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3.6 Land Use Planning, Population, and Housing

3.6.1 Introduction

This section summarizes Humboldt's land use characteristics, including the overall land use patterns within the incorporated and unincorporated areas, and analyzes existing plans in order to determine the potential environmental effects of the RCAP and CEQA GHG Emissions Thresholds related to land use planning. Additionally, this section addresses the potential population growth and housing displacement impacts associated with implementation of the RCAP and CEQA GHG Emissions Thresholds.

3.6.2 Environmental Setting

Current Physical Land Use

Unincorporated Humboldt County

Humboldt County covers an approximately 4,050 square-mile area within the northern California coastal area, and the plan area involves all land within unincorporated and incorporated Humboldt County. Humboldt County is bound by Del Norte and Siskiyou Counties to the north, Trinity County to the east, and Mendocino County to the south. The Pacific Ocean is located to the west of Humboldt County, forming a natural barrier to development. Principal regional transportation facilities serving Humboldt County are Highway (Hwy) 101, State Route (SR) 36, SR 299, SR 96, and the Arcata/Eureka Airport.

Humboldt County, including the unincorporated and incorporated areas, currently has a population of 133,100 according to the California Department of Finance (DOF) estimates.¹ 80 percent of the County's 2.3 million acres are forested. Fifty percent of this acreage is private commercial timberland and 35 percent is State of California or federal public land, including Redwood National and State Parks, Six Rivers National Forest, the King Range National Conservation Area, and Humboldt Redwoods State Park. The County also contains several areas of Tribal lands, including the approximately 89,400-acre Hoopa Valley Reservation, 56,370-acre Yurok Reservation, and 76-acre Blue Lake Rancheria. Approximately one-quarter of Humboldt County (634,000 acres) remains agricultural.² The remaining twenty percent of the County's land consists of a mix of residential, commercial, and industrial uses.

Community Planning Areas have been designated in various areas of the County to ensure that development aligns with the broader goals of the General Plan while addressing the unique needs and characteristics of an individual community. These areas include most of the County's population and urban infrastructure. As such, they will continue to be the focus of development activity. Community Planning Areas (CPA) within the County include: Orick CPA, Orleans CPA, Trinidad-Westhaven CPA, Willow Creek CPA, McKinleyville CPA, Fieldbrook-Glendale CPA, Blue Lake CPA, Arcata CPA, Jacoby Creek CPA, Freshwater CPA, Eureka CPA, Fortuna CPA, Hydesville-Carlotta CPA, Rio Dell/Scotia CPA, Avenues CPA – Stafford-Redcrest, Avenues CPA-Weott, Avenues CPA-Myers

¹ California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024. <https://dof.ca.gov/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/> (accessed October 2024).

² Humboldt, County of. 2017. Humboldt County General Plan. <https://humboldt.gov/DocumentCenter/View/61984/Humboldt-County-General-Plan-complete-document-PDF> (accessed October 2024)

Flat, Avenues CPA-Miranda, Avenues CPA – Phillipsville, Garberville/Redway/Benbow/
Alderpoint CPA, Shelter Cove CPA.³

In addition to CPAs, there are six Local Coastal Planning Areas (LCPAs) that are a part of the County's Local Coastal Program with the Coastal Commission. The LCPAs are comprehensive land use plans that guide development and protect coastal resources under the Coastal Act. The LCPAs within Humboldt County include the following: Eel River Areal Local Coastal Plan, Humboldt Bay Area Local Coastal Plan, McKinleyville Area Local Coastal Plan, North Coast Area Local Coastal Plan, South Coast Area Local Coastal Plan, and the Trinidad Area Local Coastal Plan.

Incorporated Cities

CITY OF ARCATA

Arcata's land use patterns have been shaped by many factors and reflect more than one-hundred and sixty years of community development. The early settlement of the town, initially called Uniontown, grew around a central plaza. Arcata's Plaza area, including a hotel, storehouse, and other commercial buildings, was originally constructed in the late 1800s and early 1900s and continues to be a major center of the community. California State Polytechnic University, Humboldt (Cal Poly Humboldt) occupies approximately 160 acres east of State Route 101, within walking distance of the downtown area. The northernmost campus in the California State University system is the community's major employer and regional education center.⁴

CITY OF BLUE LAKE

Residential land use in Blue Lake is characterized by a predominance of single-family residences. This single-family character is furthered by a mobile home park and individual mobile homes/"manufactured housing" located throughout the City. Residential use is concentrated in the central and eastern areas of the City. The northwestern section of Blue Lake is less densely populated; most of the vacant residentially designated land is located in north and west Blue Lake. Over one third of all housing units in Blue Lake were constructed prior to 1940 and almost 60% are over 50 years old. The area surrounding Blue Lake is largely rural and sparsely populated. Most commercial and shopping trips require travel to Arcata, McKinleyville, or Eureka. The nearest grocery store is a small supermarket (Murphy's Market) approximately two miles away. The nearest bank is in Arcata, at least five miles away. Industrial Park makes up approximately 15 percent of total city area, or over half of industrially designated land. The south half of the Industrial Park is zoned Industrial (M) which allows heavier industrial uses and the north half of the Industrial Park is zoned Light Industry (ML) which allows lighter industrial/heavy commercial uses. The Industrial Park also includes a portion of Powers Creek, open space buffer areas, and the Mad River Levee. Including the industrial designated properties at the end of Taylor Way, approximately 28 percent of City land area is designated for industrial use. Open spaces in Blue Lake include lands designated for open space/recreational use, agricultural use, and undeveloped land in all the land use categories. Existing open spaces within City limits include Powers Creek, several parcels of land in agricultural

³ Humboldt, County of. 2017. Humboldt County General Plan. <https://humboldt.gov/DocumentCenter/View/61984/Humboldt-County-General-Plan-complete-document-PDF> (accessed October 2024)

⁴ Arcata, City of. 2024. DRAFT Land Use Element. Updated May 14, 2024. https://www.cityofarcata.org/DocumentCenter/View/14210/21_Land-Use-20240515 (accessed October 2024).

use, the old lake site, railroad right-of-way, Mad River levee and the School Creek Trail area. Currently undeveloped residential land in the western half of the City also provides open space.⁵

