

APPENDIX A

GLOSSARY

Active Recreation

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

Agricultural Preserve

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

Agricultural Land Conservation Contract

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

Ahwanee Principles

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

Airport Business Park

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

Airport Land Use Compatibility

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

Airport Land Use Compatibility Plan

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

Airport Master Plan

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

Alquist-Priolo Earthquake Fault Zone Act

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

Aquaculture

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

Area Planning Commission (APC)

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

Arterial (street)

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

Azalea Hill Area

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

"big-box" Department Store

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

California Department of Fish and Game (CDFG)

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

California Department of Forestry and Fire Protection (CDF)

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

California Forest Practices Act

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

California Occupational Health and Safety Administration (CAL-OSHA)

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

Category “5” Road Standard

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

Category “6” Road Standard

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

Central Avenue Corridor

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

Circulation Plan

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

Citizen Involvement

see public participation

Citizens’ Advisory Committee (CAC)

see McKinleyville Citizens’ Advisory Committee

Class I timber site

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

Class II timber site

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

Class III timber site

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

Cluster Development; Clustering

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

Coastal Conservancy

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

Coastal Zone

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

Collector (street)

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

Committee for Citizen Involvement (CCI)

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

Community Character

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

Community-Based Policing

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

Community Noise Equivalent Level (CNEL)

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

Community Plan

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

Community Plan Area

The land area covered by a Community Plan.

Conditional Use Permit

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

Conversion (of agricultural land)

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

Conveyance of Development Rights

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

Cottage Industry

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

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

dBA

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

Design Review

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

Design Review Standards

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

Design Standards Committee (DSC)

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

Detention Basin

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

Development

As defined in California Government Code Section 65927:

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

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

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

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

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

Earthquake Fault Zone

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

Easement

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

Ephemeral Stream

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

Forested Hillside Area

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

Forest Practices Act

see California Forest Practices Act

Framework Plan

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

General Plan

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

General Plan Amendment

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

Greenbelt

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

Higher Density Development

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

Home Occupation

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

Humboldt Bay Municipal Water District (HBMWD)

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

Humboldt - Del Norte Public Health Department

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

Impervious Surface

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

Industrial Noise Protection Standards

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

Incidental Public Services

Accessory, appurtenant secondary public uses of a property.

In-lieu Fee(s)

see parkland dedication in-lieu fee(s)

Interested Parties of Record

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

Intermittent Stream

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

Landscape Combining Zone (-L)

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

Landscape Maintenance Zone

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

Ldn

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

Level of Service (LOS)

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

Local Street

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

Major (sub)division

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

McKinleyville Citizens’ Advisory Committee (MCAC)

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

McKinleyville Community Services District (MCSD)

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

McKinleyville Land Trust

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

Memorandum of Agreement (MOA)

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

Mid-Town Trail Corridor

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

Minor (sub)division

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

Mixed Light Industrial

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

Municipal Advisory Committee (MAC)

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

Natural Park(s) (area)

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

Neighborhood Associations

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

Neighborhood Watch Program

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

Non-Agricultural Uses

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

Non-Point Source Pollution

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

Non-Traditional Recreation

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

Open Space

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

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

Open Space Implementation Standards

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

Ordinance 42

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

Parkland Dedication

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

Parkland Dedication In-lieu Fee(s)

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

Passive Recreation

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

Pathway Corridor

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

Patricks Creek Community Services District (PCCSD)

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

Perennial Stream

A watercourse whose waterflows occur year-round.

Performance Standards

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

Plan Lines

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

Planned Development Combining Zone (-P)

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

Planned Unit Development

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

Prime Agricultural Land

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

Public Participation

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

Quimby Act

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

Redwood Community Action Agency (RCAA)

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

Retention Basin

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

Right(s)-Of-Way

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

Right to Farm Ordinance

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

Riparian Corridor

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

Rural Lands

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

Rural Character

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

Safewalk

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

Sensitive and Critical Habitat

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

Special Permit

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

Special Treatment Area

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

Special Treatment Area Standards

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

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

Streamside Area

see Streamside Management Area

Streamside Management Area

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

Stream Transition Line

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

Timberland Conversion Permit

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

Timber Production Zone (TPZ)

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

Topsoil

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

Town Center

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

Town Center (Combining) Zoning District

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

Traditional Recreation

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

Traffic Calming

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

Urban Development Area (UDA)

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

Urban Development Boundary

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

Urban Expansion Area (UEA)

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

Urban Expansion Boundary

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

Variance

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

Wetland(s)

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

Wetland(s) Buffer

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

Wetland Combining Zone (-W)

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

Wetland Restoration

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

Zone

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

Zoning

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

Zoning Consistency

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

Zoning Reclassification

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

APPENDIX B
SPECIAL COMBINING ZONES AND "Q" ZONES
ORDINANCES

ORDINANCE NO. 2285

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

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

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

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

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

314-16.1 AP - AIRPORT SAFETY REVIEW.

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

16.1.2 **Applicability.** The Airport Safety Review Combining Zone, indicated by "AP" on the Zoning Maps, shall apply to lands within or under areas described in Section 333, Chapter 3, Division 3, Title III of the Humboldt County Code as clear zones, approach zones, transition zones, and beneath the flight track; or to lands identified as appropriate for airport safety review zoning in the most recently adopted Airport Land Use Compatibility Plan for the Humboldt County Airports Master Plan.

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

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

314-29.1 N - NOISE IMPACT.

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

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

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

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

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

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

314-38.1 WR - STREAMSIDE MANAGEMENT AREAS AND WETLANDS.

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

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

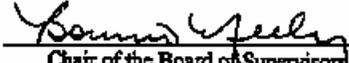
30.3. **Modifications Imposed by the Streamside Management Areas and Wetlands Combining Zone.** The provisions of the Streamside Management Areas Ordinance shall apply in addition to regulations imposed by the principal zone, development regulations, and other special area combining regulations.

SECTION 5.

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

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

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


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

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



ORDINANCE NO. 2286

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

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

SECTION 1.

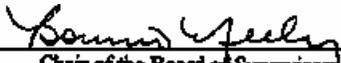
PARAGRAPH 1.1 ZONE AMENDMENT. Section 311-7 of the Humboldt County Code is hereby amended by reclassifying the area generally described as the McKinleyville Community Planning Area (inland) as shown on Map Exhibit Z0, except for those areas which are further detailed in separate implementing "Q" zone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

SECTION 2.

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

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

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


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

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



ORDINANCE NO. 2287

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

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

SECTION 1.

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

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

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

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

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

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

SECTION 2.

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

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

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

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

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

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

SECTION 3.

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

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

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

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

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

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

SECTION 4.

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

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

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

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

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

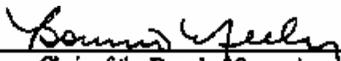
- (a) Any entitlement provided by this zoning is contingent upon:
 - 1) all improvements, dedications, and easements deemed necessary and reasonable by the County being provided by the owner; and,
 - 2) implementation of an approved wetland mitigation and restoration plan and area set aside for permanent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

SECTION 5.

