City of Trinidad General Plan

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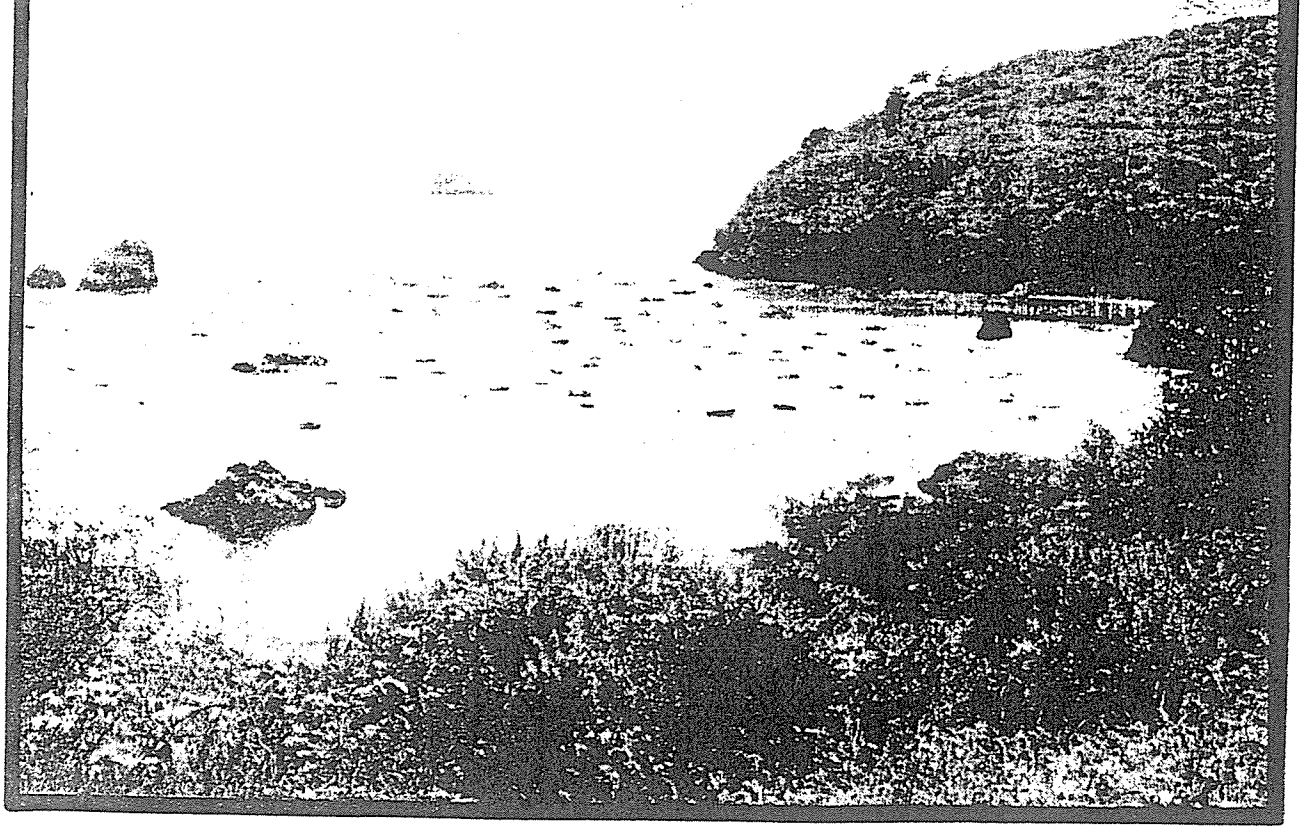

CITY OF TRINIDAD

GENERAL PLAN

The Trinidad General Plan was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972.

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Alan Ardizone, Coastal Zone Commission Staff
Larry Henderson, Humboldt County Planning Department
Jack Alderson, Humboldt Bay Harbor Recreation and Conservation District
Matt Morris, City Planner
Bob Davis, City Manager

ENVIRONMENTAL RESEARCH CONSULTANTS, INC.

Russell Nebon, Project Planner
Marilyn Miller, Environmental Planner
Gerald Hoopes, Economic Analyst
James Test, Planner

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CHAPTER I
Introduction

What is a General Plan?

Historically, land use, or the physical development of a community, has been the main concern of a General Plan. The Land Use Element Map was the core of the Plan, and the Plan indicated how the various parts of the city and surrounding area were to be developed. Recent State legislative mandates and a growing awareness of the interrelationship of land use activities and social, economic, and environmental considerations have expanded the focus of a General Plan.

The Trinidad General Plan is a legislative document which sets forth development constraints and preferences, and develops a program for the orderly development of public service facilities and private lands. The General Plan also identifies the actions that each governmental agency must take to implement the Plan.

Legislative Requirements

The State of California requires that each municipality develop a General Plan. These requirements are covered in detail in the California Government Code commencing with Section 65300. Section 65302 stipulates the elements that are required to be included in the Plan. They are: (a) land use; (b) circulation; (c) housing; (d) conservation; (e) open space; (f) seismic safety; (g) noise; (h) scenic highways; and (i) safety. Section 65303 indicates that additional elements may be included in the General Plan. The Code suggests as additional elements: recreation; circulation improvement; transportation; transit; public services and facilities; public buildings; community design; housing standards; redevelopment; historical preservation. In a very large city all of these subjects would deserve considerable attention. In Trinidad, because of its small population and rural character, not all of these optional subjects are pertinent.

In addition to establishing requirements for the development of a General Plan, the Government Code stipulates that zoning and subdivision activities be consistent with the adopted General Plan. Section 65860 states that city zoning ordinances shall be consistent with the city General Plan. Section 66473.5 states that no local agency shall approve a subdivision map unless the legislative body finds that the proposed subdivision is consistent with the adopted Plan.

Scope of the General Plan

Three background reports[1] provide the basic information and analysis of the subjects covered by the General Plan. The General Plan report includes only the basic findings, policies, and implementation strategy which evolved out of the background studies. Some of the information contained in the background reports has been reiterated to provide the rationale for the policies. In addition, there is a soils work map and a geologic work map which are on file with the City Clerk for those who need such information for specific site planning.

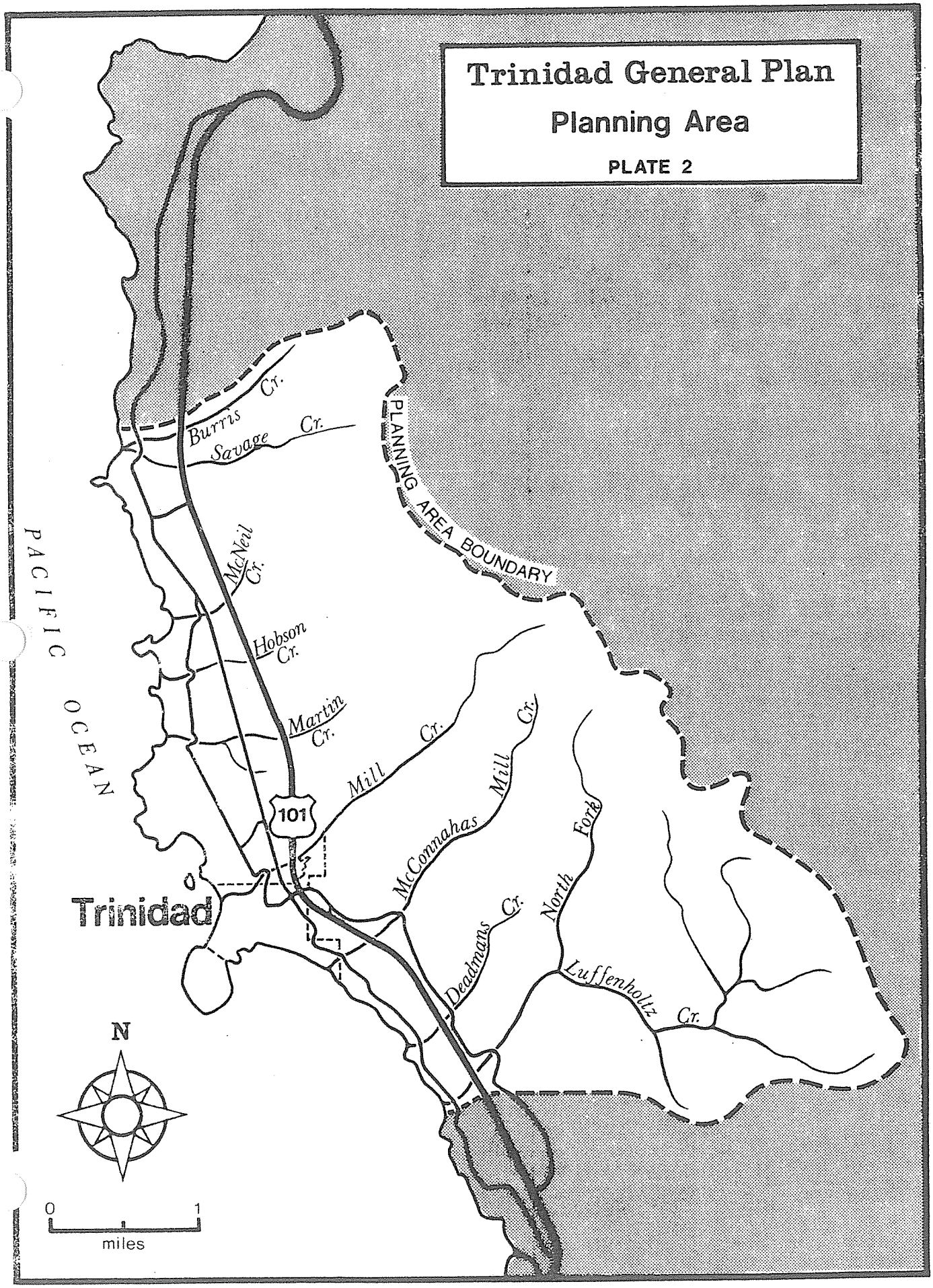
This General Plan replaces the Land Use, Circulation, and Recreation Plan developed in 1967, and incorporates and modifies the Open Space and Conservation Element adopted in 1973. It updates some of the supporting information in the Seismic Safety Element and incorporates the policy recommendations. The portions of the Seismic Safety Element that have not been updated remain valid and are incorporated herein by reference. The General Plan takes into consideration, and incorporates by reference, the Noise, the Public Safety, and the Scenic Highway Elements which were adopted in 1975. The Plan also covers many of the aspects of recreation, public service and facilities, community design, housing standards, and historical preservation which are optional elements. Limited attention to these optional elements is appropriate to the size and character of the planning area.

This General Plan covers the period from 1976 to 1996. But, this planning document emphasizes actions which should be taken in the near future - within the next five to ten years.

Planning Area

Plate 2 shows the boundaries of the planning area. The planning area is 15.4 square miles in area and includes the watersheds of nine coastal streams. Government Code Section 65300 provides that a city General Plan consider areas outside the city limits which have a bearing on planning for the city. The Luffenholtz Creek drainage basin was included because it is the watershed for the city water supply. Residential areas west of the freeway up to the Seawood interchange are included because they rely on the Trinidad area for commercial services, and include visitor accommodations and facilities which support the harbor fishing activity. The forest area east of the freeway is included to ensure consideration of the development potential of coastal watersheds.

[1] The three background reports (Environmental Conditions and Constraints, Trinidad Area Economy and City Fiscal Conditions, and Community Infrastructure) are on file with the City Clerk


Trinidad General Plan
Planning Area
PLATE 2
PACIFIC OCEAN
PLANNING AREA BOUNDARY
Burris Cr.
Savage Cr.
McNeil Cr.
Hobson Cr.
Martin Cr.
Mill Cr.
Mill Cr.
McConnahas
North Fork
Deadmans Cr.
Luffenholtz Cr.
101
Trinidad
N
0
1
miles

The General Plan, utilizing information contained in the background reports, covers some portions of the planning area in more detail than other portions. The area within the city limits is treated in the greatest detail. Adjacent areas that are or may be provided with city services, or are suitable for intensive development, are covered in somewhat less detail. The remaining portions of the planning area are treated in a very general way because the analysis has shown that the interrelationship of these areas with the city and its future growth is nominal. Specific land use policy in these areas will be a county responsibility. Since Indian Rancherias are not subject to county land use controls, the Trinidad Rancheria is not included in the Plan recommendations even though it is recognized in the background reports.

Relationship to County General Plan

Humboldt County, which is responsible for land use control outside the city limits, is developing a new General Plan. Since the Trinidad General Plan makes recommendations on appropriate land use policy in areas of county jurisdiction the format and terminology conforms as much as possible to that of the preliminary county General Plan. Appendix A provides definitions for the land use categories used in the Plan, notes areas where the land use recommendations do not coincide with existing county zoning, and recommends changes in county zoning regulations.

Public Input

Throughout the development of the Trinidad General Plan steps were taken to ensure that property owners, residents, and visitors would be involved in the planning process.

First, a fifteen member Steering Committee, seven members from within the city limits and eight members from the remainder of the planning area, was established. This committee met nine times during the planning program to provide direction to the consultant. The names of the committee members are listed in the preface to the report.

Second, questionnaires were sent to all property owners and to a sample of regular visitors to obtain land use information and determine development preferences. In all, 52% of the 450 property owners and 72% of the 192 regular visitors sampled responded to these questionnaires. The information from the questionnaire results was given considerable weight in the Committee's efforts to determine appropriate General Plan policies.

Third, the General Plan was the subject of several public hearings before the City Planning Commission and the City Council. After final adoption by the City Council, the Plan will be given consideration by the Humboldt County Planning Commission and Board of Supervisors in administering land use regulations in the unincorporated portion of the planning area.

Environmental Impact Report

The California Environmental Quality Act of 1970 (CEQA) requires an Environmental Impact Report for City and County General Plans. As suggested in the CEQA Guidelines, necessary environmental information has been incorporated in the General Plan Report and the background reports. The policies in the General Plan take into consideration possible impacts on the environment, avoid detrimental impacts wherever possible, and minimize those impacts which cannot be avoided. The Environmental Impact Report identifies where in the General Plan Report necessary information is located and provides the necessary analysis of growth inducing impacts, long range versus short range resource commitments, and other items required by CEQA.[1]

Because a General Plan establishes land use policy which respects environmental constraints, it assists property owners in assessing what uses of their land are most compatible with environmental conditions. However, the environmental impacts associated with a specific proposed development cannot be fully considered in a General Plan. Changes in land use, even though consistent with the Plan, will still need a specific environmental assessment.

Report Format

Findings, policies, and recommendations are presented in a sequence which generally correspond with the logical process used in developing the Plan. Chapter II identifies the major constraints on development. These constraints define which portions of the planning area are suitable for development. In Chapter III development options are identified and development preferences are noted. These determine the type and location of development needed in the planning area. Utility service considerations are a critical factor in making these determinations. Chapter IV explains the steps that must be undertaken by the city, the county, and other governmental agencies in order to implement the General Plan.

Plates 1A and 1B, the Land Use Maps, are inserted in the rear of the General Plan Report. Plate 1A shows the entire planning area but, because of the map scale, does not show land use designations inside the city limits. Plate 1B shows detailed land use recommendations in the city and its immediate environs.

[1] On file with the City Clerk.

Plan Interpretation

The information in the background reports, while part of the Plan, is only background information and analysis which supports the conclusions reached in the General Plan Report. The Development Constraints, Service and Development Preferences identified in the General Plan Report should be considered the general objectives or guidelines of the Plan. While they are intended to be fully respected and acheived, decisions relating to the General Plan need not be entirely consistent with the Constraints and Preferences. The Land Use Map, the statements of Recommended Land Uses, and the General Plan Policies are the core of the Plan. Zoning and subdivision decisions and other city policy deliberations should be consistent with these statements. If the General Plan is found to be inconsistent with community preferences the General Plan should be amended accordingly rather than approving developments or actions inconsistent with the Plan policies. When the word "shall" is used in policy statements the policy shall be considered mandatory. When the word "should" is used it means that the city intends to follow this guidance in the absence of compelling, countervailing considerations.

Plan Amendment

An amendment to the text of the General Plan may be initiated by motion of the City Council on its own initiative, or by the Planning Commission on its own initiative. Amendments to the General Plan Land Use Map may be initiated by the owner of the subject property, or his authorized agent, or by either the Planning Commission or City Council. Amendments to the Land Use Map shall be scheduled for public hearing before the Planning Commission in September or January. Scheduling the first hearing for amendment to the Land Use map at any other time shall only occur if authorized by the City Council. The filing of an amendment application, payment of fees, notice of hearing, and procedural requirements shall be as prescribed in the Trinidad Zoning Ordinance for amendments to the Zoning Ordinance. Notice of proposed amendments shall be mailed to appropriate public agencies at least 10 working days prior to the date of the first scheduled public hearing before the Planning Commission.

The Trinidad General Plan, adopted on December 15, 1976 was amended by Resoulutions 78-11, 12, and 13 on July 6 and July 20, 1978. This report includes those changes. Any amendments adopted after July 20, 1978 are indentified in an addendum at the end of the report.

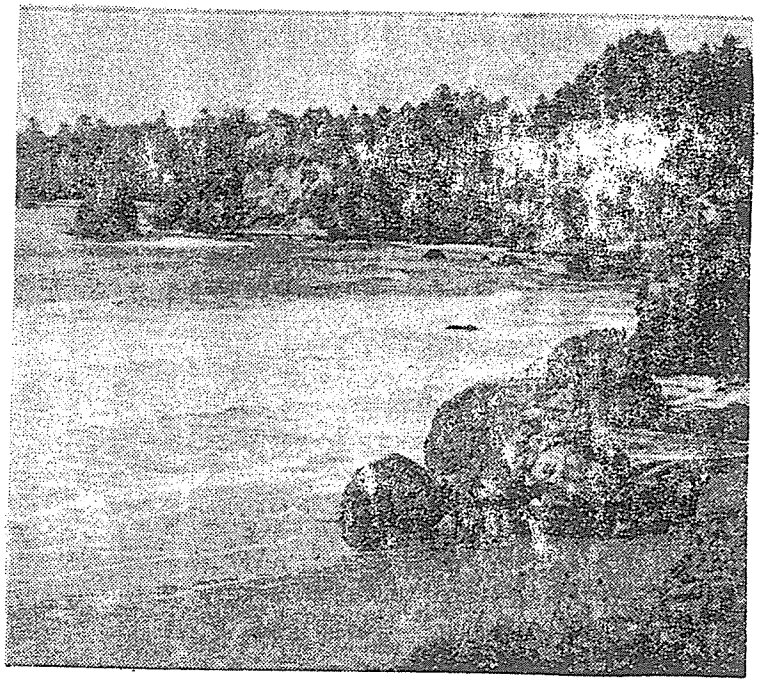
CHAPTER II

Constraints on Development

Environmental conditions and past development activity can be important constraints on land use. This chapter explains how these constraints have been recognized in developing the General Plan.

Unstable Slopes

Much of the area along the sea cliffs and coastal streams is unstable or of questionable stability. (See Geologic and Soil Limitations Map in Environmental Conditions and Constraints Report.)



Development Constraint

Unstable areas should not be disturbed by any activity that increases soil absorption of water or disturbs vegetation or soils. Areas of questionable stability should not be developed if possible. Development should only be allowed if a registered geologist determines that the development will not increase erosion or instability.

Recommended Land Use

Unstable areas that are part of an economic resource production (timber) unit are designated as Resource Production on the Land Use Map. Other unstable areas are identified as Open Space or Special Environment. The Resource Production, Open Space, and Special Environment categories provide for appropriate control of timber harvesting and development on unstable slopes (see Appendix A).

RECOMMENDED POLICIES

1. City and county zoning ordinances should require a use permit for timber harvesting (as defined in the Forest Practices Act) on unstable lands or lands of questionable stability.

2. Provisions in the Uniform Building Code (chapter 70) regarding grading on slopes should be used to ensure that owners of unstable lands or lands of questionable stability do not create slope stability problems.

3. Structures, septic tank systems, and driveways should not be located on unstable lands. Structures, septic tank systems, and driveways should only be permitted on lands of questionable stability, or within 100 feet upslope of unstable lands or lands of questionable stability, if analysis by a registered geologist indicates that the proposed development will not significantly increase erosion, slope instability or sewage system failure. The area reserved for the backup leach field should be given equal consideration.[1]

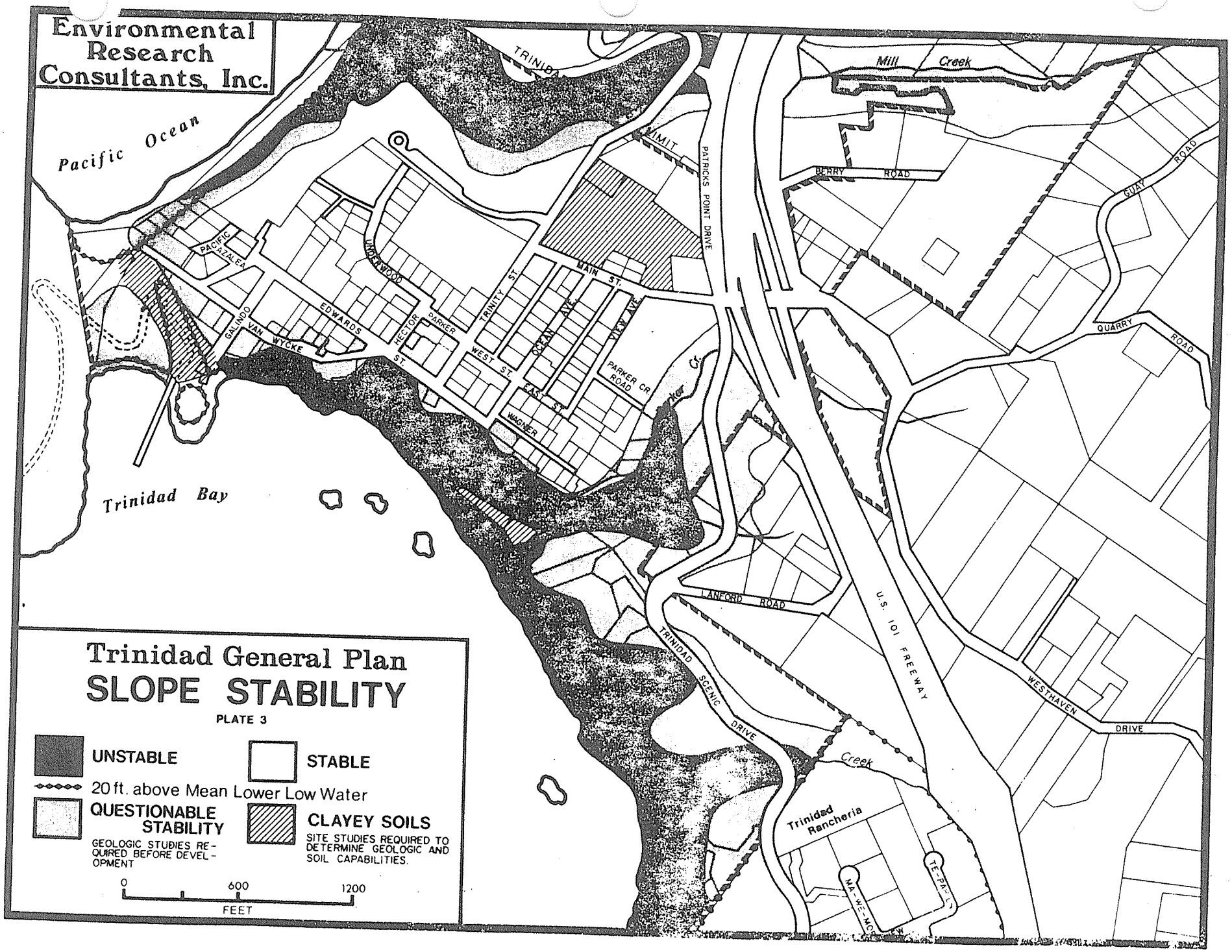
4. Access roads serving two or more building sites should avoid areas of questionable stability as much as possible and not adversely affect adjacent property or result in increased public costs. Road design should minimize the potential for slope failures and include adequate drainage to handle storm runoff.

5. Where access trails must traverse steep slopes they should be located away from unstable areas and improvements should be provided to minimize erosion and slope failures. Existing trails which are creating these problems should either be improved or closed.

Seismic Hazards

Active fault lines pass within several miles of the city; the estimated maximum probable earthquake on these faults could cause structural damage, especially to masonry structures. The building code includes a formula to determine the weight of the structure to be considered in foundation and structural engineering. One factor in the formula, the earthquake acceleration rate, can be adjusted to reflect local conditions.

[1] The areas in the city where studies by a registered geologist are required by this policy are identified on Plate 3. Outside of the city limits the areas where such studies are necessary are identified by a boundary 100 feet upslope of the upland extent of unstable lands and lands of questionable stability as identified on the Geologic Limitations Map in the Environmental Conditions and Constraints Report.


Environmental Research Consultants, Inc.
Pacific Ocean
Trinidad Bay
Mill Creek
PATRICKS POINT DRIVE
BERRY ROAD
GUAY ROAD
QUARRY ROAD
PACIFIC AZALEA
UNDERWOOD
EDWARDS
GALINDO
VAN WYCKE
HECTOR
PARKER
TRINITY ST.
MAIN ST.
OCEAN AVE.
VIEW AVE.
WEST ST.
EAST ST.
WAGNER
PARKER CR. ROAD
LANFORD ROAD
TRINIDAD SCENIC DRIVE
U.S. 101 FREEWAY
WESTHAVEN DRIVE
Creek
Trinidad Rancheria
Trinidad General Plan
SLOPE STABILITY
PLATE 3
UNSTABLE
STABLE
20 ft. above Mean Lower Low Water
QUESTIONABLE STABILITY
GEOLOGIC STUDIES REQUIRED BEFORE DEVELOPMENT
CLAYEY SOILS
SITE STUDIES REQUIRED TO DETERMINE GEOLOGIC AND SOIL CAPABILITIES.
0
600
1200
FEET

Tsunamis, (earthquake induced surges of ocean water) are a possible hazard in the Trinidad area. Structures and other improvements less than twenty feet above Mean Lower Low Water are most likely to be affected.[1]

Recommended Land Use

Areas less than 20 feet above Mean Lower Low Water, except lands devoted to harbor improvements and public access facilities, are designated as Open Space or Special Environment.

RECOMMENDED POLICIES

6. The acceleration factor in the City Building Code should be increased from .1 to .15 for masonry buildings. The county should consider a similar change in the County Building Code for the unincorporated portion of the planning area. The acceleration factor for other types of construction need not be changed.

7. Volunteer fire department personnel and the city and county building inspectors should warn property owners to inspect flues and chimneys for damage after moderate and large earthquakes. Occupied structures which appear to have been seriously damaged should be inspected and evacuation required if they are found unsafe.

8. Except for harbor and public access facilities no new structures shall be located less than 20 feet above Mean Lower Low Water.

Soil Characteristics

Soils are a resource essential to raising timber, crops, and forage. There are few areas of prime soils for crops or forage in the planning area. But, much of the land in the planning area is prime timber land. Some prime timber soils have been converted to residential development and others are located so near development that they are no longer manageable timber sites.

Development Constraint

Because of their importance to the regional economy, prime timber soils in manageable units should be protected from development.

[1] See the Environmental Conditions and Constraints Report and the Seismic Safety Element adopted in 1975 for more details.

Recommended Land Use

All areas of prime timber land that remain in manageable units are designated Resource Production. This category is intended to preclude division of these lands into lots of less than 20 acres with no more than one single family dwelling per lot.

Soils act as constraints on development when they will not adequately support structures or other improvements and when they will not accommodate septic tanks. Soils that cause foundation problems because of their shrink-swell or pressure response are the same soil types that are marginal for septic tanks.

Available soils information is useful in determining an area's general suitability for septic tank systems. But, even in areas with severe soil limitations it may be possible with a large site and special system design to maintain a functional septic tank system. So, soils limitations are not in themselves a sufficient constraint to justify development prohibitions. In areas with soil limitations site analysis is needed to determine how a septic system can be made to work and how much land area is needed to accommodate the system and proposed development, and to provide necessary protective buffers. Related factors such as hydrology, stability, and topography must also be considered.

For long range planning purposes it has been assumed that development can occur in areas with soils limitations for septic tanks without degradation of water quality and public health if land divisions and developments are only allowed after thorough site investigations and necessary design and maintenance standards are enforced. It is expected that this site specific evaluation process in areas with soils limitations will result in a lower average density of development than can be expected in areas with only slight soils limitations. Soils information indicates that most of the developable areas north of Mill Creek are subject to soils limitations. South of Mill Creek the developable areas generally have only slight soils limitations. Unless restrictions on development intensity are imposed for other reasons, areas with slight limitations can be developed to higher densities (refer to Soils Limitations Map in Environmental Conditions and Constraints report). Because available soils information is very generalized, studies should be undertaken to confirm the degree of limitation in any area proposed for intensive development.

Development Constraints

Soils suitability for septic tanks varies throughout the planning area. If septic tanks are to serve as the long range wastewater disposal system each development and its wastewater disposal system will have to be conformed to the capabilities of the site.

RECOMMENDED POLICIES

9. Areas with soils limitations for septic tanks can be designated for low density development provided adequate site analysis, system installation, and maintenance necessary to prevent degradation of water quality and public health is required by responsible governmental agencies.

10. More detailed studies of soil characteristics and hydrology are needed in areas with slight soil limitations if such areas are planned for intensive development and septic tanks are to serve as the long term disposal method. Minimum lot sizes should be established in intensive development areas based on soils studies to ensure that septic tank use at full development will not create cumulative impacts on ground or surface waters (see Policy 51).

11. All new parcels should have adequate area to provide for anticipated uses, structures, setbacks from nearby septic tanks and wells and from nearby slopes, and an area for a septic tank leach field determined following required percolation tests. In addition, area for a replacement septic tank leach field should be provided in case of failure of the original system.

Recommended Land Use

Where developable areas have a high percentage of soils with septic tank limitations the areas are designated Rural Residential to allow development appropriate to the soil limitations of each development site. Areas with slight limitations are designated Suburban Residential or Urban Residential to permit higher density development consistent with the preference of neighborhood residents and the density constraints identified in soil suitability studies (see Policy 10).

Water Resources

Most types of development depend on a reliable supply of potable water. Groundwater is tapped as a water source by digging wells or collecting water from springs. Surface waters are utilized by withdrawing water from streams and reservoirs. When development density increases, public and private water supply systems can become polluted by septic tank effluent.

Many property owners in the area outside the city use coastal streams as a water source, if they have water rights. Although the flow diminishes during August and September, they use storage tanks and get by. In several areas the groundwater supply is highly variable. On one property a shallow well will produce adequate year-round service; while nearby the groundwater supply diminishes during dry weather and storage tanks are needed to sustain

the system. In particularly dry years these systems sometimes go completely dry and water has to be brought in. The most serious problems occur where a use places a high water demand on a well system which has limited groundwater supply. Several residential properties and visitor accommodations in north Trinidad run short of water in the summer months. This lack of water has acted as a development constraint.

Development Constraint

Areas with limited water supplies that are not planned to be served by a public water system should be planned for low density development with limited water demand. This will minimize groundwater draw-down and the need to employ expensive means to obtain alternative water sources.

Water quality in the portion of the Luffenholtz Creek watershed above the city's water withdrawal point should be protected.

Recommended Land Use

Where public water service is not planned, developable areas are identified as General Rural or Rural Residential. These categories provide for low density residential development and high water consumption uses are minimized.

Existing residential areas in the Luffenholtz Creek watershed have been designated General Rural. All undeveloped areas in the watershed are designated Resource Production to protect valuable timber soils and water quality.

