone 3 on the condition that they comply with the Noise and Airspace Protection Compatibility Policies. Finally, “Private Recreation,” “Stables and Kennels,” and “Public Recreation and Open Space” are considered compatible in Safety Zone 3 on the condition that no group recreational activity is allowed. All uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcels 33, 110, and 114 due to the policies in the Draft ALUCP.

Parcels 07, 08, 78, 94, 95, 96, 115, and 125 are within the Coastal Zone and zoned (RS-5) Residential Single-Family, minimum lot size of 5,000 square feet, subject to the “AP” Airport Safety Review and “N” Noise Impact combining zones. Parcel 113 is in the Coastal Zone and zoned (RS-X) Residential Single-Family, subject to the “AP” Airport Safety Review, “N” Noise Impact, and “G” Alquist-Priolo Fault Hazard combining zones. There are two conditionally permitted uses in the (RS) Residential Single-Family zone that are considered incompatible in Safety Zone 3. These uses include “Community Assembly” and “Essential Services.” Parcels 07, 08, 78, 94, 95, 96, 113, 115, and 125 are within Compatibility Zone C* under the current ALUCP. Points of community assembly such as theaters and auditoriums are considered not normally acceptable. As “Community Assembly” would likely not be considered acceptable under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

“Essential Services” is considered compatible in Safety Zone 3 on the condition that that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children. This use must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development in these areas, these uses would not be considered displaced from Parcels 07, 08, 78, 94, 95, 96, 113, 115, and 125 due to the policies in the Draft ALUCP.

There are eight permitted or conditionally permitted uses in the (RS) Residential Single-Family zone that are considered conditionally compatible in Safety Zone 3. These uses include, "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Neighborhood Commercial," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," "Private Recreation" and "Public Recreation and Open Space." Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations" is considered compatible in Safety Zone 3 on the condition that the development is limited to a building of less than three-stories. "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations," are considered compatible in Safety Zone 3 on the condition that they comply with the Noise and Airspace Protection Compatibility Policies. Finally, "Private Recreation" and "Public Recreation and Open Space" are considered compatible in Safety Zone 3 on the condition that no group recreational activity is allowed. All uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcels 07, 08, 78, 94, 95, 96, 113, 115, and 125 due to the policies in the Draft ALUCP.

Parcel 111 is within the Coastal Zone and partially zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)), as well as the "AP" Airport Safety Review and "WR" Streamside Management Areas and Wetlands combining zones. There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 3. These uses include, "Golf courses," "Private institutions and cemeteries," and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly places are allowed. "Golf courses" are considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. Finally, "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible in Safety Zone 3 on the condition that the building in which the use is located is less than three-stories. All three uses must comply with the maximum nonresidential intensity and lot coverage limits. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcel 111 due to the policies in the Draft ALUCP.

Safety Zone 4

All or part of Parcels 01, 03, 04, 05, 19, 29, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 83, 117, 118, and 119 are located in Safety Zone 4. Parcel 01 is partially zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)), as well as the "WR" Streamside

Management Areas and Wetlands combining zone. Parcels 19 and 117 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as three acres (B-5(3)), as well as the "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones combining zones. Parcel 83 is zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as three acres (B-5(3)), as well as the "AP" Airport Safety Review and "WR" Streamside Management Areas and Wetlands combining zones combining zones. Finally, Parcels 29 and 119 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)). Parcel 119 is also subject to the "AP" Airport Safety Review and "WR" Streamside Management Areas and Wetlands combining zones combining zones. Parcels 19, 29, and 119 are vacant and Parcels 01, 83, and 17 are underutilized with potential for further development.

There is one conditionally permitted land use in the (AG) Agricultural General zone, "Private institutions and cemeteries," that is considered conditionally compatible in Safety Zone 4. This land use is considered compatible in Safety Zone 4 on the condition that the land use adheres to the applicable maximum nonresidential intensity and lot coverage percentage, and no places of assembly are allowed. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development in these areas, this use would not be considered displaced from the portion of Parcel 01 in Safety Zone 4 zoned (AG) Agricultural General, or from the portions of Parcels 19, 29, 83, 117, and 119 in Safety Zone 4, due to the policies in the Draft ALUCP.

Parcel 01 is also zoned (TPZ) Timber Production, subject to the "AP" Airport Safety Review, "N" Noise Impact, and "WR" Streamside Management Areas and Wetlands combining zones. There are two permitted uses in the (TPZ) Timber Production zone that are considered conditionally compatible in Safety Zone 4. These land uses include "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities." "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" are considered compatible in Safety Zone 4 on the condition that no sites outside the safety zone would serve the intended function and the use adheres to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. The portion of Parcel 01 in Safety Zone 4 represents less than 20 percent of the entire parcel and there is likely sufficient undeveloped area outside Safety Zone 4 where this use can be developed.

"The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities" is considered compatible in Safety Zone 4 if the use adheres to the applicable maximum intensity and lot coverage limits and complies with the Noise and Airspace Protection Compatibility Policies. This land use would not violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County

Code[22] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development in these areas, this use would not be considered displaced due to the policies in the Draft ALUCP.

As the conditions applicable to these uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development, these uses would not be considered displaced from Parcels 01 due to the policies in the Draft ALUCP.

Parcel 118 is zoned (AE) Agricultural Exclusive, subject to the "AP" Airport Safety Review and "WR" Streamside Management Areas and Wetlands combining zones. There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered conditionally compatible in Safety Zone 4. "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" is considered compatible in Safety Zone 4 if no sites outside the safety zone would serve the intended function and the land use adheres to the applicable maximum nonresidential intensity and lot coverage percentage. Two-thirds of Parcel 118 is located outside Safety Zone 4. It is assumed that this would likely provide sufficient undeveloped area outside Safety Zone 4 where this use can be developed. As the conditions applicable to this use under the safety compatibility criteria in the Draft ALUCP would not prevent its development, it would not be considered displaced from Parcel 118 due to the policies in the Draft ALUCP.

Parcel 05 is in the Coastal Zone and partially zoned (CR) Commercial Recreation, subject to the "F" Flood Hazard Areas, "R" Streams and Riparian Corridor Protection, and "AP" Airport Safety Review combining districts. There are three conditionally permitted uses in the (CR) Commercial Recreation zone that are considered conditionally compatible in Safety Zone 4. These uses include "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." These uses are considered compatible in Safety Zone 4 if the use adheres to the applicable maximum intensity and lot coverage limits and complies with the Noise and Airspace Protection Compatibility Policies. Parcel 05 is located outside the noise contours for the Airport and would not implicate the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[23] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on this part of Parcel 05 in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 03 and 04 are in the Coastal Zone and zoned (NR) Natural Resources, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "B" Beach and Dune Areas, "F" Flood Hazard Area, and "R" Streams and Riparian Corridor Protection combining zones. Parcel 04 is

[22] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

[23] *Id.*

also subject to the "G" Alquist-Priolo Fault Hazard combining zones. There are four conditionally permitted uses in the (CR) Commercial Recreation zone that are considered conditionally compatible in Safety Zone 4. These uses include "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Minor utilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." These uses are all considered compatible in Safety Zone 4 if they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. Both Parcel 03 and 04 are located outside the noise contours for the Airport and would not implicate the Noise Compatibility Policies in the Draft ALUCP. Both parcels are beneath the horizontal surface for the Airport, 150 feet above the airfield elevation. As any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[24] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on this part of Parcel 05 in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Finally, Parcels 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, and 77 are in the Coastal Zone and zoned (RS-20) Residential Suburban, minimum lot size 20,000 square feet, subject to the "AP" Airport Safety Review, "G" G" Alquist-Priolo Fault Hazard, "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "N" Noise Impact, and "R" Streams and Riparian Corridor Protection combining zones. There is one conditionally permitted use in the (RS) Residential Suburban zone, "Private Institutions," that is considered incompatible in Safety Zone 4. These parcels are all located in Compatibility Zone C* under the current ALUCP. Hospitals and nursing homes are considered prohibited uses in Compatibility Zone C*. As this use would not be allowed under current conditions, there is no potential for displacement on these parcels in Safety Zone 4.

There are five permitted or conditionally permitted uses in the (RS) Residential Suburban zone that are considered conditionally compatible in Safety Zone 4. These uses include "Community Assembly," "Essential Services," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations."

"Community Assembly" is considered conditionally compatible in Safety Zone 4. "Essential Services" is considered compatible in Safety Zone 4 on the condition that that the development is limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children. Both uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these

[24] *Id.*

parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

As regards "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," these uses are all considered compatible in Safety Zone 4 if they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. These parcels are located outside the noise contours for the Airport and although beneath the one of the approach surfaces for the Airport, they are of sufficient distance from the runway end that there is little likelihood of any development in this zoning district penetrating the airspace surfaces. Any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[25] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 5

Parts of Parcel 99 and 114 are located in Safety Zone 5. Parcel 99 is zoned (C-3) Industrial Commercial, subject to the "AP" Airport Safety Review combining zone. There are six uses permitted or conditionally permitted in the (C-3) Industrial Commercial zoning district that are considered incompatible in Safety Zone 5. These include "Automotive Sales, Service and Repair," "Community Assembly," "Heavy Commercial," "Neighborhood Commercial," "Retail Sales," and "Retail Service."

The principally permitted uses under "Automotive Sales, Service, and Repair" include "the sales from the premises of motor vehicles, accessory parts and supplies, and the provision of services generally required in the operation and maintenance of motor vehicles; the major repair or painting of motor vehicles, including body work and installation of major accessories, as well as the washing and polishing of motor vehicles. Auto sales from the premises are also included."[26] The portion of Parcel 99 located in Safety Zone 5 is also located in Compatibility Zone B1 under the current ALUCP. The Airport/land use safety compatibility criteria in the current ALUCP prohibits the storage of highly flammable materials, such as those commonly used in car maintenance and repair, and considers intensive retail uses, such as those associated with car sales and service, as not acceptable in Compatibility Zone B1. Accordingly, this use is unlikely to be considered acceptable in Compatibility Zone B1 under the current ALUCP. Furthermore, less than five percent of Parcel 99 is located in Safety Zone 5. Approximately 95 percent of Parcel 99 is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP. This represents more than sufficient area to accommodate this type of development. Accordingly, this use would not be considered displaced for purposes of this analysis.

[25] *Id.*
[26] *Id.* § 314-172.1.

The Humboldt County Zoning Regulations identify principally permitted uses under "Heavy Commercial" as including "activities such as transfer, storage or processing of used, scrap or waste materials, including automobile wrecking, the sales, storage of building materials, construction and agricultural equipment, kennels, and animal hospitals."[27] Similarly, the principally permitted uses under "Retail Sales" include "the rental or sale, from the premises, of various consumer goods including food, household goods, business supplies, small equipment, agricultural supplies, and parts and accessories, and incidental storage activities."[28] Finally, the principally permitted uses under "Retail Service" include "the provision of services other than those classified as Civic Uses, including personal service, business service, eating and drinking establishments, automobile gas or filling station, minor automotive repair, group assembly for entertainment or athletic events, animal care and treatment, and undertaking services."[29] Again, while under the safety compatibility criteria in the Draft ALUCP, these uses would be considered incompatible in Safety Zone 5, due to their highly intensive nature they would likely be considered not acceptable in Compatibility Zone B1. Regardless, as approximately 95 percent of Parcel 99 is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP, there more than sufficient area to accommodate these uses. Accordingly, these uses would not be considered displaced for purposes of this analysis.

"Community Assembly" is also considered incompatible in Safety Zone 5. Again, due to its highly intensive nature, "Community Assembly" is likely considered not acceptable in Compatibility Zone B1. Accordingly, this use would not be considered displaced for purposes of this analysis.

Parcel 114 is zoned (RA-2.5) Rural Residential Agriculture, minimum lot size 2.5 acres, subject to the "AP" Airport safety Review and "N" Noise Impact combining zones. There are six permitted or conditionally permitted land uses in the (RA) Rural Residential Agriculture zone that are considered incompatible in Safety Zone 3. These uses include "Community Assembly," "Essential Services," "Private Recreation," "Public Recreation and Open Space," and "Stables and Kennels." Parcel 114 is located in Compatibility Zone B1 under the current ALUCP. As these are all high intensity uses, they would likely be considered not acceptable in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There are three permitted or conditionally permitted uses in the (RA) Rural Residential Agriculture zone that are considered conditionally compatible in Safety Zone 5. These uses include "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations" "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations," are considered compatible in Safety Zone 5 on the condition that they adhere to the applicable maximum

[27] *Id.* § 314-172.5.
[28] *Id.* § 314-172.12.
[29] *Id.* § 314-172.8.

intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. Part of Parcel 114 is located in the CNEL 55 dB to 60 dB contour. However, the Noise Compatibility Criteria in the Draft ALUCP considers utility uses to be compatible in this noise contour. Parcel 114 is located beneath the transitional surfaces for the Runway 14 approach surface. Any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these parcels in Safety Zone 5, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 6

There are no vacant or underutilized parcels in Safety Zone 6 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

3.5 Displacement Analysis Summary

Table 3-2 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of 79 dwelling units on 21 parcels (Parcels 21, 34, 80, 81, 83, 84, 85, 91, 93, 94, 95, 96, 100, 101, 104, 105, 107, 108, 115, 117, and 125). Parcels 21, 34, 80, and 81 are located in Safety Zone 1. Parcels 83 and 117 are located in Safety Zone 2. Parcels 84, 85, 91, 93, 94, 95, 96, 100, 101, 104, 105, 107, 108, 115, and 125 are located in Safety Zone 3.

TABLE 3-2
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- ACV

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	125	Safety	104	21, 34, 80, 81, 83, 84, 85, 91, 93, 94, 95, 96, 100, 101, 104, 105, 107, 108, 115, 117, and 125	79
		Noise	46	0	0
Total Number of Dwelling Units Potentially Displaced					**79**

Table 3-3 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP for ACV. Under the safety policies in the Draft ALUCP, there is potential for displacement of two land uses on two parcels (Parcels 01 and 118) in Safety Zone 2. These uses are "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and "Labor camps and labor supply camps." There is potential for displacement of "Temporary labor camps, less than

one (1) year in duration, accessory to timber harvesting or planting operations" from 2,513.98 sq. ft. of Parcel 20 and "Labor camps and labor supply camps" from 48,606.52 sq. ft. of Parcel 118.

TABLE 3-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT - ACV

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	125	Safety Zone 1	5	None	None
		Safety Zone 2	27	20 and 118	51,120.50
		Safety Zone 3	67	None	0
		Safety Zone 4	25	None	0
		Safety Zone 5	2	None	0
		Noise	64	None	0
Total Area of Potential Displacement (Square Feet)					**51,120.50**

CHAPTER 4
Development Displacement Analysis – Dinsmore Airport

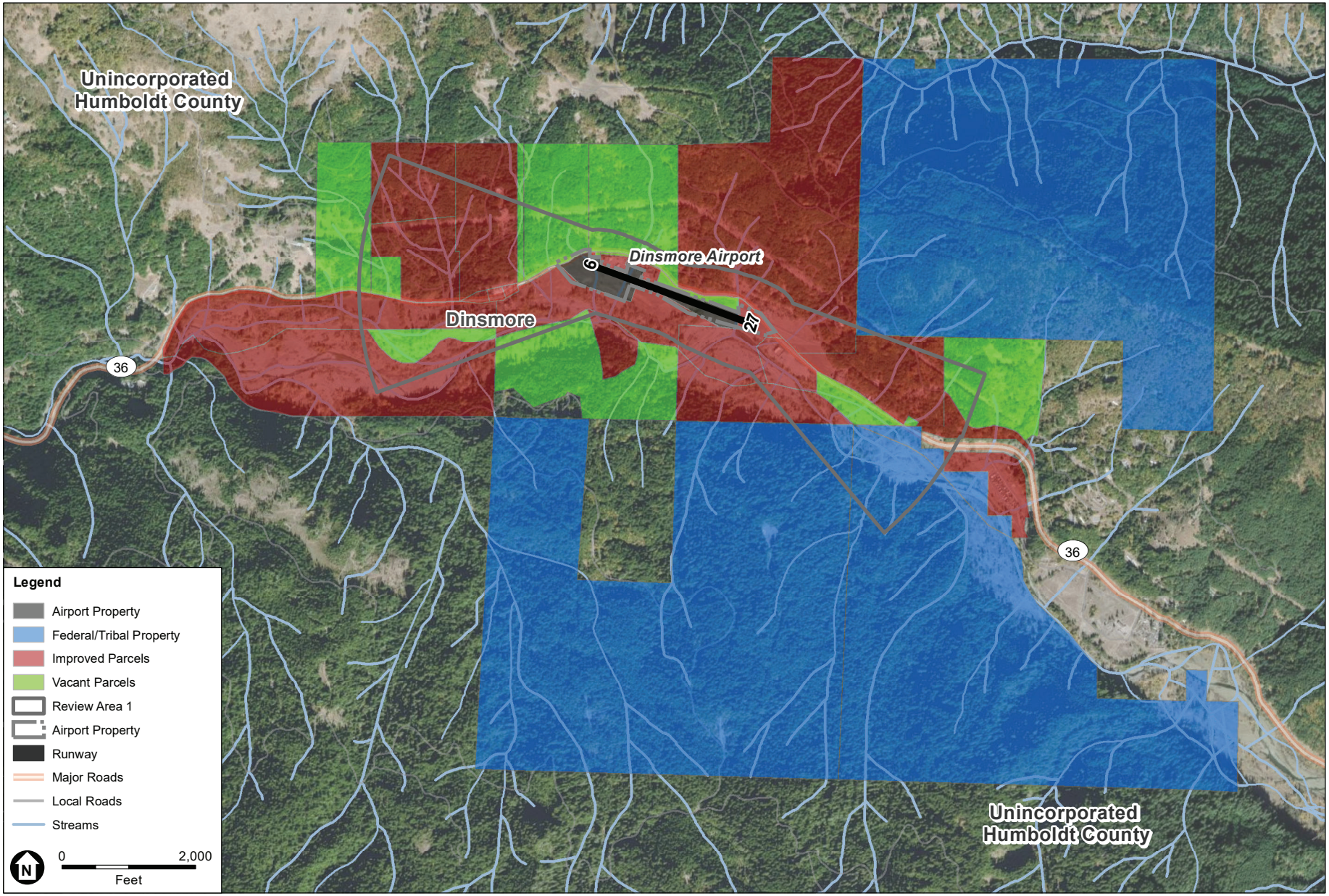
4.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Dinsmore Airport (D63 or the Airport). Review Area 1 covers areas within rural unincorporated Humboldt County. The following sections describe the results of the residential and nonresidential displacement analyses for Dinsmore Airport.

4.2 Parcels Selected for Further Analysis

Figure 4-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 38 parcels were identified within Review Area 1. Of this number, one parcel constitutes Airport property, four parcels are federal property (part of the Six Rivers National Forest), one parcel was identified as right of way, and 20 parcels were identified as already developed. These 26 parcels were excluded from further analysis. The remaining 12 parcels in Review Area 1 were identified as vacant. These parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis.

Figure 4-2 depicts the 12 parcels carried forward for further analysis. **Table 4-1** provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. Parcels 01, 02, 03, 04, 07, 10, 11, and 12 are in the (U) Unclassified zone. Parcels 05, 06, 08, and 09 are in the (FR) Forestry Recreation zone, subject to the "B" Special Building Site combining zone, building site area of forty acres (FR-B-5(40)).



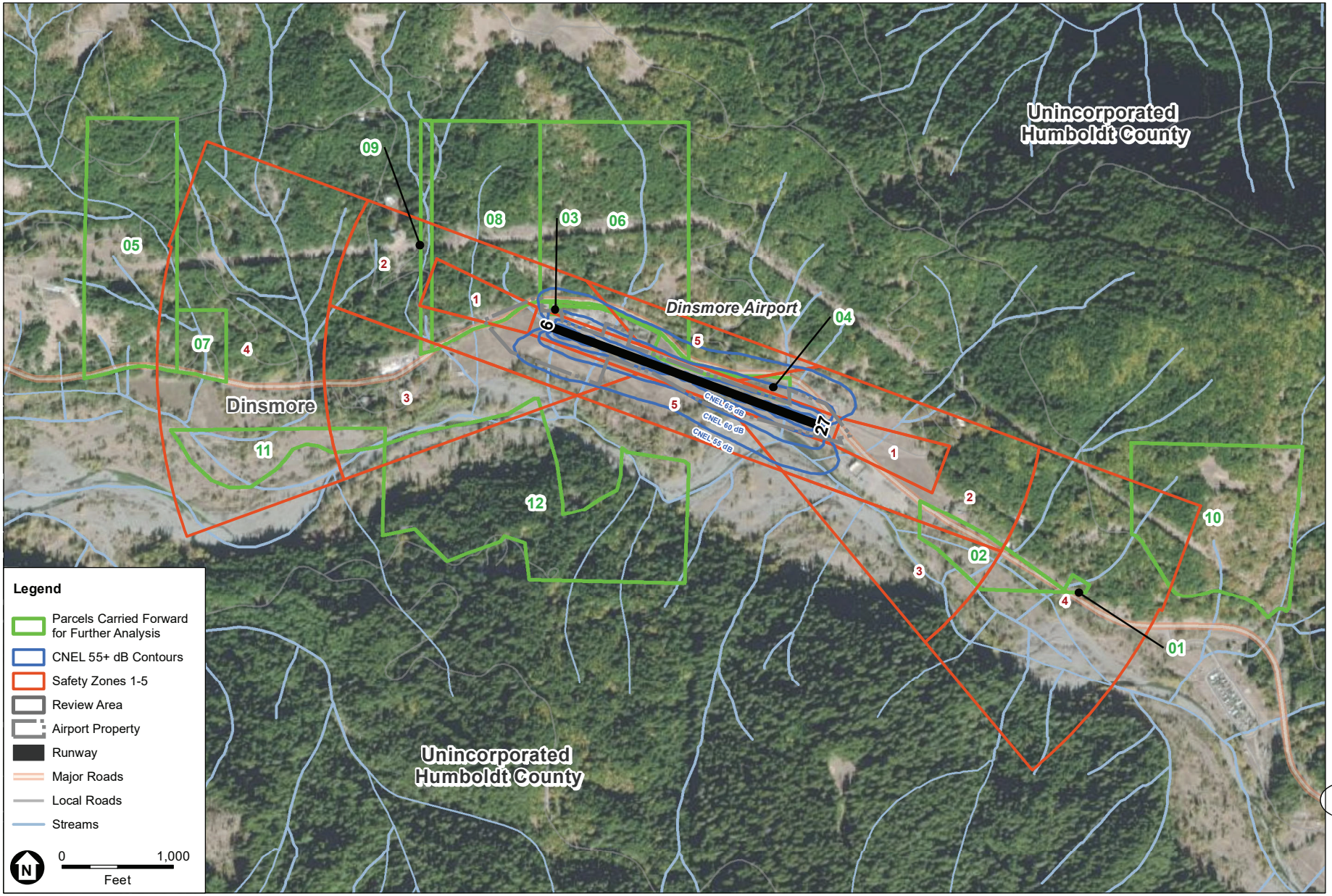
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 4-1

Parcels Considered in the Development Displacement Analysis
Dinsmore Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 4-2

Parcels Carried Forward for Further Analysis
Dinsmore Airport

ESA

TABLE 4-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – DINSMORE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use	Zoning District(s)/ Combining District(s)[1]
01	208-071-012	0.51	Vacant	RA20,AP	U
02	208-071-013a	9.79	Vacant	CF,RA20,AP	U
03	208-171-001	0.20	Vacant	RCC,AP	U
04	208-171-008a	4.14	Vacant	RA20,RCC,AP	U
05	208-261-010a	43.02	Vacant	RA40,AP	FR-B-5(40)
06	208-261-014	53.71	Vacant	RA40,RCC,AP	FR-B-5(40)
07	208-261-022	6.04	Vacant	RA40,AP	U
08	208-261-023a	40.98	Vacant	RA40,RCC,AP	FR-B-5(40)
09	208-261-024a	4.79	Vacant	RA40,RCC,AP	FR-B-5(40)
10	208-341-002	44.10	Vacant	RA20,AP	U
11	210-083-012	12.82	Vacant	CF,AP	U
12	210-091-015a	65.12	Vacant	CF,RA5-20,AP	U

NOTES:

1 A key defining Humboldt County General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

The following sections discuss the potential for residential and nonresidential displacement due to the noise and safety policies in the Draft ALUCP.

4.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 4.2 were mapped relative to the noise contours in the Draft ALUCP. In total, four of the 12 parcels identified for further analysis are located within or intersected by the noise contours for the Airport. Parcels 03, 04, 06, and 08 are located within or are intersected by the CNEL contours for the Airport. Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Less than three percent of Parcel 06 and less than one percent of Parcel 08 are in the CNEL 55 dB or higher contours. As Parcels 06 and 08 do not meet the ten percent threshold, they have been excluded from further analysis.

Parcel 03 is intersected by two contour bands: CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB. Approximately 32 percent of Parcel 03 is located in the CNEL 60 dB to 65 dB contour; therefore,

the compatibility criteria for this contour band would apply. Parcel 04 is located in three CNEL contour bands: CNEL 55 dB to 60 dB, CNEL 60 dB to 65 dB, and CNEL 65 dB to 70 dB. However, the portion of the parcel located within the CNEL 65 dB to 70 dB contour constitutes approximately 1,200 square feet or less than one percent of the entire parcel. Approximately 58 percent (2.39 acres) of Parcel 04 is located within the CNEL 60 dB to 65 dB contour. As this is the highest CNEL to which ten percent or more of the parcel would be exposed, the compatibility criteria for the CNEL 60 dB to 65 dB contour would apply.

4.3.1 Residential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcels 03 and 04 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and both parcels are in the (U) Unclassified zone. Parcel 04 has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update. The (U) Unclassified zone has a minimum lot size of 6,000 square feet and allows for the development of one residential dwelling unit per lot. This would allow for the development of one residential dwelling unit on Parcel 03 and, in the event of subdivision, up to 29 residential dwelling units on Parcel 04. Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 60 to 65 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be achieved using typical construction methods. Furthermore, per Policy GP-23, *Development by Right*, construction of a single-family home on a legal lot of record as of the date of adoption of the ALUCP would be allowed if such use is permitted by local land use regulations. As these parcels would fall within this category, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 60 dB to 65 dB contour for Dinsmore is provided in **Appendix C**, *Dinsmore Airport Development Displacement Calculations*.

4.3.2 Nonresidential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcels 03 and 04 are subject to the compatibility criteria applicable to areas within the CNEL 60 dB to 65 dB contour. Both parcels are within the (U) Unclassified Zone. Neither parcel is subject to a combining zone.

One nonresidential land use permitted in the (U) Unclassified zone, “Rooming, and boarding of not more than two (2) persons,” is considered “Conditionally Compatible,” requiring attenuation of exterior noise to an indoor CNEL of 45 dB or lower. This land use falls within the lodging land use category in Table 3-1 in the Draft ALUCP (see Appendix A). This level of noise reduction would be typically achieved through the standard methods employed to construct structures commonly used for this purpose (e.g., homes). Accordingly, there is no potential for displacement of this land use on either Parcel 03 or Parcel 04 under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 60 dB to 55 dB contour for Dinsmore Airport is provided in Appendix C.

4.4 Potential for Displacement Due to Safety Policies

A shown on Figure 4-2, all 12 parcels carried forward for further analysis are intersected by or located within the safety zones for Dinsmore Airport. The following sections discuss potential displacement of future land use on these parcels due to the safety policies in the Draft ALUCP.

4.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Dinsmore Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 12 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 189 residential dwelling units was calculated for all 12 parcels under current conditions. A maximum of 88 residential dwelling units was calculated for all 12 parcels under the densities in the Draft ALUCP. This produces a count of 101 potentially displaced residential dwelling units.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. A total of 14 residential dwelling units were identified in the study parcels. Six of these units on Parcel 04 would be displaced under the Draft ALUCP.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix C.

4.4.2 Nonresidential Displacement Analysis - Safety

The study parcels for Dinsmore Airport are located in or intersected by Safety Zones 1 through 5. Zoning for the parcels located in Safety Zone 6 does not permit or conditionally permit land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP. Therefore, these parcels were excluded from further analysis.

Per Draft ALUCP Policy 11, *Land Use Action Sites Lying within Two or More Safety Zones*, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line. Accordingly, the following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

Parts of Parcels 03, 04, 08, and 09 are located within Safety Zone 1. Parcels 03 and 04 are zoned (U) Unclassified. There is one permitted land use in the (U) Unclassified zone, "General agriculture," that is considered conditionally compatible in Safety Zone 1. Under the safety compatibility criteria in the Draft ALUCP, this land use would be considered compatible as long as it includes development of no new structures.

Parcels 08 and 09 are zoned (FR) Forest Recreation, subject to the "B" Building Site combining zone that limits building sites to 40 acre parcels (B-5(40)). There are eight permitted or conditionally permitted land uses in the (FR) Forest Recreation zone that are considered incompatible in Safety Zone 1. These uses include "Agricultural and timber products processing plants," "Animal hospitals and kennels," "Hotels, motels, special occupancy parks and manufactured home parks," "Private institutions and cemeteries," "Public and private noncommercial recreational uses, including golf courses and public stables," "Restaurants, food markets and automobile service stations, and commercial recreational facilities," "Social halls, fraternal and social organizations, and clubs," and "Wrecking and salvage yards." The portions of Parcels 08 and 09 located in Safety Zone 1 are within Compatibility Zone A under the current ALUCP. The Airport/land use safety compatibility criteria in the current ALUCP prohibits the development of non-aviation related structures, assemblages of people, or hazards to flight in Compatibility Zone A. Accordingly, the uses identified as incompatible in Safety Zone 1 would be prohibited in Compatibility Zone A. As these uses would not be allowed under current conditions, there is no potential for their displacement from the parts Parcels 08 and 09 in Safety Zone 1.

There are two permitted or conditionally permitted uses in the (FR) Forest Recreation zone that are considered conditionally compatible in Safety Zone 1. These include "General agriculture, nurseries and greenhouses, and roadside stands" and "Hog farms, turkey farms, frog farms and fur farms." Under the safety compatibility criteria in the Draft ALUCP, this land use would be considered compatible as long as it includes development of no new structures.

Safety Zone 2

All or parts of Parcels 02, 03, 04, 06, 08, and 09 are located in Safety Zone 2. Parcels 02, 03, and 04 are zoned (U) Unclassified. All permitted and conditionally permitted uses in the (U) Unclassified zone are considered compatible under the safety compatibility criteria in the Draft ALUCP. Accordingly, these three parcels were excluded from further analysis.

Parcels 06, 08, and 09 are zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. There is one permitted use in the (FR) Forest Recreation zone, "Social halls, fraternal and social organizations, and clubs," that is considered incompatible in Safety Zone 2. The portion of Parcel 06 located in Safety Zone 2 is in Compatibility Zone B1 under the current ALUCP. The portion of Parcels 08 and 09 in Safety Zone 2 are located in Compatibility Zones A and B1. This use would be prohibited in Compatibility Zone A and because of its high intensity nature, unlikely to be considered acceptable in Compatibility Zone B1. Accordingly, there is no potential for displacement.

There are six permitted or conditionally permitted uses in the (FR) Forest Recreation zone that are considered conditionally compatible in Safety Zone 2. These include "Agricultural and timber products processing plants," "Hotels, motels, special occupancy parks and manufactured home parks," "Private institutions and cemeteries," "Public and private noncommercial recreational uses, including golf courses and public stables," "Restaurants, food markets and automobile service stations, and commercial recreational facilities," and "Wrecking and salvage yards." "Agricultural and timber products processing plants" and "Wrecking and salvage yards" are allowed in Safety Zone 2 if no area outside the safety zone would serve the intended function of the use. "Hotels, motels, special occupancy parks and manufactured home parks" are considered compatible in Safety Zone on the condition the use is limited to a single-story building. "Private institutions and cemeteries" are considered compatible in Safety Zone 2 on the condition that there are no assembly places. "Public and private noncommercial recreational uses, including golf courses and public stables" are considered compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. Finally, "Restaurants, food markets and automobile service stations, and commercial recreational facilities" are considered compatible in Safety Zone 2 on the condition that the use is limited to businesses selling food and/or beverages primarily for off-site consumption. All land uses must adhere to the maximum nonresidential intensities and lot coverage requirements established in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

All or parts of Parcels 02, 08, 09, 11, and 12 are located in Safety Zone 3. Parcels 02, 11, and 12 are zoned (U) Unclassified. Similar to the conditions for Safety Zone 2, all permitted or conditionally permitted uses in the (U) Unclassified zone are considered compatible in Safety Zone 2 under the Draft ALUCP. Accordingly, these three parcels were excluded from further analysis.

Parcels 08 and 09 are zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. Similar to Safety Zone 2, there is one permitted use in the (FR) Forest Recreation zone, "Social halls, fraternal and social organizations, and clubs," that is considered incompatible in Safety Zone 3. The portions of Parcels 08 and 09 in Safety Zone 3 are located in Compatibility Zone B1. Again, as these land uses are unlikely to be considered acceptable in Compatibility Zone B1, they would not be considered displaced due to the policies in the Draft ALUCP.

There are four permitted or conditionally permitted uses in the (FR) Forest Recreation zone that are considered conditionally compatible in Safety Zone 3. These include "Hotels, motels, special occupancy parks and manufactured home parks," "Private institutions and cemeteries," "Public and private noncommercial recreational uses, including golf courses and public stables," and "Restaurants, food markets and automobile service stations, and commercial recreational facilities." Excluding "Hotels, motels, special occupancy parks and manufactured home parks," which are limited to buildings no higher than three-stories in Safety Zone 3, the same limitations applicable to the other uses in Safety Zone 2 are applicable in Safety Zone 3. All land uses must

also adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

All or parts of Parcels 01, 02, 05, 07, 10, and 11 are located in Safety Zone 4. Parcels 01, 02, 07, 10, and 11 are zoned (U) Unclassified. Similar to the conditions for Safety Zones 2 and 3, all permitted or conditionally permitted uses in the (U) Unclassified zone are considered compatible in Safety Zone 4 under the Draft ALUCP. Accordingly, these five parcels were excluded from further analysis.

Parcel 05 is zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. There are two permitted or conditionally permitted land uses in (FR) Forestry Recreation zone that are considered conditionally compatible in Safety Zone 4. These include "Private institutions and cemeteries," and "Social halls, fraternal and social organizations, and clubs." "Private institutions and cemeteries" are considered compatible in Safety Zone 4 on the condition that no assembly uses are allowed. Both uses are subject to the maximum nonresidential intensity limits and maximum lot coverage percentages for Safety Zone 4. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 5

All or parts of Parcels 04 and 06 are located in Safety Zone 5. Parcel 04 is zoned (U) Unclassified. Similar to Safety Zones 2 through 4, all permitted or conditionally permitted uses in the (U) Unclassified zone are considered compatible in Safety Zone 5. Accordingly, Parcel 04 was excluded from further analysis.

Parcel 06 is zoned (FR) Forestry Recreation, subject to the "B-5(40)" Building Site combining zone that limits building sites to 40 acre parcels. There are two permitted or conditionally permitted uses in the (FR) Forestry Recreation zone that are considered incompatible in Safety Zone 5. These uses include "Public and private noncommercial recreational uses, including golf courses and public stables, and "Social halls, fraternal and social organizations, and clubs." The portion of Parcel 06 located in Safety Zone 5 is in Compatibility Zones A and B1 under the current ALUCP. These uses would be prohibited in Compatibility Zone A and because of their high intensity nature, unlikely to be considered acceptable in Compatibility Zone B1. Accordingly, there is no potential for displacement.

There are two permitted or conditionally permitted uses in the (FR) Forestry Recreation zone that are considered conditionally compatible in Safety Zone 5. These uses include "Private institutions and cemeteries," and "Restaurants, food markets and automobile service stations, and commercial recreational facilities." "Private institutions and cemeteries" is considered compatible in Safety

Zone 5 on the condition that no assembly uses are allowed. "Restaurants, food markets and automobile service stations, and commercial recreational facilities" are considered compatible in Safety Zone 5 on the condition that the use is limited to businesses selling food and/or beverages primarily for off-site consumption. Both land uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 6

There are no vacant or underutilized parcels in Safety Zone 6 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

4.5 Displacement Analysis Summary

Table 4-2 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of up to 101 residential dwelling units on 4 parcels (Parcels 01, 04, 07, and 11). Parcels 21, 34, 80, and 81 are located in Safety Zone 1. Parcel 01 and Parcel 07 are located in Safety Zone 4, Parcel 11 is located in Safety Zones 3 and 4, and Parcel 04 is located in Safety Zones 2 and 5.

TABLE 4-2
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- DINSMORE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	12	Safety	12	01, 04, 07, and 11	101
		Noise	2	0	0
Total Number of Dwelling Units Potentially Displaced					**101**

Table 4-3 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise or safety policies in the Draft ALUCP for Dinsmore Airport.

TABLE 4-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- DINSMORE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	12	Safety Zone 1	2	None	0

TABLE 4-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- DINSMORE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
		Safety Zone 2	6	None	0
		Safety Zone 3	5	None	0
		Safety Zone 4	6	None	0
		Safety Zone 5	2	None	0
		Noise	2	None	0
Total Area of Potential Displacement (Square Feet)					**0**

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CHAPTER 5
Development Displacement Analysis – Garberville Airport

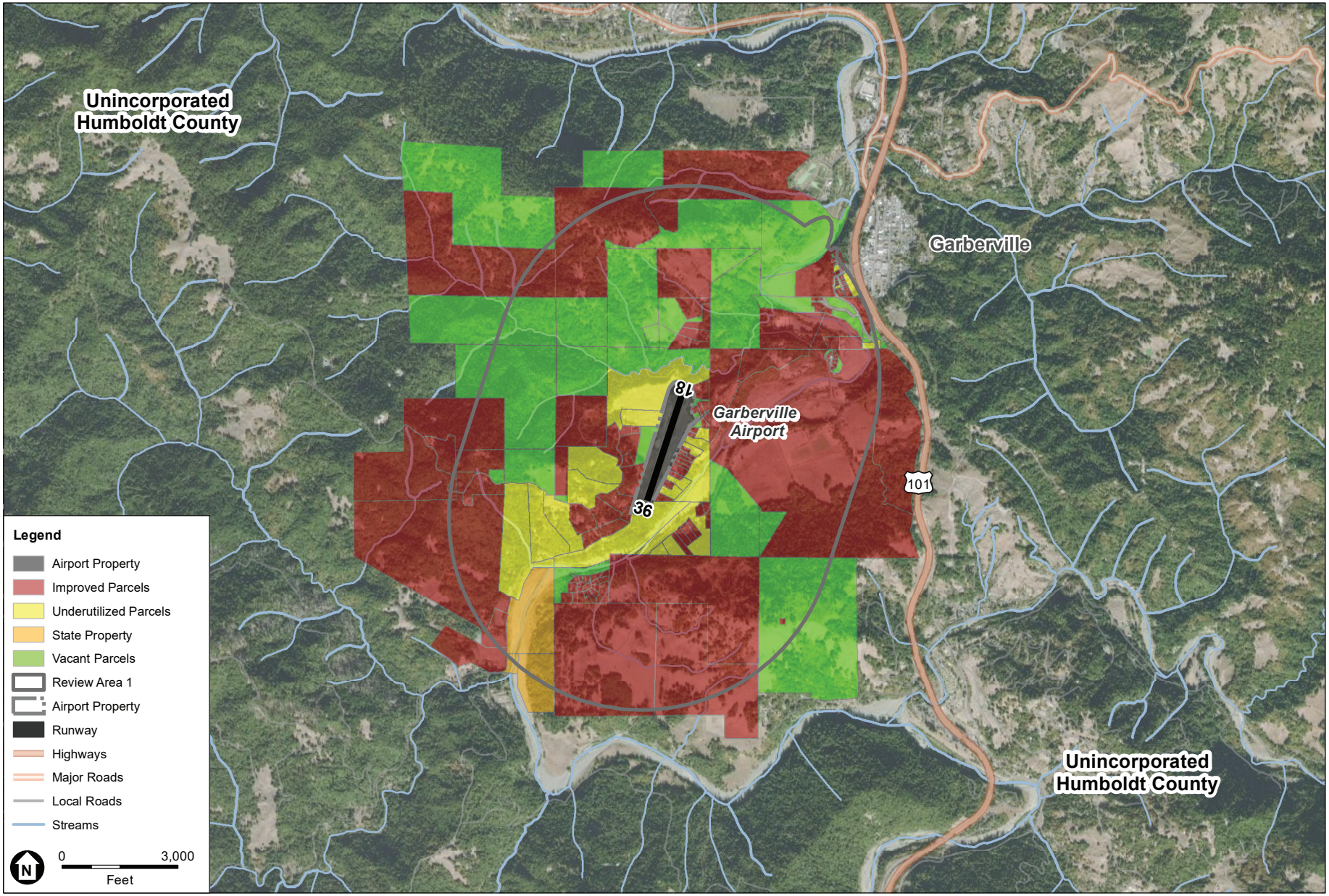
5.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Garberville Airport. Review Area 1 covers areas within unincorporated Humboldt County. The following sections describe the parcels analyzed and the results of the residential and nonresidential displacement analysis.

5.2 Parcels Selected for Further Analysis

Figure 5-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 196 parcels were identified within Review Area 1. Of this number, one parcel constitutes Airport property, three parcels are owned by the State of California, and 151 parcels were identified as already developed. Eight parcels are located solely in Safety Zone 6 and are within zoning districts with permitted and conditionally permitted land uses that are all considered compatible under the safety compatibility criteria in the Draft ALUCP. These 163 parcels were excluded from further analysis. Of the 31 parcels retained for further analysis, 15 parcels were initially identified as vacant and 17 were identified as underutilized with potential for infill development. These parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis.

Table 5-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district(s), if any. Parcels 14 and 27 are in two or more zoning districts. **Figure 5-2** and **Figure 5-3** depict the 31 parcels carried forward for further analysis.



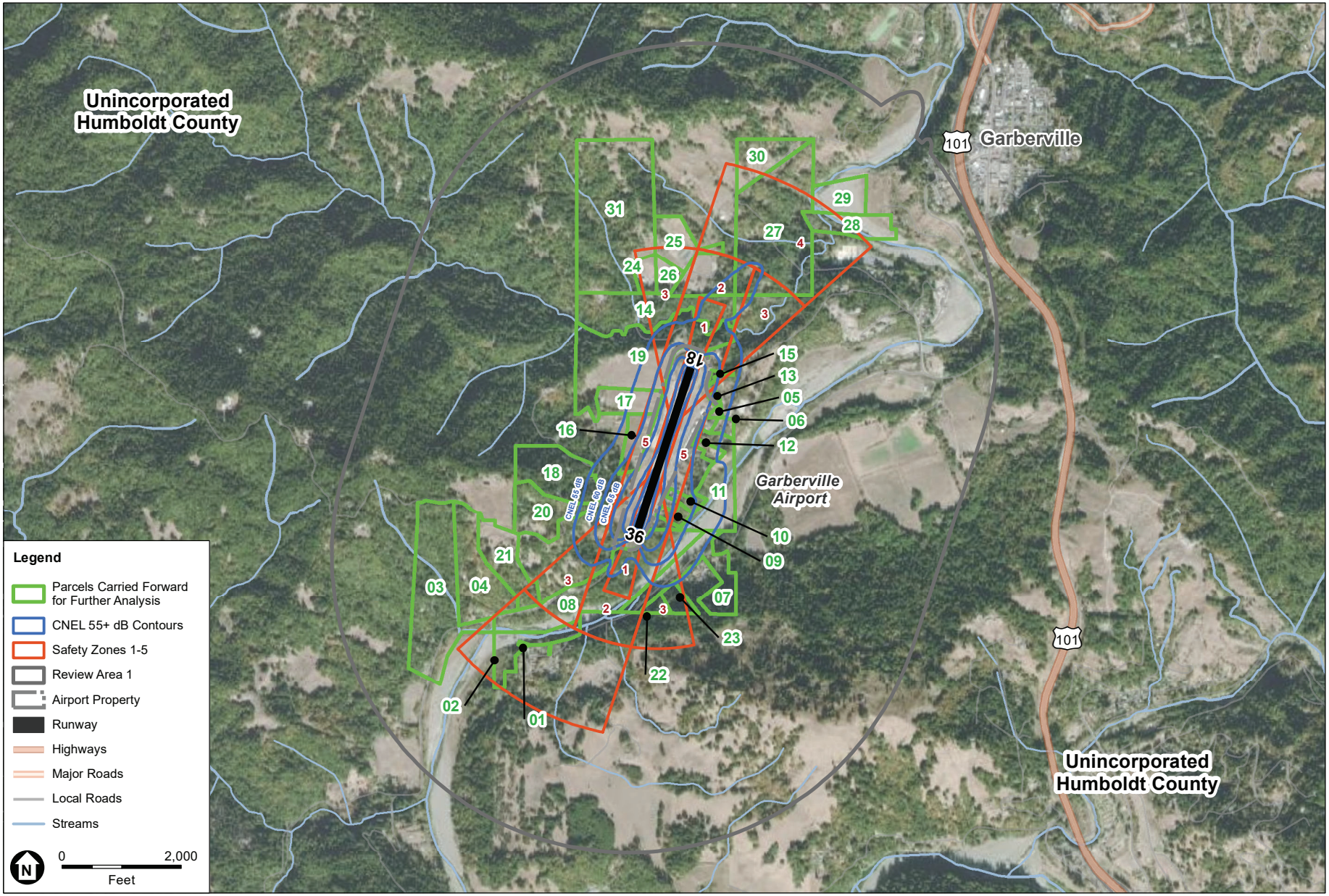
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 5-1

Parcels Considered in the Development Displacement Analysis
Garberville Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 5-2

Parcels Carried Forward for Further Analysis
Garberville Airport

ESA

TABLE 5-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – GARBERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
01	222-201-003	0.22	Vacant	RL,AP	R-1-B-6
02	222-201-001	12.27	Vacant	RL,AP	R-1-B-6
03	222-093-002	49.51	Underutilized	RA5-20,AP	AG-B-5(5)
04	222-093-003	26.96	Underutilized	RA5-20,AP	AG-B-5(5)
05	222-111-027	0.79	Vacant	RE1-5,AP	RS-T
06	222-111-008	2.24	Underutilized	RE1-5,AP	RS-T
07	222-121-010	21.61	Underutilized	RE1-5,AP	RS-T
08	222-094-008	46.37	Underutilized	RA5-20,AP	AG-B-5(5)
09	222-111-023	3.00	Underutilized	RE1-5,AP	RS-T
10	222-111-029	2.82	Underutilized	RE1-5,AP	RS-T
11	222-111-010	20.32	Underutilized	RE1-5,AP	RS-T
12	222-111-011	2.20	Underutilized	RE1-5,AP	RS-T
13	222-111-005	0.53	Vacant	RE1-5,AP	RS-T
14	222-231-012a	31.61	Vacant	RA5-20,AP	AE-B5(160); AG-B5(5)
15	222-231-004	0.76	Vacant	RE1-5,AP	RS-T
16	222-131-004	8.46	Vacant	RA5-20,AP	AV
17	222-231-007	10.07	Underutilized	RA5-20,AP	AG-B-5(5)
18	222-251-002	22.94	Underutilized	T,AP	TPZ
19	222-231-015	52.16	Underutilized	RA5-20,AP	AG-B-5(5)
20	222-251-004	16.47	Underutilized	RA5-20,AP	AG-B-5(5)
21	222-093-004	17.10	Underutilized	RA5-20,AP	AG-B-5(5)
22	222-121-009	2.16	Underutilized	RE1-5,AP	RS-T
23	222-121-008	4.14	Underutilized	RE1-5,AP	RS-T
24	222-156-014	4.90	Vacant	RA5-20,AP	AG-B-6
25	222-156-016b	12.31	Vacant	RA5-20,AP	AG-B-6
26	222-156-015b	4.51	Vacant	RA5-20,AP	AG-B-6
27	222-156-006a	63.15	Vacant	IR,RA20-160; A5-20,AP	AE; TPZ
28	032-171-022	11.83	Vacant	RA10,AP	MH-Q
29	032-161-015	11.16	Vacant	RA10,AP	MH-Q

TABLE 5-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – GARBERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
30	222-156-011	13.53	Vacant	RA5-20,AP	AE-B-5(160)
31	222-156-031	72.11	Vacant	RA40,AP	AE

NOTES:

1 A key defining Humboldt County General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel is located in two or more zoning districts.

b Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

5.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 5.2 were mapped relative to the noise contours in the Draft ALUCP. Parcels 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19 are located within or are intersected by the CNEL contours for the Airport. Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site.

Parcels 05, 06, 07, 11, 12, 14, 18 and 19 are subject to the compatibility criteria for the CNEL 55 dB to 60 dB contour. Parcels 08, 13, 15, 16, and 17 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour. Finally Parcels 09 and 10 are subject to the compatibility criteria for the CNEL 65 dB to 70 dB contour.

5.3.1 Residential Displacement Analysis - Noise

CNEL 55 dB to 60 dB

Parcels 05, 06, 07, 11, and 12 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining zone. Parcel 14 is zoned (AE) Agriculture Exclusive, subject to the "B-5(160)" Building Site combining zone that limits building sites to 160 acre parcels. Further subdivision of parcels within the (AE) Agriculture Exclusive zoning district is not allowed. Parcel 18 is within the (TPZ) Timberland Production Zone and Parcel 19 is zoned (AG) Agricultural General, subject to "B-5(5)" Building Site combining zone that limits building sites to five acre parcels.

The (RS) Residential Suburban zone has a minimum lot size of one acre and allows for the development of one residential dwelling unit per lot. This would allow for the development of one residential dwelling unit on Parcels 06 and 12, five residential dwelling units on Parcel 11,

and up to 17 residential dwelling units on Parcel 07. Parcels 14 and 19 are underutilized parcels, already developed with residential dwelling units. Parcel 14 is of insufficient size for further subdivision under current zoning and no further residential dwelling units are developable on that parcel. Similarly, Parcel 18 is of insufficient size for further subdivision. Parcel 19 can be further subdivided to accommodate eight additional residential dwelling units.

Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 55 to 60 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be achieved under typical construction methods. Therefore, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 55 dB to 60 dB contour for Garberville Airport is provided in **Appendix D**, *Development Displacement Analysis Tables - Garberville Airport*.

CNEL 60 dB to 65 dB

Parcels 08, 13, 15, 16, and 17 are located within the CNEL 60 dB to 65 dB contour. Parcels 08 and 17 are within the (AG) Agriculture General zone, subject to "B-5(5)" Building Site combining zone that limits building sites to five acre parcels. Parcels 13 and 15 are within the (RS) Residential Suburban zone and subject to the "T" Manufactured Home combining zone. Finally, Parcel 16 is within the (AV) Airport zone. Parcel 08 can be subdivided to accommodate a maximum of 37 residential dwelling units and Parcel 17 can be subdivided to accommodate one residential dwelling unit. Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 60 to 65 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be achieved under typical construction methods. Therefore, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 60 dB to 65 dB contour for Garberville Airport is provided in Appendix D.

CNEL 65 dB to 70 dB

Parcels 09 and 10 are within the CNEL 65 dB to 70 dB contour. Both parcels are zoned (RS) Residential Suburban and subject to the "T" Manufactured Home combining zone. Both parcels are of sufficient size to be divided into two parcels each. Parcel 09 is an underutilized parcel and if subdivided could accommodate one additional residential dwelling unit. Parcel 10 is a vacant parcel and could accommodate two residential parcels. Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered incompatible in areas exposed to CNEL 65 to 70 dB. However, Draft ALUCP Policy GP-23, *Development by Right*, construction of a single-family home, including a second unit, on a legal lot of record as of the date of adoption of this ALUCP is guaranteed in all safety zones except Safety Zone 1. **Therefore, there is potential for displacement of one residential dwelling unit each on Parcels 09 and 10 under the noise policies in the Draft ALUCP.** A detailed table identifying potential residential displacement for each study parcel located in the CNEL 65 dB to 70 dB contour for Garberville Airport is provided in Appendix D.

5.3.2 Nonresidential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcels 08, 13, 15, 16, and 17 are subject to the noise compatibility criteria for the CNEL 60 dB to 65 dB contour. Part of Parcel 08 and all of Parcels 13 and 15 are within the (RS) Residential Suburban zone and subject to the "T" Manufactured Home combining zone. Part of Parcel 08 and Parcel 17 are within the (AG) Agriculture General zone, subject to "B-5(5)" Building Site combining zone. Parcel 16 is within the (AV) Airport zoning district.

One nonresidential land use permitted in the (RS) Residential Suburban zone, "private institutions," is considered conditionally compatible, requiring attenuation of exterior noise to an indoor CNEL of 50 dB or lower. This level of noise reduction would be typically achieved through the standard methods employed to construct structures commonly used for this purpose. Accordingly, there is no potential for displacement of this land use on Parcels 08, 13, or 15 under the noise policies in the Draft ALUCP.

Within the (AG) Agricultural General zone, one land use, "rental and sales of irrigation equipment and storage incidental thereto," is considered conditionally compatible and two land uses "private institutions and cemeteries," and "rooming and boarding of not more than two (2) persons not employed on the premises," are considered conditionally compatible, requiring attenuation of exterior noise to an indoor CNEL of 45 dB or lower. As this level of noise reduction would be typically achieved through the standard methods employed to construct structures commonly used for these purposes, there is no potential for displacement of these land uses on Parcels 08 and 17 under the noise policies in the Draft ALUCP.

One permitted land use within the (AV) Airport zoning district, "sales and rental of aircraft and aviation supplies and equipment" is considered conditionally compatible within the CNEL 60 dB to 65 dB contour and there is no potential for displacement of this land use on Parcel 16.

A detailed table identifying potential nonresidential displacement for each study parcel located in the CNEL 60 dB to 65 dB contour for Garberville Airport is provided in Appendix D.

CNEL 65 dB to 70 dB

Parcels 09 and 10 are located in the CNEL 65 dB to 70 dB contour. Both parcels are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. There are two conditionally permitted uses in the (RS) Residential Suburban zone that are considered conditionally compatible in areas exposed to CNEL 65 dB to 70 dB. These uses include "Private Institutions" and "Private recreation facilities, including golf courses."

"Private institutions," is considered conditionally compatible, requiring attenuation of exterior noise to an indoor CNEL of 50 dB or lower. The required noise level reduction would be typically achieved through standard construction methods.

"Private recreation facilities, including golf courses," is considered conditionally compatible, advising that although the CNEL is acceptable for outdoor activities and some noise interference

may occur, caution should be exercised with regard to noise sensitive uses. As indoor CNEL would be there is no potential for displacement of these land uses on Parcels 09 and 10 under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement for each study parcel located in the CNEL 65 dB to 70 dB contour for Garberville Airport is provided in Appendix D.

5.4 Potential for Displacement Due to Safety Policies

5.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Garberville Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 31 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 88 residential dwelling units was calculated for all 31 parcels under current conditions. A maximum of 81 residential dwelling units was calculated for all 31 parcels under the densities in the Draft ALUCP. This results in the displacement of 7 potential residential dwelling units.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. A total of four residential dwelling units on two parcels were identified in Review Area 1. None of these units would be displaced under the Draft ALUCP.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix D.

5.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for Garberville Airport are located in or intersected by Safety Zones 1 through 5. All permitted or conditionally permitted uses under the zoning for the parcels located in Safety Zone 6 are considered compatible under the safety compatibility criteria in the Draft ALUCP. Therefore, these parcels were excluded from further analysis.

The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

Parts of Parcels 08, 14, and 19 are located within Safety Zone 1. Parcels 08 and 19 are underutilized and Parcel 14 is vacant. All of Parcels 14 and 19 and part of Parcel 08 are zoned for (AG) Agricultural General. There are six permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered incompatible in Safety Zone 1. These uses include "Agricultural and timber products processing plants," "Animal hospitals and kennels," Golf courses," "Private institutions and cemeteries," "Rental and sales of irrigation equipment and storage incidental thereto," and "Rooming and boarding of not more than two (2) persons not employed on the premises." The portions of all three parcels located in Safety Zone 1 are within Compatibility Zone A under the current ALUCP. As these land uses would be prohibited in Compatibility Zone A under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 1. These uses include "Animal feed lots and sales yards," "General agriculture," and "Hog farms, turkey farms, frog farms and fur farms." Under the safety compatibility criteria in the Draft ALUCP, these land uses would be considered compatible as long as they include development of no new structures.

Part of Parcel 08 in Safety Zone 1 is zoned (RS) Residential Suburban. There are two conditionally permitted uses in the (RS) Residential Suburban zone that are considered incompatible under the safety policies in the Draft ALUCP. These include "Private Institutions" and "Private recreation facilities, including golf courses." Again, the portion of this parcel located in Safety Zone 1 is within Compatibility Zone A under the current ALUCP. As both these uses would be considered prohibited in Compatibility Zone A, they would not be allowed under current conditions. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 2

All or parts of Parcels 02, 07, 08, 09, 14, 15, 19, 22, 25, and 27 are located within Safety Zone 2. Parcels 07, 08, 09, 15, and 22 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. Part of Parcel 08 in Safety Zone 2 is also zoned (AG) Agriculture General subject to the "B" Building Site combining zone that limits building sites to five acre parcels (B-5(5)). Parcels 14, 19, and 25 are zoned (AG) Agriculture General, subject to the B-5(160) combining zone that limits building sites to 160 acre parcels, the B-5(5) combining zone, and the B-6 combining zone, respectively. Finally, parts of Parcel 02, zoned for (R-1) Residential Single Family with a B-6 combining zone, and Parcel 27, zoned for (TPZ) Timberland Production, are also in Safety Zone 2. Parcels 02, 14, 15, 25, and 27 are vacant and Parcels 07, 08, 09, 19, and 22 have been identified as underutilized.