CITY OF EUREKA

Eureka includes a number of “Community Places,” which are distinct areas, neighborhoods, or districts of the City that are recognizable by their geography and general character. The mapping of Community Places significantly influenced the development and mapping of the Land Use Designations within the City of Eureka’s 2040 General Plan.⁶ Existing land uses within the Plan Area include residential, commercial, visitor-serving, industrial, public, and agriculture/timberland. Residential uses dominate the majority of the central, eastern, and southern portions of the city, represented primarily by single-family detached neighborhoods. Commercial and visitor-serving uses are located along U.S. 101 and the Downtown and Old Town areas, with various commercial centers located throughout the city serving adjacent neighborhoods. The Downtown and Old Town areas are commercial/residential mixed-use areas and are home to the highest job density (jobs per acre) in the five-county region. Industrial uses are generally located at the west end of 2nd/3rd/4th Street and west of U.S. 101 along the Bay, with public uses scattered throughout the city with a considerable portion along the Bay. Agricultural/timberland uses are found within the southeastern and most northerly portions of the city. While the Plan Area is mostly built out, vacant and underutilized lands do exist, primarily within the City’s industrial and commercial areas. Outside of the city limits, existing land uses consist primarily of rural residential and agriculture/timberland. Commercial, industrial, and public uses also exist, primarily on the Samoa Peninsula and in portions of Myrtle town, Cutten, King Salmon, and Fields Landing.⁷

CITY OF FERNDALE

The City of Ferndale is comprised of approximately one square mile. The city sits on the edge of the Eel River floodplain that is approximately two miles wide as it nears the Pacific Ocean. The majority of land use surrounding the city, as designated in the Humboldt County General Plan, is agricultural and agricultural exclusive with some timber production to the southeast. Land uses in and around the city reflect rural living characteristics. Large parcels of pastureland surround single family homes on moderately sized lots. Areas such as the Milton Avenue Business District link agriculture lands to the more urbanized setting. The Main Street Historic District provides shopping and dining experiences for residents and visitors.⁸

CITY OF FORTUNA

The City of Fortuna is an urbanized community consisting of several commercial corridors and industrial areas, suburban residential neighborhoods, and outlying rural-residential, agricultural and timber areas. It is generally bounded by slopes and forests to the north and east, agricultural land

⁵ Blue Lake, City of. 2021. Land Use Element. Updated April 27, 2021. https://bluelake.ca.gov/wp-content/uploads/2023/05/Blue-Lake-Land-Use-Element-Update_Amended-4-27-21.pdf (accessed October 2024).

⁶ Eureka, City of. 2018. 2040 General Plan. Updated October 15, 2018. <https://www.eurekaca.gov/DocumentCenter/View/1190/2040-General-Plan-PDF?bidId=> (accessed October 2024)

⁷ Eureka, City of. 2018. Draft Environmental Impact Report. Adopted June 12, 2018. <https://www.eurekaca.gov/DocumentCenter/View/3257/Draft-Environmental-Impact-Report-PDF> (accessed October 2024)

⁸ Ferndale, City of. 2023. Ferndale Land Use Element. Updated July 27, 2023. https://www.dropbox.com/scl/fi/x8b8zlmnwbzso4rg92tuw/Ferndale-LUE_draft-7.27.23-CLEAN.pdf?rlkey=74c49rw2hdg5czh6d9gavoaj8&e=1&st=82oyvi1o&dl=0 (accessed October 2024).

and State Highway 36 to the south, and U.S. 101 and the Eel River to the west. The city spans 8,051 acres, including its Sphere of Influence.⁹

CITY OF RIO DELL

The City is two square miles (1,278 acres) in size and is bordered on the north and the east by the Eel River and the south by Dean Creek. The city limits extend to the midpoint of the Eel River channel. The Scotia Bluffs, which make up the eastern bank of the Eel River across from Rio Dell, and the steep, wooded, slopes on the west side of town are the dominant natural features of the City. Highway 101, which bisects the City, is the most prominent manmade feature in the City.¹⁰

CITY OF TRINIDAD

Trinidad was founded in 1850 as a supply center for the gold rush and, being incorporated in 1870, is one of California's oldest cities. Trinidad has only about one square mile of land area, a year-round population of 307 residents (2020 census), and approximately 225 residences, making it one of California's smallest cities as well. Though small in area, the City of Trinidad provides commercial services to surrounding rural areas, in particular the Westhaven area, which has a population of around 1,200 people. Trinidad is somewhat isolated with the closest towns being McKinleyville six miles to the south and Orick 16 miles to the north. Highway 101 divides the city in the northeastern portion of the city limits; there is no east-west access to Trinidad. Trinidad has a high percentage of open space and public land and provides a significant draw to visitors for its beautiful coastline, harbor facilities, and recreational opportunities.

Current Zoning and Land Use Designations

Unincorporated Humboldt County

There are 22 principal zoning districts within the inland area of the County and 19 principal zoning districts within the coastal area of the County as well as several combining zones. A principal zoning district is the first zone designation applied to property which designates the principally permitted uses on a property. Principal zoning districts in the inland area include: Neighborhood Commercial, Community Commercial, Industrial Commercial, Highway Service Commercial, Business Park, Limited Industrial, Heavy Industrial, Airport, Public Facility (Urban), Design Floodway, Flood Plain, Residential Suburban, Residential One-Family, Residential Two-Family, Residential Multiple Family, Apartment Professional, Rural Residential Agricultural, Agriculture Exclusive, Agriculture General, Forestry Recreation, Timberland Production, and Unclassified. Principal zoning districts within the coastal area include: Neighborhood Commercial, Commercial General, Business Park, Light Industrial, Industrial General, Industrial/Coastal-Dependent, Public Facility (Urban), Public Facility (Rural), Public Recreation, Commercial Recreation, Coastal-Dependent Commercial Recreation, Natural Resources, Residential Single Family, Residential Multi-Family, Residential Mixed, Rural Residential Agriculture, Agriculture Exclusive, Commercial Timberland (Coastal), and Timberland Production Zone.

⁹ Fortuna, City of. 2010. Program Environmental Impact Report.

[https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Vol%201%20-%20DPEIR%20\(whole%20doc\).pdf](https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Vol%201%20-%20DPEIR%20(whole%20doc).pdf) (accessed October 2024).

¹⁰ Rio Dell, City of. 2015. 2015 General Plan.

https://www.cityofriodell.ca.gov/sites/g/files/vyhlf8526/f/uploads/city_of_rio_dell_2015_general_plan_intro_and_land_use_0.pdf (accessed October 2024).

There are 28 land use designations for both inland and coastal areas that are listed within the Humboldt County General Plan: Residential Medium Density, Residential Low Density, Residential Estates, Residential Agriculture, Commercial General, Commercial Services, Commercial Recreation, Mixed-Use, Village Center, Rural Community Center, Urban Reserve, Industrial General, Industrial Resource Related, Industrial Coastal Dependent, Business Park, Conservation Floodway, Natural Resources, Open Space, Public Facility, Public Recreation, Public Lands, Resource Dependent, Tribal Lands, Tribal Trust Lands, Railroad, Timberland, Agriculture Exclusive, and Agricultural Grazing.¹¹

Incorporated Cities

CITY OF ARCATA

There 11 zoning classifications within the City of Arcata. The zoning classifications include Agriculture Residential, Commercial Central, Commercial General, Commercial Visitor Serving, Industrial General, Industrial Limited, Residential High Density, Residential Medium Density, Residential Low Density, Residential Very Low Density, and Public Facility.