RECOMMENDED POLICIES

12. Evidence that adequate water is available should be required before new parcels are created for development purposes.

13. Activities which could degrade water quality in Luffenholtz Creek should be carefully monitored. The Board of Forestry should be asked to notify the city of any timber harvesting plans submitted within the watershed. In each case the city should ask the Board to give full consideration to possible impacts on the watershed and encourage special practices where necessary to reduce turbidity, increased runoff, and debris.

14. To prevent possible septic tank pollution of Luffenholtz Creek the minimum lot size permitted in the portions of the watershed designated as Resource Production should not be smaller than 20 acres and the minimum lot size permitted in General Rural areas within the watershed should not be less than 5 acres. Existing

lots within the watershed smaller than these minimums may be considered suitable for a single family residence provided the septic tank system is carefully designed and installed to preclude pollution of the creek.

Biological Resources

Riparian vegetation is located along portions of all the coastal streams in the planning area. This vegetation protects the quality of the water, minimizes soil erosion and slippage, and provides a valuable habitat for a wide variety of animals and birds. Four types of rare plants are found in the planning area. The boundary of the areas where these plants are found has not been established. (See Environmental Conditions and Constraints report).

Offshore rocks are habitats for marine invertebrates, seabirds and marine mammals. Those that are accessible during low tide are susceptible to predators and curious beachcombers. The kelp beds to the west of Trinidad Head are a biological resource important to the local fisheries.

Development Constraints

Riparian vegetation should be disturbed as little as possible. Development on sites where rare plants are known to exist should be located and designed to minimize the impact on the rare plants. Offshore rocks should be off-limits to beachcombers and boaters. Plans for navigational aids and harbor improvements should take into consideration possible impacts on these habitats. Any studies of a sewer system involving an ocean outfall should fully consider the impacts of sewage effluent on marine life to ensure that the kelp beds off Trinidad Head and other marine life are not adversely affected.

Recommended Land Use

Areas within 100 feet of streams near developed lands are placed in the Open Space or Special Environment categories to establish a riparian protection zone. Riparian habitat along streams in timber management areas has been designated Resource Production. The Forest Practices Act provides for the retention of streamside vegetation while allowing careful removal of merchantable timber.

RECOMMENDED POLICIES

15. Riparian vegetation within 100 feet of major coastal streams should be protected. The major coastal streams in the city are Mill Creek, Mc Connahas Mill Creek, and Parker Creek. Structures and activities

should be sited outside the riparian protection zone whenever possible. If not possible, areas that must be disturbed should be kept to a minimum and be replanted with appropriate vegetation. Septic tank systems shall not be permitted in these areas.

16. The Humboldt County Natural Resources Department should define the geographical limits of the three rare plants located within potential development areas. Vegetation removal, timber harvesting, or development should be reviewed to ensure that all reasonable means have been considered to protect any existing rare plants.

17. Development of Trinidad Head should be kept to a minimum to protect the mammals and rare plants located there. The location of rare plants should be considered in the development of any trails.

18. Public agencies (i.e., State Lands Commission and State Department of Fish and Game) should take every possible step to minimize the intrusion of boaters and beachcombers on offshore rocks.

Existing Land Use

In 1850 a ship's captain laid out the City of Trinidad. Within a few years it had a population of 3,000 people and scores of buildings. The old buildings gradually disappeared, but the street pattern remained. In the 1930's Highway 101 was pushed through the area. In 1946 the pier was constructed and commercial and sport fishing became significant facets of the community. Visitor accommodations sprang up north of town along the old highway. Then, in the 1960's, the new freeway was constructed. The physical setting of the area, the forces in the regional and national economy, social changes, and the property developments of individuals and governmental agencies have blended to create the community we see today. A few developments are becoming disfunctional and may well be changed in the near future; but, most of the development is providing a useful service and must be recognized and considered in evaluating development options.

In the past, individuals were pretty much free to develop their land as they wanted. Today, because of some poor land use practices, local government has adopted rules and procedures which landowners must follow. The rules are intended to minimize threats to the public health and safety and the procedures provide affected neighbors with an opportunity to point out reasons why a proposal is or is not acceptable. Because the interest of property owners is given considerable weight, existing development patterns have become something of a development constraint. Government is encouraged not to approve new development that could seriously affect the value of nearby property. But, because new development is presented to local government as community growth and increased tax revenues, there are counter pressures to allow new development.

RECOMMENDED POLICIES

19. The Land Use Map recognizes existing land use areas and attempts wherever possible to place them in a category which allows compatible uses. It is intended that all new development be channeled into appropriately designated areas so that land use conflicts can be minimized.

20. Some existing uses are not placed in an appropriate land use category because of their isolated location and the undesirability of providing for expansion of similar uses in the immediate area. Rather it is intended that the immediate site be placed in a compatible zone to allow the use to continue as a conforming use - but not to allow for expansion onto adjacent lands.

21. Where uses are incompatible they are not recognized in the Land Use Map and it is intended that they be treated as non-conforming uses and not be given zoning preference. Existing zoning, the attitudes of local property owners and the judgment of the Planning Commission should be the basis for distinguishing between uses that are compatible and those that are non-compatible.

CHAPTER III

Development Options and Preferences

Given the various development constraints identified in Chapter II there are still development options available. Development constraints can limit the use of land to the extent that only one use is possible. More often the constraints narrow down the options and some criteria must be used to choose one option over the others. Where constraints begin to impinge on desired land uses it is sometimes possible to reduce or eliminate the development constraint by providing new public services.

The General Plan Steering Committee used the questionnaire results to determine the basic "service or development preferences" of property owners and visitors. The General Plan background report analyses of social and economic factors were used to place "service and development preferences" in perspective. Not everyone will agree with the stated "preferences", but based on the questionnaire results and the judgment of the Steering Committee, it is felt the preferences are acceptable to a good majority of those concerned about Trinidad's future development.

Public Services

Government, in addition to being the arena for resolving land use issues on private property, is able to express development preferences through its decisions on the type and location of public services. Development of a sewer or water system with capacity to serve an expanding urban area indicates an interest in development expansion. Provision of lesser services indicates an emphasis on maintaining the character of the community rather than on growth.

Services provided by the City of Trinidad include land use regulation, street maintenance, operation of the city water system, support of the volunteer fire department, cemetery maintenance, police protection and the administrative responsibilities associated with being an incorporated city.

Most city residents like the rural character of the city and they have not made great demands on their city government. Major expenditures have been made to improve Main Street and drainage facilities, and to install the new water supply system on Luffenholtz Creek.

Water Service

The city withdraws water from Luffenholtz Creek. A large trunk line, located along Westhaven Drive, carries the water into the city. All development in the city is connected to the system. Because some of the residences along Westhaven Drive had inadequate wells, the city allowed them to connect to the system.

EXHIBIT "B"

TRINIDAD GENERAL PLAN AMENDMENT

CHAPTER III

Development Options and Preferences

Text to replace existing Water Service section.

Water Service

The City withdraws all municipal water entirely from Luffenholtz Creek. A large trunk line, located along Westhaven Drive, carries the water into the City. All development in the City is connected to the system. Because some of the residences along Westhaven Drive had inadequate wells, the City allowed them to connect to the system.

Prior to improvements in 1987, the Trinidad water system had a storage capacity of 150,000 gallons in a single storage tank. Average monthly raw water production in 1985 was 2,279,000 gallons, with higher demands in the summer months and lower demands during the winter. The total City population in 1985 was 430. At that time, the water system served 268 connections; 176 were within the City limits and 92 were outside the City.

Following system improvements in 1987 under the California Safe Drinking Water Bond Law Program of 1984, the City water system was upgraded in terms of pumping, treatment and storage capacities. With the addition of a second storage tank, storage capacity is currently 300,000 gallons. Production capacity at the pumping station is 150,000 gallons per day, averaged. Maximum "peak period" capacity is 288,000 gallons per day or 200gallons per minute.

Capacity of the City water system to adequately serve the existing and projected needs of the community has historically been a concern of the City. With the improved system, the City now has the ability to adequately serve existing users.

The California Safe Drinking Water Bond Law Program provided funding for bringing local water systems into compliance with state waterworks standards, but did not provide funding for future capacity. Consequently, the system is designed to adequately service the City, with only a slight capacity margin.

The relationship between the number of new services that can be connected and the capacity of the system is complex and can only be evaluated relative to specific hookup requests. Any proposals for significant increases in water usage should be viewed with caution.

An additional limitation of the system is the available quantity of water from Luffenholtz Creek. Available water is less than

total streamflow due to water rights issues, downstream users and environmental considerations. The 1980 Citizen's Committee found that the theoretical capacity of the Creek is approximately 650 service connections. The Committee recommended the the City allow no more than 400 - 450 service connections without performing specific watershed studies to verify additional capacity.

Water quality of the finished water within the system is currently tested on a regular basis by the City staff, including tests for coliform and turbidity. Results of water testing indicate that City water is in full compliance for bacteriological standards and marginally acceptable for turbidity.

The water system was also substantially upgraded in 1976. However, portions of the system existing before that time are still in use, well beyond their useful life. This points up a problem for the City of Trinidad - the upkeep and timely replacement of water system components. The value of Trinidad's water system is so great that, on an annual replacement system, the annual cost is greater than the City's financial capability.

To begin to resolve this problem, the City must 1) efficiently manage the system; 2) provide efficient operation and maintenance; and 3) have a well-conceived annual repair-replacement program.

Repair and replacement will contribute to water conservation, now hampered by leakages from the system. Water conservation can be further promoted by educating users in water conservation practices.

Service Options

Among the options for the City in providing water services to the community are the following: 1) the City could choose to limit the number of new water service connections; 2) not limit the number of new water connections; or 3) selectively allow new connections based on specified guidelines.

For any service option, the City should consider: how and where the development is to occur; the physical operation of the water system and ultimate capacity of the watershed; the effect of the City's Sphere of Influence; and whether prospective users are within the City limits or outside the limits.

Service Preference

The City chooses to allow connections on a selective basis with preference given first to users within City limits. The City desires to maintain and upgrade its water system as necessary to provide domestic water and fire flows for routine as well as peak demands. Major expansions of trunk lines should be carefully reviewed.

Recommended Policies

22. The City should promote an active on-going water conservation program to help keep user charges as low as possible. City conservation program should extend to upggrading outdated portions of the system to eliminate leakage.

23. The City shall continue to monitor water consumption. In addition, the City should pursue a program to monitor water quality and quantity both within the City system and in Luffenholtz Creek. The City shall implement well-defined, quality programs of operation and maintenance.

23a. Users within City limits should be given preference for service connections.

23b. The City shall plan on regular maintenance and occasional upgrading of the water system, as feasible. The City shall develop a program to periodically upgrade existing distribution lines to current standards. To keep the City up to date on the condition of the water system, need for improvements, and level of uses, an annual water report shall be prepared and presented to the City Council.

24. In the event of a proposal to expand the City water system, prospective customers shall provide by agreement with the City the necessary funds in whole or in part to defer the cost of system improvements. This policy shall be implemented by provisions of the City Water Ordinance.

24a. The City should monitor land-use activities and development projects within the Luffenholtz Creek watershed and oppose those activities and projects which may have adverse impacts on Creek water quality. The City should develop and maintain an on-going and open relationship with landowners within the watershed.

25. The area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, should be included in the City service area to allow for additional connections as the system allows.

25a. The City should, from time to time, revise its Sphere of Influence to be consistent with the City's water service connections.

In North Trinidad, the unincorporated area north of the City, several commercial developments, visitor accomodations, and residences could benefit from connecting to the City water system. Visitor accomodations have not been able to expand to meet the growing demand because of limited water supplies. If the water system is expanded and a trunk line extended to the north, this development constraint would be altered or removed.

Many residential property owners in North Trinidad recognize that insufficient water supply has preserved the low density rural residential character of the area and they prefer it that way. They see the extension of the the City Water service into the area as an action that would trigger commercial and residential expansion and destroy the rural character of the area.

There is also concern that additional water would overburden septic tanks and increase ground and surface water pollution. Proposals to form a water district to pay for a water service extension have been defeated by a sizeable majority on several occasions.

Service Options

If the water system is expanded, the City could: 1) allow the extension of a major truck line into the North Trinidad area, (2) not allow any extension of water service into North Trinidad, or (3) allow a limited extension.

Service Preference

The continuation, modernization, and expansion of visitor services are important to the economy of the area. The City supports the preference of the residents of North Trinidad that the area west of Patricks Point Drive north of Anderson Lane remain rural residential in character. Therefore, if water service is extended into North Trinidad it should be confined to the visitor service area east of Patricks Point Drive and the commercial area on the west side of Patricks Point Drive south of Anderson Lane.

Recommended Policies

26. The existing commercial area on the west side of Patricks Point Drive south of Anderson Lane, and the area on the east side of Patricks Point Drive south of the Division of Forestry property should be included in the City service limits to allow for future consideration of water service.

26a. Water service should not be provided within the North Trinidad Service area until the City system has sufficient capacity. The size of the trunk line into the North Trinidad service area should only be large enough to serve the projected needs of development in the service area.

The City must also consider the conditions under which it will provide water service to areas outside the City. Most cities require that those wishing to connect to City services annex their property. Annexation of residential areas increases property tax revenue and State subventions (such as gas taxes).

The Trinidad water system has a capacity of about 122,400 gallons per day. Storage capacity is 150,000 gallons. During one peak week in July 1976 the 212 customers used an average of 105,300 gallons of water per day. The peak day use exceeded the system's capacity. When this occurs the backup pump must be used to keep up with the demand. If the peak week consumption is used as the measure of present demand, the system has a reserve capacity of 17,500 gallons per day or enough to serve the equivalent of 30 residences.

The number of new residences projected for the city will use up the remaining capacity. Some existing residences and commercial establishments and projected developments in areas near the city will want to connect to the water system in the future. Supplying additional customers outside the city will require increasing the capacity of the system. Installation of another pump and filter would double the capacity and enable the city to serve the equivalent of more than 200 additional residences. Repayment of the loan for construction of the present system is expected to consume most of the revenue generated by recently increased water rates. The cost of system expansion is significant and the expansion would primarily benefit areas that are presently outside the city limits.

Service Options

The city could limit new water service connections to property in the city and not plan on system expansion; or, the city could permit expansion of the system to encourage development in the intensive development area and to overcome water supply constraints in other areas along the main trunk line or in North Trinidad.

Service Preference

The city should only proceed to expand the system to serve additional customers if it can be accomplished without increasing city water rates or creating a financial burden for the city.

RECOMMENDED POLICIES

22. The city should seek the cooperation of all water users in conserving water during the summer months so that the seasonal variation in water consumption can be evened out and opportunity for connecting additional customers maximized.

23. Consumption should be carefully monitored to determine when system expansion is necessary. Any additional hookups allowed before the system is expanded should be reserved for users in the city limits.

24. The city should plan on eventually expanding the water system. Prospective customers should provide the necessary funds to finance the expansion, the cost of any trunk line extension and the cost of connecting individual properties. As other customers are added to the system they should be required to repay a share of the system expansion and any trunk line extension to the sponsoring parties.

25. The area to the east and the southeast of the city on either side of the freeway where some properties are already connected to the system should be

included in the city service area to allow for additional connections when the system is expanded.

In North Trinidad, the unincorporated area north of the city, several commercial developments, visitor accommodations, and residences could benefit from connecting to the city water system. Visitor accommodations have not been able to expand to meet the growing demand because of limited water supplies. If the water system is expanded and a trunk line extended to the north this development constraint could be removed. However, many residential property owners in North Trinidad recognize that insufficient water supply has preserved the low density rural residential character of the area and they prefer it that way. They see the extension of the city water service into the area as an action that would trigger commercial and residential expansion and destroy the rural character of the area. There is also concern that additional water would overburden septic tanks and increase ground and surface water pollution. Proposals to form a water district to pay for a water service extension have been defeated by a sizeable majority on several occasions.

Service Options

If the water system is expanded the city could: (1) allow the extension of a major trunk line into the North Trinidad area, (2) not allow any extension of water service into North Trinidad, or (3) allow a limited extension.

Service Preference

The continuation, modernization, and expansion of visitor services are important to the economy of the area. The city supports the preference of the residents of North Trinidad that the area west of Patricks Point Drive north of Anderson Lane remain rural residential in character. Therefore, if water service is extended into North Trinidad it should be confined to the visitor service area east of Patricks Point Drive and the commercial area on the west side of Patricks Point Drive south of Anderson Lane.

RECOMMENDED POLICY

26. The existing commercial area on the west side of Patricks Point Drive south of Anderson Lane, and the area on the east side of Patricks Point Drive south of the Division of Forestry property should be included in the city service limits to allow for future consideration of water service. Water service should not be provided to any property in North Trinidad outside of the service area boundary. An amendment to the General Plan would be necessary if this policy is to be changed. Water service should not be provided within the North Trinidad service area until the city water system has sufficient capacity. The size of the trunk line into the North Trinidad service area should only be large enough to serve the projected needs of development in the service area.

The city must also consider the conditions under which it will provide water service to areas outside the city. Most cities require that those wishing to connect to city services annex their property. Annexation of residential areas increases property tax revenue and state subventions (such as gas taxes). Annexation of commercial establishments, in addition to high property tax revenue, also entitles the city to a share of the state sales tax revenues generated by the annexed business.

The city has allowed the connection of about sixty residences outside the city along the main trunk line. These customers are charged a higher rate than in-city customers. In very low density residential areas the extra revenue from water service is approximately equivalent to the net city revenue that would be realized if the property was annexed and the city provided police protection, street maintenance, and other services. As residential density and the value of housing increases, and particularly when commercial enterprises are included, annexation can be a net revenue benefit to the city.

Service Options

If the water system is expanded the city could: (1) change its existing policy and require that all property to be provided water service be annexed to the city; or (2) allow water service without annexation in low density residential areas but require annexation where water service is desired for commercial property and residential subdivisions that will represent a net benefit to the city; or (3) provide service to adjacent areas without requiring annexation.

Service Preference

Making annexation a prerequisite could limit interest in connecting to the city water system since the level of services provided by the city is, except for water, essentially the same as those available from the county at less cost. If the water system is expanded, the following policy should be used to determine whether annexation should be a prerequisite to water service.

RECOMMENDED POLICY

27. Applications for water service for property outside the city should be reviewed to determine whether annexation would be advantageous to the city. If there is reasonable doubt as to the economic advantages the hookup should be allowed without annexation so that the city can benefit from the extra water revenue.

Wastewater Disposal

The State Water Quality Plan for North Coastal Basin 1B suggests a public sewer system be provided in Trinidad and the immediate surrounding area in the near future. This recommendation is based on the density of development in the city and the fact that septic tanks have not provided satisfactory long term service in most urban areas. Installation of a sewer system would remove a development constraint allowing consideration of higher residential densities, and commercial uses with high wastewater discharges.

Development Preference

Most city property owners do not want significant increases in residential density or commercial activity. They support buildout of the city with single family residences. Property owners in the area surrounding the city do not support significant changes in land use density.

Since the community is not interested in the growth potential offered by a sewer system, the question is whether septic tanks can provide adequate long term sewage disposal for the community. A sewer system would cost approximately 1 million dollars. The city would have to supply over $100,000 of the cost. Since there are so few undeveloped lots in the city the additional cost burden seems unnecessary if septic tanks can be used. More efficient individual wastewater systems may also be available in the near future.

Ground saturation and rising groundwater levels during the wet season increase the chances of septic tank pollution reaching surface and ground waters and causing health hazards. Single family residences and certain commercial uses have limited wastewater discharges year-round and septic tank systems can usually be accommodated on relatively small parcels. Experience with septic system failures at laundromats and apartment complexes suggest that high year-round wastewater discharge land uses are not suited to septic tank systems. Uses where high wastewater discharges occur during the dry season may be suitable subject to special septic tank design and maintenance. In areas of very dense development (even where septic tank soil limitations are slight) the number of septic tanks in the area increases the potential for pollution of ground and surface waters.

Preliminary water testing indicates high coliform bacteria counts in water taken from one bluff location and from Mill Creek and Parker Creek. This data, and some trouble with improperly constructed septic tanks, is the only present evidence that there may be problems. Responses to questions about septic tank systems indicate that there are many twenty year old systems that are still functioning well. There are also some relatively new systems that have needed repairs.

The city of Trinidad is eligible for funding assistance to develop a Wastewater Facilities Plan. Septic tanks can be identified as the community treatment facility if the study demonstrates that any existing problems can be corrected and that soils are consistently suitable. Alternatives must also be considered. These could include investigation of a public sewer system with an ocean outfall or a public septic system maintenance program. The estimated costs of these alternatives would be developed and their feasibility would be evaluated. The wastewater facility study would provide the city with the information necessary to make a decision on the most appropriate system.

Development Constraints

Uses with high year-round wastewater discharges should not be permitted in areas where septic tanks are the method of wastewater disposal. Other uses with seasonally high discharges during the dry season, such as recreational vehicle parks and restaurants can be allowed in septic tank areas if a septic tank system capable of handling the seasonally heavy wastewater discharges can be provided.

On vacant parcels located in high density development areas careful septic system design, and limitations on high wastewater discharge land uses, are necessary to protect against health hazards created by the cumulative impact of many septic tanks in a highly developed area.

RECOMMENDED POLICIES

28. The General Plan should be based on the use of individual wastewater disposal systems throughout the planning area. Subdivision and development proposals throughout the planning area should be carefully reviewed and adequate standards should be used to ensure that water quality and public health are protected.

29. The city and Humboldt County should undertake a joint wastewater facilities study in the developed area between Mill Creek and McConnahas Mill Creek to determine if septic tanks are presently creating pollution problems and what sewage disposal method is the most feasible long term method for the area.

30. Individual waste treatment systems shall be consistent with Water Quality Control Board standards. Existing lots which are smaller than the prescribed minimum lot size may be considered developable provided an acceptable individual waste treatment system can be provided.

Recommended Land Use

Because septic tanks are the most feasible type of individual wastewater disposal system available at the present time, residential land uses are limited to those types that are consistent with the community's development preferences and can best be adapted to the service constraints of septic tank systems. If individual disposal systems that can accommodate high wastewater discharge uses become feasible the General Plan allows for the consideration of high discharge commercial uses. However, the types of permitted residential uses and densities are limited to those recommended in the Housing Element.

Circulation

Located 15 to 25 miles from the Eureka-Arcata urban area, Trinidad residents are dependent on the street system for access to medical services, employment, and comparison shopping whether they drive an automobile or use the regional bus system. Highway 101 has been improved to freeway standards so residents have easy access to these services and activities, and visitors have easy access to Trinidad. In Trinidad, however, the condition of the streets is a problem. Main Street has been fully improved in recent years but most

streets have never been paved with a layer of asphalt and the chip and seal coat surfacing is badly deteriorated. Street improvements are the most important city need identified by the city property owners. This does not mean that they want the narrow rural type streets replaced with typical suburban streets. Residents want to retain the rural character of the community but they would like smooth streets with good drainage. A street improvement program should be based on an adopted Circulation Plan so that the level of improvements are consistent with the function of the street.

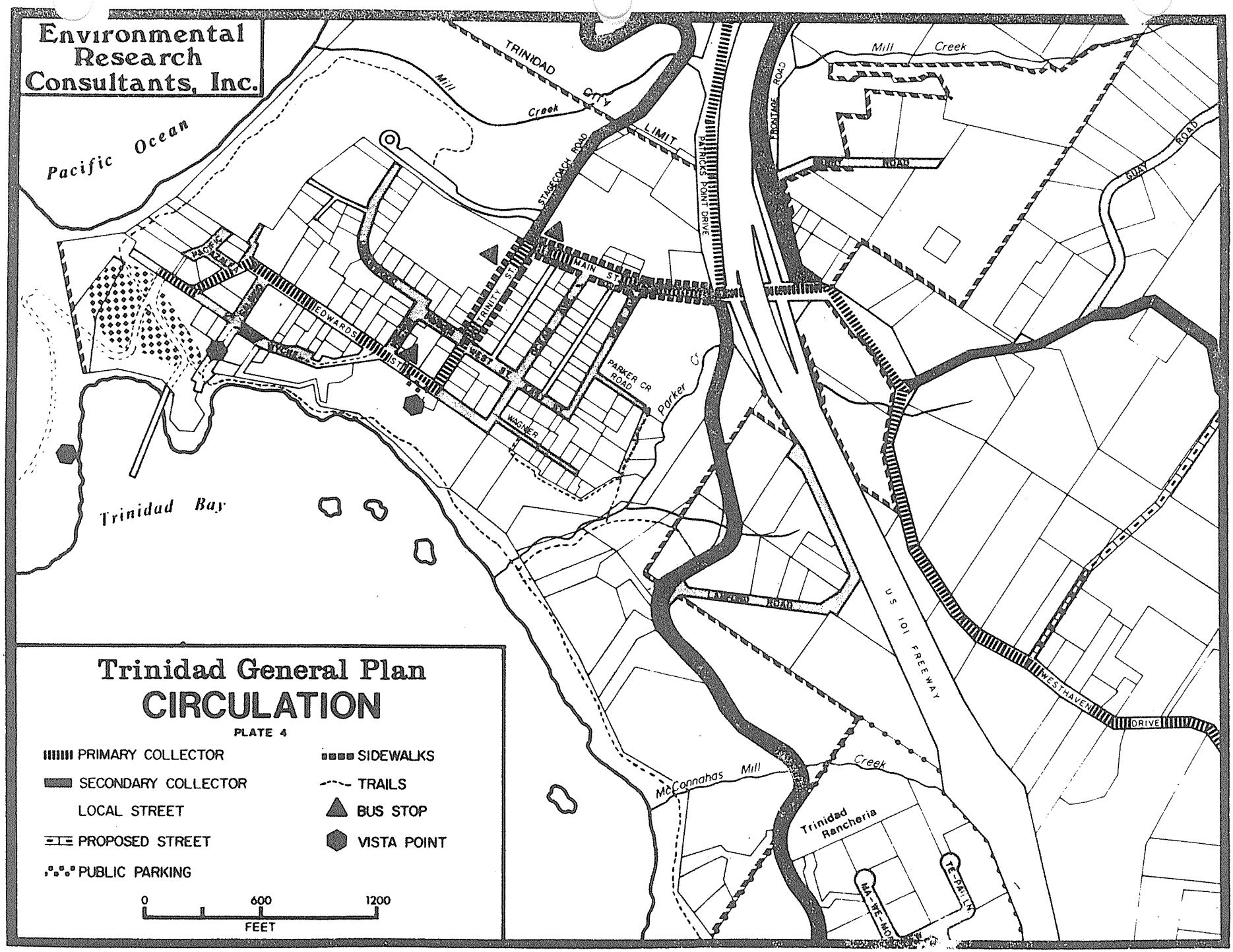
The traffic carrying function of Trinidad streets is well established. There is basically one route between the freeway interchange and the boat harbor. All other city streets serve to provide access to residential lots. The location of existing and planned land use does not require non-residential traffic on these local streets. Stagecoach Road, Patricks Point Drive, the east side Frontage Road, Westhaven Drive, Fox Farm Road, Old Wagon Road, and Trinidad Scenic Drive are collector streets providing access into rural residential areas. These roads are maintained by Humboldt County to standards similar to the city's. Plate 4 is the Circulation Plan for the City of Trinidad and its immediate environs. In addition to street classifications it identifies a trail system which is discussed in the section of this chapter on Public Recreation.

RECOMMENDED POLICIES

31. Main Street, Trinity Street, and Edwards Street is the main route through the city to the harbor. Any land use that generates significant amounts of auto or truck traffic should have direct access to this route. Patricks Point Drive and Westhaven Drive are collector streets outside the city that can also support commercial traffic. These are the primary collector streets in the planning area. Stagecoach Road, the east side Frontage Road, Scenic Drive, and other county roads in the planning area are secondary collectors providing access within residential areas.

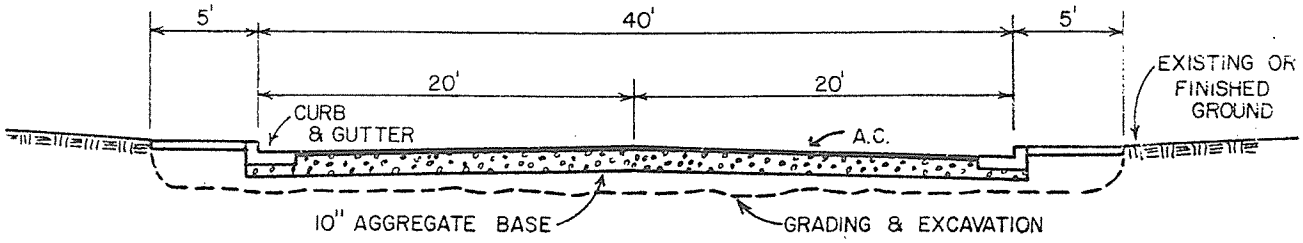
32. The City should continue its program of correcting street improvement deficiencies. The standards of improvement for streets should be as identified on Figure 1 and Plate 4 provided that an 8 foot parking area alongside Edwards Street and Trinity Street south of Parker Street may be appropriate. With the exception of Main, Trinity and Edwards Strrets the rural character of Trinidad should be protected by the use of shallow side ditches to carry roadside drainage.

33. New streets developed within the city should be improved with grading, drainage, base rock, and other engineering requirements established by the city.

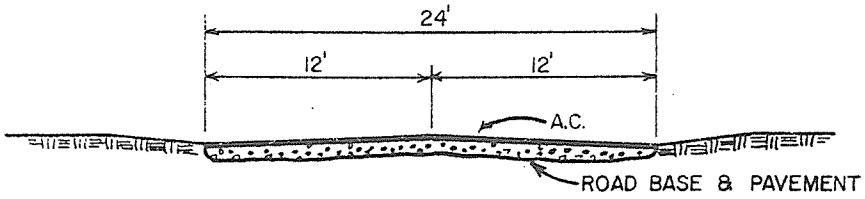

Environmental Research Consultants, Inc.
Trinidad General Plan
CIRCULATION
PLATE 4
PRIMARY COLLECTOR
SECONDARY COLLECTOR
LOCAL STREET
PROPOSED STREET
PUBLIC PARKING
SIDEWALKS
TRAILS
BUS STOP
VISTA POINT
0
600
1200
FEET
Pacific Ocean
Trinidad Bay
Mill Creek
TRINIDAD CITY LIMIT
STAGECOACH ROAD
PATRICKS POINT DRIVE
FRONTAGE ROAD
GUAY ROAD
MAIN ST
TRINITY ST
EDWARDS ST
WEST ST
WAGNER
PARKER CR ROAD
Parker Cr
US 101 FREEWAY
WESTHAVEN DRIVE
McConnahas Mill Creek
Trinidad Rancheria
TE-PAI LN
MA-WE-MO

PROPOSED STREET IMPROVEMENT STANDARDS

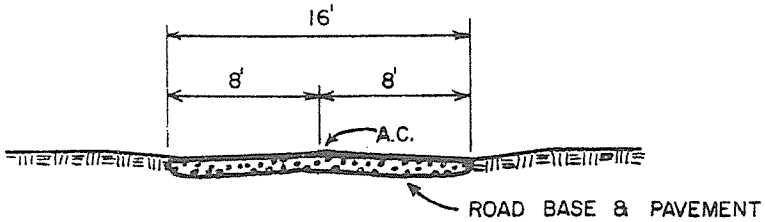
CITY OF TRINIDAD



TYPICAL SECTION TRINITY STREET
(NORTH OF PARKER STREET)



TYPICAL COLLECTOR STREET SECTION



TYPICAL LOCAL STREET SECTION

Figure 1

34. In any annexation area all roads providing access to more than four parcels shall be dedicated to the public. The width shall be sufficient to accommodate necessary street improvements. Streets should be improved by the applicants to city standards before the annexation is finalized.