Parcels 07, 08, 09, 15, and 22 are zoned (RS) Residential Suburban. There is one conditionally permitted use in the (RS) Residential Suburban zone, "Private Institutions," that is considered incompatible in Safety Zone 2. The portions of these parcels located in Safety Zone 2 are

currently located in Compatibility Zones A and B under the current ALUCP. “Private Institutions” as defined in Section 172.9.1 of the Humboldt County Zoning Regulations include “sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory.” This would be considered a prohibited land use in both Compatibility Zones A and B. As this land use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There is one conditionally permitted land use in the (RS) Residential Suburban zone, “Private recreation facilities, including golf courses,” that is considered conditionally compatible in Safety Zone 2. This use would be considered compatible in Safety Zone 2 on the condition that no group recreational activities are allowed and it adheres to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As this condition would not prevent implementation of this use on the parts of Parcels 07, 08, 09, 15, and 22 in Safety Zone 2, there is no potential for displacement under the Draft ALUCP.

Part of Parcel 08 and all of Parcels 14, 19, and 25 are zoned (AG) Agricultural General. There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 2. These uses include “Golf courses,” “Private institutions and cemeteries” and “Rooming and boarding of not more than two (2) persons not employed on the premises” “Golf courses” are considered conditional in Safety Zone 2 on the condition that no group recreational activities are allowed. “Private institutions and cemeteries” are considered compatible in Safety Zone 2 on the condition that no assembly uses are allowed. Finally, “Rooming and boarding of not more than two (2) persons not employed on the premises” is considered compatible on the condition that only a single-story building is used. The maximum nonresidential intensities and lot coverage percentages for Safety Zone 2 are also applicable to all these uses. As these conditions would not prevent implementation of this use on these parcels, there is no potential for displacement under the Draft ALUCP.

Part of Parcel 02 is zoned (R-1) Residential Single-Family. There are two permitted or conditionally permitted uses in the (R-1) Residential Single-Family zone that are considered conditionally compatible in Safety Zone 2. These uses include “Public and private noncommercial recreation facilities, including golf courses” and “Rooming and boarding of not over two (2) persons not employed on the premises.” Again, “Private institutions and cemeteries” are considered compatible in Safety Zone 2 on the condition that no assembly uses are allowed. “Rooming and boarding of not more than two (2) persons not employed on the premises” is considered compatible on the condition that only a single-story building is uses. The maximum nonresidential intensities and lot coverage percentages for Safety Zone 2 are also applicable to all these uses. As these conditions would not prevent implementation of this use on these parcels, there is no potential for displacement under the Draft ALUCP.

Parcel 14 is zoned (AE) Agriculture Exclusive. There is one permitted or conditionally permitted use allowed in the (AE) Agriculture Exclusive zone, “Labor camps and labor supply camps,” that is considered incompatible in Safety Zone 2. The portion of Parcel 14 in Safety Zone 2 is located

in Compatibility Zones A and B under the current ALUCP. This use would be considered prohibited in Compatibility Zone A. However, there is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B located in Safety Zone 2. **Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of this parcel located in Safety Zone 2.**

Parcel 27 is in the (TPZ) Timberland Production Zone. There is one permitted or conditionally permitted uses in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" that is considered incompatible in Safety Zone 2. As previously discussed, this is considered a higher intensity use that would be prohibited in Compatibility Zone A. However, there is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portion of this parcel in Compatibility Zone B located in Safety Zone 2. **Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" would be considered potentially displaced from the portion of this parcel located in Safety Zone 2.**

There are three conditionally permitted uses in the (TPZ) Timberland Production Zone that are considered conditionally compatible in Safety Zone 2. These uses include "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses," "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," and "Timber production processing plants (buildings) for commercial processing of wood and wood products, including but not limited to sawmills, lumber and plywood mills, but not including a pulp mill." "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses," is considered compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. "Timber production processing plants (buildings) for commercial processing of wood and wood products, including but not limited to sawmills, lumber and plywood mills, but not including a pulp mill" is considered compatible in Safety Zone 2 only if a site outside the safety zone would not serve the intended function. Finally, "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," is considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP on the condition it adheres to the applicable maximum intensity and lot coverage limits and complies with the Noise and Airspace Protection Compatibility Policies. The portion of this parcel in Safety Zone 2 is located in the CNEL 50 dB to 55 dB contour. This use is considered compatible in the CNEL 50 dB to 55 dB contour. Therefore, this land use would not violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Part of Parcel 14 located in Safety Zone 2 is beneath the approach surface to Runway 18 and the majority of the parcel is located on terrain that penetrates the airspace surfaces for the Airport. This preexisting condition would likely make development of this use unacceptable under current conditions. As this use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

All or parts of Parcels 02, 07, 08, 14, 15, 19, 21, 22, 23, 24, 25, 26, 27, and 31 are located in Safety Zone 3. Parcels 07, 15, 22, and 23 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. Parcel 08 is divided between the (RS) Residential Suburban zone and the (AG) Agriculture General subject to the "B" Building Site combining zone that limits building sites to five acre parcels (B-5(5)). Parcels 14, 19, 21, 24, 25, and 26 are zoned (AG) Agriculture General. Parcels 08 19, and 21 are subject to the B-5(5) combining zone and Parcel 14 is subject to the B-5(160) combining zone. Finally, parts of Parcel 02, zoned for (R-1) Residential Single Family with a B-6 combining zone, Parcel 27, zoned for (TPZ) Timberland Production, and Parcel 31 zoned (AE) Agriculture Exclusive are also in Safety Zone 3. Parcels 02, 14, 15, 24, 25, 26, 27, and 31 are vacant and Parcels 07, 08, 19, 21, 22, and 23 have been identified as underutilized.

Parcels 07, 08, 15, 22, and 23 are zoned (RS) Residential Suburban. There is one conditionally permitted use in the (RS) Residential Suburban zone, "Private Institutions," that is considered incompatible in Safety Zone 3. The portions of these parcels located in Safety Zone 3 are currently located in Compatibility Zones B and C under the current ALUCP. This use would be considered prohibited in both Compatibility Zones B and C. As this use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There is one conditionally permitted land use in the (RS) Residential Suburban zone, "Private recreation facilities, including golf courses," that is considered conditionally compatible in Safety Zone 3. This use would be considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed and the use adheres to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As this condition would not prevent implementation of this use on the parts of the parts of these parcels in Safety Zone 3, there is no potential for displacement under the Draft ALUCP.

Parcels 14, 19, 21, 24, 25, and 26 are zoned (AG) Agriculture General. There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 3. These uses include "Golf courses," "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises" "Golf courses" are considered conditional in Safety Zone 3 on the condition that no group recreational activities are allowed. "Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly uses are allowed. Finally, "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible on the condition that a building no more than three-stories is used. The maximum nonresidential intensities and lot coverage percentages for Safety Zone 3 are also applicable to all these uses. As these conditions would not prevent implementation of this use on these parcels, there is no potential for displacement under the Draft ALUCP.

Part of Parcel 02 is zoned (R-1) Residential Single-Family. There are two permitted or conditionally permitted uses in the (R-1) Residential Single-Family zone that are considered

conditionally compatible in Safety Zone 3. These uses include "Public and private noncommercial recreation facilities, including golf courses" and "Rooming and boarding of not over two (2) persons not employed on the premises." Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly uses are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible on the condition that a building no less than three-stories is used. The maximum intensities and lot coverage percentages for Safety Zone 3 are also applicable to all these uses. As these conditions would not prevent implementation of this use on these parcels, there is no potential for displacement under the Draft ALUCP.

Parcel 27 is in the (TPZ) Timberland Production Zone. There is one permitted or conditionally permitted uses in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" that is considered incompatible in Safety Zone 3. The portion of Parcel 27 in Safety Zone 3 is largely in Compatibility Zone C. There is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portion of this parcel in Compatibility Zone C located in Safety Zone 3. **Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" would be considered potentially displaced from the portions of these parcels located in Safety Zone 3.**

There are two conditionally permitted uses in the (TPZ) Timberland Production Zone that are considered conditionally compatible in Safety Zone 3. These uses include "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities." "Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses," is considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," is considered compatible in Safety Zone 3 under the safety compatibility criteria in the Draft ALUCP on the condition it adheres to the applicable maximum intensity and lot coverage limits and complies with the Noise and Airspace Protection Compatibility Policies. As for the portion of this parcel located in Safety Zone 2, it is unlikely this use would be allowed under current conditions. Therefore, it would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 31 is zoned (AE) Agriculture Exclusive. There is one permitted or conditionally permitted use allowed in the (AE) Agriculture Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 3. The portion of Parcel 31 in Safety Zone 3 is primarily located in Compatibility Zone C under the current ALUCP. There is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portion of this parcel in Compatibility Zone C located in Safety Zone 3. **Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" would be considered potentially displaced from the portions of these parcels located in Safety Zone 3.**

Safety Zone 4

Parcels 01, 02, 03, 04, 08, 21, 25, 27, 28, 29, and 30 are located in Safety Zone 4. Parcels 01 and 02 are zoned (R-1) Single-Family Residential, subject to the "B" Building Site combining zone. Parcels 03, 04, 08, 21, and 25 are zoned (AG) Agricultural General, subject to the "B" Building Site combining zone that limits building sites to five acre parcels (B-5(5)). All of Parcels 28, 29 and part of Parcel 27 are zoned (MH) Heavy Manufacturing zoning district, subject to the "Q" Qualified combining zone. The Humboldt County Ordinance applicable to the "Q" combining district is Ordinance 1803, which limits the allowable land uses allowed in this district. Part of Parcel 27 is in the (TPZ) Timberland Production Zone. Finally, Parcel 30 is zoned (AE) Agriculture Exclusive, subject to the "B" Building Site combining zone that limits building sites to 160 acre parcels (B-5(160)). The permitted and conditionally permitted land uses in the (R-1) Single-Family Residential zone and the (MH) Heavy Manufacturing zone modified by the requirements of Ordinance 1803 under the "Q" combining zone, are all considered compatible in Safety Zone 4. Accordingly, Parcels 01, 02, 28, 29, and the portion of Parcel 27 zoned (MH) Heavy Manufacturing have been excluded from further analysis.

Parcels 03, 04, 08, 21, 25, and 30 are zoned (AG) Agricultural General. There is one conditionally permitted use in the (AG) Agricultural General zone, "Private institutions and cemeteries," that is considered conditionally compatible in Safety Zone 4. This use would be considered compatible in Safety Zone 4 on the condition that no assembly places are allowed. As this condition would not prevent development of this use in Safety Zone 4, there is no potential for displacement.

Part of Parcel 27 is in the (TPZ) Timberland Production Zone. There are two permitted land uses in the (TPZ) Timberland Production Zone that are considered conditionally compatible in Safety Zone 4. These uses include "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities." "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" is allowed in Safety Zone 4 if no site outside the safety zone is available. "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities" would not be allowed on Parcel 27 for the same reasons discussed under Safety Zones 2 and 3. Accordingly, there is no potential for displacement of these uses from Parcel 27 in Safety Zone 4.

Safety Zone 5

Parcels 05, 09, 10, 11, 12, 13, 17, and 19 are partially located in Safety Zone 5. Parcels 05, 09, 10, 11, 12, and 13 are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. Parcels 17 and 19 are zoned (AG) Agriculture General zoning, subject to the B-5(5) combining zone. Parcels 09, 10, 11, 12, 17, and 19 are underutilized parcels, already partially developed. Finally, Parcel 16 is in the (AV) Airport zone. There are no conditionally compatible or incompatible land uses in the zoning for Parcel 16 and this parcel has been excluded from further analysis.

Parcels 05, 09, 10, 11, 12, and 13 are zoned (RS) Residential Suburban. There are two permitted or conditionally permitted use in the (RS) Residential Suburban zone that are considered incompatible in Safety Zone 5. These include "Private institutions" and "Private recreation facilities, including golf courses." The portions of these parcels located in Safety Zone 5 are currently located in Compatibility Zone B under the current ALUCP. As previously discussed, "Private Institutions" would be prohibited in Compatibility Zone B and "Private recreation facilities, including golf courses" would likely be considered unacceptable. As these uses would not be allowed under current conditions, there is no potential for displacement of these land uses from these parcels in Safety Zone 5.

Parcels 17 and 19 are zoned (AG) Agricultural General. There are three permitted or conditionally permitted land uses the (AG) Agricultural General zone that are considered incompatible in Safety Zone 5. These uses include "Animal hospitals and kennels," "Golf courses," and "Rental and sales of irrigation equipment and storage incidental thereto." Again, the portions of these parcels located in Safety Zone 5 are currently located in Compatibility Zone B under the current ALUCP. These uses are unlikely to be considered acceptable in Compatibility Zone B. As these uses would not be allowed under current conditions, there is no potential for displacement from these parcels in Safety Zone 5.

There are two permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 5. These uses include "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions and cemeteries" are considered compatible on the condition that no assembly places are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible on the condition the building used is limited to a single-story. Both uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses would not prevent their development, there is no potential for their displacement from these parcels in safety Zone 5.

Safety Zone 6

There are no vacant or underutilized parcels in Safety Zone 6 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

5.5 Displacement Analysis Summary

Table 5-2 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of two dwelling units on two parcels (Parcels 09 and 10) in the CNEL 65 dB to 70 dB contour. There is also potential for displacement of seven dwelling units on Parcels 02, 22, and 23 in the Safety Zones for Garberville Airport.

TABLE 5-2
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- GARBERVILLE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	31	Safety	31	02,22, and 23	7
		Noise	15	09 and 10	2
Total Number of Dwelling Units Potentially Displaced					**9**

Table 5-3 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one or more land uses on three parcels: Parcels 14 and 27 in Safety Zone 2 and Parcel 27 and Parcel 31 in Safety Zones 3. Nonresidential land uses considered incompatible in Safety Zone 2 include "Labor camps and labor supply camps" on Parcel 14 and "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" on Parcel 27. An estimated 358,444.12 square feet of space available for these uses on Parcels 27 and 31 would be potentially displaced within Safety Zone 3. Nonresidential land uses considered incompatible in Safety Zone 3 include "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" on Parcel 27 and Parcel 31. An estimated 42,052.47 square feet of space available for these uses on Parcels 27 and 31 would be potentially displaced within Safety Zone 3.

TABLE 5-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- GARBERVILLE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	48	Safety Zone 1	3	None	0
		Safety Zone 2	10	14, 27	358,444.12
		Safety Zone 3	14	27, 31	42,052.47
		Safety Zone 4	11	None	0
		Safety Zone 5	9	None	0
		Safety Zone 6	28	None	0
		Noise	15	None	0
Total Area of Potential Displacement (Square Feet)					**400,496.59**

CHAPTER 6
Development Displacement Analysis – Kneeland Airport

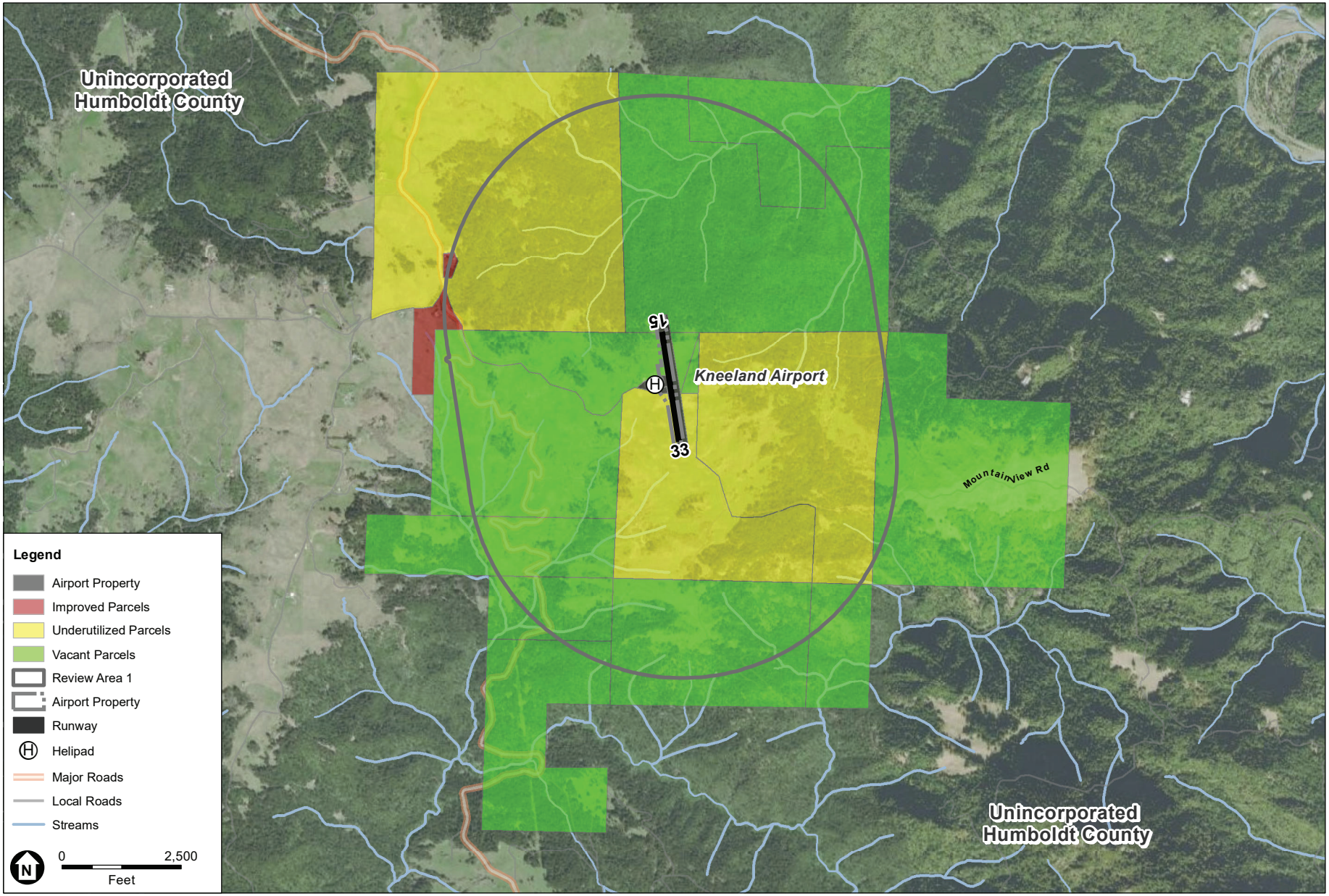
6.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Kneeland Airport (O19 or the Airport). Review Area 1 covers areas within unincorporated Humboldt County. The following sections describe the parcels analyzed and the results of the residential and nonresidential displacement analysis.

6.2 Parcels Selected for Further Analysis

Figure 6-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 18 parcels were identified within Review Area 1. Of this number, two parcels constitute Airport property, two parcels were identified as being developed, and seven parcels are solely intersected by or located within Safety Zone 6. These 11 parcels were excluded from further analysis. Of the seven parcels retained for further analysis, four parcels were identified as vacant and three were identified as underutilized with potential for infill development. These parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis.

Table 6-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. Parcels 02, 05, 06, and 07 are in two or more zoning districts. **Figure 6-2** depicts the seven parcels carried forward for further analysis.



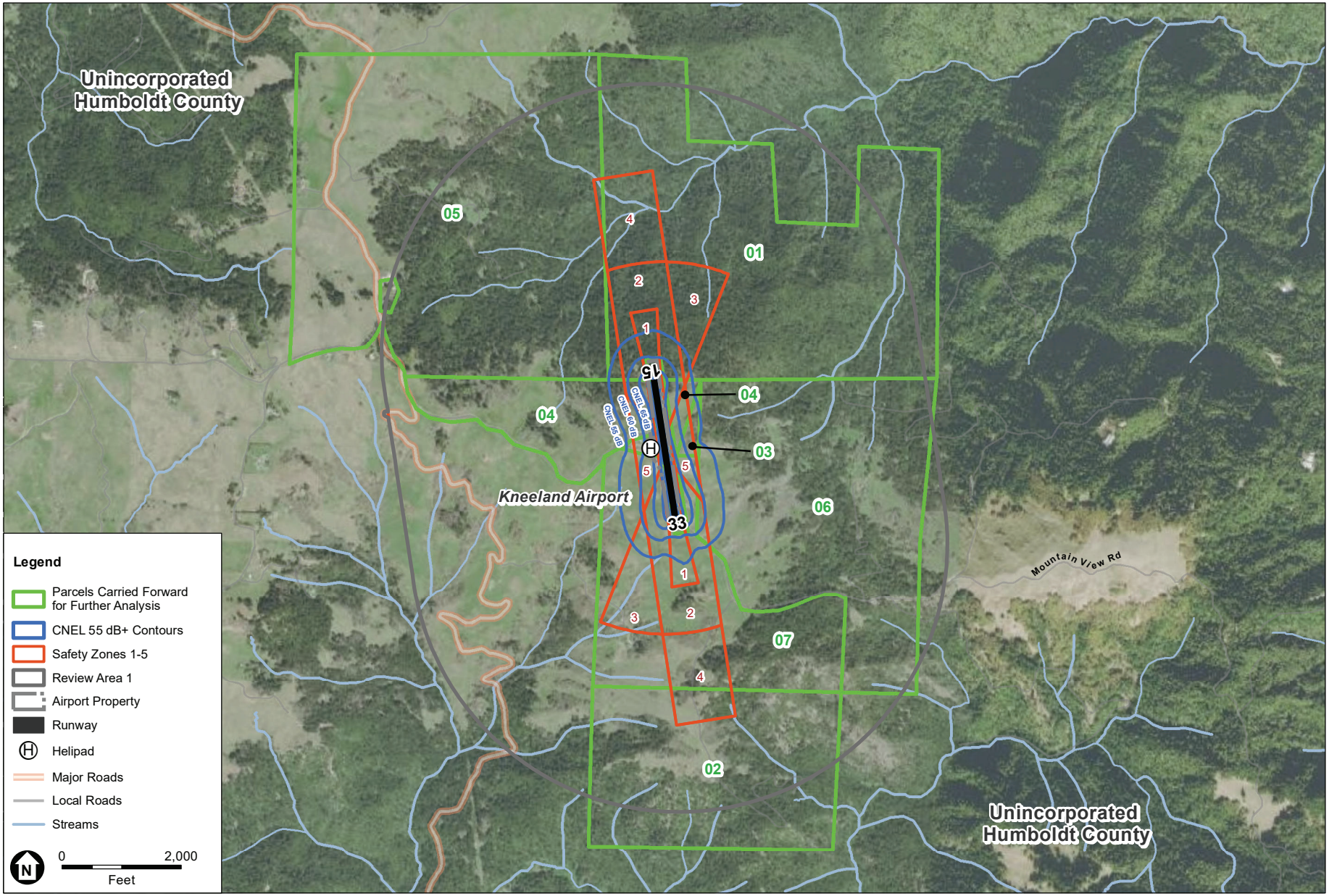
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 6-1

Parcels Considered in the Development Displacement Analysis
Kneeland Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 6-2

Parcels Carried Forward for Further Analysis
Kneeland Airport

ESA

TABLE 6-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – KNEELAND AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
01	314-144-002	508.81	Vacant	AG,T,AP	TPZ
02	314-155-001	251.55	Vacant	AG,T,AP	AE; TPZ
03	314-152-005	5.43	Vacant	AG,AP	U
04	314-151-008	110.49	Vacant	AG,T,AP	U
05	314-131-012	622.91	Underutilized	AG,T,AP	AE; TPZ
06	314-152-001a	361.97	Underutilized	AG,T,AP	AE; TPZ
07	314-152-002a	235.95	Underutilized	AG,PF; T,AP	AE; TPZ

NOTES:

1 A key defining Humboldt County General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel is located in two or more zoning districts.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

6.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 6.2 were mapped relative to the noise contours in the Draft ALUCP. Parcels 01, 03, 04, 06, and 07 are located within or are intersected by the CNEL contours for the Airport. Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Less than four percent of Parcels 01 and 06 are in the CNEL 55 dB or higher contours. As Parcels 01 and 06 do not meet the ten percent threshold, they have been excluded from further analysis.

Parcels 04 and 07 are subject to the compatibility criteria for the CNEL 55 dB to 60 dB contour. As this is the highest CNEL to which ten percent or more of the parcel would be exposed, the compatibility criteria for the CNEL 55 dB to 60 dB contour would apply. Parcel 03 is subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour.

6.3.1 Residential Displacement Analysis - Noise

CNEL 55dB to 60 dB

Parcel 04 is zoned (U) Unclassified. Parcel 07 is divided between the (AE) Agricultural Exclusive and (U) Unclassified zones. The (U) Unclassified zone has a minimum lot size of 6,000 square

feet and allows for the development of one residential dwelling unit per lot. A possible 133 dwelling units could be developed on Parcel 04 were it subdivided to the maximum extent. Similarly, 57 dwelling units could be developed on the portion of Parcel 07 were it subdivided to the maximum extent. Further subdivision of parcels within the (AE) Agriculture Exclusive zoning district is not allowed. This would allow for the development of one dwelling unit on the part of Parcel 07 zoned (AE) Agriculture Exclusive.

Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 55 to 60 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved using standard construction methods. Therefore, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 55 dB to 60 dB contour for Kneeland Airport is provided in **Appendix E**, *Development Displacement Analysis Tables - Kneeland Airport*.

CNEL 60 dB to 65 dB

Parcel 03 is zoned (U) Unclassified. The (U) Unclassified zone has a minimum lot size of 6,000 square feet and allows for the development of one residential dwelling unit per lot. A possible 39 dwelling units could be developed on Parcel 04 were it subdivided to the maximum extent. Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 60 to 65 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved using standard construction methods. Therefore, there is no potential for displacement of residential uses on Parcel 03 under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 60 dB to 65 dB contour for Kneeland Airport is provided in Appendix E.

6.3.2 Nonresidential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcel 03 is zoned (U) Unclassified. There is one nonresidential land use permitted in the (U) Unclassified zone, “Rooming, and boarding of not more than two (2) persons,” that is considered conditionally compatible in areas exposed to CNEL 60 dB to 65 dB. Per Table 3-1 in the Draft ALUCP (see Appendix A), this use is considered conditionally compatible in areas exposed to CNEL 60 to 65 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved using standard construction methods. Therefore, there is no potential for displacement of “Rooming, and boarding of not more than two (2) persons” on Parcel 03 under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 60 dB to 65 dB contour for Kneeland Airport is provided in Appendix E.

6.4 Potential for Displacement Due to Safety Policies

As shown on Figure 6-2, all seven parcels carried forward for further analysis are intersected by or located within the safety zones for Kneeland Airport. The following sections discuss potential displacement of future land use on these parcels due to the safety policies in the Draft ALUCP.

6.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Kneeland Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. The analysis identified all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning and compared these uses to the safety compatibility criteria included in the Draft ALUCP. A maximum of 360 residential dwelling units was calculated for all seven parcels under current conditions. A maximum of 360 residential dwelling units was calculated for all seven parcels under the densities in the Draft ALUCP. This indicates that the densities in the Draft ALUCP would not result in any displacement of potential residential dwelling units.

There were no RHNA housing opportunity sites identified in the AIA for Kneeland Airport.

6.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for Kneeland Airport are located in or intersected by Safety Zones 1 through 5. Zoning for the parcels located in Safety Zone 6 does not include land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP. Therefore, parcels in Safety Zone 6 were excluded from further analysis.

The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

Parts of Parcels 01, 04, and 07 are located within Safety Zone 1. Parcels 01 and 04 are vacant and Parcel 07 is underutilized. Parcel 01 is in the (TPZ) Timberland Production Zone, Parcel 04 is in the (U) Unclassified zoning district, and Parcel 07 is in the (AE) Agriculture Exclusive zoning district. There are five land uses in the (TPZ) Timberland Production Zone that are considered conditionally compatible in Safety Zone 1. These include “A use integrally related to the growing, harvesting and processing of forest products; including but not limited to roads, log landings, and log storage areas,” “Grazing and other agricultural uses,” “Management for fish and wildlife habitat,” “Management for watershed,” and “Recreational use of the land by the public, with or without charge, for any of the following: walking, hiking, picnicking, swimming, boating, fishing, hunting and skiing.” Under the safety compatibility criteria in the Draft ALUCP, these land uses would be considered compatible as long as they include development of no new structures.

There are several land uses permitted or conditionally permitted within the (TPZ) Timberland Production Zone that are considered incompatible in Safety Zone 1. These uses range from

"Accessory agricultural uses and structures" to "Timber production processing plants." The portion of Parcel 01 located in Safety Zone 1 is within Compatibility Zone A under the current ALUCP. As none of these land uses would be considered compatible in this Compatibility Zone under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Part of Parcel 04 in Safety Zone 1 is within the (U) Unclassified zone. There is one land use permitted in this zoning district, "Rooming, and boarding of not more than two (2) persons," that is considered incompatible under the safety policies in the Draft ALUCP. There is one use, "General agriculture," that is considered conditionally compatible. Again, the portions of this parcel located in Safety Zone 1 is within Compatibility Zone A under the current ALUCP. As the land use identified as incompatible would also be considered prohibited in Compatibility Zone A under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Part of Parcel 07 is located in Safety Zone 1. Parcel 07 is partially zoned (AE) Agriculture Exclusive. There are four land uses permitted in this zoning district that are considered incompatible in Safety Zone 1. These range from "Agricultural and timber products processing plants" to "rental and sales of irrigation equipment and storage incidental thereto." Again, as the three land uses identified as incompatible would also be considered prohibited uses in Compatibility Zone A under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. There are three uses considered conditionally compatible in Safety Zone 1. These include "All general agricultural uses, including accessory agricultural uses and structures listed at Sections 314-43.1.3" of the Humboldt County Zoning Regulations, "Animal feed yards and sale yards," and "Hog farms, turkey farms, frog farms and fur farms." Under the safety compatibility criteria in the Draft ALUCP, these land uses would be considered compatible as long as they include development of no new structures.

Safety Zone 2

Table 6-6 presents information regarding vacant and underutilized parcels located within Safety Zones 2 carried forward for further analysis. Parts of four study parcels are located within Safety Zone 2, including Parcels 01, 04, 06, and 07. Parcel 01 is within the (TPZ) Timberland Production Zone, Parcel 04 is zoned (U) Unclassified, Parcel 06 is zoned (AE) Agriculture Exclusive, and the portion of Parcel 07 in Safety Zone 2 is divided between the (AE) Agriculture Exclusive and (U) Unclassified zones. Parcel 07 has been identified as underutilized, whereas the other parcels are considered vacant. None of these parcels are subject to combining zones.

There is one permitted land use in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," that is considered incompatible in Safety Zone 2. The portion of Parcel 01 located in Safety Zone 2 is currently located in Compatibility Zones A and B1 under the current ALUCP. This land use would be prohibited in Compatibility Zone A and would likely be considered unacceptable in Compatibility Zone B. However, there is nothing in the Airport/land use safety compatibility

criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B located in Safety Zone 2. **Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," would be considered potentially displaced from the portion of Parcel 01 located in Safety Zone 2.**

There is one land use in the (TPZ) Timberland Production Zone, "incidental camping area, tent camp, temporary recreational vehicle park, special occupancy parks, and similar recreational uses" that is considered compatible in Safety Zone 2 on the condition that no group recreational use is allowed. Similarly, "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," that is considered compatible in Safety Zone 2 on the condition that this land use be compliant with the Noise and Airspace Protection Compatibility Policies in the Draft ALUCP. Both uses must also adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. These conditions would not prevent implementation of these land uses on Parcel 01 and it would not be considered displaced due to the policies in the Draft ALUCP.

The portion of Parcel 06 and part of Parcel 07 located in Safety Zone 2 are zoned (AE) Agriculture Exclusive. There is one permitted or conditionally permitted land use, "Labor camps and labor supply camps," allowed in the (AE) Agriculture Exclusive zoning district that is considered incompatible in Safety Zone 2. This use would be considered prohibited in Compatibility Zone A. However, there is nothing in the airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B located in Safety Zone 2. **Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of this parcel located in Safety Zone 2.**

Finally, the portion of Parcel 04 and part of Parcel 07 in Safety Zone 2 are zoned (U) Unclassified. There is one conditionally permitted land use in the (U) Unclassified zone, "Rooming, and boarding of not more than two (2) persons" that is considered conditionally compatible in Safety Zone 2. This use would be considered compatible in Safety Zone 2 on the condition that it is limited to single story buildings and adheres to the maximum nonresidential intensities and maximum lot coverage percentages under the safety compatibility criteria in the Draft ALUCP. These conditions would not prevent implementation of this land use and it would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

All or parts of Parcels 01, 04, and 07 are located in Safety Zone 3. Parcel 01 is within the (TPZ) Timberland Production Zone, Parcel 04 is zoned (U) Unclassified, and the portion of Parcel 07 in Safety Zone 3 is divided between the (AE) Agriculture Exclusive and (U) Unclassified zones. Parcel 07 has been identified as underutilized, whereas the other parcels are considered vacant. None of these parcels are subject to combining zones.

The same land uses evaluated for the parcels located in Safety Zone 2 are identified in Safety Zone 3. There are three permitted or conditionally permitted land uses that are considered conditionally compatible in Safety Zone 3. These include "incidental camping area, tent camp, temporary recreational vehicle park, special occupancy parks, and similar recreational uses," "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," and "Rooming and boarding of not more than two (2) persons not employed on the premises." All three land uses must adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. The conditions for their development remain largely the same in Safety Zone 3 as in Safety Zone 2. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is one permitted land use in the (TPZ) Timberland Production Zone, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," that is considered incompatible in Safety Zone 2. The portion of Parcel 01 located in Safety Zone 3 is currently located in Compatibility Zones B and C under the current ALUCP. There is nothing in the airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zones B and C located in Safety Zone 3. **Accordingly, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," would be considered potentially displaced from the portion of Parcel 01 located in Safety Zone 3**.

Similarly, the portion of Parcel 07 located in Safety Zone 3 is zoned (AE) Agriculture Exclusive. There is one land use, "labor camps and labor supply camps," allowed in the (AE) Agriculture Exclusive zone that is considered incompatible in Safety Zone 2. There is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B and C located in Safety Zone 3. **Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of this parcel located in Safety Zone 3**.

Safety Zone 4

Parcels 01, 02, 05, and 07 are located in Safety Zone 4. Parcels 01and 05 are in the (TPZ) Timberland Production Zone. The portions of Parcels 02 and 07 in Safety Zone 4 are divided between (AE) Agriculture Exclusive zoning district and the (TPZ) Timberland Production Zone.

There are two land uses, "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations" and "The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities," allowable on the portions of Parcels 01, 02, 05, and 07 in Safety Zone 4 within the (TPZ) Timberland Production Zone that are also considered conditionally compatible. There is one land use, "Labor camps and labor supply camps," that is considered conditionally compatible in the (AE) Agriculture Exclusive zone. There are no incompatible land uses identified for any of the parcels in Safety Zone 4. As the conditions applicable to these land uses under the safety compatibility criteria in

the Draft ALUCP would not prevent their development in Safety Zone 4, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 5

Parcels 03, 04, 06, and 07 are partially located in Safety Zone 5. Parcels 03, 04 and part of Parcel 07 are zoned (U) Unclassified. Parcel 06 and part of Parcel 07 are within the (TPZ) Timberland Production Zone.

There is one permitted land use, "Rooming, and boarding of not more than two (2) persons," in the (U) Unclassified zone that is considered conditionally compatible in Safety Zone 5. As the condition applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development in Safety Zone 5, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There are three land uses allowed with a use permit in the (TPZ) Timberland Production Zone that are considered incompatible in Safety Zone 5. These land uses include "Animal hospitals and kennels," "Labor camps and labor supply camps," and "Rental and sales of irrigation equipment and storage incidental thereto." Again, the portions of these parcels located in Safety Zone 5 are currently located in Compatibility Zones A and B1 under the current ALUCP. It is unlikely that there are any prohibitions on these uses in Compatibility Zone B1 under the current ALUCP. **Therefore, there is potential for displacement of these three land uses on the parts of Parcels 06 and 07 in Safety Zone 5 located in Compatibility Zone B1.**

Safety Zone 6

There are no vacant or underutilized parcels in Safety Zone 6 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

6.5 Displacement Analysis Summary

Table 6-2 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential uses in the noise contours or safety zones for Kneeland Airport.

TABLE 6-2
SUMMARY OF POTENTIAL RESIDENTIAL DISPLACEMENT- KNEELAND AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	7	Safety	7	None	**0**
		Noise	2	None	0
Total Number of Dwelling Units Potentially Displaced					**o**

Table 6-3 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that there would be no displacement of nonresidential land uses associated with the noise policies in the Draft ALUCP in the areas around Kneeland Airport.

Under the safety policies in the Draft ALUCP, there is potential for displacement of "Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations," from the portions of Parcel 01 located in Safety Zones 2 and 3. Similarly, "Labor camps and labor supply camps," would be considered potentially displaced from the portion of Parcels 06 and 07 located in Safety Zone 2 and Parcel 07 in Safety Zone 3. Finally, there is potential for displacement of "Animal hospitals and kennels," "Labor camps and labor supply camps," and "Rental and sales of irrigation equipment and storage incidental thereto" from Parcels 06 and 07 located in Safety Zone 5 (approximately 396,307.39 square feet). An estimated 5,980,511.69 square feet of space of these uses from Parcels 01, 06, and 07 would be potentially displaced within the safety zones for Kneeland Airport.

TABLE 6-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- KNEELAND AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	7	Safety Zone 1	3	None	0
		Safety Zone 2	4	01, 06, 07	3,427,526.50
		Safety Zone 3	3	01, 07	2,156,677.79
		Safety Zone 4	4	None	0
		Safety Zone 5	4	06, 07	396,307.39
		Noise	7	None	0
Total Area of Potential Displacement (Square Feet)					**5,980,511.69**

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CHAPTER 7
Development Displacement Analysis – Murray Field Airport

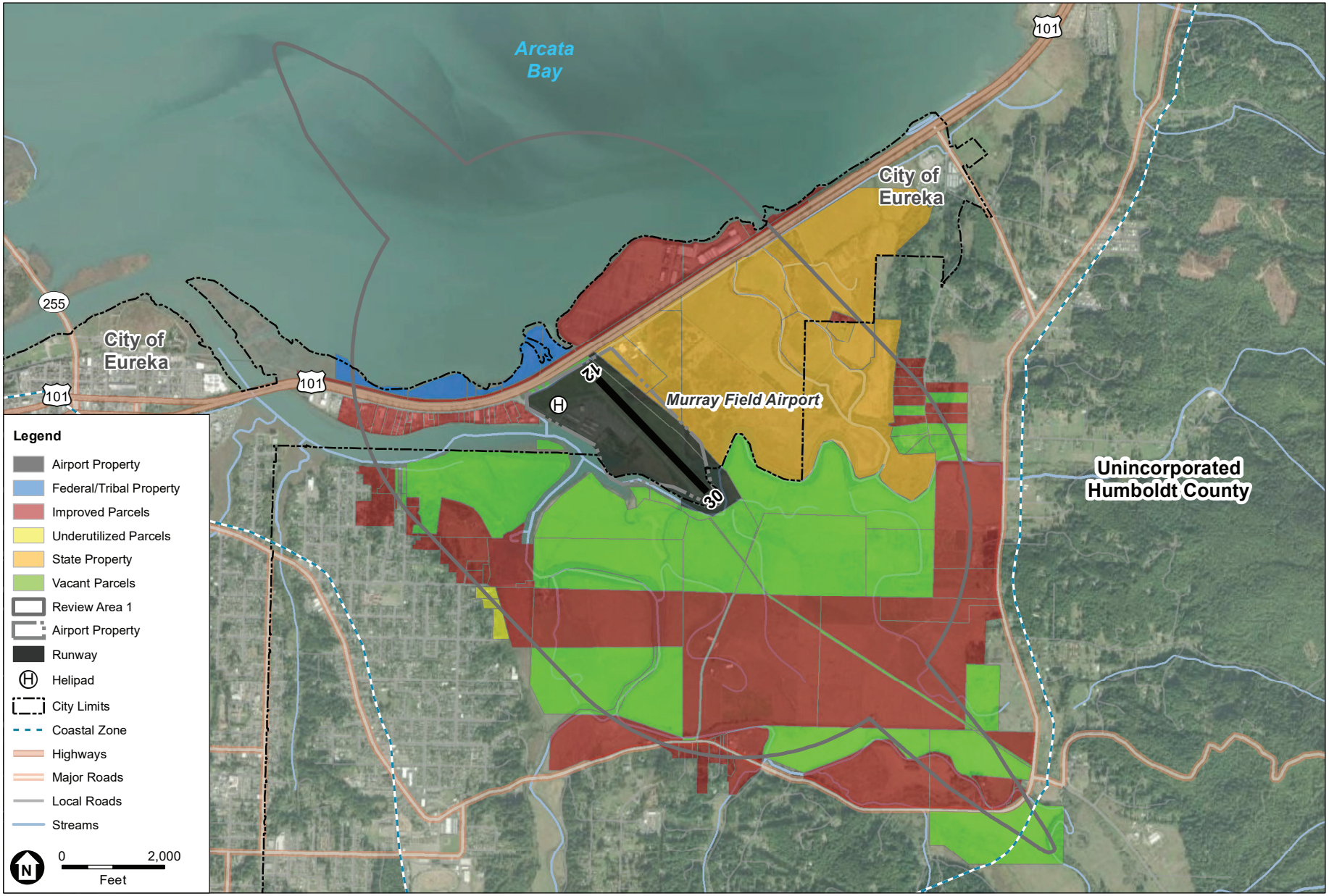
7.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Murray Field Airport. Review Area 1 covers areas within Unincorporated Humboldt County and part of the City of Eureka. The following sections describe the parcels analyzed and the results of the residential and nonresidential displacement analysis.

7.2 Parcels Selected for Further Analysis

Figure 7-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 143 parcels were identified as being within or intersected by Review Area 1 for Murray Field Airport. These parcels are shown on Figure 4-X. The development displacement analysis is focused on vacant parcels and parcels with infill potential. A total of 87 parcels were identified as being improved and two parcels were identified as Airport property. As the Draft ALUCP policies do not apply to existing land uses, improved parcels were excluded from further analysis. Similarly, Draft ALUCP policies are not applicable to federal, tribal, and state owned parcels. A total of six federal and 10 state owned parcels were identified in Review Area 1 and were also excluded from further analysis. In total, 38 vacant and underutilized parcels were retained for further analysis. The remaining 38 parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis.

Table 7-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. **Figures 7-2** depicts the 38 parcels carried forward for further analysis.



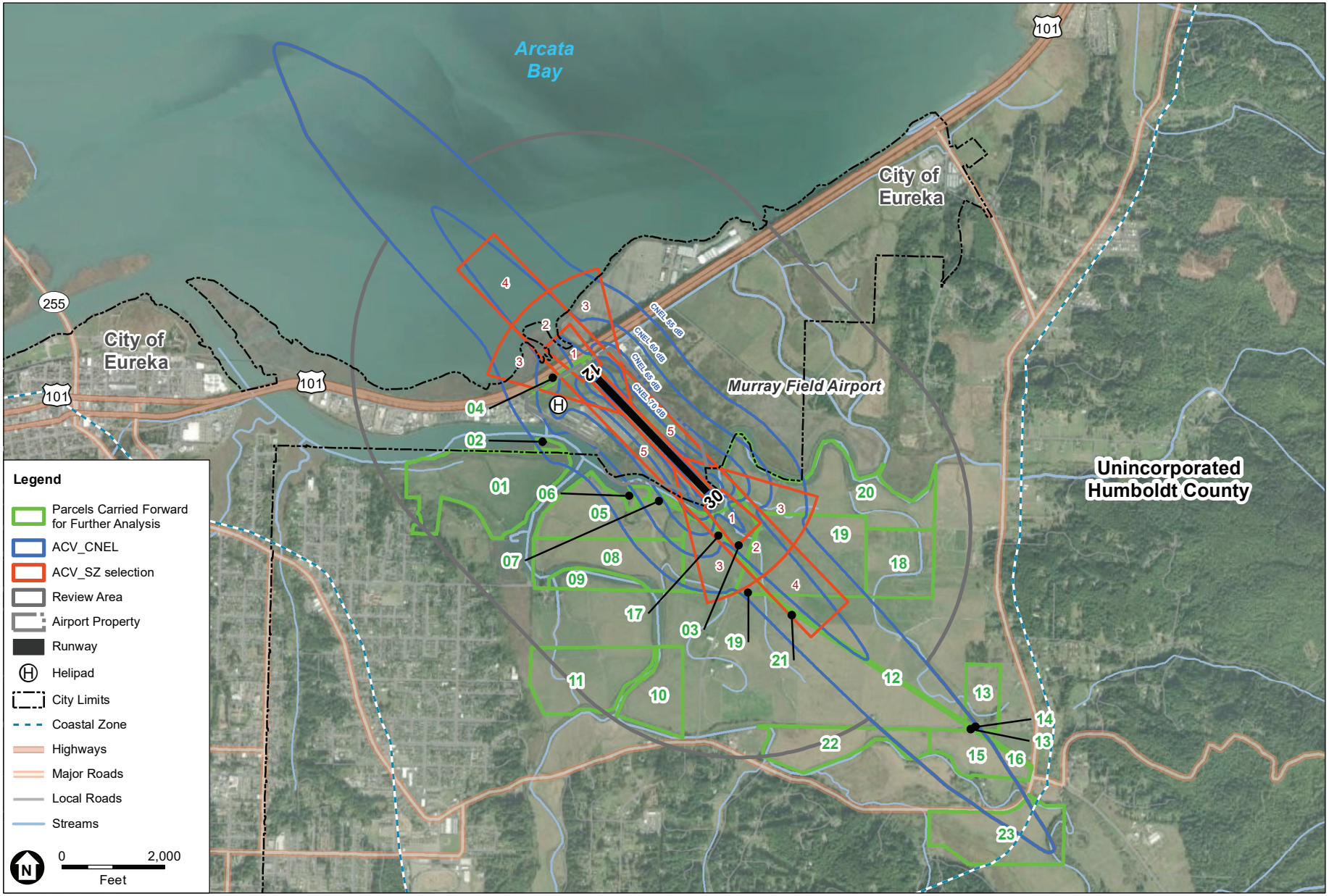
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 7-1

Parcels Considered in the Development Displacement Analysis
Murray Field Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 7-2

Parcels Carried Forward for Further Analysis
Murray Field Airport

ESA

TABLE 7-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
MURRAY FIELD AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
01	014-271-008a	82.6	Vacant	AE,NR,RL	NR/W; AE/T
02	017-102-004	1.95	Vacant	(A) Agriculture	(P) Public
03	017-102-007a	15.17	Vacant	AE,NR	AE-60/A,F,T; NR/W
04	017-102-012	2.62	Vacant	Public/Quasi-Public (PQP)	(PF) Public Facilities
05	017-111-002	54.82	Vacant	AE	AE-60/A,F,T
06	017-111-003	2.15	Vacant	AE	AE-60/A,F,T
07	017-111-004	2.08	Vacant	AE,NR	AE-60/A,F,T
08	017-121-005a	52.75	Vacant	AE,NR	AE-60/A,F,T; NR/W
09	017-121-006a	13.86	Vacant	AE,NR	AE-60/A,F,T; NR/W
10	017-141-001	32.75	Vacant	AE,NR	AE-60/A,F,T
11	017-141-002	58.42	Vacant	AE	AE-60/A,F,T
12	402-191-003	3.89	Vacant	AE	AE-60/A,F,T
13	402-231-001	19.47	Vacant	AE	AE-60/A,F,T
14	402-231-008	0.29	Vacant	(RAILROAD),AE	AE-60/A,F,T
15	402-241-008a	26.91	Vacant	AE,NR	AE-60/A,F,T; NR/W
16	402-241-014	1.5	Vacant	(RAILROAD),AE	AE-60/A,F,T
17	402-281-004	0.51	Vacant	(RAILROAD),AE	NOT ZONED
18	402-281-005	40.55	Vacant	AE	AE-60/A,F,T
19	402-281-011a	82.5	Vacant	AE,NR	AE-60/A,F,T; NR/W
20	402-281-013a	119.63	Vacant	AE,NR	AE-60/A,F,T; NR/W
21	402-291-007	0.99	Vacant	AE	AE-60/A,F,T
22	402-291-016a	42.53	Vacant	AE,NR	AE-60/F,T; NR/W
23	403-071-061	61.05	Vacant	AE	AE;AE-60/F,T

NOTES:

1 All parcels are located within the Coastal Zone.

2 A key defining the Humboldt County and City of Eureka General Plan land use is provided in Table 2-2.

3 A key defining the Humboldt County Zoning Code principal and combining districts and City of Eureka Zoning Districts is provided in Table 2-3.

a Parcel is located in two or more zoning districts.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

7.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 7.2 were mapped relative to the noise contours in the Draft ALUCP. Parcels 01, 02, 03, 04, 05, 06, 07, 08, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 23 are located within or are intersected by the CNEL contours for the Airport. Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Less than ten percent of Parcels 01, 13, and 18 are in the CNEL 55 dB or higher contours. As these parcels do not meet the ten percent threshold, they have been excluded from further analysis. Parcels 02, 03, 04, 15, 19, 20, part of 22 are located in zoning districts that do not permit residential uses. Accordingly, these parcels have also been excluded from further analysis.

The highest CNEL contour in which 10 percent or more of Parcels 08, 14, 16, 21, and 23 are located is the CNEL 55 dB to 60 dB contour. The highest CNEL contour that 10 percent or more of Parcels 05, 06, 12, and the part of Parcel 20 zoned to permit residential uses are located in is the CNEL 60 dB to 65 dB contour. Finally, the highest CNEL contour in which ten percent or more of Parcels 07 and 17 are located is the 65 dB to 70 dB CNEL contour.

7.3.1 Residential Displacement Analysis - Noise

CNEL 55 dB to 60 dB

Parcels 08, 14, 16, 21, and 23 are located is the CNEL 55 dB to 60 dB contour. All five parcels are zoned (AE-60) Agricultural Exclusive, minimum lot size 60 acres, subject to the “F” Flood Hazard Area and “T” Transitional Agricultural combining zones. Excluding part of Parcel 23, all parcels also subject to the “A” Archaeological Resource Area Outside Shelter Cove combining zone. The (AE-60) Agricultural Exclusive zone, has a minimum lot size of 60 acres conditionally permits the development of “Single Family Residential,” “Second Agriculture or Commercial Timber Production Residence,” or “Guest House.” Development of Single Family Residential,” “Second Agriculture or Commercial Timber Production Residence” on lots less than 60 acres in size requires issuance of a use permit. Accordingly, there is potential for development of five dwelling units on these study parcels.

Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 55 to 60 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved using standard construction methods. Therefore, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 55 dB to 60 dB contour for Murray Field Airport is provided in Appendix F.

CNEL 60 dB to 65 dB

Parcels 05, 06, 12, and the part of Parcel 20 are located in is the CNEL 60 dB to 65 dB contour. All of Parcels 05, 06, 12, and the part of Parcel 20 are zoned (AE-60) Agricultural Exclusive,

minimum lot size 60 acres, subject to the "F" Flood Hazard Area and "T" Transitional Agricultural, and "A" Archaeological Resource Area Outside Shelter Cove combining zones.

The (AE-60) Agricultural Exclusive zone, has a minimum lot size of 60 acres conditionally permits the development of "Single Family Residential," "Second Agriculture or Commercial Timber Production Residence," or "Guest House." Development of Single Family Residential," "Second Agriculture or Commercial Timber Production Residence" on lots less than 60 acres in size requires issuance of a use permit. Accordingly, there is potential for development of five dwelling units on these study parcels.

Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 60 to 65 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be typically achieved using standard construction methods. Therefore, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 55 dB to 60 dB contour for Murray Field Airport is provided in Appendix F

CNEL 65 dB to 70 dB

Parcels 07 and 17 are located in is the CNEL 60 dB to 65 dB contour. Both parcels are zoned (AE-60) Agricultural Exclusive, minimum lot size 60 acres, subject to the "F" Flood Hazard Area and "T" Transitional Agricultural, and "A" Archaeological Resource Area Outside Shelter Cove combining zone. The (AE-60) Agricultural Exclusive zone, has a minimum lot size of 60 acres conditionally permits the development of "Single Family Residential," "Second Agriculture or Commercial Timber Production Residence," or "Guest House." Development of Single Family Residential," "Second Agriculture or Commercial Timber Production Residence" on lots less than 60 acres in size requires issuance of a use permit. Per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered incompatible in areas exposed to CNEL 65 to 70 dB. Regardless, neither parcel is of sufficient size for residential development. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying each study parcel located in the CNEL 55 dB to 60 dB contour for Murray Field Airport is provided in **Appendix F**, *Development Displacement Analysis Tables - Murray Field Airport*.

7.3.2 Nonresidential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcels 05, 06, 12, and the part of Parcel 20 are located in is the CNEL 60 dB to 65 dB contour. All of Parcels 05, 06, 12, and the part of Parcel 20 are zoned (AE-60) Agricultural Exclusive, minimum lot size 60 acres, subject to the "F" Flood Hazard Area and "T" Transitional Agricultural, and "A" Archaeological Resource Area Outside Shelter Cove combining zones.

One nonresidential land use permitted in the (RS) Residential Suburban zone, "Private Institutions," is considered conditionally compatible in areas exposed to CNEL 60 dB to 65 dB, requiring attenuation of exterior noise to an indoor CNEL of 50 dB or lower. This level of noise

reduction would be typically achieved through the standard methods employed to construct structures commonly used for this purpose. Accordingly, there is no potential for displacement of this land use on Parcels 08, 13, or 15 under the noise policies in the Draft ALUCP.

There are six conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in areas exposed to CNEL 60 dB to 65 dB. These uses include "Agriculture-Related Recreation," "Coastal Access Facilities," "Fish and Wildlife Management," "Resource-Related Recreation," "Watershed Management," and "Wetland Restoration." All six uses are considered conditionally compatible, advising that although the CNEL is acceptable for outdoor activities and some noise interference may occur, caution should be exercised with regard to noise sensitive uses. As this condition would not prevent any of these uses from being implemented on Parcels 08, 13, or 15, there is no potential for displacement under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement Parcels 07 and 17 is provided in Appendix F.

CNEL 65 dB to 70 dB

Parcels 07 and 17 are located in the CNEL 65 dB to 70 dB contour. Both parcels are zoned (RS) Residential Suburban, subject to the "T" Manufactured Home combining district. There are seven conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in areas exposed to CNEL 65 dB to 70 dB. These uses include "Agriculture-Related Recreation," "Coastal Access Facilities," "Fish and Wildlife Management," "Labor Camp," "Resource-Related Recreation," "Watershed Management," and "Wetland Restoration." All seven uses are considered conditionally compatible, advising that although the CNEL is acceptable for outdoor activities and some noise interference may occur, caution should be exercised with regard to noise sensitive uses. As this condition would not prevent any of these uses from being implemented on Parcels 01 or 17, there is no potential for displacement under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement Parcels 07 and 17 is provided in Appendix F.

7.4 Potential for Displacement Due to Safety Policies

As shown on Figure 7-2, all 23 parcels carried forward for further analysis are intersected by or located within the safety zones for Murray Field Airport. The following sections discuss potential displacement of future land use on these parcels due to the safety policies in the Draft ALUCP.

Per Draft ALUCP Policy 11, *Land Use Action Sites Lying within Two or More Safety Zones*, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line.

7.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Murray Field Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from "Single-family homes" in residential zones to "Caretaker units" in commercial and industrial zones. Accordingly, the analysis calculated potential

residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for 18 of the 23 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of three residential dwelling units was calculated for all 18 parcels under current conditions. A maximum of 3 residential dwelling units was also calculated for all 18 parcels under the densities in the Draft ALUCP. This results in no displacement of residential dwelling units under the Draft ALUCP at Murray Field Airport.

There were no RHNA housing opportunity sites identified in Review Area 1 for Murray Field Airport.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix F.

7.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for Murray Field Airport are located in or intersected by Safety Zones 1 through 6. All parcels analyzed in Safety Zones 1 through 6 are within the Coastal Zone and subject to the Humboldt County Coastal Zoning Regulations.

The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

Parts of Parcels 03, 04, 19, and 20 are located within Safety Zone 1. Part of Parcel 03 and all of Parcels 19 and 20 are zoned for (AE-60) Agriculture Exclusive, 60-acre minimum lot size, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, and "T" Transitional Agricultural Lands combining zones (AE-60/A, F, T). The "F" Flood Hazard Area combining zone prohibits certain land uses that would otherwise be allowed in the principal zoning district. The "T" Transitional Agricultural Lands combining zone limits subdivision of parcels to 60 acres minimum. Part of Parcel 03 is within the (NR) Natural Resources zoning district, subject to the "W" Coastal Wetland Areas combining zone (NR/W). Finally, Parcel 04 is located in the city of Eureka and is within the City's (PF) Public Facilities zoning district.

There are five land uses in the (AE) Agriculture Exclusive zoning district that are considered conditionally compatible in Safety Zone 1. These range from "Fish and wildlife management" to "Wetland restoration." Under the safety compatibility criteria in the Draft ALUCP, these land

uses would be considered compatible as long as they include the development of no new structures.

There are 13 land uses permitted or conditionally permitted in the (AE) Agriculture Exclusive zoning district that are considered incompatible in Safety Zone 1. These uses range from "Agriculture-related recreation" to "Surface Mining - 3." The portions of Parcels 03, 19, and 20 located in Safety Zone 1 are within Compatibility Zone A under the current ALUCP. As none of these land uses would be considered compatible in this compatibility zone under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

There are four land uses permitted or conditionally permitted in the (NR) Natural Resources zoning district that are considered conditionally compatible in Safety Zone 1. These range from "Aquaculture, subject to the Coastal-Dependent Industrial Regulations" to "Wetlands management." Under the safety compatibility criteria in the Draft ALUCP, these land uses would be considered compatible as long as they include the development of no new structures.

