Attachment 2

Detailed Analysis of the Consistency between the General Plan Update and the Airport Land Use Compatibility Plan

The following is an analysis of the consistency between the GPU and the ALUCP as it relates to aircraft noise, airspace protection, aircraft overflights, and land use safety (with respect both to people on the ground and the occupants of aircraft).

Aircraft Noise

Consistency Analysis
Section 3.1 of Chapter 3, Supporting Compatibility Criteria, of the ALUCP sets forth specific compatibility criteria for Noise, and Table 2B sets forth acceptable noise levels that by land use category. Chapter 3, Supporting Compatibility Criteria, Section 3.1.3, Noise Exposure in Residential Areas, specifies that the maximum Community Noise Equivalent Level (CNEL) considered to be normally acceptable for residential areas is 60 dBA.

Future noise contours from Airport Master Plans show that noise levels of 60 CNEL and above are almost entirely contained within airport property for the Dinsmore, Hoopa, Kneeland, and Shelter Cove Airports. It should be noted that the future years for airport noise contours are not all the same, with years ranging from 2011 to 2025, depending upon the year of the most recent Airport Master Plan.

The Noise Element identifies the seven County operated airports, the Hoopa Airport, and the Samoa Field Airport as prominent noise sources in Table 13-A, Inventory of Prominent Sources of Noise within Community of Humboldt County. This table does not include the Shelter Cove Airport located in the Shelter Cove community, which is operated by Resort Improvement District No. 1. The Noise Element also states that the diagrams showing the most recently mapped existing and projected airport noise contours (noise exposure maps) are part of the Map Book Appendix (Appendix F); however, Appendix F does not currently contain noise contour maps.

The following are descriptions of Noise Element goals, policies, standards, and implementation measures that address aircraft noise impacts that are intended to ensure consistency with the ALUCP:

- Policy N-P2, Guide to Land Use Planning, seeks to minimize aircraft noise exposure by planning land uses in a manner compatible with airport use, and by applying noise attenuation designs and construction standards.
- Standard N-S1, Land Use / Noise Compatibility Matrix, applies Table 13-D, Land Use / Noise Compatibility Standards, as a guide to ensure compatibility of land uses. The noise compatibility standards contained in GPU Table 13-D are roughly equivalent to the noise compatibility criteria contained in ALUCP Table 2B. Both the ALUCP and the GPU specify that the maximum Community Noise Equivalent Level that is considered acceptable for residential areas is 60.
- Standard N-S2, Noise Impact Combining Zones, uses future airport noise contours to identify noise impact combining zone areas to indicate where special sound insulation measures may apply.
- Implementation Measure N-IM1, Noise Impact Combining Zone, directs the county to apply the Noise Impact Combining Zone where noise impact mitigations are required.

- Implementation Measure N-IM2, Periodic Review of Combining Zones, directs the County to identify noise problems areas during updates of the ALUCP.
- Implementation Measure N-IMx1, Airport Noise Contours, directs the County to incorporate updates to airport noise contours within six months of ALUCP updates.

Consistent with the current General Plan and proposed GPU, Section 314-29 of the Humboldt County Zoning Regulations establishes the ("N") Noise Impact Combining Zone, and is applied to lands that are mapped by the General Plan as having noise exposure levels equal to or in excess of 60dB CNEL. The "N" combining zone is currently applied to areas around the California Redwood Coast Humboldt County Airport that are subject to aircraft noise levels equal to or in excess of 60dB CNEL.

Conclusions
Noise Element goals, policies, standards, and implementation measures generally match aircraft related noise criteria contained in the ALUCP. Policies, standards and measures of the GPU seek to minimize aircraft noise exposure by planning land uses in a manner compatible with airport use, apply noise impact criteria, and apply Noise Impact Combining Zones to areas in excess of noise levels normally acceptable for residential areas. The GPU is therefore considered to be consistent with the aircraft noise policies, standards, and criteria contained in the ALUCP. However, the Map Book Appendix (Appendix F) does not contain maps showing current and future aircraft noise contours (noise exposure maps), and the Table 13-A, Inventory of Prominent Sources of Noise within Community of Humboldt County, does not include the Shelter Cove Airport as a potential noise source for the Shelter Cove community.

Recommendations
1. Add the Shelter Cove Airport as a prominent noise source in Shelter Cove to Table 13-A, Inventory of Prominent Sources of Noise within Community of Humboldt County.
2. Add the current and future aircraft noise exposure maps showing noise contours to the Map Book Appendix (Appendix F).

Airspace Protection

Consistency Analysis
Section 3.3 of Chapter 3, Supporting Compatibility Criteria, of the ALUCP sets forth specific compatibility criteria for airspace protection. ALUCP airspace protection criteria includes height limits for structures, trees, and other objects in the vicinity of airports (in accordance with Part 77, Subpart C, of the Federal Aviation Regulations or FAR); requirements for the dedication of avigation easements for owners of property who develop land within Compatibility Zones A (runway protection zone) and B (approach/departure zone); only restricting the heights of structures, trees, and other objects outside the A and B Zones where ground level exceeds or is within 35 feet of navigable airspace; and prohibiting other hazards to aircrafts in flight (light and glare, dust, steam, electrical interference, and uses that attract birds).

The GPU Safety Element contains goals, policies, standards, and implementation measures that address airspace protection that are intended to ensure consistency with the ALUCP.

- Goal S-G5, Airport Safety, seeks to minimize exposure to aircraft hazards consistent with the applicable Airport Land Use Compatibility Plan.