35. New subdivisions within the intensive development area should have publicly dedicated streets, not private roads, and be improved to the county's road improvement standards for dedicated public streets. All subdivision streets shall be paved with two inches of asphalt concrete and have adequate storm drainage facilities.

36. Any new lot intended for seasonal or permanent occupancy should have at least 25 feet of frontage on a dedicated road. On new lots, when a private right-of-way serves as access to more than one dwelling, the right-of-way should be at least 25 feet wide.

37. All new residences in the planning area should provide gravelled or paved parking for at least two vehicles (in addition to any garage parking) so that residents and visitors are not required to park along the streets.

38. Parking areas should be provided at vista points.

39. Scenic Drive, Stagecoach Road and Patricks Point Drive north of the intersection with Stagecoach Road, and Edwards Street are the three scenic routes in the planning area. Scenic Drive is limited to one lane in certain areas but it should be considered a scenic road because of the spectacular views it affords of the coastline.[1]

40. The county should consider the need for another access road from the Quarry Road area to Westhaven Drive when approving land divisions in the intensive development area. Plate 1B indicates one possible alignment.

For those who did not have access to an automobile there has been no real alternate means of transportation until recently when a regional bus system was established. The city has participated in funding the system and in the provision of bus stops.

Service Preference

Property owners in the planning area support the regional bus system serving the Trinidad area.

[1] See the Scenic Highway Element for further discussion and policy recommendations.

RECOMMENDED POLICY

41. The city should support the continuation of regional bus service in the Trinidad area.

Other Public Services

The city volunteer fire department provides fire protection to city residents and adjacent areas, but equipment limitations reduce service efficiency.

Presently the city receives no financial support from adjacent areas. If fire protection is to be improved it appears that additional revenue will be needed. The city could allocate more of its revenue to support the system or the city could participate in an areawide fire district. Adjacent areas receiving protection should participate in financing fire protection either by their inclusion in a fire district or through a county service district that contracts with the city for fire protection.

Service Preference

Property owners outside the city support formation of a fire district; city property owners are divided on this issue.

RECOMMENDED POLICY

42. The city should evaluate the various means of providing increased financial support for the fire system and proceed to implement the preferred approach and upgrade fire protection service in the planning area.

The property owners survey indicated that the lack of control over domestic animals was a serious problem in the community.

Development Preference

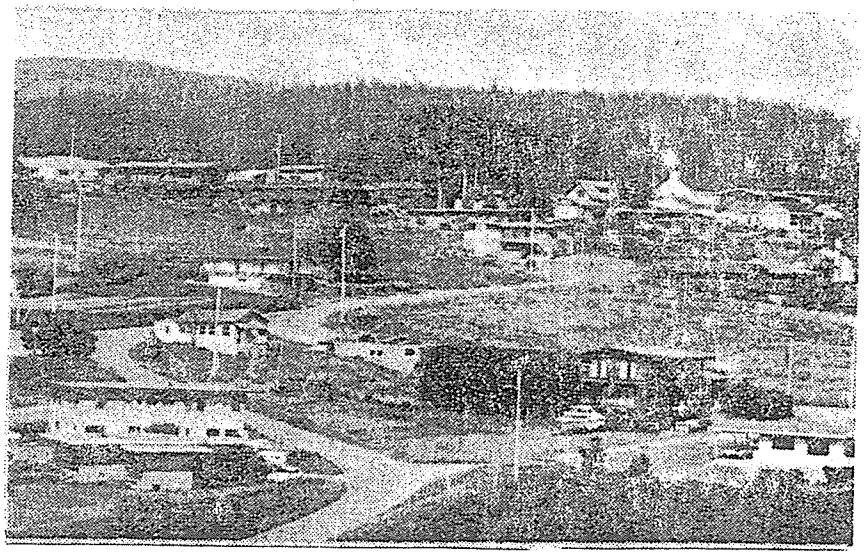
City property owners support improved animal control.

RECOMMENDED POLICY

43. The city should establish and maintain a low cost, effective animal control program.

Housing

The existing housing supply in the City of Trinidad consists of 150 dwellings almost all of which are single family dwellings owned by retirees, or by older white collar workers who commute to jobs in Eureka and Arcata. There are approximately 50 vacant residential building sites within the present city limits. Most of the existing houses are well maintained. Very few homes in need of major repairs were identified. This is because there is tremendous demand for the older more modest houses.



The role the city can play in providing for a variety of housing types in the regional housing market is limited. The city is essentially a small neighborhood of owner occupied single family dwellings that will probably be built out within the next ten years. Because it has no mobilehomes, mobilehome parks, condominiums, and only a few apartment units it has a singular residential identity that is greatly valued by property owners. Older, small houses on septic tanks are a supply of moderate cost housing. This is the only low to moderate cost housing available in the city. High density low cost rental units require sewers. Eureka and Arcata have the main role in ensuring that adequate housing for all incomes and age groups is available in Humboldt County.

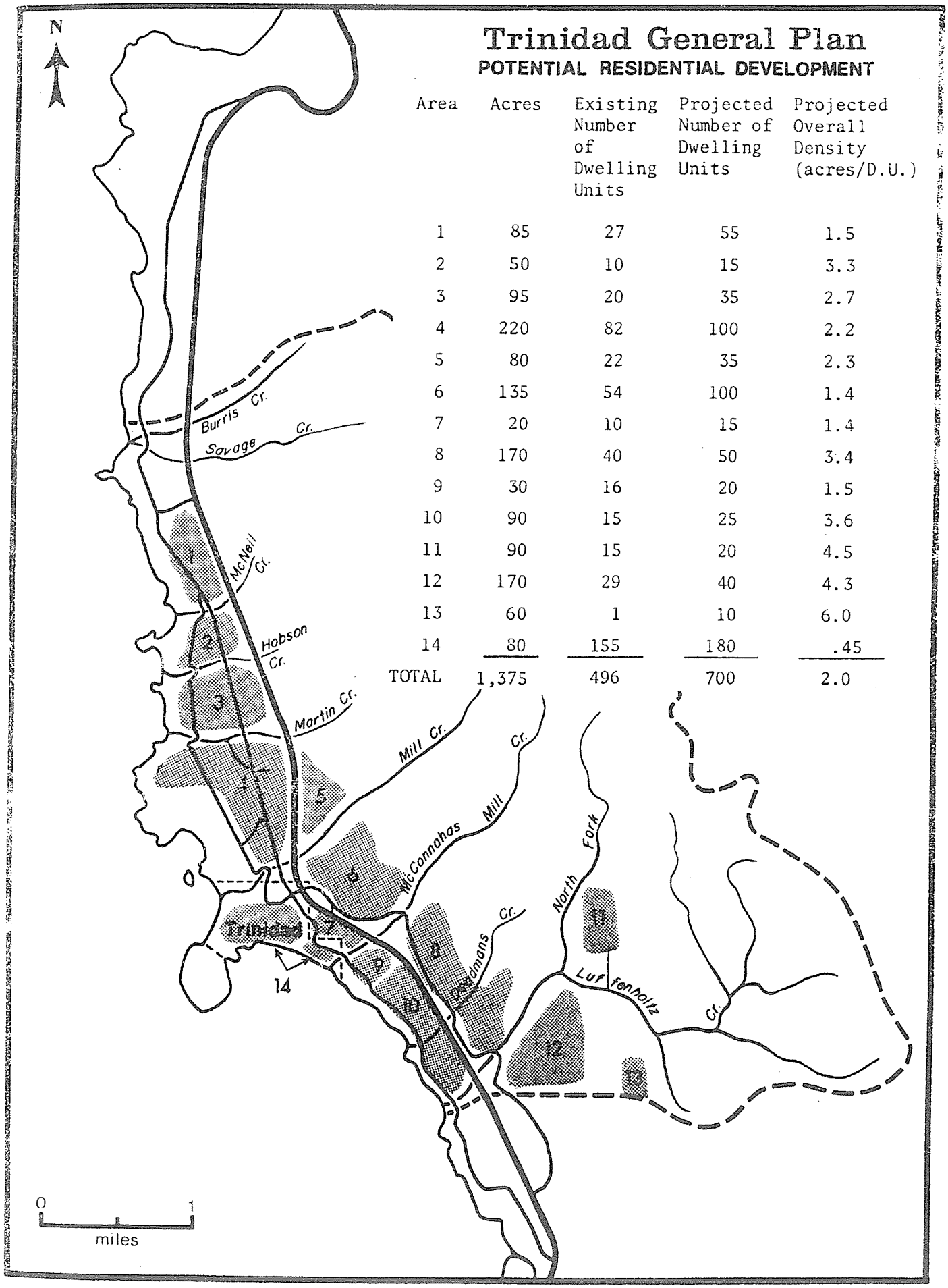
In Chapter II a number of development constraints were identified. Unstable slopes, the tsunami hazard zone, soils needed for resource production, and riparian habitats were factors used to delineate the areas that are suitable for development. Soils suitability for septic tanks, limits on the availability of water, topography, availability of access, existing parcelization and land use, the neighborhood character preferences of property owners, and the availability of public services are other factors which were considered in determining what developable areas should be classified as residential and the appropriate planned density for each residential area.

Plate 5 identifies the fourteen residential areas designated in the General Plan. Considering the factors described above, and assuming that septic tanks can serve as the wastewater disposal method for all of the planning area, it is estimated that these areas (with a total of 1,375 acres and containing 496 dwelling units in 1976) can accommodate 200 additional dwelling units. About 38 percent (76) of the projected new units will be located in the intensive development area (Areas 6, 7, and 14). Another 14 percent (28) projected for Area 1 will be located on the remaining vacant lots in Seawood

Trinidad General Plan

POTENTIAL RESIDENTIAL DEVELOPMENT

Area	Acres	Existing Number of Dwelling Units	Projected Number of Dwelling Units	Projected Overall Density (acres/D.U.)
1	85	27	55	1.5
2	50	10	15	3.3
3	95	20	35	2.7
4	220	82	100	2.2
5	80	22	35	2.3
6	135	54	100	1.4
7	20	10	15	1.4
8	170	40	50	3.4
9	30	16	20	1.5
10	90	15	25	3.6
11	90	15	20	4.5
12	170	29	40	4.3
13	60	1	10	6.0
14	80	155	180	.45
TOTAL	1,375	496	700	2.0



Estates. The remaining 18 percent of the new units (96) will be scattered throughout Areas 2 - 5 and 8 - 13.

Development Preferences

In the city, buildout with single family dwellings is preferred. In the area around Trinidad a moderate increase in residences is suggested by property owners.

These preferences indicate that the 200 potential residential sites (an increase of about 30% in the housing supply) represent more than enough opportunity for residential construction. It is unlikely that all of these sites would be developed within the next 10 to 20 years. The questionnaire responses suggest that an additional 100 units is a realistic possibility.

RECOMMENDED POLICIES

44. Vacant land in existing residential areas is sufficient to accommodate the desired level of residential expansion during the planning period.

45. Trinidad's role in the effort to provide adequate housing is focused on three areas:

    (a) attempting to keep the cost of existing moderate cost housing down so it can continue to be available to people with limited incomes who desire to live in Trinidad;

    (b) protecting the unique character of the city as a single family owner occupied fishing village;

    (c) encouraging the county to allow a variety of housing types in the residential areas surrounding the city consistent with septic tank limitations.

46. The city should continue to maintain a rural life style because it is preferred by residents and also because it allows for a low level of public services and thereby keeps property taxes and utility charges at a minimum. This helps to keep the cost of operating a residence as low as possible.

47. Only single family residences should be permitted in the Urban Residential, Suburban Residential, Rural Residential and General Rural categories. ~~Mobilehomes on individual lots may be appropriate outside the intensive development area, but inside that area they should only be permitted in exclusive mobilehome subdivisions east of the freeway.~~ Amended Ord 163 12-12-84

48. Multiple family developments such as condominiums, townhouses and apartments with from one to four dwelling units in a building may be appropriate in the Planned Development category provided the density

does not exceed that of the Urban Residential category or waste disposal contraints whichever is most restrictive. Mobilehome parks are not consistent with the character of the intensive development area and should not be permitted in the city.

49. The City should investigate and cooperate in implementing appropriate programs providing assistance which will enable low and moderate income persons to find and retain suitable housing.

50. Subdivisions should be encouraged in the intensive growth area to create additional building sites for those who wish to live near Trinidad. Lots adequate to support larger homes for families with children can be provided and low cost housing (mobilehome subdivisions or Farmers Home Administration assisted housing) can be accommodated.

51. Soil limitation for septic tanks, local hydrology and topography are critical determinants of the size of any new housing lots and may require that lots be larger than minimum lot size requirements contained in the General Plan or Zoning Ordinance. Where residents want to protect the character of a residential area minimum lot sizes greater than might be allowed based on site conditions are justified. The following minimum lot sizes are consistent with the preferred character of the designated residential areas while allowing flexibility in adapting lots to varying soil conditions. In the Rural Residential classification new lots should not be less than one acre in area. In the Suburban Residential area minimum lot sizes should range from .5 acre to 1 acre depending on the character of the neighborhood. In the Urban Residential classification new lots can be less than .5 acres. In any case the minimum lot sizes in Suburban Residential and Urban Residential areas should not be smaller than the minimum recommended in the Wastewater Facilities Plan (see Policy 29).[1]

52. Where commercial timber is acting as a visual buffer between residential uses or between residential uses and other activities, the county should not approve conditional use permits to allow harvesting the timber in the buffer strip unless replacement of shrubs is provided which will, within a few years, re-establish an adequate buffer.

53. Except as provided in the discussion of commercial development, commercial uses in residential areas of the city and county should be limited to home occupations where the activity is confined to the

[1] Minimum lot sizes for the Resource Production classification should be large enough to protect the economic viability of management units. The minimum lot size for the General Rural designation can range upwards from two acres. For the purposes of this Plan no further divisions of existing parcels in the General Rural designation is recommended.

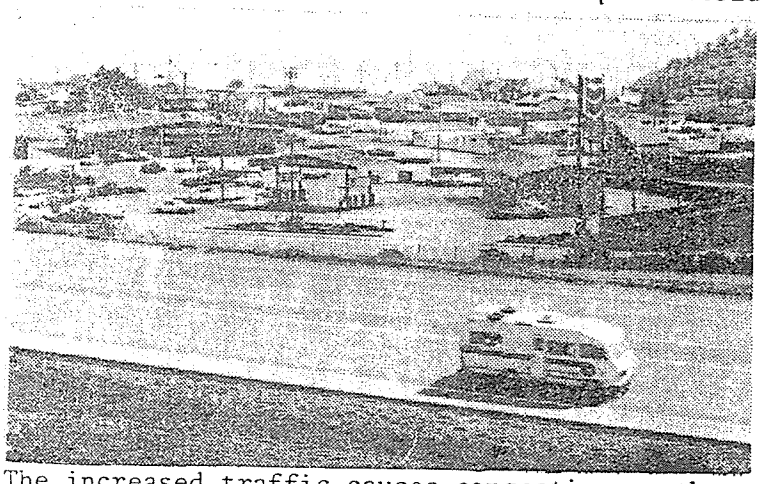
residence or accessory building and signs are kept to a minimum. Storage of crab pots, fishing boats, campers, and trailers within required yard areas should be allowed provided visibility at street intersections and access to the perimeter of the dwelling is not hampered.

54. The county should inspect all motel and cabin units being used as permanent residences to determine if they are suitable for permanent occupancy. Rental of suitable motel and cabin units by college students should be encouraged.

Commercial Development

Four of the eight commercial establishments in the city are located at the freeway interchange. The others are the office next to City Hall, the restaurant on Trinity at Parker, Katy's Smokehouse off of Edwards and the restaurant and commercial fishery at the pier. In addition there are several small home occupation enterprises including a burl shop and beauty shop. Outside the city the businesses are, with few exceptions, located along Patricks Point Drive. About 50% of the sales trade is by local residents. The other half is generated by visitors, 80% of whom are salmon fishermen who come to the area during the summer fishing season. The sales tax revenue generated by businesses in the city is a major component of city revenues.

The influx of visitors during the summer months creates several hardships for residents. In May and June this quiet residential community becomes a bustle of activity as visitors arrive and drive down to the harbor to launch and moor their boats. They then take up residence at a local motel, cabin, or recreational vehicle park and become summer residents of the area. In July during the peak it is estimated there are over 1,100 visitors staying over night in the planning area.



The increased traffic causes congestion on the narrow city streets and helps to break down the roads. Visitors park along the roadside making it difficult for two cars to pass and blocking driveways. Vehicles raise the noise level particularly in the early morning when the fishermen travel down to the harbor. Tourists wander through the residential areas as they sightsee, hike up the coastal bluffs, sometimes trespassing on private property, populate the local beaches, collect specimens from tidepools. Some novice fishermen demonstrate their unfamiliarity with the ocean by getting lost in the fog or by drifting into the breakers and swamping.

Since most of the residents do not depend on visitors for their income they often wish for fewer of them. But to the city budget and the 20% of the residents who derive some income from visitors' activities, continued interest in Trinidad as a vacation spot is important. The visitors are also important to all property owners because a decline in sales tax revenues would mean greater dependence on property taxes or a reduction in city services. Visitors are mostly retirees or older white collar workers. Most of the residents fit into the same category so there are few real social conflicts. If the area attracted numbers of young people the social contrast would be much greater.

Development Preferences

Rather than discourage visitors the city should encourage limited tourism to ensure that city revenues do not decline. The General Plan should, whenever possible, minimize adverse impacts caused by visitors.

Most property owners within the planning area support a small increase in general business facilities and a small to moderate increase in specialty shops catering to visitors. For the area outside the city they support very little increase in general business and a small increase in specialty shops. They do not support any new industry in the area.[1]

Convenience shopping facilities should be located near the freeway interchange. Gift shops, smokehouses, tackle shops, restaurants, and other visitor related businesses can be located along primary collector streets provided they are compatible with nearby residences. The compatible blending of these types of businesses with the community enhances the fishing village character of the town.

Recommended Land use

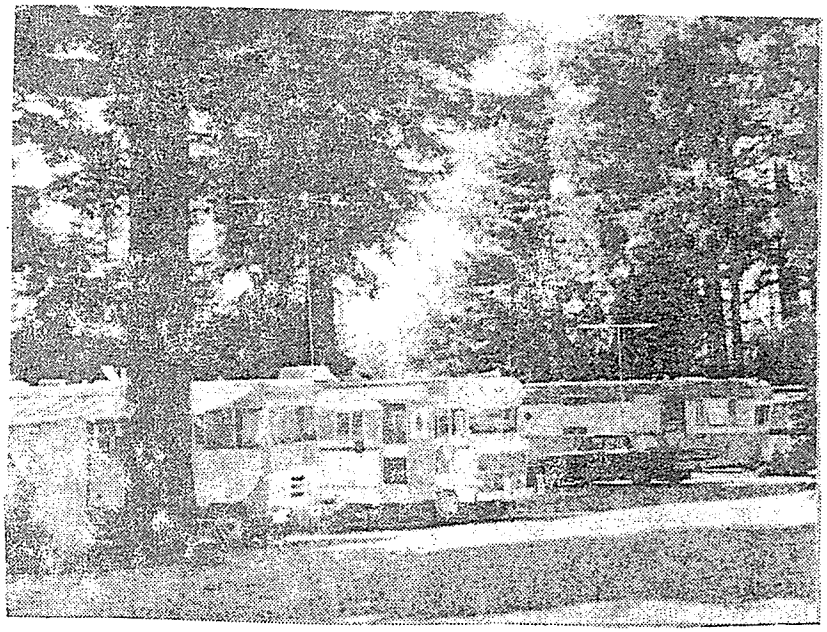
The Land Use Map identifies six acres on the west side of the freeway interchange for commercial use. About half of this is vacant. Two vacant adjacent areas are designated Planned Development which permits commercial development compatible with nearby residential areas. These areas should be sufficient to accommodate the additional commercial uses expected within the planning period. The existing commercial area on Patricks Point Drive south of Anderson Lane is recognized as is the existing commercial use on the east side Frontage Road. Other existing commercial uses recognized on the Land Use Map are the office building north of the City Hall, the southwest corner of Trinity Street at Parker, and the commercial facilities at the harbor.

[1] See page 34 for separate discussion of visitor accommodations.

The existing commercial zoning of residential lots along Trinity Street permits many non-compatible commercial uses, encourages minimal maintenance of residences and inhibits efforts to upgrade them. Instead, all vacant and residential lots on either side of Trinity are designated Planned Development to allow carefully integrated commercial uses. This approach does not make existing residences non-conforming and assures residential owners that only selected types of commercial uses will be considered and special design requirements imposed.

Visitor Accommodations

In the city there are two recreational vehicle parks, an older establishment on Main Street at Ocean and a newer, larger park just east of the freeway interchange. On Patricks Point Drive there are numerous motels, cabins, recreation vehicle parks, and camping site complexes. Some were developed more than twenty years ago. Of the 330 visitor accommodation units in the planning area more than two-thirds are located on Patricks Point Drive.



Several regular visitors indicated more modern accommodations are needed. The need for visitor accommodations is estimated to be equivalent to the number of mooring spaces provided in the harbor. With the current number of moorings limited to 400 there is a need for 75 to 100 additional visitor accommodations. If the number of mooring spaces is increased in the future then an equivalent number of visitor accommodations will be justified. Most of the visitor accommodations are occupied by fishermen who indicated a preference for additional recreational vehicle parks.

Development Preferences

Visitor accommodations should be buffered from residential areas, and have convenient access to a primary collector street.

Many property owners in north Trinidad oppose development of additional visitor accommodations in their area. Development of additional visitor accommodations in the city was not considered appropriate. Regular

visitors strongly supported development of visitor accommodations, particularly recreational vehicle parks, and preferred them located as close to the city and the harbor as possible.

Recommended Land Use

Two areas with several existing visitor accommodations on the east side of Patricks Point Drive are designated Visitor Services. These areas include sufficient developable area to meet the projected need for visitor services and accommodations. Existing visitor accommodations in the city limits are also designated Visitor Services.

An area at the northeast corner of the east side Frontage Road and Berry Road, if annexed, could be considered for development of visitor accommodations if the Planned Development designation was employed to ensure compatibility with nearby residential uses.

Recreation

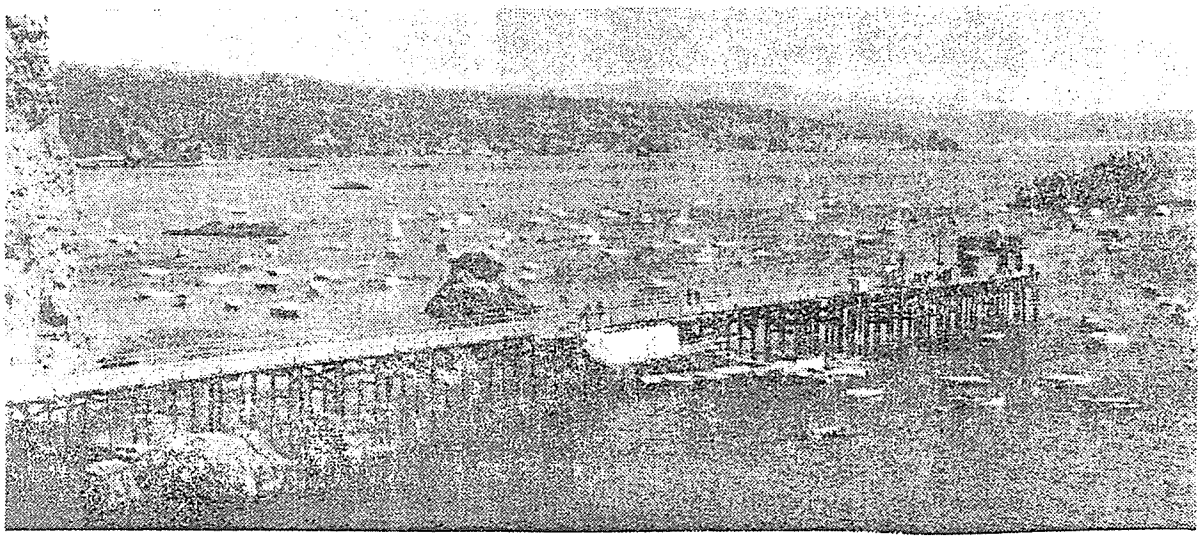
The Harbor

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 countywide 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 IB to determine the type and number of mooring spaces that should be provided, the feasibility of a 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 possiblity of establishing a shuttle bus service during the summer months using equipment and personnel from the Humboldt Transit or Arcata bus systems. This service should be provided to reduce auto travel between visitor accommodations and the harbor and other tourist attractions.

Public Recreation

Activities available to local residents include recreational and educational programs at the elementary school, fraternal organization activities, sport fishing, beachcombing, and so on. Fishing is the primary reason visitors come to Trinidad. Visitors who do not fish enjoy sightseeing, berry picking eating out, beachcombing, hiking, picnicking, visiting the marine lab, and just relaxing at their lodgings or camp sites.

Publically owned recreation areas include the school and its playground areas, the City Hall (which is used for social and fraternal functions), the adjacent tennis court, and Trinidad Beach State Park, Luffenholtz Beach County Park and Clam Beach County Park are located just south of the planning area. Patricks Point State Park is located seven miles north of the city.

In addition to public access to the beaches available in State Parks, there is public access to the harbor and nearby beaches via Edwards Street and an informal trail system down Galindo Street and along Parker Creek.

The coastal bluffs behind the beaches are generally unstable and provide a scenic backdrop for the beachfront environment. Except for a few residences located on small benches or behind the bluff tops, these beachfront areas have been preserved in a natural state by the owners. The portion of Tsurai village that was last inhabited, and its associated burial ground, are generally located in the area south of Edwards Street between Hector Street and Ocean Avenue. The descendants desire to have the village and associated burial ground defined and protected.

Protection of open space areas and retention of scenic and natural characteristics along the Trinidad shoreline is a matter of continuing public concern. With few exceptions these lands are unstable bluffs and are unsuitable for intensive park development or intensive public recreational use. Government ownership is the most restrictive means for protecting these natural hazard and scenic beachfront areas, and places the entire burden of management and maintenance on the public. There are other effective means of gaining the desired protection, such as open space easements, which would reduce public costs, and eliminate the potential for inappropriate intensive public use.

Development Preference

Regular visitors stress the need for public restrooms, beach access trails, picnic areas, and vista points. Property owners do not strongly support additional public recreation facilities, but many favored establishing an information center, picnic areas, and vista points. There is considerable resident and visitor interest in the Tsurai Village site and respect for the interests of the descendents of the village.

The portion of Trinidad Head not needed by the Coast Guard was transferred to the City of Trinidad & annexed within the City limits in 1984 (Amended Ord 166 12-12-84)

RECOMMENDED POLICIES

61. Public restrooms should be provided in the harbor area. If such facilities cannot be provided in the existing restaurant, separate facilities should be provided, possibly in the unused Galindo Street right-of-way at the base of the slope.

62. The local Chamber of Commerce and the city should cooperate in developing a visitor information center near the main entrance into town.

63. The Elementary School District should be encouraged to schedule arts and crafts programs and other recreation activities during the summer that appeal to non-fishing visitors.

64. A formal pedestrian trail system should be marked out around Trinidad. The system should include the beaches, the existing Trinidad Beach State Park trails, and ascend the bluff at Galindo Street to provide convenient pedestrian access from Edwards Street to the harbor, the Old Wagon Road from Wagner Street to Parker Creek Trail, the private road extending from Scenic Drive along the east branch of Parker Creek to the beach, and the beach extending south easterly from Parker Creek to the City limits. (Refer to the Circulation Plan map for delineation of the trail system.) The system should be advertised in visitor information and mapped at the visitor information center.

65. The city shall require an open space easement or similar agreement to assure public use of designated trails and to protect the natural character of Special Environment areas when approving permits for allowable development. Such agreements shall cover the portions of the lot which need not be disturbed by proposed structures and appurtenant uses. If funds are available the city should obtain such agreements on already developed lots in the Special Environment area and should obtain the degree of public control over lands designated as Open Space needed to protect scenic, cultural and natural resources.

66. ~~The portion of Trinidad Head not needed by the Coast Guard should be transferred to the City of Trinidad. The area should~~ Trinidad will be be kept in its natural state with hiking trails and vista points. Public vehicular access should only be allowed as far as the existing harbor overlook.
Amended Ord 166 12-12-84

67. The College Cove parking area at the north end of Trinidad Beach State Park should be improved and restrooms provided. Trails to the beach and to the northwest corner of the park should be improved.

68. The city should retain its ownership along Mill Creek east of the freeway as open space.

69. Within the Tsurai Study Area, shown on Plate 1B, the State Historic Preservation Officer, in cooperation with the lineal descendants of Tsurai and the Northwest Indian Cemetery Protective Association, shall investigate and establish definitive boundaries around Tsurai. There shall be no disturbance, vegetative removal or construction, except for a protective fence around the burial ground, on lands designated as Open Space within the Tsurai Study Area without the approval of the lineal descendants of Tsurai, Trinidad Rancheria, City of Trinidad, and the State Historic Preservation Officer. Lands designated as Special Environment within the Study Area may be developed as provided in the Special Environment regulations provided the State Historic Preservation Officer is consulted and reasonable measures are required to mitigate any adverse impacts on this cultural resource.

70. In areas open to the public, adequate litter control programs should be provided.

Community Design

Some communities are a hodge-podge of disconnected development. Others have a unique character - a sense of unity. What residents and visitors see and hear form their impression of a community. In Trinidad they experience rugged coastal headlands and islands, beaches and surf, the vast expanse of ocean, the sound of the whistler buoy, the cozy harbor with fishermen unloading their salmon, children poking among tidepools, seals barking in the distance, homes tucked into the hillside looking out over each other at the scenery, and boats, burls, driftwood and crab pots in the yards. The people visitors meet are walking in the narrow streets, willing to give directions or pass the time of day.

This is the atmosphere that draws people seeking a place to retire. It is the reason that people are willing to commute twenty-five miles into Eureka every day, and the reason that sport fishermen come back again and again.

Development Preference

Property owners strongly preferred that new development be consistent with the present character of the community. Everyone agreed that the city has unique characteristics. When asked to describe Trinidad, they mentioned these terms: rural, uncrowded, quaint, rustic, peaceful, unsophisticated, small, casual, a feeling of openness, no tract houses, not commercialized. Sometimes they put it in terms of what they didn't want: no high density housing, no mobilehomes and trailer parks, no buildings greater than two stories, no motel-hotel-condominium complexes, no commercial exploitation and garish signs.

RECOMMENDED POLICIES

71. The city shall establish a design assistance committee with responsibility for approving the design of all development proposals including signs and building relocation. The committee should not be concerned with construction of accessory structures, normal maintenance such as painting, or minor exterior remodeling.

72. The beaches and sea cliffs which border the southern and western sides of the city (identified as Open Space) shall be preserved from further development and allowed to remain in their present, essentially natural, state.

73. Trinidad Bay and the bay bordering Trinidad on the west, including all their islands, shall be preserved in their present state. These marine areas offer two of the most uniquely beautiful views, combining ocean, islands, bay and rugged, timber shorelines, that can be found anywhere along the California coast. The islands provide habitats for marine organizations and serve as refuges or rookeries for birds and marine mammals, including sea lions and harbor seals. A breakwater, mooring expansion, or other harbor development should be visually compatible with the bay vista.