There are eight land uses permitted or conditionally permitted in the (NR) Natural Resources zoning district that are considered incompatible in Safety Zone 1. These uses range from "boating facilities improvements" to "Surface Mining - 3." The portion of Parcels 03 located in Safety Zone 1 is within Compatibility Zone A under the current ALUCP. As none of these land uses would be considered compatible in this compatibility zone under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Finally, all 15 of the permitted or conditionally permitted land uses in the City of Eureka's (PF) Public Facilities zoning district are considered incompatible in Safety Zone 1. These uses range from "mobile vendors" to "wireless telecommunications facilities." The portion of Parcel 04 located in Safety Zone 1 is within Compatibility Zone A under the current ALUCP. As none of these land uses would be considered compatible in this compatibility zone under the current ALUCP policies, they would not be considered displaced under the policies in the Draft ALUCP. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 2

Parts of Parcels 03, 04, 17, 19, and 20 are located in Safety Zone 2. Like Parcels 03, 19, and 20, Parcel 17 is zoned for (AE-60) Agriculture Exclusive, 60-acre minimum lot size, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, and "T" Transitional Agricultural Lands combining zones. Portions of Parcels 03 and 19 located in Safety Zone 2 are within the (NR) Natural Resources zoning district.

There are three permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zone that are considered conditionally compatible in Safety Zone 2. These include "Major electrical distribution lines; subject to the Electrical Distribution Lines Regulations," "Minor

generation and distribution facilities," and "Oil and gas pipelines; subject to the Oil and Gas Pipelines Regulations." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Three permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zone are considered incompatible in Safety Zone 2. These include "Agriculture-related recreation," "Labor camp," and "Resource-related recreation." The portions of Parcels 03, 17, 19, and 20 located in Safety Zone 2 are currently located in Compatibility Zones A and B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone A. "Agriculture-related recreation" and "Resource-related recreation" would likely be considered unacceptable in Compatibility Zone B1. However, there is nothing in the airport/land use safety compatibility criteria in the current ALUCP that would prevent implementation of "Labor camps" on the portions Portion of Parcels 03, 17, 19, and 20 in Compatibility Zone B1 located in Safety Zone 2. **Accordingly, "Labor camps," would be considered potentially displaced from the portion of these parcels located in Safety Zone 2.**

There are four permitted or conditionally permitted land uses in the (NR) Natural Resources zone that are considered conditionally compatible in Safety Zone 2. These include "major electrical distribution lines; subject to the Electrical Distribution Lines Regulations," "minor generation and distribution facilities," "minor utilities," and "oil and gas pipelines; subject to the Oil and Gas Pipelines Regulations." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

One permitted or conditionally permitted land use, "Resource-related recreation," in the (NR) Natural Resources zone is considered incompatible in Safety Zone 2. The portions of Parcels 03, 19, and 20 located in Safety Zone 2 are currently located in Compatibility Zones A and B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone A and would likely be considered unacceptable in Compatibility Zone B1. As these land uses are unlikely to be considered acceptable in the current Compatibility Zones, they would not be considered displaced due to the policies in the Draft ALUCP.

There are six allowable uses in the City of Eureka's (PF) Public Facilities zoning district that are considered conditionally compatible in Safety Zone 2. These land uses range from "Parks and playgrounds" to "Wireless telecommunications facilities." The conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas. Therefore, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Five allowable land uses in the City of Eureka's (PF) Public Facilities zoning district are considered incompatible in Safety Zone 2. These range from "civic institutions" to "schools, public and private." The portion of Parcel 04 located in Safety Zone 2 are currently located in Compatibility Zones A and B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone A and would likely be considered unacceptable in Compatibility Zone B1. As

these land uses are unlikely to be considered acceptable in the current Compatibility Zones, they would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

Parts of Parcels 03, 04, 05, 19, and 20 are located in Safety Zones 3. Parcels 03, 05, 19, and 20 are within the (AE) Agriculture Exclusive zoning district, subject to the "A", "T", and "F" combining zones. Parcel 20 is partially zoned (NR) Natural Resources, subject to the "W" combining zone. Parcel 04 is in the City of Eureka's (PF) Public Facilities zoning district.

The same land uses evaluated for the parcels located in Safety Zone 2 are identified in Safety Zone 3. There are five permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zoning district that are considered conditionally compatible in Safety Zone 3. These land uses range from "Agriculture-related recreation" to "Resource-related recreation." The conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas. Therefore, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There is one land use in the (AE) Agriculture Exclusive zoning district, "Labor camps," that is considered incompatible in Safety Zone 3. The portions of Parcels 03, 05, 19, and 20 in Safety Zone 3 are located in Compatibility Zone B1. There is nothing in the airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B1 located in Safety Zone 3. **Accordingly, "Labor camps," would be considered potentially displaced from the portion of these parcels located in Safety Zone 3.**

There are five permitted or conditionally permitted land uses in the (NR) Natural Resources zone that are considered conditionally compatible in Safety Zone 3. These range from "Major electrical distribution lines; subject to the Electrical Distribution Lines Regulations" to "Resource-related recreation." As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

There are nine allowable uses in the City of Eureka's (PF) Public Facilities zoning district that are considered conditionally compatible in Safety Zone 2. These land uses range from "Civic institutions" to "Wireless telecommunications facilities." The conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas. Therefore, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Two allowable land uses in the City of Eureka's (PF) Public Facilities zoning district are considered incompatible in Safety Zone 2. These land uses include "Instructional services" and "Schools, public and private." The portion of Parcel 04 located in Safety Zone 3 are currently located in Compatibility Zone B1 under the current ALUCP. These land uses would be prohibited in Compatibility Zone B1. As these land uses are prohibited in the current Compatibility Zones, they would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

Parcels 12, 19, and 21 are located in Safety Zone 4. All three parcels are within the (AE) Agriculture Exclusive zoning district, subject to the "A", "F", and "T" combining zones. Part of Parcel 19 is zoned for (NR) Natural Resources, subject to the "W" combining zone.

There are four permitted or conditionally permitted land uses in the (AE) Agriculture Exclusive zoning district that are considered conditionally compatible in Safety Zone 4. These range from "Labor camp," to "Oil and gas pipelines; subject to the Oil and Gas Pipelines Regulations." Similarly, there are four land uses in the (NR) Natural Resources zoning district that are also considered conditionally compatible in Safety Zone 4. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified on these parcels in Safety Zone 4.

Safety Zone 5

There are no vacant or underutilized parcels in Safety Zone 5 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

Safety Zone 6

There is one study parcel, Parcel 01, partially located in Safety Zone 6. There is one conditionally permitted land use in the zoning district Parcel 01 is located in that is considered conditionally compatible in Safety Zone 6. This land use is "Oil and gas drilling and processing; subject to the Oil and Gas Drilling and Processing Regulations." As the condition applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not allow its development on Parcel 01, it would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified on this parcel in Safety Zone 6.

7.5 Displacement Analysis Summary

Table 7-1 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential uses in Review Area 1 for Murray Field Airport.

TABLE 7-1
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
City of Eureka	2	Safety	2	None	0
		Noise	0	None	0

TABLE 7-1
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	21	Safety	21	None	0
		Noise	20	None	0
Total Number of Dwelling Units Potentially Displaced					**0**

Table 7-2 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Labor camps," on Parcels 03, 17, 19, and 20 in Safety Zone 2 (approximately 998,403.65 square feet) and Parcels 03, 05, 19, and 20 in Safety Zones 3 (approximately 2,075,346.89 square feet).

TABLE 7-2
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of Eureka	2	Safety Zone 1	1	None	0
		Safety Zone 2	1	None	0
		Safety Zone 3	1	None	0
		Safety Zone 4	0	None	0
		Safety Zone 5	0	None	0
		Safety Zone 6	0	None	0
		Noise	0	None	0
Humboldt County	23	Safety Zone 1	4	None	0
		Safety Zone 2	5	03, 17, 19, and 20	998,403.65
		Safety Zone 3	5	03, 05, 19, and 20	2,075,346.89
		Safety Zone 4	3	None	0

TABLE 7-2
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- MURRAY FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
		Safety Zone 5	0	None	0
		Safety Zone 6	1	None	0
		Noise	20	None	0
Total Area of Potential Displacement (Square Feet)					**3,073,750.53**

CHAPTER 8
Development Displacement Analysis – Rohnerville Airport

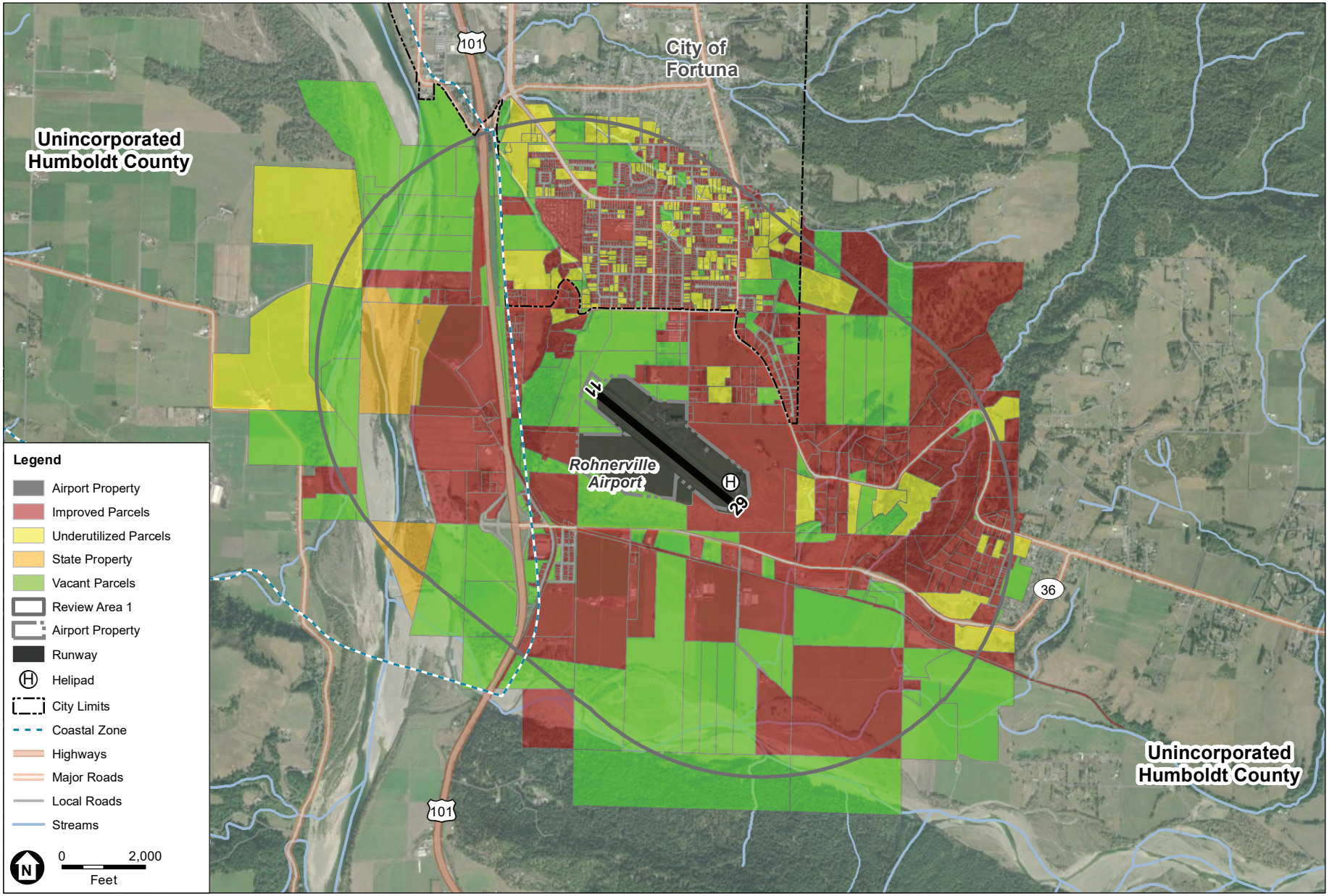
8.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Rohnerville Airport. Review Area 1 covers areas within the city of Fortuna and unincorporated Humboldt County. The following sections describe the parcels analyzed and the results of the residential and nonresidential displacement analysis.

8.2 Parcels Selected for Further Analysis

Figure 8-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 1,698 parcels were identified within Review Area 1. Of this number, one parcel constitutes Airport property, three parcels are owned by the State of California, and 1,301 parcels were identified as already improved. These 1,305 parcels were excluded from further analysis. Of the 292 parcels retained for further analysis, 156 parcels were initially identified as vacant and 136 were identified as underutilized with potential for infill development. A total of 365 of these parcels are in Safety Zone 6 and were determined to not be within the (MG) Industrial General, (MC) Industrial/Coastal Dependent, (AE) Agricultural Exclusive, (TC) Commercial Timber, and (TPZ) Timberland Production Zone zoning districts in the Coastal Zone. The land uses currently permitted or conditionally permitted on these parcels under current zoning are compatible with the noise and safety compatibility criteria in the Draft ALUCP. Accordingly, these parcels were also excluded from further analysis. The remaining 63 parcels were assigned a parcel identifier number (i.e., Parcel 01) and carried forward for further analysis.

Table 8-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. **Figures 8-2** through **8-6** depict the 63 parcels carried forward for further analysis.



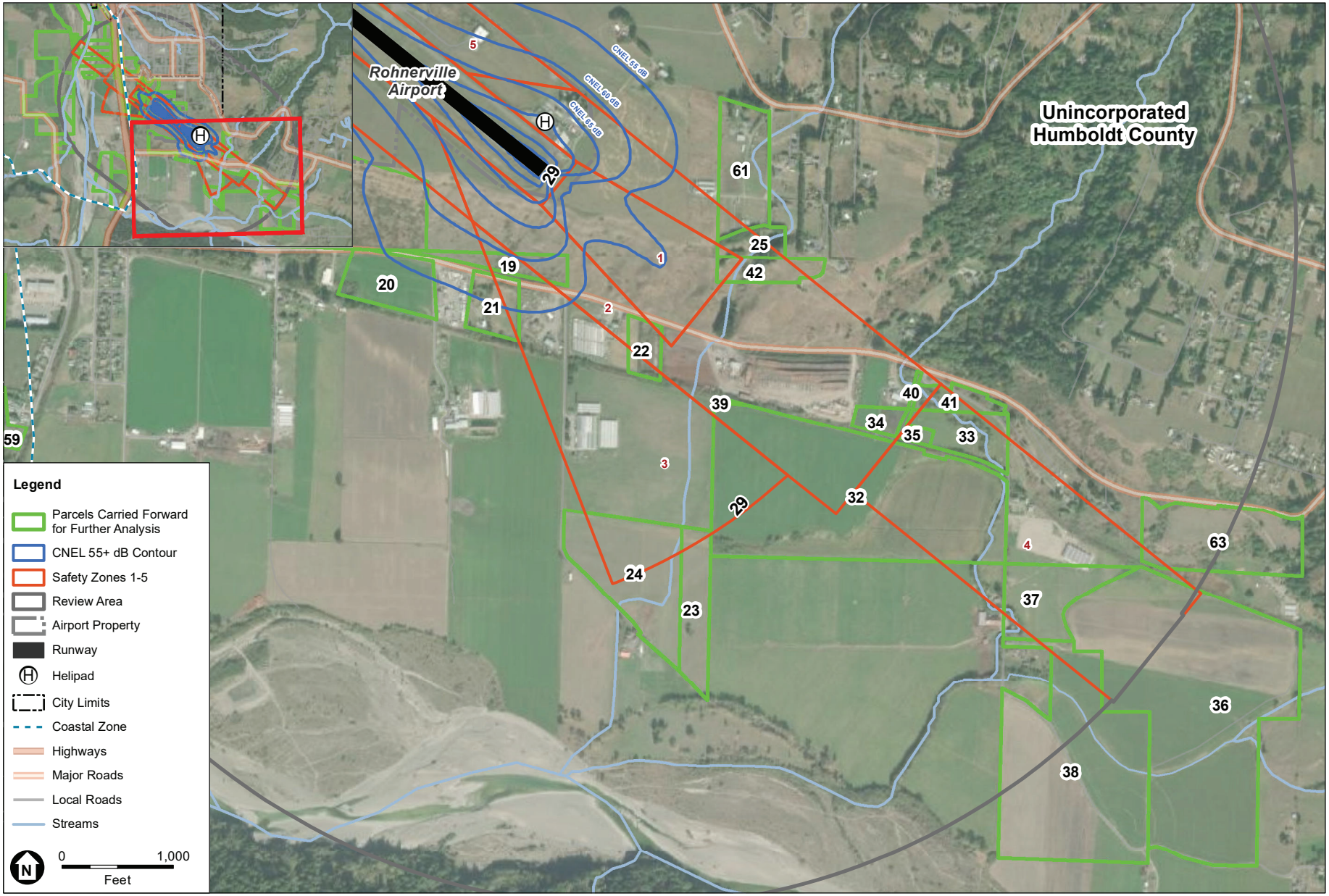
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 8-1

Parcels Considered in the Development Displacement Analysis
Rohnerville Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 8-2

Parcels Carried Forward for Further Analysis - Southeast Rohnerville Airport

ESA



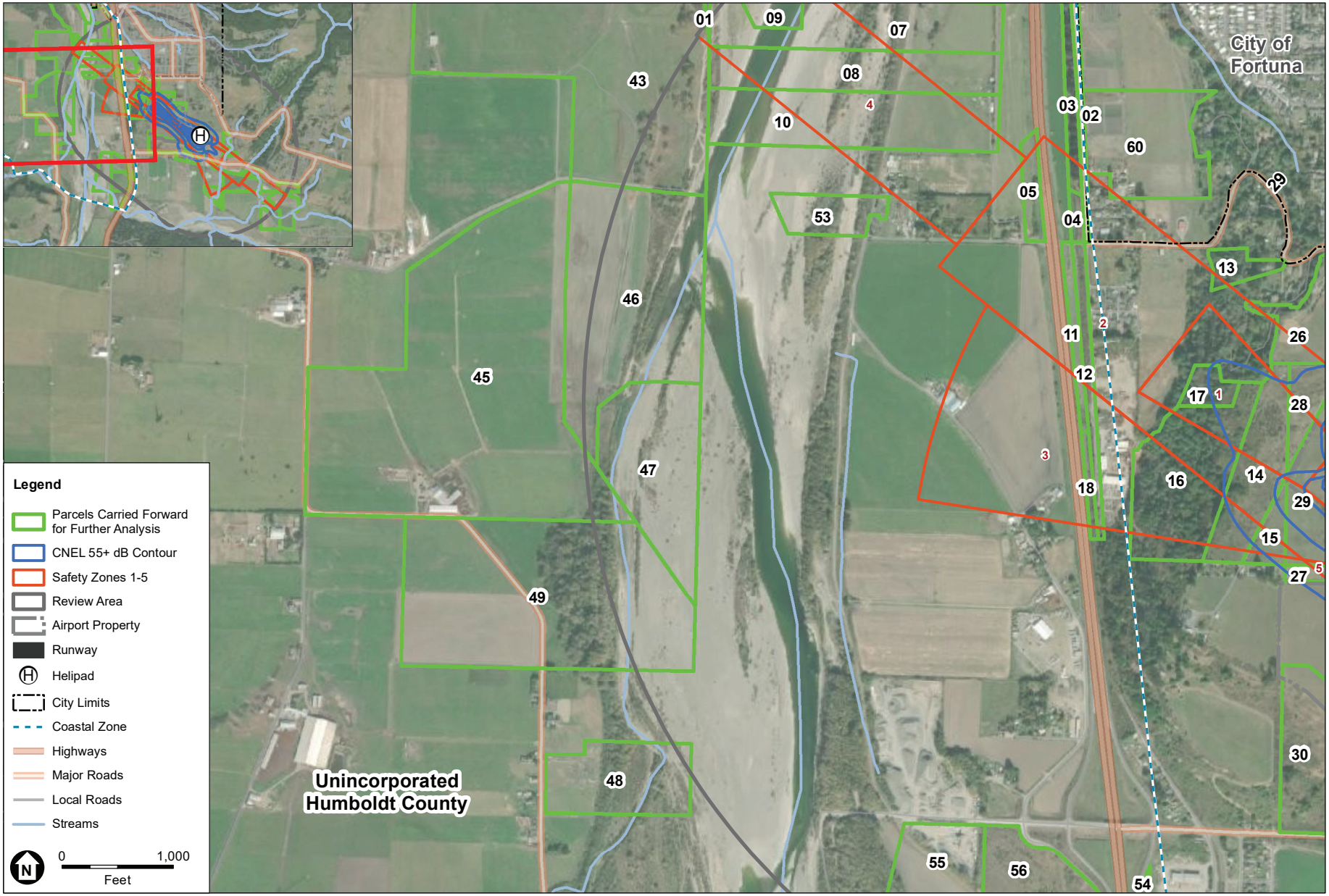
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 8-3

Parcels Carried Forward for Further Analysis - South Rohnerville Airport

ESA



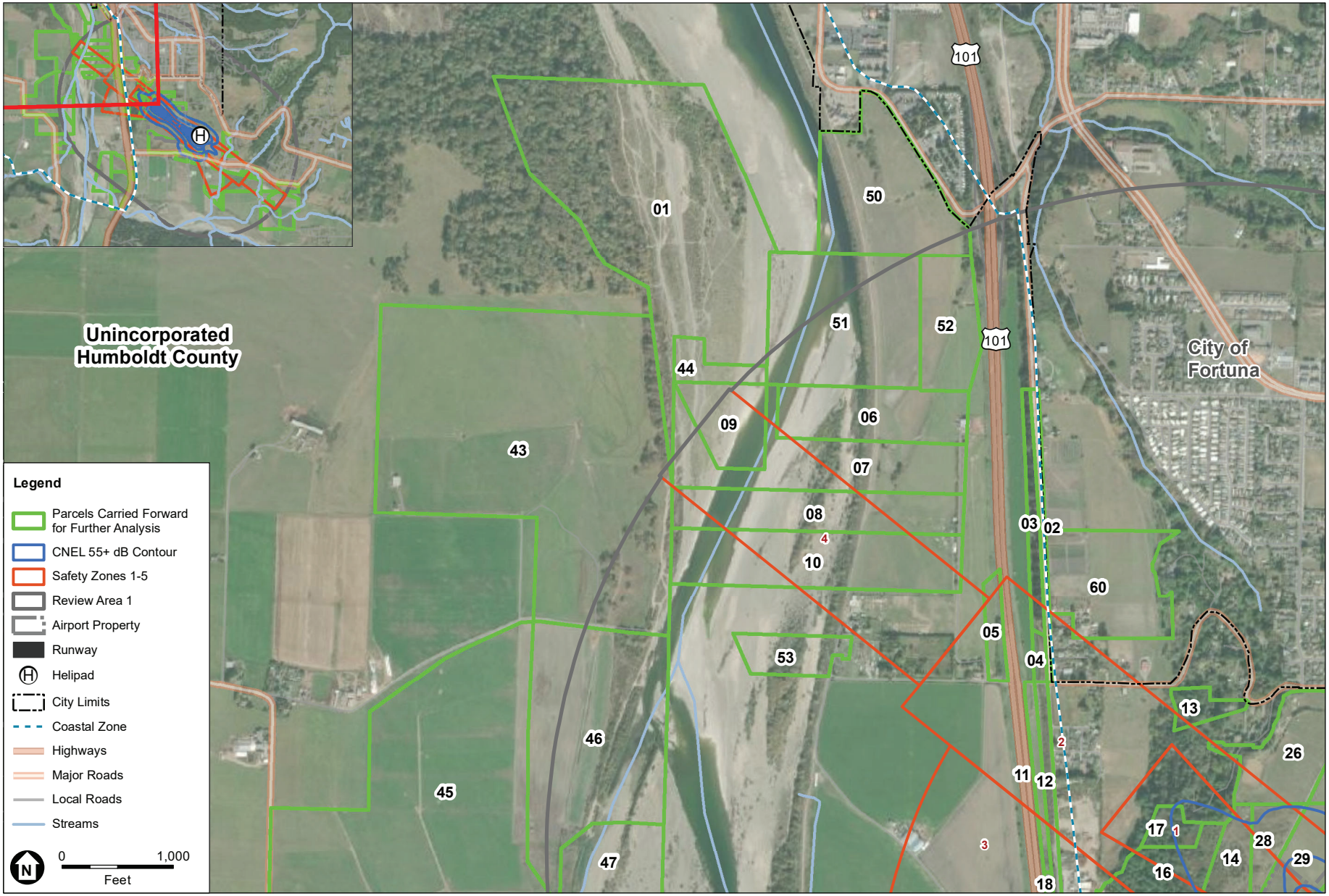
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 8-4

Parcels Carried Forward for Further Analysis - West Rohnerville Airport

ESA



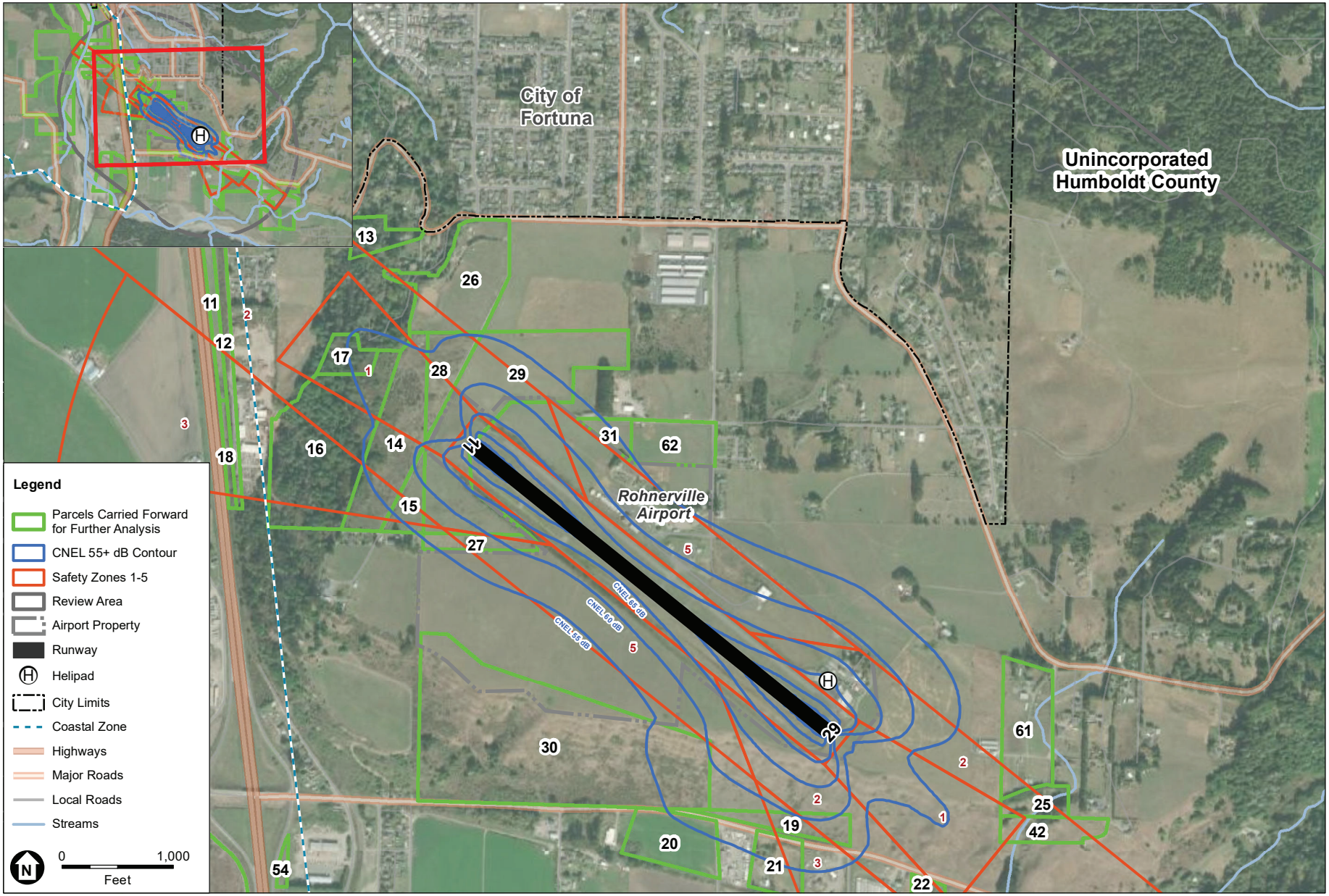
SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 8-5

Parcels Carried Forward for Further Analysis - Northwest Rohnerville Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 8-6

Parcels Carried Forward for Further Analysis - North Rohnerville Airport

ESA

TABLE 8-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
ROHNERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
01	106-091-044a,b	91.09	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
02	201-171-001	3.50	Vacant	RA5-20,AP	AG-B-5(20)
03	201-171-002	4.97	Vacant	RA5-20,AP	AG-B-5(20)
04	201-171-004	1.18	Vacant	RA5-20,AP	AG-B-5(20)
05	201-172-003b	3.46	Vacant	AE	AE-60/A,F,R,T
06	201-181-001a,b	19.03	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
07	201-181-002a,b	26.86	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
08	201-181-003a,b	22.28	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
09	201-181-004b	11.01	Vacant	NR	NR/R
10	201-191-001a,b	30.12	Vacant	AE,NR	AE-60/A,F,R,T;NR/R
11	201-202-001	3.33	Vacant	IG,RA5-20,AP	AG-B-5(20)
12	201-202-002	5.19	Vacant	IG,RA5-20,AP	AG-B-5(20)
13	201-291-033	3.39	Underutilized	RE2.5-5,AP	RS-B-5(2.5)-T
14	201-291-027	15.37	Vacant	AE,AP	AE-B-5(60)
15	201-291-028	3.63	Vacant	AE,AP	AE-B-5(60)
16	201-291-030	26.65	Vacant	AE,AP	AE-B-5(60)
17	201-291-031	3.26	Vacant	AE,AP	AE-B-5(60)
18	201-292-012	1.55	Vacant	IG,RA5-20,AP	MH-B-5(10)-Q
19	201-321-004	4.81	Vacant	AE,AP	AE-B-5(60)
20	201-311-020	8.87	Vacant	IG,AP	MH-Q
21	201-322-012	5.46	Vacant	IG,AP	MH-Q
22	201-322-017	3.38	Vacant	IG,AP	MH-Q
23	201-322-028	8.49	Vacant	AE,AP	AE-B-5(60)
24	201-322-029	20.42	Vacant	AE,AP	AE-B-5(60)
25	203-181-030	3.43	Vacant	RE2.5-5,AP	AG
26	201-341-001a	15.27	Vacant	AE,AP	AE;RE2.5-5,AP
27	203-221-010	3.26	Vacant	AE,AP	AE-B-5(60)
28	203-221-018	5.62	Vacant	AE,AP	AE-B-5(60)
29	203-221-019	32.90	Vacant	AE,AP	AE-B-5(60)
30	203-231-006	62.18	Vacant	AE,AP	AE-B-5(60)
31	203-241-007	2.24	Vacant	AE,AP	AE-B-5(60)
32	204-081-002	68.01	Vacant	AE,RE1-5,AP	AE-B-5(160)
33	204-081-006	7.23	Vacant	RA5-20,RE1-5,AP	AE-20
34	204-081-007	2.16	Vacant	RA5-20,AP	AE-20
35	204-081-008	1.14	Vacant	RA5-20,AP	AE-20
36	204-091-015a	77.09	Vacant	AE,RA5-20,AP	AE;AG-B-5(5)

TABLE 8-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – ROHNERVILLE AIRPORT

Parcel ID #	APN	Parcel Size (Acres)	Development Status	General Plan Land Use[1]	Zoning District(s)/ Combining District(s)[2]
37	204-091-022	11.37	Vacant	RA5-20,AP	AG-B-5(5)
38	204-091-023a	48.7	Vacant	AE,RA5-20,AP	AE;AG-B-5(5)
39	204-171-001	0.16	Vacant	AE,AP	AE-B-5(60)
40	204-171-021	0.32	Vacant	RA5-20,AP	AE-20
41	204-171-045	3.54	Vacant	RA5-20,RE1-5,AP	AE-20
42	204-171-052	4.64	Vacant	AE,AP	AE-B-5(60)
43	106-091-025a,b	137.13	Underutilized	AE,NR	AE-60/A,F,R,T; NR/R
44	106-091-045b	4.68	Vacant	NR	NR/R
45	106-101-033a,b	122.05	Underutilized	AE,NR	AE-60/A,F,R,T; NR/R
46	106-101-036a,b	53.85	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
47	106-101-037a,b	28.49	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
48	106-221-002a,b	18.31	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
49	106-221-013a,b	75.23	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
50	201-152-013a,b	30.02	Vacant	AE,NR;AE,NR	AE-60/A,F,R,T; NR/R
51	201-161-001a,b	37.57	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
52	201-161-002b	13.96	Vacant	AE	AE-60/A,F,R,T
53	201-191-008a,b	7.23	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
54	201-241-018	0.68	Vacant	IG,AP	MH-Q*
55	201-261-001a,b	62.33	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
56	201-261-003b	29.08	Vacant	AE	AE-60/A,F,R,T
57	201-261-008b	37.81	Vacant	AE	AE-60/A,F,R,T
58	201-261-009a,b	26.5	Vacant	AE,NR	AE-60/A,F,R,T; NR/R
59	201-262-010a	1.30	Vacant	AE,RL,AP	AE-B-5(60); R-1TB4(1)
60	201-281-044	22.09	Underutilized	Agriculture (AG)	(AE) Agriculture Exclusive
61	203-181-041	11.76	Underutilized	RE2.5-5,AP	AG
62	203-241-006	6.87	Vacant	IG,AP	ML-B-5(2.5)-Q
63	204-171-016	18.74	Underutilized	RA5-20,AP	AG-B-5(5)

NOTES:

1 A key defining the Humboldt County and City of Fortuna General Plan land use is provided in Table 2-2.

2 A key defining the Humboldt County Zoning Code principal and combining districts and City of Fortuna Zoning Districts is provided in Table 2-3.

a Parcel is located in two or more zoning districts.

b Parcel is located in the Coastal Zone.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

8.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 8.2 were mapped relative to the noise contours in the Draft ALUCP. Parcels 14, 15, 16, 17, 19, 20, 21, 27, 28, 29, 30, 31, and 62 are located within or are intersected by the CNEL contours for the Airport. Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Less than ten percent of Parcel 62 is in the CNEL 55 dB or higher contours. As this parcel does not meet the ten percent threshold, it has been excluded from further analysis. Parcels 20 and 21 are solely located in the CNEL 55 dB to 60 dB contour. Residential uses are not allowed in the zoning districts in which these parcels are located and there no nonresidential uses that are considered conditionally compatible or incompatible under the noise compatibility criteria in the Draft ALUCP Accordingly, these Parcels have also been excluded from further analysis.

The highest CNEL contour in which 10 percent or more of Parcels 14, 16, 17, 28, 30, and 31 are located is the CNEL 55 dB to 60 dB contour. The highest CNEL contour that 10 percent or more of Parcels 15, 19, 27, and 29 are located is the CNEL 60 dB to 65 dB contour.

8.3.1 Residential Displacement Analysis - Noise

CNEL 55 dB to 60 dB

Parcels 14, 16, 17, 28, 30, and 31 are subject to the noise compatibility criteria for the CNEL 55 dB to 60 dB contour. All six parcels are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60). There is one residential use permitted in the (AE) Agricultural Exclusive zone, "Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted," that is considered conditionally compatible in the CNEL 55 dB to 60 dB contour. Excluding Parcel 30, these parcels are of insufficient size to allow for development of residential dwelling units. Regardless, per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 55 to 60 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be achieved under typical construction methods. Furthermore, per Policy GP-23, *Development by Right*, construction of a single-family home on a legal lot of record as of the date of adoption of the ALUCP would be allowed if such use is permitted by local land use regulations. As these parcels would fall within this category, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement Parcels 14, 16, 17, 28, 30, and 31 is provided in **Appendix G**, *Development Displacement Analysis Tables - Rohnerville Airport*.

CNEL 60 dB to 65 dB

Parcels 15, 19, 27, and 29 are subject to the noise compatibility criteria for the CNEL 60 dB to 65 dB contour. All four parcels are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60). There is one residential use permitted in the (AE) Agricultural Exclusive zone, "Farm

dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted," that is considered conditionally compatible in the CNEL 60 dB to 65 dB contour. None of these parcels are of insufficient size to allow for development of residential dwelling units. Regardless, per Table 3-1 in the Draft ALUCP (see Appendix A), all residential land use is considered conditionally compatible in areas exposed to CNEL 55 to 60 dB, requiring that the structure be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of attenuation would be achieved under typical construction methods. Furthermore, per Policy GP-23, *Development by Right*, construction of a single-family home on a legal lot of record as of the date of adoption of the ALUCP would be allowed if such use is permitted by local land use regulations. As these parcels would fall within this category, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement Parcels 15, 19, 27, and 29 is provided in Appendix G.

8.3.2 Nonresidential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcels 15, 19, 27, and 29 are subject to the noise compatibility criteria for the CNEL 60 dB to 65 dB contour. All four parcels are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60). There is one nonresidential use permitted in the (AE) Agricultural Exclusive zone, "Rental and sales of irrigation equipment and storage incidental thereto," that is considered conditionally compatible in the CNEL 60 dB to 65 dB contour. Per Table 3-1 in the Draft ALUCP, this use is considered conditionally compatible, advising that although the CNEL is acceptable for outdoor activities and some noise interference may occur, caution should be exercised with regard to noise sensitive uses. As this condition would not prevent this use from being implemented on Parcels 15, 19, 27, and 29, there is no potential for displacement under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement on Parcels 15, 19, 27, and 29 is provided in Appendix G.

8.4 Potential for Displacement Due to Safety Policies

As shown on Figure 8-2 through 8-6, all 63 parcels carried forward for further analysis are intersected by or located within the safety zones for Rohnerville Airport. The following sections discuss potential displacement of future land use on these parcels due to the safety policies in the Draft ALUCP.

The following sections discuss the potential for residential and nonresidential displacement on Parcels 03 and 04. More detailed information identifying specific permitted and conditionally permitted land uses that would be considered incompatible or conditionally compatible under the safety policies in the Draft ALUCP is provided in Appendix G.

Per Draft ALUCP Policy 11, *Land Use Action Sites Lying within Two or More Safety Zones*, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line. For purposes of this analysis

8.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Rohnerville Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for the 63 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 33 residential dwelling units was calculated for all 63 parcels under current conditions. A maximum of 33 residential dwelling units was also calculated for all 63 parcels under the densities in the Draft ALUCP resulting in no residential development displacement at Rohnerville Airport.

There were no RHNA housing opportunity sites identified in Review Area 1 for Rohnerville Airport.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix G.

8.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for Rohnerville Airport are located in or intersected by Safety Zones 1 through 6.

The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

All or parts of Parcels 14, 15, 16, 17, 22, 25, 28, 29, and 42 are located in Safety Zone 1. Parcel 29 extends onto the primary surface surrounding the runway. The portion of Parcel 15 located in Safety Zone 1 is less than 1,000 square feet and does not represent a developable area for purposes of this analysis.

Parcels 14, 16, 17, 28, 29, and 42 are zoned (AE) Agriculture Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60). There are four uses permitted or conditionally permitted in the (AE) Agricultural Exclusive zone that are considered incompatible in Safety Zone 1. These uses include

"Agricultural and timber products processing plants," "Animal hospitals," "Labor camps and labor supply camps," and "Rental and sales of irrigation equipment and storage incidental thereto." Under the safety compatibility criteria in the Draft ALUCP, none of these uses would be considered compatible in Safety Zone 1. The parts of Parcels 14, 16, 17, 28, 29, and 42 located in Safety Zone 1 are also in Compatibility Zone A under the current ALUCP. The airport/land use safety compatibility criteria for Compatibility Zone A prohibits the development of non-aviation related structures, assemblages of people, or hazards to flight. Accordingly, the uses identified as incompatible in Safety Zone 1 would be prohibited in Compatibility Zone A. As these uses are already prohibited in these areas, there is no potential for their displacement from the parts of these parcels in Safety Zone 1.

There are three uses permitted or conditionally permitted in the (AE) Agricultural Exclusive zone that are conditionally compatible in Safety Zone 1. These uses include "All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit.," "Animal feed yards and sales yards," "Animal hospitals," and "Hog farms, turkey farms, frog farms and fur farms." The Humboldt County Zoning regulations defines "All general agricultural uses…" as "Windmills," "Greenhouses," "Silos," "Tank Houses," "Barns and outbuildings," "Coops," and "Drainage facilities and structures."[30] Along with "Animal hospitals," none of these uses would be allowed in Safety Zone 1 or Compatibility Zone A, so there is no potential for displacement.

"Animal feed yards and sales yards" and "Hog farms, turkey farms, frog farms and fur farms" are considered conditionally compatible in Safety Zone 1 on the condition that these uses are limited to grazing activity only and no new structures such as barns or fences are allowed. Again, as structures are not allowed in Compatibility Zone A, these uses would not be considered displaced from the parcels in Safety Zone 1.

Parcel 22 is zoned (MH) Heavy Industry, subject to the "Q" Qualified combining zone. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1689. Ordinance No. 1689 revises the principal and conditionally permitted uses allowable on this parcel by making wholesale and retail sales and services of liquefied petroleum and related products the principal use, while making all other uses permitted in the (MH) Heavy Industry zone subject to a use permit. Uses that are permitted or conditionally permitted in the (MH) Heavy Industrial zoning district that are considered incompatible in Safety Zone 1 include "Administrative, business and professional offices," "Animal hospitals and kennels," "Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks," "Industrial manufacturing uses," "Manufacture of furniture, finished paper and paper products," "Manufacturing of electrical and electronic equipment, of household effects such as lamps, rugs and fabrics, and research and development laboratories," "Small animal hospitals completely enclosed within a building," "Small animal hospitals completely enclosed within a building," and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft

[30] *Humboldt County Zoning Regulations* § 314-43.1.3; § 314.69.1.1.

manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair." The portion of Parcel 22 located in Safety Zone 1 is also in Compatibility Zone A under the current ALUCP. Again, none of these uses would be allowed in Compatibility Zone A, so there is no potential for displacement.

One permitted use in the (MH) Heavy Industrial zoning district, "Animal feed and sales yards," is considered compatible in Safety Zone 1 on the condition that these uses are limited to grazing activity only and no new structures such as barns or fences are allowed. Again, as structures are prohibited in Compatibility Zone A, these uses would not be considered displaced from the parcels in Safety Zone 1.

Parcel 25 is zoned (AG) Agriculture General. There are eight permitted and conditionally permitted in the (AG) Agricultural General zone that are considered incompatible in Safety Zone 1. These uses include "Agricultural and timber products processing plants" "Animal hospitals and kennels," "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). (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00)," "Golf courses," "Private institutions and cemeteries," "Rental and sales of irrigation equipment and storage incidental thereto," "Rooming and boarding of not more than two (2) persons not employed on the premises," and "Agricultural and timber products processing plants." The portion of Parcel 25 in Safety Zone 1 is also in Compatibility Zone A under the current ALUCP. As these uses are already prohibited in these areas, there is no potential for their displacement from the part of Parcel 25 in Safety Zone 1.

There are two conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 1. These uses include, "Animal feed lots and sales yards" and "Hog farms, turkey farms, frog farms and fur farms." Again, these uses are considered compatible in Safety Zone 1 on the condition that they are limited to grazing activity only and no new structures such as barns or fences are allowed. As structures are not allowed in Compatibility Zone A, these uses would not be considered displaced from the parcels in Safety Zone 1.

Safety Zone 2

All or parts of Parcels 02, 03, 04, 05, 11, 12, 13, 14, 15, 16, 19, 22, 25, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, 42, 60, and 61 are located in Safety Zone 2. Parcels 02, 03, 04, 11, 12, 25, and 61 are zoned (AG) Agricultural General. Parcels 02, 03, 04, 11, and 12 are subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 20 acres (B-5(20). There is one use that is conditionally permitted in the (AG) Agricultural General zone, "Golf courses," that is considered incompatible in Safety Zone 2. The portions of these parcels located in Safety Zone 2 are in Compatibility Zone B1 under the current ALUCP. Golf courses are known as wildlife attractants that represent potential hazards to aircraft in flight. In the current ALUCP, hazards to flight are considered a prohibited use in Compatibility Zone B1. As this land use would likely be prohibited under current conditions, there is no potential for its displacement

on the portions of Parcels 02, 03, 04, 11, 12, 25, and 61 in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP.

There are two uses that are permitted or conditionally permitted in the (AG) Agricultural General zone, that are considered conditionally compatible in Safety Zone 2. These uses include "Private institutions and cemeteries" and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions" as defined in the Humboldt County Zoning Regulations include "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory."[31] As "Private Institutions" include uses that would be considered prohibited in Compatibility Zone B1, this use would not be allowed under current conditions. Cemeteries are considered compatible in Safety Zone 2 on the condition that that they adhere to the applicable maximum intensity and lot coverage limit and no assembly places are allowed. "Rooming and boarding of not more than two (2) persons not employed on the premises," is considered compatible in Safety Zone 2 on the condition that this use adheres to the applicable maximum intensity and lot coverage limits and is limited to a single-story building. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development in these areas, this use would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 are zoned (AE) Agriculture Exclusive. Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, and 39, and all of Parcel 42 are subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). Parcels 33, 35, and 41 and all of Parcels 34 and 40 are zoned (AE-20) Agriculture Exclusive, minimum lot size of 20 acres.

There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 2. The portion of Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 located in Safety Zone 2 are in Compatibility Zone B1 under the current ALUCP. There is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent these uses from being implemented on the portions of these parcels located in Safety Zone 2. **Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portions of these parcels located in Safety Zone 2.**

Parcel 05 is located in the Coastal Zone and is zoned (AE-60), Agricultural Exclusive, minimum lot size of 60 acres, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "R" Streams and Riparian Corridors Protection, and "T" Transitional Agricultural Lands combining zones. Both the "F" Flood Hazard Area and "R" Streams and Riparian Corridors Protection combining zones amend the types of land uses that can be developed that would otherwise be permitted in the principal zone. Most of Parcel 05 is in the 100-Year floodplain. Accordingly, "Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations," and "Essential Services," both conditionally permitted

[31] *Id.* § 314-172.9.1.

uses in the (AE) Agricultural Exclusive zone in the Coastal Zone are prohibited under the conditions of the "F" combining zone.

There are five permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in Safety Zone 2. These uses include "Agriculture-Related Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Resource-Related Recreation."

"Agriculture-Related Recreation" is described in the Humboldt County Zoning regulations as "recreational facilities developed in conjunction with agriculture, including hunting and duck camps, skiing and dude ranches."[32] "Resource-Related Recreation" is described in the Humboldt County Zoning regulations as including activities such as nature study, hunting and fishing, and includes the development of hunting blinds and similar minor facilities.[33] These uses are considered compatible in Safety Zone 2 on the condition that no group recreational activities are allowed and these uses adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As these do not represent group recreational activities, they would not be displaced from the part of Parcel 05 in Safety Zone 2.

Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. This parcel is located in the CNEL 50 dB to 55 dB contour. All three of these uses are considered compatible in the CNEL 50 dB to 55 dB contour. Therefore, this land use would not violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. This parcel is located beneath the approach surface to Runway 11; however, it is of sufficient distance from the runway end that it would be unlikely that any structure developed there would penetrate the airspace surfaces. Regardless, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[34] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 05, they would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 13 and 26 are zoned (RS) Residential Suburban zoning district, are subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 2.5 acres (B-5(2.5). These parcels are also subject to the "T" combining zone. There are two conditionally permitted uses in the (RS) Residential Suburban zone that are considered incompatible in Safety Zone 2. These uses include "Private Institutions" and "Private recreation

[32] *Id.* § 313-170.1
[33] *Id.* § 313-176.4
[34] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

facilities, including golf courses." The portion of Parcel 13 located in Safety Zone 2 is within Compatibility Zone B1 and the portion of Parcel 26 is Safety Zone 2 is within Compatibility Zones A and B1 under the current ALUCP. As previously discussed, "Private Institutions" include uses that would be considered prohibited in Compatibility Zones A and B1, and this use would not be allowed under current conditions. Similarly, golf courses are known as wildlife attractants that represent potential hazards to aircraft in flight. In the current ALUCP, hazards to flight are considered a prohibited use in Compatibility Zones A and B1. Furthermore, "Private recreation" includes uses that are considered high intensity uses that would be considered prohibited in Compatibility Zone A and would likely be considered prohibited in Compatibility Zone B1 under the current ALUCP airport/land use safety compatibility criteria. As these land uses would likely not be considered prohibited or not acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

Parcel 60 is within the within the Agricultural Exclusive (A-E) zoning district in the city of Fortuna. There are five uses permitted or conditionally permitted in the Agricultural Exclusive (A-E) zoning district that are considered incompatible in Safety Zone 2. These uses include "Child care facilities with eight or fewer children, subject to the provisions of FMC 17.06.020," "Community care facilities for six or fewer (FMC 17.08.152)," "Child care facilities with nine or more children, subject to the provisions of FMC 17.06.020," "Community care facilities for seven or more (FMC 17.08.152)," and "Labor camps and labor supply camps." The portions of Parcel 60 located in Safety Zone 2 are within Compatibility Zones B1 and B2 under the current ALUCP. Day care centers and nursing homes are considered prohibited uses in these compatibility zones. As these uses would be prohibited under current conditions, there is no potential for displacement of "Child care facilities with eight or fewer children, subject to the provisions of FMC 17.06.020," "Community care facilities for six or fewer (FMC 17.08.152)," "Child care facilities with nine or more children, subject to the provisions of FMC 17.06.020," or "Community care facilities for seven or more (FMC 17.08.152)," on Parcel 60.

There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 2. Again, the portions of Parcel 60 located in Safety Zone 2 are in Compatibility Zones B1 and B2 under the current ALUCP. There is nothing in the airport/land use safety compatibility criteria in the current ALUCP that would prevent these uses from being implemented on the portions of these parcels located in Safety Zone 2. **Accordingly, "Labor camps and labor supply camps," would be considered potentially displaced from the portions of these parcels located in Safety Zone 2.**

There are four permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in Safety Zone 2. These uses include "Farm dwellings, nurseries, greenhouses, and roadside stands," "Agricultural and timber products processing plants," "Animal hospitals," and "Rental and sales of irrigation equipment and storage incidental thereto." "Farm dwellings, nurseries, greenhouses, and roadside stands," "Animal hospitals," and "Rental and sales of irrigation equipment and storage incidental thereto" are considered compatible in Safety Zone 2 on the condition that the uses adhere to applicable nonresidential intensities and maximum lot coverage percentages. "Agricultural and timber products processing plants," are allowed in Safety Zone 2 only if a site outside the Safety Zone

would not serve the intended function and on the condition that the use adheres to applicable nonresidential intensities and the maximum lot coverage percentage. Less than one percent of Parcel 60 is located in Safety Zone 2, with the overwhelming majority of the parcel located in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP. This represents more than sufficient area to accommodate this type of development. Accordingly, this use would not be considered displaced for purposes of this analysis.

Safety Zone 3

All or parts of Parcels 11, 12, 14, 15, 16, 18, 19, 21, 22, 23, 24, 29, and 32 are located in Safety Zone 3. All of Parcel 11 and part of Parcel 12 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 20 acres (B-5(20)). There are three permitted or conditionally permitted uses in the (AG) Agricultural General zone that are considered conditionally compatible in Safety Zone 3. These uses include, "Golf courses," "Private institutions and cemeteries," and "Rooming and boarding of not more than two (2) persons not employed on the premises." "Private institutions and cemeteries" are considered compatible in Safety Zone 3 on the condition that no assembly places are allowed. "Golf courses" are considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed. Finally, "Rooming and boarding of not more than two (2) persons not employed on the premises" is considered compatible in Safety Zone 3 on the condition that the building in which the use is located is less than three-stories. All three uses must comply with the maximum nonresidential intensity and lot coverage limits. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcel 11 or 12 due to the policies in the Draft ALUCP.

Part of Parcel 12 is zoned (MH) Heavy Industrial, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 10 acres (B-5(10)), and the "Q" combining zone. There are four permitted or conditionally permitted use in the (MH) Heavy Industrial zone that are considered conditionally compatible in Safety Zone 3. These uses include "Administrative, business and professional offices," "Animal hospitals and kennels," "Small animal hospitals completely enclosed within a building, and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair."

"Administrative, business and professional offices" is considered compatible in Safety Zone 3 on the condition that this use is limited to buildings less than three-stories. "Animal hospitals and kennels," "Small animal hospitals completely enclosed within a building," and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair" are considered compatible in Safety Zone 3 on the condition that they adhere to the maximum nonresidential intensities and lot coverage requirements. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced from Parcel 12 due to the policies in the Draft ALUCP.

Parcels 14, 15, 16, 19, 23, 24, 29, and 32 are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). There is one permitted or conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered incompatible in Safety Zone 3. The portions of Parcels 15, 16, 19, 23, 29, and 32 located in Safety Zone 3 are located in Compatibility Zone B1 under the Current ALUCP. Parcels 14 and 24 are located in Compatibility Zones B1 and C. There is nothing in the Airport/land use safety compatibility criteria in the current ALUCP that would prevent this use from being implemented on the portions of this parcel in Compatibility Zone B1 located in Safety Zone 3. **Accordingly, "Labor camps," would be considered potentially displaced from the portion of these parcels located in Safety Zone 3.**

Parcels 18, 21, and 22 are zoned (MH) Heavy Industrial, subject to the "Q" combining zone. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1689. Ordinance No. 1689 modifies the permitted and conditionally permitted uses in the areas in which these parcels are located. Parcel 18 is in Area 3 and Parcels 21 and 22 are in Area 6. Parcel 18 is also subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 10 acres (B-5(10)). All the permitted or conditionally permitted nonresidential land uses on Parcels 18, 21, and 22 are considered compatible in Safety Zone 3.

Safety Zone 4

All or parts of Parcels 01, 05, 06, 07, 08, 09, 10, 32, 33, 35, 36, 37, 38, 41, 43, and 63 are located in Safety Zone 4. Parcels 01, 06, 07, 09, and 43 are in the Coastal Zone and zoned (NR) Natural Resources, subject to the "R" Streams and Riparian Corridors Protection combining zones. There are conditionally permitted land uses in the (NR) Natural Resources zone that are considered conditionally compatible in Safety Zone 4. These uses include "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Minor utilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." These uses are all considered compatible in Safety Zone 4 if they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. All five parcels are located outside the noise contours for the Airport and would not implicate the Noise Compatibility Policies in the Draft ALUCP. Parcels 01, 06, 07, and 09 are beneath the approach surface for Runway 11 and Parcels 32, 33, 35, 36, 37, 38, 41, 43, and 63 are beneath the approach surface for Runway 29. As any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[35] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on the parts of these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 05, 08, 10 are in the Coastal Zone and zoned (AE-60) Agricultural Exclusive, minimum lot size of 60 acres, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "R" Streams and Riparian Corridors Protection, and "T" Transitional Agricultural Lands combining zones. There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations," that is considered incompatible in Safety Zone 4 under the Draft ALUCP. Parcel 05 is located Compatibility Zones B1 and B2 under the current ALUCP and Parcels 08 and 10 are located in Compatibility Zone B2. Storage of highly flammable materials,

[35] *Id.*

such as oil and gas, is considered a prohibited use in Compatibility Zones B1 and B2. As this use would not be allowed under current conditions, it would not be considered displaced due to the policies in the Draft ALUCP.

There are four permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered conditionally compatible in Safety Zone 4. These uses include "Labor Camp," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." Labor Camps are considered compatible in Safety Zone 4 if the use adheres to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP and if a site outside the safety zone would not serve the intended function. "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are all considered compatible in Safety Zone 4 if they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. All three parcels are located outside the noise contours for the Airport and would not implicate the Noise Compatibility Policies in the Draft ALUCP. Parcels 05, 08, and 10 are beneath the approach surface for Runway 11. Any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[36] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on the parts of these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 32, 33, 35, and 41 are zoned (AE-20) Agriculture Exclusive, minimum lot size of 20 acres. Parcel 32 is zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Labor camps and labor supply camps," that is considered conditionally compatible in Safety Zone 4. This land use is considered compatible in Safety Zone 4 if no sites outside the safety zone would serve the intended function and the land use adheres to the applicable maximum nonresidential intensity and lot coverage percentage. As the conditions applicable to this use under the safety compatibility criteria in the Draft ALUCP would not prevent its development, it would not be considered displaced from Parcel 118 due to the policies in the Draft ALUCP.

Parcels 36, 37, 38, and 63 are zoned (AG) Agricultural General, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as five acres (B-5(5)). There is one conditionally permitted land use in the (AG) Agricultural General zone, "Private institutions and cemeteries," that is considered conditionally compatible in Safety Zone 4. This land use is considered compatible in Safety Zone 4 on the condition that the land use adheres to the applicable maximum nonresidential intensity and lot coverage percentage, and no places of assembly are allowed. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on the portions of Parcels 36, 37, 38, or 63 in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP.

[36] *Id.*

Safety Zone 5

All or parts of Parcels 27, 29, and 30 are located in Safety Zone 5. All three parcels are zoned (AE) Agricultural Exclusive, subject to the "B" Special Building Site combining zone identifying the minimum building site on the parcel as 60 acres (B-5(60)). There are six permitted or conditionally permitted uses in the (AE) Agricultural Exclusive zone that are considered incompatible in Safety Zone 5. These uses include "Labor camps and labor supply camps," "Rental and sales of irrigation equipment and storage incidental thereto," "Animal hospitals and kennels," "Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks," "Small animal hospitals completely enclosed within a building, and "Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair." Parcels 27 and 30 are in Compatibility Zone B1 and Parcel 29 is divided between Compatibility Zones A and B1. These represent high intensity uses that would be prohibited in Compatibility Zone A and would likely not be considered acceptable uses in Compatibility Zone B1. As these uses would likely be considered prohibited under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There is one permitted use in the (AE) Agricultural Exclusive zone, "Administrative, business and professional offices," that is considered conditionally compatible in Safety Zone 5. This land use is compatible in Safety Zone 5 on the condition the building is limited to a single-story and the use adheres to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP.