There are 12 land use designations listed in the City of Arcata’s General Plan: Agriculture Exclusive, Agriculture Residential, Commercial Central, Commercial Mixed, Industrial General, Industrial Limited, Natural Resource, Public Facility, Residential Very Low Density, Residential Low Density, Residential Medium Density, and Residential High Density.¹²

CITY OF BLUE LAKE

There are 16 zoning classifications listed within the City of Blue Lake General Plan: Agriculture Exclusive, Residential One-Family, Residential Two-Family, Residential Multiple Family, Wholesale Commercial/Craft Light Industry, Industrial, Retail Commercial, Service Commercial, Highway Commercial, Planned Development Residential, Mixed Use, Opportunity, Open Space/Recreation, Public Facility, Planned Development – Combining Designation, and Special Building Site – Combining Designation.¹³ There are nine land use designations listed within the City of Blue Lake General Plan: Agriculture, Open Space, Low Density Residential, Moderate Low Density Residential, Multi-Family Residential, Commercial, Mixed Use, Industrial, and Public Facility.

CITY OF EUREKA

There are 18 zoning districts within the inland area of the City of Eureka, and there are 22 zoning districts within the coastal area of the City of Eureka. The inland zoning districts include Residential Estate, Residential Low, Residential Medium, Residential High, Downtown, Downtown West, Neighborhood Commercial, Henderson Center, Wabash Avenue, Office Residential, Hospital Medical, Service Commercial, Hinge Industrial, Light Industrial, Heavy Industrial, Public Facilities, Parks and Recreation, Agricultural, and Natural Resources. The coastal zoning districts include Residential Estate - Coastal, Residential Low - Coastal, Residential Medium – Coastal, Residential High – Coastal, Old Town – Coastal, Bayfront Commercial – Coastal, Library District – Coastal, Marina District – Coastal, Service Commercial – Coastal, Gateway North – Coastal, Bridge District – Coastal, Light Industrial – Coastal, Hinge Industrial – Coastal, Heavy Industrial – Coastal, Coastal Dependent

¹¹ Humboldt, County of. 2017. Humboldt County General Plan. <https://humboldt.gov/DocumentCenter/View/61984/Humboldt-County-General-Plan-complete-document-PDF> (accessed October 2024).

¹² Arcata, City of. 2024. DRAFT Land Use Element. Updated May 14, 2024.

https://www.cityofarcata.org/DocumentCenter/View/14210/21_Land-Use-20240515 (accessed October 2024).

¹³ Blue Lake, City of. 2021. Land Use Element. Updated April 27, 2021. https://bluelake.ca.gov/wp-content/uploads/2023/05/Blue-Lake-Land-Use-Element-Update_Amended-4-27-21.pdf (accessed October 2024).

Industrial, Public Facilities – Coastal, Parks and Recreation – Coastal, Woodley Island – Coastal, Agricultural – Coastal, Natural Resources – Coastal, Water Development – Coastal, and Water Conservation – Coastal.

There are 18 land use designations listed within the City of Eureka General Plan: Estate Residential, Low Density Residential, Medium Density Residential, High Density Residential, General Commercial, Neighborhood Commercial, Old Town Commercial, Downtown Commercial, Bayfront Commercial, Professional Office, Light Industrial, General Industrial, Coastal Dependent Industrial, Public/Quasi-Public, Agriculture, Natural Resource, Water Conservation, and Water Development.

CITY OF FERNDALE

The Ferndale Zoning Ordinance lists sixteen zoning districts of which nine are mapped within the City of Ferndale: Residential-Suburban, Residential One-Family, Residential Two-Family, Apartment-Professional, Neighborhood Commercial, Community Commercial, Public Facility, Agriculture Services Commercial, and Agricultural Exclusive.

There are eight land use designations listed within the City of Ferndale General Plan, Land Use Element Update: Agriculture Exclusive, Neighborhood Commercial, Community Commercial, Natural Resources, Public Facilities, Residential Low Density, Residential Medium Density, and Residential High Density.¹⁴

CITY OF FORTUNA

There are 11 zoning districts listed within the City of Fortuna Zoning Code: Residential Estates, Residential Single-Family, Multifamily Residential, Neighborhood Commercial, Retail Commercial, Commercial Thoroughfare, Freeway Commercial, Light Industrial, Heavy Industrial, Agriculture Exclusive, and Public Facility.

There are 16 land use designations listed within the City of Fortuna General Plan: Residential Rural, Residential Very Low, Residential Low, Residential Medium, Residential High, Commercial, Central Business District, Mill District, Corridor Mixed Use, Riverwalk District, Office, Industrial, Public, Parks, Greenways & Recreation, Agriculture, and Open Space.¹⁵

CITY OF RIO DELL

There are 13 zoning districts listed in the City of Rio Dell's Zoning Code: Suburban Residential, Urban Residential, Residential Multifamily, Town Center, Neighborhood Center, Community Commercial, Rural, Public Facility, Suburban, Industrial, Industrial Commercial, Natural Resource, and Suburban Medium.

There are 12 land use designations listed within the City of Rio Dell General Plan: Rural, Suburban Low, Urban Residential, Suburban Residential, Residential Multifamily, Town Center, Neighborhood

¹⁴ Ferndale, City of. 2023. Ferndale Land Use Element. Updated July 27, 2023. https://www.dropbox.com/sc/fi/x8b8zlmnwbzso4rg92tuw/Ferndale-LUE_draft-7.27.23-CLEAN.pdf?rlkey=74c49rw2hdg5czh6d9gavoaj8&e=1&st=82oyvi1o&dl=0 (accessed October 2024).

¹⁵ Fortuna, City of. 2010. Draft Program Environmental Impact Report: Fortuna General Plan Update. July 2010. [https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Vol%201%20-%20DPEIR%20\(whole%20doc\).pdf](https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Vol%201%20-%20DPEIR%20(whole%20doc).pdf) (accessed October 2024).

Center, Community Commercial, Industrial/Commercial, Public Facility, Natural Resources, and Planned Development.¹⁶

CITY OF TRINIDAD

There are nine principal zones listed within the City of Trinidad Zoning Ordinance: Open Space, Special Environment, Resource Production, Suburban Residential, Urban Residential, Planned Development, Visitor Services, Commercial, and Public and Religious.