- Policy S-P22, Airport Land Use Compatibility Criteria, regulates land use around airports consistent with the ALUCP according to the Airport/Land Use Safety Compatibility Criteria (Table 14-A). Table 14-A is intended to be identical to the ALUCP Table 2A and generally addresses height limits and uses and identifies development conditions such as avigation easements.

- Policy S-P23, Obstruction-free Approach Surfaces, specifies that the maintenance of obstruction-free approach surfaces at all airports identified on the Approach and Clear Zone plans consistent with FAA requirements shall be principally permitted. This would likely include the trimming and removal of trees.

- Policy S-P24, Airport Safety Combining Zone, specifies the use of the "AP" Airport Safety' Combining Zone within airport influence areas to ensure consistent application of the Airport/Land Use Safety Compatibility Criteria matrix. As indicated above, Table 14-A, Airport/Land Use Safety Compatibility Criteria, is intended to be identical to the ALUCP Table 2A and generally addresses height limits and uses and identifies development conditions such as avigation easements.

- Standard S14, Airport Land Use Compatibility Plan, requires that development within the jurisdiction of Airport Land Use Compatibility Plans (ALUCP) conform to the policies and standards of the ALUCP.

- Implementation Measure S-IMX5, Airport Compatibility Zones, directs the County to incorporate into Appendix F the new airport compatibility zone data for airports and surrounding areas within six months of adoption of a new ALUCP.

Consistent with Policy 4234.2 of the current General Plan which requires the establishment of controls around airports as recommended by the Commission, and Policy 3252.2 of the McKinleyville Community Plan which requires that development around the California Redwood Coast Humboldt County Airport be consistent with Airport/Land Use Safety Compatibility Criteria, Section 314-29 of the Humboldt County Zoning Regulations establishes the "AP", the Airport Safety Review Combining Zone, and is applied to lands subject to applicable airport combining zones. The "AP" combining zone is currently applied to airport land use combining zones around the California Redwood Coast Humboldt County Airport. In addition, land use and building permits in areas subject to airport land use compatibility zones that are under review by the Planning and Building Department are referred to the Public Works Land Use Division for ALUCP consistency review.

Conclusions

Safety Element goals, policies, standards, and implementation measures generally match airspace protection criteria contained in the ALUCP. Policies, standards and implementation measures of the GPU seek to minimize exposure to aircraft related hazards; regulate land use around airports consistent with the applicable ALUCP; allow for the maintenance of obstruction-free approach surfaces at all airports (tree removal is principally permitted); applies the "AP" Airport Safety Combining Zone within airport influence areas to ensure consistent application of the Airport/Land Use Safety Compatibility Criteria matrix; and requires that development within the jurisdiction of the ALUCP conform to the policies and standards of the ALUCP. The GPU is therefore considered to be consistent with airspace protection criteria contained in the policies, standards, and criteria contained in the ALUCP.

Recommendations
No changes to the GPU are needed to achieve consistency with airspace protection criteria contained in the ALUCP.

Overflight Issues

Consistency Analysis
Overflight issues are typically defined by the annoyance due to noise from aircraft activity that can be audible miles from an airport, and other general concerns arising from routine aircraft flights over a community. According to the ALUCP, overflight is clearly an issue in the "A" and "B" airport land use compatibility zones and is identified as being an impact element in the "C" and "D" zones as well. Section 3.4 of Chapter 3, Supporting Compatibility Criteria, of the ALUCP sets forth specific compatibility criteria for overflight. ALUCP overflight criteria include notification to prospective buyers of new residential property within an airport's planning area; dedication of avigation or overflight easements; deed notices; real estate disclosures; and the preservation of compatible land uses with any airport's traffic area.

Conclusions
Safety Element Table 14-A, Airport/Land Use Safety Compatibility Criteria, references overflight as an impact element. The GPU Noise and Safety Elements contain goals, policies, standards, and implementation measures (which are listed in the aircraft noise and airspace protection consistency discussions above) that also address overflight issues. As discussed above, the Noise Element seeks to minimize aircraft noise exposure by planning land uses in a manner compatible with airport use, applying noise impact criteria, and applying Noise Impact Combining Zones in areas where noise is in excess of levels normally acceptable for residential areas. The Safety Element applies the "AP" - Airport Safety Combining Zone within airport influence areas to ensure consistent application of the Airport/Land Use Safety Compatibility Criteria matrix; and requires that development within the jurisdiction of the ALUCP conform to the policies and standards of the ALUCP. The implementation of these GPU standards would continue to apply appropriate zoning regulation and continue to make land use referrals to Commission staff that would provide for consistency with the ALUCP.

Recommendations
No changes to the GPU are needed to achieve consistency with overflight criteria contained in the ALUCP.

Safety

Consistency Analysis
The following is an analysis of the mapping of land use designations around airports in the unincorporated area of the County, as shown on the Land Use Element Maps contained in Appendix F, Map Book, for the purpose of identifying hazards or inconsistencies with the ALUCP. Significant portions of this analysis are excerpted from Section 3.7, Hazards and Hazardous Materials, of the RDEIR. It should be noted that the authority of the ALUCP relates to new development, not uses existing at the time that the ALUCP was adopted. The following analysis evaluates the land use designations that are applied around airports and does not differentiate between vacant land and currently developed land.

The airport compatibility zones that are specified in the ALUCP are used to guide this evaluation, and are listed below under each airport followed by a compatibility analysis. Maps of the airport compatibility zones may be found in the ALUCP. The airspace protection criteria contained in the ALUCP establish maximum building heights for airport compatibility zones in accordance with Federal Aviation Regulations.