Safety Zone 6

All or parts of Parcels 05, 06, 07, 08, 10, 43, 45, 46, 47, 49, 50, 51, 52, 53, 55, 56, 57, and 58 are located in Safety Zone 6. All 18 parcels are in the Coastal Zone and zoned (AE-60), Agricultural Exclusive, minimum lot size of 60 acres, subject to the "A" Archaeological Resource Area Outside Shelter Cove, "F" Flood Hazard Area, "R" Streams and Riparian Corridors Protection, and "T" Transitional Agricultural Lands combining zones. There is one conditionally permitted use in the (AE) Agricultural Exclusive zone, "Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations," that is considered conditionally compatible in Safety Zone 6. Per the conditions in the safety compatibility criteria, this use is only allowed in Safety Zone 6 if a site outside the safety zone would not serve the intended function. As the conditions applicable to this land use under the safety compatibility criteria in the Draft ALUCP would not prevent its development on the portions of these parcels in Safety Zone 6, these uses would not be considered displaced due to the policies in the Draft ALUCP.

8.5 Displacement Analysis Summary

Table 8-2 provides the results of the development displacement analysis for residential land uses. There is no potential for displacement of residential dwelling units in either the City of Fortuna or unincorporated Humboldt County.

TABLE 8-2
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- ROHNERVILLE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
City of Fortuna	1	Safety	1	None	0
		Noise	0	None	0
Humboldt County	67	Safety	61	None	0
		Noise	16	None	0
Total Number of Dwelling Units Potentially Displaced					**0**

Table 8-3 provide the results of the development displacement analysis for nonresidential land uses. The results of the analysis indicate that under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Labor camps and labor supply camps," on Parcels 14, 15, 16, 19, 26, 27, 28, 29, 32, 33, 34, 35, 39, 40, 41, and 42 in Safety Zone 2 and on Parcels 14, 15, 16, 19, 23, 24, 29, and 32 in Safety Zones 3.

TABLE 8-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- ROHNERVILLE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of Fortuna	1	Safety Zone 1	0	None	0
		Safety Zone 2	1	None	0
		Safety Zone 3	0	None	0
		Safety Zone 4	0	None	0
		Safety Zone 5	0	None	0
		Safety Zone 6	0	None	0

TABLE 8-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- ROHNERVILLE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
		Noise	0	None	0
Humboldt County	23	Safety Zone 1	9	None	0
		Safety Zone 2	26	03, 17, 19, and 20	2,555,097.57
		Safety Zone 3	13	03, 05, 19, and 20	1,563,628.56
		Safety Zone 4	16	None	0
		Safety Zone 5	3	None	0
		Safety Zone 6	18	None	0
		Noise	12	None	0
Total Area of Potential Displacement (Square Feet)					**4,118,726.13**

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CHAPTER 9
Development Displacement Analysis – Samoa Field Airport

9.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Samoa Field. Review Area 1 covers areas within the city of Eureka and unincorporated Humboldt County. The following sections describe the parcels analyzed and the results of the residential and nonresidential displacement analysis.

9.2 Parcels Selected for Further Analysis

Figure 9-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 239 parcels were identified within Review Area 1. Of this number, one parcel is Airport property, two parcels are federal property, and 89 parcels were identified as being already developed. These 92 parcels were excluded from further analysis, as were one partially developed and 133 vacant parcels in Safety Zone 6. In total, 13 parcels were assigned a parcel identifier number (i.e., Parcel 01) retained for further analysis. This includes ten vacant or underutilized parcels in Safety Zone 6 that are within the (MG) Industrial General and (MC) Industrial/Coastal Dependent zoning districts.

Table 9-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. **Figure 9-2** depict the 13 parcels carried forward for further analysis.

TABLE 9-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – SAMOA FIELD AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
01	401-121-008	42.44	Vacant	MG	MG
02	401-131-005a	26.13	Vacant	MC,PR	MC/W; NR/W,B
03	401-131-004	74.96	Vacant	MC,MG	MG/W
04	401-311-004	15.58	Vacant	MC	MC/A
05	401-141-005	31.94	Vacant	MC	MC/A,W
06	401-281-005	1.25	Vacant	MC	MC/A

TABLE 9-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS – SAMOA FIELD AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
07	401-281-006	1.22	Vacant	MC	MC/A
08	401-281-001	13.56	Vacant	MC	MC/A
09	401-151-007	3.55	Vacant	NR	NR/W,B
10	401-311-002	3.88	Vacant	MC	MC/A
11	401-301-013	6.13	Vacant	MC	MC/A
12	401-301-021a	2.00	Underutilized	MC,MG	MC/A; MG/W
13	401-301-024a	71.02	Underutilized	MC,MG	MC/A; MG/W

NOTES:

1 All parcels are located within the Coastal Zone.

2 A key defining Humboldt County General Plan land use is provided in Table 2-2.

3 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel is located in more than one zoning district.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

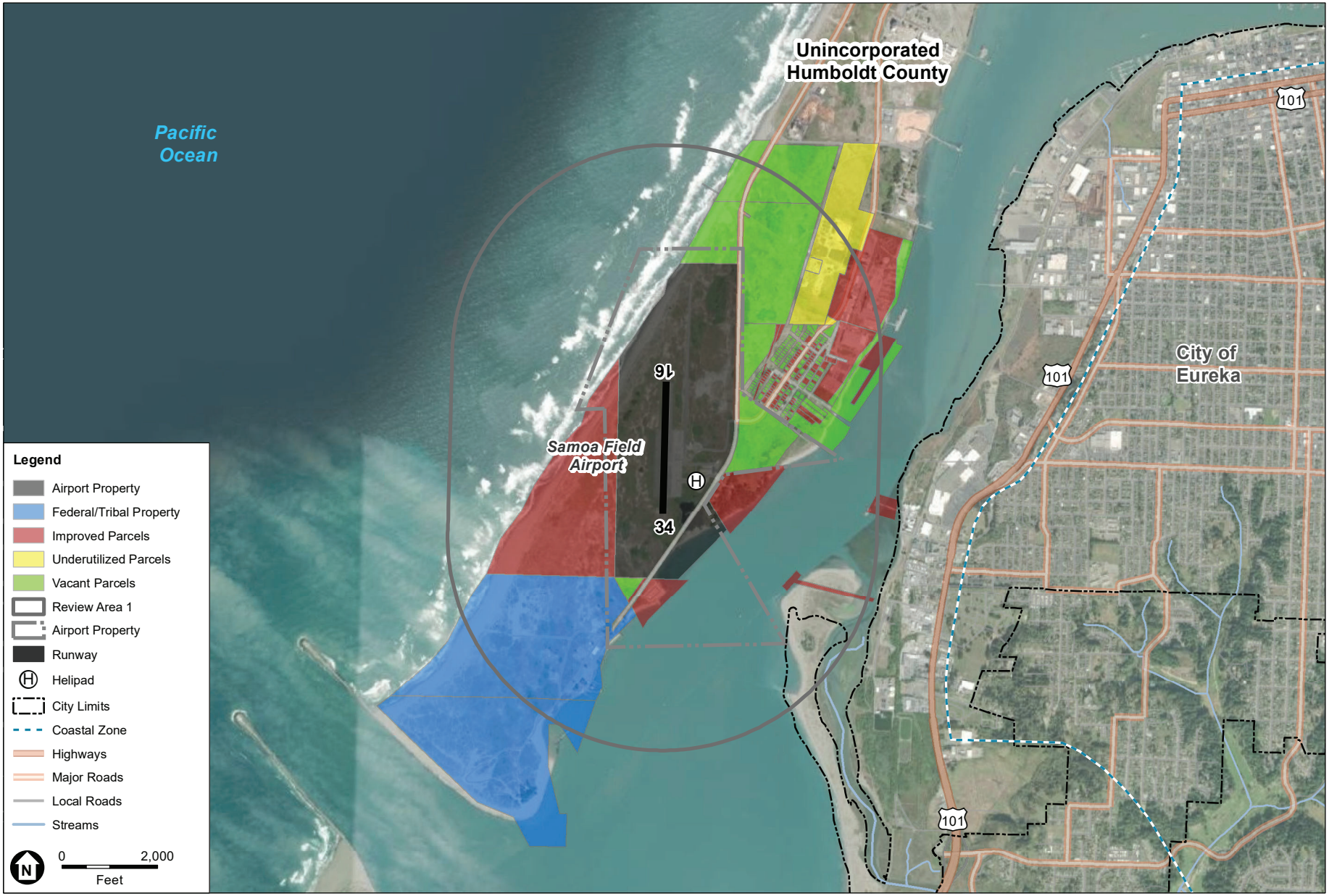
9.3 Potential for Displacement Due to Noise Policies

The noise contours for the Samoa Field Airport are largely limited to the areas around the runway and helipad. None of the study parcels are located within the 55 dB or higher noise contours. Therefore, there is no potential for displacement of either residential or nonresidential uses in the areas around Samoa Field under the noise policies in the Draft ALUCP.

9.4 Potential for Displacement Due to Safety Policies

As shown on Figure 9-2, all 13 parcels carried forward for further analysis are intersected by or located within the safety zones for Samoa Field Airport. The following sections discuss potential displacement of future land use on these parcels due to the safety policies in the Draft ALUCP.

Per Draft ALUCP Policy 11, *Land Use Action Sites Lying within Two or More Safety Zones*, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line. For purposes of this analysis



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 9-1

Parcels Considered in the Development Displacement Analysis
Samoa Field Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 9-2
Parcels Carried Forward for Further Analysis
Samoa Field Airport

ESA

9.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Samoa Field Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units

in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated a maximum number of 381 residential dwelling units under current zoning for the 13 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP. The densities of the Draft ALUCP were determined to also accommodate 381 additional residential dwelling units, resulting in no potential for displacement.

There were no RHNA housing opportunity sites identified in Review Area 1 for Samoa Field Airport.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in **Appendix H**, *Development Displacement Analysis Tables - Samoa Field Airport*.

9.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for Samoa Field Airport are located in or intersected by Safety Zones 2, 3, 4, and 6. There are no study parcels located in Safety Zones 1 or 5. The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

There are no vacant or underutilized parcels in Safety Zone 1 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

Safety Zone 2

Part of one study parcel, Parcel 09, is located in Safety Zone 2. Parcel 09 is within the (NR) Natural Resources zoning district, subject to the "W" Coastal Wetland Areas and "B" Beach and Dune Areas combining zones. The "B" combining zone amends permitted land use in the (NR) Natural Resources zone.

One land use permitted in the NR/B zone, "Hunting, fishing and development of minor facilities such as hunting or viewing blinds," is considered incompatible in Safety Zone 2. Compatibility Zones for Samoa Field Airport were not developed as part of the 1993 ALUCP process; therefore,

there is no existing prohibition on this land use in Safety Zone 2. **Accordingly, there is potential for displacement of this land use on the part of Parcels 09 in Safety Zone 2.**

There are four land uses permitted in the NR/B zone that are considered conditionally compatible in Safety Zone 2. These land uses range from "Electrical distribution and water lines, and other utility lines" to "Pipeline construction for surf zone disposal of dredge spoils." As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 3

Part of Parcel 09 is also located in Safety Zone 3. The same land uses evaluated for Parcel 09 in Safety Zone 2 are identified in Safety Zone 3; however, "Hunting, fishing and development of minor facilities such as hunting or viewing blinds" is considered conditionally compatible in Safety Zone 3. There are no land uses in this zoning district identified as incompatible in Safety Zone 3. As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would remain the same in Safety Zone 3 as in Safety Zone 2, they would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

There is one study parcel, Parcel 02, located in Safety Zone 4. Like Parcel 09, Parcel 02 is zoned (NR) Natural Resources, subject to the "W" and "B" combining zones. There are four land uses that are considered conditionally compatible in Safety Zone 4. These land uses range from "Electrical distribution and water lines, and other utility lines" to "Pipeline construction for surf zone disposal of dredge spoils." As the condition applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these land uses would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified in Safety Zone 4.

Safety Zone 5

There are no vacant or underutilized parcels in Safety Zone 5 located in zoning districts with permitted or conditionally permitted land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP.

Safety Zone 6

Parts of Parcels 01, 02, 03, 04, 05, 06, 07, 08, 10, 11, 12, and 13 are located in Safety Zones 6. Parcels 01, 03, 12, and 13 are within the (MG) Industrial General zoning district, subject to the "W" combining district. Parcels 04, 05, 06, 07, 08, 10, and 11 are within the (MC) Industrial/Coastal-Dependent zoning district, subject to the "A" Archaeological Resource Area Outside Shelter Cove combining zone. Part of Parcel 02 is also located in Safety Zone 6. Parcel 02 is within the (NR) Natural Resources zoning district, subject to the "W" and "B" combining zones. All permitted or conditionally permitted land uses on Parcel 02 are considered compatible under the safety compatibility criteria in the Draft ALUCP. Accordingly, this parcel was excluded from further analysis.

There are two land uses allowed in the (MG) Industrial General and (MC) Industrial/Coastal-Dependent zoning districts that are considered conditionally compatible in Safety Zone 6. These land uses include "Heavy industrial" and "Oil and gas drilling and processing; subject to the Oil and Gas Drilling and Processing Regulations." Are considered compatible in Safety Zone 6 on the condition that they cannot be situated outraise the safety zone and they adhere to the applicable nonresidential intensities and maximum lot coverage percentages as provided in the safety compatibility criteria in the Draft ALUCP. As the conditions applicable to these uses under the Safety Compatibility Criteria in the Draft ALUCP would not prevent their development on these parcels in Safety Zone 4, these uses would not be considered displaced due to the policies in the Draft ALUCP. There are no incompatible land uses identified in Safety Zone 6.

9.5 Displacement Analysis Summary

Table 9-2 provides the results of the development displacement analysis for residential land uses. There is no potential for residential displacement in Review Area 1 for Samoa Field.

TABLE 9-2
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- SAMOA FIELD AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	13	Safety	13	None	0
		Noise	0	None	0
Total Number of Dwelling Units Potentially Displaced					**0**

Table 9-3 provide the results of the development displacement analysis for nonresidential land uses. Under the safety policies in the Draft ALUCP, there is potential for displacement of one land use, "Hunting, fishing and development of minor facilities such as hunting or viewing blinds," on Parcel 09. An estimated 12,949 square feet of space on Parcels 09 would be potentially displaced within Safety Zone 2.

TABLE 9-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- SAMOA FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	13	Safety Zone 2	1	09	12,949.19
		Safety Zone 3	1	None	0
		Safety Zone 4	1	None	0

TABLE 9-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- SAMOA FIELD AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
		Safety Zone 6	12	None	0
		Noise	0	0	0
Total Area of Potential Displacement (Square Feet)					**12,949.19**

CHAPTER 10
Development Displacement Analysis – Shelter Cove Airport

10.1 Introduction

This chapter provides the results of the development displacement analysis for areas within Review Area 1 for Shelter Cove Airport. Review Area 1 covers areas within the community of Shelter Cove in unincorporated Humboldt County. The following sections describe the parcels analyzed and the results of the residential and nonresidential displacement analysis.

10.2 Parcels Selected for Further Analysis

Figure 10-1 depicts the parcels located within Review Area 1 for the Airport that were considered in the displacement analysis. A total of 2,381 parcels were identified within Review Area 1. Of this number, 6 parcels constitute Airport property, 44 parcels are federal property, 554 parcels were identified as already developed, and 1,777 parcels are vacant. The 648 Airport, federally owned, and developed parcels were excluded from further analysis. Of the 1,777 vacant parcels, 1,649 are located entirely in Safety Zone 6. All uses permitted under the zoning for these parcels is considered compatible in the safety compatibility criteria in the Draft ALUCP. Accordingly, the 1,649 parcels located in Safety Zone 6 were excluded from further analysis. All 128 parcels retained for further analysis were identified as vacant, assigned a parcel identifier number (i.e., Parcel 01), and carried forward for further analysis.

Table 10-1 provides details on these parcels, including the assigned Parcel ID number, County tax assessor's parcel number (APN), parcel area (acres), and each parcel's zoning district and combining district, if any. Parcels 01, 02, 03, 04, 52, 53, 59, 60, 61, and 62 are in two or more zoning districts. **Figures 10-2** through **10-4** depict the 128 parcels carried forward for further analysis.

TABLE 10-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
01	108-171-019	1.58	Vacant	CR	CR-Q/AP,D
02	109-361-026	1.00	Vacant	CR	CR-Q/AP,A,D
03	109-361-027	0.28	Vacant	CR	CR-Q/AP,A,D
04	109-361-028	0.22	Vacant	CR	CR-Q/AP,A,D
05	109-361-029	0.20	Vacant	CR	CR-Q/AP,A,D
06	111-071-051a	0.10	Vacant	RL	RS-5-Q/D
07	111-071-053a	0.11	Vacant	RL	RS-5-S4-Q/D
08	111-071-054a	0.15	Vacant	RL	RS-5-S4-Q/D
09	111-071-058a	0.13	Vacant	RL	RS-5-S4-Q/D
10	111-071-062a	0.12	Vacant	RL	RS-5-S4-Q/D
11	111-071-065a	0.12	Vacant	RL	RS-5-S4-Q/D
12	111-121-002a	0.10	Vacant	RL	RS-5-Q/D
13	111-121-003a	0.11	Vacant	RL	RS-5-S4-Q/D
14	111-121-004a	0.11	Vacant	RL	RS-5-S6-Q/D
15	111-121-005	0.12	Vacant	RL	RS-5-S6-Q/D
16	111-121-006a	0.18	Vacant	RL	RS-5-S4-Q/D
17	111-121-007a	0.16	Vacant	RL	RS-5-Q/D
18	111-121-009a	0.11	Vacant	RL	RS-5-S4-Q/D
19	111-121-010a	0.12	Vacant	RL	RS-5-S6-Q/D
20	111-121-011a	0.13	Vacant	RL	RS-5-S6-Q/D
21	111-121-012a	0.11	Vacant	RL	RS-5-S4-Q/D
22	111-121-013a	0.15	Vacant	RL	RS-5-Q/D
23	111-121-015a	0.13	Vacant	RL	RS-5-S4-Q/D
24	111-121-016	0.12	Vacant	RL	RS-5-S4-Q/D

TABLE 10-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
25	111-121-017a	0.12	Vacant	RL	RS-5-S4-Q/D
26	111-121-018a	0.12	Vacant	RL	RS-5-S4-Q/D
27	111-121-019a	0.13	Vacant	RL	RS-5-S4-Q/D
28	111-121-020a	0.13	Vacant	RL	RS-5-S4-Q/D
29	111-121-023a	0.13	Vacant	RL	RS-5-S4-Q/D
30	111-131-040a	0.12	Vacant	RL	RS-5-S4-Q/D
31	111-131-043a	0.12	Vacant	RL	RS-5-S4-Q/D
32	111-131-044a	0.12	Vacant	RL	RS-5-S5-Q/D
33	111-131-045a	0.12	Vacant	RL	RS-5-S5-Q/D
34	111-171-001a	0.12	Vacant	RL	RS-5-S4-Q/D
35	111-171-002a	0.12	Vacant	RL	RS-5-S4-Q/D
36	111-171-006a	0.12	Vacant	RL	RS-5-S3-Q/D
37	111-171-008a	0.13	Vacant	RM	R2-S4-Q/D
38	111-171-010a	0.11	Vacant	RM	R2-S4-Q/D
39	111-171-011a	0.14	Vacant	RM	R2-S4-Q/D
40	111-171-012a	0.14	Vacant	RM	R2-S4-Q/D
41	111-171-013a	0.14	Vacant	RM	R2-S4-Q/D
42	111-171-014a	0.13	Vacant	RM	R2-S4-Q/D
43	111-171-015a	0.13	Vacant	RM	R2-S4-Q/D
44	111-171-016a	0.12	Vacant	RM	R2-S4-Q/D
45	111-171-017a	0.12	Vacant	RM	R2-S4-Q/D
46	111-171-018a	0.13	Vacant	RM	R2-S1-Q/D
47	111-171-019a	0.10	Vacant	RM	R2-Q/D
48	111-191-040	0.11	Vacant	RL	RS-5-S6-Q/D
49	111-191-042a	0.13	Vacant	RL	RS-5-S4-Q/D
50	111-191-043a	0.13	Vacant	RL	RS-5-S4-Q/D
51	111-191-044a	0.12	Vacant	RL	RS-5-S4-Q/D
52	111-191-045a	0.13	Vacant	RL	RS-5-S4-Q/D
53	111-191-046a	0.13	Vacant	RL	RS-5-S4-Q/D
54	111-191-047a	0.14	Vacant	RL	RS-5-S4-Q/D
55	111-191-048a	0.15	Vacant	RL	RS-5-S4-Q/D
56	111-191-054a	0.12	Vacant	RL	RS-5-S4-Q/D
57	111-191-057a	0.12	Vacant	RL	RS-5-S4-Q/D
58	111-191-058a	0.12	Vacant	RL	RS-5-S4-Q/D
59	111-191-059a	0.12	Vacant	RL	RS-5-S5-Q/D
60	111-191-060a	0.12	Vacant	RL	RS-5-S5-Q/D

TABLE 10-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
61	111-201-028a	0.12	Vacant	RL	RS-5-S6-Q/D
62	111-201-030a	0.12	Vacant	RL	RS-5-S6-Q/D
63	111-201-031a	0.12	Vacant	RL	RS-5-S6-Q/D
64	111-201-032	0.14	Vacant	RL	RS-5-S6-Q/D
65	111-231-009a	0.12	Vacant	RM	R2-Q/D
66	111-231-010a	0.12	Vacant	RM	R2-Q/D
67	111-231-013a	0.11	Vacant	RM	R2-Q/D
68	111-231-014a	0.12	Vacant	RM	R2-S4-Q/D
69	111-231-015a	0.12	Vacant	RM	R2-S4-Q/D
70	111-231-016a	0.12	Vacant	RM	R2-S4-Q/D
71	111-231-017a	0.12	Vacant	RM	R2-S4-Q/D
72	111-231-018a	0.13	Vacant	RM	R2-S4-Q/D
73	111-231-019a	0.12	Vacant	RM	R2-S4-Q/D
74	111-231-021a	0.13	Vacant	RM	R2-S4-Q/D
75	111-231-022a	0.11	Vacant	RM	R2-S4-Q/D
76	111-231-023a	0.11	Vacant	RM	R2-S4-Q/D
77	111-231-024a	0.12	Vacant	RM	R2-S4-Q/D
78	111-231-025a	0.11	Vacant	RM	R2-Q/D
79	111-231-027a	0.13	Vacant	RM	R2-Q/D
80	111-231-028a	0.12	Vacant	RM	R2-Q/D
81	111-231-029a	0.12	Vacant	RM	R2-Q/D
82	111-231-030a	0.12	Vacant	RM	R2-Q/D
83	111-231-031a	0.12	Vacant	RM	R2-Q/D
84	111-231-041a	0.12	Vacant	RM	R2-Q/D
85	111-231-042a	0.12	Vacant	RM	R2-Q/D
86	111-231-043a	0.12	Vacant	RM	R2-Q/D
87	111-231-044a	0.12	Vacant	RM	R2-Q/D
88	111-231-045a	0.13	Vacant	RM	R2-Q/D
89	111-231-046a	0.12	Vacant	RM	R2-S4-Q/D
90	111-231-047a	0.12	Vacant	RM	R2-S4-Q/D
91	111-231-048a	0.15	Vacant	RM	R2-S4-Q/D
92	111-241-029a	0.18	Vacant	RM	RM-30-S1-Q/D
93	111-241-030a	0.14	Vacant	RM	RM-30-S1-Q/D
94	111-241-031a	0.14	Vacant	RM	RM-30-S1-Q/D
95	111-241-032a	0.16	Vacant	RM	RM-30-S1-Q/D
96	111-241-047	0.24	Vacant	CG	CG-Q/D

TABLE 10-1
PARCELS CARRIED FORWARD FOR FURTHER ANALYSIS –
SHELTER COVE AIRPORT

Parcel ID #	APN[1]	Parcel Size (Acres)	Development Status	General Plan Land Use[2]	Zoning District(s)/ Combining District(s)[3]
97	111-241-048	0.27	Vacant	CG	CG-Q/D
98	111-241-049	0.27	Vacant	CG	CG-Q/D
99	111-241-050	0.22	Vacant	CG	CG-Q/D
100	111-241-051	0.19	Vacant	CG	CG-Q/D
101	111-251-007a	0.13	Vacant	RM	R2-Q/D
102	111-251-008a	0.12	Vacant	RM	R2-Q/D
103	111-251-009a	0.13	Vacant	RM	R2-Q/D
104	111-251-010	0.12	Vacant	PF	RM-30-S4-Q/D
105	111-251-011	0.12	Vacant	PF	RM-30-S4-Q/D
106	111-251-012	0.13	Vacant	PF	RM-30-S4-Q/D
107	111-251-013	0.13	Vacant	PF	RM-30-S4-Q/D
108	111-251-015	0.13	Vacant	PF	RM-30-S4-Q/D
109	111-251-016	0.13	Vacant	CR	CR-S4-Q/D
110	111-251-017	0.13	Vacant	CR	CR-S4-Q/D
111	111-251-018	0.13	Vacant	CR	CR-S4-Q/D
112	111-251-019	0.12	Vacant	CR	CR-Q/D
113	111-251-020	0.12	Vacant	CR	CR-Q/D
114	111-251-021	0.12	Vacant	CR	CR-Q/D
115	111-251-022	0.12	Vacant	CR	CR-Q/D
116	111-251-023	0.12	Vacant	CR	CR-Q/D
117	111-251-025	0.48	Vacant	CR	CR-S4-Q/D
118	111-251-026	0.13	Vacant	CR	CR-Q/D
119	111-251-033	0.16	Vacant	CR	CR-S4-Q/A,D
120	111-251-034	0.17	Vacant	CR	CR-S4-Q/A,D
121	111-251-042	0.18	Vacant	CR	CR-Q/D
122	111-251-043	0.18	Vacant	CR	CR-Q/D
123	111-251-044	0.19	Vacant	CR	CR-Q/D
124	111-251-045a	0.19	Vacant	RM	RM-30-Q/D
125	111-251-046a	0.18	Vacant	RM	RM-30-Q/D
126	111-251-047a	0.18	Vacant	RM	RM-30-Q/D
127	111-251-067	0.17	Vacant	CR	CR-Q/D
128	111-251-072	0.42	Vacant	CR	CR-Q/D

NOTES:

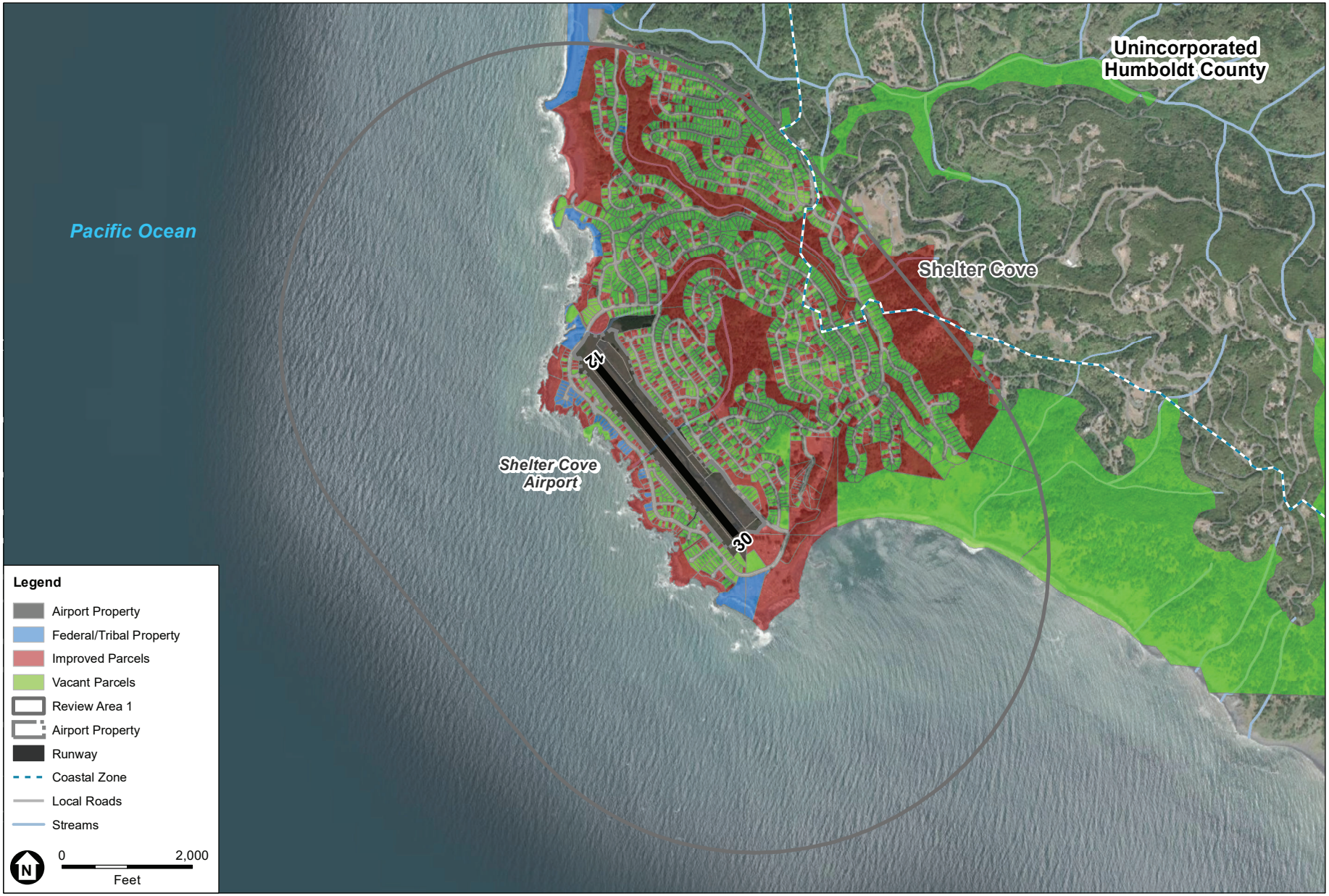
1 All parcels are located within the Coastal Zone.

2 A key defining Humboldt County General Plan land use is provided in Table 2-2.

3 A key defining the Humboldt County Zoning Code principal and combining districts is provided in Table 2-3.

a Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 10-1

Parcels Considered in the Development Displacement Analysis
Shelter Cove Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 10-2

Parcels Carried Forward for Further Analysis - Southeast Shelter Cove Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 10-3

Parcels Carried Forward for Further Analysis - Central Shelter Cove Airport

ESA



SOURCE: ESA, 2020.

Humboldt County Draft Airport Land Use Compatibility Plan

Figure 10-4

Parcels Carried Forward for Further Analysis - Northwest Shelter Cove Airport

ESA

10.3 Potential for Displacement Due to Noise Policies

The vacant and underutilized parcels identified in Section 10.2 were mapped relative to the noise contours in the Draft ALUCP. A total of 67 parcels are located within or are intersected by the CNEL contours for the Airport. Draft ALUCP Draft ALUCP Policy NP-5, *Application of Noise Contours to Individual Project Sites to Determine Compatibility*, states that in general, the highest CNEL to which 10 percent or more of a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site. Three parcels, Parcel 39, 61, and 73 do not meet the ten percent threshold and have been excluded from further analysis. The remaining 64 parcels are located in the CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB contours.

The highest CNEL contour in which 10 percent or more of Parcels 40, 41, 42, 43, 44, 45, 62, 63, 64, 65, 66, 68, 69, 70, 71, 72, 73, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 93, 94, 96, 97, 98, 99, 100, 101, 102, 103, 106, 111, 112, 113, 114, 117, 118, 121, 122, 123, 124, 125, 126, and 128 is the CNEL 55 dB to 60 dB contour. Ten percent or more of the remaining 12 parcels, Parcels 74, 75, 76, 77, 78, 91, 104, 105, 106, 107, 108, 109, and 110 are in the CNEL 60 dB to 65 dB contour.

10.3.1 Residential Displacement Analysis - Noise

CNEL 55 dB to 60 dB

Parcels 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 89, 90, 94, 96, 97, 98, 99, 100, 101, 110, 111, 112, 113, 114, 117, 118, 121, 122 are zoned (R2) Residential Mixed, subject to the "Q" Qualified, "D" Design Control, "S" Development Standard combining zones (R2-S[4]-Q/D). Parcels 65, 66, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, and 88 are zoned R2-S4-Q/D. The "Q" Qualified combining zone amends the principal zoning for these parcels through Ordinance 1914, which reclassified the zoning for these parcels to prohibit certain land uses that would otherwise be allowed in the (R2) Residential Mixed zone. None of these land uses is residential in nature. The "D" Design Control combining zone is intended to "provide controls and safeguards to preserve and enhance areas of historical, scenic, civic or cultural values of the County…(and)…also combined with principal zones to preserve and enhance architectural and recreational aspects of designated areas of the County."[37] The "S" Development Standard combining zone allow modification of the development standards for the parcel. The accompanying number identifies the table dictating the modifications per the Humboldt County Zoning Regulations. Parcels 40, 41, 42, 43, 44, 45, 65, 66, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 94, 101, 102, and 103 have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update. Parcels 96, 97, and 98 are of sufficient size that they can be subdivided to accommodate two residential dwelling units. Similarly, Parcel 117 can be subdivided to accommodate up to four residential dwelling units. The (R2) Residential Mixed zoning district permits "Single-Family Residential" and "Multi Family Residential (Duplex only)" uses, as well as conditionally permitting "Manufactured Home

[37] Humboldt County Zoning Regulations, § 313-19.1.1.

Parks" and "Guest Houses." Under the noise compatibility criteria in the Draft ALUCP, "Multi-Family Residential" uses and "Manufactured Home Parks" are considered "Compatible" in areas within the CNEL 55 dB to 60 dB contour. "Mixed Residential (Single Family Residential)" and "Guest Houses" are considered "Conditionally Compatible" in areas exposed to CNEL 55 dB to 60 dB, requiring that residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying potential residential displacement on these parcels is provided in **Appendix I**, *Development Displacement Analysis Tables – Shelter Cove Airport*.

CNEL 60 dB to 65 dB

Parcels 73, 74, 75, 76, 77, 91, 104, 105, 106, 107, 108, 109, and 110 and are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are zoned R2-S4-Q/D. Parcel 78 is also subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and is zoned R2-Q/D. Parcels 73, 74, 75, 76, 77, and 78 have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County Residential Land Inventory prepared for the 2019 Humboldt County General Plan Housing Element update. These parcels are of sufficient size to accommodate one residential dwelling unit. Again, the "Q" Qualified combining zone amends the principal zoning for these parcels through Ordinance 1914, which reclassified the zoning for these parcels to prohibit certain land uses that would otherwise be allowed in the (R2) Residential Mixed zoning district. The residential land uses permitted and conditionally permitted in this zoning district, "Single Family Residential" and "Multi Family Residential (Duplex only)" uses, as well as "Manufactured Home Parks" and "Guest Houses," are all considered "Conditionally Compatible" in areas exposed to CNEL 60 dB to 65 dB, requiring that residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

Parcels 61, 62, 63, and 64 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are located in the (RS-5) Residential Single Family zoning district, 5,000 square foot lot minimum, subject to the "Q" Qualified, "D" Design Control, and "S" Development Standard combining zones (RS-5-S^{6}-Q/D). Parcels 62 and 63 have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County Residential Land Inventory prepared for the 2019 Humboldt County General Plan Housing Element update. All four of these parcels are of sufficient size to accommodate one residential dwelling unit each. The (RS) Residential Single Family zoning district permits "Single Family Residential" uses and conditionally permits "Manufactured Home Parks" and "Guest Houses." Under the noise compatibility criteria in the Draft ALUCP, "Single Family Residential" uses are considered "Conditionally Compatible" in areas exposed to CNEL 60 dB to 65 dB. This would require all residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard

construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

Parcels 124, 125, and 126 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are located in the (RM-30) Residential Multi-Family, 30 units per acre, zoning district subject to the "Q" Qualified and "D" Design Control combining zones (RM-30-Q/D). All three parcels have been identified as housing opportunity sites capable of being developed with a single residential dwelling unit each in the Humboldt County Residential Land Inventory prepared for the 2019 Humboldt County General Plan Housing Element update. The (RM) Residential Multi-Family zoning district permits Multi Family Residential and Group Residential uses, and conditionally permits "Single Family Residential" where it can be shown that the property could be developed in the future with multifamily dwellings. Under the noise compatibility criteria in the Draft ALUCP, "Multi-Family Residential" and "Group Residential" uses are considered compatible uses in the CNEL 60 dB to 65 dB contour. Under the noise compatibility criteria in the Draft ALUCP, "Single Family Residential" uses are considered "Conditionally Compatible" in areas exposed to CNEL 60 dB to 65 dB. This would require all residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP.

Parcels 123 and 128 are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and both parcels are in the (CR) Commercial Recreation zoning district subject to the "Q" Qualified and "D" Design Control combining zones (CR-Q/D). The (CR) Commercial Recreation zoning district conditionally permits "Single Family Residential" and "Caretaker's Residence" uses. Under the noise compatibility criteria in the Draft ALUCP, Single Family Residential and Caretaker's Residence uses are considered "Conditionally Compatible" in areas exposed to CNEL 60 dB to 65 dB. This would require all residential dwelling units be capable of attenuating exterior noise to an indoor CNEL of 45 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of residential uses on these parcels under the noise policies in the Draft ALUCP. A detailed table identifying potential nonresidential displacement on these parcels is provided in Appendix I.

3.3.2 Nonresidential Displacement Analysis - Noise

CNEL 60 dB to 65 dB

Parcels 73, 74, 75, 76, 77, 91, 104, 105, 106, 107, 108, 109, and 110 and are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and are zoned R2-S4-Q/D. Parcel 78 is also subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour and is zoned R2-Q/D. The nonresidential land uses permitted and conditionally permitted in this zoning district include four conditionally permitted outdoor uses that are considered "Conditionally Compatible" in the CNEL 60 dB to 65 dB contour under the noise compatibility criteria in the Draft ALUCP. These uses include "Coastal Access Facilities," "Fish and Wildlife Management," "Watershed Management," and "Wetland Restoration." In this context, "Conditionally Compatible" means

that the CNEL is acceptable for outdoor activities, although some noise interference may occur, and caution should be exercised with regard to noise-sensitive uses. As this criterion would not prevent these land uses from being implemented on these parcels, there is no potential for displacement of these land uses under the noise policies in the Draft ALUCP.

There are three indoor nonresidential land uses conditionally permitted in the (R2) Mixed Residential zoning district that are considered conditionally compatible under the noise compatibility criteria in the Draft ALUCP. These include "Bed and Breakfast Establishments," "Community Assembly," and "Private Institutions." "Bed and Breakfast Establishments" are considered conditionally compatible requiring attenuation of exterior noise to an indoor CNEL of 45 dB. "Community Assembly" and "Private Institutions" require attenuation to an interior noise level of CNEL 50 dB. This level of noise reduction would typically be achieved employing standard construction methods. Accordingly, there is no potential for displacement of these land uses on these parcels under the noise policies in the Draft ALUCP.

10.4 Potential for Displacement Due to Safety Policies

The following sections discuss the potential for residential and nonresidential displacement on all 128 study parcels carried forward for further analysis. More detailed information identifying specific permitted and conditionally permitted land uses that would be considered incompatible or conditionally compatible under the safety policies in the Draft ALUCP is provided in Appendix I.

10.4.1 Residential Displacement Analysis - Safety

The residential displacement analysis prepared for Shelter Cove Airport was conducted to determine if future residential uses would conflict with the policies in the Draft ALUCP. Under the Humboldt County Zoning regulations, almost all zoning districts allow for some type of residential use. These can range from single-family homes in residential zones to caretaker units in commercial and industrial zones. Accordingly, the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for the 128 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 104 residential dwelling units was calculated for all 128 parcels under current conditions. A maximum of 103 residential dwelling units was calculated for all 63 parcels under the densities in the Draft ALUCP resulting in the displacement of one potential residential dwelling unit.

A total of 109 RHNA housing opportunity sites/dwelling units were identified in Review Area 1 for Shelter Cove Airport. The Draft ALUCP would not displace any of these units.

A detailed table providing the parcel-by-parcel results of the residential displacement analysis is provided in Appendix I.

10.4.2 Nonresidential Displacement Analysis - Safety

The study parcels within Review Area 1 for Shelter Cove Airport are located in or intersected by Safety Zones 1 through 5. Zoning for the parcels located in Safety Zone 6 does not permit or conditionally permit land uses that would be considered conditionally compatible or incompatible under the safety compatibility criteria in the Draft ALUCP. Therefore, these parcels were excluded from further analysis.

The following sections discuss the potential for nonresidential displacement on each parcel portion by safety zone.

Safety Zone 1

Parts of Parcels 01 and 02 are located within Safety Zone 1. Both parcels are vacant and zoned for (CR) Commercial Recreation, subject to the "Q" Qualified, "AP" Airport Safety Review, and "D" Design Control combining zones. Parcel 02 is also subject to the "A" Special Archaeological Resource Area Regulations for Shelter Cove combining zone. The "Q" combining zone enables reclassification of the principal zoning for these parcels by way of Ordinance No. 1914. Ordinance No. 1914 restricts principal and conditionally permitted uses on these parcels that would otherwise be allowed. In this instance, Ordinance No. 1914 prohibits temporary and/or recreational housing (including tents, travel trailers, motor homes, and campers) and certain accessory buildings.

There are five permitted or conditionally permitted land uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered incompatible in Safety Zone 1. These uses include "Commercial Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." All of Parcel 01 and the majority of Parcel 02 located in Safety Zone 1 are also located within Compatibility Zone A as delineated in the current ALUCP. The Airport/land use safety compatibility criteria for Compatibility Zone A prohibits the development of non-aviation related structures, assemblages of people, or hazards to flight. Accordingly, the uses identified as incompatible in Safety Zone 1 would be prohibited in Compatibility Zone A. As these uses are already prohibited in these areas, there is no potential for their displacement from the parts of Parcels 01 and 02 in Safety Zone 1.

Safety Zone 2

Parts or all of Parcels 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 91, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 122, 123, 124, 125, 127, and 128 are located in Safety Zone 2.

Parcels 01, 02, 03, 04, 05, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 122, 123, 127, and 128 are vacant and zoned for (CR) Commercial Recreation, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 01, 02, 03, 04, and 05 are also subject to the "AP" Airport Safety Review combining zone and Parcels 02, 03, and 04 are subject to the "A" Special Archaeological Resource Area Regulations for Shelter Cove combining zone. In addition to the "Q" Qualified and "D" Design Control combining zones, Parcels 109, 110, and 111 are subject to the "S" Development Standard combining zone. The purpose of the "S" Development Standard combining zone is to allow modification of the development standards established in the principal zone, including changes to minimum lot size, width, depth, setbacks, ground coverage, building height, and building type. Under the current ALUCP, Parcels 01and 02 are primarily located in Compatibility Zones A and B1, Parcels 03, 04, and 05 are primarily located in Compatibility Zone D, and the remainder of the parcels in Safety Zone 2 zoned for (CR) Commercial Recreation are located in Compatibility Zone C.

There are four permitted or conditionally permitted nonresidential uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 2. These uses include "Commercial Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." The principally permitted uses under "Commercial Recreation" include "Visitor Serving Facilities, Transient Habitation, Commercial Recreation, Coastal Dependent Recreation, Resource Related Recreation, Coastal Access Facilities, and Minor Utilities to serve these uses."[38] Commercial Recreation is further defined in the Humboldt County Zoning regulations as including "facilities serving recreational needs but operated for private profit, including, for example, riding stables, chartered fishing boats, tourist attractions and amusement or marine parks, including special occupancy parks and tent camps."[39] Under the safety compatibility criteria in the Draft ALUCP, theses uses would be considered compatible in Safety Zone 2 on the condition that the maximum nonresidential intensity limit of 60 people per acre and the maximum lot coverage percentage are upheld and group recreational activities are not allowed. Most commercial recreational uses as described by the Humboldt County Zoning regulations are developable within these parameters. While higher intensity uses such as amusement or marine parks would not be allowed, most of the vacant parcels located in Safety Zone 2 are of insufficient size to accommodate this type of high intensity development. Furthermore, the larger parcels within Safety Zone 2 are primarily located in Compatibility Zones A and B1 under the current ALUCP, which prohibits or limits these types of high intensity uses. In addition, "Transient Habitation" uses such as special occupancy parks and tent camps are prohibited in Shelter Cove under Ordinance No. 1914. As the conditions

[38] Humboldt County Zoning Regulations, § 313-163.1.9.
[39] *Id.* § 313-172.4.

applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, "Commercial Recreation" uses would not be considered displaced due to the policies in the Draft ALUCP.

"Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. None of these land uses would violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[40] as well as FAA noticing requirements as established in 14 CFR Part 77. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20 are vacant and zoned for (RS) Residential Single-Family, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 07, 08, 09, 10, 11, 13, 14, 15, 16, 18, 19, and 20 are also subject to the "S" Development Standard combining zone. These parcels are primarily located in Compatibility Zone C under the current ALUCP.

There are three permitted or conditionally permitted nonresidential uses in the (RS) Residential Single-Family zoning district that are considered incompatible land uses in Safety Zone 2. These include "Community Assembly," "Private Institution," and "Private Recreation." Examples of "Community Assembly" provided in the Humboldt County Zoning Regulations include gathering places such as places of worship, clubs, lodges, meeting halls, recreation centers, and public swimming pools.[41] "Private Recreation" represents a subset of this category in that it includes clubs or recreation facilities open to members only.[42] "Private institutions" as defined in the Humboldt County Zoning Regulations include "sanitariums, rest homes and convalescent homes providing for the rooming or boarding of any aged or convalescent person, whether ambulatory or nonambulatory."[43] The types of facilities included under "Private Institutions" would be considered prohibited uses in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" and "Private Recreation" would likely be considered not acceptable in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

[40] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.
[41] *Supra.* § 171.2.
[42] *Id.* § 172.6.
[43] *Id.* § 172.9.1.

There are seven permitted or conditionally permitted nonresidential uses in the (RS) Residential Single-Family zoning district that are considered conditionally compatible land uses in Safety Zone 2. Three of these uses, "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," would not be considered displaced for reasons previously discussed. The other four uses include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Neighborhood Commercial," and "Public Recreation and Open Space."

"Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," is considered compatible in Safety Zone 2 on the condition that they adhere to the applicable maximum intensity and lot coverage and limit the use is limited to a single-story building. "Essential Services" are described in the Humboldt County Zoning Regulations as including fire and police stations, ambulance services, and post offices.[44] This category of uses are considered compatible in Safety Zone 2 on the condition that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children. "Neighborhood Commercial" is defined in the Humboldt County Zoning Regulations as "retail sales and services which provide convenient facilities to residential areas, such as coin operated laundries, food markets, variety stores, and automobile gas or filling stations."[45] This use is considered compatible in Safety Zone 2 on the condition that the development adheres to the applicable maximum intensity and lot coverage limits. Finally, "Public Recreation and Open Space" is defined in the Humboldt County Zoning regulations as "publicly-owned and maintained parkland and low intensity uses attendant thereto, such as tent camps and picnic areas and food service and other concessions."[46] This category of use would be compatible in Safety Zone 2 on the condition that no group recreational activities are allowed. As previously discussed, tent camps are prohibited in Shelter Cove under Ordinance No. 1914. Regardless, the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, and these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 104, 105, 106, 107, 108, 124, and 125 are vacant and zoned (RM-30) Residential Multi-Family, 30 dwelling units per acre. These parcels are also subject to the subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 104, 105, 106, 107, and 108 are also subject to the "S" Development Standard combining zone. These parcels are located in Compatibility Zone C under the Current ALUCP. There are four permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered incompatible land uses in Safety Zone 2. Three of these uses, "Community Assembly," "Private Institution," and "Private Recreation," would not be considered displaced for reasons previously discussed. "Non-Assembly Cultural" uses are defined in the Humboldt County Zoning regulations as museums, art galleries, libraries, observatories, and similar organizations and institutions.[47] This type of low intensity use would be considered normally acceptable under

[44] *Id.* § 171.5.
[45] *Id.* § 172.7.
[46] *Id.* § 171.10.
[47] *Id.* § 171.3.

the current ALUCP airport/land use safety compatibility criteria. **Therefore, there is potential for displacement of the "Non-Assembly Cultural" land use from Parcels 104, 105, 106, 107, 108, 124, and 125.**

There are seven permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered conditionally compatible in Safety Zone 2. Six of these uses, "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Neighborhood Commercial," "Public Recreation and Open Space," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," would not be considered displaced for reasons previously discussed. The seventh use, "Office and Professional Service," is considered compatible on the condition that the development adheres to the applicable maximum intensity and lot coverage limits and is limited to a single-story building. As these conditions would not prevent development of "Office and Professional Service" on Parcels 104, 105, 106, 107, 108, 124, and 125, this use would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 91 and 103 are vacant and zoned (R2) Mixed Residential, subject to the "Q" Qualified and "D" Design Control combining zones. Parcel 91 is also subject to the "S" Development Standard combining zone. It must be noted that the portion of Parcels 103 located in Safety Zone 2 represents less than 100 square feet and does not represent a developable area.

There are three permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that would be considered incompatible in Safety Zone 2. As previously discussed, these uses, "Community Assembly," "Private Institution," and "Private Recreation," would not be considered displaced. Seven permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district have been identified that are considered conditionally compatible in Safety Zone 2. None of these uses would be considered displaced for reasons previously discussed.

Safety Zone 3

Parts or all of Parcels 118, 119, 120, 121, 122, 125, and 126 are located in Safety Zone 3. Parcels 118, 119, 120, 121, and 122 are vacant and zoned for (CR) Commercial Recreation, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 119 and 120 are also subject to the "A" Special Archaeological Resource Area Regulations for Shelter Cove and "S" Development Standard combining zones. Parcels 119, 120, 121, and 122 are located entirely in Compatibility Zone C under the current ALUCP. The portion of Parcel 118 located in Safety Zone is less 15 square feet in area and considered undevelopable for purposes of this analysis.

There are four permitted or conditionally permitted nonresidential uses allowed in the (CR) Commercial Recreation zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 3. These uses include "Commercial Recreation," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and

Gas Pipelines; subject to the Oil and Gas Pipelines Regulations." As discussed in the previous section, "Commercial Recreation" would be considered compatible in Safety Zone 3 on the condition that the maximum nonresidential intensity limit of 60 people per acre and the maximum lot coverage percentage are upheld and group recreational activities are not allowed. Similarly, "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are considered compatible in Safety Zone 3 under the safety compatibility criteria in the Draft ALUCP as long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 126 and 125 are vacant and zoned (RM-30) Residential Multi-Family, 30 dwelling units per acre. These parcels are also subject to the subject to the "Q" Qualified and "D" Design Control combining zones. These parcels are located in Compatibility Zone C under the Current ALUCP. There are two permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered incompatible land uses in Safety Zone 2. These uses include "Community Assembly" and "Private Institution." As discussed for Safety Zone 2, the types of facilities included under "Private Institutions" would be considered prohibited uses in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" would likely be considered not acceptable in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

There are nine permitted or conditionally permitted nonresidential uses in the (RM-30) Residential Multi-Family zoning district that are considered conditionally compatible in Safety Zone 2. These uses include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Essential Services," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Neighborhood Commercial," "Non-Assembly Cultural," "Office and Professional Service," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," "Private Recreation," and "Public Recreation and Open Space."

"Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," are considered compatible in Safety Zone 3 on the condition that this use is limited to buildings less than three-stories. Similarly, "Office and Professional Service" is considered compatible in Safety Zone 3 on the condition that this use is limited to buildings less than three-stories. "Essential Services" are considered compatible in Safety Zone 3 on the condition that they are limited to emergency and civic infrastructure uses and do not include day care centers, schools, playgrounds, and other uses that attract small children.

"Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations" and "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations" are considered

compatible in Safety Zone 3 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. This land use would violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code[48] as well as FAA noticing requirements as established in 14 CFR Part 77.

"Neighborhood Commercial" and "Non-Assembly Cultural" are considered compatible in Safety Zone 3 on the condition that the development adheres to the applicable maximum intensity and lot coverage limits. Finally, "Private Recreation" and "Public Recreation and Open Space" are considered compatible in Safety Zone 3 on the condition that no group recreational activities are allowed.

As the conditions applicable to all these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Safety Zone 4

As both Safety Zones 4 for Shelter Cove Airport are located over the Pacific Ocean, there are no vacant or underutilized parcels to consider for further analysis.

Safety Zone 5

Parts or all of Parcels 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 96, 97, 98, 99, 100, 101, 102, and 103 are located in Safety Zone 5.

Parcels 96, 97, 98, 99, and 100 are zoned (CG) Commercial General, subject to the "Q" Qualified and "D" Design Control combining zones. Less than 1,000 square feet of Parcels 96, 97, 98, and 99 are located in Safety Zone 5. The remainder of these parcels are located in Safety Zone 6. The areas within Safety Zone 5 are considered undevelopable for purposes of this analysis. However, more than 2,500 square feet of Parcel 100 is located in Safety Zone 5 and this parcel has been retained for further analysis. The majority of Parcel 100 is also located in Safety Zone 6. Parcel 100 is located in Compatibility Zone D under the current ALUCP.

There are nine permitted or conditionally permitted uses allowed in the (CG) Commercial General zoning district that under the safety compatibility criteria in the Draft ALUCP are considered incompatible in Safety Zone 5. These land uses include "Automotive, Sales, Service and Repair," "Community Assembly," "Essential Services," "Extensive Impact Civic Use," "Health Care Services," "Heavy Commercial," "Non-Assembly Cultural," "Retail Sales," and "Retail Services." The principally permitted uses under "Automotive Sales, Service, and Repair" include "the sales from the premises of motor vehicles, accessory parts and supplies, and the

[48] *Airport Approach Zone Building Height Regulations*, Humboldt County Code, Tit. III, Div. 3, Ch. 3.

provision of services generally required in the operation and maintenance of motor vehicles; the major repair or painting of motor vehicles, including body work and installation of major accessories, as well as the washing and polishing of motor vehicles. Auto sales from the premises are also included."[49] Although considered incompatible in Safety Zone 5 under the safety compatibility criteria in the Draft ALUCP, these uses are likely to be considered acceptable in Compatibility Zone C under the current ALUCP. However, the portion of Parcel 100 located in Safety Zone 5 is likely not large enough to accommodate development of these uses. Approximately 70 percent of Parcel 100 is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP and is of sufficient size to accommodate this type of development. Accordingly, these uses would not be considered displaced for purposes of this analysis.

The Humboldt County Zoning Regulations identify principally permitted uses under "Heavy Commercial" as including "activities such as transfer, storage or processing of used, scrap or waste materials, including automobile wrecking, the sales, storage of building materials, construction and agricultural equipment, kennels, and animal hospitals."[50] Similarly, the principally permitted uses under "Retail Sales" include "the rental or sale, from the premises, of various consumer goods including food, household goods, business supplies, small equipment, agricultural supplies, and parts and accessories, and incidental storage activities."[51] Finally, the principally permitted uses under "Retail Service" include "the provision of services other than those classified as Civic Uses, including personal service, business service, eating and drinking establishments, automobile gas or filling station, minor automotive repair, group assembly for entertainment or athletic events, animal care and treatment, and undertaking services."[52] Again, while under the safety compatibility criteria in the Draft ALUCP, these uses would be considered incompatible in Safety Zone 5, these uses would likely be considered acceptable in Compatibility Zone C. Accordingly, these uses would be considered potentially displaced were the portion of Parcel 100 located in Safety Zone 5 large enough to accommodate their development. However, as the majority of the parcel is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP, there is sufficient area for their development on Parcel 100 and these uses would not be considered displaced for purposes of this analysis.

The Humboldt County Zoning Regulations defines "Extensive Impact Civic Use Type" as including "the uses typically performed by, or the maintenance and operation of, the following institutions and installations: Airports, heliports, and helistops; Railroad stations; Bus Depots; Publicly operated parking garages; Water and wastewater treatment plants; Cemeteries, mausoleums, crematoriums and columbariums; Sites for storage, repair and processing of materials and equipment and vehicles operated by governmental entities; Military installations; Electrical power plants operated by a government entity or public utility; and Gas and oil storage facilities for power plants operated by a government entity or public utility."[53] The transportation related uses described above, including parking, are all considered compatible in Safety Zone 5

[49] *Id.* § 314-172.1.
[50] *Id.* § 314-172.5.
[51] *Id.* § 314-172.12.
[52] *Id.* § 314-172.8.
[53] *Id.* § 314-171.6.

under the safety compatibility criteria in the Draft ALUCP. Excluding gas and oil storage, the utility related uses would be considered conditionally compatible in Safety Zone 5 under the condition that they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. Storage of oil and gas would be considered incompatible in Safety Zone 5 and conditionally compatible in Safety Zone 6. Again, this use would be considered potentially displaced were the portion of Parcel 100 located in Safety Zone 5 large enough to accommodate its development. However, as the remainder of the parcel is in Safety Zone 6 where this use is conditionally compatible under the safety compatibility criteria in the Draft ALUCP, there is sufficient area for its development on Parcel 100 and this use would not be considered displaced for purposes of this analysis.

The Humboldt County Zoning Regulations defines the "Health Care Services Use Type" as including "the uses typically performed by the following institutions: Health and medical clinics; Hospitals; Nursing homes, convalescent hospitals, rest homes, and homes for the aged with seven or more patients, or with mental, drug addict, or alcohol addict cases; and Medical centers for observation or rehabilitation, with full-time supervision or care."[54] Under the safety compatibility criteria in the Draft ALUCP, these uses would be considered incompatible in Safety Zone 5. However, these uses are also prohibited in Compatibility Zone C under the current ALUCP. As these uses would not be allowed under current conditions, they would not be considered displaced for purposes of this analysis.

