



## **HARBOR AREA PLANNING MEETINGS**

(The same information will be presented at both meetings.)

Monday, April 17, 2017 at 1:00pm

and

Monday, April 17, 2017 at 6:00pm

### **TRINIDAD TOWN HALL**

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All residents and interested parties are invited to participate in a discussion about the future of the Trinidad Harbor Area.

The City is currently updating its General Plan / Local Coastal Program and wants to gather input from stakeholders and the public regarding their vision for the future of the Trinidad Harbor and surrounding upland support area (parking, restaurant, etc.).

**Come share your ideas and concerns.**

More information can be found at:

<http://www.trinidad.ca.gov/departments-a-services/planning-a-building-services.html>

## **EXISTING GENERAL PLAN DISCUSSION AND POLICIES**

(From: City of Trinidad General Plan. Environmental Research Consultants, Inc. 1978)

### **I. RECREATION**

#### **The Harbor**

Since the pier was constructed in 1946, the fishing industry has grown gradually and interest in sport fishing has grown considerably. During the peak of the salmon season in July there are approximately 150 commercial salmon fishermen and at least 300 sport fishermen using the harbor.

The State Lands Commission leases the harbor mooring area to the City and the City, in turn, has an agreement with the harbor facility owners to provide mooring facilities. Moorings are limited to 400 spaces but could be increased if additional mooring would not have adverse impacts. Studies of the harbor environment are underway and should provide some indication of the possibility of additional mooring facilities. Adequate environmental analyses and analyses of the upland impacts of increased moorings should be the basis for any decision to increase mooring capability or changes in the type of mooring facilities. Parking area for cars and boat trailers is limited and upland areas have been used in the past for additional parking.

The harbor operators are proceeding with launching facility improvements and other improvements but major improvements are beyond their financial capability. If grant funds are needed to make necessary improvements, public ownership and management of the facilities could be a condition of assistance. The two most likely public entities to acquire and manage the harbor facilities are the City or the Humboldt Bay Harbor Recreation and Conservation District. The District offers the advantages of a county-wide tax base, an administrative staff, and it represents the interests of all residents in the District. The City would need to utilize harbor revenues to maintain necessary administrative capacity; but, the City could better represent the interests of the residents of Trinidad, thus ensuring that harbor development is compatible with the community.

Trinidad harbor is mentioned in State plans as a potential harbor of refuge. The plans note that some type of breakwater would have to be installed to protect the harbor from

southerly storms. An earth fill breakwater would undoubtedly have adverse impacts on the harbor ecology. A recently developed tethered floating breakwater system is a possibility. Further study is needed to determine the environmental impacts of such a system.

### Development Preferences

Property owners generally support improvements of launching facilities but have reservations about encouraging more use of the harbor by fishermen. They favor consideration of some type of breakwater but are concerned that it not be visually obtrusive and not adversely affect the harbor ecology. Regular harbor visitors strongly support improved and expanded harbor launch and mooring facilities and consideration of a breakwater. They note that harbor facilities are deteriorating and do not compare with other small boat basins in the north coast area.

Most property owners and visitors identify Trinidad as both a fishing village and residential community. To ensure a compatible blend the City should be responsible for the development of both the residential community and the fishing community. In order to properly manage both interests the City needs adequate staff and reliable sources of revenue. City ownership and operation of the harbor would solidify community interest and provide the City with the opportunity to increase administrative capabilities.

### RECOMMENDED POLICIES:

55. The City should investigate the feasibility of obtaining funding assistance to acquire the pier, launcher and harbor parking area. If acquisition is feasible the City should then hire a manager to operate the harbor and make necessary improvements.
56. The City should continue efforts to provide additional parking area for boat trailers and autos in the harbor area. A sufficient number of parking spaces for those using the non-harbor related beaches should be reserved in the parking area west of the Trinidad Head access road. All other existing harbor related parking areas should be managed to provide efficient and orderly use during periods of peak harbor use.