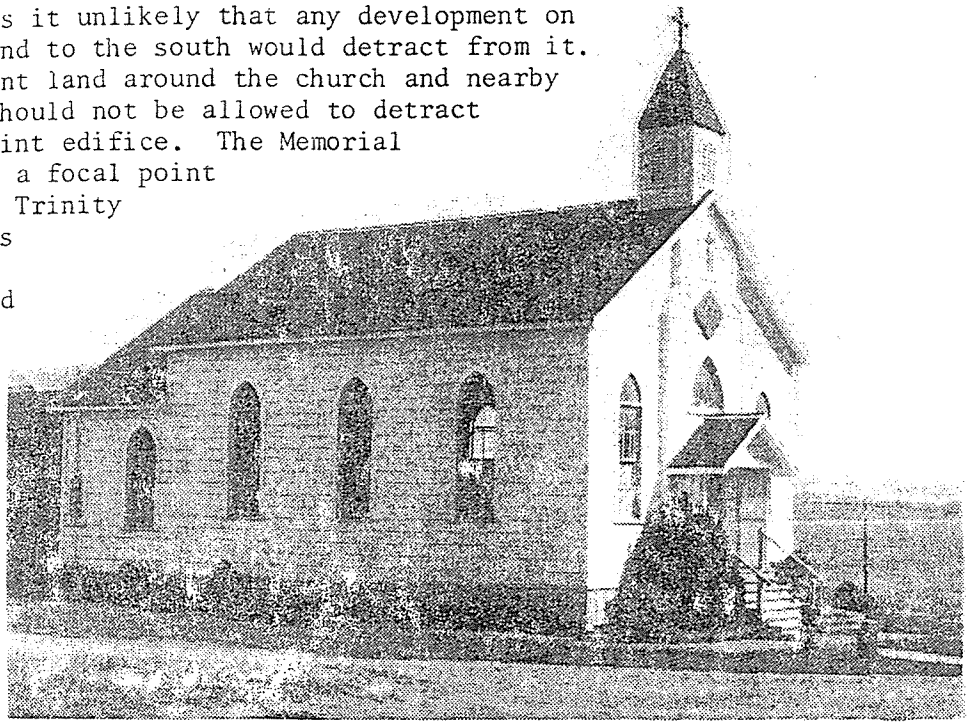
74. The lands designated as open space lying seaward of Edwards and Van Wycke Streets shall remain entirely undeveloped and preserved in their present state. It is from these lands that the unparalleled view to the south is obtained.

The city is allocated $500 per year for underground utilities. Because the city is considered particularly scenic, an advance of $50,000 was made available and the power and telephone lines along Edwards Street have been undergrounded. This is the most scenic area in the community but there are other scenic corridors where views would be improved if utiltities could be undergrounded. Undergrounding of utility lines in new developments would also help to minimize the visual impact of overhead utility lines.

RECOMMENDED POLICY

75. Utility lines serving new buildings and utility connections to existing power poles should be undergrounded for all new construction within the Planned Development, Commercial and Special Environment categories. Undergrounding of utility lines should be encouraged in other areas particularly where scenic views are involved. If undergrounding is not proposed in such areas the design review committee shall require reasonable conditions on the nature and location of overhead utility lines and supports to minimize the visual impact.

Another element of community character often mentioned by property owners is the historical background of the city. There are five historical areas or structures in the community and several old houses. In 1775 Spanish explorers erected a cross on Trinidid Head. A large granite cross has been erected there to commemorate the event. The Tsurai Indian Village site (below the ocean bluffs on the south side of the city) dates back to 1620 and was occupied until the early 1900's. These two sites have been discussed in previous recommendations. The other three historical sites are the Trinidad cemetery, the Holy Trinity Church, and the Memorial Lighthouse. The city maintains the cemetery. The cemetery's hilltop location makes it unlikely that any development on the vacant land to the south would detract from it. There is vacant land around the church and nearby development should not be allowed to detract from this quaint edifice. The Memorial Lighthouse is a focal point at the end of Trinity Street. It is surrounded by open space and provides a magnificent view of the harbor.



There are three houses of historical interest. The MacGregor house on Main Street is surrounded by commercial development, and the Main Street widening project came up to the edge of the building. This has compromised its historical value somewhat. The Caldwell house is located on the north side of Edwards Street next to a smokehouse. The Underwood House is north of the Humboldt State University Marine Laboratory.

RECOMMENDED POLICY

76. The design assistance committee should ensure that any proposed development does not detract from these historical sites and structures.

Humboldt State University has established a Marine Research Laboratory at the west end of Edwards Street. The lab is used for teaching and research and has several marine exhibits which are enjoyed by visitors. Recently

an expansion on their existing site has been undertaken. There was some opposition to the lab in the city initially. Citizens were concerned that this state agency might use its condemnation powers to acquire nearby residential areas for expansion which would severely affect the residential character of the town. They pay no property taxes so property acquisition would also mean a gradual erosion of the city tax base. The recently proposed expansion, although located on the existing site, has intensified the community's concern.

Development Preference

The property owners in the city strongly oppose any acquisition of residential areas for expansion of the Marine Laboratory.

RECOMMENDED POLICY

77. The General Plan recognizes the expanded marine laboratory but opposes conversion of adjacent areas to allow further expansion.

The Marine Laboratory should be considered an important part of the community but should not be allowed to reduce the importance of, or adversely affect, the fishing industry or the residential community.

CHAPTER IV

Implementation

The City of Trinidad and Humboldt County will have the primary roles in implementing the policies and recommendations contained in the Trinidad General Plan. A few state agencies and the Trinidad Elementary School District are asked to take actions in their areas of responsibility. So that each agency will have a ready agenda of its responsibilities this chapter briefly reiterates, on an agency by agency basis, the significant implementation actions called for in the General Plan. Where appropriate, tasks have been grouped according to the department or commission which will have the main administrative responsibility. Tasks are not listed in any order of priority.

Trinidad City Council

1. Adopt an ordinance establishing a design assistance committee to ensure that the function and appearance of development is compatible with the character of the community (see Appendix B).

2. Adopt the functional street classification system and street improvements standards in the Circulation Plan and implement a street improvement and maintenance program.

3. Proceed with a study of septic tank pollution and long range septic tank feasibility within the intensive development area in cooperation with Humboldt County. Ordinance 150 Section 1B should be amended if septic tanks are to be considered the long range waste disposal system for the city. If the recommendations of the study are otherwise inconsistent with ordinance 150 or supporting resolution 375A appropriate amendments to these adopted policies should be considered.

4. Review the Uniform Building Code and Uniform Housing Code and adopt necessary revisions, and provide for enforcement as follows:

   a. Increase the acceleration factor for masonry buildings from .1 to .15.

   b. Support reasonable enforcement of standards in existing housing to eliminate basic violations of a health and safety nature.

   c. Encourage energy-efficient building design, including improved insulation and orientation of the building to utilize available sunlight.

5. Adopt suitable animal control regulations and provide for their regular enforcement.

6. Study the feasibility of obtaining funding assistance to acquire existing harbor facilities and leases from the State Lands Commission.

If the city assumes management responsibility for these facilities it should:

a. Establish a Harbor Commission to assist in developing an improvement program and in establishing management policy.

b. Develop an improvement program including public restrooms, waiting areas, parking facilities, necessary pier improvements, etc.

c. Seek funding assistance to accomplish the improvement program.

7. Cooperate with the Chamber of Commerce to establish a visitor information center.

8. Develop a water conservation program to reduce unnecessary summertime consumption.

9. Periodically review water consumption data to determine when no additional hookups should be allowed. Provide those interested in increasing the capacity of the system with current cost estimates.

10. Request that the State Board of Forestry notify the city when timber harvesting plans are submitted for areas in the Luffenholtz Creek watershed.

11. Establish review criteria to determine when annexation should be a prerequisite to provision of water service outside the city.

12. Attempt to obtain funds and complete a comprehensive harbor study.

13. Obtain funds and the cooperation of local groups to improve and mark the trail system recommended in the Circulation Plan.

14. Support the Planning Commission in its efforts to adapt existing zoning and subdivision regulations to conform with the General Plan.

15. Provide and maintain suitable parking areas at vista points.

16. Continue to support a regional bus system connecting Trinidad with the urban area of Humboldt County. Attempt to establish a shuttle bus service in the Trinidad area during the summer.

17. Evaluate means to provide additional financing for needed fire fighting equipment and to meet operational expenses. Cooperate with adjacent areas to improve fire protection within the planning area.

18. Review service charges and tax rates to ensure that they are kept as low as possible to minimize the cost of operating a home.

19. Investigate Section 8 Housing Assistance and other assistance programs and implement if feasible and appropriate.

20. Retain the Mill Creek property as open space. The existing water tank location south of Mill Creek should be disbanded and the site sold to the adjacent property owner. Several connections to the tanks need to be disconnected and connected to a nearby trunk line.

21. Attempt to obtain funding for open space easements on developed parcels in the Special Environment area and to achieve the approprate degree of public control over Open Space lands.

Trinidad Planning Commission

1. Amend the zoning ordinance and subdivision ordinances to:

   a. Not permit structures other than harbor and access facilities below 20 feet above Mean Lower Low Water.

   b. Permit only single family dwellings, duplexes or groups of single family dwellings in residential zones.

   c. Require convenient off-street parking areas (in addition to garage spaces) on residential parcels to reduce on-street parking.

   d. Require a use permit for timber harvesting in residential areas and areas designated as open space.

   e. Require that development sites within areas of questionable stability be analyzed by a registered geologist before grading or development occurs (see Plate 3).

   f. Review the subdivision ordinance to ensure that street improvement and drainage requirements are consistent with General Plan recommendations.

2. Amend the zoning map to conform with the General Plan.

3. Review and update the General Plan every two to three years.

4. Monitor development activity in areas adjacent to the city with particular attention to the intensive growth area. When reviewing development proposals near the city the commission should stress the need to apply the development standards in the General Plan regarding subdivision improvements, land use, and density.

5. Assist the City Council in analyzing the advantages and disadvantages of potential annexations, and service extensions.

6. Review subdivision and development proposals to ensure that structures, roads, trails, power lines or other development does not adversely affect unstable slopes.

Trinidad Staff

1. Develop a permit check list to ensure that all General Plan policies and supporting ordinance provisions are considered in evaluating permit applications.

2. Assist the design assistance committee in reviewing development proposals.

3. Require soils studies, pursuant to the Building Code, when it appears that proposed development may adversely affect slope stability.

Implementation in Unincorporated Areas

As required by state law the Trinidad General Plan addresses development issues outside of the city limits. Recommendations on appropriate land use policy are offered for consideration by the County Planning Commission and the Board of Supervisors. If the recommendations are accepted they will involve implementing activities by the County Planning Department staff, the Public Works Department, Environmental Services Department, and the Building Department.

County Planning Commission

1. Consider for inclusion in the Humboldt County General Plan the policies and recommendations in the Trinidad General Plan pertaining to the unincorporated area to ensure that areas outside the city limits are developed in an orderly and consistent fashion.

2. Amend the County Zoning Ordinance to facilitate implementation of the Land Use Map (see Appendix A for suggested ordinance changes). After appropriate amendment, the zoning map should be conformed to the adopted Land Use Map. Changes in the Zoning Ordinance should include:

   a. Requiring a use permit for timber harvesting in residential areas and land designated as Open Space.

   b. Adjust lot sizes in residential areas to conform to soils suitability for septic tanks. The recommendations developed in the wastewater facilities plan should be the basis for lot size requirements in the intensive growth area.

3. Monitor subdivision activity in the intensive growth area and the Luffenholtz Creek watershed. No additional division for development purposes should be permitted in the watershed. In the intensive growth area, any subdivision should provide physical improvements equal to the standards recommended in the Trinidad General Plan.

4. Carefully review street installations proposed in areas of potential unstable land to minimize slope failures and erosion.

County Building Inspector

1. Submit to the Board of Supervisors changes in Building Code requirements for masonry buildings in the unincorporated portion of the planning area.

2. Require soils studies pursuant to Chapter 7 of the Uniform Building Code where it appears that grading or development may adversely affect slope stability.

3. Require evidence of adequate water supply for new development prior to construction.

4. Review building permits in areas identified as rare plant habitat and ensure that development presents minimum impacts.

5. Review development proposals within 100 feet of major coastal streams to ensure that riparian vegetation is protected.

6. Periodically inspect motel and cabin units being used for permanent occupancy to ensure their compliance with minimum safety and health standards.

County Public Works Department

1. Identify and map the location of rare plants within the planning area and assist the Building Inspector in reviewing developments on affected parcels to minimize adverse impacts.

2. Review all proposed subdivisions in the intensive growth areas to ensure that street and drainage improvements are adequate and will not involve unnecessary public maintenance.

County Department of Environmental Services

1. Consult with a registered geologist regarding the feasibility of any proposed septic tank along the coastal margin, particularly in areas of exposed Franciscan formations.

2. Cooperate with the city in completing the wastewater facility plan and implementing study recommendations.

3. Periodically monitor coliform bacteria in Martin, McConnahas Mill, and Parker Creeks and springs from coastal bluffs south and west of the city to determine any changes in pollution levels.

4. Carefully regulate the creation of new lots and installation of septic tanks on the basis of continued use of septic tanks rather than on the assumption that a sewer system will eventually be installed.

Implementation by Other Agencies

The Trinidad Elementary School District

Expand arts and crafts programs and other recreation activities during the summer that appeal to non-fishing visitors.

The State Board of Forestry

Notify the city of timber harvest plans in the Luffenholtz Creek watershed and allow the city to contest activities that appear to be detrimental to the city water supply.

The State Department of Parks and Recreation

1. Develop improvement plans for the College Cove area of Trinidad Beach State Park including additional picnic facilities, parking and restroom facilities, and trail improvements.

Appendix A

Land Use Categories and Zoning Conformance

Ten land use categories are used to identify appropriate land use groupings within the Trinidad planning area. Because much of the planning area is under Humboldt County jurisdiction, the land use categories correspond to those proposed in the County General Plan. A brief definition of each category and a description of its general purpose is provided below. On page A-4 a matrix is included to show the current zoning districts in the city and the county zoning ordinances and their applicability to the land use designations. Some suggestions are offered on changes in the city and county zoning ordinance that could make them more useful in implementing the Trinidad General Plan.

Land Use Categories

Open Space

The Open Space category is intended for unstable areas, steep slopes that will be difficult to develop, and areas of riparian habitat except where such areas are included within large agricultural or timber management areas. The natural constraints require that development be carefully controlled in open space areas. Special site investigations should precede any environmental disturbance in order to minimize adverse impacts. Limited timber harvesting, and limited recreation may be appropriate uses. Public open space and park lands are also included in the Open Space category.

Special Environment

The Special Environment category is intended for unstable areas, and areas of natural vegetation adjacent to beaches and streams where it is important to maximize preservation of the natural and scenic character of an area through minimizing alteration of natural land forms and vegetation and limiting the extent of structural development. Single family dwellings, accessory structures and low-intensity recreational uses including public access to the shoreline are the intended uses. Special site investigations should precede any environmental disturbance in order to avoid adverse impacts on unstable soils, scenic amenities, cultural resources and the natural character of the area.

Resource Production

The Resource Production category is intended to preserve and protect prime agricultural and forest lands for continued resource production, harvesting, and related uses. The category also preserves and protects watersheds, wildlife habitats, and other such features associated with agricultural and forest areas.

Although this category is intended primarily for exclusive agricultural and forest usage, it also provides for incidental private recreational uses consistent with the primary resource. Other uses, and the division of land to accommodate other uses, are discouraged to minimize the potential hazards of damage from fire and pollution, and to prevent or minimize conflicts with recognized agricultural and forest practices.

General Rural

The General Rural category is intended to maintain openness and the rural character of the countryside, to protect water and other natural resources, and to provide areas which are appropriate for low density, rural residential developments.

In addition to providing for single family residential uses on large lots, the General Rural category provides for agricultural and forest usage, and incidental uses which are compatible with, and ancillary to, agricultural, forest, and rural residential uses. The General Rural category is intended to be applied in outlying rural areas where intensive development is not suitable, needed or intended, but where rural "non-agricultural" residences are appropriate.

Rural Residential

The Rural Residential category is intended to provide areas for non-intensive residential development where agriculture and forests are often incidental to a residence.

This category is intended to be applied to areas that are undergoing conversion to residential use, primarily in the outer rural portions of community growth areas. It may be appropriately applied in "established" non-intensive residential areas where there is little likelihood that public water and sewer systems will be available in the future or where the residents of the area wish to maintain a low density residential neighborhood.

Suburban Residential

The Suburban Residential category is intended to provide for variable density, single family residential development where public water systems are available or will be available in the near future. Densities which are likely to strain the physical capacity of the land should only occur when public sewers and water supply are available.

Urban Residential

The Urban Residential category provides areas for intensive residential development. These areas are served by public water systems, public

sewers are available or soil conditions have a demonstrated capability to support septic tank systems at the allowable density. Nearby areas designated for commercial uses provide Urban Residential areas with necessary commercial services. Unobtrusive home occupations and limited rooming and boarding of non-related residents or visitors may be appropriate.

Commercial

The Commercial category is intended to provide for the concentration of a limited range of commercial uses to meet the convenience needs of residents or visitors to the immediate area. Uses serving the commercial fishing industry are also appropriate.

Commercial areas should be of adequate size and have adequate street access and public services. Such areas should be located in convenient proximity to residential concentrations.

Visitor Services

The Visitor Services category is intended to provide areas for camping, recreational vehicle parks, motels, restaurants, lounges, and similar tourist services and accommodations.

This category is intended to be applied to areas with access to primary collector streets where the tourist facilities will be convenient to prime recreation attractions and have necessary public services. Such areas should not create conflicts with nearby residential areas, and should be located near convenience shopping facilities.

Planned Development

The Planned Development category identifies areas that are: (1) essentially residential where limited commercial activities may be appropriate subject to special integrating design; or, (2) sites which, because of their location, are suitable for one or more types of uses but where considerable design flexibility is needed to adapt the use to the site and to surrounding areas. In addition to allowing the types of housing prescribed in the Housing Element the Planned Development category may include visitor accomodations and services, commercial uses, and recreational uses consistent with the residential character of the city and the natural and scenic features of the site and overall surroundings. Campgrounds and Recreational vehicle parks are not considered appropriate visitor accomodations in the Planned Development category. Intensity of development should not exceed that allowed in the Urban Residential category or waste disposal constraints, whichever is more restrictive.

Public and Religious

The Public and Religious category identifies areas owned by public agencies or religious organizations. (Public ownerships that are essentially open

space parks have been designated as Open Space on the Land Use Map). Public agency ownerships include school sites, public parking areas, utility substations, fire stations, public buildings, and cemeteries. Existing church sites are also included in this category. Any proposed public and religious facilities are intended to be compatible with nearby land use and to be located on streets which offer convenient access.

City of Trinidad Zoning Ordinance

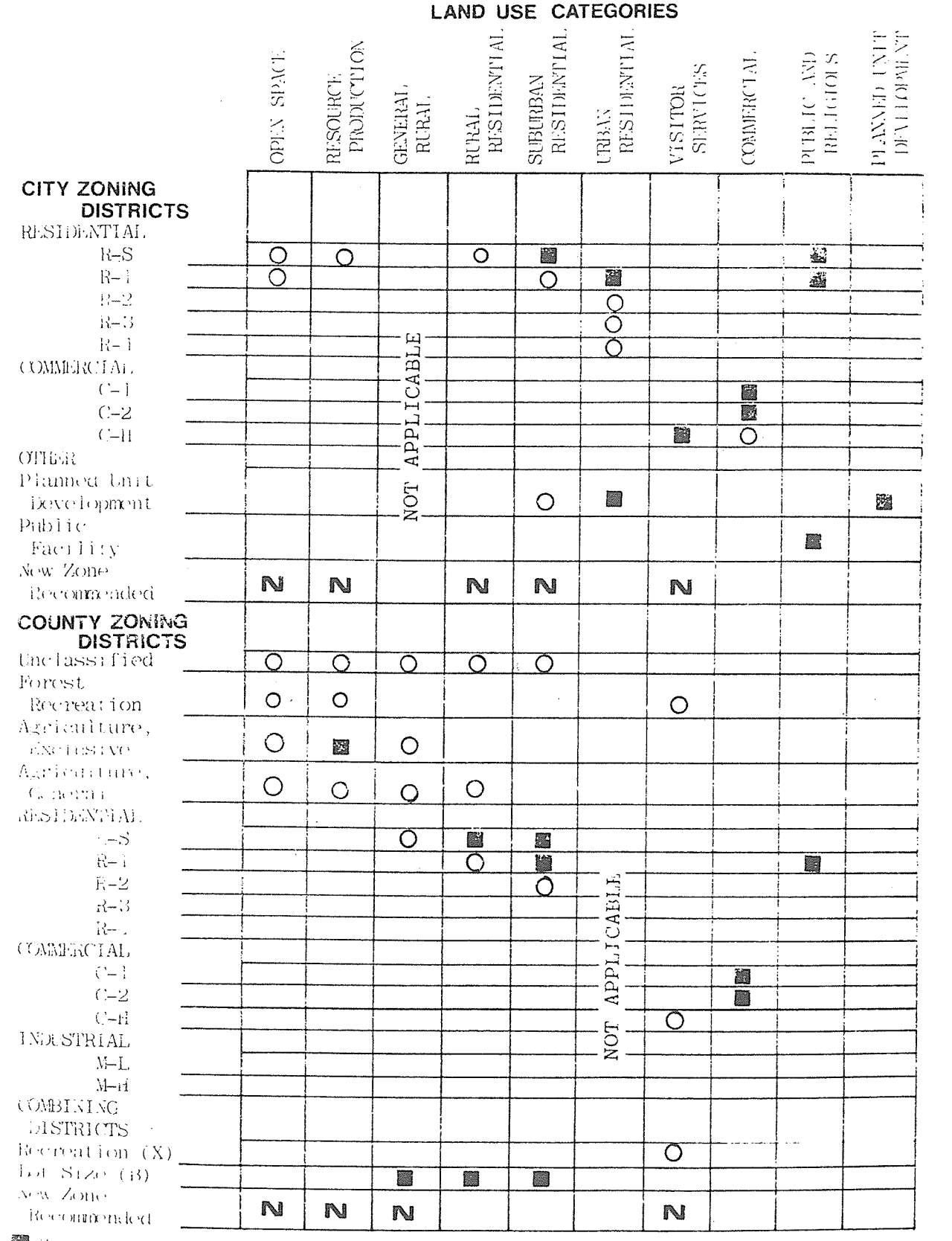
The Zoning Compatibility Matrix indicates that several of the existing zoning districts are not suited to implementation of the General Plan. Others are in need of revision. The following suggestions are offered for consideration when the city undertakes to conform the Zoning Ordinance and Zoning Map to the General Plan.

1. An Open Space zone should be added. It should be applied to areas designated as Open Space on the General Plan with the exception of public park areas, which should be in the Public Facilities zone. Only single family dwellings and related structures, access facilities, and timber harvesting should be allowed in the Open Space district and then only after the owner submits adequate studies showing that the proposed activity will not increase erosion, slope instability or involve disturbance of significant areas of riparian vegetation. The provisions of Ordinance 142 regarding stream and marine protective zones should be incorporated in this district. When owners choose to retain lands as open space without any significant development the city should support owners' efforts to obtain special property assessment consideration as provided under state law.

2. In case the city should annex areas of prime timberland, agricultural land, a rock quarry or similar resource areas, a Resource Production zone should be added. Timber harvesting, agricultural activities and incidental uses should be the only permitted uses. Rock quarries and other resource uses with possible impacts on nearby land use should require a use permit. The minimum lot size should be at least twenty acres.

3. If the recommended wastewater facilities study shows that a sewer system is not required then the minimum lot sizes in residential districts should be adjusted to be consistent with the recommendations developed in the study. Apartments and other high density uses should be eliminated as permitted uses. A second single family residence or duplex should be permitted in the R-1 or R-S districts subject to a use permit providing the lot size is double the minimum for a single residence. With these changes the R-2, R-3, and R-4 zones (which are not currently used) could be eliminated from the Ordinance.

Zoning Compatability Matrix



■ Zones generally compatible with the Land Use Categories
○ Zones that could be used under unusual circumstances but generally not compatible
□ Zones not compatible with Land Use Categories
N Development of a new zone or major revision to existing zones recommended

4. The minimum lot size "B" combining district should be retained so that if the city annexes rural residential areas minimum lot sizes of 1 or 2 acres can be added to the R-S district. The existing B district lot sizes of less than one acre can be eliminated after the lot sizes in the residential districts have been adjusted (see #3).

5. A new Visitor Services district should be added. It should permit recreational vehicle parks, motels, restaurants, lounges, and similar visitor services and accommodations subject to a use permit.

6. The C-1, C-2, and C-H zones should be consolidated into one commercial district covering all convenience shopping facilities and professional offices. Visitor accommodations, restaurants, and offices could be permitted subject to a use permit. No billboards should be allowed.

7. The "D", Design Combining District, should be eliminated in favor of a special ordinance establishing a design assistance committee which would review all major development in all areas of the city (see Appendix B).

8. The existing Zoning Ordinance prohibits location of mobilehomes on a lot anywhere in the city. This provision should be modified by a special combining district which when combined with the Suburban Residential zone would permit mobilehomes in designated neighborhoods provided they are placed on a foundation. This provision would be very useful should areas east of the freeway with mobilehomes be annexed. Mobilehome parks should only be permitted on sites of three acres or more within the Suburban Residential district subject to a use permit.

County Zoning Ordinance

The County Planning Commission is in the process of revising the County General Plan and a revision of the County Zoning Ordinance and Map will follow. The zoning compatibility matrix indicates that the present zoning districts are generally not adequate to accomplish the objectives of the Trinidad General Plan. Changes suggested for consideration include a timber resource zone that does not allow commercial recreation use. Also, many of the comments on the residential and commercial zones for the city apply to the county zones as well. The use of the unclassified zone is not adequate to provide the land use control desired by property owners needing protection from incompatible uses. The County Zoning Ordinance should be comprehensive enough to provide for specific zoning designations throughout the planning area.

Most of the Trinidad General Plan land use recommendations are consistent with present county zoning. The following is a brief subarea review of existing county zoning which identifies specific areas where the land use designations do not conform to existing zoning.

North Trinidad

The area west of Patricks Point Drive and west of Stagecoach Road is zoned R-1-B-5 with a designated minimum lot size of two acres. The General Plan recommendations are consistent with this zoning.

Between Stagecoach Road and Patricks Point Drive the existing zoning is Suburban Residential with a Trailer Combining District except that along the west side of Patricks Point Drive the zoning is Forest-Recreation. The Trinidad General Plan identifies all of this area as Rural Residential. The Suburban Residential zoning is consistent. The Forest Recreation zoning allows visitor accommodations and related compatible uses anywhere along the west side subject to a use permit. To conform the zoning along the west side of Patricks Point Drive the area should be placed in a Residential zone with one or two acre minimum lot sizes. The General Plan agrees with the Commercial zone on the west side of Patricks Point Drive south of Anderson Lane.

The east side of Patricks Point Drive has been designated Visitor Services because this is where most of the visitor accommodations are located. The Plan indicates the need for 100 additional visitor accommodations, and the east side of Patricks Point Drive is considered the most appropriate location. When the County Zoning Ordinance revision is complete the present Unclassified zoning in this area should be replaced with specific zoning.

East Trinidad

Most of the Guay subdivision is zoned R-1 which allows lots as small as 6,000 square feet. The Plan calls for densities of about one acre per dwelling. A minimum lot size of 20,000 square feet or one acre would be more appropriate. In the Lanford Road area the zoning is R-1-T with 20,000 square foot lot sizes. The Plan is consistent with this zoning. This same designation or the RS-T district should be applied throughout the intensive growth area at the earliest opportunity.

South Trinidad

The residential areas west of the freeway are zoned Suburban Residential. This is consistent with the Plan although the Plan suggests an overall density of more than two acres per dwelling. The R-1-B-5 district with a two acre minimum would be more appropriate. The residential area east of the freeway which is not zoned should be placed in the R-1-T-B-5 zone with one or two acre minimum lot sizes at the earliest opportunity.

Summary

The two main areas of inconsistency are the use of the Forest Recreation zone on the west side of Patricks Point Drive in a primarily residential area and the use of the Unclassified district in areas subject to residential and commercial development. With the upcoming changes in the County Zoning Ordinance it should be possible to eliminate these differences. Once the new Zoning Ordinance has been adopted and existing areas of zoning have been adjusted to the new districts, the county should proceed to initiate zoning of the Unclassified areas designated for residential development. If a pure timber resource zone is established it could be applied to all of the land designated as Resource Production.

Although this category is intended primarily for exclusive agricultural and forest usage, it also provides for incidental private recreational uses consistent with the primary resource. Other uses, and the division of land to accommodate other uses, are discouraged to minimize the potential hazards of damage from fire and pollution, and to prevent or minimize conflicts with recognized agricultural and forest practices.

General Rural

The General Rural category is intended to maintain openness and the rural character of the countryside, to protect water and other natural resources, and to provide areas which are appropriate for low density, rural residential developments.

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Suburban Residential

The Suburban Residential category is intended to provide for variable density, single family residential development where public water systems are available or will be available in the near future. Densities which are likely to strain the physical capacity of the land should only occur when public sewers and water supply are available.

Urban Residential

The Urban Residential category provides areas for intensive residential development. These areas are served by public water systems, public

Appendix B

Community Design Considerations

The General Plan Report includes a policy regarding the establishment of a design assistance committee to review new developments in the city. This appendix elaborates on the policy recommendation providing additional information on the purpose, organization, and procedures of the committee and some design review criteria.

Purpose. The purpose of the design assistance committee is to assist property owners in designing developments so that they are consistent with the existing character of Trinidad, and, to ensure that non-residential land uses are located and designed to minimize glare from exterior lighting, noise, traffic congestion, and any other aspect that could cause a disturbance to surrounding land uses. Where the committee finds the alteration of design is needed the suggested alterations should be the minimum necessary to accomplish the purpose of the committee.

Geographic scope. It is intended that the design assistance committee review all new development in the city limits. The area west of the freeway is the focal point of the community, the area most visible to the visitor, and the area with the prime views of the shoreline and the townsite. In this area consistency with existing development and preservation of community aesthetics justifies careful review of development. In the area east of the freeway existing development is less intense and of varied character. Design review in this area should focus on encouragement of good design and minimization of impacts on neighboring property and public facilities.

Applicability. Building relocation, any major remodeling, all new residential or commercial structures, proposed signs, and any other land use change that visually alters a large area (such as a parking lot) would be subject to review by the design assistance committee. Construction of accessory structures no larger or higher than a typical two car garage, normal maintenance such as painting, minor exterior remodeling, and changes in landscaping around existing buildings would not be subject to review.

Committee members. The committee would consist of one member of the City Council, and the City Planning Commission.

Procedures. A simple application form would be completed and submitted to the City Clerk. The City Clerk would schedule a meeting between the applicant and the city Building Inspector or Planner to go over the plans and to obtain clarification prior to the committee meeting. After the preview meeting the City Clerk would send notice of the committee meeting, describing in general terms the nature of the proposal, to all property owners within 100 feet of the subject property and post notice outside the City Hall. The meetings would be not sooner than five days from the date the notice is mailed. The committee members should have the opportunity to review the plans and visit the site prior to the meeting.

The purpose of the meeting is to allow the applicant the opportunity to explain the proposed design, its necessities and advantages; and, to allow interested residents of the city to comment on the compatibility of the development with the community and surrounding land uses. City staff would be present to explain applicable regulations. After the public has been given full opportunity to present comments the committee would proceed to make its findings and upon formal motion to approve, approve subject to modification or object to the proposal. The committee should keep a record of its actions and periodically meet to review and expand its adopted design criteria.