"Essential Services," described in the discussion on Safety Zone 2 as including fire and police stations, ambulance services, and post offices, are considered incompatible in Safety Zone 5. Again, this use would be considered potentially displaced were the portion of Parcel 100 located in Safety Zone 5 large enough to accommodate its development. As the majority of the parcel is in Safety Zone 6 where this use is compatible under the safety compatibility criteria in the Draft ALUCP, there is sufficient area for its development on Parcel 100 and this use would not be considered displaced for purposes of this analysis.

Finally, "Community Assembly" and "Non-Assembly Cultural," are considered incompatible in Safety Zone 5. As discussed for Safety Zone 2, the types of facilities included under "Community Assembly" include gathering places such as places of worship, clubs, lodges, meeting halls, recreation centers, and public swimming pools. The types of facilities included under "Non-Assembly Cultural" include museums, art galleries, libraries, observatories, and similar organizations and institutions. These uses are likely to be considered acceptable in Compatibility Zone C under the current ALUCP. Therefore, their development would likely not be prohibited under current conditions. Furthermore, although the portion of Parcel 100 located in Safety Zone 5 should be large enough to accommodate development of several of these uses, approximately 70 percent of Parcel 100 is in Safety Zone 6 where these uses are deemed compatible under the safety compatibility criteria in the Draft ALUCP. As there is sufficient area on Parcel 100 for development of these uses in an area where they are considered compatible uses, they would not be considered displaced for purposes of this analysis.

[54] *Id.* § 171.8.1

There are five permitted or conditionally permitted uses allowed in the (CG) Commercial General zoning district that under the safety compatibility criteria in the Draft ALUCP are considered conditionally compatible in Safety Zone 5. These uses include "Administrative," "Office and Professional Service," "Minor Generation and Distribution Facilities," "Minor Utilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations."

As defined in the Humboldt County Zoning Regulations, the Administrative Use Type "includes the uses performed by public, public non-profit, parochial, and public utility administrative offices."[55] These are similar uses to "Office and Professional Service." Both are considered compatible in Safety Zone 5 on the condition that the use is limited to a single-story building. Similarly, "Minor Generation and Distribution Facilities," "Minor Utilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," are considered compatible in Safety Zone 5 under the safety compatibility criteria in the Draft ALUCP so long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development on Parcel 100, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91 are vacant and zoned (R2) Mixed Residential, subject to the "Q" Qualified and "D" Design Control combining zones. Parcels 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91 are also subject to the "S" Development Standard combining zone. The parts of Parcels 37, 84, and 101 in Safety Zone 5 are less than 1,000 square feet in size and are thus not considered developable for purposes of this analysis. All study parcels zoned for (R2) Mixed Residential are located in Compatibility Zone C under the current ALUCP.

There are five permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that would be considered incompatible in Safety Zone 5. These uses include "Community Assembly," "Essential Services," "Neighborhood Commercial," "Private Institution," and "Private Recreation." The types of facilities included under "Private Institutions," defined in the discussion on Safety Zone 2, would be considered prohibited uses in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. Similarly, high intensity uses such as those defined by "Community Assembly" and "Private Recreation" would likely be considered not acceptable in Compatibility Zone C under the current ALUCP airport/land use safety compatibility criteria. As these uses would likely not be considered acceptable under current conditions, they would not be considered displaced due to the policies in the Draft ALUCP.

"Essential Services" and "Neighborhood Commercial" are low intensity uses that would be considered normally acceptable under the current ALUCP airport/land use safety compatibility

[55] *Id.* § 171.1.

criteria. **Therefore, there is potential for displacement of the "Essential Services" and "Neighborhood Commercial" land uses from Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91.**

There are seven permitted or conditionally permitted nonresidential uses in the (R2) Mixed Residential zoning district that are considered conditionally compatible in Safety Zone 2. None of these uses would be considered displaced for reasons previously discussed.

These uses include "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," and "Public Recreation and Open Space." "Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations," are considered compatible in Safety Zone 5 on the condition that development adheres to the applicable maximum intensity and lot coverage limits and is limited to single-story buildings. "Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations," "Minor Generation and Distribution Facilities," "Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations," are considered compatible in Safety Zone 2 under the safety compatibility criteria in the Draft ALUCP as long as they adhere to the applicable maximum intensity and lot coverage limits and comply with the Noise and Airspace Protection Compatibility Policies. None of these land uses would violate any requirements under the Noise Compatibility Policies in the Draft ALUCP. Furthermore, any proposed development of these uses would have to comply with the height limitations established in the Humboldt County Code as well as FAA noticing requirements as established in 14 CFR Part 77. Finally, "Public Recreation and Open Space" is considered compatible in Safety Zone 5 as long as any development adheres to the applicable maximum intensity and lot coverage limits. As the conditions applicable to these land uses under the safety compatibility criteria in the Draft ALUCP would not prevent their development in these areas, these uses would not be considered displaced due to the policies in the Draft ALUCP.

Parcels 17, 22, 36, 31, 18, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 34, 35, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 32, 33, 59, 60, 19, 20, 48, 61, 62, 63, and 64 are vacant and zoned for (RS-5) Residential Single-Family, minimum lot size of 5,000 square feet, subject to the "Q" Qualified and "D" Design Control combining zones. Excluding Parcels 17 and 22, all parcels are also subject to the "S" Development Standard combining zone. These parcels are primarily located in Compatibility Zone C under the current ALUCP.

The same permitted and conditionally permitted uses allowable in the (R2) Mixed Residential zone are allowable in the (RS) Residential Single-Family Zone. Accordingly, five permitted or conditionally permitted nonresidential uses were identified in the (RS) Residential Single-Family Zone that would be considered incompatible in Safety Zone 5. Of these five uses**, there is potential for displacement of the "Essential Services" and "Neighborhood Commercial" land uses from Parcels 46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91.**

The same seven permitted or conditionally permitted nonresidential uses allowable in the (R2) Mixed Residential zone as allowable in the (RS) Residential Single-Family Zone. None of these uses would be considered displaced for reasons previously discussed.

10.5 Displacement Analysis Summary

Table 10-2 provides the results of the development displacement analysis for residential land uses. There is potential for displacement of one residential dwelling unit in Shelter Cove.

TABLE 10-2
SUMMARY of POTENTIAL RESIDENTIAL DISPLACEMENT- SHELTER COVE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
Humboldt County	128	Safety	128	03	1
		Noise	42	None	0
Total Number of Dwelling Units Potentially Displaced					**1**

Table 10-3 provide the results of the development displacement analysis for nonresidential land uses.

TABLE 10-3
SUMMARY of POTENTIAL NONRESIDENTIAL DISPLACEMENT- SHELTER COVE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
Humboldt County	128	Safety Zone 1	2	None	0
		Safety Zone 2	43	104, 105, 106, 107, 108, 124, and 125	42,472.03
		Safety Zone 3	7	None	0
		Safety Zone 5	83	46, 47, 65, 66, 67, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 101, 102, 103, 37, 38, 39, 40, 41, 42, 43, 44, 45, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, 90, and 91	185,643.57
		Noise	42	None	0
Total Area of Potential Displacement (Square Feet)					**228,115.60**

APPENDIX A
Noise and Safety Compatibility Criteria

This appendix provides the noise and safety compatibility criteria included in the Draft ALUCP (Tables 3-1 and 3-2).

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A-1 Noise Compatibility Criteria

TABLE 3-1
NOISE COMPATIBILITY CRITERIA

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50-55	55-60	60-65[1]	65-70[1]	70-75[1]	75-80[1]
Agriculture						
Agriculture (except residences and livestock)	C	C	C	C	C	C
Livestock/Animal Husbandry	C	C	C	C	C	C
Assembly - Public, Fraternal, Other						
Assembly Facilities - Indoor	C	C	CC 50	CC 50	I	I
Assembly Facilities - Outdoor	C	C	CC	CC	I	I
Commercial - Lodging/Retail/Office						
Eating/Drinking Establishments	C	C	C	CC 50	CC 50	I
Lodging	C	C	CC 45	CC 45	I	I
Professional Office	C	C	C	CC 50	CC 50	I
Retail/Sales – Indoor Oriented	C	C	C	CC 50	CC 50	I
Retail/Sales – Outdoor Oriented	C	C	CC	CC	CC	I
Institutional						
Cemeteries/Mortuaries	C	C	CC 45	CC 45	CC 45	I
Children's Schools/Daycare Centers	C	C	CC 45	I	I	I
College/University/Trade Schools	C	C	CC 45	I	I	I
Hospitals/Nursing Homes	C	C	CC 45	I	I	I
Library/Museum/Gallery	C	C	CC 45	I	I	I
Public Buildings	C	C	CC 45	I	I	I
Manufacturing/Processing						
Manufacturing/Processing	C	C	C	C	C	CC
Warehousing/Storage						
Materials Storage	C	C	C	C	C	CC
Recreation/Parks/Open Space						
Open Space	C	C	CC	CC	CC	I
Parks	C	C	CC	CC	CC	I
Recreation	C	C	C	CC	CC	I
Residential						
Single Family Residential	C	CC 45	CC 45	I	I	I
Multifamily Residential	C	C	CC 45	I	I	I
Manufactured Home Parks	C	C	CC 45	I	I	I
Group Quarters	C	C	CC 45	I	I	I

TABLE 3-1
NOISE COMPATIBILITY CRITERIA

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50-55	55-60	60-65[1]	65-70[1]	70-75[1]	75-80[1]
Services - Commercial/Public						
Service Uses	C	C	C	C	CC 50	I
Transportation/Utilities						
Critical Community Infrastructure						
Transportation (right-of-way, parking, transit lines)						
Transportation (passenger and freight terminals and stations)	C	C	C	C	C	CC
Utilities (communication, power, and water transmission facilities and infrastructure)						

Legend

Land Use Acceptability		Interpretation/Comments
C	Compatible	*Indoor Uses*: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses*: Activities associated with the land use may be carried out with essentially no interference from aircraft noise
CC ## CC	Conditionally Compatible	*Indoor Uses*: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses*: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
I	Incompatible	*Indoor Uses*: Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses*: Severe noise interference makes outdoor activities unacceptable

NOTES:

1. An avigation easement is required for properties within the 60 dB CNEL or greater contour (consistent with Policy GP-24, *Avigation Easement Dedication*).

A-2 Safety Compatibility Criteria

TABLE 3-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	
Agriculture							
Agriculture (except residences and livestock)	CC	C	C	C	C	C	1: Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
Livestock/Animal Husbandry	CC	C	C	C	C	C	1: Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.
Timber Production	I	CC	C	C	C	C	2. See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Assembly - Public, Fraternal, Other							
Small Assembly Facilities - Indoor	I	I	I	CC	I	C	4. See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Large Assembly Facilities - Indoor	I	I	I	I	I	C	
Major Assembly Facilities – Indoor	I	I	I	I	I	C	
Small Assembly Facilities - Outdoor	I	I	I	CC	I	C	4. See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Large Assembly Facilities - Outdoor	I	I	I	I	I	C	
Major Assembly Facilities – Outdoor	I	I	I	I	I	CC	6. If possible, outdoor stadiums and similar high intensity uses should be avoided. If parcel is partially located in Safety Zone 6, the facility should be situated outside the safety zones unless an alternative location is unavailable. Limited to maximum nonresidential intensity for Safety Zone 6.
Commercial - Lodging/Retail/Office							
Eating/Drinking Establishments	I	CC	CC	C	CC	C	2, 3, and 5: Limited to businesses selling food and/or beverages primarily for off-premise consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.).
Lodging	I	CC	CC	C	CC	C	2: Limited to single-story buildings. 3: Limited to buildings less than three-stories. 5: Hotels allowed if compliant with Noise and Airspace Protection Compatibility Policies.

TABLE 3-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	
Professional Office	I	CC	CC	C	CC	C	2, 5: Limited to single-story buildings. 3, 4: Limited to buildings less than three-stories.
Retail/Sales – Outdoor Oriented	I	CC	CC	CC	I	C	2, 3, 4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales - Service Uses	I	CC	CC	CC	I	C	2, 3, 4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales – Stand Alone Retail	I	CC	CC	C	I	C	2, 3: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales - Larger Format (≥20,000 sq. ft. - <50,000 sq. ft.)	I	I	I	CC	I	C	4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Retail/Sales - Big-Box/Shopping Centers (≥50,000 sq. ft.)		I	I	CC	I	C	4: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Institutional							
Cemeteries/Mortuaries	I	CC	CC	CC	CC	C	2, 3, 4, and-5: No places of assembly.
Children's' Schools/Daycare Centers	I	I	I	I	I	C	
College/University/Trade Schools	I	I	CC	CC	I	C	3: See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Hospitals/Nursing Homes	I	I	I	I	I	C	
Library/Museum	I	I	CC	CC	I	C	3: Caution should be exercised regarding potential noise interference.
Public Buildings	I	I	CC	CC	CC	C	3, 4: Limited to buildings less than three-stories. 5: Airport-related business only.
Manufacturing/Processing							
Manufacturing/Processing - Hazardous	I	I	I	I	I	CC	6: Allowed only if site outside zone would not serve intended function.
Manufacturing/Processing - Low Hazard	I	CC	C	C	C	C	2: Allowed only if site outside zone would not serve intended function.
Warehousing/Storage							
Materials Storage - Hazardous	I	I	I	I	I	CC	6: Allowed only if site outside zone would not serve intended function.
Materials Storage - Low Hazard	I	C	C	C	C	C	1: No new structures are allowed. No objects or structures are allowed in the Object Free Area or Object Free Zone.
Recreation/Parks/Open Space							
Open Space	CC	C	C	C	C	C	1: No new structures are allowed.
Parks	I	CC	CC	C	I	C	2, 3: No group recreational activities allowed.

TABLE 3-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	
Recreation	I	CC	CC	C	I	C	2, 3: No group recreational activities allowed.
Residential							
Single Family Residential	I	CC	CC	CC	CC	C	2: Limited to infill in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Densities and Lot Coverage limits above. 5: Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Multifamily Residential	I	CC	CC	CC	I	C	2: Limited to infill in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Density and Lot Coverage limits above.
Manufactured Homes	I	CC	CC	CC	CC	C	2: Limited to infill in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Density and Lot Coverage limits above. 5: Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Group Quarters	I	I	I	CC	I	C	4: Allowed only if site outside zone would not serve intended function.
Transportation/Utilities							
Critical Community Infrastructure	I	CC	CC	CC	I	C	2, 3, and 4: Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
Transportation (right-of-way, parking, transit lines)	I	C	C	C	C	C	
Transportation (passenger and freight terminals and stations)	I	C	C	C	C	C	
Utilities (communication, power, and water transmission facilities and infrastructure)	I	CC	CC	CC	CC	C	2, 3, 4,and 5: Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

TABLE 3-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category Note: Multiple categories may apply to a land use action.	**Safety Zone**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density (Dwelling Units/Acre)	0	0.10	0.50	0.50	1	no limit[1]	
Maximum Nonresidential Intensity (Number of People/Acre)	0	40	70	100	70	300	
Maximum Single Acre	0	80	210	300	210	600	
Maximum Lot Coverage (Building Footprint)	0%	50%	60%	70%	70%	100%	

Legend

Land Use Acceptability		**Interpretation/Comments**
C	Compatible	Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply)
CC	Conditionally Compatible	Use is acceptable if indicated conditions are met
I	Incompatible	Use should not be permitted under any circumstances

APPENDIX B

Development Displacement Analysis Tables - California Redwood Coast-Humboldt County Airport

Appendix B presents calculated results of the development displacement analysis for California Redwood Coast-Humboldt County Airport (Airport or ACV). Displacement results are presented individually for the following: residential development displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

B-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at California Redwood Coast-Humboldt County Airport (Airport or ACV).

B-1.1 Residential Displacement Analysis - Noise

Table B-1 shows potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Table B-1 provides the results of the analysis for the study parcels located in the CNEL 55 dB to 60 dB contour. Study parcels were only identified in the CNEL 55 dB to 60 dB contour. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in both the CNEL 55 dB to 60 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for ACV due to the Draft ALUCP noise policies and compatibility criteria in the Draft ALUCP.

B-1.2 Non-Residential Displacement Analysis - Noise

The noise compatibility criteria in the Draft ALUCP identifies all non-residential land uses in the CNEL 55 dB to 60 dB contour as compatible. As there were no study parcels identified outside the CNEL 55 dB to 60 dB contours, there is no potential for displacement of non-residential land uses due to the noise policies and compatibility criteria for ACV.

B-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at ACV.

B-1.1 Residential Displacement Analysis - Safety

Table B-2 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. The analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 125 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum 532 residential dwelling units was calculated for all 125 parcels under current conditions. A maximum of 453 residential dwelling units was calculated for all 125 parcels under the densities in the Draft ALUCP. This produces a count of 79 potentially displaced residential dwelling units.

The overwhelming majority of potentially displaced dwelling units would be single units. The largest number of potentially displaced dwelling units on one parcel was 15. This was on Parcel 101, an underutilized, 2.42-acre parcel zoned (R-1) Residential Single Family with potential for approximately 2 acres of additional development achievable through subdivision, that is located in Safety Zones 3 and 6.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. A total of 65 residential dwelling units were identified RHNA housing opportunity sites included among the study parcels. There is potential for displacement of four of these units under the Draft ALUCP.

B-1.2 Non-Residential Displacement Analysis - Safety

Tables B-3, **B-4**, **B-5**, **B-6**, and **B-7** show the area of potential displacement for non-residential land uses in Safety Zones 1, 2, 3, 4, and 5, respectively, due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the Humboldt County General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

B-1 Residential Displacement Analysis – Noise

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TABLE B-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
01	510-011-014	261.16	41.25	TPZ-AP-N-WR	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. (Principal Permitted Uses Compatible with Timber Production).	CC-45	3	0
02	510-071-002	6.40	1.04	AE-AP-WR	1. Caretaker's Residence which is incidental to and under the same ownership as an existing commercial use. (From Section INL#314-34(a)(5); Added by Ord. 2166, Sec. 14, 4/7/98) (Principal Permitted Uses).	CC-45	0	0
09	511-052-008	0.33	0.08	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	2	0
11a	511-083-014	1.83	1.83	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	4	0
12a	511-083-016	0.12	0.12	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	1	0
13	511-084-006	0.08	0.08	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	0	0
14	511-084-038	0.14	0.03	R-1-T-AP-WR	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	1	0
15	511-084-039	0.14	0.07	R-1-T-AP-WR	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	1	0
16	511-084-041	0.16	0.16	R-1-T-AP-WR	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	1	0
17	511-101-007	5.87	1.38	C-2-P-AP-N-WR	1. Caretaker's Residence which is incidental to and under the same ownership as an existing commercial use. (From Section INL#314-34(a)(5); Added by Ord. 2166, Sec. 14, 4/7/98) (Principal Permitted Uses).	CC-45	103	0

TABLE B-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
19	511-111-033	2.30	2.30	AG-B-5(3)-AP-N-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	0	0
20	511-111-057	3.16	0.96	TPZ-AP-N-WR	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. (Principal Permitted Uses Compatible with Timber Production).	CC-45	0	0
21a	511-122-013	6.83	5.02	RS-Q-AP	1. One-family dwellings. (Principal Permitted Use).	CC-45	6	0
22	511-122-043	1.57	1.57	RS-Q-AP	1. One-family dwellings. (Principal Permitted Use).	CC-45	1	0
23a	511-122-045	0.84	0.84	RS-Q-AP	1. One-family dwellings. (Principal Permitted Use).	CC-45	0	0
30	511-351-008	8.26	7.08	PR/G,W,D,B	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	CC-45	66	0
34	511-381-032	1.63	1.63	RS-X-Q-AP-N-WR	1. One-family dwellings. (Principal Permitted Use).	CC-45	1	0
46	511-461-014	0.85	0.37	MB-Q-L-AP	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	CC-45	0	0
47	511-461-015	5.35	5.35	MB-Q-L-AP-N	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	CC-45	0	0
48	511-461-016	5.18	5.18	MB-Q-L-AP-N	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	CC-45	0	0
80	511-424-032	1.13	1.13	R-1-T-AP-N	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	2	0
81	511-424-040	3.75	3.75	R-1-T-AP-N-WR	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	12	0
83	510-041-002	4.98	4.98	AG-B-5(3)-AP-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	1	0
86	511-084-008	2.63	2.63	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	16	0

TABLE B-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
87	511-052-006	0.68	0.37	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	3	0
88	511-052-007	0.35	0.12	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	1	0
89	511-084-007	3.36	3.36	R-1-T-AP-N	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	21	0
90	511-084-010	1.37	0.17	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	7	0
91	511-083-011	1.42	1.42	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	5	0
92	511-083-029	1.15	1.15	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	4	0
93	511-083-020	0.54	0.54	R-1-T-AP	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	1	0
97	510-081-018	2.39	0.63	AG-B-5(3)-AP-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	0	0
99	511-202-049	3.60	3.60	C-3-AP	1. Residential Uses Subordinate to the Permitted Use including caretaker's residences and apartments on the upper floors of multistory structures where below are establishments engaged in uses designated “Principally Permitted” or “Conditionally Permitted” in the C-3 Zone, as well as transitional housing, and emergency shelters.	CC-45	24	0
100	511-412-017	1.33	1.33	R-1-T-AP-N	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	3	0
101	511-412-013	2.42	0.98	R-1-T-AP-N	1. One-family dwelling. (Principal Permitted Use); 2. Guest houses and servants quarters. (Uses Permitted with a Use Permit).	CC-45	16	0

TABLE B-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
114	511-341-049	8.59	1.16	RA-2.5/AP,N	1. Single Family Residential (Principal Permitted Use); 2. Second Residential Unit (Principal Permitted Use); 3. Guest House (Conditionally Permitted Use).	CC-45	3	0
116	510-041-010	1.43	1.43	AG-B-5(3)-AP-N-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	0	0
117	510-041-016	7.84	7.84	AG-B-5(3)-AP-N-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	1	0
118	510-041-017	42.15	31.05	AE-AP-WR	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Guest House (Conditionally Permitted Use); 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 4. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	CC-45	0	0
119	510-041-022	16.90	11.26	AG-B-5(5)-AP-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	2	0
123	510-081-016	2.14	2.14	AG-B-5(3)-AP-N-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	0	0
124	511-111-045	2.41	2.41	AG-B-5(3)-AP-N-WR	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC-45	0	0

TABLE B-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

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B-2 Residential Displacement Analysis – Safety

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TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
01	510-011-014	AG-B-5(5)-WR	Safety Zone 4		0.65	CC[1]	0	0.20	0	0.5	0	0
			Safety Zone 6		7.33	C		0.20	1	N/A	1	0
		TPZ-AP-N-WR	Safety Zone 2		0.01	CC[1]		0.03	0	0.1	0	0
			Safety Zone 4		46.62	CC		0.03	1	0.5	1	0
			Safety Zone 6		120.72	C		0.03	1	N/A	1	0
02	510-071-002	AE-AP-WR	Safety Zone 6		6.26	C	0	0.05	0	N/A	0	0
		C-2-AP-N-WR	Safety Zone 6		0.14	C		21.00	0	N/A	0	0
03	510-271-006	NR/A,B,F,R	Safety Zone 4		1.51	CC	0	0.00	0	0.5	0	0
04	510-271-007	NR/G,A,W,B,F,R	Safety Zone 4		3.90	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		1.01	C		0.00	0	N/A	0	0
05	511-011-017	CR/F,R,AP	Safety Zone 2		0.44	CC[1]	0	8.00	3	0.1	3	0
			Safety Zone 4		0.48	CC		8.00	3	0.5	3	0
		RS-20/AP,G,A,F,N,R	Safety Zone 4		0.34	CC		2.00	0	0.5	0	0
06	511-041-008	RS-X/AP,G,N	Safety Zone 2		4.40	CC[1]	1	1.00	1	0.1	1	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
07	511-042-025	RS-5/AP,N	Safety Zone 3		0.18	CC	0	8.00	1	0.5	1	0
08	511-042-034	RS-5/AP,N	Safety Zone 3		0.13	CC	0	8.00	1	0.5	1	0
09	511-052-008	R-1-T-AP	Safety Zone 6		0.33	C	0	8.00	2	N/A	2	0
10	511-052-021	R-1-T-AP	Safety Zone 3		0.00	CC	0	8.00	0	0.5	0	0
			Safety Zone 6		0.09	C		8.00	0	N/A	0	0
11	511-083-014	R-1-T-AP	Safety Zone 6		1.83	C	4	8.00	4	N/A	4	0
12	511-083-016	R-1-T-AP	Safety Zone 3		0.12	CC	1	8.00	1	0.5	1	0
13	511-084-006	R-1-T-AP	Safety Zone 6		0.08	C	0	8.00	0	N/A	0	0
14	511-084-038	R-1-T-AP-WR	Safety Zone 6		0.14	C	0	8.00	1	N/A	1	0
15	511-084-039	R-1-T-AP-WR	Safety Zone 6		0.14	C	0	8.00	1	N/A	1	0
16	511-084-041	R-1-T-AP-WR	Safety Zone 6		0.16	C	0	8.00	1	N/A	1	0
17	511-101-007	C-2-P-AP-N-WR	Safety Zone 3		0.61	CC	0	21.00	11	0.5	11	0
			Safety Zone 6		5.26	C		21.00	92	N/A	92	0
18	511-101-018	R-1-T-AP-N-WR	Safety Zone 3		2.38	CC	24	8.00	20	0.5	20	0
			Safety Zone 6		9.00	C		8.00	24	N/A	24	0
19	511-111-033		Safety Zone 2		0.82	CC[1]	0	0.33	0	0.1	0	0

TABLE B-2
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Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
		AG-B-5(3)-AP-N-WR	Safety Zone 4		0.05	CC		0.33	0	0.5	0	0
			Safety Zone 6		0.28	C		0.33	0	N/A	0	0
20	511-111-057	TPZ-AP-N-WR	Safety Zone 2		0.06	CC[1]	0	0.03	0	0.1	0	0
			Safety Zone 6		3.11	C		0.03	0	N/A	0	0
21	511-122-013	RS-Q-AP	Safety Zone 1		0.24	I	6	1.00	0	0	0	0
			Safety Zone 3		6.59	CC		1.00	6	0.5	3	3
22	511-122-043	RS-Q-AP	Safety Zone 3		1.57	CC	0	1.00	1	0.5	1	0
23	511-122-045	RS-Q-AP	Safety Zone 1		0.22	I	1	1.00	0	0	0	0
			Safety Zone 2		0.22	CC[1]		1.00	0	0.1	0	0
			Safety Zone 3		0.40	CC		1.00	0	0.5	0	0
24	511-202-051	RS-Q-AP-WR	Safety Zone 6		26.50	C	12	1.00	12	N/A	12	0
25	511-271-051	RS-Q-T-AP	Safety Zone 3		1.21	CC	0	1.00	0	0.5	0	0
26	511-271-055	RS-Q-T-AP	Safety Zone 2		0.11	CC[1]	1	1.00	0	0.1	0	0
			Safety Zone 3		1.06	CC	1	1.00	1	0.5	1	0
27	511-271-070	RS-Q-AP	Safety Zone 2		0.70	CC[1]	0	1.00	0	0.1	0	0

TABLE B-2
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Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
28	511-281-065	AG-B-5(5)-AP-WR	Safety Zone 2		2.84	CC[1]	1	0.20	1	0.1	1	0
29	511-291-045	AG-B-5(5)	Safety Zone 4		0.94	CC	1	0.20	1	0.5	1	0
			Safety Zone 6		0.69	C		0.20	0	N/A	0	0
30	511-351-008	PR/G,W,D,B	Safety Zone 6		8.26	C	0	8.00	66	N/A	66	0
31	511-361-046	R-1-T-AP	Safety Zone 3		0.20	CC	1	8.00	1	0.5	1	0
32	511-361-088	R-1-T-AP	Safety Zone 3		0.22	CC	0	8.00	1	0.5	1	0
33	511-342-010	RA-5/AP,N,R	Safety Zone 3		0.40	CC	0	0.20	0	0.5	0	0
			Safety Zone 6		0.91	C		0.20	0	N/A	0	0
34	511-381-032	RS-X-Q-AP-N-WR	Safety Zone 1		1.62	I	0	1.00	1	0	0	1
			Safety Zone 2		0.02	CC[1]		1.00	0	0.1	0	0
35	511-390-025	RS-Q-T-AP	Safety Zone 3		0.00	CC	0	1.00	0	0.5	0	0
			Safety Zone 6		2.03	C		1.00	2	N/A	2	0
36	511-461-002	MB-Q-L/AP,G	Safety Zone 3	None	0.69	CC	0	0.00	0	0.5	0	0
37	511-461-005	MB-Q-L/AP,G	Safety Zone 3	None	0.85	CC	0	0.00	0	0.5	0	0
38	511-461-006	MB-Q-L/AP,G	Safety Zone 3	None	0.79	CC	0	0.00	0	0.5	0	0

TABLE B-2
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Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
39	511-461-007	MB-Q-L/AP,G	Safety Zone 3	None	0.90	CC	0	0.00	0	0.5	0	0
40	511-461-008	MB-Q-L/AP,G	Safety Zone 3	None	0.92	CC	0	0.00	0	0.5	0	0
41	511-461-009	MB-Q-L/AP,G	Safety Zone 2	None	3.38	CC[1]	0	0.00	0	0.1	0	0
42	511-461-010	MB-Q-L/AP,G	Safety Zone 2	None	1.48	CC[1]	0	0.00	0	0.1	0	0
			Safety Zone 3		0.01	CC		0.00	0	0.5	0	0
43	511-461-011	MB-Q-L-AP	Safety Zone 3	None	0.70	CC	0	0.00	0	0.5	0	0
44	511-461-012	MB-Q-L-AP	Safety Zone 3	None	0.64	CC	0	0.00	0	0.5	0	0
45	511-461-013	MB-Q-L-AP	Safety Zone 3	None	0.44	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		0.42	C		0.00	0	N/A	0	0
46	511-461-014	MB-Q-L-AP	Safety Zone 6	None	0.85	C	0	0.00	0	N/A	0	0
47	511-461-015	MB-Q-L-AP-N	Safety Zone 6	None	5.35	C	0	0.00	0	N/A	0	0
48	511-461-016	MB-Q-L-AP-N	Safety Zone 3	None	0.03	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		5.14	C		0.00	0	N/A	0	0
49	511-461-020	MB-Q-L/AP,G	Safety Zone 3	None	0.85	CC	0	0.00	0	0.5	0	0
50	511-461-021	MB-Q-L/AP,G	Safety Zone 3	None	0.85	CC	0	0.00	0	0.5	0	0
51	511-461-022	MB-Q-L/AP,G	Safety Zone 3	None	0.74	CC	0	0.00	0	0.5	0	0

TABLE B-2
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Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
52	511-461-023	MB-Q-L/AP,G	Safety Zone 3	None	0.88	CC	0	0.00	0	0.5	0	0
53	511-461-024	MB-Q-L/AP,G	Safety Zone 2	None	1.23	CC[1]	0	0.00	0	0.1	0	0
			Safety Zone 3		0.06	CC		0.00	0	0.5	0	0
54	511-461-027	MB-Q-L/AP,G	Safety Zone 2	None	0.34	CC[1]	0	0.00	0	0.1	0	0
			Safety Zone 3		0.60	CC		0.00	0	0.5	0	0
55	511-461-028	MB-Q-L/AP,G	Safety Zone 2	None	0.04	CC[1]	0	0.00	0	0.1	0	0
			Safety Zone 3		5.22	CC		0.00	0	0.5	0	0
56	511-461-029	MB-Q-L/AP,G	Safety Zone 3	None	0.93	CC	0	0.00	0	0.5	0	0
57	511-461-030	MB-Q-L/AP,G	Safety Zone 3	None	0.73	CC	0	0.00	0	0.5	0	0
58	511-461-031	MB-Q-L/AP,G	Safety Zone 3	None	1.22	CC	0	0.00	0	0.5	0	0
59	511-461-032	MB-Q-L-AP	Safety Zone 3	None	1.11	CC	0	0.00	0	0.5	0	0
60	511-461-033	MB-Q-L-AP	Safety Zone 3	None	0.70	CC	0	0.00	0	0.5	0	0
61	511-461-034	MB-Q-L-AP	Safety Zone 3	None	0.62	CC	0	0.00	0	0.5	0	0
62	511-461-035	MB-Q-L-AP	Safety Zone 3	None	0.63	CC	0	0.00	0	0.5	0	0
63	511-471-003	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3.	0.09	CC	1	2.00	0	0.5	0	0
			Safety Zone 6		0.41	C		2.00	1	N/A	1	0

TABLE B-2
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				Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
64	511-471-004	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.13	CC	1	2.00	0	0.5	0	0
			Safety Zone 6		0.33	C		2.00	1	N/A	1	0
65	511-471-009	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in	0.32	CC	1	2.00	1	0.5	1	0
			Safety Zone 6		0.03	C		2.00	0	N/A	0	0

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				the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
66	511-471-011	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	1.17	CC	1	2.00	1	0.5	1	0
67	511-471-012	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential	0.45	CC	1	2.00	1	0.5	1	0

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Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
68	511-471-013	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.50	CC	1	2.00	1	0.5	1	0
69	511-471-016	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants'	0.72	CC	0	2.00	1	0.5	1	0

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				quarters and guest houses.								
70	511-471-017	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.83	CC	0	2.00	1	0.5	1	0
71	511-471-018	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.69	CC	0	2.00	1	0.5	1	0

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72	511-471-020	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.11	CC		2.00	0	0.5	0	0
			Safety Zone 6		0.19	C	0	2.00	0	N/A	0	0
73	511-471-021	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.11	CC		2.00	0	0.5	0	0
			Safety Zone 6		0.29	C	0	2.00	0	N/A	0	0
74	511-471-024		Safety Zone 4	1. Guest House; 2. Manufactured Home Park;	0.11	CC	0	2.00	0	0.5	0	0

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		RS-20/AP,G,A,F,N,R	Safety Zone 6	subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.59	C		2.00	1	N/A	1	0
75	511-471-025	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.09	CC	1	2.00	0	0.5	0	0
			Safety Zone 6		0.69	C		2.00	1	N/A	1	0
76	511-471-026	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks	0.05	CC	1	2.00	0	0.5	0	0
			Safety Zone 6		0.66	C		2.00	1	N/A	1	0

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				at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
77	511-471-027	RS-20/AP,G,A,F,N,R	Safety Zone 4	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.02	CC	1	2.00	0	0.5	0	0
			Safety Zone 6		0.81	C		2.00	1	N/A	1	0
78	511-481-030	RS-5/AP,N	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be	0.04	CC	0	8.00	0	0.5	0	0

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				modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
79	511-052-032	R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.28	C	0	8.00	2	N/A	2	0
80	511-424-032	R-1-T-AP-N	Safety Zone 1	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.17	I	0	8.00	1	0	0	1
			Safety Zone 3		0.40	CC		8.00	1	0.5	0	1
81	511-424-040	R-1-T-AP-N-WR	Safety Zone 1	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.28	I	0	8.00	1	0	0	1
			Safety Zone 3		2.91	CC		8.00	11	0.5	1	10

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82	511-443-008	R-1-T-AP-WR	Safety Zone 3	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.16	CC	0	8.00	1	0.5	1	0
			Safety Zone 6		1.35	C		8.00	11	N/A	11	0
83	510-041-002	AG-B-5(3)-AP-WR	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	1.78	CC[1]	0	0.33	1	0.1	0	1
			Safety Zone 4		1.22	CC		0.33	0	0.5	0	0
			Safety Zone 6		0.28	C		0.33	0	N/A	0	0
84	511-052-024	R-1-T-AP	Safety Zone 3	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.30	CC	0	8.00	5	0.5	3	2
			Safety Zone 6		0.74	C		8.00	8	N/A	8	0
85	511-361-058	R-1-T-AP	Safety Zone 3	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.88	CC	0	8.00	7	0.5	0	7
			Safety Zone 6		0.13	C		8.00	1	N/A	1	0
86	511-084-008	R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks	2.10	C	0	8.00	16	N/A	16	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.								
87	511-052-006	R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.45	C	0	8.00	3	N/A	3	0
88	511-052-007	R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.23	C	0	8.00	1	N/A	1	0
89	511-084-007	R-1-T-AP-N	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	2.69	C	0	8.00	21	N/A	21	0
90	511-084-010	R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater	0.90	C	0	8.00	7	N/A	7	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.								
91	511-083-011	R-1-T-AP	Safety Zone 3	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.69	CC	0	8.00	5	0.5	0	5
			Safety Zone 6		0.02	C		8.00	0	N/A	0	0
92	511-083-029	R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.92	C	0	8.00	4	N/A	4	0
93	511-083-020	R-1-T-AP	Safety Zone 3	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.32	CC	0	8.00	1	0.5	0	1
			Safety Zone 6		0.04	C		8.00	0	N/A	0	0
94	511-031-078	RS-5/AP,N	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3.	0.38	CC	0	8.00	7	0.5	1	6
			Safety Zone 6		0.55	C		8.00	7	N/A	7	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
95	511-031-011	RS-5/AP,N	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.77	CC	0	8.00	6	0.5	0	6
96	511-031-018	RS-5/AP,N	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in	0.88	CC	0	8.00	7	0.5	0	7

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.									
97	510-081-018	AG-B-5(3)-AP-WR	Safety Zone 6	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	0.00	C	0	0.33	0	N/A	0	0
		R-1-AP-WR	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.00	C		8.00	0	N/A	0	0
98	510-061-008	MH-AP-N-WR	Safety Zone 6		8.45	C	0	4.00	29	N/A	29	0
99	511-202-049	C-3-AP	Safety Zone 5	"1. Residential Uses Subordinate to the Permitted Use including caretaker's	0.13	CC[2]	0	8.00	1	1	1	0
			Safety Zone 6	residences and apartments on the upper floors of multistory structures	2.75	C		8.00	23	N/A	23	0
100	511-412-017	R-1-T-AP-N	Safety Zone 3	where below are establishments engaged in uses designated "Principally	1.00	CC	0	8.00	3	0.5	0	3

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
101	511-412-013	R-1-T-AP-N	Safety Zone 3	Permitted" or "Conditionally Permitted" in the C-3 Zone, as well as transitional housing, and emergency shelters."	1.78	CC	0	8.00	15	0.5	0	15
			Safety Zone 6		0.16	C		8.00	1	N/A	1	0
102	511-231-008	RS-Q-T-AP-WR	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.88	CC	0	1.00	1	0.5	1	0
			Safety Zone 6		3.13	C		1.00	3	N/A	3	0
103	511-390-018	RS-Q-T-AP	Safety Zone 2	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for	0.02	CC[1]	0	1.00	0	0.1	0	0
			Safety Zone 3		3.13	CC		1.00	2	0.5	1	1

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				description); 6. Servants' quarters and guest houses.								
104	511-231-003	RS-Q-T-AP-WR	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	1.41	CC	0	1.00	1	0.5	0	1
			Safety Zone 6		0.01	C		1.00	0	N/A	0	0
105	511-390-033	RS-Q-T-AP-WR	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	1.13	CC	0	1.00	1	0.5	0	1
			Safety Zone 6		0.56	C		1.00	0	N/A	0	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
106	511-271-074	RS-Q-AP RS-Q-T-AP	Safety Zone 2	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	3.61	CC[1]	0	1.00	2	0.1	2	0
			Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential	7.41	CC		1.00	4	0.5	4	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
107	511-271-010	RS-Q-T-AP	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	3.15	CC		1.00	3	0.5	1	2
			Safety Zone 6		0.57	C	0	1.00	0	N/A	0	0
108	511-271-029	RS-Q-T-AP	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants'	1.02	CC	0	1.00	1	0.5	0	1

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				quarters and guest houses.								
109	511-271-075	RS-Q-AP	Safety Zone 2	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.36	CC[1]	0	1.00	0	0.1	0	0
		RS-Q-T-AP	Safety Zone 2		0.87	CC[1]		1.00	0	0.1	0	0
			Safety Zone 3		0.16	CC		1.00	0	0.5	0	0
110	511-331-015	RA-5/AP,N,R	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	2.62	CC	0	0.20	0	0.5	0	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
			Safety Zone 6	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	4.93	C		0.20	1	N/A	1	0
111	511-321-004	AG-B-5(5)-AP-WR	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	1.26	CC[1]	0	0.20	0	0.1	0	0
			Safety Zone 3		7.35	CC		0.20	0	0.5	0	0
		RA-5/AP,N,R	Safety Zone 3	1. Guest House; 2. Single Family Residential.	0.43	CC		0.20	0	0.5	0	0
112	511-281-003	AG-B-5(5)-AP	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	0.01	CC[1]	0	0.20	0	0.1	0	0
			Safety Zone 3		0.00	CC		0.20	0	0.5	0	0
			Safety Zone 6		7.31	C		0.20	1	N/A	1	0
113	511-041-007	RS-X/AP,G,N	Safety Zone 2	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3.	7.54	CC[1]	1	1.00	1	0.1	1	0
			Safety Zone 3		0.03	CC		1.00	0	0.5	0	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.								
114	511-341-049	RA-2.5/AP,N	Safety Zone 3	1. Guest House; 2. Single Family Residential.	0.23	CC	0	0.40	0	0.5	0	0
			Safety Zone 5		2.17	CC[2]		0.40	1	1	1	0
			Safety Zone 6		4.04	C		0.40	2	N/A	2	0
115	511-042-046	RS-5/AP,N	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.00	CC	1	8.00	1	0.5	0	1

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
116	510-041-010	AG-B-5(3)-AP-N-WR	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	0.67	CC[1]	0	0.33	0	0.1	0	0
			Safety Zone 6		0.05	C		0.33	0	N/A	0	0
117	510-041-016	AG-B-5(3)-AP-N-WR	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	3.58	CC[1]	0	0.33	1	0.1	0	1
			Safety Zone 4		0.34	CC		0.33	0	0.5	0	0
118	510-041-017	AE-AP-WR	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99); 2. Farm Employee Housing; 3. Guest House; 4. Manufactured homes used as farm dwellings; 5. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling).	0.89	CC[1]	0	0.05	0	0.1	0	0
			Safety Zone 4		10.97	CC		0.05	0	0.5	0	0
			Safety Zone 6		21.34	C		0.05	0	N/A	0	0
		R-1-T-AP	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining	0.00	C		8.00	0	N/A	0	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				zone; 3. One-family dwelling.								
119	510-041-022	AG-B-5(5)-AP-WR	Safety Zone 4	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	3.21	CC	0	0.20	0	0.5	0	0
			Safety Zone 6		10.20	C		0.20	2	N/A	2	0
		R-1-B-2-AP-WR	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	0.00	C		4.00	0	N/A	0	0
120	510-061-003	MH-AP-N-WR	Safety Zone 6	None.	2.48	C	0	4.00	9	N/A	9	0
121	510-061-004	MH-AP-WR	Safety Zone 6	None.	2.35	C	0	4.00	9	N/A	9	0
122	510-081-002	C-2-AP-N-WR	Safety Zone 6	1. Apartments on the upper floors of multistory structures where below are establishments engaged in commercial uses designated "Principally Permitted" or "Conditionally Permitted" in the C-2 Zone, as well as transitional housing, and emergency shelters. (Added by Ord. 2313A, 12/16/2003, Amended by Ord 2235, 12/14/2004); 2. Caretaker's Residence which is incidental to and under the same	0.00	C	0	21.00	0	N/A	0	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
				ownership as an existing commercial use. (From Section INL#314-34(a)(5); Added by Ord. 2166, Sec. 14, 4/7/98).								
		R-1-AP-WR	Safety Zone 6	1. Guest houses and servants quarters; 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 3. One-family dwelling.	2.13	C		8.00	3	N/A	3	0
123	510-081-016	AG-B-5(3)-AP-N-WR	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	0.03	CC[1]	0	0.33	0	0.1	0	0
			Safety Zone 6		1.04	C		0.33	0	N/A	0	0
124	511-111-045	AG-B-5(3)-AP-N-WR	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps; 2. Manufactured homes; 3. One-family dwellings and farm dwellings.	1.20	CC[1]	0	0.33	0	0.1	0	0

TABLE B-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of RDUs Potentially Displaced
125	511-481-033	RS-5/AP,N	Safety Zone 3	1. Guest House; 2. Manufactured Home Park; subject to the Manufactured Home Park Regulations; 3. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone; 4. One-family dwellings; 5. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description); 6. Servants' quarters and guest houses.	0.21	CC	0	8.00	1	0.5	0	1
						Total	65		532		453	79

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible
1 – Limited to infill in areas developed with similar land uses.
2 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

B-3 Non-Residential Displacement Analysis – Safety

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TABLE B-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
21	511-122-013	RL1,AP	RS-Q-AP	297,385.25	10,457.52	0.4	4,183.01	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
23	511-122-045	RL1,AP	RS-Q-AP	36,502.47	9,522.54	0.4	3,809.02	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
34	511-381-032	RL1,AP	RS-X-Q-AP-N-WR	71,086.96	70,361.92	0.4	28,144.77	1. Commercial Recreational Facilities;	I	0.00
								2. Commercial uses compatible with recreational uses which in the opinion of the Planning Commission will not impair present and potential uses of the area;	I	0.00
								3. Special occupancy parks for transient use;	I	0.00
								4. Public stables and golf courses;	I	0.00
								5. Recreational accommodations as defined in Section C: Index of Definitions of Language and Legal Terms;	I	0.00
								6. Private noncommercial recreation facilities.	I	0.00
80	511-424-032	RL1-7,AP	R-1-T-AP-N	49,415.13	14,944.84	0.4	2,050.95	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	I	0.00

TABLE B-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
81	511-424-040	RL1-7,AP	R-1-T-AP-N-WR	163,496.74	14,264.45	0.4	1,868.45	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	510-011-014	RA5-20,T,AP	TPZ-AP-N-WR	11,376,020.40	617.88	0.1	61.79	1. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	I	0.00
								2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	0.00
								3. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC	0.00
19	511-111-033	RE3-5,AP	AG-B-5(3)-AP-N-WR	100,338.56	71,381.24	0.2	7,151.60	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
20	511-111-057	T,AP	TPZ-AP-N-WR	137,813.45	2,513.98		-	1. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	I	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	2,513.98
								3. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC	0.00
23	511-122-045	RL1,AP	RS-Q-AP	36,502.47	9,642.57	0.4	3,857.03	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
26	511-271-055	RL1,AP	RS-Q-T-AP	50,972.52	4,827.43	0.4	1,930.97	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
27	511-271-070	RL1,AP	RS-Q-AP	30,331.88	30,331.95	0.4	12,132.78	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
28	511-281-065	RA5-20,AP	AG-B-5(5)-AP-WR	123,518.25	123,518.21	0.1	12,351.82	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
34	511-381-032	RL1,AP	RS-X-Q-AP-N-WR	71,086.96	724.97	0.4	289.99	1. Commercial Recreational Facilities;	I	0.00
								2. Commercial uses compatible with recreational uses which in the opinion of the Planning Commission will not impair present and potential uses of the area;	CC	0.00
								3. Special occupancy parks for transient use;	I	0.00
								4. Public stables and golf courses;	I	0.00
								5. Recreational accommodations as defined in Section C: Index of Definitions of Language and Legal Terms;	I	0.00
								6. Private noncommercial recreation facilities.	I	0.00
83	510-041-002	RE,AP	AG-B-5(3)-AP-WR	216,746.12	117,481.00	0.2	15,513.72	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
103	511-390-018	RL1,AP	RS-Q-T-AP	207,614.58	1,046.77	0.4	10.06	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
106	511-271-074	RL1,AP	RS-Q-AP	599,882.25	34,882.51	0.4	11,173.46	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
			RS-Q-T-AP	599,882.25	161,739.89	0.4	51,756.77	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
109	511-271-075	RL1,AP	RS-Q-AP	120,892.39	30,983.29	0.4	8,815.10	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
			RS-Q-T-AP	120,892.39	75,682.49	0.4	15,136.50	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
112	511-281-003	RA5-20,AP	AG-B-5(5)-AP	637,878.64	1,261.27	0.1	3.65	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
116	510-041-010	RE3-5,AP	AG-B-5(3)-AP-N-WR	62,170.85	58,239.70	0.2	5,826.03	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
117	510-041-016	CS,AP	AG-B-5(3)-AP-N-WR	341,349.12	311,804.69	3.0	6,695,741.20	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
118	510-041-017	AE,RE3-5;RL1-7,AP	AE-AP-WR	1,836,142.15	48,606.52	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	48,606.52
123	510-081-016	RE3-5,AP	AG-B-5(3)-AP-N-WR	93,257.00	2,853.40	0.2	285.42	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
124	511-111-045	RE3-5,AP	AG-B-5(3)-AP-N-WR	104,860.55	104,860.55	0.2	50,485.47	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
05	511-011-017	NR	CR/F,R,AP	54,779.04	19,187.94	0	-	1. Commercial Recreation (Principal Permitted Use);	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Recreational Vehicle Park (Conditionally Permitted Use).	I	0.00
06	511-041-008	RE	RS-X/AP,G,N	191,532.35	191,534.91	0.2	38,306.98	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	I	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use);	I	0.00
41	511-461-009	MB	MB-Q-L/AP,G	147,015.38	147,015.39	3.0	441,046.16	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
42	511-461-010	MB	MB-Q-L/AP,G	64,547.62	64,270.60	3.0	192,811.81	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
53	511-461-024	MB	MB-Q-L/AP,G	56,322.03	53,704.30	3.0	161,112.90	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
54	511-461-027	MB	MB-Q-L/AP,G	40,629.00	14,667.81	3.0	44,003.43	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
55	511-461-028	MB	MB-Q-L/AP,G	229,198.71	1,935.75	3.0	5,807.25	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
111	511-321-004	RA5-20;RR,AP	AG-B-5(5)-AP-WR	518,533.23	73,124.01	0.1	12,275.30	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
113	511-041-007	RE	RS-X/AP,G,N	329,734.93	328,262.43	0.2	65,652.49	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	I	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00

TABLE B-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use);	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
2 Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
10	511-052-021	RL1-7,AP	R-1-T-AP	3,874.42	164.49	0.4	65.80	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use);	CC	0.00
12	511-083-016	RL1-7,AP	R-1-T-AP	5,382.88	5,382.88	0.4	2,153.15	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
17	511-101-007	MU,AP	C-2-P-AP-N-WR	255,798.48	26,696.05	3.0	80,088.14	1. Dwellings, hotels, motels, boarding and rooming houses and manufactured home parks. (Uses Permitted with a Use Permit);	CC	0.00
								2. Professional and business offices, and commercial instruction. (Principal Permitted Uses);	CC	0.00
								3. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses);	I	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Stores, agencies and services of a light commercial character, conducted entirely within an enclosed building, such as antique shops, art galleries, retail bakeries, banks, barber shops, beauty salons, book stores, clothing and apparel stores, coin-operated dry cleaning and laundries, dry cleaning and laundry agencies, drug stores, florists, food markets, furniture stores, hardware and appliance stores, radio and television sales and services, restaurants and licensed premises appurtenant thereto, automobile service stations, studios, tailor shops, enclosed theaters, variety stores, and mortuaries.(From Section INL#314-34(a)(3)) (Principal Permitted Uses).	CC	0.00
								5. Dwellings, hotels, motels, boarding and rooming houses and manufactured home parks. (Uses Permitted with a Use Permit).	CC	0.00
18	511-101-018	RL1-7,AP	R-1-T-AP-N-WR	496,064.02	103,843.53	0.4	41,537.41	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
21	511-122-013	RL1,AP	RS-Q-AP	297,385.25	286,927.69	0.4	114,771.07	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
22	511-122-043	RL1,AP	RS-Q-AP	68,416.25	68,416.25	0.4	27,366.50	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
23	511-122-045	RL1,AP	RS-Q-AP	36,502.47	17,337.38	0.4	6,934.95	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
25	511-271-051	RL1,AP	RS-Q-T-AP	52,594.35	52,594.35	0.4	21,037.74	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
26	511-271-055	RL1,AP	RS-Q-T-AP	50,972.52	46,145.07	0.4	18,458.03	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
31	511-361-046	RL1-7,AP	R-1-T-AP	8,856.87	8,856.87	0.4	3,542.75	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
32	511-361-088	RL1-7,AP	R-1-T-AP	9,561.75	9,561.75	0.4	3,824.70	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
35	511-390-025	RL1,AP	RS-Q-T-AP	118,405.03	289.12	0.4	0.77	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
43	511-461-011	CS/IG,AP	MB-Q-L-AP	30,462.40	30,462.40	3.0	91,387.21	1. Administrative (Principal Permitted Use);	CC	0.00
								2. Office and Professional Service (Principal Permitted Use);	CC	0.00
								3. Retail Sales (Uses Permitted with a Use Permit);	CC	0.00
								4. Transient Habitation (Uses Permitted with a Use Permit).	CC	0.00
44	511-461-012	CS/IG,AP	MB-Q-L-AP	27,709.72	27,709.72	3.0	83,129.17	1. Administrative (Principal Permitted Use);	CC	0.00
								2. Office and Professional Service (Principal Permitted Use);	CC	0.00
								3. Retail Sales (Uses Permitted with a Use Permit);	CC	0.00
								4. Transient Habitation (Uses Permitted with a Use Permit).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
45	511-461-013	CS/IG,AP	MB-Q-L-AP	37,870.30	19,371.41	3.0	58,114.23	1. Administrative (Principal Permitted Use);	CC	0.00
								2. Office and Professional Service (Principal Permitted Use);	CC	0.00
								3. Retail Sales (Uses Permitted with a Use Permit);	CC	0.00
								4. Transient Habitation (Uses Permitted with a Use Permit).	CC	0.00
48	511-461-016	CS/IG,AP	MB-Q-L-AP-N	225,441.56	1,461.04	3.0	4,383.13	1. Administrative (Principal Permitted Use);	CC	0.00
								2. Office and Professional Service (Principal Permitted Use);	CC	0.00
								3. Retail Sales (Uses Permitted with a Use Permit);	CC	0.00
								4. Transient Habitation (Uses Permitted with a Use Permit).	CC	0.00
62	511-461-035	CS/IG,AP	MB-Q-L-AP	27,577.03	27,577.03	3.0	82,731.10	1. Administrative (Principal Permitted Use);	CC	0.00
								2. Office and Professional Service (Principal Permitted Use);	CC	0.00
								3. Retail Sales (Uses Permitted with a Use Permit);	CC	0.00
								4. Transient Habitation (Uses Permitted with a Use Permit).	CC	0.00
80	511-424-032	RL1-7,AP	R-1-T-AP-N	49,415.13	34,470.26	0.4	4,730.51	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
81	511-424-040	RL1-7,AP	R-1-T-AP-N-WR	163,496.74	149,232.23	0.4	19,547.43	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
82	511-443-008	RL1-7,AP	R-1-T-AP-WR	66,008.75	7,133.74	0.4	2,853.50	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
84	511-052-024	RL1-7,AP	R-1-T-AP	90,818.81	26,295.67	0.4	6,349.52	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
85	511-361-058	RL1-7,AP	R-1-T-AP	135,307.29	128,223.69	0.4	150,976.27	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
91	511-083-011	RL1-7,AP	R-1-T-AP	61,658.92	60,225.70	0.4	33,307.03	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
93	511-083-020	RL1-7,AP	R-1-T-AP	23,689.15	21,193.93	0.4	4,124.73	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
100	511-412-017	RL1-7,AP	R-1-T-AP-N	57,861.96	57,861.97	0.4	30,743.87	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
101	511-412-013	RL1-7,AP	R-1-T-AP-N	105,396.73	96,703.54	0.4	85,873.04	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
102	511-231-008	RL1,AP	RS-Q-T-AP-WR	250,028.63	54,986.49	0.4	27,764.13	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
103	511-390-018	RL1,AP	RS-Q-T-AP	207,614.58	206,567.79	0.4	1,985.57	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
104	511-231-003	RL1,AP	RS-Q-T-AP-WR	124,198.71	122,965.49	0.4	138,847.68	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
105	511-390-033	RL1,AP	RS-Q-T-AP-WR	146,678.24	98,154.55	0.4	88,469.38	1. Private Institutions. (Uses Permitted with a Use Permit).	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
106	511-271-074	RL1,AP	RS-Q-T-AP	599,882.25	403,259.75	0.4	129,170.92	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
107	511-271-010	RL1,AP	RS-Q-T-AP	215,971.23	182,920.22	0.4	307,252.60	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
108	511-271-029	RL1,AP	RS-Q-T-AP	88,727.45	88,727.45	0.4	72,291.64	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
109	511-271-075	RL1,AP	RS-Q-T-AP	120,892.39	14,226.65	0.4	4,047.64	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC	0.00
112	511-281-003	RA5-20,AP	AG-B-5(5)-AP	637,878.64	0.52	0.1	0.00	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
07	511-042-025	RL	RS-5/AP,N	8,006.77	8,006.77	0.4	3,202.71	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00
08	511-042-034	RL	RS-5/AP,N	5,783.70	5,783.70	0.4	2,313.48	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00
33	511-342-010	RR	RA-5/AP,N,R	57,043.13	17,514.80	0.1	1,751.48	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Community Assembly (Conditionally Permitted Use);	I	0.00
								4. Essential Services (Conditionally Permitted Use);	CC	0.00
								5. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								7. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations (Conditionally Permitted Use);	CC	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use);	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								11. Stables and Kennels (Conditionally Permitted Use).	CC	0.00
36	511-461-002	CS/IG;MB,AP	MB-Q-L/AP,G	30,186.39	20,294.09	3.0	60,882.28	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
			MB-Q-L-AP	30,186.39	9,892.35	3.0	29,677.04	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
37	511-461-005	MB	MB-Q-L/AP,G	37,117.95	37,117.95	3.0	111,353.86	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
38	511-461-006	MB	MB-Q-L/AP,G	34,526.26	34,526.26	3.0	103,578.77	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
39	511-461-007	CS/IG;MB,AP	MB-Q-L/AP,G	39,008.96	23,635.33	3.0	70,906.00	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
			MB-Q-L-AP	39,008.96	15,373.66	3.0	46,120.97	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
40	511-461-008	CS/IG;MB,AP	MB-Q-L/AP,G	40,084.65	7,108.85	3.0	21,326.55	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
			MB-Q-L-AP	40,084.65	32,975.79	3.0	98,927.36	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
42	511-461-010	MB	MB-Q-L/AP,G	64,547.62	277.01	3.0	831.02	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
49	511-461-020	MB	MB-Q-L/AP,G	37,181.86	37,181.86	3.0	111,545.58	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
50	511-461-021	MB;MB	MB-Q-L/AP,G	37,173.54	37,173.54	3.0	111,520.63	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
51	511-461-022	MB,AP	MB-Q-L/AP,G	32,260.44	32,260.45	3.0	96,781.36	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
52	511-461-023	CS/IG;MB,AP	MB-Q-L/AP,G	38,540.18	33,419.34	3.0	100,258.01	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
			MB-Q-L-AP	38,540.18	5,120.82	3.0	15,362.47	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
53	511-461-024	MB	MB-Q-L/AP,G	56,322.03	2,617.75	3.0	7,853.24	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
54	511-461-027	MB	MB-Q-L/AP,G	40,629.00	25,961.21	3.0	77,883.62	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
55	511-461-028	MB	MB-Q-L/AP,G	229,198.71	227,263.08	3.0	681,789.24	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
56	511-461-029	MB	MB-Q-L/AP,G	40,699.83	40,699.83	3.0	122,099.49	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
57	511-461-030	MB	MB-Q-L/AP,G	31,924.75	31,924.79	3.0	95,774.37	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
58	511-461-031	CS/IG;MB,AP	MB-Q-L/AP,G	53,150.95	53,150.98	3.0	159,452.95	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
59	511-461-032	CS/IG;MB,AP	MB-Q-L-AP	48,465.89	48,465.89	3.0	145,397.66	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
60	511-461-033	CS/IG;MB,AP	MB-Q-L-AP	30,663.37	30,663.38	3.0	91,990.13	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
61	511-461-034	CS/IG,AP	MB-Q-L-AP	27,201.81	27,201.84	3.0	81,605.52	1. Administrative (Principal Permitted Uses);	CC	0.00
								2. Minor Utilities (Principal Permitted Uses);	CC	0.00
								3. Office and Professional Service (Principal Permitted Uses);	CC	0.00
								4. Retail Sales (Conditionally Permitted Use);	CC	0.00
								5. Transient Habitation (Conditionally Permitted Use).	CC	0.00
78	511-481-030	RL	RS-5/AP,N	1,818.35	1,818.35	0.4	727.34	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00
94	511-031-078	RL	RS-5/AP,N	80,784.00	32,854.82	0.4	9,912.21	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00
95	511-031-011	RL	RS-5/AP,N	50,782.97	50,782.97	0.4	23,681.46	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00
96	511-031-018	RL,AP	RS-5/AP,N	48,089.50	48,089.51	0.4	21,236.00	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
110	511-331-015	PR,RR;PR,RA5-20	RA-5/AP,N,R	438,096.67	151,954.66	0.0	-	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Community Assembly (Conditionally Permitted Use);	I	0.00
								4. Essential Services (Conditionally Permitted Use);	CC	0.00
								5. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								7. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations (Conditionally Permitted Use);	CC	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use);	CC	0.00
								11. Stables and Kennels (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
111	511-321-004	RA5-20;RR,AP	AG-B-5(5)-AP-WR	518,533.23	426,628.04	0.1	71,617.89	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
111	511-321-004	RA5-20;RR,AP	RA-5/AP,N,R	518,533.23	18,781.25	0.1	1,408.59	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Community Assembly (Conditionally Permitted Use);	I	0.00
								4. Essential Services (Conditionally Permitted Use);	CC	0.00
								5. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								7. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations (Conditionally Permitted Use);	CC	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								10. Public Recreation and Open Space (Conditionally Permitted Use);	CC	0.00
								11. Stables and Kennels (Conditionally Permitted Use).	CC	0.00
113	511-041-007	RE	RS-X/AP,G,N	329,734.93	1,471.76	0.2	294.35	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
114	511-341-049	RX2.5	RA-2.5/AP,N	373,998.48	13,225.52	0.1	401.55	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Community Assembly (Conditionally Permitted Use);	I	0.00
								4. Essential Services (Conditionally Permitted Use);	CC	0.00
								5. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								7. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations (Conditionally Permitted Use);	CC	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use);	CC	0.00
								11. Stables and Kennels (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
115	511-042-046	RL;RL1-7	RS-5/AP,N	5,271.57	5,271.57	0.4	255.18	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
125	511-481-033	RL	RS-5/AP,N	35,762.83	35,762.83	0.4	11,744.54	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	CC	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Institution (Conditionally Permitted Use);	I	0.00
								9. Private Recreation (Conditionally Permitted Use);	CC	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use).	CC	0.00