57. Consideration should be given in harbor improvement plans to providing dry boat storage for those who would like to leave their boats at the harbor for weekend launching.
58. Installation of sling launchers, as proposed, will provide sufficient launching capacity, even if mooring capacity is increased. Installation of a launch ramp should be discouraged because of adverse environmental impacts. The fee schedule for launching should encourage boat mooring to minimize the need to park a boat trailer in the harbor area.
59. The City should undertake a comprehensive study within the Interim Harbor Study Area shown on Plate 1B to determine the type and number floating breakwater and the amount and type of additional upland support facilities that would be appropriate in conjunction with harbor expansion. The study shall observe the constraints identified in the Trinidad General Plan. The City should establish a committee of local users to assist the City Council in developing harbor improvement plans and administration of the harbor. This policy shall in no way prevent the City from undertaking improvements to harbor facilities should funds become available.
60. The City should pursue the possibility of establishing a shuttle bus service during the summer months using equipment and personnel from the Humboldt Transit or Arcata bus system. This service should be provided to reduce auto travel between visitor accommodations and the harbor and other tourist attractions.

## DRAFT GENERAL PLAN DISCUSSION AND POLICIES

(Chapter 2: Land Use Element, September 2009)

### 4. Harbor Area

The Trinidad Harbor Area has had a varied and colorful history in the past, supporting first a Native American population, then furring, gold mining supply, logging, whaling and fishing; it also serves as the last safe harbor north of Humboldt Bay until Crescent City. In 1946 the Hallmark family purchased the lands around the harbor and constructed a fishing pier. The commercial and fishing industry continued to increase for the next 40 years with a peak of up to 150 commercial salmon fishermen and at least 300 sport fishermen during the salmon season. In 1999 the Trinidad Rancheria purchased the property. The decline of commercial salmon fishing in recent years is due to dwindling fish stocks, increased operating costs, added government restrictions and recent listing of several salmon species on the Endangered Species list. Primary activities now are the winter Dungeness crab commercial season and summer sport fishing.

The property area is approximately 10 acres in nine individual parcels with ocean frontage both on the Pacific Ocean and Trinidad Bay. Most of the parcels are owned by the Trinidad Rancheria, but there is also U.S. Government and City Property as well. The project site is improved with: a boat sling launcher, tackle/bait and gift shop, a pier, skiff dock and rental, water taxi service to transport boat owners to boat moorings, a vacation rental, and a restaurant. The City owns the land under the pier and mooring field to hold in trust for the people of the State. These lands were granted to the City by the State; the City leases these tidelands to the Trinidad Rancheria. The Rancheria has applied to transfer their harbor ownership in Tribal Trust.

The primary use for the harbor area is to provide a working harbor for commercial and sport fishing. Recreational boating and public coastal access are also priority uses. Care needs to be taken to ensure that permitted uses do not conflict with each other and do not detract from the primary and historic use of the area as a fishing port. Some of the current recreational uses include sea kayaking, sailing, party boating, and whale watching. Public access to the coast is available throughout the harbor area, providing continued public access and parking to adjacent beaches, trails, the pier, and Trinidad Head, as well as boat launching to Trinidad Bay.

**Goal LU-4: Encourage a mixture of commercial fishing, recreational boating and fishing, mixed coastal dependant / compatible commercial and visitor-serving uses consistent with coastal access policies while protecting the Trinidad Head ASBS.**

#### Harbor Area Policies

*LU-4.1 Coastal-dependent and coastal related uses are given priority in the harbor area. Coastal-dependent uses, per Coastal Act Section 30101, are defined as: any development or use, which requires a site on, or adjacent to, the sea to be able to*

*function at all.* Coastal related uses, per Coastal Act Section 30101.3, are defined as: *any use that is dependent on a coastal-dependent development or use.*

*Program LU-4.1.1* Limit non-coastal-dependent / non-coastal-related uses, including visitor-serving uses, to a total of twenty-five percent (25%) of the developed land in the harbor area.

*LU-4.2* Ensure any intensification or addition to existing uses proposed in the harbor area is accommodated with adequate sewage disposal, water, parking, and other public services. The property owner is encouraged to create a long-range plan for the orderly development of the Harbor Area into the future.