The applicant or affected city residents would have five days to submit an appeal, otherwise the action of the committee would represent a condition of issuance of the building permit or other city authorization. City staff could request committee review of revised plans to determine if conditions of approval have been satisfied. Appeals would be heard by the City Council after five days written notice and posting as required for the original application. The decision of the City Council would be final. The committee or, on appeal, the City Council could continue their meeting from time to time provided all interested parties are aware of the time and place of the continued meetings. The design assistance committee should take action on an application within 15 days of submittal or the design would be considered approved.

The application form, in addition to standard information (i.e., address, phone number of the applicant, the location of the proposal, etc.) should include scale drawings sufficiently detailed to indicate parking areas, landscaping areas, location, size, height, and type of structures, including signs, walls, and fences, location and dimension of all yards and setbacks, a building elevation showing general design, architectural features and building materials and the type and location of any exterior lighting.

Following are design guidelines suggested for consideration by the design assistance committee in establishing design criteria for the area west of the freeway.

1. Structures in, or adjacent to, open space areas should be constructed of materials that reproduce natural colors and textures as closely as possible.

2. Where possible, structures on sites visible from the beach should be set back as far as possible to make the structure as visually unobtrusive as possible.

3. Except for necessary public safety facilities, structures should blend with the natural visual form of the area and not unnecessarily extend above the natural silhouette or the silhouette of existing structures in the area.

4. Buildings, fences, paved areas, signs and landscaping, and similar developments shall not be allowed to significantly block views of the shoreline from key public viewing points or from view points inside structures located uphill from the proposed development.

5. Materials and colors used in construction shall be selected for compatibility both with the structural system of the building and with the appearance of the building's natural and man-made surroundings. Pre-set architectural styles (e.g., standard fast food restaurant design) shall be avoided.

6. Plant materials should be used to integrate the man-made and natural environments, to screen or soften the visual impact of new development and to provide diversity in developed areas. Existing attractive vegetation common to the area shall be used.

7. The visual destruction of natural land forms caused by cutting, filling, grading or vegetation removal shall be minimal. Structures should be designed to fit hillside sites rather than altering the land form to accommodate structures designed for level sites.

8. After any permitted temporary alteration of natural land forms during construction, timber harvesting or mineral extraction, the topography shall be restored to as close to the natural appearance as possible and the areas suitably landscaped.

9. Where off-premise signs are needed to direct visitors to commercial establishments, well designed, integrated displays at appropriate locations should be preferred to scattered, variable design, off-premise signs. Such signs should not exceed four square feet in area and not more than three should be clustered in any one location. They should be less than four feet above ground level and should never block scenic views. Such signs should only indicate the name of the business and the direction or distance.

10. On-premise signs should be designed as an integral part of the structure and should complement or enhance the appearance of the surrounding area.

11. Whenever possible, new development should include underground service connections. When above ground facilities are the only alternative they should follow the least visible route (e.g., tree rows, ravines), cross ridgelines at the most visually unobtrusive locations, be well designed, simple and unobtrusive in appearance, have a minimum of bulk and make use of compatible colors and materials.

State of California, Edmund G. Brown Jr., Governor

California Coastal Commission
631 Howard Street, 4th floor
San Francisco, California 94105
(415) 543-8555

June 8, 1978

Mayor George E. Collins
City of Trinidad
P. O. Drawer N
Trinidad, California 95570

Action on Land Use Phase of
Local Coastal Program

Dear Mayor Collins,

On May 2, 1978, by a vote of 8 to 3, the California Coastal Commission accepted the Trinidad General Plan, subject to the conditions and guidelines set forth below, as the land use phase of the City of Trinidad Local Coastal Program.

We regret the long delay in formally transmitting this action to you. As you are aware, though, yours is the first plan to be approved by the Commission so it has taken us some time to devise the prototype instruments of approval. We again appreciate the City's willingness to participate as a pilot program and thus enable us to work out many procedural details. This will assist us and the other local governments we will subsequently be working with in more efficiently processing their submissions.

Conditions:

The Trinidad Coastal Land Use Plan is subject to the following conditions:

1. The boundary of areas less than 20 feet above Mean Lower Low water shall be identified on Plate 3.

2. Policy 8 shall be changed to read: "Except for harbor and public access facilities no new structures shall be located less than 20 feet above Mean Lower Low Water."

3. The following reference shall be added at the end of Policy 10: "(see Policy 51)."

4. Policy 15 shall be changed to read: "Riparian vegetation within 100 feet of major coastal streams should be protected. The major coastal streams in the City are Mill Creek, McConnahas Mill Creek, and Parker

Creek. Septic tank systems shall not be permitted in these areas. Structures and activities should be sited outside the riparian protection zone whenever possible, areas that must be disturbed should be kept to a minimum and be replanted with appropriate vegetation".

5. Policy 30 shall be changed to read: "Individual waste treatment systems shall be consistent with Water Quality Control Board standards. Existing lots which are smaller than the prescribed minimum lot area may be considered developable provided the site can accomodate an individual waste treatment system".

6. The Old Wagon Road from Wagner Street to the Parker Creek Trail, the private road extending from Scenic Drive along the east branch of Parker Creek to the beach, and the beach extending southeasterly from Parker Creek to the city limits shall be identified as pedestrian trails on Plate 4 and in Policy 64. The trail shown on the west side of Parker Creek southerly of the intersection of the above trails shall be removed (See Exhibit B).

7. The following shall be added to Policy 49: "The city should investigate and cooperate in implementing appropriate programs providing assistance which will enable low and moderate income persons to find and retain suitable housing".

8. The following shall be added to Policy 56: "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".

9. Policy 59 shall be changed to read: "The harbor and upland support areas designated on Exhibit B are to be placed in an interim study area for the purpose of determining (1) the type and number of mooring spaces that should be provided, (2) the feasibility of a floating breakwater, and (3) the amount and type of additional upland support facilities that would be appropriate in conjunction with harbor expansion. This study will observe the contraints identified in the Trinidad General Plan. The city should establish a committee of local users to assist the city council in developing harbor improvements plans and administration of the harbor. This in no way would prevent the city from undertaking improvements to harbor facilities should funds become available".

10. The following shall be substituted from the last paragraph of introductory wording on Page 37: "In addition to public access to the beaches available in State Parks, there is public access to the harbor and nearby beaches via Edwards Street and an informal trail system down Galindo Street and along Parker Creek.

The Coastal bluffs behind the beaches are generally unstable and provide a scenic backdrop for the beachfront environment. Except for a few residences located on small benches or behind bluff tops, these beach front areas

have been preserved in a natural state by the owners. The portion of Tsurai village that was last inhabited, and its associated burial ground, are generally located in the area south of Edwards Street between Hector Street and Ocean Avenue. The descendants desire to have the village and associated burial ground defined and protected.

Protection of open space areas and retention of scenic and natural characteristics along the Trinidad shoreline is a matter of continuing public concern. With few exceptions these lands are unstable bluffs and are unsuitable for intensive park development or intensive public recreational use. Governmental ownership is the most restrictive means for protecting these natural hazard and scenic beachfront areas, and places the entire burden of management and maintenance on the public. There are other effective means of gaining the desired protection, such as open space easements, which would reduce public costs and eliminate the potential for inappropriate intensive public use."

Policy 65 shall be changed to read: "The City shall require an open space easement or similar agreement to assure public use of designated trails and to protect the natural character of Special Environment Areas when approving permits for allowable development. Such agreements shall cover the portions of the lot which need not be disturbed by proposed structures and appurtenant uses. If funds are available the city should obtain such agreements on already developed lots in the Special Environment area and should obtain the degree of public control over lands designated as Open Space needed to protect scenic, cultural and natural resources.

Within the Tsurai Study Area, shown on Exhibit B, the State Historic Preservation Officer, in cooperation with the lineal descendants of Tsurai and the Northwest Indian Cemetary Protective Association, shall investigate and establish definitive boundaries around Tsurai. There shall be no disturbance, vegetative removal or construction, except for a protective fence around the burial ground, on lands designated as Open Space within the Tsurai Study Area without the approval of the lineal descendants of Tsurai, Trinidad Rancheria, City of Trinidad, and the State Historic Preservation Officer. Lands designated as Special Environment within the Study Area may be developed as provided in the Special Environment Regulations provided the State Historic Preservation Officer is consulted and reasonable measures are required to mitigate any adverse impacts on this cultural resource."

11. Policy 71 shall be changed to read: "The City shall establish a design assistance committee with responsibility for approving the design of all development proposals including signs and building relocation. The committee should not be concerned with construction of accessory structures, normal maintenance such as painting, or minor exterior remodeling".

12. The words "single family dwellings and related structures" shall be removed from the Open Space description on Page A-1 of Appendix A. A new Special Environment designation shall be added to the Plan and applied in all areas designated as Open Space located easterly of the line shown on Exhibit B. The Special Environment designation should allow single family residential development subsequent to on-site investigations which would determine, based on existing environmental and other land use constraints, whether such developments should be permitted.

13. Only the provisions of the Trinidad Coastal Land Use Plan that apply within the city limits are approved for certification.

14. Chapter IV, Appendix A and Appendix B should be changed, where appropriate, to reflect the previously described conditions.

15. Revise the proposed Planned Development Land Use Category (plate A-3 of Exhibit 1) to clarify that it would allow for additional visitor accommodations, visitor services, and recreational uses in a manner consistent with the residential character of the City while also encouraging creative and flexible design approaches that would enhance and protect the natural and scenic features of the particular site and the scenic qualities of the overall surroundings, but not to include recreational vehicle parks. Intensity of development permitted would not exceed that allowed in the urban residential land use category or waste disposal constraints, whichever is more restrictive.

All other textual references to the Planned Development and Visitor Services Categories should be made consistent with the above.

Zoning Guidelines

To insure that the implementation program being prepared by the City interprets the Land Use Plan in the same manner as the Commission has interpreted it, the following provisions or their equivalent shall be included in the LCP implementation program:

Zoning Guideline Regarding Visitor Services

1. Provisions regarding the urban residential land use category should provide that unobtrusive home occupations and conversions of existing dwelling to limited bed and breakfast and lodging facilities would be allowed. (Lodging of two unrelated individuals is presently allowed in the single family zone; this provision would clarify that the transient lodging inherent in a bed and breakfast operation would also be allowable).

Zoning Guidelines regarding the Special Environment Area

2. The stated purpose of the Special Environment designation should be to maximize preservation of the natural and scenic character of the area through minimizing alteration of natural land forms and vegetation removal and limiting the extent of structural development after on-site geologic investigation.

3. Allow creation of no additional building parcels within the Special Environmental boundary beyond those already existing. Minimum parcel size shall therefore be such as would achieve the purpose of no further division of land, e.g., 5 acres; unless specific provisions and criteria of the implementing ordinances provide assurances that would permit land division without any significant adverse effect on coastal resources.

4. Permitted uses in the Special Environment designation are single family dwellings and accessory structures and low-intensity recreational uses including public access to the shoreline. Cluster development shall be allowed where on-site geologic investigations indicate that stable building sites for more than one parcel can only be achieved by grouping of structures.

5. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

6. Proposed development shall minimize the alteration of natural land forms, vegetation removal, and impacts on the scenic qualities of the area. Consideration of scenic impacts shall include minimizing the degree of visibility from beach, shoreline, stream corridors, and other public viewpoints including Scenic Drive. Landscaping shall be limited to native species. Structures shall favor wood or other natural finish exteriors (Nash precedent).

7. Open space easements shall be required on all parcels found suitable for development after on-site investigation within the Special Environment area. The easement shall be selected in conjunction with selection of the building site, and, to the extent possible, shall maximize protection of the existing natural character of the area through inclusion within the easement of all significant natural land forms such as bluffs and stream corridors, riparian vegetation and other vegetation required for wildlife habitat, major vegetation (trees over 18" DBH) and landmarks or rare/endangered vegetation, and public trails and accessways where appropriate. The easement shall grant to the public the right to pass and repass over beach areas generally parallel to the mark of the mean high tide and wide enough to include all beach areas seaward of the first line of terrestial vegetation and to provide a continuous trail, unobstructed by high tides, around any physical obstacles.

Findings and Declarations

After public hearing held on May 2, 1978, the Commission found and declared that, as conditioned,the Trinidad Land Use Plan is in conformance with the California Coastal Act, as follows:

1. Chapter 6 Conformity:

That the land use phase of the Trinidad local coastal program conforms to and is consistent with the requirements set forth in Chapter 6 of the California Coastal Act of 1976 relative to implementation of the Coastal Act. The City of Trinidad has followed all the necessary procedures for preparation, approval, and certification of the portions of their General Plan that apply to the Chapter 6 requirements.

2. Conformity with Local Coastal Program Regulations:

The City of Trinidad, as a pilot program under the Coastal Act of 1972, has met all of the requirements and followed all procedures of the local coastal program regulations adopted by the Commission on May 17, 1977. Trinidad was granted a waiver by the Commission, as provided for in Section 00034 of those regulations, of the six week public review

period required prior to submission of the local coastal program as a result of extensive public input and participation in the formulation of the Trinidad plan in 1976.

3. Chapter 3 Conformity:

The land use phase of the Trinidad local coastal program, as conditioned, is consistent with the provisions and requirements set forth in Chapter 3 of the Coastal Act of 1976 in that the various Articles in Chapter 3 have been adequately addressed in the Trinidad plan or in conditions as recommended. The Commission further finds that the staff analysis and comments in the staff reports to the Regional and State Commissions accurately describe the land use portion of the Trinidad LCP (Phase II), as submitted and that the conditions as set forth above are necessary to find that this submittal is in compliance with the requirements of the California Coastal Act of 1976.

4. Public Access:

The land use phase of the Trinidad local coastal program makes adequate provision for maximizing public access to the coast and public recreation areas in that, as conditioned, the Trinidad plan provides for the continuance of existing visitor accommodations, the possibility of additional visitor serving facilities, increased recreational opportunities and a moderate increase in public access, consistent with the existing environmental constraints of the city.

5. Previous Commission Decisions:

The land use phase of the Trinidad local coastal program, as conditioned, is consistent with previous applicable State Commission decisions pursuant to Section 30625 (c) of the Public Resources Code as described in the staff reports to the Regional and State Commissions.

6. California Environmental Quality Act:

The Trinidad General Plan has been subject to and is consistent with the requirements of the California Environmental Quality Act in that an Environmental Impact Report was prepared, reviewed, and finalized through the State Clearinghouse (SCH#76080247) and was submitted to the Coastal Commission as Exhibit 5 of the LCP submittal. Any amendments to the Trinidad plan as a result of Coastal Commission actions in the LCP certification process will require State Clearinghouse distribution and comment as required by California Environmental Quality Act.

This action of the Commission is subject to the following additional provision:

A. After the City has held public hearings and taken formal action to incorporate the conditions into the Trinidad land use plan, the City is to submit the amendments to the Executive Director of the Coastal Commission, who shall determine in writing that the amendments satisfy the conditions of approval of the land use plan.

Such review and determination shall be completed before or at the same time that the implementation measures are submitted for Commission review and action.

B. In order to give the zoning guidelines standing in lieu of more extensive revisions of the Land Use Plan, as agreed to by the City, the City is to also formally accept the zoning guidelines and agree that its implementation measures shall include the provisions of the guidelines or their equivalent.

Again, thank you for participating with us as a pilot program. We ask your continued patience as we together proceed through the balance of the untried steps towards a certified Local Coastal Program.

Sincerely,

E. Jack Schoop

for Michael L. Fischer
Executive Director

The undersigned acknowledges receipt of the action of the California Coastal Commission on the land use phase of the City of Trinidad Local Coastal Program and certifies that the City has (1) held a public hearing on its contents, including all conditions imposed, and has taken formal action as necessary to incorporate the conditions into the Trinidad Land Use Plan and (2) formally accepted the zoning guidelines which are to be taken into account in preparing the implementation measures.

Date City Clerk

SCOPE OF THE TRINIDAD GENERAL PLAN

1976 General Plan

Three background reports[3] provided the basic information and analysis of the subjects covered by the 1976 General Plan. The 1976 General Plan included only the basic findings, policies and implementation strategy that developed out of the background reports. Some of the information contained in the background reports was reiterated to provide the rationale for the policies. In addition, a soils work map and a geologic work map were prepared.

The 1976 General Plan replaced the Land Use, Circulation and Recreation Plan developed in 1967, and incorporated and modified the Open Space and Conservation Element adopted in 1973. It updated some of the supporting information in the Seismic Safety Element and incorporated the policy recommendations. The portions of the Seismic Safety Element were not updated, but were valid and were incorporated therein by reference. The 1976 General Plan took into consideration and incorporated by reference the Noise, the Public Safety and the Scenic Highway Elements that were adopted in 1975. The Plan also covered other important topics including recreation, public service and facilities, community design, housing standards and historical preservation. The 1976 General Plan covered the period from 1976 to 1996, but emphasized actions that should be taken within the following five to ten years. Most, where still appropriate, have been implemented.

[3]The three background reports (Environmental Conditions and Constraints, Trinidad Area Economy and City Fiscal Conditions, and Community Infrastructure) are on file with the City Clerk.

1978 General Plan/ Coastal Land Use Plan

"The Coastal Commission selected the City of Trinidad as a pilot project in the early stages of the Local Coastal Program (LCP) process in 1976-1977. The Commission's selection of the City as a pilot project was pursuant to Section 30521 of the Coastal Act. Under the pilot program the City prepared a new general plan which was submitted to the coastal commission as the LCP."... "The City's Land Use Plan (LUP) was the first in the State to be certified by the Commission. This took place on May 2, 1978. At the time of the LUP certification, the City's harbor area was not certified with a land use plan designation. Instead the harbor area was separated out as a "special study area" (now called "area of deferred certification")..."The City's implementation program (consisting of its zoning, grading and subdivision ordinances and building regulations) was certified in February of 1980. The commission determined that the City's LCP was legally adequate on July 9,1980 and the City began issuing its own coastal development permits shortly thereafter". (Coastal Commission 5-year Report)

1989 General Plan Review

Coastal Commission staff, in July 1989 prepared a five-year analysis titled "Report to the City of Trinidad on the Implementation of the Local Coastal Program". That report identified several areas where the City of Trinidad could improve its implementation of the LCP. These have been implemented to the extent possible. The LCP however remains much the same as it was originally certified and has not incorporated any coastal act revisions or new ways to address coastal issues that may have been incorporated into more recent local coastal plans. For instance, Commission staff has

noted that the City's zoning designations do not include overlay zones that identify many of the sensitive resources and coastal hazards.

Since that time the City of Trinidad has submitted two major amendments for two separate annexations. These were approved in 1992 and 1998. The City previously submitted an LCP amendment request for the "deferred certification" area/ Harbor area in 1992 but withdrew it, upon Coastal Commission staff's requirements to provide substantially more information to be submitted that was not available at the time. It is desired now to bring this area into the City's certified LCP Area. The City also completed its first comprehensive Housing Element in 1998, which has been certified by the State Housing and Community Development Dept.

Current General Plan (2001)

This General Plan includes a revision of policies based on numerous existing documents, as referenced in each chapter, and is intended, based on current knowledge, to extend forward for a twenty-year period.

Public Input and Opportunities

As in the 1978 General Plan, steps were taken to ensure that property owners and residents would be involved in the planning process. The development of the update to the General Plan included several community " Visioning " meetings to obtain early public input. In 1997 the Center for Economic Development (CEED) facilitated Town Hall Meeting #1 and created a verbatim record of participants' responses as well as a shared community vision statement. This document was given considerable weight in

CALIFORNIA COASTAL COMMISSION
631 Howard Street, San Francisco 94105—(415) 543-8555

POSTED

Received
9-16-85

NORTH COAST AREA OFFICE

IMPORTANT PUBLIC HEARING NOTICE

E-80-7-A

TRINIDAD CATEGORICAL EXCLUSION

Public hearing and action by the California Coastal Commission on request by the City of Trinidad to categorically exclude certain types of development from coastal permit requirements within the City of Trinidad, Humboldt County. The location of the public hearing and hearing procedures are detailed below.

MEETING LOCATION

DATE: Thursday, September 26, 1985
TIME: Meeting begins at 9:00 a.m. Item No. 4a
PLACE: State Building Room 1194
350 McAllister Street
San Francisco, CA
(415) 431-9776

HEARING PROCEDURES:

People wishing to testify on these matters may appear at the hearing or may present their concerns by letter to the Commission on or before the hearing date. Copies of all correspondence will be provided to the Commission. Written comments may be of any length; oral testimony may be limited to 5 minutes or less for each speaker, depending on the number wishing to be heard.

No one can predict how quickly the Commission will complete agenda items or how many will be postponed to a later date. The Commission begins each session at the time listed and considers each item in order, except in extraordinary circumstances. Staff at the appropriate commission office can give you more information prior to the hearing date and you can call the staff at the hearing location for last-minute information.

Questions regarding the report or the hearing should be directed to Gary Berrigan at the above address.

cc: Council

CALIFORNIA COASTAL COMMISSION
631 HOWARD STREET, 4TH FLOOR
SAN FRANCISCO, CA 94105
(415) 543-8555

September 6, 1985

TO: STATE COMMISSIONERS & INTERESTED PERSONS

FROM: EDWARD Y. BROWN, NORTH COAST DISTRICT DIRECTOR
GARY L. BERRIGAN, COASTAL PLANNER

SUBJECT: CATEGORICAL EXCLUSION E-80-7-A. ISSUANCE OF COASTAL PERMITS FOR MINOR DEVELOPMENTS INCLUDING ACCESSORY AND TEMPORARY STRUCTURES, FENCES, DECKS, HOT TUBS, SOLAR SYSTEMS, CERTAIN REPAIR AND REMODELLING ACTIVITIES, AND SMALL EXCAVATION AND FILL PROJECTS IN PORTIONS OF THE COASTAL ZONE OF THE CITY OF TRINIDAD, COUNTY OF HUMBOLDT. (FOR COMMISSION MEETING OF SEPTEMBER 25-27, 1985.)

I. BACKGROUND

Public Resources Code, Section 30610(e) allows the Commission to exclude from the permit requirements of the Coastal Act any category of development within a specifically-defined geographic area if certain findings are made. The Commission must find that such an exclusion will not result in a potential for any significant adverse effect, either individually or cumulatively, on coastal resources or on public access to, or along, the coast. A categorical exclusion may only be adopted after a public hearing and by two-thirds vote of the appointed Commission membership.

The Commission previously granted Categorical Exclusion Order E-80-7 for certain types of activities in Trinidad. These activities included accessory and temporary structures, fences, and minor excavation and fill projects. This exclusion applied to those parts of Trinidad's coastal zone located east of the first public road. As part of recent amendments to its certified Local Coastal Program, the City of Trinidad adopted ordinances to further exempt from coastal permit requirements the construction of decks, hot tubs, certain repair and remodeling activities and solar heating systems. The City also proposes to apply the exclusion to its entire coastal zone except a) the area seaward of the mean high tide; b) all lands and waters subject to the public trust; c) the first row of lots immediately adjacent to the inland extent of any beach or of the mean high tide line of the sea where there is no beach; and d) within 100 feet of streams. The specific list of excluded developments are set forth in the attached proposed Exclusion Order. All of these developments are ministerial, allowed by right and are limited by specific development standards. Staff believes that the proposed exclusion satisfies the requirements of Section 30610(e) and 30610.5 of the Coastal Act.

II. STAFF RECOMMENDATION

The staff recommends that the Commission, in two separate motions, 1) Approve the attached Negative Declaration and, 2) Adopt the attached Categorical Exclusion Order E-80-7-A, which amends Categorical Exclusion Order E-80-7. A majority vote is required for approval of the Negative Declaration. A two-thirds vote of the appointed membership (8) is required for adoption of the exclusion.

III. Authority for Categorical Exclusions

Public Resources Code Section 30610(e) states that no coastal development permit shall be required for...

> "Any category of development, or any category of development within a specifically defined geographic area, that the Commission, after public hearing, and by two-thirds vote of its appointed members, has described or identified and with respect to which the Commission has found that there is no potential for any significant adverse effect, either individually or cumulatively, on coastal resources or on public access to, or along, the coast and, where such exclusion precedes certification of the applicable local coastal program, that such exclusion will not impair the ability of local government to prepare a local coastal program."

Public Resources Code Section 30610.5(b) additionally requires that the following findings and provisions must be made.

30610.5(b) (in part)

> "Every exclusion granted shall be subject to terms and conditions to assure that no significant change in density, height or nature of uses will occur without further proceedings under this division and an order granting an exclusion under Subdivision (e) of Section 30610...may be revoked at any time by the Commission if the conditions of the exclusion are violated."

The findings below support the conclusions that the exclusion has no potential for significant adverse effect, either individually, or cumulatively, on coastal resources or on public access to or along the coast and that such exclusion will not result in a significant change in density, height or nature of uses.

IV. FINDINGS AND DECLARATIONS

The Commission finds and declares as follows:

A. Description

The City of Trinidad is located on approximately one square mile of area on the northern Humboldt County coast above and surrounding Trinidad Bay (Exhibits 1 & 2). The residents of this small coastal city have been involved in coastal planning since 1976 pursuant to a pilot program grant from the predecessor Commission. The City has completed and the Commission has certified all stages of the Local Coastal Program, including recent amendments to the LCP. The City has administered the coastal development permit process since 1980. The Exclusion Order applies to certain types of minor development within most of the City,

excluding the defined categories of development from this permit process. Because the developments within this exclusion are minor in nature and for the most part accessory to uses which would require a permit, the Commission finds that these developments will not cause significant adverse environmental effects or other adverse effects on coastal resources or on coastal access.

Specific height, floor area and size conditions have been established in this exclusion which will ensure compatibility with existing development in the area and with the Local Coastal Program of the City of Trinidad. Specific limitations on the excavation or fill or combination thereof have been imposed such that there will be no encroachment upon or alteration of any drainage channel, water course, flood plain or area subject to inundation. In addition, such activity will not be excluded within an Open Space or Special Environment Zone, within 100 feet of a stream, or outside of the stable area as indicated on the General Plan Map. Development under this exclusion will conform with the City of Trinidad zoning ordinances in effect on the date this exclusion is adopted by the Commission or to the terms and conditions of this exclusion where such terms and conditions specify more restrictive development criteria. Any development not falling within this exclusion is subject to the regular permit requirements of the Coastal Act of 1976.

Those geographic areas where development may have significant adverse effects on coastal resources or public access are not a part of the exclusion. These are a) the area seaward of the mean high tide; b) all lands and waters subject to the public trust; c) the first row of lots immediately adjacent to the inland extent of any beach or of the mean high tide where there is no beach; and d) within 100 feet of streams.

For the above reasons, the Commission finds that this categorical exclusion as conditioned will have no potential for direct or cumulative adverse effects on coastal resources or coastal access and is therefore approved consistent with Section 30610(e) and 30610.5 of the Coastal Act of 1976.

B. California Environmental Quality Act

For the same reasons that this exclusion will have no potential for any significant effect, either individually or cumulatively, on coastal resources, there is no substantial evidence that this exclusion will have a significant effect on the environment within the meaning of the California Environmental Quality Act of 1970. (See attached Negative Declaration, Exhibit No. 3).

V. Conditions

1) Trinidad shall maintain a record of any permits which have been issued for categorically excluded development. This record shall be made available to the Commission or any interested person upon request, pursuant to Section 13248 of the Commission Local Coastal Program Regulations.

2) The order granting a categorical exclusion for these categories of development, pursuant to Public Resources Section 30610, shall not become effective until the Executive Director of the Coastal Commission has determined in writing that the local government has taken the necessary action to carry out the Exclusion Order pursuant to Section 13244 of the Coastal Commission regulations.

3) This exclusion shall not apply to tide and submerged land, beaches, and lots immediately adjacent to the inland extent of any beach, or of the mean high tide line of the sea where there is no beach, potential public trust lands as identified by the State Lands Division in the trust claim maps, wetlands as identified in the power plant siting wetland resource maps, or within 100 feet of streams.

4) This Exclusion shall apply to the permit requirements of the Coastal Act of 1976, pursuant to Public Resources Code Section 30610(e) and 30610.5(b), and shall not be construed to exempt any person from the permit requirements of any other federal, state or local government agency.

5) Development under this Exclusion shall conform with the Trinidad zoning ordinances and the certified Trinidad Local Coastal Program in effect on the date this Exclusion is adopted by the Commission or to the terms and conditions of this Exclusion where such terms and conditions specify more restrictive development criteria.

6) Any amendment to the certified Local Coastal Program which affects the land area to which this Exclusion applies shall require the approval of the California Coastal Commission pursuant to Commission Regulations and the Coastal Act of 1976 (PRC Section 30514).

7) Any development not falling within this Exclusion remains subject to the regular permit requirements of the Coastal Act of 1976.

V. RESCISSION AND REVOCATION

Pursuant to Title 14 of the California Administrative Code Section 13243(e), the Commission hereby declares that the order granting this Exclusion may be rescinded at any time, in whole or in part, if the commission finds by a majority vote of its appointed membership after public hearing, that the terms and Conditions of the Exclusion Order no longer support the findings specified in Public Resources Code Section 30610(e). Further, the Commission declares that this Order may be revoked at any time that the terms and conditions of the Order are violated.

GLB/btr

CALIFORNIA COASTAL COMMISSION
631 HOWARD STREET, 4TH FLOOR
SAN FRANCISCO, CA 94105
(415) 543-8555

CATEGORICAL EXCLUSION ORDER E-80-7-A

(Amending Original Order E-80-7, City of Trinidad)

The Commission by a two-thirds vote of its appointed members hereby adopts an order, pursuant to Public Resources Code Section 30610(e) and 30610.5(b), categorically excluding from the permit requirements of the California Coastal Act of 1976 the categories of development within the specifically defined geographic area described below.

The geographic area is the City of Trinidad's coastal zone except a) the area seaward of the mean high tide; b) all lands and waters subject to the public trust; c) the first row of lots immediately adjacent to the inland extent of any beach or of the mean high tide line of the sea where there is no beach; and d) within 100 feet of streams. Within this geographic area, the following activities shall not require a coastal development permit.

I. Categories of Development

A. Except in the area identified in the map proposed as Appendix B [Exclusion Map] - AREAS NOT INCLUDED IN EXEMPTIONS TO COASTAL DEVELOPMENT PERMIT, the following categories of development shall not require a Coastal Development Permit:

1) Construction of accessory structures or buildings of less than 500 square feet in floor area and less than 15 feet in height, changes in landscaping and site excavation or filling more than 100 feet from any perennial stream which will not change the existing elevation more than 2 feet at any point.

"Accessory structure or building" shall mean: A detached and subordinate building or structure other than a sign, the use of which is incidental to that of a main building or use on that lot. On any lot which is located a dwelling, any building or structure which is incidental to the conducting of any agricultural use.

B. The following categories of development shall not require a CDP except in the Special Environment Zone:

1) a. Fences up to 6 feet and freestanding masonry walls up to 36 inches in height.
b. Standard electrolier not over 35 feet in height above the finish grade.
c. Temporary structures built in conjunction with special events.

2) Any construction, enlargement, alteration, repair, moving, improvement, removal, conversion or demolition of any building or structure less than any of the following criteria:

a. Curbs, retaining walls and planter boxes up to 18 inches in height.
b. A small tool or storage cabinet with not more than 100 square feet of projected roof area. Multiple cabinets shall require approval. Lot line setbacks are to be observed.
c. Television and radio antennas supported on roofs.
d. Low deck, up to 30 inches high, which are not more than 500 sq. feet in area.
e. Decks inside fenced areas which are not visible from the street.
f. Hot tubs not involving an enclosing structure.
g. Minor remodeling or repair which does not alter the external profile of the structure. This includes:

   1. conversion of windows to sliding glass doors.
   2. alteration in window size.
   3. addition of a window where one does not currently exist.
   4. addition of vinyl or aluminum external siding in the same color and character of the existing siding.

h. Existing porches up to 25% increase in area, not to include alterations of existing overhangs, or additions of overhangs.
i. Solar heating systems with fixed solar panels not to exceed 180 square feet in area.