There are nine land use designations listed within the City of Trinidad General Plan: Suburban Residential, Urban Residential, Commercial, Visitor Services, Mixed Use, Harbor, Open Space, Special Environment, and Public and Community.¹⁷

Humboldt Population, Housing, and Employment

Population

Humboldt (including incorporated and unincorporated areas) experienced approximately a one percent decrease in population between 2020 and 2021; a 0.7 percent decrease in population between 2021 and 2022; a 0.3 increase in population between 2022 and 2023; and a 1.1 percent decrease in population between 2023 and 2024. Overall, Humboldt County experienced an approximately 2 percent decrease in population from 2020 to 2024.¹⁸ Since 2020, the population of Humboldt County decreased by approximately 3,400 people during that timeframe. As of May 2024, the population of Humboldt County is 133,100 persons.¹⁹

Households and Dwelling Units

A household is defined by the DOF and the US Census as a group of people who occupy a dwelling unit. A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Not all of a jurisdiction's population lives in households. Rather, a portion of a jurisdiction's population lives in group quarters, such as board and care facilities; others are experiencing homelessness.

Small households, consisting of one to two persons per household, generally reside in units with zero to two bedrooms; family households of three to four persons per household normally reside in units with three to four bedrooms. Large households of five or more persons per household typically reside in units with four or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics. Many small households obtain larger units, and some large households live in small units for economic reasons.

As of May 2024, there were approximately 63,397 dwelling units in Humboldt (including incorporated and unincorporated areas). Most of Humboldt's households reside in single-family dwelling units, with approximately 70 percent of the Humboldt County current housing stock

¹⁶ Rio Dell, City of. 2015. 2015 General Plan.

https://www.cityofriodell.ca.gov/sites/g/files/vyhlif8526/f/uploads/city_of_rio_dell_2015_general_plan_intro_and_land_use_0.pdf (accessed October 2024).

¹⁷ Trinidad, City of. 2022. General Plan 2022. <https://www.trinidad.ca.gov/media/5596>

¹⁸ California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State.

<https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/> (accessed October 2024).

¹⁹ Ibid

Arcata, Eureka and Trinidad have areas within the coastal zone and are required to comply with their certified Local Coastal Programs under the Coastal Act.

Local and Regional Regulations

Vroom 2022-2042 and Humboldt County Association of Governments Regional Housing Needs Allocation

The Vroom 2022-2042 (VROOM) Regional Transportation Plan (RTP), adopted in September 2021, integrated transportation and land-use plan for the Humboldt County Association of Governments. VROOM meets all state and federal requirements for a Regional Transportation Plan. The RTP serves both to communicate the regional vision and transportation priorities to state and federal government, and to allow the federal and state governments to track progress toward federal and state goals. The RTP also addressed strategies for promoting good connections and functionality between transportation and land uses.

The Humboldt County Association of Governments Regional Housing Needs Allocation (RHNA) was determined to be 3,390 housing units for the incorporated cities and unincorporated area of Humboldt County. Of the total 3,390 housing units, the very low-income allocation was 829 units, the low-income allocation was 532 units, the moderate-income allocation was 613 units, and the above moderate allocation is 1,416 units. The total RHNA for the unincorporated area is 1,413 units.²²

Humboldt County Airport Land Use Compatibility Plan

The purpose of the Humboldt County Airport Land Use Compatibility Plan (ALUCP) is to establish procedures and criteria by which, in accordance with the California State Aeronautics Act:

- To prepare and adopt an airport land use compatibility plan pursuant to Section 21675.
- To assist local agencies in ensuring compatible land uses in the vicinity of new and existing airports to the extent these areas are not already devoted to incompatible uses.
- To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.
- To coordinate planning at the state, regional, and local levels, so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.

The Humboldt County Airport Land Use Plan applies to physical land use areas surrounding the following airports:

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

Hoopa Airport is a public-use airport also located in Humboldt County; however, the Airport and the area surrounding it are located on the Hoopa Valley Reservation. Airport Land Use Commissions

²² Humboldt, County of. 2019. 2019 Housing Element. Certified October 23, 2019. <https://humboldt.gov/DocumentCenter/View/78832/2019-Housing-Element---Final-RHNA-Plan-PDF?bidId=> (accessed October 2024).

(ALUCs) have no mandatory duty or authority to review land use on tribal lands. Accordingly, the areas surrounding Hoopa Airport and on tribal land are not subject to this ALUCP. Regardless, general policies applicable to all airports are recommended for areas around Hoopa Airport and the ALUC may provide advisory determinations on land use in the Hoopa Airport area at the request of the Hoopa Valley Tribe.

Humboldt County General Plan

The following Humboldt County General Plan goals and policies related to land use/planning and population/housing are the most applicable to the proposed plan.²³

- **Goal E-G1. Countywide Strategic Energy Planning.** An effective energy strategy based on self-sufficiency, development of renewable energy resources and energy conservation that is actively implemented countywide through Climate Action Plans, General Plans and the Redwood Coast Energy Authority’s Comprehensive Energy Action Plan.
- **Policy AQ-P9. County Climate Action Plan.** Through public input and review, develop and implement a multi-jurisdictional Climate Action Plan to achieve reductions in greenhouse gas emissions consistent with the state Global Warming Solutions Act and subsequent implementing legislation and regulations.

Arcata General Plan

The following City of Arcata General Plan²⁴ goals and policies related to land use/planning and population/housing are applicable to the proposed plan.

- **Policy LU-1 Overall Development Pattern Objective.** Establish a pattern of development that concentrates activity and amenities in a pattern of centers, clusters and mixes of uses to support the City’s focus on infill development and active transportation. Provide an overall land use arrangement that concentrates city-wide uses and functions in these areas with an emphasis on areas within walking distance of the central Plaza Area, Cal Poly Humboldt, and existing neighborhood and employment centers, which provide a mix of commercial services, residential uses, and community facilities. To the maximum extent feasible, the City shall strive through its land use decisions to promote community health for all neighborhoods, with particular attention to those that have been identified as lacking in transit, clean air, grocery stores, bike lanes, parks, and other components of a healthy community.
 - **LU-1c Prioritization of transit and active transportation.** Eliminate minimum parking requirements citywide.
 - **LU-1d Reduce parking maximums in the most walkable areas of the city.** Reduce maximum allowable parking requirements within Infill Opportunity Zones to promote walkable communities. Minimize vehicle parking requirements and maximize walk, bike, and transit infrastructure.

²³ Humboldt County. 2017. Humboldt County General Plan. <https://humboldt.gov/DocumentCenter/View/61984/Humboldt-County-General-Plan-complete-document-PDF> (accessed December 2024).

²⁴ Arcata, City of. 2024. 2045 General Plan. <https://www.cityofarcata.org/160/General-Plan> (accessed December 2024).

Blue Lake General Plan

The following City of Blue Lake General Plan²⁵ goals and policies related to land use/planning and population/housing are applicable to the proposed plan.