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

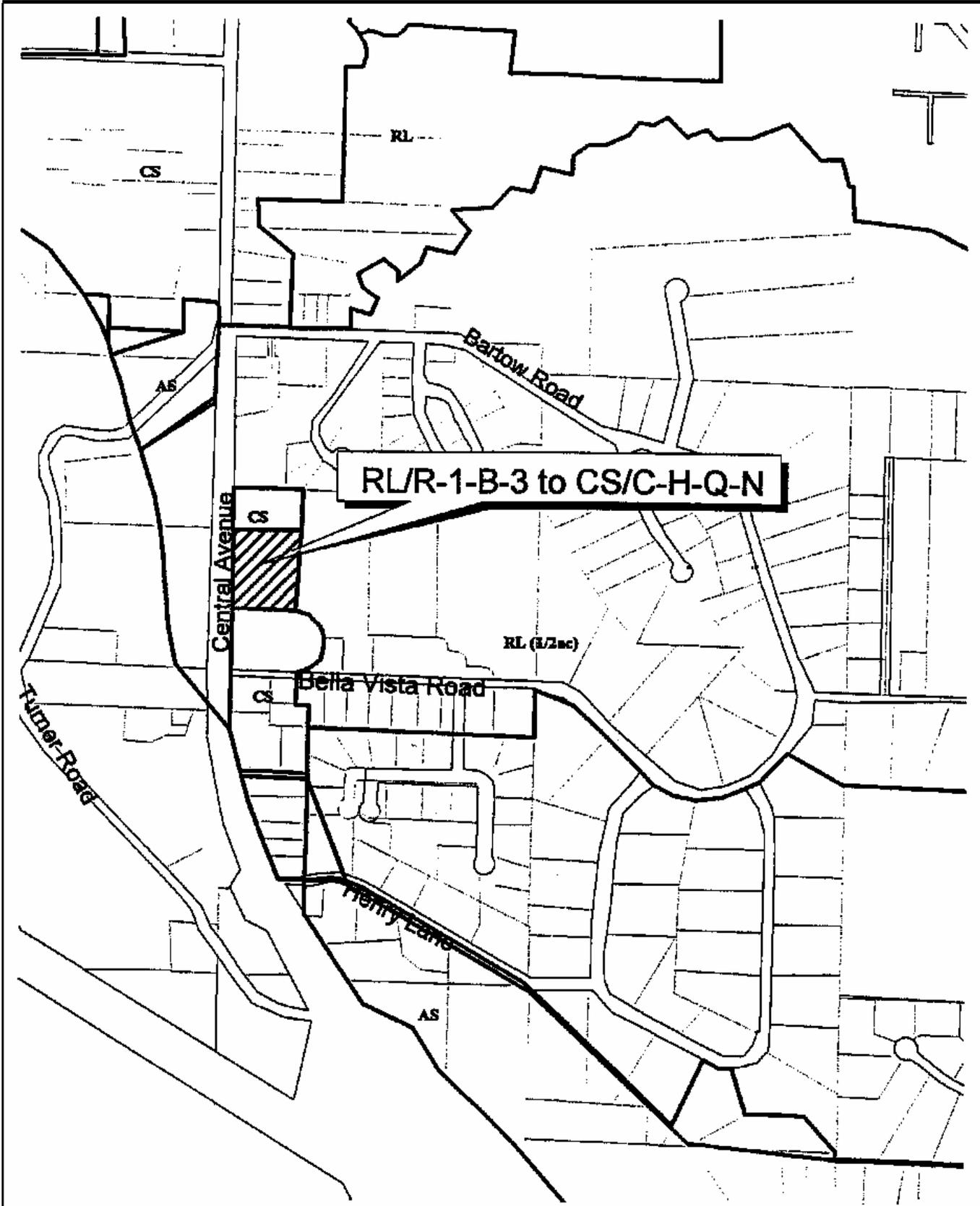
PASSED, APPROVED AND ADOPTED this 10th day of December, 2002, on the following vote, to wit:

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


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

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

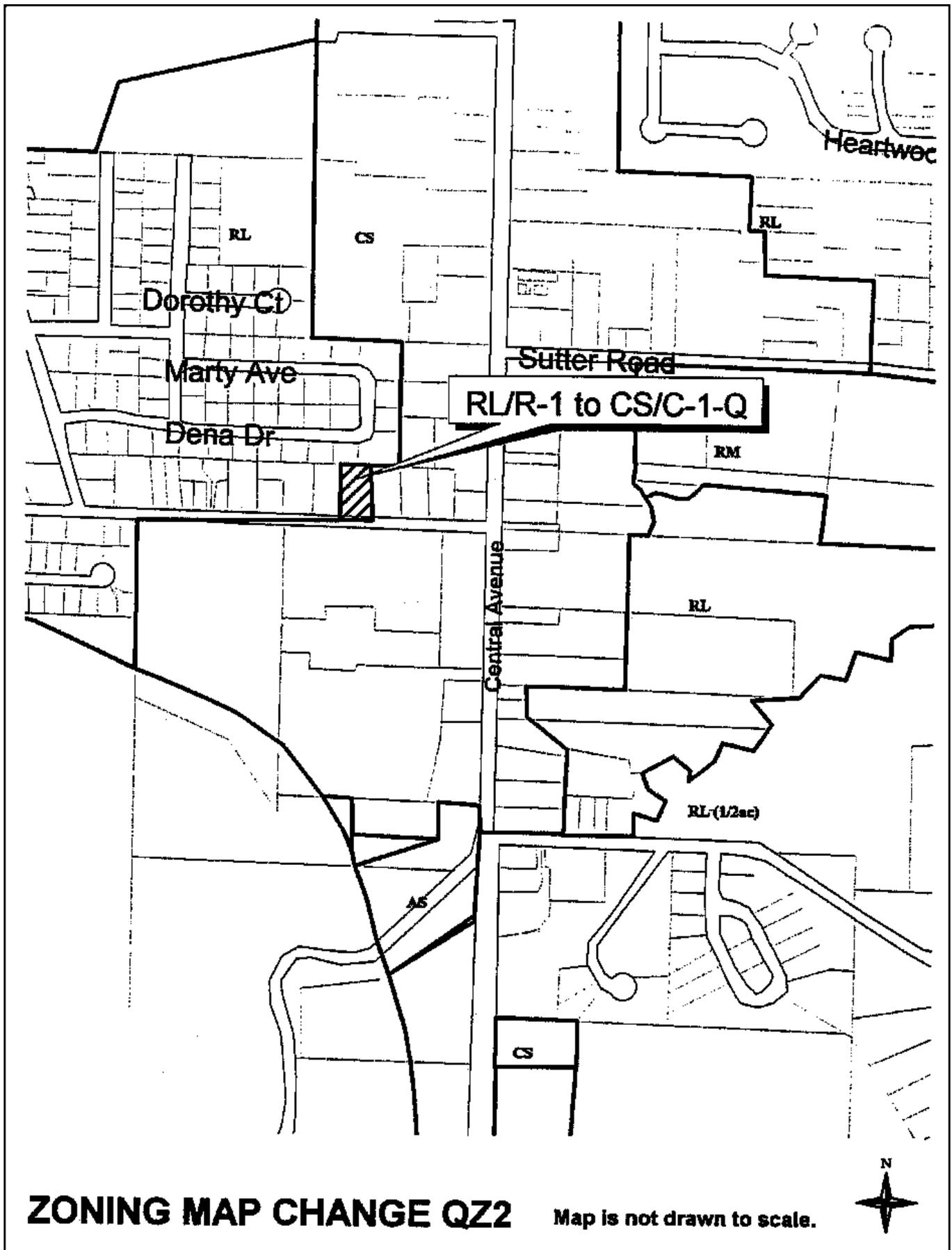


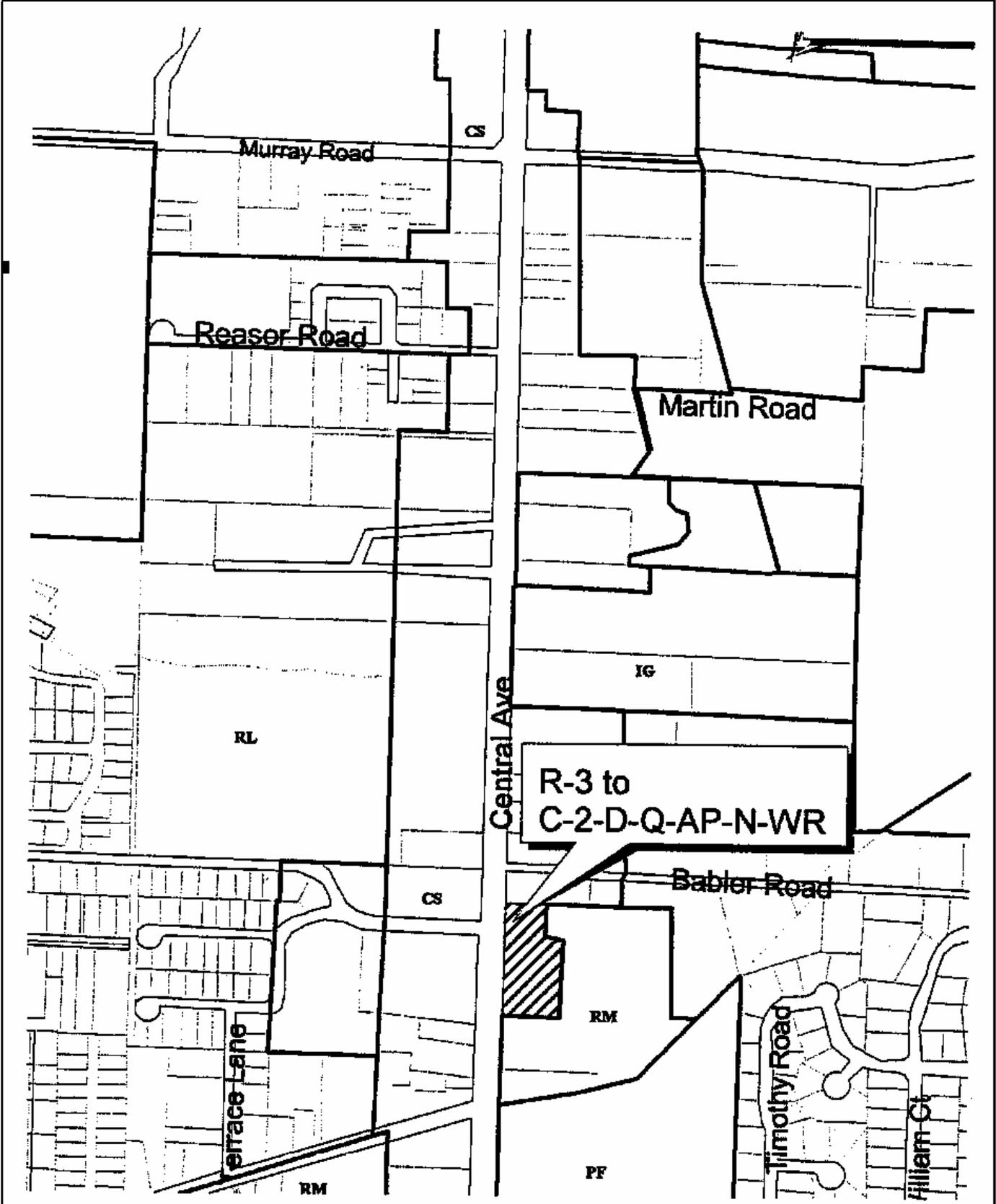


ZONING MAP CHANGE QZ1

Map is not drawn to scale.



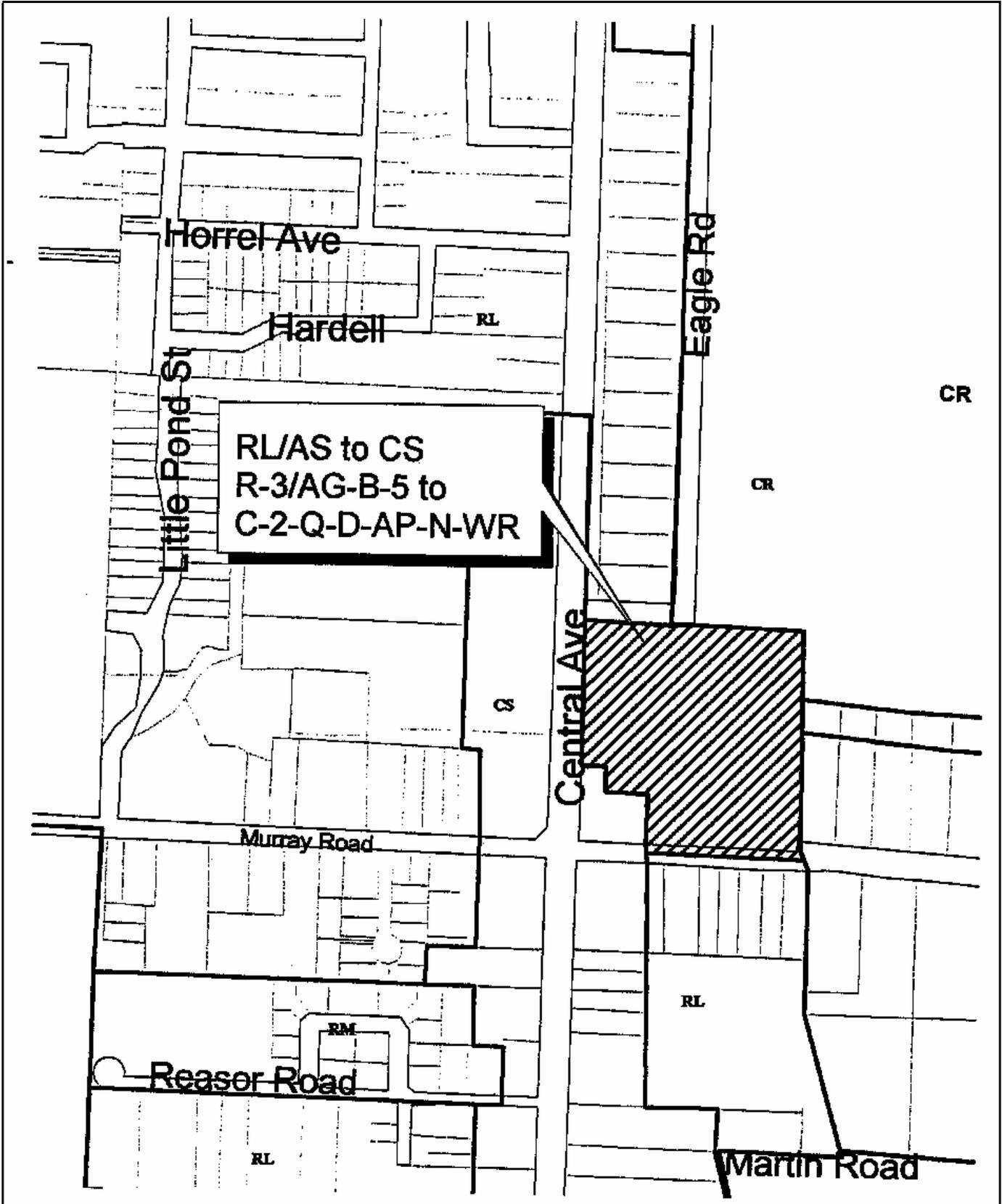




ZONING MAP CHANGE QZ3

Map is not drawn to scale.





