

**MEMO**  
**HUMBOLDT COUNTY**  
**DEPARTMENT OF PUBLIC WORKS**  
**LAND USE DIVISION**

TO: Planning Commission

FROM: Robert W. Bronkall, Associate Engineer *RB*

DATE: April 17, 2007

RE: **RECOMMENDED REVISIONS TO THE NOISE ELEMENT (CHAPTER 20)  
AND AIRPORT SAFETY ELEMENT (CHAPTER 21) OF THE COUNTY  
GENERAL PLAN UPDATE**

The Department has reviewed the draft noise element (Chapter 20) and draft safety element (Chapter 21) of the County General Plan. The Department recommends that the following be considered:

**CHAPTER 20**

**20.2 background Table 20-1.** The Department recommends that the table should be revised to include the communities of:

- Kneeland (airport)
- Dinsmore (airport)
- Shelter Cove (former County airport)
- Hoopa (former County airport)
- Garberville should be modified to include an airport
- Fairhaven should be modified to include City of Eureka airport
- Additional communities near airports should be examined for overflight noise: Alton, Hydesville, etc.

Communities near gravel sites should be added. The following are County operated gravel sites that should be included in the table:

| Site Name                         | Nearest Community              |
|-----------------------------------|--------------------------------|
| Worswick Bar/Eel River            | Fernbridge/Fortuna             |
| PL (Dyerville) Bar/Eel River      | Dyerville                      |
| Tooby Bar/South Fork Eel River    | Garberville                    |
| Branstetter Bar/Bear River        | Capetown                       |
| Delaney Bar/Klamath River         | Orleans                        |
| Cook Bar/North Fork Mattole River | Petrolia                       |
| Charles Bar/Larabee Creek         | Blocksburg                     |
| PL Bar/VanDuzen River             | Carlotta                       |
| Bair Road Quarry                  | Hoopa                          |
| Drewry (Bell Springs) Quarry      | Garberville/Harris             |
| Monument Quarry                   | Rio Dell/Scotia                |
| Brannon Mountain Quarry           | Willow Creek                   |
| Fort Seward Quarry                | Bridgeville                    |
| Hansen Quarry                     | Bridgeville                    |
| Moore Quarry                      | Kneeland                       |
| Bald Hills #2 Quarry              | Martin's Ferry/Weitchpec       |
| Russ Quarry #1                    | Bald Mountain Area/Maple Creek |

**20.2 Background.** The Department recommends that a discussion about airport noise should be included after TRAFFIC NOISE. In particular, traffic patterns of low flying aircraft around the airport should be addressed. Some aircraft traffic patterns are established by the FAA and are out of local control.

**20.3 Policies N-P1.** The Department recommends that land use patterns must consider existing and proposed traffic patterns for aircraft using airports. Some aircraft traffic patterns are established by the FAA and are out of local control.

**20.3 Policies N-P5.** The Department recommends that mitigation can also include changing the zoning of property adjacent to highways (or other noise generators) to be more compatible with the existing noise.

**20.3 Standards N-S2.** The Department recommends that **noise sensitive locations** needs to be defined.

**20.3 Standards N-Sx.** The Department recommends a new standard be added: "Public Works activities including, but not limited to, construction, operation, maintenance, repair, and appurtenant uses of roads, parks, and airport facilities; surfacing mining, rock crushing, and appurtenant use all are exempt from noise standards."

**Sample Noise Ordinance, Section 4: Exceptions (a):** The Department recommends that Saturdays be added as a regular workday.

**Sample Noise Ordinance, Section 4: Exceptions (x):** The Department recommends that Public Works activities including, but not limited to, construction, operation, maintenance, repair, and

appurtenant uses of roads, parks, and airport facilities; surfacing mining, rock crushing, and appurtenant use all are exempt from noise standards. This also includes any exception from any time restrictions.

## CHAPTER 21

The Department advises that there are three (3) airports run by other agencies: Eureka Municipal Airport, Hoopa Airport, and Shelter Cove Airport.

The first paragraph of Airport Safety should be revised as follows: "The Public Works Department Division of Aviation operates Six County airports. The Department has prepared Airport Master Plan updates that establish airport land use compatibility policies and maps the application of these policies for the Arcata-Eureka (McKinleyville) Airport, Murray Field, and Rohnerville Airports. These policies are incorporated into the General Plan. The General Plan applies the compatibility policies to the County's three other general aviation airports located in Dinsmore, Garberville, and Kneeland."

Another principal airport/land use compatibility issue should be added: "**Overflight: The impacts of routine aircraft flight over a community**".

The last paragraph of Airport safety should be revised as follows: "Very close coordination is needed between the Community Development Services Department - Planning Division and Public Works Department of the County in making land use and zoning decisions around each of the County airports. Specific attention to this issue is given in the Community Plans, most importantly the McKinleyville, Fortuna, and Eureka Community Plan."