Until an ALUCP is adopted, Public Utilities Code Section 21675.1(b) requires that the ALUC review GPU land uses within the airport influence area around each airport, if one is adopted, or land uses within two miles of the airport if airport influence areas have not been adopted. The ALUCP has only been adopted for the California Redwood Coast Humboldt County Airport. For all other Humboldt County airports, airport land use compatibility was analyzed for lands within the airport compatibility zones (airport environs) identified in the 1993 ALUCP, if mapped, as well as for the remaining lands within two-mile airport influence area and outside other airport environs.

California Redwood Coast Humboldt County Airport. The ALUCP for the California Redwood Coast Humboldt County Airport was adopted on January 27, 1998. An inspection of land use designations within the land use compatibility zone surrounding the California Redwood Coast Humboldt County Airport indicates that there are conflicts between the current land use designations applied as part of the 2002 McKinleyville Community Plan and 1981 McKinleyville Area Plan, and the ALUCP. Some of the proposed changes in the General Plan Update would add to the conflict and may result in potentially significant additional hazards to future residents or aviation. The following is an analysis of all General Plan Update land use conflicts surrounding the California Redwood Coast Humboldt County Airport:

D (Other Airport Environs) Compatibility Zone

- No density limitations, therefore, no airport land use impacts associated with the General Plan Update land use map. Hazards to flight are prohibited and deed notices are required for residential development.

C* (Common Traffic Pattern) Compatibility Zone (8 DU/acre, 150 persons per acre)

- Residential Uses. There are approximately 5.9 acres of land planned Residential Medium Density (RM) that would allow up to 30 dwelling units per acre within this compatibility zone, which is in excess of the allowable eight residential units per acre, and would conflict with the ALUCP.
- Mixed Use. There are approximately 4.5 acres of land planned Mixed Use (MU) within this compatibility zone. The proposed General Plan Update allows up to 16 residential dwelling units per acre and a maximum floor to area ratio (the floor to area ratio, hereafter FAR, is a ratio of the building floor area on a lot divided by the total area of the lot) of 3.0; all of the mixed use development is assumed to occur within the same maximum building envelope (3.0 FAR). The allowable residential density exceeds the maximum allowable residential density of the C* (Common Traffic Pattern) Compatibility Zone (8 DU/acre). For non-residential uses, The MU land use designation allows assembly related uses (e.g., churches, meeting halls, and recreation centers), retail, office, transient habitation, and commercial recreation uses. Based on Exhibit C-1 of the ALUCP, the average square feet per occupant for this range of uses would be approximately 48 square feet (the average square feet per occupant of stores =30; assembly=15; office=100). Assuming that the entire area

planned MU was to develop with the above mix of non-residential uses at the maximum FAR of 3.0, over 1,000 persons per acre could be accommodated. Therefore, the maximum allowable residential and commercial development of the land planned MU in the C* compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

- Non-residential Uses. There are approximately 23 acres of land planned Commercial Services (CS) within this compatibility zone. The proposed General Plan Update specifies the FAR for the CS land use designation as 3.0. Based on the Occupancy Levels chart in Exhibit C1 of the ALUCP, the CS land use designation is assumed to be comprised of "All Others" at a minimum of 100 square feet per occupant, or an average of approximately 74 square feet per occupant. Based on a FAR of 3.0, one acre of land planned CS could result in approximately 653 occupants. Therefore, the maximum allowable development of the land planned CR in the C* compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. Approximately 1.5 acres within the C compatibility zone are planned Residential Low Density (RL 1-7) and would allow in excess of four dwelling units per acre, which would conflict with the ALUCP. Other land that would allow residential uses would allow less than four dwelling units per acre, consistent with the ALUCP.
- Non-residential Uses. There are approximately 83 acres of land planned Public Recreation (PR) within the C compatibility zone. The PR land use designation allows assembly uses which, based on Exhibit C1 of the ALUCP, could accommodate up to one person per seven square feet. Therefore, the maximum allowable development of the land planned PR in the C compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B3 (Extended Approach Departure Zone) Compatibility Zone (4 DU/acre, 60 persons per acre)

- Residential Uses. Approximately 0.25 acres within the B3 compatibility zone are planned RL and would allow up to seven dwelling units per acre, and approximately 25 acres are planned RL3-8 and would allow eight dwelling units per acre, both of which would conflict with the ALUCP. Approximately one acre is planned MU, which would allow 16 dwelling units per acre and also conflict with the ALUCP. Other land that would allow residential uses would allow less than four dwelling units per acre and would be consistent with this compatibility zone.
- Non-residential Uses. There is approximately one acre planned MU within the B3 compatibility zone. The MU land use designation allows various commercial uses, including commercial recreation related uses which could include assembly uses at approximately seven square feet per person which exceeds the maximum allowable number of persons per acre prescribed by the ALUCP.

C1* (Common Traffic Pattern) Compatibility Zone (2.4 DU/acre, 150 persons per acre)

- Residential Uses. Approximately 28 acres within the C1* compatibility zone are planned RL1 and would allow one dwelling unit per acre, consistent with the

ALUCP. Approximately one acre is planned Mixed Use (MU), which would allow 16 dwelling units per acre and would conflict with the ALUCP.