ZONING MAP CHANGE QZ4

Map is not drawn to scale.



ORDINANCE NO. 2288

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

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

SECTION 1.

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

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

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

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

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

- (c) Principal Permitted Uses:

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

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

- (b) Uses Permitted with a Use Permit:

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

(c) Other Regulations:

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

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

SECTION 2.

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

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

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

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

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

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

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

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

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

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

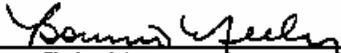
(6) Implementation of traffic circulation system improvements as may be identified by a project-specific traffic study detailing existing and projected conditions at full build-out to offset project impacts as needed.

SECTION 5.

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

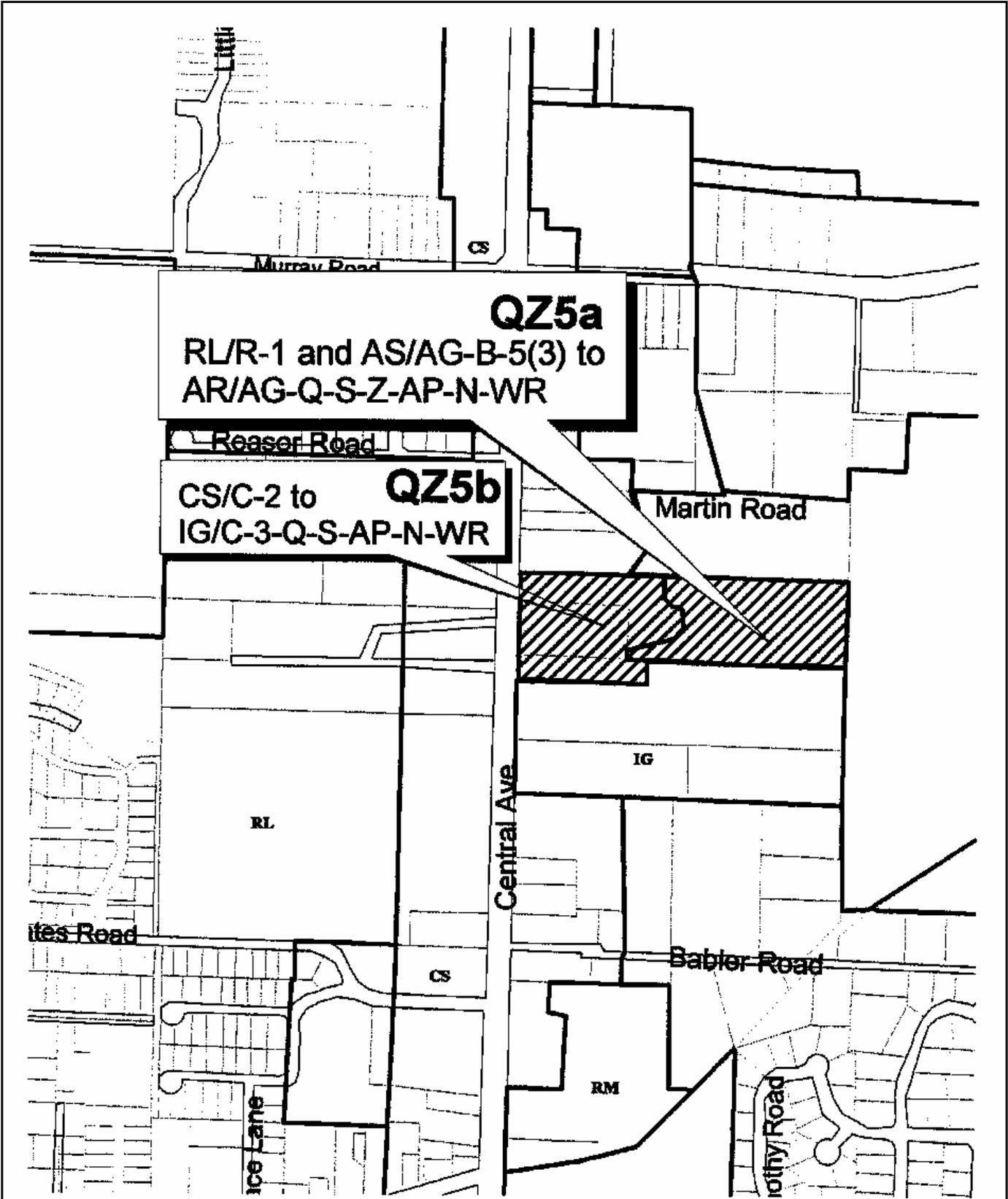
PASSED, APPROVED AND ADOPTED this 10th day of December, 2002, on the following vote, to wit:

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


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

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





ZONING MAP CHANGE QZ5

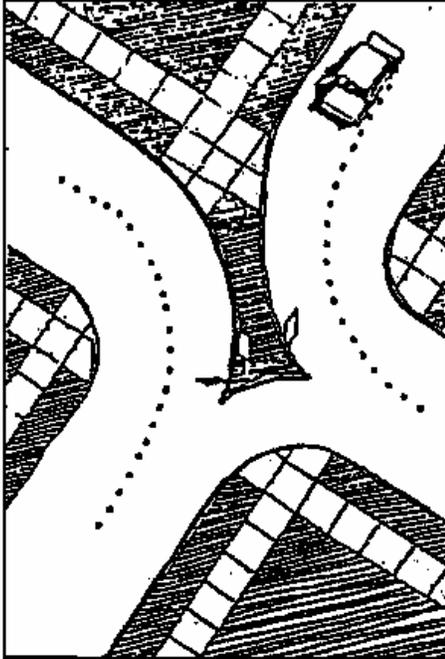
Map is not drawn to scale.