3) Any excavation or fill or combination thereof, less than both of the following criteria:

   a. 1000 square feet of surface area including the removal of ground cover - this does not include ground cover removed for agricultural or grading for road and trail maintenance purposes.
   b. 50 cubic yards of material. This shall not apply to any excavation or fill:

      1. Within an Open Space or Special Environment Zone as provided in the Trinidad Zoning Ordinance, or outside of the stable area as indicated in the general plan map. This does not include ground cover removal for road and trail maintenance purposes.

      2. Within a public sewer, water main storm drain or powerline easements.

      3. Which will encroach upon or alter in any way a drainage channel, tidal area water course, flood plain or area subject to inundation. This does not include the maintenance of existing ditches.

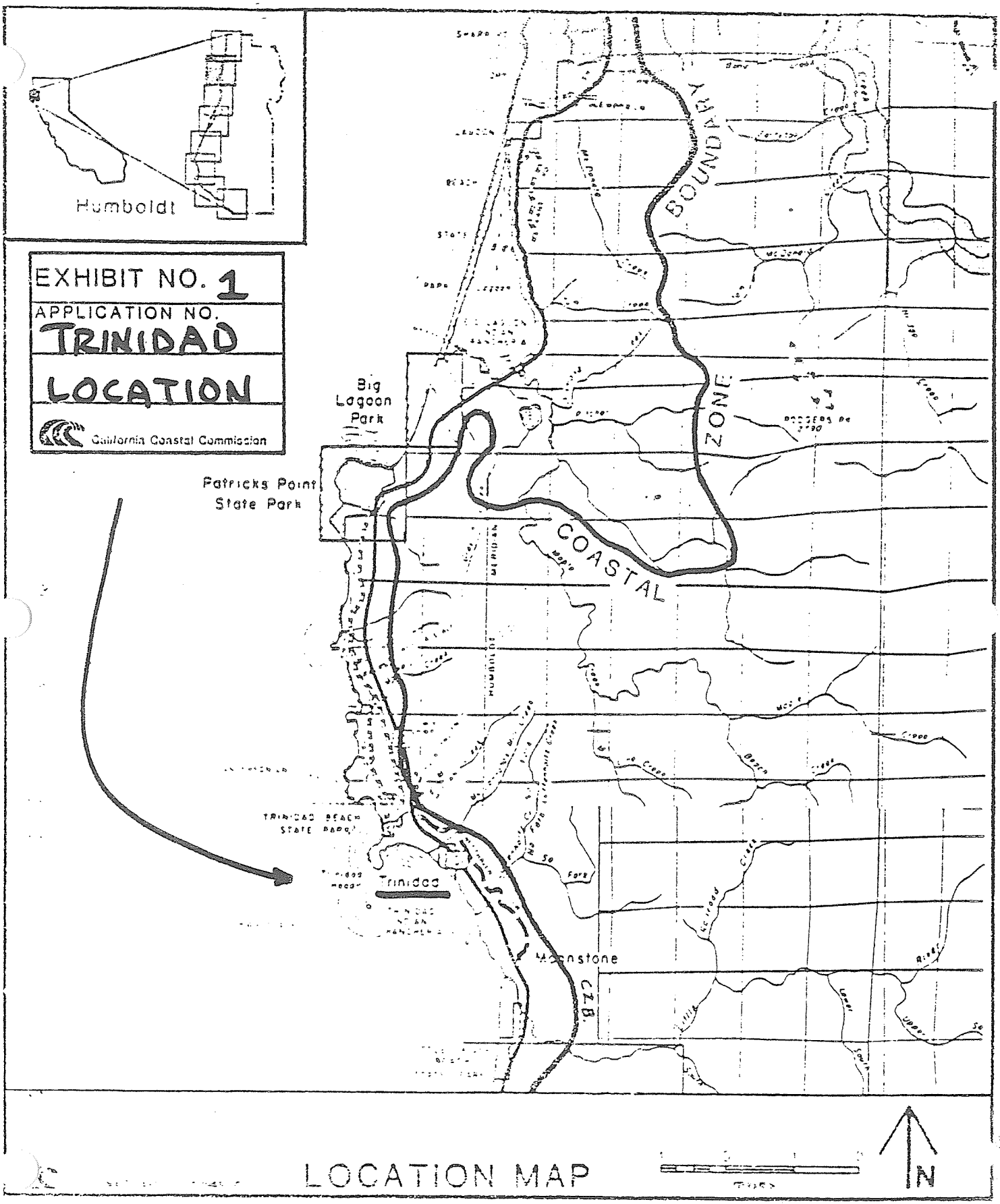
C. The following types of projects are not development within the meaning of this section or Section 30106 of the California Public Resources Code. And do not require a Coastal Development Permit:

1) Exterior painting and maintenance.
2) Remodeling, which does not affect the external profile or appearance of the structure.

3) Repairs which involve only the replacement of component parts of existing work with similar materials for the purpose of maintenance and which do not aggregate over $2,000 in valuation in any 12 month period and do not affect any electrical or mechanical installations. Repairs exempt from permit requirements shall not include any addition, change or modification in construction, exit facilities or permanent fixtures or equipment. Specifically excepted from permit requirements without limit to valuation are:

   a. painting and decoration
   b. installation of floor covering
   c. cabinet work
   d. re-roofing

4) Awnings projecting not more than 6 feet attached to the exterior wall of buildings of Group R-3 or M occupancy.



LOCATION MAP

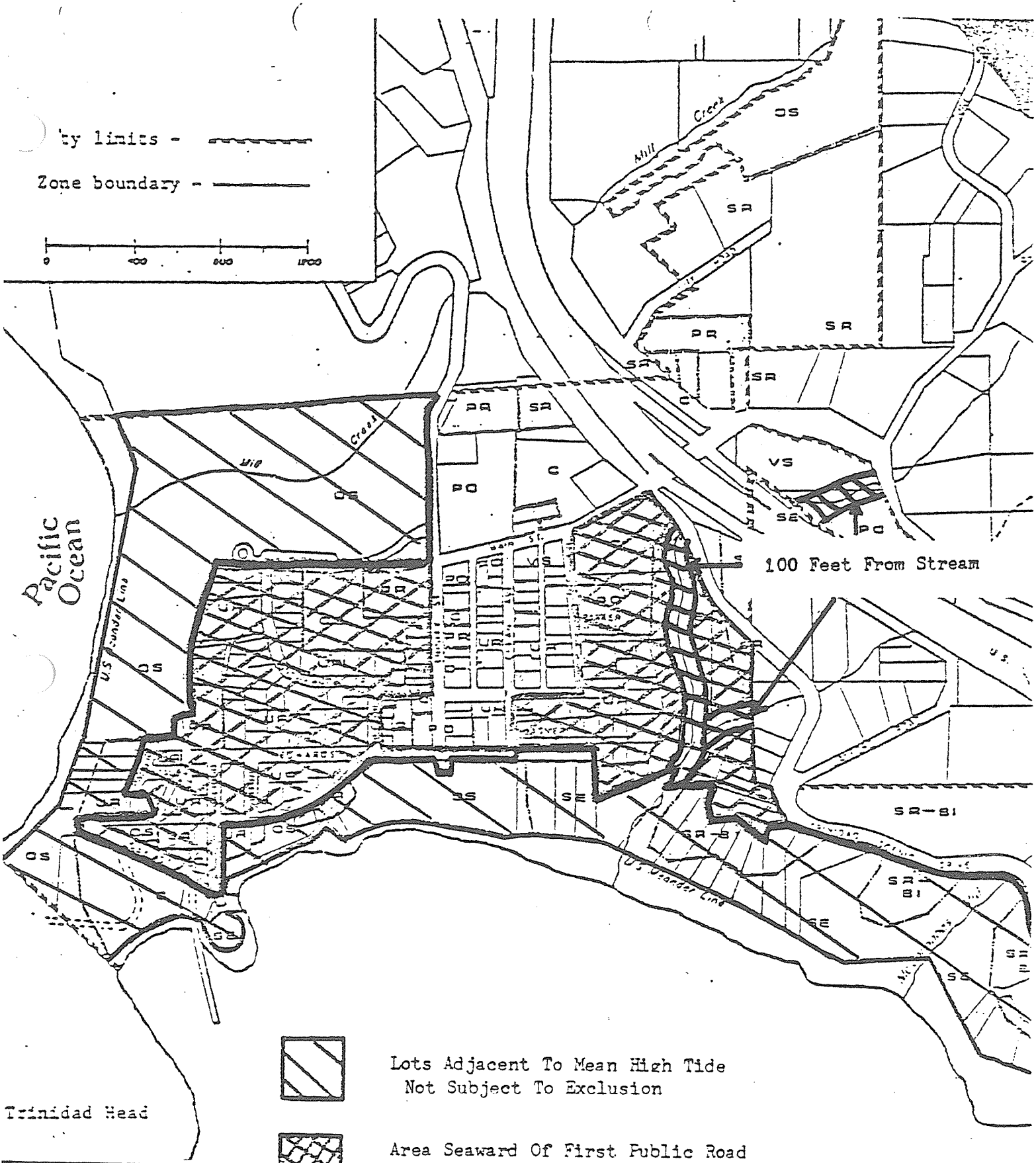


EXHIBIT NO. 2
APPLICATION NO.
TRINIDAD
EXCLUSION

EXHIBIT NO. 3
APPLICATION NO.
TRINIDAD
EXCLUSION
California Coastal Commission

State of California, George Deuk ian, *Governor*

California Coastal Commission
NORTH COAST DISTRICT
350 E Street, 4th Floor
P.O. Box 4946
Eureka, CA 95501
(707) 443-1623

DRAFT
NEGATIVE DECLARATION

PROJECT TITLE: City of Trinidad Categorical Exclusion

PROJECT LOCATION: City of Trinidad, Humboldt County

APPLICANT: City of Trinidad
PO Drawer N
Trinidad, CA. 95570

PROJECT DESCRIPTION:

The California Coastal Commission, as lead agency, proposes to categorically exclude from the permit requirements of the California Coastal Act of 1976, certain categories of development in the City of Trinidad pursuant to Public Resources Code Sections 30610(d) and 30610.5(b). The geographic area of the exclusion is the City of Trinidad's coastal zone except: a) the area seaward of the mean high tide line; b) all lands and waters subject to the public trust; and c) the first row of lots immediately adjacent to the inland extent of any beach, or of the mean high tide line of the sea where there is no beach. The specific categories of development which would not require a coastal development permit are:

7.12 (B) Except in the area identified in the map proposed as Appendix B - AREAS NOT INCLUDED IN EXEMPTIONS TO COASTAL DEVELOPMENT PERMIT, the following categories of development shall not require a Coastal Development Permit:

1) Construction of accessory structures or buildings of less than 500 square feet in floor area and less than 15 feet in height, changes in landscaping and site excavation or filling more than 100 feet from any perennial stream which will not change the existing elevation more than 2 feet at any point.

"Accessory structure or building" shall mean: A detached and subordinate building or structure other than a sign, the use of which is incidental to that of a main building or use on that lot. On any lot which is located a dwelling, any building or structure which is incidental to the conducting of any agricultural use.

(C) The following categories of development shall not require a CDP except in the Special Environment Zone:

1) a. Fences up to 6 feet and freestanding masonry walls up to 36 inches in height.
   b. Standard electrolier not over 35 feet in height above the finish grade.
   c. Temporary structures built in conjuction with special events.

2) Any construction, enlargement, alteration, repair, moving, improvement, removal, conversion or demolition of any building or structure less than any of the following criteria:
   a. Curbs, retaining walls and planter boxes up to 18 inches in height.
   b. A small tool or storage cabinet with not more than 100 square feet of projected roof area. Multiple cabinets shall require approval. Lot line setbacks are to be observed.
   c. Television and radio antennas supported on roofs.
   d. Low deck, up to 30 inches high, which are not more than 500 sq. feet in area.
   e. Decks inside fenced areas which are not visible from the street.
   f. Hot tubs not involving an enclosing structure.
   g. Minor remodeling or repair which does not alter the external profile of the strucure. This includes:
      1. conversion of windows to sliding glass doors.
      2. alteration in window size.
      3. addition of a window where one does not currently exist.
      4. addition of vinyl or aluminum external siding in the same color and character of the existing siding.
   h. Existing porches up to 25% increase in area, not to include alterations of existing overhangs, or additions of overhangs.
   i. Solar heating systems with fixed solar panels not to exceed 180 square feet in area.

3) Any excavation or fill or combination thereof, less than both of the following criteria:
   a. 1000 square feet of surface area including the removal of ground cover - this does not include ground cover removed for agricultural or grading for road and trail maintenance purposes.
   b. 50 cubic yards of material. This shall not apply to any excavation or fill;

1. Within an Open Space or Special Environment Zone as provided in the Trinidad Zoning Ordinance, or outside of the stable area as indicated in the general plan map. This does not include ground cover removal for road and trail maintenance purposes.
2. Within a public sewer, water main storm drain or powerline easements.
3. Which will encroach upon or alter in any way a drainage channel, tidal area water course, flood plain or area subject to inundation. This does not include the maintenance of existing ditches.

EXHIBIT 3
CONT'D

(D) The following types of projects are not development within the meaning of this section or Section 30106 of the California Public Resources Code. And do not require a Coastal Development Permit:

1) Exterior painting and maintenance.
2) Remodeling, which does not affect the external profile or appearance of the structure.
3) Repairs which involve only the replacement of component parts of existing work with similar materials for the purpose of maintenance and which do not aggregate over $2,000 in valuation in any 12 month period and do not affect any electrical or machanical installations. Reapirs exempt from permit requirements shall not include any addition, change or modification in construction, exit facilities or permanent fixtures or equipment. Specifically excepted from permit requirements without limit to valuation are:
   a. painting and decorating
   b. installation of floor covering
   c. cabinet work
   d. re-roofing
4) Awnings projecting not more than 6 feet attached to the exterior wall of buildings of Group R-3 or M occupancy.

FINDINGS OF NO SIGNIFICANT EFFECT

It has been determined, after review and evaluation, that the proposed project is consistent with the certified Trinidad Local Coastal Program. The Commission finds that, for the same reasons that this exclusion will have no potential for any significant adverse effect, either individually or cumulatively, on coastal resources, this exclusion will not have a significant adverse effect on the environment within the meaning of the California Environmental Quality Act.

MITIGATION MEASURES:

1. Specific height, floor area and size conditions have been established in this exclusion which will ensure compatibility with existing development in the area and with the Local Coastal Program of the City of Trinidad.

2. Specific limitations on the excavation or fill or combination thereof have been imposed such that there will be no encroachment upon or alteration of any drainage channel, water course, flood plain or area subject to inundation. In addition, such activity will not be excluded within an Open Space or Special Environment Zone or outside of the stable area as indicated on the general plan map.

3. Development under this exclusion shall conform with the City of Trinidad zoning ordinances in effect on the date this exclusion is adopted by the Commission or to the terms and conditions of this exclusion where such terms and conditions specify more restrictive development criteria.

4. Any development not falling within this exclusion becomes subject to the regular permit requirements of the Coastal Act of 1976.

EXHIBIT 3

REPORT TO THE CITY OF TRINIDAD ON THE IMPLEMENTATION OF THE LOCAL COASTAL PROGRAM

Prepared for consideration by the

California Coastal Commission

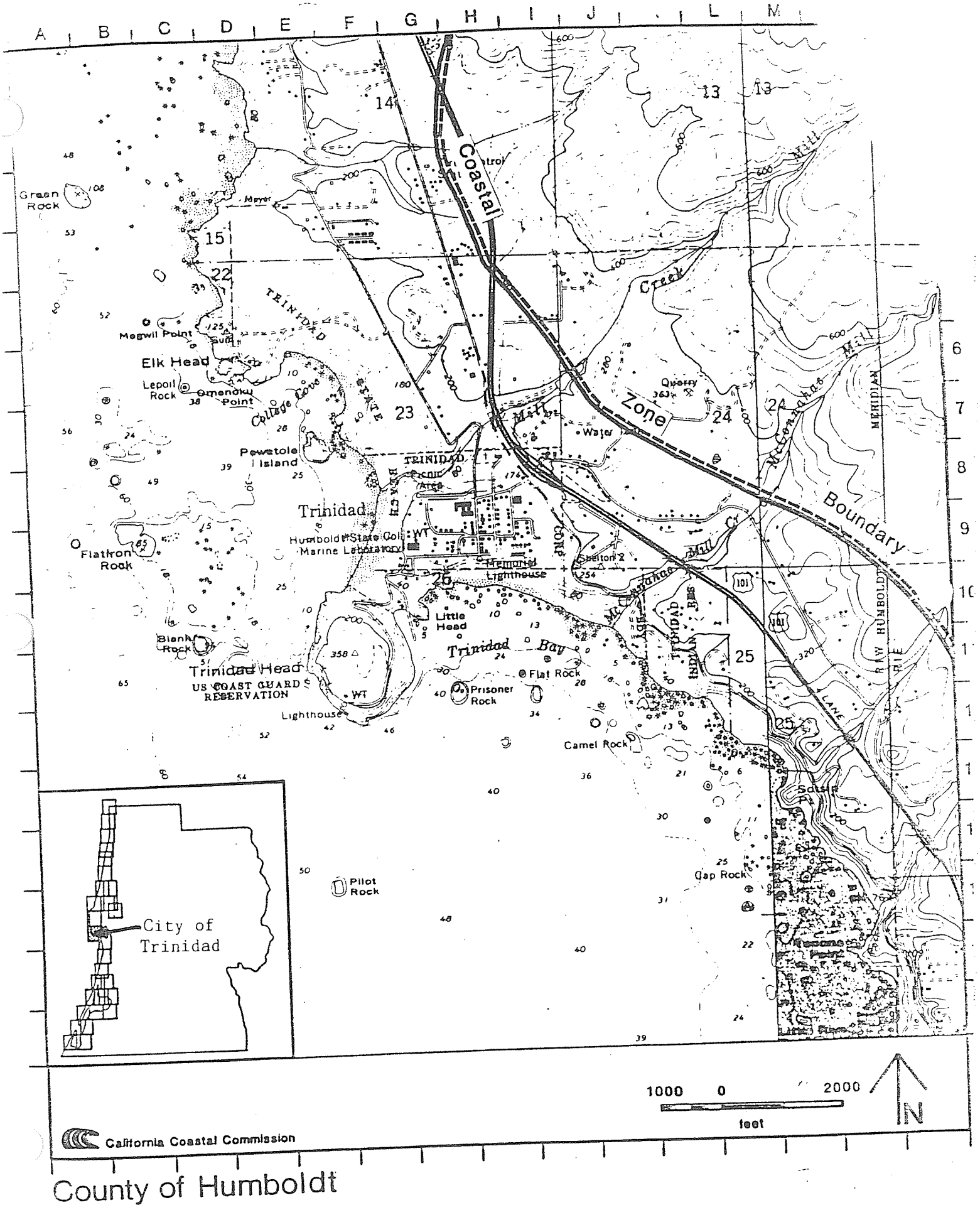
July 28, 1989

Peter M. Douglas, *Executive Director*

Edward Y. Brown, *District Director*

Steve Scholl, *Assistant District Director*

James Muth, *Coastal Planner*



County of Humboldt

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I. SYNOPSIS AND SUMMARY OF RECOMMENDATIONS

Under the Coastal Act of 1976, the Commission shall review each certified Local Coastal Program (LCP) from time to time to determine whether the LCP is being implemented in conformity with the policies of the Act. This report to the City of Trinidad is the product of the first of the periodic "5-year" reviews which has been conducted by the Coastal Commission.

Trinidad is a quiet coastal town in a spectacular setting of natural beauty typical of California's North Coast. The easy lifestyle and recreational opportunities of the area have attracted a growing number of visitors and residents to the town, although it remains among the smallest cities in the coastal zone. Working with limited financial and staff resources, the City of Trinidad completed its required Local Coastal Program before all other jurisdictions in California, whether large or small. The City now has nearly a decade of experience in implementing its LCP.

This report focuses on three broad policy groups. These policy groups are as follows:

Planning and new development: including policies regarding public access to the shoreline, recreation, facilities which serve visitors to the City, provision of adequate water and sewage disposal, hazards of shoreline development, and plans for the harbor area;

Resource protection: including policies regarding scenic, biological and archaeological resources; and

Post-LCP Implementation: including the procedural aspects of the City's zoning ordinance involving record-keeping and provision of notice to the public regarding the review of coastal permits.

The analysis presented below concludes that the City has been implementing its LCP in conformity with Coastal Act policies in regards to most of these policy areas. In particular, the City's actions with regard to public recreation, visitor-serving uses, water service, protection from hazards, scenic resources, biological resources, and archaeological resources indicate general consistency with the applicable LCP and Coastal Act policies.

In certain areas, measures are identified which would help the City to improve implementation of LCP policies, consistent with the Coastal Act. These areas include:

Improvement of public access requirements. Improved findings and description of accessways to be required by the City through permit conditions would help assure consistency with the Coastal Act's public access policies.

Consideration of additional recreational vehicle areas would assure that continuing low-cost visitor serving needs are met.

Water resources. Consideration by the City of how to preserve limited water resources for coastal-dependent or high priority land uses would help achieve important Coastal Act objectives.

Issuance of septic system permits. Better coordination with the County Department of Environmental Health would assure that septic systems are fully approved before development of projects commences.

Record-keeping. Improved logging, numbering, and record-keeping by the City would assure that public participation in the coastal permitting process is maximized.

This report is presented to the City in the spirit of partnership between the Coastal Commission and local governments which is fundamental to the Coastal Act. When performing a 5-year Review the Commission has no authority to cause a local government to amend or rewrite its Local Coastal Program, nor would it wish to do so. Instead, through this report, the Commission seeks to assist the City of Trinidad to identify ways in which the coastal planning process may be improved, to the benefit of the people of Trinidad and the people of California.

The Commission is concerned with the financial ability of local governments to implement recommendations such as those contained in this report. The Commission will investigate the availability of possible grant funds or reimbursement of mandated costs to cover the expense of implementing these recommendations.

II. INTRODUCTION

A. Purpose and Authority

Section 30519.5 of the Coastal Act requires a periodic review of a government's local coastal program. The basic purpose of the review is to determine whether the LCP is being effectively implemented in conformity with the Coastal Act.

Section 30519.5 states in its entirety:

(a) The commission shall, from time to time, but at least once every five years after certification, review every certified local coastal program to determine whether such program is being effectively implemented in conformity with the policies of this division. If the commission determines that a certified local coastal program is not being carried out in conformity with any policy of this division it shall submit to the affected local government recommendations of corrective actions that should be taken. Such recommendations may include recommended amendments to the affected local government's local coastal program.

(b) Recommendations submitted pursuant to this section shall be reviewed by the affected local government and, if the recommended action is not taken, the local government shall, within one year of such submission, forward to the commission a report setting forth its reasons for not taking the recommended action. The commission shall review such report and, where appropriate, report to the Legislature and recommend legislative action necessary to assure effective implementation of the relevant policy or policies of this division.

The intent of the "5-year" LCP review is not to recertify an LCP, or to cause a local government to rewrite an LCP. Instead, the intent is to learn from experience gained in the implementation of the LCP. Implementation includes issuance of coastal development permits, which is the primary route by which LCP policies are carried out. Implementation also includes other steps which a city or county can take, such as acquisition and operation of beach accessways, restoration of locally-owned wetlands, resource managment, educational programs, and other measures. An LCP review, then, includes a look at all these types of implementing measures in relation to the policies of the LCP and ultimately to the policies of the Coastal Act itself. A review may also include suggested amendments or procedural changes to ensure that Coastal Act policies are indeed being carried out. The overriding goal is to ensure the on-going protection of coastal resources.

The provisions of the Coastal Act cited above provide an explicit basis for a 5-year review, but such a review is, in any event, a natural step in an on-going relationship between the Coastal Commission and local governments. The Coastal Act itself is based on a partnership between the Commission and local governments. That partnership does not end with the certification of an LCP. Rather, the challenging task of interpreting and enforcing a coastal plan only begins at that point. A periodic review of an LCP provides a chance for the Commission, as well as local residents and others, to assess the community's progress in carrying out its coastal plan and to identify changes that may make it work better, consistent with the requirements of the Coastal Act. A periodic review is also an opportunity to assess changing conditions in the coastal environment and new information on emerging issues which perhaps were not fully appreciated when the LCP was originally prepared.

The City of Trinidad was a pioneer in preparing a Local Coastal Program under the provisions of the Coastal Act of 1976. The City took an aggressive role in meeting the requirements of the law, in spite of being one of the smallest cities in the state. With nearly ten years of experience in implementing its LCP, Trinidad is a natural choice for the first review to be conducted by the Commission under the provisions of Section 30519.5 of the Act.

B. Environmental Setting—City of Trinidad

The City of Trinidad is located in Humboldt County approximately 17 miles north of Eureka. The City was incorporated in the 1850's as a supply center for the gold rush and is one of California's oldest cities. With only about one square mile of land area and a year-round population of 430 residents and 165 homes, the City is also one of California's smallest cities.

The City's commercial and governmental center is located west of Highway 101 and has a "small-town" character. The City center sits upon an elevated, coastal terrace which is about 100 to 150 feet above

Trinidad Harbor, Trinidad Bay, and the Pacific Ocean. This elevation allows for sweeping coastal views of the surrounding forests, bluffs, shoreline, off-shore rocks, and the ocean.

The City's economy was first based on the gold rush. Later the economy was based on whaling and lumbering. The economy is now based on tourism, fishing, and recreational opportunities. According to the present City Clerk, two-thirds of the year-round residents are retirees, thus suggesting a pleasant and attractive lifestyle. The population of the City and the surrounding area swells as seasonal residents and tourists flock to the area during the summer months—particularly during the four-month salmon season when as many as 500 fishing boats anchor in Trinidad Bay. In developing and certifying the LCP, the LCP was intended to provide policies to guide development in accommodating recreational activity and tourism as well as local concerns.

The small size of the City is reflected in the size of the City's workforce. There are three full-time paid employees: the City clerk, the chief of police, and the manager of the City's water works. The building inspector also chairs the Planning Commission and is a part-time, paid employee. Members of the Planning Commission and City Council serve in a part-time, non-paid capacity. The City has no health department; services are provided by the Humboldt County Department of Environmental Health. The City has no planning department; these services are contracted out on an "as needed" basis.

C. Local Coastal Program History

The Coastal Commission selected the City of Trinidad as a pilot project in the early stages of the Local Coastal Program process in 1976-1977. The Commission's selection of the City as a pilot project was pursuant to Section 30521 of the Coastal Act. Under the pilot program, the City prepared a new general plan which was submitted to the Commission as the LCP.

The City's Land Use Plan was the first in the State to be certified by the Commission. This took place on May 2, 1978. At the time of LUP certification, the City's harbor area was not certified with a land use plan designation. Instead, the harbor area was separated out as a "special study area" (now called "area of deferred certification"). Although the harbor area was not given a certified land use plan or zoning district designation, the Commission did certify several land use plan policies which do apply to the harbor area.

The harbor area consists of 40± acres of water area and 5± areas of upland support area. The upland support area is located generally between Bay Street and Trinidad Head. The harbor area was not certified due to unresolved issues regarding: the type and amount of commercial and harbor dependent support facilities for harbor expansion; the type and number of mooring spaces; the feasibility of a floating breakwater; and public access. The harbor area remains as an "area of deferred certification". However, all of the water area of the harbor and potentially part of the upland area (being filled former tidelands) will remain subject to the Coastal Commission's permit jurisdiction, even after LCP certification for this area.

The City's implementation program (consisting of its zoning, grading and subdivision ordinances and building regulations) was certified in February of 1980. The Commission determined that the City's LCP was legally adequate on July 9, 1980 and the City began issuing its own coastal development permits shortly thereafter.

In August of 1980, the Commission granted the City a categorical exclusion, (Order E-80-7). The order excluded from coastal permit requirements certain accessory, temporary, and fence structures and excavation and fill (if less than 1000 square feet in area and if less than 50 cubic yards of material) for all of the City's coastal zone area except for areas seaward of the first public road, within 100 feet of streams, or within Open Space and Special Environment Zones.

In August of 1985, the Commission granted the City an amendment to its categorical exclusion. The amendment basically expanded the size of the exclusion area and increased the types of excludable development, including but not limited to: certain sized decks, hot tubs, solar roof panels, porches, and certain minor remodeling and repair work not affecting the exterior profile of the structure.

The City has amended the LCP five times, including three minor and two major LCP amendments. These amendments have generally been designed to clarify or make corrections to the originally certified LCP. As the LCP has been implemented over time, the City has identified the need for such clarifications.

For instance, as orginally certified, the LCP contained no provisions for the issuance of emergency permits. As storms and other unforeseen events occurred, City officials realized the necessity to be able to respond appropriately. Therefore, LCP Amendment #1-85 (major) provided authority for the City to issue emergency permits under defined circumstances. Other LCP amendments clarified permitting procedures, definitions, ensured permanent protection of newly acquired open space property, and allowed for shoreline protection structures while protecting shoreline resources. The amendments are detailed as follows:

In March of 1985, the City submitted its first LCP Amendment request to the Commission. The submittal was broken up into a minor and a major LCP amendment, which were approved by the Commission in April and May of 1985, respectively.

LCP Amendment 1-85 (minor) did the following:

(1) defined the words "emergency" and "single family dwelling" within LCP Appendix A, Supplementary Definitions;

(2) corrected typographical errors within LCP Section 7.11

(3) clarified when a mobile home is considered a "single-family dwelling" in LCP Section 6.07 and deleted reference to mobile homes from all residential zones in LCP policy #47;

(4) changed LUP text on page 38 to indicate that Trinidad Head was transferred to City ownership and annexed in 1984 and modified LUP policy #66 by changing the words "should" to "will" regarding keeping Trinidad Head in its natural state and restricting vehicular access;

(5) combined the two design review sections for different parts of the City into one design review section applying to all zones in LCP Section 6.19;

(6) corrected the length of time in which appeals of final City action can be made to the Commission by deleting a reference to a "20 day appeal period" and substituting "10 working day appeal period" in LCP Section 7.12(A).

(7) clarified what constitutes "new development" within the access context of Coastal Act Section 30212(b) by inserting similar language into LCP Section 6.15.

LCP Amendment 1-85 (major) did the following:

(1) designated the recently annexed Trinidad Head with an "Open Space" land use plan and zoning district designation;

(2) allowed for construction of shoreline protection structures in areas less than 20 feet above mean lower low water by specifically including such structures within LUP policy #8 and LCP Section 4.03 (C)(5)(C), relating to the Special Environment Zone;

(3) gave the City authority to issue emergency coastal development permits with follow-up by a regular permit application within 30 days by creating LCP Section 7.24.

Trinidad Head is a scenic promontory. The Commission found that the "Open Space" land use plan designation for Trinidad Head was consistent with Coastal Act sections relating to recreation and Section 30251, relating to the protection of visual resources and that the zoning district designation was adequate to carry out the provisions of the land use plan.

The Commission found that the City's land use plan amendment allowing shoreline protection structures within the City's permitting jurisdiction was consistent with Coastal Act Section 30235, which provides that shoreline structures shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and that the related zoning text change was

adequate to carry out the provisions of the land use plan. The Commission found that the zoning text addition, giving the City authority to issue emegency permits in certain defined circumstances, was consistent with the Commission's own administrative regulations for that area.