TABLE B-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	510-011-014	RA5-20,T,AP	AG-B-5(5)-WR	11,376,020.40	28,479.02	0.1	2,847.90	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
01	510-011-014	RA5-20,T,AP	TPZ-AP-N-WR	11,376,020.40	2,030,907.98	0.1	203,090.80	1. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	CC	0.00
								2. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC	0.00
19	511-111-033	RE3-5,AP	AG-B-5(3)-AP-N-WR	100,338.56	4,552.16	0.2	728.38	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
29	511-291-045	RA5-20	AG-B-5(5)	71,263.45	41,085.31	0.1	4,108.53	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
83	510-041-002	RE,AP	AG-B-5(3)-AP-WR	216,746.12	80,845.35	0.2	10,671.59	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
117	510-041-016	CS,AP	AG-B-5(3)-AP-N-WR	341,349.12	29,544.43	3.0	634,441.57	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
118	510-041-017	AE,RE3-5;RL1-7,AP	AE-AP-WR	1,836,142.15	597,221.35	0.0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	CC	0.00
119	510-041-022	RA5-20,RL1-7,AP	AG-B-5(5)-AP-WR	736,033.22	174,923.98	0.1	70,244.25	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
03	510-271-006	NR	NR/A,B,F,R	1,219,615.84	34,880.91	0.0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
03	510-271-006	NR	NR/G,A,W,B,F,R	1,219,615.84	30,913.92	0.0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
04	510-271-007	NR	NR/G,A,W,B,F,R	2,173,024.65	169,953.42	0.0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
05	511-011-017	NR	CR/F,R,AP	54,779.04	20,986.07	0.0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
05	511-011-017	NR	RS-20/AP,G,A,F,N,R	54,779.04	14,604.23	0.0	-	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
63	511-471-003	RE	RS-20/AP,G,A,F,N,R	21,691.41	3,914.06	0.2	782.81	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
64	511-471-004	RE	RS-20/AP,G,A,F,N,R	20,159.52	5,793.21	0.2	1,158.64	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
65	511-471-009	RE	RS-20/AP,G,A,F,N,R	15,240.80	14,109.76	0.2	2,821.95	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
66	511-471-011	RE	RS-20/AP,G,A,F,N,R	51,106.41	51,106.41	0.2	10,221.28	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
67	511-471-012	RE	RS-20/AP,G,A,F,N,R	19,483.76	19,483.76	0.2	3,896.75	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
68	511-471-013	RE	RS-20/AP,G,A,F,N,R	21,734.13	21,734.13	0.2	4,346.83	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
69	511-471-016	RE	RS-20/AP,G,A,F,N,R	31,237.61	31,237.61	0.2	6,247.52	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
70	511-471-017	RE	RS-20/AP,G,A,F,N,R	36,022.42	36,022.42	0.2	7,204.48	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
71	511-471-018	RE	RS-20/AP,G,A,F,N,R	29,974.42	29,974.42	0.2	5,994.88	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
72	511-471-020	RE	RS-20/AP,G,A,F,N,R	13,288.01	4,961.63	0.2	992.33	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
73	511-471-021	RE	RS-20/AP,G,A,F,N,R	17,783.34	4,939.07	0.2	987.81	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
74	511-471-024	RE	RS-20/AP,G,A,F,N,R	30,328.65	4,576.81	0.2	915.36	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
75	511-471-025	RE	RS-20/AP,G,A,F,N,R	33,971.58	3,889.35	0.2	777.87	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00
76	511-471-026	RE	RS-20/AP,G,A,F,N,R	30,976.43	2,202.82	0.2	440.56	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

TABLE B-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
77	511-471-027	RE	RS-20/AP,G,A,F,N,R	36,022.22	738.12	0.2	147.62	1. Community Assembly (Conditionally Permitted Use);	CC	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Private Institution (Conditionally Permitted Use).	CC	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE B-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
99	511-202-049	CS,AP	C-3-AP	156,820.89	7,347.26	3.0	22,041.77	1. Automotive Sales, Service and Repair (Principal Permitted Use);	I	0.00
								2. Office and Professional Service (Principal Permitted Use);	CC	0.00
								3. Community Assembly (Uses Permitted with a Use Permit);	I	0.00
								4. Heavy Commercial (Uses Permitted with a Use Permit);	I	0.00
								5. Neighborhood Commercial (Uses Permitted with a Use Permit);	I	0.00
								6. Retail Sales (Uses Permitted with a Use Permit);	I	0.00
								7. Retail Service (Uses Permitted with a Use Permit).	I	0.00
114	511-341-049	RX2.5	RA-2.5/AP,N	373,998.48	126,058.38	0.1	12,605.84	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC	0.00
								2. Community Assembly (Conditionally Permitted Use);	I	0.00
								3. Essential Services (Conditionally Permitted Use);	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use);	I	0.00

TABLE B-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipeline Regulations (Conditionally Permitted Use);	CC	0.00
								8. Private Recreation (Conditionally Permitted Use);	I	0.00
								9. Public Recreation and Open Space (Conditionally Permitted Use);	I	0.00
								10. Stables and Kennels (Conditionally Permitted Use).	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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APPENDIX C

Development Displacement Analysis Tables - Dinsmore Airport

Appendix C presents calculated results of the development displacement analysis for Dinsmore Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, non-residential displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

C-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at the Airport.

C-1.1 Residential Displacement Analysis - Noise

Table C-1 shows potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Study Parcels for Dinsmore Airport were identified within the CNEL 55 dB to 65 dB contours, but found only to be subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour. Table C-1 provides the results of the analysis for the study parcels located in the CNEL 60 dB to 65 dB contour. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in the CNEL 60 dB to 65 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for Dinsmore Airport due to the noise policies and compatibility criteria in the Draft ALUCP.

C-1.2 Non-Residential Displacement Analysis - Noise

Table C-2 shows the potential non-residential displacement analysis due to the noise policies and compatibility criteria in the Draft ALUCP. Table C-3 provides the results of the analysis for the study parcels located in the CNEL 60 dB to 65 dB contour (there are no incompatible or conditionally compatible uses in the CNEL 55 dB to 60 dB contour). The non-residential analyses present displacement in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the Humboldt County General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

C-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at the Airport.

C-1.1 Residential Displacement Analysis - Safety

Table C-3 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 12 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 189 residential dwelling units under baseline conditions was calculated for all 12 parcels. A maximum of 88 residential dwelling units was calculated for the 12 parcels under conditions of the Draft ALUCP. The resulting displacement of 101 potential residential dwelling units was the largest for all airports studied in Humboldt County.

The majority of the displacement would occur on two parcels, Parcel 11, with 59 displaced residential dwelling units, and Parcel 7, with 39 displaced residential dwelling units. These two parcels represent approximately 13 and 6 developable acres respectively.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. There are six single-family residential RHNA sites identified in the Dinsmore Airport environs with none of the RHNA dwelling units displaced by the Draft ALUCP density criteria.

C-1.2 Non-Residential Displacement Analysis - Safety

Tables C-4, **C-5**, **C-6**, **C-7**, and **C-8** show the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

C-1 Residential Displacement Analysis – Noise

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TABLE C-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB – DINSMORE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
03	208-171-001	0.20	0.20	U	1. One-family dwelling. (Principal Permitted Uses); 2. Manufactured home. (Principal Permitted Uses).	CC-45	1	0
04a	208-171-008	4.14	4.11	U	1. One-family dwelling. (Principal Permitted Uses); 2. Manufactured home. (Principal Permitted Uses).	CC-45	29	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

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C-2 Non-Residential Displacement Analysis – Noise

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TABLE C-2
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – DINSMORE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
03	208-171-001	8,520.27	0.10	852.03	U	1. Rooming, and boarding of not more than two (2) persons. (Principal Permitted Uses).	CC 45	0.00
04a	208-171-008	180,364.48	0.10	18,036.45	U	1. Rooming, and boarding of not more than two (2) persons. (Principal Permitted Uses).	CC 45	0.00

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

CC 45 - Conditionally Compatible Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice

Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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C-3 Residential Displacement Analysis - Safety

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TABLE C-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – DINSMORE AIRPORT

Parcel ID #	APN	Zoning[1]	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of Units Potentially Displaced
01	208-071-012	U	Safety Zone 4	1. Manufactured home; 2. One-family dwelling.	0.51	CC	0	7.00	3	0.5	1	2
02	208-071-013	U	Safety Zone 2	1. Manufactured home; 2. One-family dwelling.	2.23	CC[1]	1	7.00	1	0.1	1	0
			Safety Zone 3		4.08	CC		7.00	1	0.5	1	0
			Safety Zone 4		3.48	CC		7.00	1	0.5	1	0
03	208-171-001	U	Primary Surface	1. Manufactured home; 2. One-family dwelling.	0.01	I	0	7.00	0	0	0	0
			Safety Zone 2		0.19	CC[1]		7.00	0	0.1	0	0
04	208-171-008	U	Primary Surface	1. Manufactured home; 2. One-family dwelling.	1.36	I	1	7.00	1	0	0	1
			Safety Zone 2		1.55	CC[1]		7.00	1	0.1	1	0
			Safety Zone 5		1.24	CC[2]		7.00	1	1	1	0
05	208-261-010	FR-B-5(40)	Safety Zone 4	1. Manufactured homes; 2. One-family dwellings and farm dwellings; 3. Two-family and multiple dwellings.	3.81	CC	1	0.03	0	0.5	0	0

TABLE C-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – DINSMORE AIRPORT

Parcel ID #	APN	Zoning[1]	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of Units Potentially Displaced
06	208-261-014	FR-B-5(40)	Safety Zone 2	1. Manufactured homes; 2. One-family dwellings and farm dwellings; 3. Two-family and multiple dwellings.	2.97	CC[1]	0	0.03	0	0.1	0	0
			Safety Zone 5		4.11	CC[2]		0.03	0	1	0	0
07	208-261-022	U	Safety Zone 4	1. Manufactured home; 2. One-family dwelling.	6.04	CC	0	7.00	42	0.5	3	39
08	208-261-023	FR-B-5(40)	Safety Zone 1	1. Manufactured homes; 2. One-family dwellings and farm dwellings; 3. Two-family and multiple dwellings.	6.40	I	1	0.03	0	0	0	0
			Safety Zone 2		9.80	CC[1]		0.03	0	0.1	0	0
			Safety Zone 3		0.09	CC		0.03	0	0.5	0	0
09	208-261-024	FR-B-5(40)	Safety Zone 1	1. Manufactured homes; 2. One-family dwellings and farm dwellings; 3. Two-family and multiple dwellings.	0.40	I	1	0.03	0	0	0	0
			Safety Zone 2		2.05	CC[1]		0.03	0	0.1	0	0
			Safety Zone 3		0.25	CC		0.03	0	0.5	0	0
10	208-341-002	U	Safety Zone 4	1. Manufactured home; 2. One-family dwelling.	7.76	CC	0	7.00	44	0.5	44	0

TABLE C-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – DINSMORE AIRPORT

Parcel ID #	APN	Zoning[1]	Safety Zone	Residential Use	Area Within Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number RDUs – Existing Regulations	Draft ALUCP Density	Maximum Number of RDUs - ALUCP	Number of Units Potentially Displaced
11	210-083-012	U	Safety Zone 3	1. Manufactured home; 2. One-family dwelling.	2.09	CC	0	7.00	15	0.5	15	0
			Safety Zone 4		10.73	CC		7.00	78	0.5	19	59
12	210-091-015	U	Safety Zone 3	1. Manufactured home; 2. One-family dwelling.	4.01	CC	1	7.00	1	0.5	1	0
						Total	6		189		88	101

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible

1 – Limited to infill in areas developed with similar land uses.
2 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

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C-4 Non-Residential Displacement Analysis – Safety

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TABLE C-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
03	208-171-001	RCC,AP	U	8,520.27	270.80	2.0	541.61	1. General agriculture. (Principal Permitted Uses).	CC[1]	0.00
04	208-171-008	RA20,RCC,AP	U	180,364.48	59,071.55	0.10	5,907.15	1. General agriculture. (Principal Permitted Uses).	CC[1]	0.00
08	208-261-023	RA40,RCC,AP	FR-B-5(40)	1,785,110.09	278,846.51	0.10	27,884.65	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								3. General agriculture, nurseries and greenhouses, and roadside stands. (Principal Permitted Uses);	CC[1]	0.00
								4. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC[2]	0.00
								5. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	I	0.00
								6. Manufactured homes. (Principal Permitted Uses);	I	0.00
								7. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	I	0.00
								8. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	I	0.00
								9. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	I	0.00

TABLE C-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								10. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses);	I	0.00
								11. Wrecking and salvage yards. (Uses Permitted with a Use Permit);	I	0.00
09	208-261-024	RA40,RCC,AP	FR-B-5(40)	208,757.12	17,299.28	0.1	1,729.93	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								3. General agriculture, nurseries and greenhouses, and roadside stands. (Principal Permitted Uses);	CC[1]	0.00
								4. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC[2]	0.00
								5. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	I	0.00
								6. Manufactured homes. (Principal Permitted Uses);	I	0.00
								7. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	I	0.00
								8. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	I	0.00
								9. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	I	0.00

TABLE C-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								10. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses);	I	0.00
								11. Wrecking and salvage yards. (Uses Permitted with a Use Permit).	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
2 Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE C-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
06	208-261-014	RA40,RCC,AP	FR-B-5(40)	2,339,793.39	129,538.67	0.10	12,953.87	1. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	I	0.00
								4. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	CC[3]	0.00
								5. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	I	0.00
08	208-261-023	RA40,RCC,AP	FR-B-5(40)	1,785,110.09	426,783.99	0.10	42,678.40	1. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	I	0.00
								4. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	CC[3]	0.00
								5. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	I	0.00

TABLE C-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
09	208-261-024	RA40,RCC,AP	FR-B-5(40)	208,757.12	89,091.71	0.10	8,909.17	1. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	I	0.00
								4. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	CC[3]	0.00
								5. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Limited to single-story buildings.
2 No places of assembly.
3 Limited to businesses selling food and/or beverages primarily for off-premise consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.).

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE C-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
08	208-261-023	RA40,RCC,AP	FR-B-5(40)	1,785,110.09	4,047.99	0.10	404.80	1. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	CC[3]	0.00
								4. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	CC[4]	0.00
								5. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	I	0.00
09	208-261-024	RA40,RCC,AP	FR-B-5(40)	208,757.12	10,930.12	0.10	1,093.01	1. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	CC[3]	0.00
								4. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	CC[4]	0.00
								5. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	I	0.00

TABLE C-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible

1 Limited to buildings less than three-stories.
2 No places of assembly.
3 No group recreational activities allowed.
4. Limited to businesses selling food and/or beverages primarily for off-premise consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.).

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE C-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
05	208-261-010	RA40,AP	FR-B-5(40)	1,873,942.01	165,988.94	0.10	16,598.89	1. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	CC	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Hotels and motels are compatible in Safety Zone 4. Special occupancy parks and manufactured home parks are conditionally compatible.
2 No places of assembly.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE C-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – DINSMORE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
06	208-261-014	RA40,AP	FR-B-5(40)	2,339,793.39	179,029.60	0.10	17,902.96	1. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								2. Hotels, motels, special occupancy parks and manufactured home parks. (Uses Permitted with a Use Permit);	CC[1]	0.00
								3. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								4. Public and private noncommercial recreational uses, including golf courses and public stables. (Principal Permitted Uses);	I	0.00
								5. Restaurants, food markets and automobile service stations, and commercial recreational facilities. (Uses Permitted with a Use Permit);	CC[3]	0.00
								6. Social halls, fraternal and social organizations, and clubs. (Principal Permitted Uses).	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Hotels allowed if compliant with Noise and Airspace Protection Compatibility Policies.
2 No group recreational activities allowed.
3 Limited to businesses selling food and/or beverages primarily for off-premise consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.).

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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APPENDIX D

Development Displacement Analysis Tables - Garberville Airport

Appendix D presents calculated results of the development displacement analysis for Garberville Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, nonresidential displacement due to noise policies, residential development displacement due to safety policies, and nonresidential development displacement due to safety policies.

D-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at the Airport.

D-1.1 Residential Displacement Analysis - Noise

Tables D-1 and **D-2** show potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Study parcels were determined to be subject to the compatibility criteria for both the CNEL 55 dB to 60 dB contour or the CNEL 60 dB to 65 dB contour. Table D-1 provides the results of the analysis for the study parcels located in the CNEL 55 dB to 60 dB contour. Table D-2 provides the analysis results for parcels located in the CNEL 60 dB to 65 dB contour. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in both the CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for Garberville Airport due to the Draft ALUCP noise policies and compatibility criteria in the Draft ALUCP.

D-1.2 Non-Residential Displacement Analysis - Noise

Table D-3 shows the potential non-residential displacement analysis due to the noise policies and compatibility criteria in the Draft ALUCP. Table D-3 provides the results of the analysis for the study parcels located in the CNEL 60 dB to 65 dB contour (there are no incompatible or conditionally compatible uses in the CNEL 55 dB to 60 dB contour). The non-residential analyses present displacement in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the Humboldt County General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

D-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at the Airport.

D-1.1 Residential Displacement Analysis - Safety

Table D-4 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. The analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 31 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 88 residential dwelling units was calculated for all 31 parcels under current conditions. A maximum of 81 residential dwelling units was calculated under the densities of the ALUCP, resulting in a displacement of seven potential residential dwelling units.

The majority of the displacement would occur on Parcel 02, a parcel with approximately 12 developable acres that could accommodate a total of 10 dwelling units under current conditions and only 5 dwelling units under the applicable densities of the Draft ALUCP.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. There are two RHNA housing opportunity sites identified in Review Area 1 for Garberville Airport with no displacement of RHNA dwelling units.

D-1.2 Non-Residential Displacement Analysis - Safety

Table D-5 shows the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the Humboldt County General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

D-1 Residential Displacement Analysis – Noise

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TABLE D-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – GARBERVILLE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
05	222-111-027	0.79	0.79	RS-T	1. One-family dwellings. (Principal Permitted Use).	CC 45	0	0
06	222-111-008	2.24	1.17	RS-T	1. One-family dwellings. (Principal Permitted Use).	CC 45	1	0
07	222-121-010	21.61	7.25	RS-T	1. One-family dwellings. (Principal Permitted Use).	CC 45	17	0
11	222-111-010	20.32	13.47	RS-T	1. One-family dwellings. (Principal Permitted Use).	CC 45	5	0
12	222-111-011	2.20	1.93	RS-T	1. One-family dwellings. (Principal Permitted Use).	CC 45	1	0
14	222-231-012	31.61	6.26	AE-B-5(160)	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
18	222-251-002	22.94	2.33	TPZ	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. (Principal Permitted Uses Compatible with Timber Production).	CC 45	0	0
19	222-231-015	52.16	20.06	AG-B-5(5)	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	8	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a Parcel has been identified as a housing opportunity site in the Humboldt County residential land inventory prepared for the 2019 Humboldt County General Plan Housing Element update.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice. Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

TABLE D-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB – GARBERVILLE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
08	222-094-008	46.37	9.69	AG-B-5(5)	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	37	0
13	222-111-005	0.53	0.53	RS-T	1. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit); 2. One-family dwellings. (Principal Permitted Use); 3. Servants' quarters and guest houses. (Principal Permitted Use).	CC 45	0	0
15	222-231-004	0.76	0.76	RS-T	1. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit); 2. One-family dwellings. (Principal Permitted Use); 3. Servants' quarters and guest houses. (Principal Permitted Use).	CC 45	0	0
16	222-131-004	8.46	8.46	AV	1. Manufactured homes. (Uses Permitted with a Use Permit).	CC 45	0	0
17	222-231-007	10.07	4.84	AG-B-5(5)	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	1	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice. Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

TABLE D-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 65 dB TO 70 dB – GARBERVILLE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
09	222-111-023	3.00	3.00	RS-T	1. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit); 2. One-family dwellings. (Principal Permitted Use); 3. Servants' quarters and guest houses. (Principal Permitted Use).	I	1	1
10	222-111-029	2.82	2.82	RS-T	1. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit) 2. One-family dwellings. (Principal Permitted Use); 3. Servants' quarters and guest houses. (Principal Permitted Use).	I	1	1
							Total	2

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

I - Incompatible

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

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D-2 Non-Residential Displacement Analysis – Noise

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TABLE D-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – GARBERVILLE AIRPORT

Parcel ID#	APN	GPLU[1]	Zoning[2]	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
08	222-094-008	RA5-20,AP	AG-B-5(5)	1,577,944.92	0.10	157,794.49	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit)	CC 45	0.00
							2. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit)	CC	0.00
							3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses)	CC 45	0.00
08	222-094-008	RE1-5,AP	RS-T	441,795.80	0.10	4,179.58	1. Private Institutions. (Uses Permitted with a Use Permit)	CC 50	0.00
13	222-111-005	RE1-5,AP	RS-T	23,291.09	0.10	2,329.11	1. Private Institutions. (Uses Permitted with a Use Permit)	CC 50	0.00
15	222-231-004	RE1-5,AP	RS-T	33,242.11	0.10	3,324.21	1. Private Institutions. (Uses Permitted with a Use Permit)	CC 50	0.00
16	222-131-004	RA5-20,AP	AV	438,599.04	0.10	43,859.90	1. Sales and rental of aircraft and aviation supplies and equipment. (Principal Permitted Uses)	CC	0.00
17	222-231-007	RA5-20,AP	AG-B-5(5)	999,258.35	0.10	99,925.84	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit)	CC 45	0.00
							2. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit)	CC	0.00
							3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses)	CC 45	0.00

TABLE D-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – GARBERVILLE AIRPORT

Parcel ID#	APN	GPLU[1]	Zoning[2]	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a This parcel is divided between two zoning districts.

FAR = Floor Area Ratio

CC 45/50 - Conditionally Compatible — Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

CC - Conditionally Compatible — Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Zoning Regulations, 2020; Humboldt County General Plan, October, 2017; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE D-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 65 dB TO 70 dB – GARBERVILLE AIRPORT

Parcel ID#	APN	GPLU[1]	Zoning[2]	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
09	222-111-023		RS-T	130,639.13	0.10	13,063.91	1. Private Institutions. (Uses Permitted with a Use Permit).	CC 50	0.00
							2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit)	CC	0.00
10	222-111-029		RS-T	122,650.87	0.10	12,265.09	1. Private Institutions. (Uses Permitted with a Use Permit).	CC 50	0.00
							2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit)	CC	0.00

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

FAR = Floor Area Ratio

CC 50 - Conditionally Compatible — Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

CC - Conditionally Compatible — Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Zoning Regulations, 2020; Humboldt County General Plan, October, 2017; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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D-3 Residential Displacement Analysis – Safety

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TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
01	222-201-003	R-1-B-6	Safety Zone 4	1. Single Family Residential 2. Accessory Dwelling Unit 3. Manufactured Home Parks	0.22	CC	0	1.00	0	0.5	0	0
02	222-201-001	R-1-B-6	Safety Zone 2	1. Single Family Residential 2. Accessory Dwelling Unit 3. Manufactured Home Parks	0.25	CC[1]	0	1.00	0	0.1	0	0
			Safety Zone 3		0.18	CC		1.00	0	0.5	0	0
			Safety Zone 4		11.70	CC		1.00	10	0.5	5	5
			Safety Zone 6		0.14	C		1.00	0	N/A	0	0
03	222-093-002	AG-B-5(5)	Safety Zone 4	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	0.94	CC	0	0.20	0	0.5	0	0
			Safety Zone 6		48.58	C		0.20	9	N/A	9	0
04	222-093-003	AG-B-5(5)	Safety Zone 4	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	1.04	CC	0	0.20	0	0.5	0	0
			Safety Zone 6		25.92	C		0.20	5	N/A	5	0
05	222-111-027	RS-T	Safety Zone 5	1. Single Family Residential 2. Manufactured Home Parks	0.00	CC[2]	0	1.00	0	1	0	0
			Safety Zone 6		0.78	C		1.00	0	N/A	0	0
06	222-111-008	RS-T	Safety Zone 6	1. Single Family Residential	2.24	C	0	1.00	2	N/A	2	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				2. Manufactured Home Parks.								
07	222-121-010	RS-T	Safety Zone 2	1. Single Family Residential. 2. Manufactured Home Parks.	2.04	CC[1]	0	1.00	2	0.1	2	0
			Safety Zone 3		3.24	CC		1.00	3	0.5	3	0
			Safety Zone 6		15.01	C		1.00	10	N/A	10	0
08	222-094-008	AG-B-5(5)	Safety Zone 1	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	5.14	I	0	0.20	0	0	0	0
			Safety Zone 2		10.06	CC[1]		0.20	1	0.1	1	0
			Safety Zone 3		6.30	CC		0.20	1	0.5	1	0
			Safety Zone 4		9.18	CC		0.20	1	0.5	1	0
			Safety Zone 6		0.16	C		0.20	0	N/A	0	0
		RS-T	Safety Zone 1	1. Single Family Residential. 2. Manufactured Home Parks.	0.00	I		1.00	0	0	0	0
			Safety Zone 2		0.00	CC[1]		1.00	0	0.1	0	0
			Safety Zone 3		0.00	CC		1.00	0	0.5	0	0
			Safety Zone 6		3.02	C		1.00	0	N/A	0	0
09	222-111-023	RS-T	Safety Zone 2	1. Single Family Residential. 2. Manufactured Home Parks.	0.34	CC[1]	0	1.00	0	0.1	0	0
			Safety Zone 5		0.54	CC[2]		1.00	0	1	0	0
			Safety Zone 6		1.78	C		1.00	1	N/A	1	0
10	222-111-029	RS-T	Safety Zone 5	1. Single Family Residential. 2. Manufactured Home Parks.	0.73	CC[2]	0	1.00	1	1	1	0
			Safety Zone 6		2.08	C		1.00	1	N/A	1	0
11	222-111-010	RS-T	Safety Zone 5	1. Single Family Residential. 2. Manufactured Home Parks.	0.24	CC[2]	0	1.00	0	1	0	0
			Safety Zone 6		20.08	C		1.00	19	N/A	19	0
12	222-111-011	RS-T	Safety Zone 5	1. Single Family Residential.	0.23	CC[2]	0	1.00	0	1	0	0
			Safety Zone 6		1.97	C		1.00	2	N/A	2	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				2. Manufactured Home Parks.								
13	222-111-005	RS-T	Safety Zone 5	1. Single Family Residential. 2. Manufactured Home Parks.	0.13	CC[2]	0	1.00	0	1	0	0
			Safety Zone 6		0.41	C		1.00	0	N/A	0	0
14	222-231-012	AE-B-5(160)	Safety Zone 1	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	3.90	I	0	0.01	0	0	0	0
			Safety Zone 2		4.96	CC[1]		0.01	0	0.1	0	0
			Safety Zone 3		5.80	CC		0.01	0	0.5	0	0
			Safety Zone 6		16.95	C		0.01	0	N/A	0	0
15	222-231-004	RS-T	Safety Zone 2	1. Single Family Residential. 2. Manufactured Home Parks.	0.55	CC[1]	0	1.00	0	0.1	0	0
			Safety Zone 3		0.16	CC		1.00	0	0.5	0	0
			Safety Zone 6		0.06	C		1.00	0	N/A	0	0
16	222-131-004	AV	Safety Zone 5	N/A	4.37	CC[2]	0	0.00	0	1	0	0
			Safety Zone 6		4.10	C		0.00	0	N/A	0	0
17	222-231-007	AG-B-5(5)	Safety Zone 5	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	1.80	CC[2]	0	0.20	0	1	0	0
			Safety Zone 6		6.61	C		0.20	1	N/A	1	0
18	222-251-002	TPZ	Safety Zone 6	1. One-family dwelling or manufactured home and normal accessory uses	18.35	C	0	0.03	0	N/A	0	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.								
19	222-231-015	AG-B-5(5)	Safety Zone 1	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	2.62	I	0	0.20	0	0	0	0
			Safety Zone 2		8.17	CC[1]		0.20	1	0.1	1	0
			Safety Zone 3		2.97	CC		0.20	0	0.5	0	0
			Safety Zone 5		0.88	CC[2]		0.20	0	1	0	0
			Safety Zone 6		27.26	C		0.20	5	N/A	5	0
20	222-251-004	AG-B-5(5)	Safety Zone 6	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	8.23	C	0	0.20	1	N/A	1	0
21	222-093-004		Safety Zone 3		0.58	CC	0	0.20	0	0.5	0	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
		AG-B-5(5)	Safety Zone 4	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	1.65	CC		0.20	0	0.5	0	0
			Safety Zone 6		7.14	C		0.20	1	N/A	1	0
22	222-121-009	RS-T	Safety Zone 2	1. Single Family Residential 2. Manufactured Home Parks.	0.00	CC[1]	0	1.00	0	0.1	0	0
			Safety Zone 3		1.06	CC		1.00	1	0.5	0	1
23	222-121-008	RS-T	Safety Zone 3	1. Single Family Residential 2. Manufactured Home Parks.	2.72	CC	0	1.00	2	0.5	1	1
			Safety Zone 6		0.37	C		1.00	0	N/A	0	0
24	222-156-014	AG-B-6	Safety Zone 3	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	3.79	CC	0	0.40	1	0.5	1	0
			Safety Zone 6		1.11	C		0.40	0	N/A	0	0
25	222-156-016	AG-B-6	Safety Zone 2	1. One-family dwellings and farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.	0.21	CC[1]	1	0.40	0	0.1	0	0
			Safety Zone 3		4.08	CC		0.40	1	0.5	1	0
			Safety Zone 4		0.92	CC		0.40	0	0.5	0	0
			Safety Zone 6		7.11	C		0.40	1	N/A	1	0
26	222-156-015	AG-B-6	Safety Zone 3	1. One-family dwellings and	4.51	CC	1	0.40	1	0.5	1	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				farm dwellings. 2. Guest houses, servants' quarters, labor camps and labor supply camps. 3. Manufactured homes.								
27	222-156-006	MH-Q	Safety Zone 4	1. Dwellings and mobile homes. (Uses Permitted with a Use Permit).	0.91	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		0.20	C		0.00	0	N/A	0	0
		TPZ	Safety Zone 2	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.	3.27	CC[1]		0.03	0	0.1	0	0
			Safety Zone 3		4.43	CC		0.03	0	0.5	0	0
			Safety Zone 4		45.40	CC		0.03	1	0.5	1	0
			Safety Zone 6		8.93	C		0.03	0	N/A	0	0
28	032-171-022	MH-Q	Safety Zone 4	1. Dwellings and mobile homes. (Uses Permitted	5.16	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		6.67	C		0.00	0	N/A	0	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				with a Use Permit).								
29	032-161-015	MH-Q	Safety Zone 4	1. Dwellings and mobile homes. (Uses Permitted with a Use Permit).	1.06	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		10.10	C		0.00	0	N/A	0	0
30	222-156-011	AE-B-5(160)	Safety Zone 4	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99). 2. Labor camps and labor supply camps. 3. Manufactured homes used as farm dwellings.	2.45	CC	0	0.01	0	0.5	0	0
			Safety Zone 6		11.08	C		0.01	0	N/A	0	0
31	222-156-031	AE	Safety Zone 3	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99).	0.97	CC	0	0.05	0	0.5	0	0
			Safety Zone 6		71.14	C		0.05	3	N/A	3	0

TABLE D-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – GARBERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				2. Labor camps and labor supply camps. 3. Manufactured homes used as farm dwellings.								
						Total	2		88		81	7

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible

1 – Limited to infill in areas developed with similar land uses.
2 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

D-4 Non-Residential Displacement Analysis – Safety

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TABLE D-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
08	222-094-008	RA5-20,AP	AG-B-5(5)	2,019,740.56	280,023.04	0.10	22,401.84	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. Animal feed lots and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								3. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								4. 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). (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								5. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								6. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								7. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	I	0.00
								8. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								9. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	I	0.00

TABLE D-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
08	222-094-008	RA5-20,AP	RS-T	2,019,740.56	20,866.72	0.10	1,669.34	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
14	222-231-012	RA5-20,AP	AE-B-5(160)	1,377,000.14	169,940.85	0.10	13,595.27	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. Animal feed lots and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								3. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								4. 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). (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								5. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								6. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								7. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	I	0.00
								8. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								9. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	I	0.00

TABLE D-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
19	222-231-015	RA5-20,AP	AG-B-5(5)	2,272,072.18	142,836.74	0.10	11,426.94	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. Animal feed lots and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								3. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								4. 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). (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								5. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								6. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								7. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	I	0.00
								8. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								9. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	I	0.00

TABLE D-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
2 Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE D-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
02	222-201-001	RL,AP	R-1-B-6	534,637.04	11,038.44	0.4	4,415.38	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC[1]	0.00
07	222-121-010	RE1-5,AP	RS-T	941,500.74	111,318.68	0.2	17,810.99	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
08	222-094-008	RA5-20,AP	AG-B-5(5)	2,019,740.56	547,799.97	0.1	43,824.00	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[1]	0.00
08	222-094-008	RA5-20,AP	RS-T	2,019,740.56	193,165.93	0.1	15,453.27	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
09	222-111-023	RE1-5,AP	RS-T	130,639.13	29,443.31	0.2	4,710.93	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00

TABLE D-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
14	222-231-012	RA5-20,AP	AE-B-5(160)	1,377,000.14	216,106.81	0.1	21,610.68	3. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	216,106.81 (21,610.68)
15	222-231-004	RE1-5,AP	RS-T	33,242.11	23,876.97	0.2	4,775.39	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
19	222-231-015	RA5-20,AP	AG-B-5(5)	2,272,072.18	444,899.74	0.1	35,591.98	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[1]	0.00
22	222-121-009	RE1-5,AP	RS-T	94,018.93	1,464.73	0.2	234.36	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
25	222-156-016	RA5-20,AP	AG-B-6	536,294.19	8,950.22	0.1	895.02	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[2]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[1]	0.00

TABLE D-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
27	222-156-006	IR,RA20-160;RA5-20,AP	TPZ	2,750,855.55	142,337.31	0.1	14,233.73	1. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	I	142,337.31 (14,233.73)
								2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	0.00
								3. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC[3]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Limited to single-story buildings.
2 No places of assembly.
3 If compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE D-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
02	222-201-001	RL,AP	R-1-B-6	534,637.04	7,739.70	0.40	3,095.88	1. Public and private noncommercial recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC[2]	0.00
07	222-121-010	RE1-5,AP	RS-T	941,500.74	176,274.18	0.20	28,203.87	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC[1]	0.00
08	222-094-008	RA5-20,AP	AG-B-5(5)	2,019,740.56	343,147.64	0.10	27,451.81	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[3]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00
08	222-094-008	RA5-20,AP	RS-T	2,019,740.56	96,142.68	0.10	7,691.41	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC[1]	0.00
14	222-231-012	RA5-20,AP	AE-B-5(160)	1,377,000.14	252,448.12	0.10	25,244.81	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	0.00

TABLE D-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
15	222-231-004	RE1-5,AP	RS-T	33,242.11	6,838.97	0.20	1,367.79	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC[1]	0.00
19	222-231-015	RA5-20,AP	AG-B-5(5)	2,272,072.18	161,768.09	0.10	12,941.45	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[3]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00
21	222-093-004	RA5-20,AP	AG-B-5(5)	744,872.13	50,934.45	0.10	4,074.76	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[3]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00
22	222-121-009	RE1-5,AP	RS-T	94,018.93	92,554.06	0.20	14,808.65	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC[1]	0.00
23	222-121-008	RE1-5,AP	RS-T	180,165.87	148,202.25	0.20	23,712.36	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	CC[1]	0.00

TABLE D-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
24	222-156-014	RA5-20,AP	AG-B-6	213,341.41	165,157.06	0.10	16,515.71	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[3]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00
25	222-156-016	RA5-20,AP	AG-B-6	536,294.19	177,524.25	0.10	17,752.43	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[3]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00
26	222-156-015	RA5-20,AP	AG-B-6	196,510.90	196,510.90	0.10	19,651.09	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[3]	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00

TABLE D-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
27	222-156-006	IR,RA20-160;RA5-20,AP	TPZ	2,750,855.55	193,001.40	0.10	19,300.14	1. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	193,001.40 (19,300.14)
								3. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production);	CC[4]	0.00
31	222-156-031	RA40,AP	AE	3,141,114.93	42,052.47	0.10	4,205.25	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	42,052.47 (4,205.25)

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Limited to buildings less than three-stories.
3 No assembly uses.
4 If compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE D-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	222-201-003	RL,AP	R-1-B-6	9,431.05	9,431.05	0.4	3,772.42	1. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
02	222-201-001	RL,AP	R-1-B-6	534,637.04	509,705.36	0.4	203,882.14	1. Rooming and boarding of not over two (2) persons not employed on the premises. (Principal Permitted Use).	CC	0.00
03	222-093-002	RA5-20,AP	AG-B-5(5)	2,156,840.54	40,767.93	0.1	3,261.43	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC[2]	0.00
04	222-093-003	RA5-20,AP	AG-B-5(5)	1,174,481.15	45,360.68	0.1	3,628.85	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
08	222-094-008	RA5-20,AP	AG-B-5(5)	2,019,740.56	399,998.09	0.1	31,999.85	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00

TABLE D-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
21	222-093-004	RA5-20,AP	AG-B-5(5)	744,872.13	71,868.08	0.1	5,749.45	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
25	222-156-016	RA5-20,AP	AG-B-6	536,294.19	39,990.81	0.1	3,999.08	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
27	222-156-006	IR,RA20-160;RA5-20,AP	MH-Q	2,750,855.55	39,797.24	3	119,391.71		N/A	0.00
27	222-156-006	IR,RA20-160;RA5-20,AP	TPZ	2,750,855.55	1,977,751.47	3	5,933,254.42	1. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	CC[2]	0.00
								2. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC[3]	0.00
28	032-171-022	RA10,AP	MH-Q	515,230.65	224,792.75	0.1	22,479.28		N/A	0.00
29	032-161-015	RA10,AP	MH-Q	486,260.20	46,279.30	0.1	4,627.93		N/A	0.00
30	222-156-011	RA5-20,AP	AE-B-5(160)	589,346.63	106,563.93	0.1	10,656.39	1. Private institutions and cemeteries	CC[1]	0.00

TABLE D-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No assembly uses.
2 Allowed only if site outside zone would not serve intended function.
3 If compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE D-11
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
05	222-111-027	RE1-5,AP	RS-T	34,393.01	201.88	0.20	40.38	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
09	222-111-023	RE1-5,AP	RS-T	130,639.13	23,451.13	0.20	2,345.11	1. Private Institutions. (Uses Permitted with a Use Permit).	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
10	222-111-029	RE1-5,AP	RS-T	122,650.87	31,946.60	0.20	3,194.66	1. Private Institutions. (Uses Permitted with a Use Permit).	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
11	222-111-010	RE1-5,AP	RS-T	885,099.59	10,515.11	0.20	1,682.42	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
12	222-111-011	RE1-5,AP	RS-T	95,767.36	9,850.70	0.20	985.07	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00
13	222-111-005	RE1-5,AP	RS-T	23,291.09	5,613.37	0.20	1,122.67	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit);	I	0.00

TABLE D-11
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement
16	222-131-004	RA5-20,AP	AV	368,730.79	190,257.72	0.10	19,025.77	1. Sales and rental of aircraft and aviation supplies and equipment. (Principal Permitted Uses);	!	0.00
17	222-231-007	RA5-20,AP	AG-B-5(5)	438,599.04	78,482.78	0.10	6,278.62	1. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								2. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								3. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								4. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								5. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC[2]	0.00
19	222-231-015	RA5-20,AP	AG-B-5(5)	2,272,072.18	38,166.03	0.1	3,053.28	1. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								2. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								3. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC[1]	0.00
								4. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								5. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC[2]	0.00

TABLE D-11
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – GARBERVILLE AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Nonresidential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No assembly uses.
2 Hotels allowed if compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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APPENDIX E

Development Displacement Analysis Tables - Kneeland Airport

Appendix E presents calculated results of the development displacement analysis for Kneeland Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, non-residential displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

E-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at the Airport.

E-1.1 Residential Displacement Analysis - Noise

Tables E-1 and **E-2** show potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Study parcels were identified as being subject to the compatibility criteria for the CNEL 55 dB to 60 dB contour or the CNEL 60 dB to 65 dB contour. Table E-1 provides the results of the analysis for the study parcels located in the CNEL 55 dB to 60 dB contour. Table E-2 provides the analysis results for parcels located in the CNEL 60 dB to 65 dB contour. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in both the CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for Kneeland Airport due to the Draft ALUCP noise policies and compatibility criteria in the Draft ALUCP.

E-1.2 Non-Residential Displacement Analysis - Noise

All non-residential land uses allowable in the zoning for the study parcels within the CNEL contours for Kneeland Airport is considered compatible under the noise compatibility criteria in the Draft ALUCP. Therefore, no displacement of non-residential development was calculated.

E-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at the Airport.

E-1.1 Residential Displacement Analysis - Safety

Table E-3 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 7 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 360 residential dwelling units was calculated for the seven parcels under current conditions. A maximum of 360 residential dwelling units was calculated under the densities of the Draft ALUCP, resulting in no displacement of residential dwelling unit development capacity.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. There are no RHNA housing opportunity sites identified in Review Area 1 for Kneeland Airport, and, thus, no related displacement of RHNA housing capacity.

E-1.2 Non-Residential Displacement Analysis - Safety

Tables E-4, **E-5**, **E-6**, and **E-7** show the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

E-1 Residential Displacement Analysis – Noise

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TABLE E-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – KNEELAND AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
04	314-151-008	110.49	22.96	U	1. One-family dwelling. (Principal Permitted Uses); 2. Manufactured home. (Principal Permitted Uses).	CC 45	133	0
07	314-152-002	235.95	29.87	AE	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	1	0
07	314-152-002	235.95	7.91	U	1. One-family dwelling. (Principal Permitted Uses); 2. Manufactured home. (Principal Permitted Uses).	CC 45	57	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

TABLE E-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB – KNEELAND AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
03	314-151-008	236,610.00	215,744.84	U	1. One-family dwelling. (Principal Permitted Uses); 2. Manufactured home. (Principal Permitted Uses).	CC 45	35	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

E-2 Residential Displacement Analysis – Safety

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TABLE E-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – KNEELAND AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
01	314-144-002	TPZ	Primary Surface	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.	0.14	I	0	0.03	0	0	0	0
			Safety Zone 1		7.08	I		0.03	0	0	0	0
			Safety Zone 2		35.58	CC[1]		0.03	1	0.1	1	0
			Safety Zone 3		24.73	CC		0.03	1	0.5	1	0
			Safety Zone 4		32.67	CC		0.03	1	0.5	1	0
			Safety Zone 6		330.49	C		0.03	12	N/A	12	0
02	314-155-001	AE	Safety Zone 4	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) 2. Labor camps and labor supply camps. 3. Manufactured homes used as farm dwellings.	8.83	CC	0	0.05	0	0.5	0	0
			Safety Zone 6		31.25	C		0.05	0	N/A	0	0
		TPZ	Safety Zone 4	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject	3.38	CC		0.03	0	0.5	0	0
			Safety Zone 6		132.39	C		0.03	4	N/A	4	0

TABLE E-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – KNEELAND AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.								
03	314-152-005	U	Safety Zone 5	1. One-family dwelling. 2. Manufactured home.	2.62	CC[2]	0	7.00	0	1	0	0
			Safety Zone 6		2.81	C		7.00	0	N/A	0	0
04	314-151-008	U	Primary Surface	1. One-family dwelling. 2. Manufactured home.	1.10	I	0	7.00	0	0	0	0
			Safety Zone 2		7.74	CC[1]		7.00	22	0.1	22	0
			Safety Zone 3		0.05	CC		7.00	0	0.5	0	0
			Safety Zone 5		7.80	CC[2]		7.00	22	1	22	0
			Safety Zone 6		93.80	C		7.00	271	N/A	268	0

TABLE E-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – KNEELAND AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
05	314-131-012	AE	Safety Zone 6	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) 2. Labor camps and labor supply camps. 3. Manufactured homes used as farm dwellings.	28.68	C		0.05	1	N/A	1	0
		TPZ	Safety Zone 4	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.	2.09	CC		0.03	0	0.5	0	0
			Safety Zone 6		285.81	C	0	0.03	4	N/A	4	0
		U	Safety Zone 6	1. One-family dwelling. 2. Manufactured home.	0.69	C		7.00	0	N/A	0	0
06	314-152-001	AE	Safety Zone 2		1.92	CC[1]	0	0.05	0	0.1	0	0

TABLE E-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – KNEELAND AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 5	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) 2. Labor camps and labor supply camps. 3. Manufactured homes used as farm dwellings.	0.44	CC[2]		0.05	0	1	0	0
			Safety Zone 6		140.41	C		0.05	7	N/A	7	0
		TPZ	Safety Zone 6	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.	215.93	C		0.03	4	N/A	4	0
07	314-152-002	AE	Primary Surface	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are	1.56	I	0	0.05	0	0	0	0
			Safety Zone 1		7.50	I		0.05	0	0	0	0
			Safety Zone 2		36.40	CC[1]		0.05	2	0.1	2	0

TABLE E-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – KNEELAND AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 3	permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) 2. Labor camps and labor supply camps. 3. Manufactured homes used as farm dwellings.	24.78	CC		0.05	1	0.5	1	0
			Safety Zone 4		21.12	CC		0.05	1	0.5	1	0
			Safety Zone 5		5.17	CC[2]		0.05	0	1	0	0
			Safety Zone 6		67.84	C		0.05	3	N/A	3	0
		TPZ	Safety Zone 4	1. One-family dwelling or manufactured home and normal accessory uses and structures for owner or caretaker subject to the special restrictions of the following subsection, Special Restrictions Regarding Residences. 2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations.	1.43	CC	0	0.03	0	0.5	0	0
			Safety Zone 6		61.83	C		0.03	1	N/A	1	0
		U	Safety Zone 2	1. One-family dwelling. 2. Manufactured home.	4.30	CC[1]	0	7.00	1	0.1	1	0
			Safety Zone 5		3.48	CC[2]		7.00	1	1	1	0
			Safety Zone 6		0.13	C		7.00	0	N/A	0	0
						Total	0		360		360	0

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

TABLE E-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – KNEELAND AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced

a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible
1 – Limited to infill in areas developed with similar land uses.
2 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

E-3 Non-Residential Displacement Analysis – Safety

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TABLE E-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	314-144-002	AG,T,AP	TPZ	22,163,592.57	308,404.12	n/a	2 Acres Maximum	1. A use integrally related to the growing, harvesting and processing of forest products; including but not limited to roads, log landings, and log storage areas (portable chippers and portable sawmills are considered a part of "processing"). (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00
								2. 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). (Added by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	I	0.00
								3. Grazing and other agricultural uses. (Principal Permitted Uses Compatible with Timber Production);	CC[2]	0.00
								4. Growing and harvesting of timber and accessory uses compatible thereto. (Principal Permitted Uses);	I	0.00
								5. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	I	0.00
								6. Management for fish and wildlife habitat. (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00
								7. Management for watershed. (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00

TABLE E-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								8. Recreational use of the land by the public, with or without charge, for any of the following: walking, hiking, picnicking, swimming, boating, fishing, hunting and skiing. (Former Section INL#314-11(h); Ord. 1099, Sec. 2, 9/13/76; Amended by Ord. 1907, Sec. 2, 8/21/90) (Principal Permitted Uses Compatible with Timber Production);	I	0.00
								9. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	0.00
								10. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production);	I	0.00
								11. Timber production processing plants (buildings) for commercial processing of wood and wood products, including but not limited to sawmills, lumber and plywood mills, but not including a pulp mill. (Uses Permitted with a Use Permit);	I	0.00
04	314-151-008	AG,T,AP	U	4,812,743.13	47,742.39	n/a	n/a	1. General agriculture. (Principal Permitted Uses);	CC[1]	0.00
								2. Manufactured home. (Principal Permitted Uses);	I	0.00
								3. One-family dwelling. (Principal Permitted Uses);	I	0.00
								4. Rooming, and boarding of not more than two (2) persons. (Principal Permitted Uses).	I	0.00

TABLE E-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
07	314-152-002	AG,PF;T,AP	AE	10,277,970.10	411,913.67	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC[1]	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC[2]	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC[2]	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00

TABLE E-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
2 Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE E-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	314-144-002	AG,T,AP	TPZ	22,163,592.57	1,550,063.66	n/a	-	1. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	1,550,063.66
								3. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC[2]	0.00
04	314-151-008	AG,T,AP	U	4,812,743.13	337,067.05	n/a	-	1. Rooming, and boarding of not more than two (2) persons. (Principal Permitted Uses).	CC[3]	0.00
06	314-152-001-000	AG,T,AP	AE	15,767,237.23	104,711.00	n/a	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	104,711.00
07	314-152-002	AG,PF;T,AP	AE	10,277,970.10	1,585,366.96	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	1,585,366.96

TABLE E-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE E-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	314-144-002	AG,T,AP	TPZ	22,163,592.57	1,077,222.54	n/a	-	1. Incidental Camping Area, Tent Camp, Temporary Recreational Vehicle Park, Special Occupancy Parks, and similar recreational uses. (Amended by Ord. 2166, Sec. 11, 4/7/98) (Uses Permitted with a Use Permit);	CC[1]	0.00
								2. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	I	1,077,222.54
								3. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production).	CC[2]	0.00
04	314-151-008	AG,T,AP	U	4,812,743.13	2,155.50	n/a	-	1. Rooming, and boarding of not more than two (2) persons. (Principal Permitted Uses).	CC[3]	0.00
07	314-152-002	AG,PF;T,AP	AE	10,277,970.10	1,079,455.25	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	1,079,455.25

TABLE E-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE E-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	314-144-002	AG,T,AP	TPZ	22,163,592.57	1,423,072.51	n/a	-	1. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00
								2. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production);	CC[2]	0.00
02	314-155-001	AG,T,AP	AE	10,957,417.62	384,475.63	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	CC[1]	0.00
02	314-155-001	AG,T,AP	TPZ	10,957,417.62	147,207.01	n/a	-	1. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00
								2. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production);	CC[2]	0.00
05	314-131-012	AG,T,AP	TPZ	27,134,030.97	91,114.45	n/a	-	1. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00
								2. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production);	CC[2]	0.00
07	314-152-002	AG,PF;T,AP	AE	10,277,970.10	920,037.04	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	CC[1]	0.00

TABLE E-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – KNEELAND AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
07	314-152-002	AG,PF;T,AP	TPZ	10,277,970.10	62,461.19	n/a	-	1. Temporary labor camps, less than one (1) year in duration, accessory to timber harvesting or planting operations. (Principal Permitted Uses Compatible with Timber Production);	CC[1]	0.00
								2. The erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities. (Principal Permitted Uses Compatible with Timber Production);	CC[2]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Allowed only if site outside zone would not serve intended function.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

APPENDIX F

Development Displacement Analysis Tables - Murray Field Airport

Appendix F presents calculated results of the development displacement analysis for Murray Field Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

F-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at the Airport.

F-1.1 Residential Displacement Analysis - Noise

Tables F-1, **F-2**, and **F-3** show potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Table F-1 provides the results of the analysis for the study parcels located in the CNEL 55 dB to 60 dB contour. Table F-2 provides the analysis results for parcels located in the CNEL 60 dB to 65 dB contour. Table F-2 presents analysis results for parcels located in the CNEL 65 dB to 70 dB contour range. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in both the CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for Murray Field Airport due to the noise policies and compatibility criteria in the Draft ALUCP.

F-1.2 Non-Residential Displacement Analysis - Noise

Tables F-4 and **F-5** show the potential non-residential displacement analysis due to the noise policies and compatibility criteria in the Draft ALUCP. Table F-4 provides the results of the analysis for the study parcels located in the CNEL 60 dB to 65 dB contour, and Table F-5 provides the analysis results for the parcels in the CNEL 65 dB to 70 dB contours (there are no incompatible or conditionally compatible uses in the CNEL 55 dB to 60 dB contour). The non-residential analyses present displacement in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

F-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at the Airport.

F-1.1 Residential Displacement Analysis - Safety

Table F-6 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 22 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of only three new dwelling units could be developed on the 22 parcels in Review Area 1 under current conditions. Under the densities of the Draft ALUCP, three new dwelling units could also be accommodated. Accordingly, no dwelling units would be displaced in Review Area 1 for Murray Field.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. No RHNA housing opportunity sites were identified in Review Area 1 for Murray Field Airport.