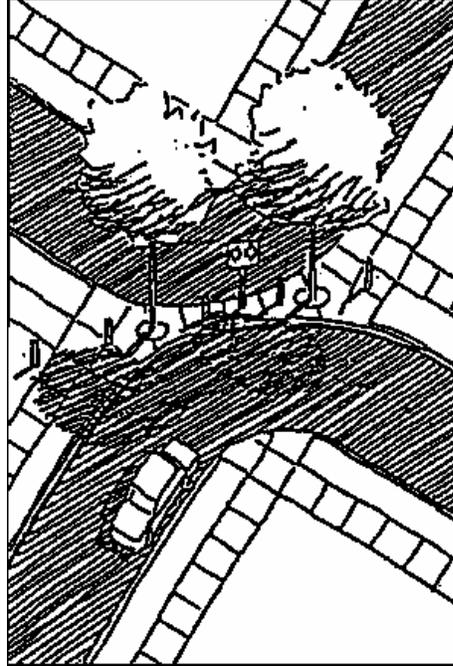
Appendix C

Examples of Traffic Calming Measures

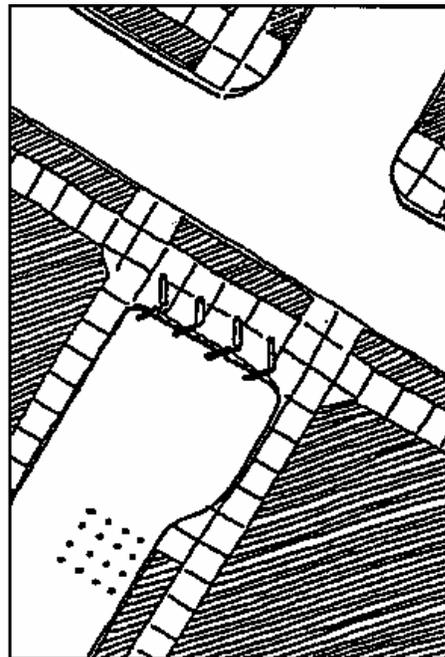
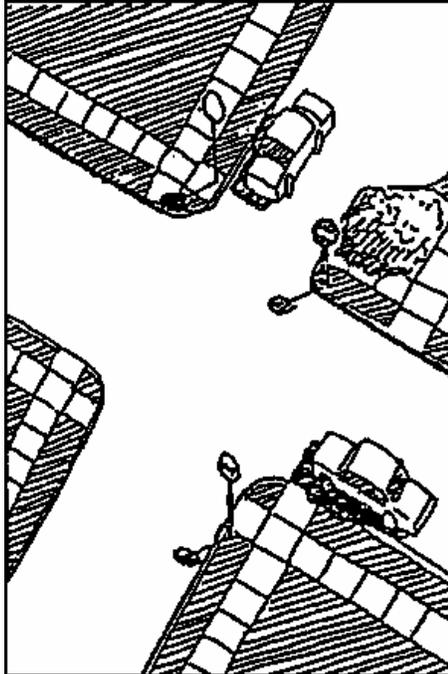
FORCED TURNS



DIAGONAL DIVERTERS

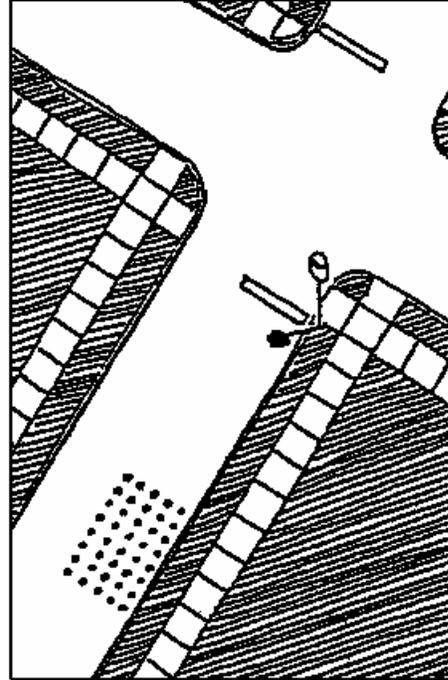
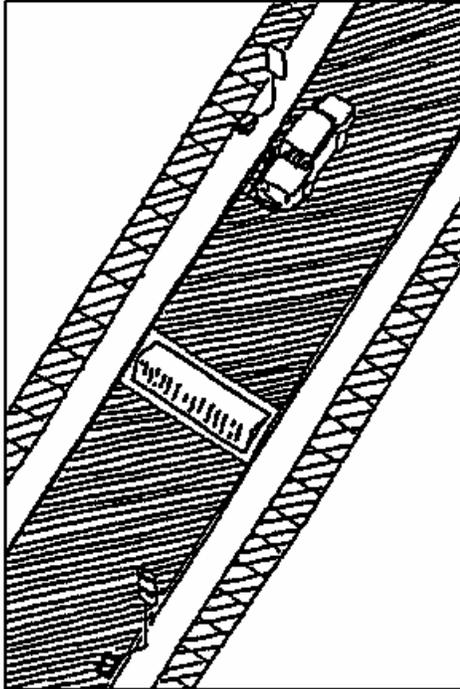