In order to obtain state bond funding to bring the City's municipal water system up to State codes, the City annexed its water treatment plant and storage tank properties in Humboldt County. This annexation resulted in LCP Amendment 1-87 (major) which the Commission approved in March of 1987.

LCP Amendment 1-87 (major) did the following:

(1) changed the County's "Commercial Timberland" land use and zoning district designation for the 1.2± acre, water treatment plant site and .23± acre, water storage site to the City's "Public and Religious" land use and zoning district designation.

(2) updated the LUP water service text on pages 17-19 regarding capacity and demand figures, management, and future water options and preferences;

(3) clarified and revised LUP water service policies 22, 23, 24, 25, 26 and 27. (See Water Service section and analysis for more detail.)

The Commission found that the land use plan change from "Commercial Timberland" to "Public and Religious" was consistent with Coastal Act Section 30243, concerning the protection of timberlands, since the area was too small to be of a commercial size, among other considerations. The Commission further found that the respective zoning district designations were adequate to carry out the land use plan policies.

The Commission found that the updated land use plan water service text was a sound approach to the problem and that the amended land use plan policies were consistent with Coastal Act Section 30250, relating to adequate public services to accommodate new development, and consistent with Section 30254, relating to the requirement that new or expanded public works not be growth-inducing.

In July of 1987, the Commission approved LUP Amendment 2-87 (minor), a "clean-up" amendment which: (1) corrected the location of a portion of the City's boundary line on the LUP and zoning base maps and (2) clarified the location of a zoning boundary line between two different zoning districts over a larger, single property.

In November of 1987, the Commission approved LCP Amendment 3-87 (minor). This amendment was a result of the 1986 Johnson permit whereby a proposed conversion of a house to a gift shop within the City's built-up area could not meet the City's off-street parking requirements. LCP Amendment 3-87 (minor) did the following:

(1) amended LCP Section 4.07(A) in the Planned Development zone by allowing, under a use permit, a combined residence with certain business uses for business uses which were already allowed under LCP Section 4.07;

(2) created LCP Section 6.18(B)(8) by specifying the off-street parking requirements for uses allowed in Planned Development zone;

(3) created LCP Section 6.19(H) by allowing the City to accept an in-lieu parking fee as an alternative to not being able to meet off-street parking requirements;

(4) amended LCP Section 6.18 (A) by lowering the threshold number of off-street parking requirements as to when compact car parking spaces may be used from six to three spaces.

The Commission found that the revised parking standards in the City's LCP clarified the City's existing off-street parking requirements, and still ensured adequate parking in new development by allowing for more flexible measures in meeting demand for off-street parking.

D. Public Participation

In September of 1986, Commission staff contacted the City regarding the LCP review process. The five-year review process was first discussed as an agenda item before the Trinidad City Council in October of 1986. In February of 1987, Commission staff met with members of the City Council, the Planning Commission, the City's part-time planner, and interested members of the community at an advertised public workshop. The purpose of the workshop was to discuss the LCP review process and to solicit comments on any planning, development, access, or resource protection issues which may have arisen since certification of the City's Local Coastal Program.

In June of 1989, staff spent the better part of two days at the Trinidad City Hall gathering data on past coastal development permits and discussing implementation of the LCP with the city clerk, the building inspector/chair of the Planning Commission, and president of the Humboldt North Coast Land Trust.

On July 19, 1989, the Planning Commission reviewed a draft of this LCP review document. On July 21, 1989, the chairman of the Planning Commission indicated in a telephone conversation to Coastal Commission staff that the Planning Commission was in general agreement with the conclusions of the draft 5-year LCP review for the City of Trinidad.

E. Issue Identification

This LCP review is based, in part, on the following sources of information:

(1) the LCP issue identification paper prepared at the outset of the LCP process;

(2) the staff reports and adopted findings for certification of the City's LUP and implementation program;

(3) the staff reports and adopted findings for all LCP amendments and categorical exlusions;

(4) all City-issued, Post-LCP permit notices received by the Coastal Commission or located in the City files and particularly those permits with access or other material conditions;

(5) the two City permits which were appealed to the Coastal Commission; permits A-1-TRN-85-50 (Kirk) and A-1-TRN-88-312 (Johnson);

(6) notices of enforcement action by the City, the Commission, or other governmental agency;

(7) information regarding City land acquisitions, annexations, and major infrastructure improvements;

(8) Coastal Commission permits #1-82-105 (Hallmark) and #1-83-204 (City of Trinidad); and

(9) miscellaneous correspondence letters between and among Coastal staff and the City;

The issues which an LCP review might address are wide-ranging, potentially covering all the coastal resources which the Coastal Act is designed to protect.

This LCP review covers three broad policy areas. These are: (1) Planning and New Development Policies, (2) Resource Protection Policies, and (3) Post-LCP Implementation Procedures.

The Planning and New Development Section is further broken down into an evaluation of the following areas:

(1) Public Access and Recreation

(2) Harbor Area and Coastal Dependent Uses

(3) Visitor-Serving Uses

(4) Water Service,

(5) Wastewater Disposal and

(6) Hazards.

The Resource Protection Section is further broken down into an evaluation of the following areas:

(1) Scenic Resources,

(2) Biological/Marine Resources, and

(3) Archaeological Resources.

The Post LCP Implementation Procedures section is further broken down into an evaluation of the following areas:

(1) Categorical Exclusions, and

(2) Record-Keeping and Noticing.

Policies concerning agriculture or industrial development are not found within the City's LCP, either as originally certified or as amended. Therefore, agriculture and industrial development policies are not included within the City's present evaluation as to whether it is effectively implementing its LCP. However, there is always the possibility that these could be emerging issues, particularly within the uncertified harbor area. For example, a proposed aquaculture project could, depending on the particular project, be considered as both a coastal-dependent use as well as a type of agriculture. Future off-shore oil development could require on-shore, industrial support facilities. To the extent that such issues become relevant to a community through changing conditions, an LCP review of this type should address such issues.

With respect to housing policies, Chapter 3 of the Coastal Act did contain housing policies (relating to housing opportunities for persons of low and moderate income) at the time the City's LUP was certified. Consequently, similiar housing policies were incorporated into the City's LUP. However, those housing policies of the Coastal Act have since been repealed by the legislature. Although similiar housing policies within the City's LUP remain intact, those LUP housing policies may now be considered as part of the City's general plan. It appears that the City's LUP housing policies were carried out in conformity with the Coastal Act when the Coastal Act had such housing policies. Since repeal of the Coastal Act housing policies, the City's LUP housing policies no longer raise any issue as to conformity with the Coastal Act. In the future, if the City wishes to address other housing issues, such as to respond to a subsequent state law on density bonuses for low and moderate-income housing, an LCP/general plan amendment may be necessary.

Aside from the issue areas described above, there are other issues which might potentially be appropriate for consideration in an LCP review of this type. Such issues include those which have emerged since the LCP was originally certified, due to new information or a new recognition of existing problems. Examples of such emerging issues include the following:

Planning for oil spills. The ocean off California is traversed by oil tankers, including those carrying Alaskan crude to California refineries. Regardless of the outcome of plans for oil exploration and development in the sea off Northern California, the possibility exists for an oil spill along the shoreline. Planning for the possibility of such an oil spill may be appropriately included within Local Coastal Programs, particularly those of counties or large jurisdictions.

Run-off and water quality. The impact of non-point sources of pollution on water quality of streams and near-shore waters is an important subject. In particular, the problem of toxic waste disposal is the subject of increasing attention in California, whether in coastal or inland areas.

Shoreline erosion. Shoreline recession due to factors such as rising sea level and erosion of beaches and bluffs might be addressed in a review of LCP policies governing development of the immediate shoreline.

Infrastructure needs. The problems of aging roads, water supply and sewage disposal facilities, and ther types of urban infrastructure are not limited to the coastal zone. However, the aging of such facilities could adversely affect public access to the shoreline, marine water quality, and other coastal resources, and therefore may be appropriately addressed in a review of this type.

Although emerging issues such as those listed above are potentially important, given the small size of Trinidad, this LCP review focuses primarily on issue areas addressed in the existing LCP.

F. Post-LCP Permit Data Summaries

The effect of LCP certification is that authority over almost all coastal development permits is transferred from the Coastal Commission to the local government. Therefore, an analysis of Post-LCP permits is one critical element in determining whether the City of Trinidad is implementing its LCP in conformity with the Coastal Act.

As shown in Exhibit 1, the City has taken action on at least 113 coastal development permits. Staff was not able to locate every coastal development permit acted on by the City due to gaps in the files, but it appears that all permits having significant conditions or raising significant coastal issues have been reviewed. The number of coastal development permits acted on by the City from 1980 to the present time is summarized in Exhibit 1.

Within the City's LCP, a coastal development permit is required if the development proposal falls within the City's definition of "development" (identical to Coastal Act Section 30106) and if the development is not otherwise subject to the City's categorical exclusion order from coastal development permitting requirements. If the development proposal requires design review, a variance, a conditional use permit, a grading permit, or a land division/lot line adjustment, then any one of those permit categories constitutes a coastal development permit under the City's LCP.

As shown in Exhibit 1, the City has taken 133 actions, when analyzed by permit category, from July of 1980 to the present time. The number of actions by permit category (133) is greater than the actual number of coastal development permits (113). This is because a development proposal may require City review of more than one permit category. The typical case is where the development proposal requires a design review and some other permit category (i.e. use permit, variance, grading permit, etc.). Thus, a development proposal for a bed and breakfast inn with a sign within a residential neighborhood would need design review for the structure and the sign and a conditional use permit for the use, all under one coastal development permit. Alternatively, an applicant could obtain approval for the same project under three separate coastal development permits if each development proposal were submitted separately over time by first obtaining the use permit, then obtaining design review of the structure, and finally obtaining design review of the sign.

As shown in Exhibit 2, the City's action on 113 permits has resulted in 126 actions, when analyzed by type of development. Again, the number of actions by development type (126) is greater than the number of permits (113) since a development proposal may result in more than one type of development. For example, a development proposal may result in only one type of development, such as construction of a single family residence. Alternatively, a development proposal may result in more than one type of development, such as construction of a deck and an accessory building, or construction of an accessory building and a sign, etc. Consequently, these various development types are itemized from the original coastal development permits in order to see more clearly the types of development activity which have taken place.

Lastly, Exhibit 3 is a permit log showing every permit found from July 1980 LCP certification to the present time. Based on the information available, the log identifies the following:

(1) the type of permit which the development required,

(2) a brief project description of the development type,

(3) whether the permit was approved, approved with conditions, or denied,

(4) the name of the applicant,

(5) the location of the development (tax assessor's parcel number),

(6) the local permit number, and

(7) date of city action on the permit.

III. EVALUATION

Each LCP review issue below is introduced with a few prefatory notes. These notes are followed by applicable Coastal Act policies, land use plan policies, and implementation (zoning) regulations. This is then followed by an analysis of the City's implementation action relative to carrying out the policies of the Coastal Act in these areas.

A. Planning and New Development Policies

1. Public Access and Recreation

The City of Trinidad was the first LCP to be certified and one of the State's original LCP Pilot Projects. The City's LCP does not have a specific access component in its LCP. Instead, the LCP has a designated trail system (see Exhibit 4), several LUP access-related policies, and several cross-referenced, LCP access implementation regulations which the Commission found to be consistent with Chapter 3 access and recreation policies of the Coastal Act. In certifying the LCP, the Commission findings indicate that access would be maximized primarily though access easements along the designated access trail.

a. Coastal Act and LCP Access Policies.

Coastal Act access policies are summarized below:

Section 30210 requires that maximum public access shall be conspicuously posted and provided for all the people consistent with public safety, rights of private property owners, and the need to protect resource areas from overuse.

Section 30211 requires that development shall not interfere with the public's right of access to the sea where acquired through use [i.e potential prescriptive rights] or legislative authorization.

Section 30212 requires that public access from the nearest public roadway to the shoreline and along the coast shall be provided in new developmnent projects except where the development:

(1) is inconsistent with public safety, military security needs or the protection of fragile coastal resources;

(2) adequate access exists nearby, or;

(3) agriculture would be adversely affected.

Section 30212 also specifically indicates what the term "new development" does not include (i.e. certain replacement, demolition, improvement and repair activities to structures).

Lastly, Section 30214 requires that public access policies be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access. Considerations include, but are not limited to: site characteristics, the capacity of the site to sustain a certain level of intensity of use, the fragility of natural resources, privacy of adjacent property owners, collection of litter, and management.

The LUP has three basic policies which address public access, coastal trails, and open space easements. These are policies #5, #64 and #65, which read as follows:

#5. Where access trails must traverse steep slopes they should be located away from unstable areas and improvements should be provided to minimize erosion and slope failures. Existing trails which are creating these problems should either be improved or closed.

#64. A formal pedestrian trail system should be marked out around Trinidad. The system should include the beaches, the existing Trinidad Beach State Park trails, and ascend the bluff at Galindo Street to provide convenient pedestrian access from Edwards Street to the harbor, the Old Wagon Road from Wagner Street to Parker Creek Trail, the private road extending from Scenic Drive along the east branch of Parker Creek to the beach, and the beach extending south easterly from Parker Creek to the City limits. (Refer to the Circulation Plan map for delineation of

the trail system.) The system should be advertised in visitor information and mapped at the visitor information center.

#65. The city shall require an open space easement or similar agreement to assure public use of designated trails and to protect the natural character of Special Environment areas when approving permits for allowable development. Such agreements shall cover the portions of the lot which need not be disturbed by proposed structures and appurtenant uses. If funds are available the city should obtain such agreements on already developed lots in the Special Environment area and should obtain the degree of public control over lands designated as Open Space needed to protect scenic, cultural and natural resources.

Within the implementation section (zoning regulations), a public access dedication offer is required where the proposed development is located on any shoreline lot or on any lot containing a portion of the designated access trail. The majority of Trinidad's designated trail system is located within the Open Space and Special Environment Zones. Applicable LCP regulations are stated or summarized below.

LCP Section 6.15, Public Access to the Shoreline, states in pertinent part:

As a condition of approval for any variance, conditional use permit, or design review, the landowner shall dedicate an easement for public access, for a period of 21 years, along the ocean shoreline from the mean high tide line up to the first line of terrestrial vegetation or a distance inland of 25 feet, whichever is the greater, and a 25 foot wide easement along any trail designated in the Trinidad General Plan located on the subject property. These public easements shall only take effect when a public or private trust approved by the City accepts responsibility for liability and the improvement and maintenance of the access easement.

LCP Section 4.03 (C) (9), concerning requirements for open space protection in the Special Environment Zone, states:

The natural character of all portions of a lot not within the designated construction site or the area identified for appurtenant uses shall be retained in its natural condition by means of an open space easement recorded prior to the commencement of construction of the development. The easement shall be between the land owner and the City or a city approved public trust. To the extent possible the easement should include all significant natural land forms such as bluffs and stream corridors, riparian vegetation and other vegetation required for wildlife habitat, major vegetation (trees over 18" DBH), landmarks and rare or endangered vegetation, and public trails and accessways where appropriate. The easement shall grant to the public the right to pass and repass over beach areas generally parallel to the mark of the mean high tide and wide enough to include all beach areas seaward of the first line of terrestrial vegetation and to provide a continuous trail, unobstructed by high tides, around any physical obstacles.

Section 7.08 (variance findings) and Section 7.09 (conditional use findings) require that the "development provides adequate physical access or public or private commercial use and does not interfere with such uses" in order to grant a variance or a conditional use permit.

Section 1.3 of the grading ordinance requires a permit for grading within the Open Space and Special Environment Zones. The Design Assistance Committee must review these permits under Section 6.19 since it requires design review and therefore is cross-referenced to Section 6.15, the public access to the shoreline section.

Section 7.90 of the subdivision ordinance requires subdividers to offer public access easements along the shoreline for a distance inland of 25 feet or up to the first line of terrestrial vegetation, whichever is greater, and a minimum 25-foot wide easement along any trail designated in the Trinidad General Plan affecting the subdivision.

Section 7.91 of the subdivision ordinance requires the subdivider to "dedicate open space easements as required in the Open Space and Special Environment Zones of the Trinidad Zoning Ordinance and these easements shall be shown on the recorded Subdivision Map."

The building ordinance does not directly require access for a building permit. However, all physical development does require a design review and thus the building ordinance is cross-referenced to Section 6.19 of the zoning ordinance, the design review section.

Finally, it should be noted that the City's LCP is silent as to how access or open space conditions should be recorded once those conditions have been required by the City as a condition for permit approval. For

example, there are no requirements for a subordination agreement or that the permit be released only after the access or open space condition has been satisfied. Because of this, access may not always be assured in manner consistent with the applicable Coastal Act access policies, as indicated below in the analysis discussion.

It should also be noted that the Coastal Act regulations on LCP Implementation did not become effective until January 17, 1983—several years after the City had begun issuing coastal permits. One of those regulations, Section 13574, provides, at local option, for procedures for review and recording of open space easements and public access documents by the Executive Director of the Commission.

b. Public Access Implementation Analysis

Of the 113 coastal development permits issued by the City, only nine permits involved public access and/or open space dedication issues. Based on the types and location of other developments reviewed, there were no other permits where public access should have been an issue. The nine relevant permits are discussed below in chronological order followed by an analysis of the issues raised.

REPOGLE, APN 42-102-45, decided May 20, 1980. This development was the construction of a new single family residence on Wagner Street. A portion of the designated trail system crosses this lot. The trail begins from Wagner Street and crosses the property parallel to the lot's easterly property line along the Old Wagon Road heading to the Parker Creek Trail. As a condition for approval, the City required the applicant to offer a 15 foot-wide easement for a public use foot trail along the easterly property line. The permit findings do not indicate why a 15 foot-wide easement, instead of a 25 foot-wide easement, was required. It is clear from the findings that the easement area also includes the applicant's driveway. Neither the City nor Commission files have any evidence that this easement was ever recorded. However, the president of the Humboldt North Coast Land Trust has orally indicated that this easement was recorded and accepted by the Land Trust.

KNAPP, APN 42-082-17, decided August 20, 1988. This development was a 4 x 15 foot deck at the rear of an existing house on Pacific Street. This property is a shoreline lot and a portion of the designated trail crosses the lot at the top of the bluffs. As a condition for approval, the City required the applicant to offer a 25 foot lateral access easement easterly from the westerly property line. It is not clear from the permit findings whether this easement includes both the beach and the bluff top trail or just the bluff top trail. This is because the tax assessor's maps show that the rear of the lot stops short of the U.S. meander line (which is a survey line only, not a determination of ownership). The president of the North Coast Land Trust has indicated that the bluffs may have slumped in this area. This would obviously make use of the bluff top trail more difficult or impossible. Neither the City nor Commission files have any evidence that this easement was recorded.

FRAME, APN 42-102-30, decided September 17, 1980. This development was for a house remodel on Wagner Street whereby the windows were replaced with sliding glass doors and the upper roof was cut into to form a deck. This property is adjacent to and east of the REPOGLE property. As a condition for approval, the City required the following condition:

> [Approval is] *Contingent on resolution of the public access question with the California Coastal Commission and consultation with the City attorney because of confusion over the amount of access dedication required.*

Staff has found no evidence as to how this condition was resolved.

IVERSON, APN 42-131-04, two actions in 1981 and one action in 1983. The Iverson property is a shorefront lot and a portion of the designated access trail goes along the beach. The lot is located within the City's Special Environment Zone and was developed prior to the acquisition of adjacent lots by the Coastal Conservancy for protection of the Tsurai Indian Burial Grounds. Two additions were added to the existing house in 1981. The house was moved to the north and west (further from the bluffs) in 1983 after severe winter storms caused significant bluff erosion. Collectively, these City actions involved three design reviews, a use permit, and two variances. The permit findings do not indicate why access and open space easements were not required per LCP Sections 6.15 and 4.03(C)(9). Also, since the tax assessor's maps show that the rear property line extends to the U.S. meander line, it is not clear where the property line falls in relation to the mean high tide line. Thus, it is not clear whether the applicant could, in fact, be required to offer a lateral access easement along the beach if his ownership does not extend

over any portion of the beach. The president of the Humboldt North Coast Land Trust has orally indicated, however, that the property does have access and open space easements located over it. It could be that these easements were gifted to the Land Trust prior to the City's action and thus the City did not require offers for access and open space easements.

HUMBOLDT NORTH COAST LAND TRUST (WOTKYNS), APN 42-141-10, decided August 19, 1983. This development was the construction of a bluff-face, erosion control structure on a shorefront lot, on which a portion of the designated access trail goes along the beach. The Land Trust was the applicant, although the property is owned by Wotkyns. The location of the structure is within the Special Environment Zone. The permit findings do not indicate why access and open space easements were not required per LCP Sections 6.15 and 4.03(C)(9). Also, since the tax assessor's maps show that the rear property line extends to the U.S. meander line, it is not clear where the property line falls in relation to the mean high tide line and the beach. Thus, it is not clear whether the applicant could, in fact, be required to offer a lateral access easement along the beach if his ownership does not extend over any portion of the beach.

CORNWELL, APN 42-141-03, decided October 19, 1983. This development was the construction of a bluff-face, erosion control structure on a shorefront lot, on which a portion of the designated access trail goes along the beach. The location of the structure is within the Special Environment Zone. As a condition for permit approval, the City required an access easement. However, the easement condition is not precisely described. Since the tax assessor's maps show that the rear property line extends to the U.S. meander line, it is not clear where the property line falls in relation to the mean high tide line and the beach. Thus, it is not clear whether the applicant could, in fact, be required to offer a lateral access easement along the beach if his ownership does not extend over any portion of the beach. No permit findings were made with respect to LCP Section 4.03(C)(9) regarding required open space easements. Neither the City nor the Commission files have any record that the access easement was ever recorded.

MANOR, APN 42-141-04, decided October 19, 1983. This development is similar to Cornwell above in that it too was the construction of a bluff-face, erosion control structure on the adjacent lot. However, unlike Cornwell above, the City did not require that Manor offer an access easement along the designated beach trail as a condition of approval. The Manor permit also raises the same issue as in Cornwell with respect to the location of the rear property line and the beach. No permit findings were made per LCP Section 4.03 (C) (9) regarding required open space easements. In 1986, under the Wright ownership, the City approved a permit allowing this same erosion control structure to be repaired.

CHENEY, APN 42-082-01, decided January 21, 1987. This development was a single family residence on Pacific Street, a shorefront lot which also has a portion of the designated trail. As a condition for approval, the City required the applicant to offer a public access easement over the rear of the property (i.e. in the location of the designated trail). The issues raised are similar to KNAPP. Neither City nor Commission records show that the access easement was ever recorded.

Although the City has correctly identified all developments for permits where access was an issue under their LCP, the implementation of those access policies has raised some continuing concerns based on these nine permits. These nine permits raise the following issues:

(1) There is no evidence that any of the offers to dedicate public access, as was required by the City in the Repogle, Knapp, Cornwell, and Cheney permits, were ever recorded. Without evidence of condition compliance through recordation, there is no way to assure that access is protected or provided consistent with Sections 30210-30214 of the Coastal Act. The solution is simply to require a "prior-to-issuance" condition in the permit for the access offer. Otherwise, there is no assurance that the offer to dedicate public access will ever be recorded, particularly after the permit has been issued and the development has been completed. Also, a failure to require a subordination agreement at the time of recording could result in the loss of the easement offer at a later date (i.e. if there is foreclosure of the property which has a superior lien holder). A check should be made at the County recorder's office to determine if any of the above offers to dedicate public access have been recorded.

(2) Without a clear description of the property boundaries in relation to existing landforms (such as the bluff, beach, mean high tide line, U.S. meander line, first line of terrestrial vegetation, etc.) and without a clear description of the property boundaries in relation to existing public lands, it is difficult to determine how an easement actually falls across the land. This is particularly true with respect to a lateral access

easement along the beach or blufftop. Further, without a clear description of the property line in relation to natural features and public lands, the City could require an applicant to make an offer over lands which he does not, in fact, own. This lack of a clear easement description and/or a lack of a clear property line description in reference to natural features and public lands appears to be an issue with the Knapp, Iverson, Humboldt North Coast Land Trust, Cornwell, Manor, and Cheney permits. Therefore, if an access or easement condition is contemplated, the solution is to require a detailed property survey at the time of permit review. Where an access or easement condition is required, the easement area should be described in detail.

(3) Bluff failure on the Knapp property raises the issue as to how public access easements within retreating blufftop or shoreline areas can be protected. One solution may be to describe the easement area within the permit as an ambulatory easement; that is, an easement that migrates landward with the erosion. Another solution, not mutally exclusive to the one above, is to amend LUP policies #5 and #64 by considering whether certain segments of the designated trail should be abandoned because of public safety concerns/unstable slopes and relocated to a more suitable area, if feasible.

(4) Lastly, the City's findings for the Cornwell permit do not indicate why an open space easement was not required. The City's findings for the Iverson, Humboldt North Coast Land Trust, and Manor permits do not indicate why an offer to dedicate public access and an offer to dedicate an open space easement were not required. If such easements were already on the property, the findings could have explained why such offers were not necessary. However, without specific access findings, the Commission is not able to determine whether the City was correct or incorrect in not requiring public access or open space easement conditions for these developments. Consequently, the Commission is unable to find that the City is implementing its LCP in full conformance to the public access policies of the Coastal Act.

As a postscript, none of the access offers required by the City have been accepted by the City. With respect to the trail system, the City's position is the same now as it was at time of LCP certification; namely, the City does not want to accept responsibility for trail construction or maintenance. Instead, the City has encouraged the Humboldt North Coast Land Trust to accept public access and open space easements as well as the responsibilities for trail construction and maintenance.

c. Coastal Act and LCP Recreation Policies

The following Coastal Act recreation policies are summarized below:

Section 30212.5 requires that appropriate and feasible public facilities, including parking areas, be distributed throughout an area to prevent overcrowding or overuse by the public of any single area.

Section 30213 requires that lower cost visitor and recreational facilities be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220 requires that water-oriented recreational activities that cannot be provided at inland water areas be protected for such uses.

Section 30221 requires that oceanfront land suitable for recreational use be protected for that use unless present and foreseeable future demand indicates that those uses are adequately provided for in the area.

Section 30222 requires that the use of private lands suitable for visitor-serving commercial recreational uses which are designed to enhance public opportunities for coastal recreation have priority over private residential, general industrial or commercial development, but not over agriculture or coastal-dependent industry.

Lastly, Section 30223 requires that upland areas necessary to support coastal recreation uses be reserved for such uses, where feasible.

LUP policies #60, #66, #67, and #68 relate to recreation. As originally certified in 1978 they state:

#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.

#66. The portion of Trinidad Head not needed by the Coast Guard should be transferred to the City of Trinidad. The area should be kept in its natural state with hiking trails and vista points. Public vehicular access should only be allowed as far as the existing harbor overlook.

#67. The College Cove parking area at the north end of Trinidad Beach State Park should be improved and restrooms provided. Trails to the beach and to the northwest corner of the park should be improved.

#68. The City should retain its ownership along Mill Creek east of the freeway as open space.

Within the implementation section (zoning regulations), passive public recreational opportunities are provided for within the City's Open Space and Special Environment zones. These two zones generally surround the center of the City; coincide with unstable bluff and shoreline areas; and allow access to important scenic points and the shoreline. New dwellings are not permitted within the Open Space zone, but they are allowed within the Special Environment zone under a use permit and then only under very stringent regulations. For the most part, these two zones are intended for open space recreation such as hiking, picnicking, fishing, and beachcombing. Pedestrian trails are a principally permitted use within the Open Space zone; these trails are conditionally permitted uses within the Special Environment zone.

Active public recreational opportunities are allowed within the City's Public and Religious zone such as a public park, playground, etc. as principally permitted use. Active public receational opportunities are also allowed within the City's Visitor Services zone such as a campground and recreational vehicle park as conditionally permitted use.

d. Public Recreation Implementation Analysis

With respect to LUP policy #60, the City has not provided a shuttle bus service because of limited resources and because the need for such services is only at its greatest during four or five weekends during the summer months. On the other hand, the City did approve a permit for CALTRANS in 1983 to establish two parking lots for buses and carpooling.

With respect to LUP policy #66, the City obtained title in 1984 to 47 acres of the 61 acre Trinidad Head after years of negotiations with the Bureau of Land Management (BLM). On April 14, 1983, the Coastal Commission unanimously concurred with BLM's determination that the transfer of the Head to the City was consistent with California's coastal management program As mentioned previously, the Head was the subject of an LCP amendment in May of 1985 which gave it an "Open Space" land use plan and zoning district designation.

Policy #66 was also revised to indicate that the transfer had occurred and the word "should" was replaced with the word "will" regarding keeping the area in its natural state with hiking trails and vista points and keeping public vehicular access only as far as the existing harbor overlook.

In addition, the City of Trinidad issued itself a permit in 1984 to improve the trail system on Trinidad Head under local coastal development permit #84-3. In 1988, the City of Trinidad and the Coast Guard issued a permit to construct a solar gate at the base of Trinidad Head. These steps indicate that the City has implemented LUP policy #66 and is protecting lands suitable for recreational use consistent with Coastal Act Sections 30213, 30221, 30222, and 30223.

Consistent with LUP policy #67, the City correctly notes that the College Cove parking area is under State Parks ownership. Thus, this LUP policy will give guidance to future State Park projects.

Consistent with LUP policy #68, the City has continued to retain its ownership along Mill Creek east of the freeway as open space.

2. Harbor Area and Coastal Dependent Uses

As mentioned previously, the harbor area was separated out as a special study area in 1978 when the City's LUP was certified. The City has not resubmitted a land use plan proposal for the harbor area since then, and the harbor area remains uncertified and within the Coastal Commission's permitting jurisdiction.

A substantial portion of the harbor area has been within the private ownership of the Hallmark family since 1946. The City granted the Hallmarks a use permit in 1982 for placement of a temporary 600 sq.ft. mobile home to be used as an office and for retail sales of fish bait and tackle. The applicant then applied for a coastal development permit when advised by Coastal staff that a permit would be needed. The Commission staff report for permit #1-82-105, notes that:

The primary reason for the harbor ADC [area of deferred certification] was that the proposed land use designation was general commercial which did not guarantee an adequate reservation of land for coastal dependent/coastal related uses.

Notwithstanding the fact that the harbor area does not have a certified land use plan and zoning district designation, the City's LUP does have five LUP policies which relate to acquisition and development of the harbor area. Consequently, the Commission may evaluate these LUP policies and provide guidance towards certification of this area.

a. Applicable Coastal Act and LUP policies.

The most applicable Coastal Act policies for the harbor area relate to coastal-dependent and recreational uses and the protection of marine resources. These policies are summarized below:

Section 30224 requires that increased recreational boating use of coastal waters shall be encouraged, in accordance with other policies, by: developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural habors, new protected areas, and in areas dredged from dry land.

Section 30230 requires that marine resources shall be mainatined, enhanced, and where feasible restored with special protection given to areas of special biological or economic significance.

Section 30231 requires that the biological productivity of coastal waters, etc. shall be protected and where feasible restored through a variety of specific measures.

Section 30233 holds stringent requirements as to when diking, filling, or dredging is permitted within open coastal waters, wetlands, etc.

Section 30234 requires that commercial fishing and recreational boating facilities be protected and, where feasible, upgraded.

Section 30235 provides stringent requirements as to when shoreline structures that alter natural shoreline proesses may be permitted.