F-1.2 Non-Residential Displacement Analysis - Safety

Tables F-7, **F-8**, **F-9**, **F-10**, and **F-11** present the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

F-1 Residential Displacement Analysis – Noise

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TABLE F-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – MURRAY FIELD AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
02	017-102-004	1.95	1.87	(WC) Conservation Water	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	0	0
08	017-121-005	52.74	12.08	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
14	402-231-008	0.29	0.29	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
15	402-241-008	26.91	21.78	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
15	402-241-008	26.91	0.54	NR/W	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	0	0
16	402-241-014	1.50	0.34	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
21	402-291-007	0.99	0.99	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
22	402-291-016	42.53	7.61	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0

TABLE F-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – MURRAY FIELD AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
22	402-291-016	42.53	0.25	NR/W	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	0	0
23	403-071-061	61.05	10.27	AE-60/F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	1	0
23	403-071-061	61.05	2.06	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

CC 45 - Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice. Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

TABLE F-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB – MURRAY FIELD AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
05	017-111-002	54.82	24.04	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
06	017-111-003	2.15	2.15	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
12	402-191-003	3.89	3.89	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	0	0
19a	402-281-011	82.50	55.23	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	1	0
19a	402-281-011	82.50	2.48	NR/W	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	0	0
20a	402-281-013	119.63	56.77	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	CC 45	1	0

TABLE F-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB – MURRAY FIELD AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
20a	402-281-013	119.63	6.26	NR/W	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	0	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a This parcel is divided between two zoning districts.

CC 45 – Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

TABLE F-3
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 65dB TO 70 dB – MURRAY FIELD AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
03a	017-102-007	15.17	11.17	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	I	0	0
03a	017-102-007	15.17	3.88	NR/W	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	n/a	0	0
04	017-102-012	2.62	2.62	(P) Public Works	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	n/a	0	0
07	017-111-004	2.08	2.08	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	I	0	0
17	402-281-004	0.51	0.51	AE-60/A,F,T	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. One-family dwellings and farm dwellings. (Principal Permitted Uses).	I	0	0
Total								0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

a This parcel is divided between two zoning districts.

I – Incompatible

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

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F-2 Non-Residential Displacement Analysis – Noise

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TABLE F-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – Murray Field Airport

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
05	017-111-002	34,393.01	n/a	n/a	AE-60/A,F,T	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
						2. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						3. Watershed Management (Conditionally Permitted Use);	CC	0.00
						4. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
06	017-111-003	97,610.99	n/a	n/a	AE-60/A,F,T	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
						2. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						3. Watershed Management (Conditionally Permitted Use);	CC	0.00
						4. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
12	402-191-003	95,767.36	n/a	n/a	AE-60/A,F,T	1. Coastal Access Facilities (Conditionally Permitted Use)	CC	0.00
						2. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						3. Watershed Management (Conditionally Permitted Use);	CC	0.00
						4. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
19a	402-281-011	3,485,298.63	n/a	n/a	AE-60/A,F,T	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
						2. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						3. Watershed Management (Conditionally Permitted Use);	CC	0.00
						4. Wetland Restoration (Conditionally Permitted Use).	CC	0.00

TABLE F-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – Murray Field Airport

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
19a	402-281-011	108,190.60	n/a	n/a	NR/W	1. Fish and Wildlife Habitat Management (Principal Permitted Use);	CC	0.00
						2. Watershed Management (Conditionally Permitted Use);	CC	0.00
						3. Wetland Management (Conditionally Permitted Use);	CC	0.00
						4. Boating Facilities Improvements (Conditionally Permitted Use);	CC	0.00
						5. Resource-Related Recreation (Conditionally Permitted Use);	CC	0.00
						6. Coastal Access Facilities.	CC	0.00
20a	402-281-013	692,048.93	n/a	n/a	AE-60/A,F,T	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
						2. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						3. Watershed Management (Conditionally Permitted Use);	CC	0.00
						4. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
20a	402-281-013	4,519,006.73	n/a	n/a	NR/W	1. Fish and Wildlife Habitat Management (Principal Permitted Use)	CC	0.00
						2. Watershed Management (Conditionally Permitted Use);	CC	0.00
						3. Wetland Management (Conditionally Permitted Use);	CC	0.00
						4. Boating Facilities Improvements (Conditionally Permitted Use);	CC	0.00
						5. Resource-Related Recreation (Conditionally Permitted Use);	CC	0.00
						6. Coastal Access Facilities.	CC	0.00

TABLE F-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – Murray Field Airport

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

FAR = Floor Area Ratio

CC - Conditionally Compatible Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Zoning Regulations, 2020; Humboldt County General Plan, October, 2017; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE F-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 65 dB TO 70 dB – Murray Field Airport

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
07	017-111-004	90,716.72	n/a	n/a	AE-60/A,F,T	1. Agriculture-Related Recreation (Conditionally Permitted Use);	CC	0.00
						2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
						3. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						4. Labor Camp (Conditionally Permitted Use);	CC	0.00
						5. Resource-Related Recreation (Conditionally Permitted Use);	CC	0.00
						6. Watershed Management (Conditionally Permitted Use);	CC	0.00
						7. Wetland Restoration (Conditionally Permitted Use)	CC	0.00
17	402-281-004	22,083.13	n/a	n/a	AE-60/A,F,T	1. Agriculture-Related Recreation (Conditionally Permitted Use);	CC	0.00
						2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
						3. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
						4. Labor Camp (Conditionally Permitted Use);	CC	0.00
						5. Resource-Related Recreation (Conditionally Permitted Use);	CC	0.00
						6. Watershed Management (Conditionally Permitted Use);	CC	0.00
						7. Wetland Restoration (Conditionally Permitted Use)	CC	0.00

TABLE F-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 65 dB TO 70 dB – Murray Field Airport

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

FAR = Floor Area Ratio

CC - Conditionally Compatible Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Zoning Regulations, 2020; Humboldt County General Plan, October, 2017; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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F-3 Residential Displacement Analysis – Safety

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TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
01	014-271-008	AE/T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	45.98	C		0.05	0	N/A	0	0
		AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	12.98	C	0	0.02	0	N/A	0	0
		NR/W	Safety Zone 6	N/A	18.73	C		0.00	0	N/A	0	0
		RS-5/A,W	Safety Zone 6		3.98	C		8.00	0	N/A	0	0
02	017-102-004	CITY OF EUREKA	Safety Zone 6	N/A	1.95	C	0	0.00	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
03	017-102-007	AE-60/A,F,T	Safety Zone 1	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	6.33	I	0	0.02	0	0	0	0
			Safety Zone 2		4.25	CC[1]		0.02	0	0.1	0	0
			Safety Zone 3		0.56	CC		0.02	0	0.5	0	0
			Safety Zone 6		0.15	C		0.02	0	N/A	0	0
		NR/W	Safety Zone 1	N/A	3.48	I		0.00	0	0	0	0
			Safety Zone 2		0.40	CC[1]		0.00	0	0.1	0	0
04	017-102-012	CITY OF EUREKA	Safety Zone 1	N/A	0.77	I	0	0.00	0	0	0	0
			Safety Zone 2		0.42	CC[1]		0.00	0	0.1	0	0
			Safety Zone 3		1.09	CC		0.00	0	0.5	0	0
			Safety Zone 6		0.34	C		0.00	0	N/A	0	0
05	017-111-002	AE-60/A,F,T	Safety Zone 3	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot	0.11	CC	0	0.02	0	0.5	0	0
			Safety Zone 6		54.71	C		0.02	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp								
06	017-111-003	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	2.15	C	0	0.02	0	N/A	0	0
07	017-111-004	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	2.08	C	0	0.02	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
08	017-121-005	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	49.01	C	0	0.02	0	N/A	0	0
		NR/W	Safety Zone 6	N/A	3.74	C		0.00	0	N/A	0	0
09	017-121-006	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	10.14	C	0	0.02	0	N/A	0	0
		NR/W	Safety Zone 6	N/A	3.72	C		0.00	0	N/A	0	0
10	017-141-001	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use	31.70	C	0	0.02	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp								
		NR/W	Safety Zone 6	N/A	1.05	C		0.00	0	N/A	0	0
11	017-141-002	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	37.85	C	0	0.02	0	N/A	0	0
12	402-191-003	AE-60/A,F,T	Safety Zone 4	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single	0.00	CC	0	0.02	0	0.5	0	0
			Safety Zone 6		2.33	C		0.02	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp								
17	402-281-004	AE-60/A,F,T	Safety Zone 2	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	0.51	CC[1]	0	0.02	0	0.1	0	0
18	402-281-005	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber	40.55	C	0	0.02	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp								
19	402-281-011	AE-60/A,F,T	Safety Zone 1	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	0.01	I	0	0.02	0	0	0	0
			Safety Zone 2		12.41	CC[1]		0.02	0	0.1	0	0
			Safety Zone 3		8.86	CC		0.02	0	0.5	0	0
			Safety Zone 4		19.30	CC		0.02	0	0.5	0	0
			Safety Zone 6		39.44	C		0.02	1	N/A	1	0
		NR/W	Safety Zone 2	N/A	1.97	CC[1]		0.00	0	0.1	0	0
			Safety Zone 4		0.23	CC		0.00	0	0.5	0	0
			Safety Zone 6		0.28	C		0.00	0	N/A	0	0
20	402-281-013	AE-60/A,F,T	Safety Zone 1	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production	0.27	I	0	0.02	0	0	0	0
			Safety Zone 2		5.76	CC[1]		0.02	0	0.1	0	0
			Safety Zone 3		38.12	CC		0.02	1	0.5	1	0
			Safety Zone 6		59.59	C		0.02	1	N/A	1	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp								
		NR/W	Safety Zone 2	N/A	0.13	CC[1]		0.00	0	0.1	0	0
			Safety Zone 3		0.01	CC		0.00	0	0.5	0	0
			Safety Zone 6		15.75	C		0.00	0	N/A	0	0
21	402-291-007	AE-60/A,F,T	Safety Zone 4	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	0.75	CC	0	0.02	0	0.5	0	0
			Safety Zone 6		0.23	C		0.02	0	N/A	0	0
22	402-291-016	AE-60/A,F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot	12.48	C	0	0.02	0	N/A	0	0

TABLE F-6
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – MURRAY FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp								
		AE-60/F,T	Safety Zone 6	1. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) 2. Farm Employee Housing 3. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) 4. Guest House 5. Labor Camp	0.60	C		0.02	0	N/A	0	0
		NR/W	Safety Zone 6	N/A	1.31	C		0.00	0	N/A	0	0
						Total	0		3		3	0

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible
CC[1] – Limited to infill in areas developed with similar land uses.
CC[2] – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

F-4 Non-Residential Displacement Analysis – Safety

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TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
03	017-102-007	AE,NR	AE-60/A,F,T	660,796.41	275,599.83	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Coastal Access Facilities (Conditionally Permitted Use);	I	0.00
								3. Cottage Industry; subject to the Cottage Industry Regulations (Conditionally Permitted Use);	I	0.00
								4. Feed Lots/Slaughter House (Conditionally Permitted Use);	I	0.00
								5. Fish and Wildlife Management (Conditionally Permitted Use);	CC[1]	0.00
								6. Hog Farming (Conditionally Permitted Use);	CC[2]	0.00
								7. Intensive Agriculture (Conditionally Permitted Use);	CC[1]	0.00
								8. Kennels (Conditionally Permitted Use);	I	0.00
								9. Labor Camp (Conditionally Permitted Use);	I	0.00
								10. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	I	0.00
								11. Metallic Mineral Extraction; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								12. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	I	0.00
								13. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	I	0.00

TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								14. Resource-Related Recreation (Conditionally Permitted Use);	I	0.00
								15. Surface Mining - 2; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								16. Surface Mining - 3; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								17. Watershed Management (Conditionally Permitted Use);	CC[1]	0.00
								18. Wetland Restoration (Conditionally Permitted Use).	CC[1]	0.00
03	017-102-007	AE,NR	NR/W	660,796.41	151,434.48	n/a	n/a	1. Aquaculture; subject to the Coastal-Dependent Industrial Regulations (Conditionally Permitted Use);	CC[1]	0.00
								2. Boating Facilities Improvements (Conditionally Permitted Use);	I	0.00
								3. Coastal Access Facilities (Conditionally Permitted Use);	I	0.00
								4. Fish and Wildlife Habitat Management (Principal Permitted Uses);	CC[1]	0.00
								5. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	I	0.00
								6. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	I	0.00
								7. Minor Utilities (Conditionally Permitted Use);	I	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	I	0.00

TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								9. Resource-Related Recreation (Conditionally Permitted Use);	I	0.00
								10. Surface Mining - 3; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								11. Watershed Management (Conditionally Permitted Use);	CC[1]	0.00
								12. Wetland Management (Conditionally Permitted Use);	CC[1]	0.00
04	017-102-012	Public/Quasi-Public (PQP)	(PF) Public Facilities	113,951.81	33,504.92	4.0	134,019.69	1. Mobile vendors (Permitted Use);	I	0.00
								2. Parking lots and structures (Permitted Use [City owned or operated only.]);	I	0.00
								3. Civic institutions (Permitted Use);	I	0.00
								4. Colleges and trade schools (Permitted Use [Public schools only.]);	I	0.00
								5. Government facilities (Permitted Use);	I	0.00
								6. Instructional services (Permitted Use [Public schools only.]);	I	0.00
								7. Parks and playgrounds (Permitted Use);	I	0.00
								8. Schools, public and private (Permitted Use [Public schools only.]);	I	0.00
								9. Social services (Use Permit Required);	I	0.00
								10. Airport (Permitted Use);	I	0.00
								11. Public agency corporation yard (Permitted Use);	I	0.00

TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								12. Public utility (Use Permit Required);	I	0.00
								13. Recycling collection facility (Use Permit Required);	I	0.00
								14. Wireless telecommunication facilities (Use Permit Required);	I	0.00
19	402-281-011	AE,NR	AE-60/A,F,T	3,593,489.27	224.32	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Coastal Access Facilities (Conditionally Permitted Use);	I	0.00
								3. Cottage Industry; subject to the Cottage Industry Regulations (Conditionally Permitted Use);	I	0.00
								4. Feed Lots/Slaughter House (Conditionally Permitted Use);	I	0.00
								5. Fish and Wildlife Management (Conditionally Permitted Use);	CC[1]	0.00
								6. Hog Farming (Conditionally Permitted Use);	CC[2]	0.00
								7. Intensive Agriculture (Conditionally Permitted Use);	CC[1]	0.00
								8. Kennels (Conditionally Permitted Use);	I	0.00
								9. Labor Camp (Conditionally Permitted Use);	I	0.00
								10. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	I	0.00
								11. Metallic Mineral Extraction; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00

TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								12. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	I	0.00
								13. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	I	0.00
								14. Resource-Related Recreation (Conditionally Permitted Use);	I	0.00
								15. Surface Mining - 2; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								16. Surface Mining - 3; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								17. Watershed Management (Conditionally Permitted Use);	CC[1]	0.00
								18. Wetland Restoration (Conditionally Permitted Use).	CC[1]	0.00
20	402-281-013	AE,NR	AE-60/A,F,T	5,211,055.34	11,882.25	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Coastal Access Facilities (Conditionally Permitted Use);	I	0.00
								3. Cottage Industry; subject to the Cottage Industry Regulations (Conditionally Permitted Use);	I	0.00
								4. Feed Lots/Slaughter House (Conditionally Permitted Use);	I	0.00
								5. Fish and Wildlife Management (Conditionally Permitted Use);	CC[1]	0.00
								6. Hog Farming (Conditionally Permitted Use);	CC[2]	0.00
								7. Intensive Agriculture (Conditionally Permitted Use);	CC[1]	0.00

TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								8. Kennels (Conditionally Permitted Use);	I	0.00
								9. Labor Camp (Conditionally Permitted Use);	I	0.00
								10. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	I	0.00
								11. Metallic Mineral Extraction; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								12. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	I	0.00
								13. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	I	0.00
								14. Resource-Related Recreation (Conditionally Permitted Use);	I	0.00
								15. Surface Mining - 2; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								16. Surface Mining - 3; subject to the Surface Mining Regulations (Conditionally Permitted Use);	I	0.00
								17. Watershed Management (Conditionally Permitted Use);	CC[1]	0.00
								18. Wetland Restoration (Conditionally Permitted Use).	CC[1]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.

TABLE F-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
2 Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE F-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
03	017-102-007	AE,NR	AE-60/A,F,T	660,796.41	185,009.12	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	185,009.12
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use).	I	0.00
03	017-102-007	AE,NR	NR/W	660,796.41	17,586.83	n/a	2 Acres Maximum	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								5. Resource-Related Recreation (Conditionally Permitted Use).	I	0.00

TABLE F-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
04	017-102-012	Public/Quasi-Public (PQP)	(PF) Public Facilities	113,951.81	18,275.46	4.0	73,101.86	1. Civic institutions (Permitted Use);	I	0.00
								2. Colleges and trade schools (Permitted Use [Public schools only.]);	I	0.00
								3. Government facilities (Permitted Use);	I	0.00
								4. Instructional services (Permitted Use [Public schools only.]);	I	0.00
								5. Parks and playgrounds (Permitted Use);	CC[2]	0.00
								6. Schools, public and private (Permitted Use [Public schools only.]);	I	0.00
								7. Social services (Use Permit Required);	CC[3]	0.00
								8. Public agency corporation yard (Permitted Use);	CC[2]	0.00
								9. Public utility (Use Permit Required);	CC[2]	0.00
								10. Recycling collection facility (Use Permit Required);	CC[2]	0.00
								11. Wireless telecommunication facilities (Use Permit Required);	CC[2]	0.00
17	402-281-004	AE	AE-60/A,F,T	22,083.13	22,083.13	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	22,083.13
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00

TABLE F-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use);	I	0.00
19	402-281-011	AE,NR	AE-60/A,F,T	3,593,489.27	540,489.36	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	22,083.13
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use);	I	0.00
19	402-281-011	AE,NR	NR/W	3,593,489.27	85,889.11	n/a	2 Acres Maximum	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines	CC[1]	0.00

TABLE F-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								Regulations (Conditionally Permitted Use).		
20	402-281-013	AE,NR	AE-60/A,F,T	5,211,055.34	250,822.02	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	22,083.13
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use).	I	0.00
20	402-281-013	AE,NR	NR/W	5211055.342	5610.245545	n/a	2 Acres Maximum	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[1]	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC[1]	0.00

TABLE F-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
2 No group recreational activities allowed.
3 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE F-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
03	017-102-007	AE,NR	AE-60/A,F,T	660,796.41	24,528.88	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	CC[1]	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	24,528.88
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use).	CC[1]	0.00
04	017-102-012	Public/Quasi-Public (PQP)	(PF) Public Facilities	113,951.81	47,298.29	4.0	189,193.16	1. Civic institutions (Permitted Use);	CC[3]	0.00
								2. Colleges and trade schools (Permitted Use [Public schools only.]);	CC	0.00
								3. Government facilities (Permitted Use);	CC[3]	0.00
								4. Instructional services (Permitted Use [Public schools only.]);	I	0.00
								5. Parks and playgrounds (Permitted Use);	CC[1]	0.00
								6. Schools, public and private (Permitted Use [Public schools only.]);	I	0.00
								7. Social services (Use Permit Required);	CC	0.00

TABLE F-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								8. Public agency corporation yard (Permitted Use);	CC[2]	0.00
								9. Public utility (Use Permit Required);	CC[2]	0.00
								10. Recycling collection facility (Use Permit Required);	CC[2]	0.00
								11. Wireless telecommunication facilities (Use Permit Required).	CC[2]	0.00
05	017-111-002	AE	AE-60/A,F,T	2,387,846.51	4,581.69	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	CC[1]	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	4,581.69
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use).	CC[1]	0.00
19	402-281-011	AE,NR	AE-60/A,F,T	3,593,489.27	385,845.84	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	CC[1]	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	385,845.84
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00

TABLE F-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use).	CC[1]	0.00
20	402-281-013	AE,NR	AE-60/A,F,T	5,211,055.34	1,660,390.48	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	CC[1]	0.00
								2. Labor Camp (Conditionally Permitted Use);	I	1,660,390.48
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								5. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								6. Resource-Related Recreation (Conditionally Permitted Use).	CC[1]	0.00
20	402-281-013	AE,NR	NR/W	5,211,055.34	218.35	n/a	2 Acres Maximum	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC[2]	0.00

TABLE F-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								5. Resource-Related Recreation (Conditionally Permitted Use).	CC[1]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE F-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
12	402-191-003	AE	AE-60/A,F,T	169,233.20	4.19	n/a	2 Acres Maximum	1. Labor Camp (Conditionally Permitted Use);	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC[2]	0.00
19	402-281-011	AE,NR	AE-60/A,F,T	3,593,489.27	840,710.42	n/a	2 Acres Maximum	1. Labor Camp (Conditionally Permitted Use);	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
19	402-281-011	AE,NR	NR/W	3,593,489.27	10,200.74	n/a	n/a	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC[2]	0.00

TABLE F-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC[2]	0.00
21	402-291-007	AE	AE-60/A,F,T	43,050.40	32,864.84	n/a	2 Acres Maximum	1. Labor Camp (Conditionally Permitted Use);	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC[2]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE F-11
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – MURRAY FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	014-271-008	AE,NR,RL	AE/T	3,598,136.36	2,003,062.86	n/a	2 Acres Maximum	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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APPENDIX G

Development Displacement Analysis Tables - Rohnerville Airport

Appendix G presents calculated results of the development displacement analysis for Rohnerville Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, non-residential development displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

G-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at the Airport.

G-1.1 Residential Displacement Analysis - Noise

Tables G-1 and **G-2** show potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Table G-1 provides the results of the analysis for the study parcels located in the CNEL 55 dB to 60 dB contour. Table G-2 provides the analysis results for parcels located in the CNEL 60 dB to 65 dB contour. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in both the CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for Rohnerville Airport due to the Draft ALUCP noise policies and compatibility criteria in the Draft ALUCP.

G-1.2 Non-Residential Displacement Analysis - Noise

Table G-3 shows the potential non-residential displacement analysis due to the noise policies and compatibility criteria in the Draft ALUCP. Table G-3 provides the results of the analysis for the study parcels located in the CNEL 60 dB to 65 dB contour (there are no incompatible or conditionally compatible uses in the CNEL 55 dB to 60 dB contour). The non-residential analyses present displacement in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

G-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at the Airport.

G-1.1 Residential Displacement Analysis - Safety

Table G-4 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 63 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 33 potential residential dwelling units was calculated for all parcels in Review Area 1 under current conditions. This additional capacity could also be accommodated under the densities of the ALUCP, resulting in no residential development displacement in Review Area 1 for Rohnerville Airport.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. There are no RHNA housing opportunity sites identified in Review Area 1 for Rohnerville Airport.

G-1.2 Non-Residential Displacement Analysis - Safety

Tables G-5, **G-6**, **G-7**, **G-8**, **G-9**, and **G-10** shows the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

G-1 Residential Displacement Analysis – Noise

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TABLE G-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – ROHNERVILLE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
14	201-291-027	15.37	11.60	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
16	201-291-030	26.65	3.23	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
17	201-291-031	3.26	1.40	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
20	201-311-020	8.87	1.05	MH-Q	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	8	0
21	201-322-012	5.46	2.59	MH-Q	1. All uses allowed in this zoning district are considered compatible in the CNEL 55 dB – 60 dB contour.	C	5	0
28	203-221-018	5.62	4.81	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
30	203-231-006	62.18	8.08	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	1	0

TABLE G-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB – ROHNERVILLE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
31	203-241-007	2.24	1.37	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

CC 45 – Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

TABLE G-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB – ROHNERVILLE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Residential Use	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
15	201-291-028	3.63	2.92	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
19	201-321-004	4.81	4.81	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
27	203-221-010	3.26	3.12	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
29	203-221-019	32.90	24.17	AE-B-5(60)	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses).	CC 45	0	0
							Total	0

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

CC 45 – Conditionally Compatible 45 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 45 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Code, 2000; Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates, 2020.

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G-2 Non-Residential Displacement Analysis – Noise

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TABLE G-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – Rohnerville Airport

Parcel ID#	APN	Parcel Size (Square Feet)[1]	FAR	Maximum Building (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
15	201-291-028	158,319.94	n/a	n/a	AE-B-5(60)	1. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit)	CC 50	0.00
19	201-321-004	209,693.51	n/a	n/a	AE-B-5(60)	1. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit)	CC 50	0.00
27	203-221-010	141,972.78	n/a	n/a	AE-B-5(60)	1. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit)	CC 50	0.00
29	203-221-019	1,432,987.83	n/a	n/a	AE-B-5(60)	1. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit)	CC 50	0.00

NOTES:

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.

FAR = Floor Area Ratio

CC 50 – Conditionally Compatible 50 Indoor Uses: Building structure must be capable of attenuating exterior noise to an indoor CNEL of 50 dB; standard construction methods will normally suffice.
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses.

SOURCE: Humboldt County Zoning Regulations, 2020; Humboldt County General Plan, October, 2017; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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G-3 Residential Displacement Analysis – Safety

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TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
01	106-091-044	NR/R	Safety Zone 4	N/A	0.06	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		0.10	C		0.00	0	N/A	0	0
02	201-171-001	AG-B-5(20)	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.77	CC[1]	0	0.05	0	0.1	0	0
			Safety Zone 6		2.73	C	0	0.05		N/A	0	0
03	201-171-002	AG-B-5(20)	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.76	CC[1]	0	0.05	0	0.1	0	0
			Safety Zone 6		4.21	C		0.05	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
04	201-171-004	AG-B-5(20)	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	1.18	CC[1]	0	0.05	0	0.1	0	0
05	201-172-003	AE-60/A,F,R,T	Safety Zone 2	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	2.85	CC[1]		0.02	0	0.1	0	0
			Safety Zone 4		0.07	CC	0	0.02	0	0.5	0	0
			Safety Zone 6		0.54	C		0.02	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
06	201-181-001	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	9.06	C	0	0.02	0	N/A	0	0
		NR/R	Safety Zone 4	N/A	0.14	CC		0.00	0	0.5	0	0
			Safety Zone 6		9.82	C		0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
07	201-181-002	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	8.15	C	0	0.02	0	N/A	0	0
		NR/R	Safety Zone 4	N/A	11.15	CC		0.00	0	0.5	0	0
			Safety Zone 6		5.79	C		0.00	0	N/A	0	0
08	201-181-003	AE-60/A,F,R,T	Safety Zone 4	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres	1.24	CC	0	0.02	0	0.5	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	(60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	5.97	C		0.02	0	N/A	0	0
		NR/R	Safety Zone 4	N/A	12.72	CC		0.00	0	0.5	0	0
			Safety Zone 6		2.35	C		0.00	0	N/A	0	0
09	201-181-004	NR/R	Safety Zone 4	N/A	7.09	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		1.29	C		0.00	0	N/A	0	0
10	201-191-001	AE-60/A,F,R,T	Safety Zone 4		9.32	CC	0	0.02	0	0.5	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	2.16	C		0.02	0	N/A	0	0
		NR/R	Safety Zone 4	N/A	9.41	CC		0.00	0	0.5	0	0
			Safety Zone 6		9.23	C		0.00	0	N/A	0	0
11	201-202-001	AG-B-5(20)	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	2.52	CC[1]	0	0.05	0	0.1	0	0
			Safety Zone 3		0.81	CC		0.05	0	0.5	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
12	201-202-002	AG-B-5(20)	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit);	3.03	CC[1]	0	0.05	0	0.1	0	0
			Safety Zone 3	2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.59	CC		0.05	0	0.5	0	0
		MH-B-5(10)-Q	Safety Zone 3	N/A	1.44	CC		0.00	0	0.5	0	0
			Safety Zone 6	N/A	0.13	C		4.00	0	N/A	0	0
13	201-291-033	RS-B-5(2.5)-T	Safety Zone 2	1. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit);	0.29	CC[1]	0	0.40	0	0.1	0	0
			Safety Zone 6	2. One-family dwellings. (Principal Permitted Use); 3. Servants' quarters and guest houses. (Principal Permitted Use).	3.10	C		0.40	0	N/A	0	0
14	201-291-027	AE-B-5(60)	Safety Zone 1	1. Farm dwellings. On lots 40 acres or larger in size, two	6.02	I	0	0.02	0	0	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 2	single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	5.14	CC[1]		0.02	0	0.1	0	0
			Safety Zone 3		3.13	CC		0.02	0	0.5	0	0
			Safety Zone 6		1.08	C		0.02	0	N/A	0	0
15	201-291-028	AE-B-5(60)	Safety Zone 1	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.01	I	0	0.02	0	0	0	0
			Safety Zone 2		1.61	CC[1]		0.02	0	0.1	0	0
			Safety Zone 3		1.25	CC		0.02	0	0.5	0	0
			Safety Zone 6		0.77	C		0.02	0	N/A	0	0
16	201-291-030	AE-B-5(60)	Safety Zone 1	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses);	4.73	I	0	0.02	0	0	0	0
			Safety Zone 2		6.23	CC[1]		0.02	0	0.1	0	0
			Safety Zone 3		12.68	CC		0.02	0	0.5	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	3.01	C		0.02	0	N/A	0	0
17	201-291-031	AE-B-5(60)	Safety Zone 1	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	3.26	I	0	0.02	0	0	0	0
18	201-292-012	MH-B-5(10)-Q	Safety Zone 3	N/A	1.38	CC	0	4.00	0	0.5	0	0
			Safety Zone 6		0.18	C		4.00	0	N/A	0	0
19	201-321-004	AE-B-5(60)	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	1.97	CC[1]	0	0.02	0	0.1	0	0
			Safety Zone 3		1.53	CC		0.02	0	0.5	0	0
			Safety Zone 6		1.31	C		0.02	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
20	201-311-020	MH-Q	Safety Zone 6	1. Dwellings and mobilehomes. (Uses Permitted with a Use Permit).	8.87	C	0	0.00	0	N/A	0	0
21	201-322-012	MH-Q	Safety Zone 3	1. Dwellings and mobilehomes. (Uses Permitted with a Use Permit).	1.55	CC	0	0.00	0	0.5	0	0
			Safety Zone 6		3.91	C		0.00	0	N/A	0	0
22	201-322-017	MH-Q	Safety Zone 1	1. Dwellings and mobilehomes. (Uses Permitted with a Use Permit).	0.11	I	0	0.00	0	0	0	0
			Safety Zone 2		2.28	CC[1]		0.00	0	0.1	0	0
			Safety Zone 3		0.99	CC		0.00	0	0.5	0	0
23	201-322-028	AE-B-5(60)	Safety Zone 3	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.77	CC	0	0.02	0	0.5	1	0
			Safety Zone 6		7.71	C		0.02	0	N/A	1	0
24	201-322-029	AE-B-5(60)	Safety Zone 3	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec.	7.74	CC	0	0.02	0	0.5	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	12.68	C		0.02	0	N/A	1	0
25	203-181-030	AG	Safety Zone 1	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.22	I	0	0.40	0	0	0	0
			Safety Zone 2		2.02	CC[1]		0.40	0	0.1	1	0
			Safety Zone 6		1.18	C		0.40	0	N/A	1	0
26	201-341-001	AE	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.99	CC[1]	0	0.05	0	0.1	1	0
			Safety Zone 6		12.07	C		0.05	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
		AE-B-5(60)	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	1.14	CC[1]		0.02	0	0.1	1	0
			Safety Zone 6		0.76	C		0.02	0	N/A	1	0
		RS-B-5(2.5)-T	Safety Zone 2	1. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit); 2. One-family dwellings. (Principal Permitted Use); 3. Servants' quarters and guest houses. (Principal Permitted Use).	0.08	CC[1]		0.40	0	0.1	1	0
			Safety Zone 6		0.23	C		0.40	0	N/A	1	0
27	203-221-010	AE-B-5(60)	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached	0.35	CC[1]	0	0.02	0	0.1	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 5	dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	1.86	CC[2]		0.02	0	1	1	0
			Safety Zone 6		1.05	C		0.02	0	N/A	1	0
28	203-221-018	AE-B-5(60)	Safety Zone 1	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	2.08	I	0	0.02	0	0	0	0
			Safety Zone 2		3.36	CC[1]		0.02	0	0.1	1	0
			Safety Zone 6		0.19	C		0.02	0	N/A	1	0
29	203-221-019	AE-B-5(60)	Primary Surface	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses);	2.08	I	0	0.02	0	0	0	0
			Safety Zone 1		3.15	I		0.02	0	0	0	0
			Safety Zone 2		14.58	CC[1]		0.02	0	0.1	1	0
			Safety Zone 3		0.21	CC		0.02	0	0.5	1	0
			Safety Zone 5		0.17	CC[2]		0.02	0	1	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	12.70	C		0.02	0	N/A	1	0
30	203-231-006	AE-B-5(60)	Safety Zone 5	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.02	CC[2]	0	0.02	0	1	1	0
			Safety Zone 6		62.17	C		0.02	0	N/A	1	0
31	203-241-007	AE-B-5(60)	Safety Zone 6	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	2.24	C	0	0.02	0	N/A	1	0
32	204-081-002	AE-B-5(60)	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two	16.46	CC[1]	0	0.02	0	0.1	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 3	single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	8.59	CC		0.02	0	0.5	1	0
			Safety Zone 4		22.88	CC		0.02	0	0.5	1	0
			Safety Zone 6		20.07	C		0.02	0	N/A	1	0
33	204-081-006	AE-20	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.15	CC[1]	0	0.05	0	0.1	1	0
			Safety Zone 4		6.38	CC		0.05	0	0.5	1	0
			Safety Zone 6		0.70	C		0.05	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
34	204-081-007	AE-20	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	2.16	CC[1]	0	0.05	0	0.1	1	0
35	204-081-008	AE-20	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.31	CC[1]	0	0.05	0	0.1	1	0
			Safety Zone 4		0.84	CC		0.05	0	0.5	1	0
36	204-091-015	AG-B-5(5)	Safety Zone 4	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit);	17.57	CC	0	0.20	0	0.5	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.20	C		0.20	0	N/A	1	0
37	204-091-022	AG-B-5(5)	Safety Zone 4	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	10.57	CC	0	0.20	2	0.5	2	0
			Safety Zone 6		0.80	C		0.20	0	N/A	1	0
38	204-091-023	AE	Safety Zone 6	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	10.04	C	0	0.05	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
		AG-B-5(5)	Safety Zone 4	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	2.45	CC		0.20	0	0.5	1	0
			Safety Zone 6		3.40	C		0.20	0	N/A	1	0
39	204-171-001	AE-B-5(60)	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.16	CC[1]	0	0.02	0	0.1	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
40	204-171-021	AE-20	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.32	CC[1]	0	0.05	0	0.1	1	0
41	204-171-045	AE-20	Safety Zone 2	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.69	CC[1]	0	0.05	0	0.1	1	0
			Safety Zone 4		1.34	CC		0.05	0	0.5	1	0
			Safety Zone 6		1.51	C		0.05	0	N/A	1	0
42	204-171-052	AE-B-5(60)	Safety Zone 1	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec.	0.77	I	0	0.02	0	0	0	0
			Safety Zone 2		2.96	CC[1]		0.02	0	0.1	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.90	C		0.02	0	N/A	1	0
43	106-091-025	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	13.17	C	0	0.02	0	N/A	0	0
		NR/R	Safety Zone 4	n/a	0.24	CC		0.00	0	0.5	0	0
			Safety Zone 6		1.78	C		0.00	0	N/A	0	0
44	106-091-045	NR/R	Safety Zone 6	n/a	0.66	C	0	0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
45	106-101-033	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	1.77	C	0	0.02	0	N/A	0	0
		NR/R	Safety Zone 6	n/a	1.14	C		0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
46	106-101-036	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	38.30	C	0	0.02	0	N/A	1	0
		NR/R	Safety Zone 6	n/a	1.74	C		0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
47	106-101-037	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	5.69	C	0	0.02	0	N/A	1	0
		NR/R	Safety Zone 6	n/a	22.80	C		0.00	0	N/A	0	0
48	106-221-002	NR/R	Safety Zone 6	n/a	0.52	C	0	0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
49	106-221-013	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	0.51	C	0	0.02	0	N/A	1	0
		NR/R	Safety Zone 6	n/a	17.67	C		0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
50	201-152-013	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	1.35	C	0	0.02	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
51	201-161-001	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	10.75	C	0	0.02	0	N/A	1	0
		NR/R	Safety Zone 6	n/a	14.03	C		0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
52	201-161-002	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	13.96	C	0	0.02	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
53	201-191-008	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	1.13	C	0	0.02	0	N/A	1	0
		NR/R	Safety Zone 6	n/a	6.10	C		0.00	0	N/A	0	0
54	201-241-018	MH-Q*	Safety Zone 6	n/a	0.68	C	0	0.00	0	N/A	0	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
55	201-261-001	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	33.09	C	0	0.02	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
56	201-261-003	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	29.08	C	0	0.02	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
57	201-261-008	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	30.90	C	0	0.02	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
58	201-261-009	AE-60/A,F,R,T	Safety Zone 6	1. Guest House (Conditionally Permitted Use); 2. Second Agriculture or Commercial Timber Production Residence (on a lot less than sixty acres (60a) in size) (Conditionally Permitted Use); 3. Single Family Residential (a Use Permit is required on a lot less than sixty acres (60a) in size for a second single detached dwelling) (Conditionally Permitted Use).	0.80	C	0	0.02	0	N/A	1	0
59	201-262-010	AE-B-5(60)	Safety Zone 6	1. Farm dwellings. On lots 40 acres or larger in size, two single detached dwellings are permitted. (Amended by Ord. 1949, Sec. 1, 12/4/91; Amended by Ord. 2189, Sec. 1, 2/9/99) (Principal Permitted Uses); 2. Manufactured homes used as farm dwellings. (Principal Permitted Uses).	0.85	C	0	0.02	0	N/A	1	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
		R-1-B-4(1)-T	Safety Zone 6	1. Guest houses and servants quarters. (Uses Permitted with a Use Permit); 2. Manufactured home parks at a density no greater than allowed by the minimum parcel size in the zone or as may be modified by a combining zone. (Uses Permitted with a Use Permit); 3. One-family dwelling. (Principal Permitted Use).	0.45	C		1.00	0	N/A	1	0
60	201-281-044	(A-E) Agriculture Exclusive	Safety Zone 2	1. One single-family dwelling per lot (Principal Permitted Uses); 2. Farm dwellings, nurseries, greenhouses, and roadside stands (Principal Permitted Uses).	0.10	CC[1]	0	0.25	0	0.1	0	0
			Safety Zone 6		22.00	C		0.25	4	N/A	4	0
61	203-181-041	AG	Safety Zone 2	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.94	CC[1]	0	0.40	0	0.1	0	0
			Safety Zone 6		10.82	C		0.40	3	N/A	3	0

TABLE G-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – ROHNERVILLE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
62	203-241-006	ML-B-5(2.5)-Q	Safety Zone 6	1. Caretaker's Residence (Conditional Use Permit).	6.87	C	0	4.00	22	N/A	22	0
63	204-171-016	AG-B-5(5)	Safety Zone 4	1. Guest houses, servants' quarters, labor camps and labor supply camps. (Uses Permitted with a Use Permit); 2. Manufactured homes. (Principal Permitted Uses); 3.One-family dwellings and farm dwellings. (Principal Permitted Uses).	0.47	CC	0	0.20	0	0.5	0	0
			Safety Zone 6		9.53	C		0.20	2	N/A	2	0
						Total	0		33		33	0

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible
1 – Limited to infill in areas developed with similar land uses.
2 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

G-4 Non-Residential Displacement Analysis – Safety

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TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
29	203-221-019	AE,AP	AE-B-5(60)	1,432,987.83	90,573.32	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
14	201-291-027	AE,AP	AE-B-5(60)	669,539.45	262,322.68	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
15	201-291-028	AE,AP	AE-B-5(60)	158,319.94	270.92	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
16	201-291-030	AE,AP	AE-B-5(60)	1,160,978.12	205,887.33	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
17	201-291-031	AE,AP	AE-B-5(60)	141,840.71	141,840.71	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
22	201-322-017	IG,AP	MH-Q	147,173.61	4,765.46	3.0	14,296.39	1. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses);	I	0.00
								2. Animal feed and sales yards. (From Section INL#314-43(b)(3)) (Principal Permitted Uses);	CC	0.00
								3. Animal hospitals and kennels. (From Section INL#314-43(b)(2)) (Principal Permitted Uses);	I	0.00
								4. Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks. (Amended by Ord. 2335, 12/14/04) (Uses Permitted with a Use Permit);	I	0.00
								5. Industrial manufacturing uses (Principal Permitted Uses);	I	0.00
								6. Manufacture of furniture, finished paper and paper products. (From Section INL#314-43(b)(4)) (Principal Permitted Uses);	I	0.00
								7. Manufacturing of electrical and electronic equipment, of household effects such as lamps, rugs and fabrics, and research and development laboratories. (From Section INL#314-43(a)(3)) (Principal Permitted Uses);	I	0.00
								8. Small animal hospitals completely enclosed within a building. (From Section INL#314-37(b)(2); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								9. Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair. (From Section INL#314-37(b)(3); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00
								10. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses);	I	0.00
25	203-181-030	RE2.5-5,AP	AG	149,287.17	9,732.00	0.2	1,946.40	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. Animal feed lots and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								3. Animal hospitals and kennels. (Uses Permitted with a Use Permit);	I	0.00
								4. 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). (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	I	0.00
								5. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								6. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								7. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	I	0.00
								8. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								9. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	I	0.00
								10. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
28	203-221-018	AE,AP	AE-B-5(60)	244,965.48	90,601.10	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
29	203-221-019	AE,AP	AE-B-5(60)	1,432,987.83	137,153.22	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								thereto. (Uses Permitted with a Use Permit);		
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
42	204-171-052	AE,AP	AE-B-5(60)	201,913.19	33,598.84	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
29	203-221-019	AE,AP	AE-B-5(60)	1,432,987.83	90,573.32	n/a	2 Acres Maximum	1. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit);	I	0.00
								2. All general agricultural uses, 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), except those specified in the following subsection, Uses Permitted with a Use Permit. (Amended by Ord. 2189, Sec. 1, 2/9/99; Amended by Ord. 2214, 6/6/00) (Principal Permitted Uses);	CC	0.00
								3. Animal feed yards and sales yards. (Uses Permitted with a Use Permit);	CC	0.00
								4. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								5. Hog farms, turkey farms, frog farms and fur farms. (Uses Permitted with a Use Permit);	CC	0.00
								6. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								7. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								8. Agricultural and timber products processing plants. (Uses Permitted with a Use Permit).	I	0.00

TABLE G-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE G-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
2	201-171-001	RA5-20,AP	AG-B-5(20)	152,335.38	33,478.19	0.10	3,347.82	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
3	201-171-002	RA5-20,AP	AG-B-5(20)	216,672.74	33,211.52	0.10	3,321.15	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
4	201-171-004	RA5-20,AP	AG-B-5(20)	51,455.65	51,455.67	0.10	5,145.57	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00

TABLE G-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
11	201-202-001	IG,RA5-20,AP	AG-B-5(20)	145,104.89	109,979.28	3.00	329,937.84	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
12	201-202-002	IG,RA5-20,AP	AG-B-5(20)	225,918.65	131,845.47	3.00	395,536.41	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
13	201-291-033	RE2.5-5,AP	RS-B-5(2.5)-T	147,583.35	12,438.32	0.20	1,641.86	1. Private Institutions. (Uses Permitted with a Use Permit);	I	0.00
								2. Private recreation facilities, including golf courses. (Uses Permitted with a Use Permit).	I	0.00
14	201-291-027	AE,AP	AE-B-5(60)	669,539.45	223,867.35	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	223,867.35
15	201-291-028	AE,AP	AE-B-5(60)	158,319.94	69,924.73	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	69,924.73
16	201-291-030	AE,AP	AE-B-5(60)	1,160,978.12	271,567.17	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	271,567.17

TABLE G-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
19	201-321-004	AE,AP	AE-B-5(60)	209,693.51	85,921.51	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	85,921.51
22	201-322-017	IG,AP	MH-Q	147,173.61	99,345.57	3.00	298,036.71	1. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses).	CC	0.00
25	203-181-030	RE2.5-5,AP	AG	149,287.17	88,055.39	0.20	17,611.08	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
26	201-341-001	AE,AP	AE	664,981.46	43,241.00	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	43,241.00
26	201-341-001	AE,AP	AE-B-5(60)	664,981.46	49,617.44	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	49,617.44
26	201-341-001	AE,AP	RS-B-5(2.5)-T	664,981.46	3,396.02	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	3,396.02
27	203-221-010	AE,AP	AE-B-5(60)	141,972.78	15,126.26	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	15,126.26
28	203-221-018	AE,AP	AE-B-5(60)	244,965.48	146,179.10	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	146,179.10
29	203-221-019	AE,AP	AE-B-5(60)	1,432,987.83	635,153.63	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	635,153.63

TABLE G-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
32	204-081-002	AE,RE1-5,AP	AE-B-5(60)	2,962,308.39	717,192.45	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	717,192.45
33	204-081-006	RA5-20,RE1-5,AP	AE-20	315,051.60	6,693.71	0.10	669.37	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	6,693.71 (669.37)
34	204-081-007	RA5-20,AP	AE-20	94,222.17	94,222.23	0.10	9,422.22	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	94,222.23 (9,422.22)
35	204-081-008	RA5-20,AP	AE-20	49,875.19	13,339.85	0.10	1,333.99	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	13,339.85 (1,333.99)
39	204-171-001	AE,AP	AE-B-5(60)	6,861.72	6,861.73	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	6,861.73
40	204-171-021	RA5-20,AP	AE-20	13,858.21	13,858.21	0.10	1,385.82	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	13,858.21 (1,385.82)
41	204-171-045	RA5-20,RE1-5,AP	AE-20	154,103.98	29,967.36	0.10	2,996.74	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	29,967.36 (2,996.74)
42	204-171-052	AE,AP	AE-B-5(60)	201,913.19	128,967.84	n/a	2 Acres Maximum	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	128,967.84
60	201-281-044	Agriculture (AG)	Agriculture Exclusive (A-E)	962,380.73	4,217.22	0.10	278.34	1. Farm dwellings, nurseries, greenhouses, and roadside stands (Principal Permitted Uses);	CC	0.00
								2. Child care facilities with eight or fewer children, subject to the provisions of FMC 17.06.020 (Principal Permitted Uses);	I	0.00
								3. Community care facilities for six or fewer (FMC 17.08.152) (Principal Permitted Uses);	I	0.00

TABLE G-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Child care facilities with nine or more children, subject to the provisions of FMC 17.06.020 (Conditional Uses);	I	0.00
								5. Community care facilities for seven or more (FMC 17.08.152) (Conditional Uses);	I	0.00
								6. Labor camps and labor supply camps. (Conditional Uses);	I	4,217.22 (278.34)
								7. Rental and sales of irrigation equipment and storage incidental thereto (Conditional Uses);	CC	0.00
								8. Farm dwellings, nurseries, greenhouses, and roadside stands (Principal Permitted Uses).	CC	0.00
61	203-181-041	RE2.5-5,AP	AG	512,394.94	41,115.92	0.20	8,223.18	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	I	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
05	201-172-003	AE	AE-60/A,F,R,T	150,750.67	124,140.17	n/a	2 Acres Maximum	1. Agriculture-Related Recreation (Conditionally Permitted Use);	I	0.00
								2. Essential Services (Conditionally Permitted Use);	CC	0.00
								3. Farm Employee Housing (Conditionally Permitted Use);	I	0.00
								4. Labor Camp (Conditionally Permitted Use);	I	0.00

TABLE G-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								5. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								6. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use);	I	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
								9. Resource-Related Recreation (Conditionally Permitted Use).	I	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE G-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
11	201-202-001	IG,RA5-20,AP	AG-B-5(20)	145,104.89	35,125.62	3	105,376.85	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses);	CC	0.00
12	201-202-002	IG,RA5-20,AP	AG-B-5(20)	225,918.65	25,670.93	3	77,012.78	1. Golf courses. (Amended by Ord. 2189, Sec. 1, 2/9/99) (Uses Permitted with a Use Permit);	CC	0.00
								2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
12	201-202-002	IG,RA5-20,AP	MH-B-5(10)-Q	225,918.65	62,903.86	3	188,711.57	1. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses);	CC	0.00
14	201-291-027	AE,AP	AE-B-5(60)	669,539.45	136,490.50	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	136,490.50
15	201-291-028	AE,AP	AE-B-5(60)	158,319.94	54,372.33	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	54,372.33
16	201-291-030	AE,AP	AE-B-5(60)	1,160,978.12	552,200.17	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	552,200.17
18	201-292-012	IG,RA5-20,AP	MH-B-5(10)-Q	67,681.84	59,960.78	3	179,882.34	1. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses).	CC	0.00

TABLE G-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
19	201-321-004	AE,AP	AE-B-5(60)	209,693.51	66,556.31	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	66,556.31
21	201-322-012	IG,AP	MH-Q	237,913.27	67,431.17	3	202,293.51	1. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses).	CC	0.00
22	201-322-017	IG,AP	MH-Q	147,173.61	43,062.52	3	129,187.55	1. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses).	CC	0.00
23	201-322-028	AE,AP	AE-B-5(60)	369,757.00	33,691.71	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	33,691.71
24	201-322-029	AE,AP	AE-B-5(60)	889,439.53	337,072.84	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	337,072.84
29	203-221-019	AE,AP	AE-B-5(60)	1,432,987.83	9,254.40	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	9,254.40
32	204-081-002	AE,RE1-5,AP	AE-B-5(60)	2,962,308.39	373,990.30	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	I	373,990.30

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE G-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
32	204-081-002	AE,RE1-5,AP	AE-B-5(60)	2,962,308.39	996,662.45	0	-	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	CC	0.00
33	204-081-006	RA5-20,RE1-5,AP	AE-20	315,051.60	277,869.15	0.1	27,786.91	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	CC	0.00
35	204-081-008	RA5-20,AP	AE-20	49,875.19	36,535.35	0.1	3,653.54	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	CC	0.00
36	204-091-015	AE,RA5-20,AP	AG-B-5(5)	3,358,119.03	765,352.70	0	-	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
37	204-091-022	RA5-20,AP	AG-B-5(5)	495,277.44	460,318.89	0.1	46,031.89	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
38	204-091-023	AE,RA5-20,AP	AG-B-5(5)	2,121,449.75	106,893.21	0	-	1. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								2. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00

TABLE G-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
41	204-171-045	RA5-20,RE1-5,AP	AE-20	154,103.98	58,303.36	0.1	5,830.34	1. Labor camps and labor supply camps. (Uses Permitted with a Use Permit).	CC	0.00
63	204-171-016	RA5-20,AP	AG-B-5(5)	816,453.15	20,267.63	0.1	2,026.76	2. Private institutions and cemeteries. (Uses Permitted with a Use Permit);	CC	0.00
								3. Rooming and boarding of not more than two (2) persons not employed on the premises. (Principal Permitted Uses).	CC	0.00
01	106-091-044	AE,NR	NR/R	3,967,964.79	2,656.03	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
05	201-172-003	AE	AE-60/A,F,R,T	150,750.67	2,911.98	0	-	1. Essential Services (Conditionally Permitted Use);	CC	0.00
								2. Labor Camp (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00

TABLE G-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								5. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use);	I	0.00
								6. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
06	201-181-001	AE,NR	NR/R	828,771.96	6,271.76	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
07	201-181-002	AE,NR	NR/R	1,169,945.98	485,639.04	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00

TABLE G-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
08	201-181-003	AE,NR	AE-60/A,F,R,T	970,369.23	54,038.73	0	-	1. Essential Services (Conditionally Permitted Use);	CC	0.00
								2. Labor Camp (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use);	I	0.00
								6. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00
08	201-181-003	AE,NR	NR/R	970,369.23	554,095.55	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00

TABLE G-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
09	201-181-004	NR	NR/R	479,435.23	308,770.20	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
10	201-191-001	AE,NR	AE-60/A,F,R,T	1,312,012.17	405,766.46	0	-	1. Essential Services (Conditionally Permitted Use);	CC	0.00
								2. Labor Camp (Conditionally Permitted Use);	CC	0.00
								3. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								4. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								5. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use);	I	0.00
								6. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	CC	0.00

TABLE G-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
		AE,NR	NR/R	1,312,012.17	409,996.82	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00
43	106-091-025	AE,NR	NR/R	5,973,205.45	10,635.40	0	-	1. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC	0.00
								2. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC	0.00
								3. Minor Utilities (Conditionally Permitted Use);	CC	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE G-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
27	203-221-010	AE,AP	AE-B-5(60)	141,972.78	80,895.16	0	-	1. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								2. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								3. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								4. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses);	CC	0.00
								5. Animal hospitals and kennels. (From Section INL#314-43(b)(2)) (Principal Permitted Uses);	I	0.00
								6. Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks. (Amended by Ord. 2335, 12/14/04) (Uses Permitted with a Use Permit);	I	0.00
								7. Small animal hospitals completely enclosed within a building. (From Section INL#314-37(b)(2); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00
								8. Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair. (From Section INL#314-37(b)(3); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00

TABLE G-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
29	203-221-019	AE,AP	AE-B-5(60)	1,432,987.83	7,613.11	0	-	1. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								2. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								3. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								4. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses);	CC	0.00
								5. Animal hospitals and kennels. (From Section INL#314-43(b)(2)) (Principal Permitted Uses);	I	0.00
								6. Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks. (Amended by Ord. 2335, 12/14/04) (Uses Permitted with a Use Permit);	I	0.00
								7. Small animal hospitals completely enclosed within a building. (From Section INL#314-37(b)(2); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00
								8. Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair. (From Section INL#314-37(b)(3); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00

TABLE G-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
30	203-231-006	AE,AP	AE-B-5(60)	2,708,739.59	813.27	0	-	1. Animal hospitals. (Uses Permitted with a Use Permit);	I	0.00
								2. Labor camps and labor supply camps. (Uses Permitted with a Use Permit);	I	0.00
								3. Rental and sales of irrigation equipment and storage incidental thereto. (Uses Permitted with a Use Permit);	I	0.00
								4. Administrative, business and professional offices. (From Section INL#314-43(a)(2)) (Principal Permitted Uses);	CC	0.00
								5. Animal hospitals and kennels. (From Section INL#314-43(b)(2)) (Principal Permitted Uses);	I	0.00
								6. Dwellings, manufactured homes, hotels, motels, emergency shelters, manufactured home parks, and special occupancy parks. (Amended by Ord. 2335, 12/14/04) (Uses Permitted with a Use Permit);	I	0.00
								7. Small animal hospitals completely enclosed within a building. (From Section INL#314-37(b)(2); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses);	I	0.00
								8. Stores, agencies and services such as carpentry and cabinet-making shops, clothing manufacture, contractors' yards, dry cleaning and laundry plants, handicraft manufacture, lumber yards, metal-working shops, wholesale outlet stores, painters' and decorators' yards, plumbing shops, printing, lithographing and major auto repair. (From Section INL#314-37(b)(3); Ord. 1086, Sec. 8, 7/13/76) (Principal Permitted Uses).	I	0.00

TABLE G-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE G-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
12	201-202-002	IG,RA5-20,AP	MH-B-5(10)-Q	225,918.65	5,497.90	3	16,493.70	1. N/A	N/A	0.00
18	201-292-012	IG,RA5-20,AP	MH-B-5(10)-Q	67,681.84	7,721.42	3	23,164.26	1. N/A	N/A	0.00
20	201-311-020	IG,AP	MH-Q	386,511.18	386,511.27	3	1,159,533.82	1. N/A	N/A	0.00
21	201-322-012	IG,AP	MH-Q	237,913.27	170,482.08	3	511,446.25	1. N/A	N/A	0.00
42	204-171-052	AE,AP	AE-B-5(60)	201,913.19	39,346.37	0	-	1. N/A	N/A	0.00
54	201-241-018	IG,AP	MH-Q*	29,666.58	29,666.58	3	88,999.74	1. N/A	N/A	0.00
05	201-172-003	AE	AE-60/A,F,R,T	150,750.67	23,698.56	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
06	201-181-001	AE,NR	AE-60/A,F,R,T	828,771.96	394,840.14	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
07	201-181-002	AE,NR	AE-60/A,F,R,T	1,169,945.98	355,116.66	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
08	201-181-003	AE,NR	AE-60/A,F,R,T	970,369.23	259,890.72	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00

TABLE G-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
10	201-191-001	AE,NR	AE-60/A,F,R,T	1,312,012.17	7,099.07	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
		AE,NR			86,906.78	0	-	2. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
43	106-091-025	AE,NR	AE-60/A,F,R,T	5,973,205.45	573,902.27	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
45	106-101-033	AE,NR	AE-60/A,F,R,T	5,316,541.32	77,257.60	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
46	106-101-036	AE,NR	AE-60/A,F,R,T	2,345,829.66	1,668,188.68	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
47	106-101-037	AE,NR	AE-60/A,F,R,T	1,240,987.87	248,003.57	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
49	106-221-013	AE,NR	AE-60/A,F,R,T	3,276,808.37	22,110.64	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00

TABLE G-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
50	201-152-013	AE,NR;AE,NR	AE-60/A,F,R,T	1,307,648.64	58,698.24	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
51	201-161-001	AE,NR	AE-60/A,F,R,T	1,636,481.74	468,428.19	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
52	201-161-002	AE	AE-60/A,F,R,T	608,245.37	608,245.37	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
53	201-191-008	AE,NR	AE-60/A,F,R,T	315,026.99	49,106.08	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
55	201-261-001	AE,NR	AE-60/A,F,R,T	2,714,987.28	1,441,549.32	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
56	201-261-003	AE	AE-60/A,F,R,T	1,266,907.41	1,266,907.47	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00

TABLE G-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – ROHNERVILLE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
57	201-261-008	AE	AE-60/A,F,R,T	1,646,961.27	1,345,920.05	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00
58	201-261-009	AE,NR	AE-60/A,F,R,T	1,154,526.88	34,712.10	0	-	1. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

APPENDIX H

Development Displacement Analysis Tables - Samoa Field Airport

Appendix H presents calculated results of the development displacement analysis for Samoa Field Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, non-residential displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

H-1 Potential for Displacement Due to Noise Policies

There are no potentially developable parcels identified in the CNEL contours for Samoa Field Airport. Therefore, no potential for residential or non-residential development displacement due to noise policies was measured.

H-2 Potential for Displacement Due to Safety Policies

The following sections discuss the calculated results of the development displacement analysis for safety at the Airport.