- Non-residential Uses. There is one acre of land planned CR within this compatibility zone, which could include assembly uses at approximately seven square feet per person that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

C1 (Common Traffic Pattern) Compatibility Zone (2 DU/acre, 150 persons per acre)

- Residential Uses. Approximately 17 acres within the C1 compatibility zone are planned RL, RL0-4, or RL1-2 and would allow development in excess of two dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately 17 acres of land planned CR within this compatibility zone, which could include assembly uses at approximately seven square feet per person that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B2 (Extended Approach Departure Zone) Compatibility Zone (0.5 DU/acre, 60 persons per acre)

- Residential Uses. Approximately 17 acres within the B2 compatibility zone are planned RL1 or RL3-8 and would allow development in excess of one dwelling unit per two acres, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately 7 acres of land planned Public Recreation (PR) within the B2 compatibility zone. The PR land use designation allows assembly uses which, based on Exhibit C1 of the ALUCP, could accommodate up to one person per 7 square feet. Therefore, the maximum allowable development of the land planned PR in the B2 compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP. In addition, there are approximately seven acres planned Commercial Services (CS), which allows heavy commercial uses and compatible light industrial uses not serving day to day needs. The proposed General Plan Update does not specify a FAR for the CS land use designation, but does specify FARs for Mixed Use (MU) – 3.0, Village Center (VC) – 2.0, and Rural Community Center (RCC) – 2.0. The expected FAR for CS would likely be substantially less than those identified in the General Plan Update because the CS land use designation is more industrial in nature than commercial and would likely use more yard area for storage and truck access. For the purposes of this analysis, a FAR of 0.5 is assumed to apply to the CS land use designation. Based on the Occupancy Levels chart in Exhibit C1 of the ALUCP, the CR land use designation is assumed to be comprised of an average of the following use types: garage, parking -300 square feet per occupant (sq. ft./occ.); mechanical equipment room- 300 sq. ft./occ.; and warehouses - 300 sq. ft./occ; or an average of 300 square feet per occupant. Based on an FAR of 0.5, one acre of land planned CR could result in approximately 72 occupants. Therefore, the maximum allowable development of the land planned CR in the B2 compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. Approximately 275 acres within the B1 compatibility zone are planned RL3-8, RL, RL1, RE, RE2.5-5, RE3-5, or RR5-20 and would allow greater than one dwelling unit per ten acres, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately 96 acres of land planned CR, CS, CS/IG or PR within this compatibility zone, which could allow a range of uses that could result in approximately 72 occupants per acre, which would conflict with the ALUCP.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. Approximately 38 acres within the A compatibility zone are planned RL1, RE, RE2.5-5, or RR5-20 and would allow greater than zero dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately 46 acres of land planned CR, CS, or PR within this compatibility zone which could allow a range of uses that could result in approximately 72 occupants per acre, which would conflict with the ALUCP.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

There is no airport influence area for this airport beyond the airport land use compatibility zones analyzed above. Subsection (a) of Section 1.1.1, Airport Vicinity, of the adopted ALUCP specifies that the limits of the planning area (airport vicinity or the airport influence area) for the Arcata-Eureka (California Redwood Coast Humboldt County Airport) is depected in the Compatibility Map for the airport presented in ALUCP Chapter 3. Therefore, the analysis of potential GPU land use conflicts above is consistent with the Compatibility Maps contained in Chapter 3 of the ALUCP, which represents the entire the airport influence area.

Dinsmore Airport. Airport Land Use Compatibility Zones are shown for the Dinsmore Airport in the ALUCP; however the ALUCP has not been adopted for this airport. The following analysis evaluates conflicts between existing land uses in the Dinsmore Airport land use compatibility zones shown for the airport and generally evaluates area beyond the land use compatibility zones but within the two-mile airport influence area.

There are current conflicts between existing land uses in the Dinsmore Airport land use compatibility zone, and the GPU proposes changes that may result in additional conflicts that could increase hazards to people.

D (Other Airport Environs) Compatibility Zone

- No density limitations, therefore, no impacts associated with the General Plan Update land use map. Hazards to flight are prohibited and deed notices are required for residential development.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. There are no proposed land use designations within the C compatibility zone that would allow in excess of four dwelling units per acre, so there are no conflicts associated with the General Plan Update.
- Non-residential Uses. Other than land held by Six Rivers National Forest that is planned "P", and U.S. Forest Service activities that may not be subject to the ALUCP,

there are no proposed non-residential land use designations within the C compatibility zone that could exceed the maximum allowable number of persons per acre.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. Approximately 28 acres within the B1 compatibility zone are planned RCC, which would allow up to four dwelling units per acre (if community water and packaged wastewater treatment are available, which they currently are not), which is substantially greater than one dwelling unit per ten acres and would conflict with the ALUCP. In addition, 27 acres planned RR5-20 would allow up to one dwelling unit per five acres, which also exceeds the minimum allowable residential density within the B1 compatibility zone.
- Non-residential Uses. The airport (PF), and land planned "P" that is held by Six Rivers National Forest, are located within the B1 compatibility zone. Approximately 28 acres are planned RCC. Uses within the RCC land use designations would allow a range of non-residential uses that could exceed the maximum allowable number of persons per acre in the B1 compatibility zone.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. Approximately 12 acres within the A compatibility zone are planned RCC; 15.5 acres are planned RR20, six acres are planned RR40, and three acres are planned T, all of which would allow greater than zero dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. Approximately 12 acres are planned RCC. The RCC land use designation would allow a range of non-residential uses that could exceed the maximum allowable number of persons per acre in the A compatibility zone.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations applied to the area between the outside edge of the Airport Land Use Compatibility Zones as shown for the Dinsmore Airport in the ALUCP and the two-mile out boundary of the airport influence area. Nearly 60 percent of the land is planned for Open Space, Public and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". The maximum allowed development densities of almost all of the Residential land use designations in this area are also less dense than all Zones except Zone "A". Two percent of this area, which currently contains residential development and is planned RA5-20, allows one dwelling unit per five acres. As a result, General Plan Update land uses within the remaining lands, within two-mile airport influence area and outside other airport environs, would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 1, Land Uses within Dinsmore Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RA5-20	151
RA20	280