- **Policy 1.** Site development shall be designed for the pedestrian scale, incorporate amenities and encourage alternative modes of transportation.
- **Policy 3.** Safety and convenience of alternative modes of transportation shall be considered when determining those modes best suited for the community.

Eureka General Plan

The following City of Eureka General Plan²⁶ policies and implementation programs related to land use/planning and population/housing are applicable to the proposed plan.

- **Policy LU-1.2: Compact Form.** Provide for a compact pattern of mixed land uses at densities/intensities consistent with the development patterns Eureka experienced from the 1870s to the 1940s and at densities/intensities that are higher than were allowed in the past three general plan updates. Focus this compact pattern of land uses to radiate out from the Core Area, Employment Areas, Commercial Corridors, and Commercial Centers to make efficient use of the City's limited remaining developable lands and to promote walkability and urban growth.
- **Policy LU-1.19 Pedestrian-oriented Design.** In the downtown, commercial core, mixed use, and neighborhood commercial areas, promote the creation of a strong and appealing pedestrian environment by requiring the use of transparent commercial storefronts (i.e., windows and doors) and continuous and compatible building facades, while prohibiting the creation of blank walls and discontinuity in building facades.
- **Policy LU-6.2 Infill First.** Promote development of vacant infill properties and redevelopment/reuse of economically underutilized sites and buildings to accommodate new growth and internal densification prior to considering potential annexation.
- **Policy M-1.6: Dense Development.** Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable and transit friendly.
- **Policy U-5.2: Energy Conserving Land Use Practices.** Implement energy conserving land use practices that include compact and mixed use development, provision of bikeways and pedestrian paths, and the incorporation and enhancement of transit routes and facilities.
- **Policy H-2.4: Maximum Density Infill.** Promote and encourage the development of the last remaining vacant lots in the City with housing units at the highest density allowed in each respective zone district.
- **Policy H-2.8: Mixed-Use Residential.** Promote and encourage the development of new residential units in mixed-use zones, with particular emphasis on multi-story buildings, upper floor residential units, and residential units near transit stops.
- **Policy H-1.0: Building Heights and Floor Area Ratios.** Allow multi-story buildings in Mixed Use zones with building heights and floor area ratios in excess of existing buildings in order to promote dense upper-floor residential and mixed-use developments.

²⁵ Blue Lake, City of. 2021. General Plan: Land Use Element. Updated April 27, 2021. https://bluelake.ca.gov/wp-content/uploads/2023/05/Blue-Lake-Land-Use-Element-Update_Amended-4-27-21.pdf (accessed December 2024).

²⁶ Eureka, City of. 2018. City of Eureka 2040 General Plan. <https://www.eurekaca.gov/DocumentCenter/View/1190/2040-General-Plan-PDF?bidId=> (accessed December 2024).

- **Implementation Imp AQ-1:** Prepare a Climate Action Plan (CAP) that provides the framework for the City to reduce greenhouse gas emissions to meet the State targets identified for 2040 through City operations, and existing and future development. Greenhouse gas emission reductions related to land use, mobility, energy, and solid waste will be addressed in the CAP.

Ferndale General Plan

The following City of Ferndale General Plan²⁷ policies related to land use/planning and population/housing are applicable to the proposed plan.

- **Policy LU-1.4–Residential Infill.** The infilling and completion of residential neighborhoods should be encouraged to take full advantage of available public services.
- **Policy LU-1.8–Multi-Modal Transportation.** Encourage multi-modal travel by increasing bike and pedestrian routes throughout the City enhanced with bike parking, exercise stations, and safe roadway crossings. Actively seek out public access easements and/or right-of-way acquisition for pedestrian creek crossings to better connect Ferndale Housing and potential development on APN 030-091-030(see policy LU-1.7) to Main Street. Potential crossings may include Fern Avenue, Vanston Avenue, E Street, or an alternative location.
- **Policy LU-1.9 –Right-of-Ways.** Ensure street design and right-of-way acquisition will support pedestrian and bike mobility. This includes seeking acquisitions from willing landowners to develop a broader trail network within the city.
Policy LU2.1–Commercial Infill. Promote infill and commercial activity in existing commercial areas in the Main Street Historic District and Milton Avenue area to provide services to residents and visitors and to prevent disturbance of residential neighborhoods.

Fortuna General Plan

The following City of Fortuna General Plan²⁸ policies related to land use/planning and population/housing are applicable to the proposed plan.

- **Policy LU-1.6 Infill Development.** The City shall encourage infill development on vacant sites and reuse of underutilized parcels to minimize outward growth and reduce the cost of providing public services and facilities.
- **Policy LU-1.7 Infill Incentives.** The City shall establish incentives (e.g., streamlined permitting, specific plans, public-private partnerships) to encourage infill site development by private and/or non-profit housing providers.
- **Policy LU-11.7 Pedestrian Environment.** The City shall create a distinctive and active pedestrian environment that supports Downtown as a unique destination.

²⁷ Ferndale, City of. 2023. Ferndale General Plan: Land Use Element. Updated July 2023. https://www.dropbox.com/sc/fi/x8b8zlmnwbzso4rg92tuw/Ferndale-LUE_draft-7.27.23-CLEAN.pdf?rlkey=74c49rw2hdg5czh6d9gavoaj8&e=1&st=82oyvi1o&dl=0 (accessed December 2024).

²⁸ Fortuna, City of. 2010. City of Fortuna General Plan. https://cms8.revize.com/revize/fortunaca/Document%20center/Department/Planning%20Division/General%20Plan%20and%20EIR%20Documents/Fortuna%20General%20Plan%202030%20-%20Policy%20Document_web.pdf (accessed December 2024).

Rio Dell General Plan

The following City of Rio Dell General Plan²⁹ goals and policies related to land use/planning and population/housing are applicable to the proposed plan.

- **Goal LU -4.** Encourage infill development of vacant and underutilized land in the Town Center before amending the General Plan to allow additional commercial and residential land elsewhere.
- **Policy P1.3.6-2.** Develop new street right-of-way standards that reduce vehicular speeds and enhance bicycle and pedestrian facilities.
- **Policy P1.3.6-3.** Provide greater access to public transit service for neighborhood residents, business owners, employees, and customers.

Trinidad General Plan

The following City of Trinidad General Plan goals and policies related to land use/planning and population/housing are applicable to the proposed plan.

- **Goal LU-2.** Preserve and maintain the natural and community environments by promoting sustainability in development patterns.
- **Policy LU-2.3.** In order to minimize impacts on air quality and greenhouse gasses, the City shall ensure new development: (1) is consistent with State reduction targets; (2) is consistent with any requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development; and (3) minimizes energy consumption and vehicle miles traveled to the extent feasible.
- **Goal LU-3.** Assess, plan for, adapt to, and minimize, to the extent possible, the impacts from climate change through appropriate land use controls to maintain the health and resiliency of the community, residents, businesses and coastal resources.
- **Policy LU-3.4.** Continue to reevaluate and update land use patterns and zoning requirements to minimize energy use and risks from climate change effects, including sea level rise, global warming, precipitation patterns, and wildfire risks.