*Program LU-4.2.1* As part of an application for any intensification or addition to existing uses, require the property owner to identify suitable leach field reserve areas for septic systems for existing and future uses or show proof that the existing system is adequate. Protect existing and reserve leachfield areas from adverse activities and development.

*Program LU-4.2.2* Prior to approval of an application for any intensification or addition to existing uses, require the property owner to identify and offer to dedicate areas reserved for public access to the pier, Launcher Beach, Trinidad Beach, Trinidad Head and public trails as necessary and appropriate to protect public access.

*Program LU-4.2.3* As part of an application for any intensification or addition to existing uses, require the property owner to identify suitable public parking for public access to all of these areas. Provide a minimum thirty-five public parking spaces overall, in addition to that necessary for on-site uses.

*Program LU-4.2.4* The property owner, with coordination of the City, should enter into a water service agreement for the provision of additional services necessary for future coastal-dependent and coastal-related uses as allowed by the general plan designation prior to approval of any intensification or addition to existing uses.

*LU-4.3* The Harbor area is intended to be retained / managed in minimal ownerships. Intensification or addition to existing uses in the harbor area may require merger of existing lot lines. Subdivision is only allowed for lease purposes or public access dedications.

*LU-4.4* Commercial fishing has special needs, and other uses should not detract from these facilities.

*LU-4.5* Public launching facilities are recognized as an important aspect of the harbor area. These facilities are to be kept in working order in conjunction with other allowable uses in the Harbor designation.

*LU-4.6* The property owner is encouraged to provide an improved, safer, method for refueling boats than the current hand carrying method. The fueling system shall include an emergency response plan in case of a fuel spill.

*LU-4.7* The property owner is also encouraged to construct a non-discharging fish-cleaning station.

*LU-4.8* Dredging or filling of coastal waters is to be consistent with provisions of Coastal Act 30233 limiting development to, among other requirements, new or expanded commercial fishing facilities, maintenance of previously dredged depths in the harbor, and public recreational piers.

*LU-4.9* Ensure new development and additions to existing development within the Harbor Area are evaluated for potential impacts to the Trinidad Head ASBS and that any impacts are mitigated to the maximum extent feasible.

## **5. Aquaculture**

Aquaculture is the farming of aquatic organisms including fish, mollusks, crustaceans and aquatic plants. Farming implies some sort of intervention in the rearing process to enhance production, such as regular stocking, feeding, protection from predators, etc. Farming also implies individual or corporate ownership of the stock being cultivated. It is foreseeable that aquaculture could be proposed in Trinidad Bay, and that it may be an ecologically and economically viable endeavor.

There is now little doubt that the world's fisheries are in crisis and that in the future increasingly more fish and shellfish will be obtained from aquaculture to meet the growing demand for seafood that natural stocks cannot provide. Aquaculture now accounts for roughly one-third of the world's total supply of food fish and undoubtedly the contribution of aquaculture to fish supplies will increase in the future as aquaculture techniques continue to develop. Aquaculture is the fastest growing sector of the world food economy, increasing by more than 10% per year and currently accounts for more than 40% of all fish consumed. Unfortunately, aquaculture often is developed in an unsustainable manner, which can result in environmental and social problems. With the expected expansion of aquaculture in the coming years it will be vital that sustainable practices be implemented and further developed to avoid causing damage to important and already-stressed coastal areas. Aquaculture should not be used to mitigate declines of natural stocks.

### **Goal LU-5: Promote creative and sustainable aquaculture in the Harbor Area while minimizing impacts on coastal resources.**

*LU-5.1* Ensure all aquaculture development or facilities are sited and designed to prevent impacts that would degrade environmentally sensitive habitat areas, as defined in Section C.1 of the Conservation, Open Space and Recreation Element and section

30107.5 of the Coastal Act, including Trinidad Head ASBS, and that they are compatible with the continuance of biological and ecological values in those habitat areas.

*LU-5.2* Ensure all aquaculture development or facilities are carried out in a manner that will sustain the biological productivity of coastal waters, protect human health and maintain healthy populations of all species of marine organisms for long-term commercial, recreational, scientific and educational purposes.

*LU-5.3* Ensure all aquaculture development or facilities are sited and designed to eliminate the chances for release of non-native species, pathogens, and parasites into the aquatic environment.