Table 1, Land Uses within Dinsmore Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
RA20-160	857
RA40	1,813
Open Space, Public and Tribal Lands	
CF	31
P	2,368
Resource Production	
AG	714
T	934
Total	**7,148**

Garberville Airport. Airport Land Use Compatibility Zones are shown for the Garberville Airport in the ALUCP; however, it has not been adopted for this airport. The following analysis evaluates conflicts between existing land uses in the Garberville Airport land use compatibility zones shown for the airport and generally evaluates area beyond the land use compatibility zones but within the two-mile airport influence area.

There are current conflicts between existing land uses in the Garberville Airport land use compatibility zone, and the GPU proposes changes that may result in additional conflicts that could increase hazards to people.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. Approximately 66 acres within the C compatibility zone are planned RE1-5 and would allow greater than four dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately eight acres of land planned Public Recreation (PR) within the C compatibility zone. The PR land use designation allows assembly uses which, based on Exhibit C1 of the ALUCP, could accommodate up to one person per seven square feet. Therefore, the maximum allowable development of the land planned PR in the C compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. Approximately 173 acres within the B1 compatibility zone are planned RL, RE1-5, or RA5-20 and would allow in excess of one dwelling unit per ten acres, which would conflict with the ALUCP.
- Non-residential Uses. There are no proposed non-residential land use designations within the B1 compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. Approximately 0.4 acres within the A compatibility zone are planned RE1-5 and 23 acres are planned RA5-20, and would allow greater than zero dwelling units per acre, which would conflict with the ALUCP.

- Non-residential Uses. There are no proposed non-residential land use designations within the A compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations applied to the area between the outside edge of the Airport Land Use Compatibility Zones as shown for the Garberville Airport in the ALUCP and the two-mile out boundary of the airport influence area. Nearly 65 percent of the land is planned for Open Space, Public, Industrial, and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". The existing downtown areas of Garberville and Benbow are within two-miles of the Garberville Airport. As a result, approximately 33 percent of this area is planned for residential uses, and approximately five percent of the total airport influence area beyond mapped airport land use compatibility zones currently contains and would continue to allow development at greater densities than one dwelling unit per acre. The remaining residential area comprises approximately 27 percent of this influence area and currently contains and would continue to allow development at a density of one dwelling unit per five acres or greater. As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 2, Land Uses within Garberville Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RM	8
RL	360
RE1-5	31
RE2.5-5	14
RA5-20	684
RA20	342
RA20-160	481
RA40	522
RA40-160	26
Commercial	
CG	39
CR	95
CS	19
CS/IG	11
Mixed Use	
MU	11
Industrial	
IG	47
Open Space, Public and Tribal Lands	

Table 2, Land Uses within Garberville Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
NR	67
P	923
PF	214
Resource Production	
AG	852
T	2,780
Total	**7,526**

Hoopa Airport. The Hoopa Airport is a limited-use public airport that is located on the Hoopa Reservation and is owned and operated by the Hoopa Valley Indian Tribe. The Airport Land Use Compatibility Plan indicates that the plan specifically pertains to the Hoopa Airport, but the ALUCP does not contain compatibility zones or specific policies for this airport. However, a master plan for the Hoopa Airport, likely prepared when Humboldt County was the airport operator, shows compatibility zones for the airport environs.

The Hoopa Airport is located toward the south end of the Hoopa Valley and on the east side of the Klamath River near the K'ima:w Medical Center with large lot residential development on the east side of the landing strip. Most of the land within the compatibility zones shown in an old master plan and the two-mile airport environs are planned Tribal Lands. For the airport influence area outside of the Hoopa Valley Reservation, approximately 320 acres are Open Space, Public Lands and are comprised of Six Rivers National Forest land and approximately 34 acres are planned for residential uses at a density of one dwelling unit per 40 acres. As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Kneeland Airport. Airport Land Use Compatibility Zones are shows for the Kneeland Airport in the ALUCP; however it has not been adopted for this airport. The following analysis evaluates conflicts between existing land uses in the Kneeland Airport land use compatibility zones shown for the airport and generally evaluates area beyond the land use compatibility zones but within the two-mile airport influence area.

There are current conflicts between existing land uses in the Kneeland Airport land use compatibility zone, and the GPU proposes changes that may result in additional conflicts that could increase hazards to people.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. There are no proposed land use designations within the C compatibility zone that would allow in excess of four dwelling units per acre, consistent with the ALUCP.
- Non-residential Uses. There are no proposed non-residential land use designations within the C compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. There are no proposed land use designations within the B1 compatibility zone that would allow in excess of four dwelling units per acre.
- Non-residential Uses. There are no proposed non-residential land use designations within the B1compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. Approximately 36 acres within the A compatibility zone are planned AG or T and would allow greater than zero dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. There are no proposed non-residential land use designations within the A compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations applied to the area between the outside edge of the Airport Land Use Compatibility Zones as shown for the Kneeland Airport in the ALUCP and the two-mile out boundary of the airport influence area. Nearly 98 percent of the land is planned for Open Space, Public and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". Two percent of this area which currently contains residential development and is planned RA5-20, allowing one dwelling unit per five acres, is less dense than all Zones except Zones "A" and "B1". As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 3, Land Uses within Kneeland Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RA20-160	122
Open Space, Public and Tribal Lands	
P	34
Resource Production	
AG	2,353
T	4,703
Total	**7,212**

Murray Field Airport. Airport Land Use Compatibility Zones are shown for the Murray Field Airport in the ALUCP; however it has not been adopted for this airport. The following analysis evaluates conflicts between existing land uses in the Murray Field land use compatibility zones shown for the airport and generally evaluates area beyond the land use compatibility zones but within the two-mile airport influence area.