3.6.4 Impacts and Mitigation Measures

Significance Criteria

Humboldt County utilizes the following 2024 CEQA Guidelines Appendix G significance criteria questions related to Land Use Planning, Population, and Housing.

Would the RCAP and CEQA GHG Emissions Thresholds:

- a) Physically divide an established community?
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

²⁹ Rio Dell, City of. City of Rio Dell 2015 General Plan.
https://www.cityofriodell.ca.gov/sites/g/files/vyhlf8526/f/uploads/city_of_rio_dell_2015_general_plan_intro_and_land_use_0.pdf
(accessed December 2024)

- d) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Approach to Analysis

Land Use Planning

The evaluation of proposed plan impacts related to land use planning is based on a comparison of the RCAP and CEQA GHG thresholds to the applicable plans, policies, and regulations to determine if development facilitated by the proposed plan would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This section also analyzes whether development facilitated by the proposed plan, or its policies would physically divide communities.

Implementation of the proposed plan could result in a significant impact if it conflicts with applicable land use plans and policies of VROOM, ALUCP, Humboldt County General Plan, Arcata General Plan, Blue Lake General Plan, Eureka General Plan, Ferndale General Plan, Fortuna General Plan, Rio Dell General Plan, or Trinidad General Plan.

A policy inconsistency is considered a significant adverse impact only if the inconsistency would result in a significant adverse physical impact based on the established significance criterion. Consistency of the proposed plan with applicable land use plans and policies is evaluated below.

Population and Housing

Population and housing trends in Humboldt County were evaluated by reviewing the most current data available from the US Census Bureau, DOF, the Humboldt County General Plan, VROOM, and the 2018-2027 HCAOG RHNA. Impacts related to population are generally social or economic in nature. Under CEQA, a social or economic change is not considered a significant effect on the environment unless the changes are directly linked to a physical change.

For purposes of this analysis, substantial population growth is defined as growth exceeding DOF population forecasts for Humboldt County. Substantial displacement would occur if allowed land uses would displace substantially more residences than would be accommodated through any growth facilitated by the proposed plan.

EIR Scoping Comments Consideration

No EIR scoping comments were received that pertain to land use planning or population and housing.

CEQA GHG Thresholds Analysis and RCAP EIR Focus Approach

The CEQA GHG Emissions Thresholds is a guidance document and does not propose development or changes to land use designations and zoning. Thus, implementation of the CEQA GHG Emissions Thresholds would not result in direct construction or operational impacts related to land use, population, or housing. Therefore, the analysis in this section focuses on the potential for implementation of the RCAP to result in impacts related to land use, population, and housing in Humboldt County.

Specific Thresholds of Significance

For purposes of this analysis, the following thresholds are used to evaluate the significance of land use/planning and population/housing impacts resulting from implementation of the proposed plan:

- Development resulting in physically dividing a community area within the County.
- Development conflicting with any VROOM, ALUCP, or County or respective city general plan land use goal, policy, or code adopted for the purpose of avoiding or mitigating an environmental effect.
- Inducement of permanent population, housing, or employment growth in the County that would exceed the HCAOG RHNA population projections for the County.
- Displacement of existing housing or people.

Impact Evaluation

Established Community Division

Significance Criterion a: Would the proposed plan physically divide an established community?
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Impact LU-1 IMPLEMENTATION OF THE RCAP WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. NO IMPACTS WOULD OCCUR.

Construction

Impacts related to physical division of an established community are limited to operational impacts. To the extent that construction activities obstruct roads, it would be temporary and would not constitute a division of an established community. No respective RCAP construction impacts would occur related to potential division of an established community.

Operation

The RCAP contains measures to implement a qualified GHG reduction plan that may be utilized for mitigating and tracking regional GHG emissions as well as for streamlining California Environmental Quality Act (CEQA) GHG analyses for future projects and plans within Humboldt that are required to undergo CEQA review. The RCAP does not include measures, actions, or specific development projects that would divide an established community. Rather, RCAP Measures T-1 through T-4 facilitate the installation of active transportation, public transit, and mobility hub infrastructure and encourage construction of mixed-use infill developments. These measures would facilitate enhanced mobility options within the region. Such improvements would help to increase connectivity within Humboldt. Therefore, no RCAP operational impacts would occur related to potential division of an established community.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

No Impact

Land Use Plans, Policies, and Regulations Consistency

Significance Criterion b: Would the proposed plan cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 THE RCAP WOULD BE CONSISTENT WITH APPLICABLE LAND USE PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction

Impacts related to consistency with applicable land use plans and policies are limited to operational impacts. No respective RCAP construction impacts would occur from infrastructure development facilitated by the proposed plan.

Operation

The RCAP does not propose specific development or changes to land use and zoning. Rather, the RCAP contains strategies and measures for mitigating and tracking regional GHG emissions. In addition, GHG emissions analysis methodologies consistent with the goals established by the RCAP would be enforced during future project CEQA review as well as all future Humboldt CEQA GHG emissions analyses with the intention of reducing GHG emissions associated with operation of future projects and plans within the County or cities. The RCAP includes Measures T-1 through T-4 which emphasize regional coordination to pursue funding to implement modifications to existing street facilities to create a more pedestrian- and bicycle-oriented street network, prioritize transit-oriented development, and expand the public transit network. As described in detail in Section 3.8, *Transportation*, the RCAP would be consistent with HCAOG’s VROOM plan as it includes measures that promote connectivity for transit users, bicyclists, and pedestrians, and that would reduce VMT.

Under implementation of the RCAP, improvements and subsequent infrastructure may occur. Should any such development occur on a site located within an airport land use plan or within two miles of a public airport or public use airport, compliance with federal, State, and local regulations, including the Humboldt Airport Land Use Compatibility Plan³⁰, pertaining to projects and infrastructure in proximity to an airport would be required, including but not limited to land use types and compatibility, heights, and siting and design specifications.

Table 3.6-1 provides a consistency analysis of the RCAP with the Humboldt County General Plan and incorporated cities general plans.

³⁰ Humboldt County Airport Land Use Commission. 2021. Humboldt County Airport Land Use Compatibility Plan. <https://humboldt.gov/DocumentCenter/View/95080/2021-Airport-Land-Use-Compatibility-Plan-adopted-04132021-33-MB> (accessed October 2024).