H-2.1 Residential Displacement Analysis - Safety

Table H-1 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 13 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum of 381 residential units could be developed on the 13 parcels under current conditions. Under the densities of the Draft ALUCP, 381 dwelling units could also be accommodated. This results in no residential dwelling unit displacement in Review Area 1 for Samoa Field.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. No RHNA housing opportunity sites have been identified in Review Area 1 at Samoa Field.

H-2.2 Non-Residential Displacement Analysis - Safety

Tables **H-2**, **H-3**, **H-4**, and **H-5** show the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

H-1 Residential Displacement Analysis – Safety

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TABLE H-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SAMOA FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
01	401-121-008	MG/W	Safety Zone 6	Caretaker's Residence	13.51	C	0	1.00	13	N/A	13	0
02	401-131-005	MC/W	Safety Zone 6	Caretaker's Residence	13.82	C	0	4.00	0	N/A	1	0
		PR/W,B	Safety Zone 4	Caretaker's Residence	1.82	CC		8.00	0	0.5	1	0
			Safety Zone 6		10.49	C		8.00	0	N/A	1	0
03	401-131-004	MG/W	Safety Zone 6	Caretaker's Residence	74.76	C	0	1.00	74	N/A	74	0
04	401-311-004	MC/A	Safety Zone 6	Caretaker's Residence	12.63	C	0	4.00	54	N/A	54	0
05	401-141-005	MC/A,W	Safety Zone 6	Caretaker's Residence	31.94	C	0	4.00	127	N/A	127	0
06	401-281-005	MC/A	Safety Zone 6	Caretaker's Residence	1.25	C	0	4.00	4	N/A	4	0
07	401-281-006	MC/A	Safety Zone 6	Caretaker's Residence	1.22	C	0	4.00	4	N/A	4	0
08	401-281-001	MC/A	Safety Zone 6	Caretaker's Residence	13.56	C	0	4.00	54	N/A	54	0
09	401-151-007	NR/W,B	Safety Zone 2	N/A	0.30	CC[1]	0	0.00	0	0.1	0	0
			Safety Zone 3		3.25	CC		0.00	0	0.5	0	0
10	401-311-002	MC/A	Safety Zone 6	Caretaker's Residence	3.82	C	0	4.00	15	N/A	15	0
11	401-301-013	MC/A	Safety Zone 6	Caretaker's Residence	0.09	C	0	4.00	0	N/A	1	0
12	401-301-021	MG/W	Safety Zone 6	Caretaker's Residence	2.00	C	0	1.00	2	N/A	2	0
13	401-301-024	MG/W	Safety Zone 6	Caretaker's Residence	34.41	C	0	1.00	34	N/A	34	0

TABLE H-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SAMOA FIELD AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
						Total	0		381		381	0

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible
1 – Limited to infill in areas developed with similar land uses.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

H-2 Non-Residential Displacement Analysis – Safety

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TABLE H-2
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
09	401-151-007	NR	NR/W,B	154,453.20	12,949.19	n/a	2 Acres Maximum	1. Hunting, fishing and development of minor facilities such as hunting or viewing blinds; (Former Section CZ#A314-58(E)(3)) (Permitted);	I	12,949.19
								1. Electric distribution and water lines, and other utility lines; (Former Section CZ#A314-58(E)(7)(a)) (Permitted);	CC[2]	0.00
								2. Underground utilities; (Former Section CZ#A314-58(E)(7)(b)) (Permitted);	CC[2]	0.00
								3. Oil and gas pipelines; (Former Section CZ#A314-58(E)(7)(c)) (Permitted);	CC[2]	0.00
								4. Pipeline construction for surf zone disposal of dredge spoils; (Former Section CZ#A314-58(E)(7)(d)) (Permitted).	CC[2]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE H-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
09	401-151-007	NR	NR/W,B	154,453.20	141,504.14	n/a	2 Acres Maximum	1. Hunting, fishing and development of minor facilities such as hunting or viewing blinds; (Former Section CZ#A314-58(E)(3)) (Permitted);	CC[1]	0.00
								2. Electric distribution and water lines, and other utility lines; (Former Section CZ#A314-58(E)(7)(a)) (Permitted);	CC[2]	0.00
								3. Underground utilities; (Former Section CZ#A314-58(E)(7)(b)) (Permitted);	CC[2]	0.00
								4. Oil and gas pipelines; (Former Section CZ#A314-58(E)(7)(c)) (Permitted);	CC[2]	0.00
								5. Pipeline construction for surf zone disposal of dredge spoils; (Former Section CZ#A314-58(E)(7)(d)) (Permitted).	CC[2]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE H-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 4 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU[1]	Zoning[2]	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Bldg. Area/ Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
02	401-131-005	MC,PR	NR/W,B	1,138,007.40	79,366.62	n/a	2 Acres Maximum	1. Electric distribution and water lines, and other utility lines; (Former Section CZ#A314-58(E)(7)(a)) (Permitted);	CC[1]	0.00
								2. Underground utilities; (Former Section CZ#A314-58(E)(7)(b)) (Permitted);	CC[1]	0.00
								3. Oil and gas pipelines; (Former Section CZ#A314-58(E)(7)(c)) (Permitted);	CC[1]	0.00
								4. Pipeline construction for surf zone disposal of dredge spoils; (Former Section CZ#A314-58(E)(7)(d)) (Permitted).	CC[1]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

CC = Conditionally Compatible
1 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE H-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	401-121-008	MG	MG/W	1,848,593.03	588,593.32	3.0	1,765,779.96	1. Hazardous Industrial (Conditionally Permitted Use);	CC[1]	0.00
								2. Heavy Industrial (Conditionally Permitted Use);	CC[1]	0.00
								3. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
02	401-131-005	MC,PR	MC/W	1,138,007.40	601,785.77	3.0	1,805,357.31	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
02	401-131-005	MC,PR	NR/W,B	1,138,007.40	456,854.53	3.0	1,370,563.60		N/A	0.00
03	401-131-004	MC,MG	MG/W	3,265,258.70	3,256,706.65	3.0	9,770,119.95	1. Hazardous Industrial (Conditionally Permitted Use);	CC[1]	0.00
								2. Heavy Industrial (Conditionally Permitted Use);	CC[1]	0.00
								3. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
04	401-311-004	MC	MC/A	678,658.87	550,178.38	3.0	1,650,535.14	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00

TABLE H-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
05	401-141-005	MC	MC/A,W	1,391,373.41	1,391,373.52	3.0	4,174,120.56	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
06	401-281-005	MC	MC/A	54,403.96	54,403.93	3.0	163,211.80	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
07	401-281-006	MC	MC/A	53,205.93	53,205.93	3.0	159,617.80	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
08	401-281-001	MC	MC/A	590,874.23	590,874.13	3.0	1,772,622.38	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00

TABLE H-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
10	401-311-002	MC	MC/A	169,157.18	166,237.48	3.0	498,712.43	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
11	401-301-013	MC	MC/A	267,051.04	3,803.19	3.0	11,409.57	1. Heavy Industrial, limited to alteration, improvement, and relocation of existing facilities (Conditionally Permitted Use);	CC[1]	0.00
								2. Oil and Gas Drilling Processing; subject to Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
12	401-301-021	MC,MG	MG/W	87,120.05	87,120.05	3.0	261,360.15	1. Hazardous Industrial (Conditionally Permitted Use);	CC[1]	0.00
								2. Heavy Industrial (Conditionally Permitted Use);	CC[1]	0.00
								3. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00
13	401-301-024	MC,MG	MG/W	3,093,594.90	1,498,739.01	3.0	4,496,217.02	1. Hazardous Industrial (Conditionally Permitted Use);	CC[1]	0.00
								2. Heavy Industrial (Conditionally Permitted Use);	CC[1]	0.00
								3. Oil and Gas Drilling and Processing; subject to the Oil and Gas Drilling and Processing Regulations (Conditionally Permitted Use).	CC[1]	0.00

TABLE H-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 6 – SAMOA FIELD AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

CC = Conditionally Compatible
1 Allowed only if site outside zone would not serve intended function.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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APPENDIX I

Development Displacement Analysis Tables – Shelter Cove Airport

Appendix I presents calculated results of the development displacement analysis for Shelter Cove Airport (Airport). Displacement results are presented individually for the following: residential development displacement due to noise policies, non-residential development displacement due to noise policies, residential development displacement due to safety policies, and non-residential development displacement due to safety policies.

I-1 Potential for Displacement Due to Noise Policies

The following sections provide the calculated results of the development displacement analysis for noise at Shelter Cove Airport.

I-1.1 Residential Displacement Analysis - Noise

Tables I-1 and **I-2** show potential residential displacement due to the noise policies and compatibility criteria in the Draft ALUCP. Table I-1 provides the results of the analysis for the study parcels located in the CNEL 55 dB to 60 dB contour. Table I-2 provides the analysis results for parcels located in the CNEL 60 dB to 65 dB contour. The residential analyses present displacement in the form of displaced residential dwelling units. Residential land uses in both the CNEL 55 dB to 60 dB and CNEL 60 dB to 65 dB contours are considered compatible on the condition that exterior noise levels are attenuated to an interior CNEL of 45 dB. As this is typically achieved with standard construction practices, there is no potential for residential displacement in Review Area 1 for Shelter Cove Airport due to the Draft ALUCP noise policies and compatibility criteria in the Draft ALUCP.

I-1.2 Non-Residential Displacement Analysis - Noise

Table I-3 show the potential non-residential displacement analysis due to the noise policies and compatibility criteria in the Draft ALUCP. Table I-3 provides the results of the analysis for the study parcels located in the CNEL 60 dB to 65 dB contour (there are no incompatible or conditionally compatible uses in the CNEL 55 dB to 60 dB contour). The non-residential analyses present displacement in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

I-2 Potential for Displacement Due to Safety Policies

The following sections provide the calculated results of the development displacement analysis for safety at Shelter Cove Airport.

I-1.1 Residential Displacement Analysis - Safety

Table I-4 presents the number of residential dwelling units potentially displaced due to the safety policies and compatibility criteria under the Draft ALUCP. the analysis calculated potential residential displacement in terms of total dwelling units for all study parcels where residential uses are permitted or conditionally permitted under the applicable zoning. The analysis calculated the maximum number of residential dwelling units under current zoning for all 125 study parcels. Density limitations imposed on the principal zoning by combining zones such as the "B" Building Site combining zone, as well as densities associated with the Compatibility Zones in the current ALUCP were accounted for in the calculation of the maximum number of dwelling units. The same approach was used to calculate the total number of residential dwelling units possible under the Draft ALUCP, only the densities associated with the Compatibility Zones in the current ALUCP were replaced with the densities in the Draft ALUCP. The difference between the two numbers represents the number of potentially displaced residential dwelling units. A maximum 104 residential dwelling units was calculated for all 128 parcels under current conditions. A maximum of 103 residential dwelling units was calculated under the densities in the Draft ALUCP. This produces a count of one potentially displaced residential dwelling unit.

In addition, the analysis identified how the Draft ALUCP would affect the housing opportunity sites identified in the latest RHNA. The latest RHNA identified a total of 93 housing opportunity sites in Review Area 1 for Shelter Cove Airport. The Draft ALUCP would displace no dwelling units included in the RHNA dwelling unit count in the Shelter Cove Airport environs.

I-1.2 Non-Residential Displacement Analysis - Safety

Table I-5, **I-6**, **I-7**, and **I-8** show the area of potential displacement for non-residential land uses due to the safety policies and compatibility criteria in the Draft ALUCP. Similar to the non-residential noise analysis, displacement is presented in the form of square footage potentially lost, both in terms of area (i.e., the parcel area) as well as building square footage calculated using the Floor Area Ratio (FAR) provided in the General Plan. Results for those land use designations without assigned FARs are reported in terms of parcel size in square feet.

I-1 Residential Displacement Analysis – Noise

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TABLE I-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
40	111-171-012	0.14	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 1. Guest House (Conditionally Permitted Use).	CC-45	1	0
41	111-171-013	0.14	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
42	111-171-014	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
43	111-171-015	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
44	111-171-016	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
45	111-171-017	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
62	111-201-030	0.12	RS-5-S[6]-Q/D	1. Single Family Residential (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
63	111-201-031	0.12	RS-5-S[6]-Q/D	1. Single Family Residential (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
64	111-201-032	0.14	RS-5-S[6]-Q/D	1. Single Family Residential (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
65	111-231-009	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
66	111-231-010	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
68	111-231-014	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0

TABLE I-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
69	111-231-015	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
70	111-231-016	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
71	111-231-017	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
72	111-231-018	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
78	111-231-025	0.11	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
79	111-231-027	0.13	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
80	111-231-028	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
81	111-231-029	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
82	111-231-030	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
83	111-231-031	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
84	111-231-041	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0

TABLE I-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
85	111-231-042	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
86	111-231-043	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
87	111-231-044	0.12	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
88	111-231-045	0.13	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
89	111-231-046	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
90	111-231-047	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
94	111-241-031	0.14	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
96	111-241-047	0.24	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	2	0
97	111-241-048	0.27	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	2	0
98	111-241-049	0.27	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	2	0
99	111-241-050	0.22	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0

TABLE I-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
100	111-241-051	0.19	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
101	111-251-007	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
110	111-251-017	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
111	111-251-018	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
112	111-251-019	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
113	111-251-020	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
114	111-251-021	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
117	111-251-025	0.48	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	4	0
118	111-251-026	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
121	111-251-042	0.18	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
122	111-251-043	0.18	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0

TABLE I-1
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 55 dB TO 60 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
123	111-251-044	0.19	CR-Q/D	1. Single Family Residential (Conditionally Permitted Use); 2. Caretaker's Residence (Conditionally Permitted Use).	CC-45	1	0
124	111-251-045	0.19	RM-30-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
125	111-251-046	0.18	RM-30-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
126	111-251-047	0.18	RM-30-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
128	111-251-072	0.42	CR-Q/D	1. Single Family Residential (Conditionally Permitted Use); 2. Caretaker's Residence (Conditionally Permitted Use).	CC-45	1	0
					Total	56	0

NOTES:

CC 45/50 - Conditionally Compatible — Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

CC - Conditionally Compatible — Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE I-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
74	111-231-021	0.13	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
75	111-231-022	0.11	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
76	111-231-023	0.11	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
77	111-231-024	0.12	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
78	111-231-025	0.11	R2-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
91	111-231-048	0.15	R2-S[4]-Q/D	1. Mixed Residential (Single Family Residential) (Principal Permitted Use); 2. Guest House (Conditionally Permitted Use).	CC-45	1	0
104	111-251-010	0.12	RM-30-S[4]-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
105	111-251-011	0.12	RM-30-S[4]-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0

TABLE I-2
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES – CNEL 60 dB TO 65 dB - SHELTER COVE AIRPORT

Parcel ID#	APN	Total Parcel Area (Acres)[1]	Area Within CNEL Contour (Acres)	Zoning	Acceptability Draft ALUCP	Maximum Number of RDUs	Total Number of Potentially Displaced RDUs
106	111-251-012	0.13	RM-30-S[4]-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
107	111-251-013	0.13	RM-30-S[4]-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
108	111-251-015	0.13	RM-30-S[4]-Q/D	1. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	CC-45	1	0
109	111-251-016	0.13	CR-S[4]-Q/D	1. Single Family Residential (Conditionally Permitted Use); 2. Caretaker's Residence (Conditionally Permitted Use).	CC-45	1	0
110	111-251-017	0.13	CR-S[4]-Q/D	1. Single Family Residential (Conditionally Permitted Use); 2. Caretaker's Residence (Conditionally Permitted Use).	CC-45	1	0
					Total	13	0

NOTES:

CC 45/50 - Conditionally Compatible — Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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I-2 Non-Residential Displacement Analysis – Noise

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TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
74	111-231-021	5,617.81	1,966.23	R2-S4-Q/D	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					6. Watershed Management (Conditionally Permitted Use);	CC	0.00
					7. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
75	111-231-022	4,918.23	1,721.38	R2-S4-Q/D	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					6. Watershed Management (Conditionally Permitted Use);	CC	0.00
					7. Wetland Restoration (Conditionally Permitted Use).	CC	0.00

TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
76	111-231-023	4,752.22	1,663.28	R2-S4-Q/D	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					6. Watershed Management (Conditionally Permitted Use);	CC	0.00
					7. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
77	111-231-024	5,360.54	1,876.19	R2-S4-Q/D	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					6. Watershed Management (Conditionally Permitted Use);	CC	0.00
					7. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
91	111-231-048	6,724.13	2,353.45	R2-S4-Q/D	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					2. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					6. Watershed Management (Conditionally Permitted Use);	CC	0.00

TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
					7. Wetland Restoration (Conditionally Permitted Use).	CC	0.00

TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
104	111-251-010	5,406.59	1,892.31	RM-30-S[4]-Q/D	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					2. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Non-Assembly Cultural (Conditionally Permitted Use);	CC 45	0.00
					6. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					7. Watershed Management (Conditionally Permitted Use);	CC 45	0.00
					8. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
105	111-251-011	5,443.90	1,905.37	RM-30-S[4]-Q/D	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					2. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Non-Assembly Cultural (Conditionally Permitted Use);	CC 45	0.00
					6. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					7. Watershed Management (Conditionally Permitted Use);	CC 45	0.00
					8. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
106	111-251-012	5,467.92	1,913.77	RM-30-S[4]-Q/D	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					2. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Non-Assembly Cultural (Conditionally Permitted Use);	CC 45	0.00

TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
					6. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					7. Watershed Management (Conditionally Permitted Use);	CC 45	0.00
					8. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
107	111-251-013	5,491.93	1,922.18	RM-30-S[4]-Q/D	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					2. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Non-Assembly Cultural (Conditionally Permitted Use);	CC 45	0.00
					6. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					7. Watershed Management (Conditionally Permitted Use);	CC 45	0.00
					8. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
108	111-251-015	5,539.93	1,938.97	RM-30-S[4]-Q/D	1. Coastal Access Facilities (Conditionally Permitted Use);	CC	0.00
					2. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use);	CC 45	0.00
					3. Community Assembly (Conditionally Permitted Use);	CC 50	0.00
					4. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
					5. Non-Assembly Cultural (Conditionally Permitted Use);	CC 45	0.00
					6. Private Institution (Conditionally Permitted Use);	CC 50	0.00
					7. Watershed Management (Conditionally Permitted Use);	CC 45	0.00
					8. Wetland Restoration (Conditionally Permitted Use).	CC	0.00
109	111-251-016	5,564.12	1,947.44	CR-S[4]-Q/D	1. Natural Resource Use Types Fish and Wildlife Management (Conditionally Permitted Use) (CC);	CC 45	0.00
					2. Watershed Management (Conditionally Permitted Use);	CC	0.00
					3. Wetland Restoration (Conditionally Permitted Use).	CC	0.00

TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
110	111-251-016	5,587.95	1,955.78	CR-S[4]-Q/D	1. Natural Resource Use Types Fish and Wildlife Management (Conditionally Permitted Use) (CC);	CC 45	0.00
					2. Watershed Management (Conditionally Permitted Use);	CC	0.00
					3. Wetland Restoration (Conditionally Permitted Use).	CC 50	0.00

TABLE I-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – CNEL 60 dB TO 65 dB – SHELTER COVE AIRPORT

Parcel ID#	APN	Parcel Size (Square Feet)[1]	Maximum Lot Coverage (Square Feet)	Zoning	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

CC 45/50 - Conditionally Compatible — Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice
Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

CC - Conditionally Compatible — Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

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I-3 Residential Displacement Analysis – Safety

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TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
01	108-171-019	CR-Q/AP,D	Safety Zone 1	1. Caretaker's Residence 2. Single Family Residential	1.41	I	0	8.00	0	0	0	0
			Safety Zone 2		0.17	CC[1]		8.00	0	0.1	1	0
02	109-361-026	CR-Q/AP,A,D	Safety Zone 1	1. Caretaker's Residence 2. Single Family Residential	0.36	I	0	8.00	0	0	0	0
			Safety Zone 2		0.64	CC[1]		8.00	1	0.1	1	0
03	109-361-027	CR-Q/AP,A,D	Safety Zone 2	1. Caretaker's Residence 2. Single Family Residential	0.28	CC[1]	0	8.00	2	0.1	1	1
04	109-361-028	CR-Q/AP,A,D	Safety Zone 2	1. Caretaker's Residence 2. Single Family Residential	0.22	CC[1]	0	8.00	1	0.1	1	0
05	109-361-029	CR-Q/AP,A,D	Safety Zone 2	1. Caretaker's Residence 2. Single Family Residential	0.20	CC[1]	0	8.00	1	0.1	1	0
06	111-071-051	RS-5-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.10	CC[1]	1	8.00	1	0.1	1	0
07	111-071-053	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.11	CC[1]	1	8.00	1	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
08	111-071-054	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.15	CC[1]	1	8.00	1	0.1	1	0
09	111-071-058	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[1]	1	8.00	1	0.1	1	0
10	111-071-062	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[1]	1	8.00	1	0.1	1	0
11	111-071-065	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.12	CC[1]	1	8.00	1	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
12	111-121-002	RS-5-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.10	CC[1]	1	8.00	1	0.1	1	0
13	111-121-003	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.11	CC[1]	1	8.00	1	0.1	1	0
14	111-121-004	RS-5-S6-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.11	CC[1]	1	8.00	1	0.1	1	0
15	111-121-005	RS-5-S6-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.12	CC[1]	0	8.00	0	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
16	111-121-006	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.18	CC[1]	1	8.00	1	0.1	1	0
17	111-121-007	RS-5-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.09	CC[1]	1	8.00	1	0.1	1	0
			Safety Zone 5		0.07	CC[2]		8.00	0	1	1	0
18	111-121-009	RS-5-S4-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.11	CC[1]	1	8.00	1	0.1	1	0
			Safety Zone 5		0.00	CC[2]		8.00	0	1	1	0
19	111-121-010	RS-5-S6-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.11	CC[1]	1	8.00	1	0.1	1	0
			Safety Zone 5		0.01	CC[2]		8.00	0	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
20	111-121-011	RS-5-S6-Q/D	Safety Zone 2	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.06	CC[1]	1	8.00	0	0.1	1	0
			Safety Zone 5		0.07	CC[2]		8.00	1	1	1	0
21	111-121-012	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.11	CC[2]	1	8.00	1	1	1	0
22	111-121-013	RS-5-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.15	CC[2]	1	8.00	1	1	1	0
23	111-121-015	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.13	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
24	111-121-016	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	0	8.00	0	1	1	0
25	111-121-017	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
26	111-121-018	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
27	111-121-019	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.13	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
28	111-121-020	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[2]	1	8.00	1	1	1	0
29	111-121-023	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[2]	1	8.00	1	1	1	0
30	111-131-040	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
31	111-131-043	PF1/AP,D	Safety Zone 5	N/A	0.00	CC[2]	1	8.00	0	1	1	0
		RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings.	0.12	CC[2]		8.00	0	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				3. Guest House 4. Servants' quarters and guest houses								
32	111-131-044	RS-5-S5-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
33	111-131-045	RS-5-S5-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
34	111-171-001	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
35	111-171-002	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House	0.12	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				4. Servants' quarters and guest houses								
36	111-171-006	RS-5-S3-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
37	111-171-008	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
38	111-171-010	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.11	CC[2]	1	17.00	1	1	1	0
39	111-171-011	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.14	CC[2]	1	17.00	1	1	1	0
40	111-171-012	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only))	0.14	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				2. Mixed Residential (Single Family Residential) 3. Guest House								
41	111-171-013	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.14	CC[2]	1	17.00	1	1	1	0
42	111-171-014	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
43	111-171-015	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
44	111-171-016	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
45	111-171-017	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only))	0.12	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				2. Mixed Residential (Single Family Residential) 3. Guest House								
46	111-171-018	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
47	111-171-019	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.10	CC[2]	1	17.00	1	1	1	0
48	111-191-040	RS-5-S6-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.11	CC[2]	0	8.00	0	1	1	0
49	111-191-042	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
50	111-191-043	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[2]	1	8.00	1	1	1	0
51	111-191-044	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
52	111-191-045	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[2]	1	8.00	1	1	1	0
53	111-191-046	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.13	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
54	111-191-047	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.14	CC[2]	1	8.00	1	1	1	0
55	111-191-048	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.15	CC[2]	1	8.00	1	1	1	0
56	111-191-054	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
57	111-191-057	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
58	111-191-058	RS-5-S4-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC	1	8.00	1	1	1	0
59	111-191-059	RS-5-S5-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
60	111-191-060	RS-5-S5-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
61	111-201-028	RS-5-S6-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
62	111-201-030	RS-5-S6-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
63	111-201-031	RS-5-S6-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.12	CC[2]	1	8.00	1	1	1	0
64	111-201-032	RS-5-S6-Q/D	Safety Zone 5	1. Residential Single Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. One-family dwellings. 3. Guest House 4. Servants' quarters and guest houses	0.14	CC[2]	0	8.00	0	1	1	0
65	111-231-009	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
66	111-231-010	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family	0.12	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House								
67	111-231-013	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.11	CC[2]	1	17.00	1	1	1	0
68	111-231-014	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
69	111-231-015	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
70	111-231-016	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
71	111-231-017	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family	0.12	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House								
72	111-231-018	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
73	111-231-019	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
74	111-231-021	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
75	111-231-022	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.11	CC[2]	1	17.00	1	1	1	0
76	111-231-023	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family	0.11	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House								
77	111-231-024	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
78	111-231-025	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.11	CC[2]	1	17.00	1	1	1	0
79	111-231-027	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
80	111-231-028	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
81	111-231-029	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family	0.12	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House								
82	111-231-030	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
83	111-231-031	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.11	CC[2]	1	17.00	1	1	1	0
			Safety Zone 6		0.01	C		17.00	0	N/A	1	0
84	111-231-041	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.02	CC[2]	1	17.00	0	1	1	0
			Safety Zone 6		0.10	C		17.00	1	N/A	1	0
85	111-231-042	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.04	CC[2]	1	17.00	0	1	1	0
			Safety Zone 6		0.08	C		17.00	1	N/A	1	0
86	111-231-043	R2-Q/D	Safety Zone 5		0.06	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
			Safety Zone 6	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.06	C		17.00	0	N/A	1	0
87	111-231-044	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.09	CC[2]	1	17.00	1	1	1	0
			Safety Zone 6		0.03	C		17.00	0	N/A	1	0
88	111-231-045	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.13	CC[2]	1	17.00	1	1	1	0
89	111-231-046	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0
90	111-231-047	R2-S4-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.12	CC[2]	1	17.00	1	1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
91	111-231-048	R2-S4-Q/D	Safety Zone 2	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.05	CC[1]	1	17.00	0	0.1	1	0
			Safety Zone 5		0.10	CC[2]		17.00	1	1	1	0
92	111-241-029	RM-30-S1-Q/D	Safety Zone 6	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	0.18	C	1	30.00	1	N/A	1	0
93	111-241-030	RM-30-S1-Q/D	Safety Zone 6	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the	0.14	C	1	30.00	1	N/A	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.								
94	111-241-031	RM-30-S1-Q/D	Safety Zone 6	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	0.14	C	1	30.00	1	N/A	1	0
95	111-241-032	RM-30-S1-Q/D	Safety Zone 6	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9	0.16	C	1	30.00	1	N/A	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.								
96	111-241-047	CG-Q/D	Safety Zone 5	1. Caretaker's Residence	0.01	CC[2]	0	8.00	0	1	1	0
			Safety Zone 6		0.23	C		8.00	1	N/A	1	0
97	111-241-048	CG-Q/D	Safety Zone 5	1. Caretaker's Residence	0.01	CC[2]	0	8.00	0	1	1	0
			Safety Zone 6		0.26	C		8.00	2	N/A	2	0
98	111-241-049	CG-Q/D	Safety Zone 5	1. Caretaker's Residence	0.02	CC[2]	0	8.00	0	1	1	0
			Safety Zone 6		0.25	C		8.00	2	N/A	2	0
99	111-241-050	CG-Q/D	Safety Zone 5	1. Caretaker's Residence	0.02	CC[2]	0	8.00	0	1	1	0
			Safety Zone 6		0.19	C		8.00	1	N/A	1	0
100	111-241-051	CG-Q/D	Safety Zone 5	1. Caretaker's Residence	0.06	CC[2]	0	8.00	0	1	1	0
			Safety Zone 6		0.13	C		8.00	1	N/A	1	0
101	111-251-007	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family	0.00	CC[2]	1	17.00	0	1	1	0
			Safety Zone 6		0.12	C		17.00	1	N/A	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				Residential) 3. Guest House								
102	111-251-008	R2-Q/D	Safety Zone 5	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.07	CC[2]	1	17.00	1	1	1	0
			Safety Zone 6		0.05	C		17.00	0	N/A	1	0
103	111-251-009	R2-Q/D	Safety Zone 2	1. Mixed Residential (Multi Family Residential (Duplex Only)) 2. Mixed Residential (Single Family Residential) 3. Guest House	0.00	CC[1]	1	17.00	0	0.1	1	0
			Safety Zone 5		0.11	CC[2]		17.00	1	1	1	0
			Safety Zone 6		0.01	C		17.00	0	N/A	1	0
104	111-251-010	RM-30-S4-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with	0.12	CC[1]	0	30.00	0	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				County requirements.								
105	111-251-011	RM-30-S4-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	0.12	CC[1]	0	30.00	0	0.1	1	0
106	111-251-012	RM-30-S4-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan	0.13	CC[1]	0	30.00	0	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.								
107	111-251-013	RM-30-S4-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	0.13	CC[1]	0	30.00	0	0.1	1	0
108	111-251-015	RM-30-S4-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the	0.13	CC[1]	0	30.00	0	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.								
109	111-251-016	CR-S4-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.13	CC[1]	0	8.00	0	0.1	1	0
110	111-251-017	CR-S4-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.13	CC[1]	0	8.00	0	0.1	1	0
111	111-251-018	CR-S4-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.13	CC[1]	0	8.00	0	0.1	1	0
112	111-251-019	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.12	CC[1]	0	8.00	0	0.1	1	0
113	111-251-020	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.12	CC[1]	0	8.00	0	0.1	1	0
114	111-251-021	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.12	CC[1]	0	8.00	0	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
115	111-251-022	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.12	CC[1]	0	8.00	0	0.1	1	0
116	111-251-023	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.12	CC[1]	0	8.00	0	0.1	1	0
117	111-251-025	CR-S4-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.48	CC[1]	0	8.00	0	0.1	1	0
118	111-251-026	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.13	CC[1]	0	8.00	0	0.1	1	0
			Safety Zone 3		0.00	CC		8.00	0	0.5	1	0
119	111-251-033	CR-S4-Q/A,D	Safety Zone 3	1. Single Family Residential 2. Caretaker's Residence	0.16	CC	0	8.00	0	0.5	1	0
120	111-251-034	CR-S4-Q/A,D	Safety Zone 3	1. Single Family Residential 2. Caretaker's Residence	0.17	CC	0	8.00	0	0.5	1	0
121	111-251-042	CR-Q/D	Safety Zone 3	1. Single Family Residential 2. Caretaker's Residence	0.18	CC	0	8.00	0	0.5	1	0
122	111-251-043	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.15	CC[1]	0	8.00	0	0.1	1	0
			Safety Zone 3		0.03	CC		8.00	0	0.5	1	0
123	111-251-044	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.19	CC[1]	0	8.00	0	0.1	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
124	111-251-045	RM-30-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	0.19	CC[1]	1	30.00	1	0.1	1	0
125	111-251-046	RM-30-Q/D	Safety Zone 2	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily	0.15	CC[1]	1	30.00	1	0.1	1	0
			Safety Zone 3		0.03	CC		30.00	0	0.5	1	0

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced
				dwelling units could be sited on the property in conformance with County requirements.								
126	111-251-047	RM-30-Q/D	Safety Zone 3	1. Residential Multi Family Principal Permitted Use (See Section 313-163.1.9 for description) 2. Single Family Residential where it can be shown that the property could be developed in the future with multifamily dwellings. The Hearing Officer may require submittal of a development plan which shows how the multifamily dwelling units could be sited on the property in conformance with County requirements.	0.17	CC	1	30.00	1	0.5	1	0
			Safety Zone 6		0.02	C		30.00	0	N/A	1	0
127	111-251-067	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.17	CC[1]	0	8.00	0	0.1	1	0
128	111-251-072	CR-Q/D	Safety Zone 2	1. Single Family Residential 2. Caretaker's Residence	0.42	CC[1]	0	8.00	1	0.1	1	0
						Total	93		104		103	1

TABLE I-4
POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES – SHELTER COVE AIRPORT

Parcel ID #	APN	Zoning	Safety Zone	Residential Use	Developable Area in Safety Zone (Acres)	Acceptability Draft ALUCP	RHNA Site Units	Maximum Density - Zoning	Maximum Number of Units – Existing Regulations	ALUCP Density	Maximum Number of Units - ALUCP	Number of Units Potentially Displaced

NOTES:

ALUCP = Airport Land Use Compatibility Plan
APN = Assessor Parcel Number
RDU = Residential Dwelling Unit
RHNA = Regional Housing Needs Assessment

1 A key defining the Humboldt County Zoning Regulations principal zoning and combining districts is provided in Table 2-3.
a Parcel has been identified as underutilized.
b Parcel has been identified as a housing opportunity site in the RHNA.

I – Incompatible
C – Compatible
CC - Conditionally Compatible
CC[1] – Limited to infill in areas developed with similar land uses.
CC[2] – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.

SOURCE: County of Humboldt, 2020; Environmental Science Associates, 2021.

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I-4 Non-Residential Displacement Analysis – Safety

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TABLE I-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	108-171-019	CR	CR-Q/AP,D	7,206.97	7,206.97	3.00	21,620.92	1. Boating Facilities Improvements (Conditionally Permitted Use);	I	0.00
								2. Commercial Recreation (Principal Permitted Use);	I	0.00
								3. Timber Production (Conditionally Permitted Use);	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	I	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	I	0.00
								6. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	I	0.00
								8. Recreational Vehicle Park (Conditionally Permitted Use);	I	0.00
								9. Watershed Management (Conditionally Permitted Use).	CC	0.00
02	109-361-026	CR	CR-Q/AP,A,D	27,893.88	27,893.88	3.00	83,681.63	1. Boating Facilities Improvements (Conditionally Permitted Use);	I	0.00
								2. Commercial Recreation (Principal Permitted Use);	I	0.00

TABLE I-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								3. Timber Production (Conditionally Permitted Use);	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	I	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	I	0.00
								6. Fish and Wildlife Management (Conditionally Permitted Use);	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use);	I	0.00
								8. Recreational Vehicle Park (Conditionally Permitted Use);	I	0.00
								9. Watershed Management (Conditionally Permitted Use).	CC	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
2 Limited to single-story buildings.

.

TABLE I-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 1 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
01	108-171-019	CR	CR-Q/AP,D	7,206.97	7,206.97	3.00	21,620.92	1. Commercial Recreation (Principal Permitted Use)	CC[2]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use).	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
02	109-361-026	CR	CR-Q/AP,A,D	27,893.88	27,893.88	3.00	83,681.63	1. Commercial Recreation (Principal Permitted Use)	CC[2]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
03	109-361-027	CR	CR-Q/AP,A,D	12,013.28	12,013.28	3.00	36,039.85	1. Commercial Recreation (Principal Permitted Use)	CC[2]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
04	109-361-028	CR	CR-Q/AP,A,D	9,674.47	9,674.47	3.00	29,023.41	1. Commercial Recreation (Principal Permitted Use)	CC[2]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
05	109-361-029	CR	CR-Q/AP,A,D	8,675.78	8,675.78	3.00	26,027.33	1. Commercial Recreation (Principal Permitted Use)	CC[2]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
06	111-071-051	RL	RS-5-Q/D	4,349.79	1,522.43	0.40	1,739.92	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
07	111-071-053	RL	RS-5-S[4]-Q/D	4,996.62	1,748.82	0.40	1,998.65	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
08	111-071-054	RL	RS-5-S[4]-Q/D	6,482.19	2,268.77	0.40	2,592.88	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
09	111-071-058	RL	RS-5-S[4]-Q/D	5,601.35	1,960.47	0.40	2,240.54	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
10	111-071-062	RL	RS-5-S[4]-Q/D	5,187.12	1,815.49	0.40	2,074.85	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
11	111-071-065	RL	RS-5-S[4]-Q/D	5,314.73	1,860.16	0.40	2,125.89	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
12	111-121-002	RL	RS-5-Q/D	4,569.63	1,599.37	0.40	1,827.85	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
13	111-121-003	RL	RS-5-S[4]-Q/D	4,615.61	1,615.46	0.40	1,846.24	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
14	111-121-004	RL	RS-5-S[6]-Q/D	4,946.07	1,731.12	0.40	1,978.43	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
15	111-121-005	RL	RS-5-S[6]-Q/D	5,085.30	1,779.85	0.40	2,034.12	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
16	111-121-006	RL	RS-5-S[4]-Q/D	7,692.83	2,692.49	0.40	3,077.13	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
17	111-121-007	RL	RS-5-Q/D	3,898.99	1,364.64	0.40	1,559.59	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
18	111-121-009	RL	RS-5-S[4]-Q/D	4,830.91	1,690.82	0.40	1,932.36	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
19	111-121-010	RL	RS-5-S[6]-Q/D	4,802.67	1,680.93	0.40	1,921.07	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
20	111-121-011	RL	RS-5-S[6-] Q/D	2,602.36	910.83	0.40	1,040.94	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
91	111-231-048	RM	R2-S[4]-Q/D	2,188.35	765.92	1.00	2,188.35	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00
103	111-251-009	RM	R2-Q/D	68.72	24.05	1.00	68.72	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	I	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00
104	111-251-010	PF	RM-30-S[4]-Q/D	5,406.59	3,243.95	1.00	5,406.59	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
105	111-251-011	PF	RM-30-S[4]-Q/D	5,443.90	3,266.34	1.00	5,443.90	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
106	111-251-012	PF	RM-30-S[4]-Q/D	5,467.92	3,280.75	1.00	5,467.92	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
107	111-251-013	PF	RM-30-S[4]-Q/D	5,491.93	3,295.16	1.00	5,491.93	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
108	111-251-015	PF	RM-30-S[4]-Q/D	5,539.93	3,323.96	1.00	5,539.93	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
109	111-251-016	CR	CR-S[4]-Q/D	5,564.12	5,564.12	3.00	16,692.37	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
110	111-251-017	CR	CR-S[4]-Q/D	5,587.95	5,587.95	3.00	16,763.86	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
111	111-251-018	CR	CR-S[4]-Q/D	5,767.14	5,767.14	3.00	17,301.41	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
112	111-251-019	CR	CR-Q/D	5,030.26	5,030.26	3.00	15,090.77	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
113	111-251-020	CR	CR-Q/D	5,161.28	5,161.28	3.00	15,483.85	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
114	111-251-021	CR	CR-Q/D	5,262.53	5,262.53	3.00	15,787.59	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
115	111-251-022	CR	CR-Q/D	5,149.16	5,149.16	3.00	15,447.47	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
116	111-251-023	CR	CR-Q/D	5,313.76	5,313.76	3.00	15,941.29	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
117	111-251-025	CR	CR-S[4]-Q/D	20,695.54	20,695.54	3.00	62,086.61	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
118	111-251-026	CR	CR-Q/D	5,465.64	5,465.64	3.00	16,396.92	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
122	111-251-043	CR	CR-Q/D	6,459.95	6,459.95	3.00	19,379.86	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
123	111-251-044	CR	CR-Q/D	8,191.12	8,191.12	3.00	24,573.35	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
124	111-251-045	RM	RM-30-Q/D	8,481.75	5,089.05	1.00	8,481.75	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
125	111-251-046	RM	RM-30-Q/D	6,640.03	3,984.02	1.00	6,640.03	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								3. Essential Services (Conditionally Permitted Use)	CC[3]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	I	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[2]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	I	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[4]	0.00
127	111-251-067	CR	CR-Q/D	7,325.86	7,325.86	3.00	21,977.57	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 2 – SHELTER COVE AIRPORT

Parcel ID#	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area Within Safety Zone	FAR	Max. Building Area/Ground Coverage	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
128	111-251-072	CR	CR-Q/D	18,269.40	18,269.40	3.00	54,808.20	1. Commercial Recreation (Principal Permitted Use)	I	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
2 Limited to single-story buildings.
3 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
4 No group recreational activities allowed.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE I-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
118	111-251-026	CR	CR-Q/D	10.89	-	3.00	32.66	1. Commercial Recreation (Principal Permitted Use)	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
119	111-251-033	CR	CR-S[4]-Q/A,D	6,795.00	-	3.00	20,385.01	1. Commercial Recreation (Principal Permitted Use);	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use);	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use);	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use).	CC[2]	0.00
120	111-251-034	CR	CR-S[4]-Q/A,D	7,296.52	-	3.00	21,889.55	1. Commercial Recreation (Principal Permitted Use)	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00

TABLE I-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
121	111-251-042	CR	CR-Q/D	8,032.81	-	3.00	24,098.44	1. Commercial Recreation (Principal Permitted Use)	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
122	111-251-043	CR	CR-Q/D	1,250.28	-	3.00	3,750.85	1. Commercial Recreation (Principal Permitted Use)	CC[1]	0.00
								2. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								3. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								4. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
125	111-251-046	RM	RM-30-Q/D	1,250.38	750.23	1.00	1,250.38	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[3]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[4]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	CC	0.00

TABLE I-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								7. Office and Professional Service (Conditionally Permitted Use)	CC[5]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	CC[1]	0.00
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[1]	0.00
126	111-251-047	RM	RM-30-Q/D	7,275.25	4,365.15	1.00	7,275.25	1. Commercial Use Types Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[3]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	CC[4]	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Neighborhood Commercial (Conditionally Permitted Use)	CC	0.00
								6. Non-Assembly Cultural (Conditionally Permitted Use)	CC	0.00
								7. Office and Professional Service (Conditionally Permitted Use)	CC[5]	0.00
								8. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								9. Private Institution (Conditionally Permitted Use)	I	0.00
								10. Private Recreation (Conditionally Permitted Use)	CC[1]	0.00

TABLE I-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 3 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
								11. Public Recreation and Open Space (Conditionally Permitted Use)	CC[1]	0.00

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

1 A key defining the General Plan Land Use is provided in Table 2-2.
2 A key defining principal zoning and combining districts is provided in Table 2-3.

I = Incompatible

CC = Conditionally Compatible
1 No group recreational activities allowed.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to buildings less than three-stories.
4 Emergency and infrastructure services only services only. No day-care centers, schools, parks, or playgrounds allowed.
5 Limited to buildings less than three-stories.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
17	111-121-007	RL	RS-5-Q/D	2,889.84	1,011.45	0.40	1,155.94	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
18	111-121-009	RL	RS-5-S4-Q/D	9.95	3.48	0.40	3.98	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
19	111-121-010	RL	RS-5-S6-Q/D	263.17	92.11	0.40	105.27	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
20	111-121-011	RL	RS-5-S6-Q/D	3,028.32	1,059.91	0.40	1,211.33	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
21	111-121-012	RL	RS-5-S4-Q/D	4,858.24	1,700.38	0.40	1,943.29	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
22	111-121-013	RL	RS-5-Q/D	6,402.73	2,240.95	0.40	2,561.09	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
23	111-121-015	RL	RS-5-S4-Q/D	5,736.71	2,007.85	0.40	2,294.69	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
24	111-121-016	RL	RS-5-S4-Q/D	5,197.36	1,819.08	0.40	2,078.94	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
25	111-121-017	RL	RS-5-S4-Q/D	5,253.49	1,838.72	0.40	2,101.40	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
26	111-121-018	RL	RS-5-S4-Q/D	5,310.67	1,858.73	0.40	2,124.27	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
27	111-121-019	RL	RS-5-S4-Q/D	5,658.49	1,980.47	0.40	2,263.39	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
28	111-121-020	RL	RS-5-S4-Q/D	5,636.57	1,972.80	0.40	2,254.63	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
29	111-121-023	RL	RS-5-S4-Q/D	5,519.16	1,931.71	0.40	2,207.66	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
30	111-131-040	RL	RS-5-S4-Q/D	5,230.36	1,830.63	0.40	2,092.15	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
31	111-131-043	RL	RS-5-S4-Q/D	5,086.49	1,780.27	0.40	2,034.60	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
32	111-131-044	RL	RS-5-S5-Q/D	5,086.47	1,780.27	0.40	2,034.59	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
33	111-131-045	RL	RS-5-S5-Q/D	5,086.48	1,780.27	0.40	2,034.59	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
34	111-171-001	RL	RS-5-S4-Q/D	5,176.98	1,811.94	0.40	2,070.79	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
35	111-171-002	RL	RS-5-S4-Q/D	5,048.51	1,766.98	0.40	2,019.40	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
36	111-171-006	RL	RS-5-S3-Q/D	5,320.49	1,862.17	0.40	2,128.20	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
37	111-171-008	RM	R2-S4-Q/D	5,665.80	1,983.03	1.00	5,665.80	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
38	111-171-010	RM	R2-S4-Q/D	4,620.29	1,617.10	1.00	4,620.29	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
39	111-171-011	RM	R2-S4-Q/D	6,147.53	2,151.63	1.00	6,147.53	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
40	111-171-012	RM	R2-S4-Q/D	5,895.60	2,063.46	1.00	5,895.60	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
41	111-171-013	RM	R2-S4-Q/D	5,934.98	2,077.24	1.00	5,934.98	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
42	111-171-014	RM	R2-S4-Q/D	5,490.89	1,921.81	1.00	5,490.89	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
43	111-171-015	RM	R2-S4-Q/D	5,453.48	1,908.72	1.00	5,453.48	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
44	111-171-016	RM	R2-S4-Q/D	5,416.12	1,895.64	1.00	5,416.12	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
45	111-171-017	RM	R2-S4-Q/D	5,378.72	1,882.55	1.00	5,378.72	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
46	111-171-018	RM	R2-Q/D	5,460.12	1,911.04	1.00	5,460.12	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
47	111-171-019	RM	R2-Q/D	4,464.52	1,562.58	1.00	4,464.52	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
48	111-191-040	RL	RS-5-S6-Q/D	4,963.21	1,737.12	0.40	1,985.28	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
49	111-191-042	RL	RS-5-S4-Q/D	5,539.97	1,938.99	0.40	2,215.99	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
50	111-191-043	RL	RS-5-S4-Q/D	5,726.87	2,004.41	0.40	2,290.75	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
51	111-191-044	RL	RS-5-S4-Q/D	5,341.83	1,869.64	0.40	2,136.73	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
52	111-191-045	RL	RS-5-S4-Q/D	5,786.56	2,025.30	0.40	2,314.62	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
53	111-191-046	RL	RS-5-S4-Q/D	5,780.87	2,023.30	0.40	2,312.35	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
54	111-191-047	RL	RS-5-S4-Q/D	5,912.37	2,069.33	0.40	2,364.95	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
55	111-191-048	RL	RS-5-S4-Q/D	6,662.01	2,331.70	0.40	2,664.80	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
56	111-191-054	RL	RS-5-S4-Q/D	5,086.48	1,780.27	0.40	2,034.59	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
57	111-191-057	RL	RS-5-S4-Q/D	5,086.46	1,780.26	0.40	2,034.58	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
58	111-191-058	RL	RS-5-S4-Q/D	5,086.48	1,780.27	0.40	2,034.59	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
59	111-191-059	RL	RS-5-S5-Q/D	5,086.48	1,780.27	0.40	2,034.59	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
60	111-191-060	RL	RS-5-S5-Q/D	5,086.49	1,780.27	0.40	2,034.60	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
61	111-201-028	RL	RS-5-S6-Q/D	5,021.78	1,757.62	0.40	2,008.71	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
62	111-201-030	RL	RS-5-S6-Q/D	5,180.59	1,813.21	0.40	2,072.23	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
63	111-201-031	RL	RS-5-S6-Q/D	5,259.99	1,840.99	0.40	2,103.99	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
64	111-201-032	RL	RS-5-S6-Q/D	6,310.76	2,208.77	0.40	2,524.31	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[1]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[1]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
65	111-231-009	RM	R2-Q/D	5,206.43	1,822.25	1.00	5,206.43	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
66	111-231-010	RM	R2-Q/D	5,211.03	1,823.86	1.00	5,211.03	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
67	111-231-013	RM	R2-Q/D	4,876.33	1,706.72	1.00	4,876.33	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
68	111-231-014	RM	R2-S4-Q/D	5,341.35	1,869.47	1.00	5,341.35	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
69	111-231-015	RM	R2-S4-Q/D	5,304.00	1,856.40	1.00	5,304.00	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
70	111-231-016	RM	R2-S4-Q/D	5,266.61	1,843.31	1.00	5,266.61	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
71	111-231-017	RM	R2-S4-Q/D	5,242.04	1,834.72	1.00	5,242.04	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
72	111-231-018	RM	R2-S4-Q/D	5,486.96	1,920.44	1.00	5,486.96	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
73	111-231-019	RM	R2-S4-Q/D	5,058.11	1,770.34	1.00	5,058.11	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
74	111-231-021	RM	R2-S4-Q/D	5,617.81	1,966.23	1.00	5,617.81	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
75	111-231-022	RM	R2-S4-Q/D	4,918.23	1,721.38	1.00	4,918.23	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
76	111-231-023	RM	R2-S4-Q/D	4,752.22	1,663.28	1.00	4,752.22	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
77	111-231-024	RM	R2-S4-Q/D	5,360.54	1,876.19	1.00	5,360.54	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
78	111-231-025	RM	R2-Q/D	4,605.14	1,611.80	1.00	4,605.14	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
79	111-231-027	RM	R2-Q/D	5,761.82	2,016.64	1.00	5,761.82	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
80	111-231-028	RM	R2-Q/D	5,339.64	1,868.87	1.00	5,339.64	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
81	111-231-029	RM	R2-Q/D	5,315.99	1,860.60	1.00	5,315.99	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
82	111-231-030	RM	R2-Q/D	5,405.54	1,891.94	1.00	5,405.54	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
83	111-231-031	RM	R2-Q/D	4,760.36	1,666.13	1.00	4,760.36	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
84	111-231-041	RM	R2-Q/D	702.93	246.02	1.00	702.93	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
85	111-231-042	RM	R2-Q/D	1,846.28	646.20	1.00	1,846.28	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
86	111-231-043	RM	R2-Q/D	2,611.49	914.02	1.00	2,611.49	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
87	111-231-044	RM	R2-Q/D	3,843.27	1,345.14	1.00	3,843.27	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
88	111-231-045	RM	R2-S4-Q/D	5,535.85	1,937.55	1.00	5,535.85	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
89	111-231-046	RM	R2-S4-Q/D	5,195.23	1,818.33	1.00	5,195.23	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
90	111-231-047	RM	R2-S4-Q/D	5,091.89	1,782.16	1.00	5,091.89	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
91	111-231-048	RM	R2-S4-Q/D	4,535.79	1,587.53	1.00	4,535.79	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[2]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
96	111-241-047	CG	CG-Q/D	406.04	-	3.00	1,218.12	1. Administrative (Principal Permitted Use)	CC[3]	0.00
								2. Automotive, Sales, Service and Repair (Principal Permitted Use)	I	0.00
								3. Community Assembly (Conditionally Permitted Use)	I	0.00
								4. Essential Services (Principal Permitted Use)	I	0.00
								5. Extensive Impact Civic Use (Conditionally Permitted Use)	I	0.00
								6. Health Care Services (Conditionally Permitted Use)	I	0.00
								7. Heavy Commercial (Conditionally Permitted Use)	I	0.00
								8. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								9. Minor Utilities (Principal Permitted Use)	CC[2]	0.00
								10. Non-Assembly Cultural (Principal Permitted Use)	I	0.00
								11. Office and Professional Service (Principal Permitted Use)	CC[3]	0.00
								12. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								13. Retail Sales (Principal Permitted Use)	I	0.00
								14. Retail Services (Principal Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
97	111-241-048	CG	CG-Q/D	520.06	-	3.00	1,560.18	1. Administrative (Principal Permitted Use)	CC[3]	0.00
								2. Automotive, Sales, Service and Repair (Principal Permitted Use)	I	0.00
								3. Community Assembly (Conditionally Permitted Use)	I	0.00
								4. Essential Services (Principal Permitted Use)	I	0.00
								5. Extensive Impact Civic Use (Conditionally Permitted Use)	I	0.00
								6. Health Care Services (Conditionally Permitted Use)	I	0.00
								7. Heavy Commercial (Conditionally Permitted Use)	I	0.00
								8. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								9. Minor Utilities (Principal Permitted Use)	CC[2]	0.00
								10. Non-Assembly Cultural (Principal Permitted Use)	I	0.00
								11. Office and Professional Service (Principal Permitted Use)	CC[3]	0.00
								12. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								13. Retail Sales (Principal Permitted Use)	I	0.00
								14. Retail Services (Principal Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
98	111-241-049	CG	CG-Q/D	665.70	-	3.00	1,997.09	1. Administrative (Principal Permitted Use)	CC[3]	0.00
								2. Automotive, Sales, Service and Repair (Principal Permitted Use)	I	0.00
								3. Community Assembly (Conditionally Permitted Use)	I	0.00
								4. Essential Services (Principal Permitted Use)	I	0.00
								5. Extensive Impact Civic Use (Conditionally Permitted Use)	I	0.00
								6. Health Care Services (Conditionally Permitted Use)	I	0.00
								7. Heavy Commercial (Conditionally Permitted Use)	I	0.00
								8. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								9. Minor Utilities (Principal Permitted Use)	CC[2]	0.00
								10. Non-Assembly Cultural (Principal Permitted Use)	I	0.00
								11. Office and Professional Service (Principal Permitted Use)	CC[3]	0.00
								12. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								13. Retail Sales (Principal Permitted Use)	I	0.00
								14. Retail Services (Principal Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
99	111-241-050	CG	CG-Q/D	971.86	-	3.00	2,915.57	1. Administrative (Principal Permitted Use)	CC[3]	0.00
								2. Automotive, Sales, Service and Repair (Principal Permitted Use)	I	0.00
								3. Community Assembly (Conditionally Permitted Use)	I	0.00
								4. Essential Services (Principal Permitted Use)	I	0.00
								5. Extensive Impact Civic Use (Conditionally Permitted Use)	I	0.00
								6. Health Care Services (Conditionally Permitted Use)	I	0.00
								7. Heavy Commercial (Conditionally Permitted Use)	I	0.00
								8. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								9. Minor Utilities (Principal Permitted Use)	CC[2]	0.00
								10. Non-Assembly Cultural (Principal Permitted Use)	I	0.00
								11. Office and Professional Service (Principal Permitted Use)	CC[3]	0.00
								12. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								13. Retail Sales (Principal Permitted Use)	I	0.00
								14. Retail Services (Principal Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
100	111-241-051	CG	CG-Q/D	2,570.85	-	3.00	7,712.54	1. Administrative (Principal Permitted Use)	CC[3]	0.00
								2. Automotive, Sales, Service and Repair (Principal Permitted Use)	I	0.00
								3. Community Assembly (Conditionally Permitted Use)	I	0.00
								4. Essential Services (Principal Permitted Use)	I	0.00
								5. Extensive Impact Civic Use (Conditionally Permitted Use)	I	0.00
								6. Health Care Services (Conditionally Permitted Use)	I	0.00
								7. Heavy Commercial (Conditionally Permitted Use)	I	0.00
								8. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								9. Minor Utilities (Principal Permitted Use)	CC[2]	0.00
								10. Non-Assembly Cultural (Principal Permitted Use)	I	0.00
								11. Office and Professional Service (Principal Permitted Use)	CC[3]	0.00
								12. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								13. Retail Sales (Principal Permitted Use)	I	0.00
								14. Retail Services (Principal Permitted Use)	I	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
101	111-251-007	RM	R2-Q/D	171.77	60.12	1.00	171.77	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[1]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
102	111-251-008	RM	R2-Q/D	3,003.10	1,051.08	1.00	3,003.10	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[1]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								3. Essential Services (Conditionally Permitted Use)	I	0.00
								4. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								5. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								6. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								7. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								8. Private Institution (Conditionally Permitted Use)	I	0.00
								9. Private Recreation (Conditionally Permitted Use)	I	0.00
								10. Public Recreation and Open Space (Conditionally Permitted Use)	CC	0.00

TABLE I-8
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement
103	111-251-009	RM	R2-Q/D	4,993.17	1,747.61	1.00	4,993.17	1. Bed and Breakfast Establishments; subject to the Bed and Breakfast Establishment Regulations (Conditionally Permitted Use)	CC[1]	0.00
								2. Community Assembly (Conditionally Permitted Use)	I	0.00
								7. Essential Services (Conditionally Permitted Use)	I	0.00
								8. Major Electrical Distribution Lines; subject to the Electrical Distribution Lines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								9. Minor Generation and Distribution Facilities (Conditionally Permitted Use)	CC[2]	0.00
								10. Neighborhood Commercial (Conditionally Permitted Use)	I	0.00
								11. Oil and Gas Pipelines; subject to the Oil and Gas Pipelines Regulations (Conditionally Permitted Use)	CC[2]	0.00
								12. Private Institution (Conditionally Permitted Use)	I	0.00
								13. Private Recreation (Conditionally Permitted Use)	I	0.00
								14. Public Recreation and Open Space (Conditionally Permitted Use)	I	0.00

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POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SAFETY ZONE 5 – SHELTER COVE AIRPORT

Parcel ID #	APN	GPLU	Zoning	Parcel Area (Sq. Ft.)	Parcel Area with Max. Lot Coverage	FAR	Max. Bldg. Area	Non-residential Use	Acceptability Draft ALUCP	Area of Potential Displacement

NOTES:

GPLU = General Plan Land Use
Sq. Ft. = Square Feet
FAR = Floor Area Ratio

I = Incompatible

CC = Conditionally Compatible
1 Hotels allowed if compliant with Noise and Airspace Protection Compatibility Policies.
2 Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
3 Limited to single-story buildings.

SOURCE: Humboldt County Building and Planning, 2020; Humboldt County Draft ALUCP, 2020; Environmental Science Associates 2020.