There are existing minor conflicts between existing land uses in the Murray Field Airport land use compatibility zone. The existing conflicts consist of resource production related land use designations that could allow residential development within the Runway Protection Zone. All Murray Field Airport Land Use Compatibility Zones are within the Coastal Zone, a significant portion of which is within the City of Eureka. There are no proposed changes within the inland areas that would result in additional hazards to people.

D (Other Airport Environs) Compatibility Zone

- No density limitations, therefore, no impacts associated with the General Plan Update land use map. Hazards to flight are prohibited and deed notices are required for residential development.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. There is approximately 53 acres of land planned RE2.5-5 within the Coastal Zone that would allow residential development at densities that conflict with the C compatibility Zone.
- Non-residential Uses. There are no proposed non-residential land use designations within the C compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. There are no proposed land use designations within the B1 compatibility zone that would allow in excess of four dwelling units per acre.
- Non-residential Uses. There are no proposed non-residential land use designations within the B1compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. Approximately 15 acres within the A compatibility zone are planned AE and would allow greater than zero dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. There are no proposed non-residential land use designations within the A compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations applied to the area between the outside edge of the Airport Land Use Compatibility Zones as shown for the Murray Field in the ALUCP and the two-mile out boundary of the airport influence area. Approximately 50 percent, or 3,865 acres, of this area is located within the City of Eureka or is comprised of Humboldt Bay. Approximately 27 percent of the land is planned for Open Space, Public, Industrial, and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". The currently developed Myrtletown, Mitchell Heights, Three Corners, and Indianola areas are within two-miles of the Murray Field Airport and approximately 70 percent of this area is planned for continued residential uses. As a

result, over 50 percent of the extended airport influence area is developed with and planned for continued residential development at a density of one dwelling per 2.5 acres, or more densely. As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 4, Land Uses within Murray Field Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RM	84
RL	612
RL0-2	108
RE2.5-5	1,231
RA5-20	532
RA10	37
RA40-160	25
Commercial	
CG	110
CG/RA	3
CG/RE	5
Mixed Use	
MU	2
Industrial	
IG	1
Open Space, Public and Tribal Lands	
NR	37
OS	10
PF	63
Resource Production	
AE	433
T	313
TC	144
Total	**3,750**

Rohnerville Airport. Airport Land Use Compatibility Zones are shown for the Rohnerville Airport in the ALUCP; however it has not been adopted for this airport. The following analysis evaluates conflicts between existing land uses in the Rohnerville Airport land use compatibility zones shown for the airport and generally evaluates area beyond the land use compatibility zones but within the two-mile airport influence area.

There are existing conflicts between existing land uses in the Rohnerville Airport land use compatibility zone and the GPU proposes changes that may result in additional conflicts that could increase hazards to people.

D (Other Airport Environs) Compatibility Zone

- No density limitations, therefore, no impacts associated with the General Plan Update land use map. Hazards to flight are prohibited and deed notices are required for residential development.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. Approximately eight acres within the C compatibility zone are planned RE2.5-5, 31 acres are planned RL and 1.2 acres are planned Residential Medium Density (RM). These land use designations would allow in excess of four dwelling units per acre, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately eight acres of land planned Commercial General (CG) or Commercial Services (CS) within the C compatibility zone. These land use designations allow development that could exceed 150 persons per acre. Therefore, the maximum allowable development of the land planned CG or CS in the C compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B2 (Extended Approach Departure Zone) Compatibility Zone (0.5 DU/acre, 60 persons per acre)

- Residential Uses. Approximately one acre within the B2 compatibility zone is planned RL, which would allow in excess of two dwelling units per acre and conflict with the ALUCP. This is a sliver of land that likely relates to a mismatch between the northern B2 boundary line and the location of SR 36. This is likely a mapping issue and not a conflict with the B2 Compatibility Zone. There is approximately six acres planned RE1-5, which would also allow residential development in excess of the B2 compatibility zone limitation, which would conflict with the ALUCP.
- Non-residential Uses. There are no proposed non-residential land use designations within the B2 compatibility zone that would exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. Approximately 38 acres within the B1 compatibility zone are planned RL, RE2.5-5, and RA5-20 and would allow in excess of one dwelling unit per ten acres, which would conflict with the ALUCP.
- Non-residential Uses. There are approximately 56 acres of land planned Commercial Recreation (CR) or Industrial General (IG) within the B1 compatibility zone. These land use designations allow development that could exceed 150 persons per acre. Therefore, the maximum allowable development of the land planned CR or IG in the B1 compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. In addition to over 86 acres of land planned Agricultural Exclusive (AE), there are small fragments of several residentially planned parcels that would allow greater than zero dwelling units per acre within the A compatibility zone, which would conflict with the ALUCP.