Table 3.6-1 Consistency with the County and City General Plans

Policy	Consistency
Humboldt County Land Use Element	
<p>Goal E-G1. Countywide Strategic Energy Planning. An effective energy strategy based on self-sufficiency, development of renewable energy resources and energy conservation that is actively implemented countywide through Climate Action Plans, General Plans and the Redwood Coast Energy Authority’s Comprehensive Energy Action Plan.</p>	<p>Consistent. The proposed plan would be a Regional Climate Action Plan and would include measures that would support self-sufficiency, development of renewable energy resources, and energy conservation through strategies and measures.</p>
<p>Policy AQ-P9. County Climate Action Plan. Through public input and review, develop and implement a multi-jurisdictional Climate Action Plan to achieve reductions in greenhouse gas emissions consistent with the state Global Warming Solutions Act and subsequent implementing legislation and regulations.</p>	<p>Consistent. The RCAP is being developed through a process involving coordination between multiple agencies and partners and public outreach and input. Implementation of the RCAP would allow Humboldt to achieve GHG reductions consistent with State requirements.</p>
City of Arcata Land Use Element	
<p>Policy LU-1 Overall Development Pattern Objective. Establish a pattern of development that concentrates activity and amenities in a pattern of centers, clusters and mixes of uses to support the City’s focus on infill development and active transportation. Provide an overall land use arrangement that concentrates city-wide uses and functions in these areas with an emphasis on areas within walking distance of the central Plaza Area, Cal Poly Humboldt, and existing neighborhood and employment centers, which provide a mix of commercial services, residential uses, and community facilities. To the maximum extent feasible, the City shall strive through its land use decisions to promote community health for all neighborhoods, with particular attention to those that have been identified as lacking in transit, clean air, grocery stores, bike lanes, parks, and other components of a healthy community.</p>	<p>Consistent. The proposed plan includes measures that promote infill development and active transportation including Measures T-1 through T-4.</p>
<p>LU-1c Prioritization of transit and active transportation. Eliminate minimum parking requirements citywide.</p>	<p>Consistent. RCAP Measure T-3 includes actions to develop reduced parking requirements.</p>
<p>LU-1d Reduce parking maximums in the most walkable areas of the city. Reduce maximum allowable parking requirements within Infill Opportunity Zones to promote walkable communities. Minimize vehicle parking requirements and maximize walk, bike, and transit infrastructure.</p>	<p>Consistent. RCAP Measure T-3 includes actions to develop reduced parking requirements. In addition, RCAP Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 would promote improvements and expansion of pedestrian, bicycle, and public transit infrastructure.</p>
City of Blue Lake Land Use Element	
<p>Policy 1. Site development shall be designed for the pedestrian scale, incorporate amenities and encourage alternative modes of transportation.</p>	<p>Consistent. The proposed plan includes measures that aim to support walking and other modes of active transportation such as Measures T-1 Urban and Rural.</p>
<p>Policy 3. Safety and convenience of alternative modes of transportation shall be considered when determining those modes best suited for the community.</p>	

Policy	Consistency
City of Eureka Land Use Element	
<p>Policy LU-1.19 Pedestrian-oriented Design. In the downtown, commercial core, mixed use, and neighborhood commercial areas, promote the creation of a strong and appealing pedestrian environment by requiring the use of transparent commercial storefronts (i.e., windows and doors) and continuous and compatible building facades, while prohibiting the creation of blank walls and discontinuity in building facades. (RDR)</p> <p>Policy LU-6.2 Infill First. Promote development of vacant infill properties and redevelopment/reuse of economically underutilized sites and buildings to accommodate new growth and internal densification prior to considering potential annexation. (RDR, JP)</p>	<p>Consistent. The proposed plan includes measures that support pedestrian level development and infill development including Measures T-1 Urban and Rural and T-3.</p>
City of Ferndale Land Use Element	
<p>Policy LU-1.4–Residential Infill. The infilling and completion of residential neighborhoods should be encouraged to take full advantage of available public services.</p> <p>Policy LU2.1–Commercial Infill. Promote infill and commercial activity in existing commercial areas in the Main Street Historic District and Milton Avenue area to provide services to residents and visitors and to prevent disturbance of residential neighborhoods.</p>	<p>Consistent. The proposed plan includes Measure T-3 that encourages mixed-use infill development patterns within areas well-served by transit.</p>
<p>PolicyLU-1.8–Multi-Modal Transportation. Encourage multi-modal travel by increasing bike and pedestrian routes throughout the City enhanced with bike parking, exercise stations, and safe roadway crossings. Actively seek out public access easements and/or right-of-way acquisition for pedestrian creek crossings to better connect Ferndale Housing and potential development on APN 030-091-030 (see policy LU-1.7) to Main Street. Potential crossings may include Fern Avenue, Vanston Avenue, E Street, or an alternative location.</p>	<p>Consistent. The RCAP includes Measures T-1 Urban and Rural, T-2 Urban and Rural, and T-4 which would promote multi-modal improvements and expansion of pedestrian, bicycle, and public transit infrastructure.</p>
<p>Policy LU-1.9 –Right-of-Ways. Ensure street design and right-of-way acquisition will support pedestrian and bike mobility. This includes seeking acquisitions from willing landowners to develop a broader trail network within the city.</p>	<p>Consistent. The RCAP includes Measures T-1 Urban and Rural which would promote improvements and expansion of pedestrian and bicycle infrastructure.</p>
City of Fortuna Land Use Element	
<p>Policy LU-1.6 Infill Development. The City shall encourage infill development on vacant sites and reuse of underutilized parcels to minimize outward growth and reduce the cost of providing public services and facilities.</p> <p>Policy LU-1.7 Infill Incentives. The City shall establish incentives (e.g., streamlined permitting, specific plans, public-private partnerships) to encourage infill site development by private and/or non-profit housing providers.</p>	<p>Consistent. The proposed plan includes Measure T-3 that encourages mixed-use infill development patterns within areas well-served by transit.</p>
<p>Policy LU-11.7 Pedestrian Environment. The City shall create a distinctive and active pedestrian environment that supports Downtown as a unique destination.</p>	<p>Consistent. The proposed plan includes Measures T-1 Urban and Rural that encourage pedestrian environment improvements and expansion of the active transportation network.</p>