*LU-5.4* Ensure all aquaculture development or facilities are sited and designed in accordance with any Waste Discharge Requirements (WDR) or Exception to waste discharge prohibitions from the SWRCB and / or RWQCB.

*Program LU-5.4.1* Require all aquaculture development or facilities to implement Best Management Practices (BMPs) to ensure the number and quantity of pollutants discharged or potentially discharged from the facility are minimized to the maximum extent feasible. BMPs are to specifically address adequate cleaning, feeding, transfer and importation of species, husbandry practices, removal of dead species, storage and handling of raw material, drugs and chemicals, and disposal of solid waste.

*LU-5.5* Ensure all aquaculture development or facilities are sited and designed to: (1) minimize risks to life and property from geologic and flood hazards, including but not limited to bluff erosion, slope stability, seismic events, liquefaction, tsunamis, floods, and wave attack; and (2) assure stability and structural integrity, and neither create nor contribute to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would alter natural landforms along bluffs and cliffs.

*LU-5.6* Ensure that availability of adequate water to serve all aquaculture development or facilities is demonstrated prior to approval of such aquaculture development or facilities.

*LU-5.7* Ensure all aquaculture development or facilities are sited and designed to be visually compatible with the character of surrounding areas and that shoreline facilities are screened from important public view points.

*LU-5.8* Ensure that aquaculture development or facilities do not interfere with the public's right of access to the sea and that all aquaculture development or facilities ensure adequate provision of lateral and vertical access and do not interfere with adjacent recreational uses

*LU-5.9* Ensure that aquaculture facilities sited within the Harbor Area do not interfere with existing recreational boating facilities and existing coastal-dependent industry, including fishing.

## Other Elements

*In addition to having its own section in the land use element, the harbor area is discussed to a much lesser degree in other elements as well. Many of the policies in these elements apply City-wide, including in the harbor area. The importance of the harbor area may warrant some additional, specific policies within these other elements. The following language and policies from the Conservation and Open Space, Circulation, and Noise and Public Safety Elements also affect or apply to the harbor.*

### Conservation and Open Space (December, 2009)

Within the Conservation and Open Space Element, the harbor area is discussed in several places, but only shows up in one policy. In terms of the discussion, harbor options are mentioned as a concern regarding water quality, and harbor development is also mentioned in terms of its potential impact to nearshore habitats. The harbor also includes a number of trails and coastal access points that are discussed.

**CONS-9.1** Public restrooms are encouraged to be available in the harbor area, Saunder's Shopping Center, near the Trinidad Cultural Center, and at Trinidad Town Hall.

### Circulation (July, 2012)

The harbor area is discussed several times as being a hub of traffic (including vehicular, pedestrian, recreational, etc.). It is also mentioned in the discussion regarding the City's stormwater system. Oddly, it is not discussed in the parking section, but probably should. The following policy is from the Public Transit section.

**CIRC-3.3** Encourage a shuttle system with a fixed route to the Trinidad Harbor. This would reduce individual vehicle use and provide easy access to the Harbor.

### Noise and Public Safety (December, 2012)

The harbor is discussed in terms of noise and track traffic generation. It is also discussed in relation to tsunamis. There is only one policy within this element that specifically applies to the harbor.

**SAF-2.7** Except for existing harbor and public access facilities and shoreline protection structures, no new permanent structures shall be located less than 20 feet above Mean Lower Low Water.

## ISSUES TO ADDRESS

*Below is a list of issues that could or should be addressed in the GP/LCP update. Please add to this list if you think any issues are missing, and write your comments and concerns on the back of this sheet and return it to the City. Feel free to add additional sheets as needed to accommodate your comments.*

Additional Facilities / Services Needed

Aesthetics / Views

Congestion / Traffic

Cultural Resources

Hazards

Maintenance

Noise / Lighting Impacts

Offshore development – Energy / Aquaculture

Parking

Public Access / Trails

Public Services

Recreation

Temporary Events

Tribal Trust Acquisition Application

Visitor Services / Interpretive Displays

Water Quality / Run-off / ASBS