- Non-residential Uses. There are no proposed non-residential land use designations within the A compatibility zone that could exceed the maximum allowable number of persons per acre prescribed by the ALUCP.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations applied to the area between the outside edge of the Airport Land Use Compatibility Zones as shown for the Rohnerville Airport in the ALUCP and the two-mile out boundary of the airport influence area. Approximately 16 percent, or 1,103 acres, of this area is located within the City of Fortuna. Nearly 63 percent of the land is planned for Open Space, Public, Industrial, and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". Approximately 20 percent of this area is developed with and planned for continued residential uses, and approximately seven percent of the total airport influence area beyond mapped airport land use compatibility zones would allow development at greater densities than one dwelling unit per 2.5 acres. The remaining residential use comprises approximately 12 percent of this area and allows development at a density of one dwelling unit per five acres or greater. Approximately two percent is comprised of existing, and planned for continued, commercial and mixed uses. As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 5, Land Uses within Rohnerville Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RL	98
RE2.5-5	376
RA5-20	764
RA40	68
Commercial	
CG	2
CR	124
Mixed Use	
VC	22
Industrial	
IR	29
Open Space, Public and Tribal Lands	
NR	411
PF	16
Resource Production	
AE	2,535
AG	7
T	1,325
Total	**5,777**

Samoa Field Airport. There are no airport land use compatibility zones for the Samoa Field Airport (formerly Eureka Municipal Airport). The General Plan Update plans the land surrounding this airport to be Industrial/Coastal-Dependent, (MC). Land designated Natural Resources (NR) is located to the north and west along the beach and dune area. Land designated Public Facility (PF) and Residential Estates (RE0-2) defines the existing Fairhaven area approximately 0.25 miles to the east of the runway.

Land designated Industrial/Coastal-Dependent would allow heavy industrial, warehousing, office, and other uses are normally acceptable, subject to occupancy limitations, in the B through D compatibility zones around airports. Land planned RRE0-2 would be appropriate in the B3 Extended Approach Departure Zone and the C through D compatibility zones.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations that are applied to the two-mile airport influence area for the Samoa Field Airport. Almost all land within the two-mile airport influence area of the Samoa Field Airport is located within the Coastal Zone and approximately 78 percent of the airport influence area is the Pacific Ocean, Humboldt Bay, or the City of Eureka. Nearly 18 percent of the land is planned for Open Space, Public, Industrial, and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". Approximately four percent of this area continues and is planned for continued residential uses, all of which would allow development at greater densities than one dwelling unit per 2.5 acres. As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 6, Land Uses within Samoa Field Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RL	259
RL0-2	55
RM	25
Commercial	
CG	0
Industrial	
IG	316
MC	665
Open Space, Public and Tribal Lands	
NR	254
PF	65
PR	407
Resource Production	
AE	25
Total	**2,071**

Shelter Cove Airport. Airport Land Use Compatibility Zones are shown for the Shelter Cove Airport in the ALUCP; however, it has not been adopted for this airport. The following analysis evaluates conflicts between existing land uses in the Shelter Cove Airport land use compatibility zones shown for the airport and generally evaluates area beyond the land use compatibility zones but within the two-mile airport influence area.

There are no proposed changes to the area within the airport land use compatibility zone for the Shelter Cove Airport as part of the General Plan Update. Non-Coastal Zone, or inland areas, of Shelter Cove are located within D (Other Airport Environs) Compatibility Zone, which contains no density limitations. There are no airport land use conflicts within inland areas.

D (Other Airport Environs) Compatibility Zone

- No density limitations, therefore, no impacts associated with the General Plan Update land use map. Hazards to flight are prohibited and deed notices are required for residential development.

C (Common Traffic Pattern) Compatibility Zone (4 DU/acre, 150 persons per acre)

- Residential Uses. Approximately 20 Coastal Zone acres within the C compatibility zone are planned RL and 15 acres are planned Residential Medium Density (RM), and would allow in excess of four dwelling units per acre, which would conflict with the ALUCP. There are no land use conflicts within inland areas.
- Non-residential Uses. There are approximately six acres of land planned Commercial Recreation (CR) within the C compatibility zone. This land use designation allows development that could exceed 150 persons per acre. Therefore, the maximum allowable development of the land planned CR in the C compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP. There are no land use conflicts within non Coastal Zone areas around the Shelter Cove airport.

B1 (Extended Approach Departure Zone and Adjacent to Runway) Compatibility Zone (0.1 DU/acre, 60 persons per acre)

- Residential Uses. Approximately one acre within the B1 compatibility zone is planned RL and would allow in excess of one dwelling unit per ten acres, which would conflict with the ALUCP. There are no land use conflicts within non Coastal Zone areas around the Shelter Cove airport.
- Non-residential Uses. There are approximately 14 acres of land planned Commercial Recreation (CR) within the B1 compatibility zone. This land use designation allows development that could exceed 60 persons per acre. Therefore, the maximum allowable development of the land planned CR in the C compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP. There are no land use conflicts within non Coastal Zone areas around the Shelter Cove airport.

A (Runway Protection Zone) Compatibility Zone (0 DU/acre, 10 persons per acre)

- Residential Uses. There are no proposed land use designations within the A compatibility zone that would allow residential development in excess of zero

dwelling units per acre prescribed by the ALUCP. There are no land use conflicts within non Coastal Zone areas around the Shelter Cove airport.

- Non-residential Uses. There are approximately 12 acres of land planned Commercial Recreation (CR) or Commercial General (CG) within the A compatibility zone. These land use designations allow development that could exceed 10 persons per acre. Therefore, the maximum allowable development of the land planned CR or CG in the A compatibility zone could exceed the maximum allowable number of persons per acre prescribed by the ALUCP. There are no land use conflicts within non Coastal Zone areas around the Shelter Cove airport.