CHOKERS/NARROWING



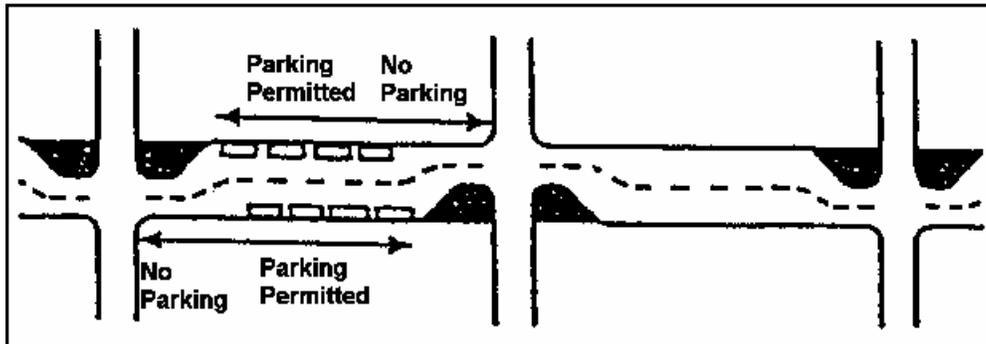
CUL-DE-SAC CLOSURES

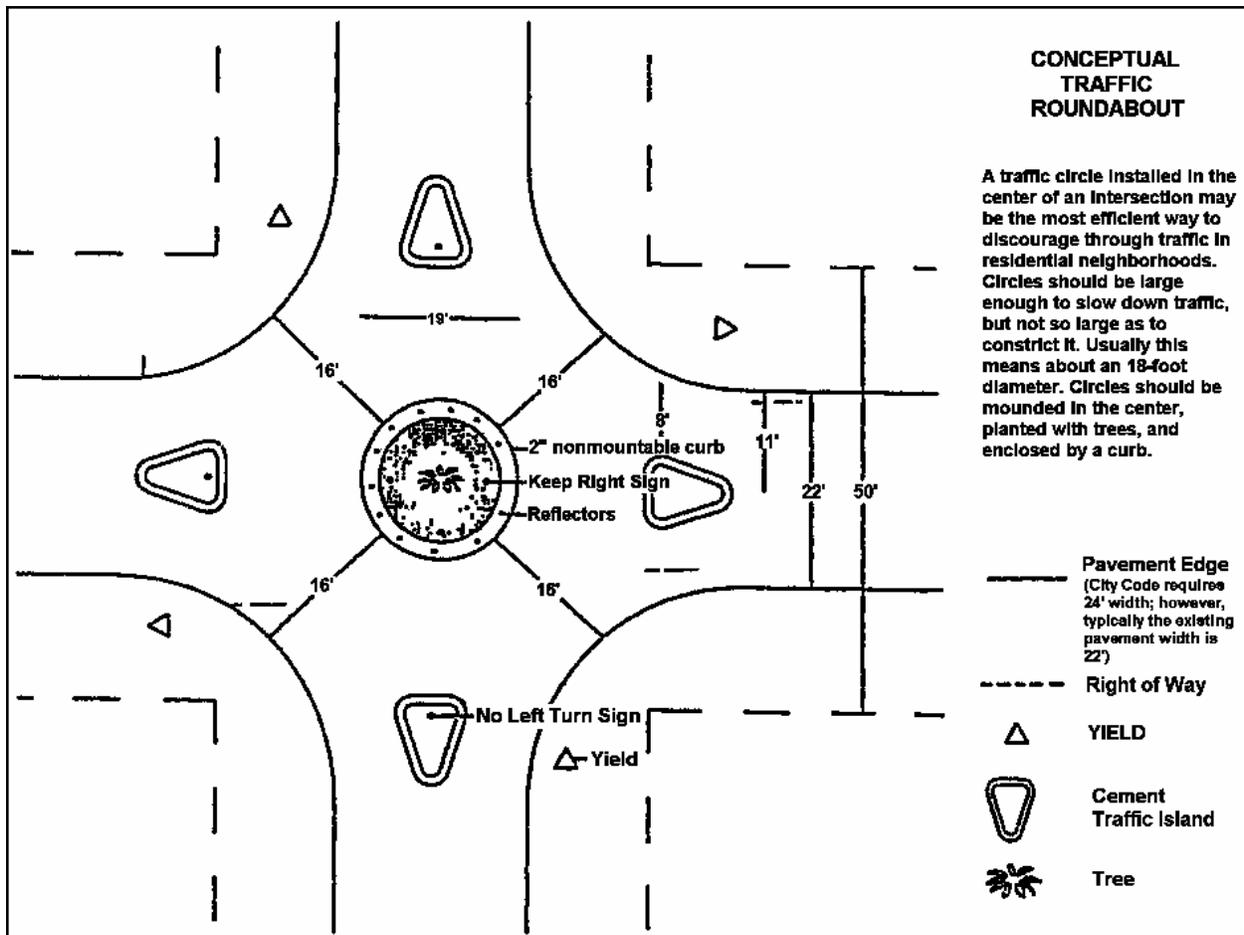
BUMPS, UNDULATIONS



RUMBLE STRIPS

CHICANES





Source: City of Fort Myers Planning Department

APPENDIX D:

TRAIL AND PARK DESCRIPTIONS

TRAILS DESCRIPTIONS

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

EXISTING TRAILS

A. Central Avenue to Clam Beach Road

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

B. Hammond Trail

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

C. Hiller Park

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

D. Azalea Reserve

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

E. Parkside Trail

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

POTENTIAL TRAIL ROUTES

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

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

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

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

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

1A Hammond Trail: Knox Cove to Murray Road

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

1B Hammond Trail: Murray Road River/ Beach Access

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

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

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

IC Hammond Trail: Murray Road to Widow White Creek

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

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

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

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

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

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

IE Hammond Trail: Letz Avenue to Vista Point

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

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

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

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

IF&IG Hammond Trail: Vista Point to Clam Beach

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

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

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

2. Coastal Trail Alternate: Airport Road to Clam Beach

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

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

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

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

3. Kjer Drive to Central Avenue Trail

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

4. Letz Avenue Coastal Overlook

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

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

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

5. Ocean Drive / Hiller West Beach Access & Trails

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

6. Hiller East Trail

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

7. Hiller Park to Daffodil Trail

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

8. Fischer Avenue / Hammond Trail / School Road

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

9. School Road Access / River Trail

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

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

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

11. “Pond” Trail

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

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

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

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

13. Murray Road Bike Route

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

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

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

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

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

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

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

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

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

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

17. Airport Road Trail

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

18. Airport Road to Marius

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

19. Marius to North Widow White Trail to McKinleyville Avenue

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

20. Midtown Bike and Pedestrian Corridor

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

21. Underwood to Barnett Trail

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

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

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

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

Abandon Halfway Avenue as a bike and pedestrian route.

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

23. Northern Hammond Trail to Central Avenue 101 Crossing

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

24. North McKinleyville Avenue Bike and Pedestrian Trail

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

26. East Bates to Central Avenue Trail

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

27. West Bates to McKinleyville Avenue Possible 101 Crossing

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

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

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

29. Railroad Avenue Trail

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

31. McKinleyville Shopping Center / City Center Road

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

32. Hiller Road Bike Lanes

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

33. Hiller Road Trail: McKinleyville Avenue to Central Avenue

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

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

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

35. ~~Marty Road to Central Avenue~~

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

36. McKinleyville Avenue / Midtown Corridor to School Road Route

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

37. School Road Bike Route

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

38. Windsor Trail

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

39. Mill Creek Shopping Center Trail

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

40. Mill Creek Trail: Turner Road to Salmon Avenue

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

41. Mill Creek Falls Trail

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

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

42. Central Avenue Bike Route

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

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

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

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

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

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

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

48. Clam Beach Trail

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

49. Baird / Mather Road Trail

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

50. Mather / Buckman Trail

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

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

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

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

52. Dows Prairie Road to Norton Road

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

54. Central Avenue to Norton Road Bike Route

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

Private Forest

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

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

57. Murray Road Trail: Central Ave to Fieldbrook Corridor

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

58. ~~“Railroad” Trail: Murray Road to Babler Road~~

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

59. ~~McKinleyville Elementary School to Babler~~

~~It appears that this short neighborhood mini-trail could be located entirely on school property and MCSD property on Babler Road, possibly in conjunction with development of a park on the MCSD property. Besides providing a pleasant access to the school and the park, it could serve as a southern extension of the “Railroad” Trail (#58) described above, providing even more of an alternative to travel on Central Avenue. [Sources: 1991 RCAA Recreational Trails Plan and 1991 MCSD Parks and Recreational Plan (#20)] Note: This trail was removed for consideration by the MCAC as being infeasible due to the presence of existing lot improvements.~~

60. ~~Central Avenue to Lime Trail~~

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

61. Holly to Central Bike Route

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

62. Pickett to B Street Mini-Trail

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

63. East Hill Trail: Murray to First Road

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

64.-66. Private Forest Trails Overview

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

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

64. Forest Gate Trail

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

65. Second Road Trail

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

66. Haul Road Trail

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

67. Tasi Lane / D Street Trail

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

68. Camellia / Park Mini-Trail

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

69. Childrens / Park Mini-Trail

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

70. Sutter Road Bike Route

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

71. Sutter Trail: East Sutter to Private Forest Trails

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

72. Calville Trail: Park Street to “A” Avenue to Second Road

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

73. Azalea Path

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

74. Cochran / Hewitt Trail

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

75. Azalea Hill Trail

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

~~80. Mill Creek Trails~~

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

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

81. Mill Creek to Private Forest Trails

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

82. Dogwood Trail

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

~~83. Wild Canary Trail~~

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

84. Bartow / Bella Vista / Cochran Route

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

85. Cochran/ Private Forest Trails

This trail begins at the east end of Cochran Road and links up with private forest trails. Most of this land is managed for timber production. (Refer to Private Forest Trails Overview #64). This trail could connect with the timber haul road that makes a loop to the north to link into Sutter Trail (#71) or continue further north to link into the Second Road Trail (#65). [Sources: 1991 RCAA Recreational/ Trails Plan and the 1991 MCSD Parks and Recreation Plan, (#18)]

86. Vista Trail

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

87. Mad River Bike and Pedestrian Bridge

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

PARK DESCRIPTIONS

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

PROPOSED PARKS

1. Grange Park

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

2. Dows Prairie Park

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

3. Pond Park

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

4. City Center Park

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

5. Sutter Park

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

6. Mill Creek Park

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

7. Hewitt Ranch Preserve

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

Appendix E
BOARD OF SUPERVISORS RESOLUTIONS

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

Certified copy of portion of proceedings, Meeting on December 10, 2002

Resolution No. 02-106

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE MCKINLEYVILLE COMMUNITY PLAN AND ASSOCIATED ZONING

WHEREAS, the Humboldt County Planning Division initiated an amendment of the Humboldt County General Plan to update the plan for the McKinleyville Community Planning Area (non-coastal); and,