Figure 21.1 should be updated to reflect the impact elements outlined in the California Airport Land Use Planning Handbook, January 2002. This is shown in the table below.

Figure 21-1

AIRPORT/LAND USE SAFETY COMPATIBILITY CRITERIA

| Zone | Location  | Impact Elements   | Maximum Densities              |                                     | Required Open Land <sup>3</sup> |
|------|---|---|--------------------------------|-------------------------------------|---------------------------------|
|      |   |   | Residential du/ac <sup>1</sup> | Other Uses (people/ac) <sup>2</sup> |                                 |
| A    | Runway Protection Zone or within Building Restriction Line      | <ul style="list-style-type: none"> <li>• High risk</li> <li>• High noise levels</li> <li>• <b>Runway primary surface and runway protection zone</b></li> </ul>  | 0                              | 10                                  | All remaining                   |
| B1   | Approach/Departure Zone and Adjacent to Runway                  | <ul style="list-style-type: none"> <li>• <b>Inner segment of runway approaches</b></li> <li>• <b>Height limits as little as 50 feet</b></li> <li>• <b>Low altitude aircraft overflights - aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway</b></li> <li>• High risk</li> <li>• <b>High noise levels</b></li> </ul> | 0.1                            | 60                                  | 30%                             |
| B2   | <b>Adjacent to Runway</b><br>Extended Approach / Departure Zone | <ul style="list-style-type: none"> <li>• Significant risk - aircraft commonly below 800 ft. AGL</li> <li>• <b>High noise</b></li> <li>• <b>Transitional surface height limit restrictions</b></li> </ul>  | 0.5                            | 60                                  | 30%                             |
| B3   | Extended Approach / Departure Zone                              | <ul style="list-style-type: none"> <li>• Significant risk - aircraft commonly below 800 ft. AGL</li> <li>• Significant noise</li> </ul>   | 4                              | 60                                  | 30%                             |
| C    | Common Traffic Pattern  | <ul style="list-style-type: none"> <li>• <b>Moderate</b> risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion</li> </ul>   | 4                              | 150                                 | 15%                             |
| C*   | Common Traffic Pattern  | <ul style="list-style-type: none"> <li>• <b>Moderate</b> risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion</li> </ul>   | 8                              | 150                                 | 15%                             |
| C1   | Common Traffic Pattern  | <ul style="list-style-type: none"> <li>• <b>Outer portion of runway approach routes, particularly instrument approaches</b></li> <li>• <b>Moderate</b> risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion <b>overflight at less than normal traffic patterns</b></li> </ul>                              | 2                              | 150                                 | 15%                             |
| C1*  | Common Traffic Pattern  | <ul style="list-style-type: none"> <li>• <b>Outer portion of runway approach routes, particularly instrument approaches</b></li> <li>• <b>Moderate</b> risk - aircraft at or below 1,000 ft. AGL</li> <li>• Frequent noise intrusion <b>overflight at less than normal traffic patterns</b></li> </ul>                              | 2.4                            | 150                                 | 15%                             |
| D    | Other Airport Environs  | <ul style="list-style-type: none"> <li>• Negligible risk</li> <li>• Potential for annoyance from overflights</li> <li>• <b>Remainder of airspace protection surfaces</b></li> </ul>   | No limit                       | No limit                            | No requirements                 |

**21.3 Policies S-P1, S-P2, S-P9, S-P10.** The Department recommends that the following sentence be added: "Nothing is intended to prevent new roads, and all appurtenant uses, from being constructed in these areas. Nothing is intended to prevent existing roads from being modified, repaired, improved, or widened in these areas."

**21.3 Policies S-P11.** The Department recommends that a portion of the following sentence be modified: "..., and where **required by law** are filtered and cleaned of pollutants".

**21.3 Policies S-P13.** The Department recommends that the following sentence be added: "Unless it is demonstrated to the satisfaction of the Department of Public Works that the downstream system can handle increased Q100 flows".

**21.3 Policies S-P14.** The Department recommends that a portion of the following sentence be removed: "..., **they shall be designed to be as natural in appearance and function as is feasible**".

**21.3 Policies SP-16.** The Department recommends that a portion of the following sentence be modified: "must be routed **through a water filtration system**".

**21.4 Standards S-S1 (e)(x):** The Department recommends adding the following: "Road, Park, or Airport Projects being designed by the Department of Public Works".

**21.4 Standards S-S5 and S-S6:** The Department recommends that the following sentence be added: "Nothing is intended to prevent new roads, and all appurtenant uses, from being constructed in these areas. Nothing is intended to prevent existing roads from being modified, repaired, improved, or widened in these areas".