Remaining Lands within Two-Mile Airport Influence Area and Outside Other Airport Environs

The following table shows the General Plan Update land use designations applied to the area between the outside edge of the Airport Land Use Compatibility Zones as shown for the Shelter Cove Airport in the ALUCP and the two-mile out boundary of the airport influence area. Approximately 66 percent, or 4,767 acres, of this area is the Pacific Ocean. Nearly 23 percent of the land is planned for Open Space, Public, Industrial, and Tribal Lands or Resource Production uses, which have maximum allowable development densities that are less dense than all Zones except Zone "A". Approximately 11 percent of this area contains and is planned for continued residential uses, and approximately seven percent of the total airport influence area beyond mapped airport land use compatibility zones contains and would continue to allow development at densities greater than one dwelling unit per acre. The remaining residential use comprises approximately one percent of this area and allows development at a density of one dwelling unit per five acres or greater. Less than one percent is comprised of commercial uses. As a result, General Plan Update land uses within the remaining lands within two-mile airport influence area and outside other airport environs would not be expected to result in substantial safety risks to people and property associated with off-airport aircraft accidents.

Table 7, Land Uses within Shelter Cove Airport Vicinity	
LAND USE DESIGNATION	**ACRES**
Residential	
RL	710
RA20	2
RA40	39
RA40-160	34
Commercial	
CG	20
Open Space, Public and Tribal Lands	
NR	927
P	521
Resource Production	
AEG	178
Total	**2,431**

Conclusions

The RDEIR, as well as this analysis, identifies land use safety inconsistencies between the proposed GPU and the ALUCP. The RDEIR contains two options to address the inconsistencies between the GPU and the adopted ALUCP and the areas within Airport Land Use Compatibility Zones shown in the ALUCP for the airports that are not a part of an adopted ALUCP. Either of these options would carry out the ALUCP objective to minimize safety risks to people and property associated with off-airport aircraft accidents and would be equivalent to ALUCP Table 2A and the individual airport compatibility maps within ALUCP Chapter 3 that provide the basis for determining consistency between the GPU and the ALUCP.

Recommendations

1. It is recommended that the County implement either option identified in Mitigation Measure 3.7.4.2a. To ensure consistency between the ALUCP and the General Plan, prior to adopting the Land Use Diagram:
    - Prior to adopting the General Plan Update, amend land use maps to ensure that maximum allowable residential densities and maximum allowable building occupancies are consistent with the Recommended Compatibility Zones contained in the March 1993 Airport Land Use Compatibility Plan.

      Or add the following standard to the Safety Element:

    - **S-SX, Airport Land Use Compatibility Zone Overlay.** An Airport Land Use Compatibility Zone for all public use airports shall be established that matches the Recommended Compatibility Zones contained in the March 1993 Airport Land Use Compatibility Plan, as amended, for Humboldt County Airports, and that limits the maximum allowable residential density and building occupancy for each land use designation subject to such zones, to the Airport/Land Use Safety Compatibility Criteria of the Airport Land Use Compatibility Plan (Table 14-A).
2. To further ensure consistency between the ALUCP and the General Plan, it is recommended that the County adopt the following implementation measures, Mitigation Measure 3.7.4.2b:
    - ***S-IMx4. Update Airport/Land Use Safety Compatibility Criteria.*** *The County shall update Airport/Land Use Safety Compatibility Criteria (Table 14-A), consistent with amendments to the ALUCP.*
    - **S-IMx5. Airport Safety Review Combining Zone.** Amend the Zoning Maps to apply an Airport Safety Review Combining Zone, indicated by "AP", that matches the outer boundaries of the Recommended Compatibility Zones contained in the March 1993 Airport Land Use Compatibility Plan, as amended, for Humboldt County Airports. Until such time as the Zoning Maps are amended, places a note on the record for each parcel in Humboldt County's online permit management system that lies within the outer boundaries of the Recommended Compatibility Zone.

// END //

Attachment 3

Comments from Members of the Airport Advisory Committee

Bronkall, Bob

From: David Ravetti <v1androtate@hotmail.com>
Sent: Sunday, August 27, 2017 9:11 AM
To: Bronkall, Bob
Cc: Jacobs, Emily; Tim Callison
Subject: Fw: AAC agenda item
Attachments: Airport Land Use Compatibility Plan Consistency Determination 07-21-2017xx.pdf

Bob,

Excellent report - would not change a thing.

Thanks for your patience.

Regards,

David Ravetti
Member
HCAAC

From: Jacobs, Emily <EJacobs@co.humboldt.ca.us>
Sent: Wednesday, August 23, 2017 9:14:11 PM
To: abbyfonse@aol.com; Alex Stillman; cfgood13@northcoast.com; dominic.n.bucciarelli@uscg.mil; fentonconst@aol.com; Joe Shepp; John McBeth; Justin Zabel; KKG57@aol.com; Mattson, Tom; Tim Callison; V1andRotate@hotmail.com
Subject: FW: AAC agenda item

Emily Jacobs
Program Coordinator
Department of Public Works
Division of Aviation
Tel 707.267.9157
Cel 707.382.2551

-----Original Message-----
From: Mattson, Tom
Sent: Wednesday, August 23, 2017 11:57 AM
To: Jacobs, Emily <EJacobs@co.humboldt.ca.us>
Cc: Bronkall, Bob <BBronkall@co.humboldt.ca.us>
Subject: FW: AAC agenda item

Please forward this to the AAC members and request that they return comments to Bob by 8/31.

Thanks

Tom