WHEREAS, in December of 1990 a twelve member Citizens' Advisory Committee was convened and initiated work on revising the McKinleyville Community Plan; and,

WHEREAS, On August 23, 1995 the Board of Supervisors appointed an eighteen member Citizens' Advisory Committee (CAC) including representatives of the McKinleyville Community Services District to prepare recommendations on the adoption of a community plan an associated zoning for the McKinleyville Area; and,

WHEREAS, the Humboldt County Planning Division convened CAC meetings for the purpose of implementing public participation in the process of drafting the McKinleyville Community Plan Update and associated environmental review; and,

WHEREAS, the CAC met 54 times between September, 1995 and July, 1998 to consider, comment on and provide substantial public input on elements of the draft plan and environmental document; and,

WHEREAS, on August 10, 1998, the County Planning Division issued a Notice of Preparation for a Draft Environmental Impact Report on the McKinleyville Community Plan Update; and,

WHEREAS, on or before June 14, 1999, the Humboldt County Planning Division issued a public notice announcing the availability of the Hearing Draft McKinleyville Community Plan Update and associated Draft Environmental Impact Report for public review (SCH# 9808024), and noticing a public hearing before the Humboldt County Planning Commission to be held on July 29, 1999; and,

WHEREAS, on July 29, 1999, the Humboldt County Planning Commission opened a duly noticed public hearing in McKinleyville on the Hearing Draft McKinleyville Community Plan Update and associated zoning and Draft Environmental Impact Report; and

WHEREAS, on August 26, 1999, September 23, 1999, January 25, 2001, April 26, 2001, May 31, 2001, June 14, 2001, July 26, 2001, August 30, 2001, November 8, 2001, and May 30, 2002 the Humboldt County Planning Commission held continued public hearings to deliberate and approve changes made in the Draft Community Plan and Environmental Impact Report; and,

WHEREAS, the Humboldt County Planning Division issued and duly noticed a Recirculation Draft Program Environmental Impact Report for the project with a comment period between May 7, 2002 to June 21, 2002; and,

WHEREAS, the Planning Commission reviewed and considered the Draft and Recirculation Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft and Recirculation Draft Environmental Impact Report, and proposed Plan and associated zoning.

WHEREAS, the Planning Commission on July 11, 2002, by adopting Resolution 01-56, recommended to the Humboldt County Board of Supervisors certification of the revised Draft Environmental Impact Report, consisting of the Draft Program Environmental Impact Report June 7, 1999, the Recirculation Draft Program Environmental Impact Report May 1, 2002, and Comments and Responses to the Recirculation Draft Program Environmental Impact Report May 1, 2002, as the Final Environmental Impact Report; and,

WHEREAS, the Planning Commission also recommended that the Board of Supervisors consider adopting a statement of overriding considerations for the impact categories of police service deficiencies and loss of prime agricultural soils, as may be necessary, based on the Board's final decision regarding such lands; and,

WHEREAS, the Board of Supervisors held duly noticed public hearings on October 1, 2002 and on November 5, 2002 to consider the Planning Commission Approved McKinleyville Community Plan and associated zoning and revised Draft Environmental Impact Report; and,

WHEREAS, the Board of Supervisors reviewed and considered the Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft Environmental Impact Report and proposed Plan and associated zoning.

NOW, THEREFORE, Be It Resolved that the Humboldt County Board of Supervisors makes the following findings:

1. Pursuant to Section 15091 of the CEQA Guidelines, the project impacts have been reduced to a less than significant level as summarized in Table 2.4-1,"(Amended): Summary Table of Significant Impacts, Mitigation Measures and Monitoring Program" of the Final EIR (see Recirculation Draft, page 7-25) except for impacts relating to loss of agricultural land and police services. This finding is based upon the specific mitigation measures which are set

forth in that Table and are listed as mitigation measures 4.1.4.1 through 4.11.4.3. The changes incorporated into the project which lessen the significant effects of the project are carried out by adoption of the Plan and its associated zoning. Table 2-4.1 of the Final EIR identifies the program for reporting and monitoring project changes.

2. Pursuant to Section 15091 of the CEQA Guidelines, the project impacts relating to loss of agricultural land may still be considered significant because the project allows non-agricultural uses on prime agricultural soil upon which the town site is substantially located. The impacts relating to loss of agricultural land have been substantially lessened by changes incorporated into the project and items originally included in the project, including but not limited to the following:
 - a. The project plans and zones all currently productive agricultural lands for continued agricultural use, with enforceable protective zoning.
 - b. Limits non-agricultural subdivision of such lands.
 - c. Establishes urban development boundaries and development timing policies which reduce the potential for urban sprawl.
 - d. Includes clustering policies and zoning implementation to reduce loss of prime soils and open space values.
3. In addition, the project impacts relating to police service deficiencies may still be considered significant because there is credible evidence in the record of such deficiencies or potential deficiencies. The impacts relating to such deficiencies have been substantially lessened by changes incorporated into the project, including but not limited to the following:
 - a. Revised development timing policies which require a finding of police services adequacy prior to approving urban level development in the urban expansion area.
 - b. A program of the Humboldt County Sheriff to provide full time staffing of the McKinleyville substation.
4. Pursuant to Section 15093 of the CEQA Guidelines, it is found that there are overriding considerations with respect to the project impacts relating to loss of agricultural land and police service deficiencies which may still be considered significant, as stated and found in the attached Statement of Overriding Considerations.
5. Pursuant to Section 15091(e) of the CEQA Guidelines, the Clerk of the Board of Supervisors, County of Humboldt, State of California shall be the custodian of the documents and other materials which constitute the record of the proceedings upon which the decision is based.

Be It Further Resolved that the Humboldt County Board of Supervisors, pursuant to Section 15090 of the CEQA Guidelines, certifies that:

- a. The Final EIR has been completed in compliance with CEQA.
- b. The Final EIR has been presented to the Humboldt County Board of Supervisors and the information contained in the Final EIR has been reviewed and considered by the Board of Supervisors prior to approving the project.
- c. The Final EIR reflects Humboldt County Planning Division's independent judgment and analysis.

Adopted on motion by Supervisor Kirk, second by Supervisor Woolley, and the following vote:

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

STATE OF CALIFORNIA)
County of Humboldt)

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

CC: CAO

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

LORA CANZONERI

Clerk of the Board of Supervisors of the
County of Humboldt, State of California.

BY 
Lora Canzoneri

December 10, 2002

STATEMENT OF OVERRIDING CONSIDERATIONS

THE HUMBOLDT COUNTY BOARD OF SUPERVISORS HEREBY FINDS THAT for the reasons set forth below, the economic, social, and other considerations in favor of the project outweigh the potential loss of some agricultural soils and police service deficiencies identified in the findings.

Specifically, the agricultural soils in question have been previously committed to urban development in preceding general plans and urban level services and development, and are not currently productive agricultural lands.

The Board considered written and oral testimony and staff analyses and determined that the potential conversion of agricultural soils was reasonably mitigated and promoted orderly growth and provided reasonable development opportunities consistent with County Framework General Plan policies. The Plan and associated zoning contain policies and enforceable zoning to protect and conserve currently productive agricultural lands.