Policy	Consistency
City of Rio Dell Land Use Element	
Goal LU -4 Encourage infill development of vacant and underutilized land in the Town Center before amending the General Plan to allow additional commercial and residential land elsewhere.	Consistent. The proposed plan includes Measure T-3 that encourages mixed-use infill development patterns within areas well-served by transit.
Policy P1.3.6-2 Develop new street right-of-way standards that reduce vehicular speeds and enhance bicycle and pedestrian facilities.	Consistent. The RCAP includes Measures T-1 Urban and Rural which would promote improvements and expansion of pedestrian and bicycle infrastructure.
Policy P1.3.6-3 Provide greater access to public transit service for neighborhood residents, business owners, employees, and customers.	Consistent. The RCAP includes Measures T-2 Urban and Rural and T-4 which would promote improvements and expansion of the public transit network.
City of Trinidad Land Use Element	
Goal LU-2: Preserve and maintain the natural and community environments by promoting sustainability in development patterns.	Consistent. The proposed plan would promote the preservation of the natural and community environment through Measure T-3, which would encourage infill development and the reduction of urban sprawl. RCAP Measures BE-2 through BE-7 would further encourage sustainable development practices through energy conservation and building decarbonization measures. In addition, Measure CS-3 promotes the preservation of Humboldt’s forests and wetlands.
Policy LU-2.3 In order to minimize impacts on air quality and greenhouse gasses, the City shall ensure new development: (1) is consistent with State reduction targets; (2) is consistent with any requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development; and (3) minimizes energy consumption and vehicle miles traveled to the extent feasible.	Consistent. The proposed plan is a Regional Climate Action Plan and includes measures that encourage infill, building decarbonization, VMT reductions, and zero-emission vehicle adoption to reduce potential impacts from greenhouse gas emissions and air pollutants.
Goal LU-3. Assess, plan for, adapt to, and minimize, to the extent possible, the impacts from climate change through appropriate land use controls to maintain the health and resiliency of the community, residents, businesses and coastal resources.	Consistent. The proposed plan includes a series of measures and actions to reduce GHG emissions and minimize the impacts of climate change in Humboldt.

The RCAP is a policy document containing measures that are consistent with the applicable goals and policies of the Humboldt County General Plan and the General Plans of the incorporated cities and is designed to reduce environmental impacts associated with climate change. Nonetheless, implementing the RCAP would require some modification of existing policies, including developing and implementing new programs and ordinances or modifying existing ones. For example, RCAP Measure T-3 would encourage development of mixed-use development in infill priority areas, potentially through new ordinances, alterations to parking standards, and permit streamlining processes, and RCAP Measures BE-5 and BE-6 would involve adoption of ordinances to require decarbonization of new residential and non-residential buildings. In order to implement these measures, the Humboldt County Code (HCC), applicable incorporated City municipal codes, and other applicable County and city documents may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are needed, the RCAP measures would result in greater avoidance or reduction of environmental effects. Therefore, RCAP operational impacts related to consistency with land use plans and policies would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less Than Significant without Mitigation

Unplanned Population Growth and Population or Housing Displacement

Significance Criterion c: Would the proposed plan induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Significance Criterion d: Would the proposed plan displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact LU-3 IMPLEMENTATION OF THE RCAP WOULD NOT RESULT IN SUBSTANTIAL UNPLANNED POPULATION GROWTH IN HUMBOLDT OR THE DISPLACEMENT OF PEOPLE OR HOUSING. THERE WOULD BE NO IMPACT.

The RCAP does not include strategies or measures that would result in new housing, nor would it displace existing people or residences. Therefore, the RCAP would result in no impact related to the displacement of people or housing.

While the RCAP would not result in new habitable development, it could result in job growth within the region. The RCAP includes Measures T-10 and CS-1, which would have the potential to create new jobs related to renewable fuels (e.g., hydrogen, biofuel, and renewable natural gas) and the green jobs industry. According to research on the clean fuels industry, biofuel production facilities require relatively few workers to operate. For example, a commercial-scale grain ethanol plant (i.e., a plant producing 50 million gallons of biofuel per year) will employ approximately 35 to 40 full-time workers. In addition, up to three to four jobs related to biomass production/harvesting and fuel transportation may be generated in the local economy for every direct job created at a biofuel plant.³¹ Humboldt currently experiences an unemployment rate of 4.8 percent, with approximately 3,000 unemployed persons within the labor force. As detailed in Chapter 3, *Environmental Impact Analysis*, Humboldt is expected to add approximately 3,645 jobs between 2022 and 2030. While new jobs would be introduced to the area as a result of RCAP-related projects, these additional jobs would not be anticipated to exceed the planned employment growth for the region. Furthermore, employees would likely be sourced from the existing labor population in the area, including the approximately 3,000 Humboldt residents currently unemployed, and the potential increase in population related to persons relocating to Humboldt from other regions for new employment opportunities would be nominal. In addition, the RCAP does not propose new roadways throughout Humboldt that could indirectly lead to new population growth or development. While the RCAP would facilitate new renewable energy utilities infrastructure pursuant to RCAP Measures BE-1, BE-2, and BE-8, the purpose of such infrastructure would be to serve as replacement for existing non-renewable energy utilities infrastructure and would not include the extension of electrical utilities

³¹ Pace Energy and Climate Center. 2010. Worker Training and Business Research Infrastructure for Biofuel Industry In New York. <https://www.nysed.gov/-/media/Project/Nyserda/Files/Publications/Renewable-Fuels-Roadmap/Renewable-Fuels-Roadmap-Appendix-J.pdf> (accessed January 2025).

infrastructure into new, undeveloped areas. Related unplanned population growth is not anticipated as a result. As such, the RCAP would not directly increase the population, indirectly induce additional unplanned population growth, or displace people or housing. Therefore, the RCAP would result in no impacts related to substantial unplanned population growth.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than Significant Without Mitigation

3.6.5 Cumulative Impacts

The geographic scope of the cumulative land use/planning and population/housing analysis is the population, employment, service population and household growth projected for the Humboldt region through 2030.

Community Division

Since no plan-level impact related to potential to divide an existing community would occur, it is not possible to combine with other cumulative projects with respect to this impact area. Therefore, there would be no cumulative impact related to potential division of an existing community.

Land Use Plan, Policy, or Regulation Consistency

Conflicts regarding compatibility of past, present, and reasonably foreseeable future infrastructure development with the applicable land use plans, policies, or regulations would be localized and addressed on a case-by-case basis, with potential impacts being reduced through compliance with the sustainability measures implemented under the RCAP. Cumulative projects, including future projects facilitated by the RCAP, would be required to adhere to County and individual city development regulations and general plan policies to retain land use character and minimize environmental impacts.

Implementing the RCAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the applicable goals and policies established within the County and cities General Plans and would not cumulatively contribute to environmental impacts. Future RCAP-related projects and actions would be reviewed for consistency with the Humboldt County or applicable incorporated city general plan, HCC or applicable city municipal code, and other applicable State and federal regulations prior to approval. Therefore, the cumulative impact related to potential conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

Population Growth and Population/Housing Displacement

Since no plan-level impact would occur related to potential direct and indirect population growth or displacement of housing or people, it is not possible to combine with other cumulative projects with respect to these impact areas. Therefore, there would be no cumulative impact related to direct and indirect population growth or displacement of housing or people.

Humboldt County

Regional Climate Action Plan and CEQA GHG Emissions Thresholds

Overall Level of Cumulative Significance

Less Than Significant without Mitigation