The areas of prime agricultural soils which are planned and zoned for non-agricultural use are found to be necessary to meet the County's mandated housing needs and supporting commercial, industrial, and public facility uses, and that these needs outweigh the potential loss of some agricultural soils.

With respect to police service deficiencies, the Board considered written and oral testimony and staff analyses and determined that the information with respect to the degree of potential deficiencies was not conclusive but that the potential for deficiencies exists. The Board finds that the need to complete this community plan project, as evidenced by substantial public testimony in support of completing the plan, outweighs such potential deficiencies. The Board further finds that such potential deficiencies are not irreversible, and that mitigating policies were included in the plan, and that the impact could be remedied by fiscal means.

Attachment to Resolution No. 02-106

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

Certified copy of portion of proceedings, Meeting on December 10, 2002.

Resolution No. 02-107

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT ADOPTING THE MCKINLEYVILLE COMMUNITY PLAN AND ASSOCIATED ZONING AS PART OF THE HUMBOLDT COUNTY GENERAL PLAN

WHEREAS, the California Government Code requires all Counties to have a General Plan; and,

WHEREAS, The Humboldt County Board of Supervisors has adopted a Framework Plan as Volume I of the Humboldt County General Plan. The organization of said Framework Plan provides that a series of Community Plans be adopted as Volume II of the General Plan. The Framework Plan identifies the McKinleyville area as one of the Community Planning Areas; and,

WHEREAS, the Humboldt County Planning Division initiated an amendment of the Humboldt County General Plan to update the plan for the McKinleyville Community Planning Area (non-coastal); and,

WHEREAS, in December of 1990 a twelve member Citizens' Advisory Committee was convened and initiated work on revising the McKinleyville Community Plan; and,

WHEREAS, On August 23, 1995 the Board of Supervisors appointed an eighteen member Citizens' Advisory Committee (CAC) including representatives of the McKinleyville Community Services District to prepare recommendations on the adoption of a community plan an associated zoning for the McKinleyville Area; and,

WHEREAS, the Humboldt County Planning Division convened CAC meetings for the purpose of implementing public participation in the process of drafting the McKinleyville Community Plan Update and associated environmental review; and,

WHEREAS, the CAC met 54 times between September, 1995 and July, 1998 to consider, comment on and provide substantial public input on elements of the draft plan and environmental document; and,

WHEREAS, on August 10, 1998, the County Planning Division issued a Notice of Preparation for a Draft Environmental Impact Report on the McKinleyville Community Plan Update; and,

WHEREAS, on or before June 14, 1999, the Humboldt County Planning Division issued a public notice announcing the availability of the Hearing Draft McKinleyville Community Plan

Update and associated Draft Environmental Impact Report for public review (SCH# 9808024), and noticing a public hearing before the Humboldt County Planning Commission to be held on July 29, 1999; and,

WHEREAS, on July 29, 1999, the Humboldt County Planning Commission opened a duly noticed public hearing in McKinleyville on the Hearing Draft McKinleyville Community Plan Update and associated zoning and Draft Environmental Impact Report; and

WHEREAS, on August 26, 1999, September 23, 1999, January 25, 2001, April 26, 2001, May 31, 2001, June 14, 2001, July 26, 2001, August 30, 2001, November 8, 2001, and May 30, 2002 the Humboldt County Planning Commission held continued public hearings to deliberate and approve changes made in the Draft Community Plan and Environmental Impact Report; and,

WHEREAS, the Humboldt County Planning Division issued and duly noticed a Recirculation Draft Program Environmental Impact Report for the project with a comment period between May 7, 2002 to June 21, 2002; and,

WHEREAS, the Planning Commission reviewed and considered the Draft and Recirculation Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft and Recirculation Draft Environmental Impact Report, and proposed Plan and associated zoning.

WHEREAS, the Planning Commission on July 11, 2002, by adopting Resolution 01-56, recommended to the Humboldt County Board of Supervisors certification of the revised Draft Environmental Impact Report, consisting of the Draft Program Environmental Impact Report June 7, 1999, the Recirculation Draft Program Environmental Impact Report May 1, 2002, and Comments and Responses to the Recirculation Draft Program Environmental Impact Report May 1, 2002, as the Final Environmental Impact Report; and,

WHEREAS, the Planning Commission also recommended that the Board of Supervisors consider adopting a statement of overriding considerations for the impact categories of police service deficiencies and loss of prime agricultural soils, as may be necessary, based on the Board's final decision regarding such lands; and,

WHEREAS, the Board of Supervisors held duly noticed public hearings on October 1, 2002 and on November 5, 2002 to consider the Planning Commission Approved McKinleyville Community Plan and associated zoning and revised Draft Environmental Impact Report; and,

WHEREAS, the Board of Supervisors reviewed and considered the Draft Environmental Impact Report, including written and oral testimony and evidence, and responses to comments and revisions to the Draft Environmental Impact Report and proposed Plan and associated zoning.

NOW, THEREFORE, Be It Resolved that the Humboldt County Board of Supervisors makes the following findings:

1. The revisions of the Humboldt County General Plan included in this resolution have been reviewed for compliance with the requirements of the California Environmental Quality Act and a report prepared pursuant to that Act has been duly considered by this Board and been found to have been prepared and certified pursuant to the requirements of that act.
2. Neither the revisions nor any part thereof will operate to limit the number of housing units which may be constructed on an annual basis in the areas to which the revisions apply.
3. The adoption of the revisions herein is consistent with a comprehensive view of the General Plan. Specifically, the Board finds that:
 - a. The public participation program carried out was consistent with Section 1500 of the Framework General Plan and maximized public access to the decision making process.
 - b. Notwithstanding Development Timing policies in the Framework Plan (2630) that generally define urban development areas as including areas with public water systems lines in place, water lines in the McKinleyville area extend to areas where it is undesirable to consider sewer service and densities greater than one unit per acre, and therefore, consistent with Framework Plan Section 1330, the policies of the McKinleyville Plan have been modified to meet local conditions.
 - c. Consistent with Framework Plan Section 1330, other modifications of Framework Plan policies contained in the McKinleyville Plan are necessary and desirable to meet the needs of the area to promote orderly growth and development and conserve resources, and are consistent with state planning law and the Framework General Plan.
4. The adoption of the McKinleyville Community Plan is in the public interest.
5. The adoption of the associated zoning is consistent with the general plan and is in the public interest.

Be It Further Resolved that the Humboldt County Board of Supervisors, upon consideration of all of the above, the McKinleyville Community Plan is adopted, and the implementing zone reclassifications as shown on the zoning maps are hereby approved.

Be It Further Resolved that this Humboldt County Board of Supervisors hereby conveys its indebtedness to the many local residents, in particular the members of the McKinleyville Citizens Advisory Committee, who contributed and participated by attendance and comments at public meetings during this community planning effort.

Adopted on motion by Supervisor Kirk, second by Supervisor Woolley, and the following vote:

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

STATE OF CALIFORNIA)
County of Humboldt)

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

CC: CAO

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

LORA CANZONERI

Clerk of the Board of Supervisors of the County of Humboldt, State of California.

BY 
Lora Canzoneri

December 10, 2002

APPENDIX F
COMMUNITY PREFERENCE SURVEY RESULTS

This Survey is on file at the Planning Division office of the Humboldt County Community Development Services.