Section 30250 directs that new residential, commercial, or industrial development shall be located within areas able to accommodate it and without significant adverse effects, either individually or cumulatively, on coastal resources.

Section 30255 requires that coastal-dependent developments shall have priority over other development on or near the shoreline.

The relevant LUP harbor policies which are analyzed below include #55, #56, #57, #58, and #61, which state:

#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.

#61. Public restrooms should be provided in the harbor area. If such facilities cannot be provided in the existing restaurant, separate facilities should be provided, possibly in the unused Galindo Street right-of-way at the base of the slope.

b. Implementation Analysis

With respect to LUP policy #55, the Commission notes that the City has conducted three separate harbor studies. The most recent study was conducted in 1981 at a cost of $80,000 dollars. The study was prepared by Oscar Larson & Associates of Eureka and is entitled: "Facilities Improvements and Acquisition Feasibility Study" for Trinidad Harbor.

In addition, negotiations for acquisition of the private harbor lands area is continuing between the City and the property owner. Because of several clouds on the title, including a possible public trust easement, a consensus as to the fair market value of the property has not yet been reached.

In 1986, the City received a grant from the State Lands Commission for the tide and submerged lands of the harbor area, thereby giving the City more control over the mooring space. Even after LCP certification, however, future development of the harbor area will probably require a coastal development permit from the Coastal Commission. This is because most of the harbor area is located within the Commission's original jurisidiction area because of tide, submerged, and filled public trust lands.

In 1987, it became necessary to replace some of the pilings of the privately owned pier at a cost of $100,000 dollars. In order to replace the pilings—and thereby ensure continued use of the pier—the owners entered into a contract with the City whereby the City obtained an $80,000 grant which was matched by an additional $20,000 from the owners. In order for the City to obtain the grant monies, the City needed to show some proof of ownership. This was accomplished when the owners granted to the City a 25 year easement over the pier for foot traffic by the general public. One result has been that the pier now has longer hours of operation and is no longer closed at the convenience of the owner.

If the City is able to acquire the harbor area as recommended by LUP policy #55, a second attempt to certify the harbor area may be more successful than the first attempt to do so. This is essentially because the interests and expectations for the harbor area by the City, a public entity, are not identical to the interests and expectations of the owner, an individual.

With respect to LUP policy #56, the harbor parking area is basically an unimproved, gravel parking area. During those four or five weekends of peak summer use, the City has provided valet parking to provide more efficient and orderly use of the parking area. Future LCP planning should contain policies which assure adequate parking for the harbor area and zoning regulations which allow for more efficient use of that area, especially during periods of peak use and particularly since parking areas require a lot of space. This in turn will allow more space for other coastal-dependent uses and support facilities.

With respect to LUP policy #57, the City has considered the provision of dry boat storage facilities within the harbor area. In order to encourage such uses, future LCP planning should consider zoning some of the property for such uses as principally permitted or conditionally permitted uses.

With respect to LUP policy #58, a sling launcher has been installed as recommended by that policy. However, in order to allow for increased boating access, which is encouraged under Coastal Act Section 30224 and which is allowed under Section 30233, the City may want to amend policy #58 if it wants a boat launching ramp. Such a facility would extend seasonal use of the harbor, be more convenient to the public, and allow for faster turnover of vehicles waiting to launch or receive boats. Again, even after LCP

certification, a project of this type would probably be reviewed by the Coastal Commission because of its location.

With respect to LUP policy #61, the City has not yet provided public restrooms within the harbor area. Again, without City ownership, capital improvements are likely to be limited in this area. Future planning for the area may also include provisions for adequate upland support uses as called for in Coastal Act Section 30223 in conjunction with new development proposals in the zoning regulations.

3. Visitor-Serving Uses., Policies & Analysis.

Visitor-serving uses are given a high priority under the Coastal Act. The most applicable Coastal Act policies were summarized earlier (Sections 30213, 30222, and 30233) under the recreation section. Also summarized earlier under the harbor section was Coastal Act Section 30250, relating to new development.

The most relevant LUP visitor-serving policies are #62, and #70 which state:

> *#62. The local Chamber of Commerce and the city should cooperate in developing a visitor information center near the main entrance into town.*

> *#70. In areas open to the public, adequate litter control programs should be provided.*

More specific guidance on visitor-serving uses is provided within the City's implementation plan (zoning regulations). The City's LCP provides for these uses in several of its zoning districts. Visitor-serving uses include, but are not limited to: recreational vehicle parks, campgrounds, motels, inns, bed-and-breakfast establishments, and restaurants. Within the Visitor-Serving zoning district, most of these uses are included, either as a principally permitted use or by use permit. Within the Commercial zone, restaurants are principally permitted uses and motels are allowed by use permit. Within the Planned Development zone, restaurants, inns, and motels are allowed by use permit. Within the Urban Residential zone and Suburban Residential zone, guest houses are allowed by use permit. Within these two residential zones and the Special Environment zone, home occupations are principally permitted uses. LCP Section 6.06 defines "home occupations" to include: "rooming and boarding of not more than 2 persons, including tourists."

The City's LUP notes that of the "330 visitor accommodation units in the planning area, more than two-thirds are located on Patrick's Point Drive," which is an area located just north of but outside of the City within Humboldt County. The LUP further notes that "there is a need for 75 to 100 additional visitor accommodations."

While these various zoning districts provide for additional visitor-serving accommodations, it should be noted that unmet demand spills over into the County, particularly north of the City and along Patrick's Point Drive. This is because space within the City is limited by both pre-existing residential development and because of various development constraints on intensive development of some of those reserved and undeveloped areas (i.e., lack of a sewer system and/or slowly percolating soils for septic systems).

The City's two established RV parks (one along Main Street and one at the Highway 101 interchange) typically reach capacity during the summer season. This raises the issue as to whether additional areas should be rezoned to provide for additional recreational vehicle use, which is a popular form of low cost accommodations for fishermen and retirees.

While the City is presently reviewing a proposal to construct a 36 unit motel behind the Saunders shopping center within a Planned Development zone, it appears that all of the new visitor accommodations have occurred within the existing residential neighborhoods. For example, FORSYTH, APN 42-061-11 was granted a use permit in 1983 to board guests. FLESCHNER, APN 42-101-03 was

granted a variance in 1984 to allow for an increased number of paying guests from two to six. In addition, about 40 of the 126 development types investigated as part of this review are for new single family homes, enclosed house additions, or significant house remodeling. Some of these permits may have been for additional bedrooms for guests as principally permitted uses under home occupations.

In 1985, the City conditionally approved the conversion of a single family house to establish a 4-unit bed and breakfast inn and gift shop in a residential area for KIRK, APN 42-101-07. This was the first permit to

be appealed to the Coastal Commission. The Commission found that there was no substantial issue with respect to LCP consistency, traffic, geologic hazards, septic systems, historic resources, parking or CEQA, thus allowing the permit to stand. The project was then completed as conditioned by the City.

With respect to LUP policy #62, the City did approve a permit for the Trinidad Business Association in 1985 for an information center. The City also approved a permit for the Chamber of Commerce in 1988 for a temporary community information building.

With respect to LUP policy #70, the City has provided trash cans at key litter collection areas within the City.

Thus, evidence of implementation shows that the City has, in general, designated sufficient area for visitor-serving facilities in conformity with Coastal Act Sections 30213, 30222, and 30223; has approved permits (Kirk) in conformity with new development Section 30250; and has contributed to support of those facilities in conformity with Coastal Act Sections 30210-30214.

4. Water Service, Policies & Analysis.

Coastal Act Sections 30250 and 30254 are summarized below:

Section 30250 requires that new residential, commercial, or industrial development shall be located within areas able to accommodate it and without significant adverse impacts, either individually or cumulatively, on coastal resources.

Section 30254 requires that new or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the Act. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with the Act. Where existing or planned public works facilities can accommodate only a limited amount of new development, service to coastal-dependent land uses, essential public services, basic vital industries, public and commercial recreation, and visitor-serving uses shall not be precluded by other development.

The City of Trinidad withdraws its entire supply of municipal water from Luffenholtz Creek which is located about 1.5 miles southeast of the City. The City owns a 1.2± acre water treatment plant site on Luffenholtz Creek and a .23± acre storage tank site between the Creek and the City. A large trunk line, located along Westhaven Drive, carries water into the City. All development in the City is connected to the system. Because some of the residences along Westhaven Drive, which is outside of the City, had inadequate wells, the City allowed those residences to connect to the system. Water service connections outside of the City are allowed under the City's LUP water service policies both as originally certified and as amended.

In 1983, prior to certification of Humboldt County's LCP, the City applied to the Coastal Commission to expand and modify the existing water treatment plant by adding more pumping capacity, a clarifier, and a sand filter under Commission permit #1-83-204. That permit had a special condition which required that:

Service shall not exceed 158 additional domestic equivalent connections beyond the existing service level of 244 connections, unless the City submits to the Executive Director for his review and approval, additional hydrologic data which demonstrate additional water service can be provided under the existing water rights in drought year conditions while maintaining the minimum by-pass streamflows required by the State Water Resource Control Board.

In 1983, there were 173 water connections within the City and 71 water connections in the surrounding area for a total of 244 connections. Six years later in 1989, there were 284 water connections within the City and 90 water connections in the surrounding area for a total of 374 connections. Under Commission permit, #1-83-204, the City could add another 28 domestic equivalent connections before being required to submit additional hydrologic data to the Executive Director for a total of 402 water service connections. This figure is generally consistent with the 1987 revised LUP, water text changes whereby the 1980 Citizen's Water Service Committee recommends that the City "allow no more than 400 to 450 water service connections without performing specific watershed studies to verify additional capacity."

In 1986, the City upgraded the water system's pumping, treatment and storage capacities under the provisions of the California Safe Drinking Water Bond Program of 1984. A second storage tank was added; thereby doubling the capacity to 300,000 gallons to meet existing peak use demand and to maintain safe fire flow conditions. A third filtration system to meet water quality standards was added at a cost of $96,000. None of these improvements were growth inducing in a manner inconsistent with Coastal Act Section 30254; rather the purpose of the improvements was to bring the existing municipal water system up to mimimum state requirements.

In 1987, the City annexed its water facilities in Humboldt County in order to get better control over the system and to obtain better capital improvement funding. In March of 1987, under LCP Amendment 1-87 (major), the Commission approved the "Public Facility" land use plan and zoning district designations for the water treatment plant and storage sites. The Commission also approved LUP text changes which updated the water service text and which amended LUP water service policies #22, #23, #24, #25, #26, and #27. Those water service policies now read as follows:

#22. The City should promote an active on-going water conservation program to help keep user charges as low as possible. City conservation program should extend to upgrading outdated portions of the system to eliminate leakage.

#23. The City shall continue to monitor water consumption. In addition, the City should pursue a program to monitor water quality and quantity both within the City system and in Luffenholtz Creek. The City shall implement well-defined, quality programs of operations and maintenance.

#23a. Users within City limits should be given preference for service connections.

#23b. The City shall plan on regular maintenance and occasional upgrading of the water system, as feasible. The City shall develop a program to periodically upgrade existing distribution lines to current standards. To keep the City up to date on the condition of the water system, need for improvements, and level of uses, an annual water report shall be prepared and presented to the City Council.

#24. In the event of a proposal to expand the City water system, prospective customers shall provide by agreement with the City the necessary funds in whole or in part to defer the cost of system improvements. This policy shall be implemented by provisions of the City Water Ordinance.

#24a. The City should monitor land-use activities and development projects within the Luffenholtz Creek watershed and oppose those activities and projects which may have adverse impacts on Creek water quality. The City should develop and maintain an on-going and open relationship with landowners within the watershed.

#25. The area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, should be included in the City service area to allow for additional connections as the system allows.

#25a. The City should, from time to time, revise its Sphere of Influence to be consistent with the City's water service connections.

#26. The existing commercial area on the west side of Patricks Point Drive south of Anderson Lane, and the area on the east side of Patricks Point Drive south of the Division of Forestry property should be included in the city service limits to allow for future consideration of water service.

#26a. Water service should not be provided within the North Trinidad Service area until the City system has sufficient capacity. The size of the trunk line into the North Trinidad service area should only be large enough to serve the projected needs of development in the service area.

#27. Applications for water service property outside the City should be reviewed to determine whether annexation would be advantageous to the City. If there is reasonable doubt as to the economic advantages, the hookup should be allowed without annexation so that the City can benefit from the extra water revenue, provided that there is substantial compliance with all other policies in this plan and with the City Water Ordinance.

In comparing the original water service policies with the amended ones, the City did the following things:

(1) indicated that upgrading outdated portions of the system to eliminate leakage was now part of their water conservation program.

(2) placed a stronger emphasis on regular water quality and quantity monitoring, preparation of an annual water report, and upgrading the system as feasible.

(3) gave users within the City service preference for additional water connections;

(4) stipulated that in the event of service expansion, prospective customers "shall", rather than "should", provide the necessary funds in whole or in part to defer the cost of system improvements.

(5) emphasized LUP policies #13 and #14 (relating to loss of water quality within the watershed and discussed later in this section) by adding monitoring activity over development within the Luffenholtz Creek watershed.

(6) further clarified and conditioned future water services connections outside of the City along Patrick's Point Drive and the North Trinidad Service area.

The City's implementation plan, (zoning regulations) has no significant provisions which further implement the LUP water service policies.

With respect to the LUP water policies, it should be noted that the provision of water service is the biggest single source of income to the City. Last year's water sales generated $104,000 dollars of revenue for the City. By comparison, property taxes generated only $20,000 dollars of revenue for the City. When water revenues are excluded, the entire general tax base (i.e. all property taxes, permit fees, etc.) amounted to only $117,000 dollars of revenue for the City in 1988. Therefore, the City does have an economic incentive to add additional water service connections to the system. Furthermore, the demand exists to do so.

On the other hand, as an emerging issue, it appears that the City will be faced with competing demands for new water service. These demands come from three sources: new development within the City as a result of urban infilling, existing development outside of the City presently experiencing both water quality and water quantity problems, and new development outside of the City wanting new water service.

For example, if the 20 new water service connections were allowed in the North Trinidad area and along Patrick's Point Drive outside the City, this action would solve the water supply and quality problems in that area alone. (Those users rely on private wells and small surface creeks which occasionally go dry and require hauling of water in the summer months. In addition, localized herbicide spraying along Highway 101 may be causing some water quality problems in that area.) Since each one of these particular water users are large water users, it is clear that the City's existing water service would soon be overtaxed if these were all allowed to connect to the system. To date, the City has not allowed large water users in the North Trinidad area to connect to the system.

Although the revised water service policies seek to give new water service preference to City users, the water service policies perhaps should be amended once again to reflect the provisions of Coastal Act Section 30254. Since existing City water service can accommodate only a limited amount of new development, water service for coastal-dependent uses and Coastal Act priority uses should not be precluded by other development.

In addition, the City is aware that it may encounter problems from its existing water users, if new water connections are indiscriminately added to the system. Chief among these is a water quality (turbidity) problem which would be aggravated by new and significant water withdrawls. Further, without additional water studies regarding low flow bypasses on Luffenholtz Creek, riparian and fisheries resources could be endangered in a manner inconsistent with the protection of those resources under Coastal Act Sections 30230 and 30231.

Another issue is whether newly served areas should be annexed into the City. To date, the City has allowed for some new water connections outside of the City, but has not annexed those areas.

In sum, it appears that the City has been carefully reviewing requests for new water service connections on a case by case basis as it seeks to balance its water supply with demand, to avoid liability problems from overtaxing the system, and to give City water users preference for new water connections. On the other hand, an emerging issue is that without additional environmental studies indicating that additional water can be safely withdrawn from Luffenholtz Creek, the City is nevertheless going to be faced with competing water demands and with a limited supply of water in the very near future. The LCP should be amended so that the remaining water use is not precluded by other non-essential, non-priority development. Even if the City is able to expand its water service, it will nevertheless need an LCP policy reflecting the priority of water service under Section 30254 as the limits of the system are periodically and ultimately reached.

For discussion purposes, it should be noted that Section 30254 only requires that limited water capacity must not be precluded by other non-essential, non-priority development. Section 30254 does not distinguish between water users within the City system and water users outside of the system and which would like to tie into the City water system. Consequently, one issue which should be addressed is whether a high priority use outside of the water system and wanting to connect to the City system can have priority over a low priority use within the system. For example, should an existing, high priority visitor-serving use—located outside of the system, having an inadequate water supply, and wanting to connect to the City system—be allowed to connect to the system at the expense of a proposed or future, low priority, residential use within the City system? It may be that such an allocation system should be limited only to those existing and future uses which already lie within the water service area; thereby creating more careful review of future service area extensions. In addition, the Coastal Act also generally encourages service extensions which result in urban infill rather than fringe service extensions that could be growth-inducing.

With respect to water quality of the City's water service, the City has been testing the water within its system on a daily basis, both at its source in Luffenholtz Creek and at other parts of the water delivery system. High fecal coliform counts were discovered on one occasion, but it was then determined that the source was animal rather than human in origin. It thus appears that neither septic system failures nor development density have caused problems for the quality of the City's water supply. Furthermore, there is no evidence that water withdrawals from Luffenholtz Creeks have adversely affected biological resources in the coastal zone.

Other LCP water policies are #12, #13, and #14 which state:

#12. Evidence that adequate water is available should be required before new parcels are created for development purposes.

#13. Activities which could degrade water quality in Luffenholtz Creek should be carefully monitored. The Board of Forestry should be asked to notify the city of any timber harvesting plans submitted within the watershed. In each case the city should ask the Board to give full consideration to possible impacts on the watershed and encourage special practices where necessary to reduce turbidity, increased runoff, and debris.

#14. To prevent possible septic tank pollution of Luffenholtz Creek the minimum lot size permitted in the portions of the watershed designated as Resource Production should not be smaller than 20 acres and the minimum lot size permitted in General Rural areas within the watershed should not be less than 5 acres. Existing lots within the watershed smaller than these minimums may be considered suitable for a single family residence provided the septic tank system is carefully designed and installed to preclude pollution of the creek.

Policy #12 has limited application to the City since the City was substantially built out at the time of LCP certification. Since 1980, there have been no major subdivisions within the City. There have been about 14 lot line adjustments/minor subdivisions which have resulted in the creation of about six or seven new lots. There are presently about three or four unbuilt residential lots within the City.

Policies #13 and #14 are directed to water quality concerns within the Luffenholtz Creek watershed in Humboldt County where the City get its water. The certified Humboldt County LCP does have a 5-acre minimum residential lot size requirement near the Creek and thus a portion of policy #14 was implemented by the County. It should also be noted that the creek's upper watershed extends beyond the coastal zone, where land uses are beyond the scope of Coastal Act policies and Humboldt County's certified LCP.

The City officials are aware of a currently proposed 30 acre logging operation and major subdivision within the Luffenholtz Creek watershed in Humboldt County. The City intends to make comments to the County on this proposed logging operation and subdivision in order to protect the quality of the town's drinking water consistent with Coastal Act Section 30231.

5. Wastewater Disposal, Policies & Analysis.

The City of Trinidad presently relies on the use of private individual septic systems for all of its waste water disposal. Responsibility for the review of new septic systems, or the replacement of failed ones, is shared by the City and the County Department of Environmental Health, with the County having primary responsibility since the City has no health department. The City's review is very limited. It applies only if significant grading for a septic system is required. Otherwise, if no significant grading is required, the County is the sole entity reviewing septic systems and in every case it is the County which determines whether or not the system is sized correctly and if there is an adequate reserve area.

Coastal Act Sections 30230, 30231, and 30250 are summarized below:

Section 30230 requires that marine resources shall be maintained, enhanced, and where feasible, restored and that special protection shall be given to areas of special biological or economic significance.

Section 30231 requires that the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes shall be maintained and, where feasible, restored through minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Sections 30250 requires that new residential, commercial, or industrial development shall be located within areas able to accommodate it and without significant adverse impacts, either individually or cumulatively, on coastal resources.

LUP wastewater policies #28, #29, and #30 state:

#28. The General Plan should be based on the use of individual wastewater disposal systems throughout the planning area. Subdivision and development proposals throughout the planning area should be carefully reviewed and adequate standards should be used to ensure that water quality and public health are protected.

#29. The city and Humboldt County should undertake a joint wastewater facilities study in the developed area between Mill Creek and McConnahas Mill Creek to determine if septic tanks are presently creating pollution problems and what sewage disposal method is the most feasible long term method for the area.

#30. Individual waste treatment systems shall be consistent with Water Quality Control Board standards. Existing lots which are smaller than the prescribed minimum lot size may be considered developable provided an acceptable individual waste treatment system can be provided.

LUP policy #3 states in pertinent part:

The area reserved for the backup leach field should be given equal consideration.

Within the implementation plan (zoning regulations), the various zoning districts provide that new development have room for adequate waste water disposal from septic systems.

The LUP acknowledges the recommendation of the State Water Quality Plan for the North Coast Basin 1 B that a public sewer system should be provided within the City and within the surrounding area in the near future. This recommendation is based on the fact that the City is substantially built out on small, pre-existing lots and that, in general, septic systems have not provided satisfactory long-term service in many urban areas.

However, the goal of the City's LUP policies has been to continue to rely on individual septic systems in an effort to possibly delay the inevitable installation of a sewer system. LUP policies #28 and #30 indicate that use of individual wastewater systems should be continued to be used consistent with water quality

and public health standards. There are two reasons apparently underlying this policy preference on the part of the City. First, sewer systems are expensive. The LUP estimates that such a system would cost 1 million (1978) dollars. While the City would not have to bear this cost entirely, the proportion of matching federal grant dollars for such projects has decreased since 1978, thereby making funding by the City for such a project more difficult. Secondly, a sewer system would remove a significant constraint to more intensive development, could be growth inducing, and could change existing community character.

There are three other mitigating factors which underscore the LCP's policy preference for on-site septic systems. As noted in the RAMLIT report (Assessment of Cumulative Impacts of Individual Waste Treatment and Disposal Systems prepared by the North Coast Regional WQCB by Ramlit Associates in 1982), even if there were significant septic system failures, the risk to public health drinking water supplies is low. This is because the City relies upon municipal water service and the City draws its water from a source outside the community. Secondly, unlike the bluff and surrounding areas which tend to have poorly percolating soils, the City's core is located over well-drained soils with good percolation characteristics which can receive a significant amount of wastewater volume. Thirdly, peak wastewater generation occurs during the dry summer months; consequently peak flows are not hampered by the addition of rainfall.

With respect to LUP policy #29, the City and County have not undertaken a joint wastewater facilities study. The County has recently received state funds to look at wastewater problems within the Trinidad area. According to the County, the City has not been included within the wastewater study. The City first declined to join the study, but then reconsidered, only to discover that the funds had then been committed to study wastewater problems outside of the City.

According to the County Department of Environmental Health, there have been localized failures of septic systems within the Trinidad planning area. Several localized septic system failures have occurred within the City.

For example, a septic system failure occurred for the gasoline station at the Highway 101 interchange along Main Street and Patrick's Point Drive in 1983. Apparently, the leach field was undersized, placed in an area of known clay soils, and was overloaded by heavy seasonal use by tourists. A new and expanded system has been installed and there have not been any problems since. A septic system failure occurred for the Seascape Restaurant in the harbor area in 1986. In this case, the leach field was placed in an area of known clay soils which was compounded by both heavy use and compaction due to a parking lot above it. In order to correct the problem, the restuarant was required to pump its effluent to a new, uphill location. Although the high-tech replacement system works better than the prior system, maintenance has been costly and there have been several pump failures. Odor continues to be an occasional problem.

Within the past two years, the County reports that several other septic system failures have occurred. Two septic system failures involved private residences which have since been corrected. According to the building inspector, many older residences simply have old pits with less than 20 feet of leach line which can be corrected by more modern systems and additional leach lines. One example of this is the old septic pit of the Kirk bed and breakfast establishment. That system failed but has since been replaced with very deep leach lines and with measures to reduce water and solids. The County notes that two other existing commercial uses, the Saunders shopping center and the Eatery, may be on the verge of failure. Lastly, the County reports that water seepage with an odor problem is occurring along a bank along Edwards Street. While no particular septic system has yet been identified, the source appears to be wastewater effluent. The County Health Department believes that the problem is probably due to localized and high density wastewater loads.

There has been no evidence to suggest that wastewater disposal has adversely impacted protected resources under Coastal Act Sections 30230 and 30231. On the other hand, localized septic system failures that remain difficult to correct and high density wastewater loads causing seeps from a bank do indicate a site's or area's carrying capacity is being reached and the limited ability of the site to accommodate new or rehabilitated development under Coastal Act Section 30250. Where this is the case, careful study should be done before new wastewater disposal is allowed within the area.

A specific problem identified by the County Department of Environmental Health is that the City will sometimes issue a coastal development permit, contingent upon septic system suitability. Consequently,

the applicant may start building the project before a septic permit has been obtained from the County. Occasionally, the applicant may not be able to demonstrate enough reserve area on the property, or a reserve area on the remainder parcel if the development was a lot split.

This problem could be resolved if the LCP were amended to require percolation tests demonstrating adequate primary and reserve areas before the City acts on a coastal development permit and then making receipt of a septic permit from the County as a prior-to-issuance condition to the coastal permit. Better coordination with the County could help the City to more effectively implement LUP policies #3, #28 and #30.

6. Hazards, Policies & Analysis.

The City has high and unstable bluffs between its developed area and the sea. The City's shoreline is subject to wave attack by winter storms and tsunami hazard.

Relevant Coastal Act policies are summarized below:

Section 30235 requires that revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted where required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

Section 30253 requires that new development shall: (1) minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (2) assure stability and structural integrity, neither create nor contribute significantly to erosion, geologic stability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The two most applicable LUP policies relating to these conditions are policies #3 and #8 which state:

#3. Structures, septic tank systems, and driveways should not be located on unstable lands. Structures, septic tank systems, and driveways should only be permitted on lands of questionable stability, or within 100 feet upslope of unstable lands or lands of questionable stability, if analysis by a registered geologist indicates that the proposed development will not significantly increase erosion, slope instability or sewage system failure. The area reserved for the backup leach field should be given equal consideration. The areas in the city where studies by a registered geologist are required by this policy are identifed on Plate 3. Outside of the city limits the areas where such studies are necessary are identified by a boundary 100 feet upslope of the upland extent of unstable lands and lands of questionable stability as identified on the Geologic Limitations Map in the Environmental Conditions and Constaints Report.

#8. Except for harbor and public access facilities no new structures shall be located less than 20 feet above Mean Lower Low Water.

Within the implementation plan (zoning regulations), the City's Open Space and Special Environment zones largely eliminate new development within unstable bluff and shoreline areas. Where development is permitted within these hazards areas, the City's zoning regulations require submission of a detailed geologic report.

In 1983, three proposals for erosion control structures came before the City after severe, 1982-83 winter storms caused significant coastal bluff erosion. These were: Humboldt North Coast Land Trust, APN 42-141-10; Cornwell, APN 42,141-03; and Manor, 142-141-04. Although geologic reports accompanied each application, it became apparent that two problems had developed. First, all three requests were essentially emergency cases and the City's existing LCP did not provide authority to issue emergency coastal development permits. Secondly, LUP policy #8 did not allow for the construction of shoreline erosion control structures below 20 feet mean lower low water to protect existing development on the bluffs above. Thus, the LCP did not have provisions to assure conformance with Coastal Act Section 30235.

The Commission did not appeal these decisions by the City. Instead, the City and the Commission acted to correct the underlying problems in 1985 by approving LCP Amendments 1-85 (minor) and 1-85 (major). These amendments gave the City the authority to issue its own emergency coastal development

permits and to allow for the construction of shoreline erosion control structures to protect existing development while protecting shoreline resources and minimizing hazards as required by the Coastal Act. Since then, the City has approved repair work to the erosion control structure by Manor under the new owners (the Wrights) in 1986. This repair work did not require an emergency permit. Otherwise, there have been no new requests for either emergency permits or new shoreline protection structures, but the LCP now contains the standard to act on these situations consistent with Coastal Act policies.

Because of unstable bluff conditions, the City also approved two permits in 1983 to move two existing houses back from the bluffs. These were: Iversen, APN 42-131-04 and Manor, APN 42-141-04. Finally, a review of all the City's permits indicates that every permit which required geologic review has been accompanied by a geologic report and the recommendations of the geologic reports have been implemented through the permit decisions.

B. RESOURCE PROTECTION

1. Scenic Resources, Policies & Analysis.

The City of Trinidad is known for its scenic beauty. It is one of the primary attractions of the City and a factor of special importance to the City.

Coastal Act Section 30251 is summarized below:

Section 30251 requires that the scenic and visual qualities of coastal areas shall be considered and protecsted as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of the surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.

Several LUP policies seek to maintain the scenic attractions of the City. Chief among these policies is LUP policy #71 which states:

#71. The city shall establish a design assistance committee with responsibility for approving the design of all development proposals including signs and building relocation. The committee should not be concerned with construction of accessory structures, normal maintenance such as painting, or minor exterior remodeling.

Other LCP policies on scenic resources are policies #72, #73, #74, #75 which state:

#72. The beaches and sea cliffs which border the southern and western sides of the city (identified as Open Space) shall be preserved from further development and allowed to remain in their present, essentially natural, state.

#73. Trinidad Bay and the bay bordering Trinidad on the west, including all their islands, shall be preserved in their present state. These marine areas offer two of the most uniquely beautiful views, combining ocean islands, bay and rugged, timber shorelines, that can be found anywhere along the California coast. The islands provide habitats for marine organizations and serve as refuges or rookeries for birds and marine mammals, including sea lions and harbor seals. A breakwater, mooring expansion, or other harbor development should be visually compatible with the bay vista.

74. The lands designated as open space lying seaward of Edwards and Van Wycke Streets shall remain entirely undeveloped and preserved in their present state. It is from these lands that the unparalleled view to the south is obtained.

#75. Utility lines serving new buildings and utility connections to existing power poles should be undergrounded for all new construction within the Planned Development, Commercial and Special Environment categories. Undergrounding of utility lines should be encouraged in other areas particularly where scenic views are involved. If undergrounding is not proposed in such areas the design review committee shall require reasonable conditions on the nature and location of overhead utility lines and supports to minimize the visual impact.

Within the City's implementation plan (zoning ordinances), a design assistance committee was established to review all physical types of development under LCP Section 6.19. Although LCP Section 6.19 is the primary regulation for protecting scenic resources, there are other applicable sections such as:

LCP Section 6.11 (yards, fences, walls and hedges), LCP Section 6.16 (signs), and LCP Section 6.17 (landscaping and screening). Also, there is a separate grading ordinance.

The City has implemented policies #72, #73, and #74 by adopting "Open Space" and "Special Environment" zones as part of the LCP. These zoning districts restrict most development; thereby ensuring that both public and private views of important scenic attractions over these areas are maintained.

The annexation of Trinidad Head and a subsequent LCP Open Space designation has further implemented these policies.

LUP policy #75, regarding the undergrounding of utilities was tested in 1981 when the Planning Commission denied P.G.& E. permission to extend overhead power lines for a 400 foot section of Scenic Drive. On appeal to the City Council, the Council approved the permit. Notwithstanding LCP Section 6.24 which requires undergrounding of utilities to protect views, the City Council found that undergrounding the utilities would be problematic because of unstable soil conditions which could cause service disruptions and that above ground placement of the lines was appropriate in that instance. Aside from this one exception, LUP policy #75 has been complied with in the City's permitting conditions.

Section 6.19, the City's primary regulation on the protection of scenic resources where new development is occurring, was amended in 1985 under LCP Amendment 1-85 (minor) when two separate design review sections were combined into one section to apply to the entire city. Section 6.19 has detailed requirements as to how new development should look and be sited on the landscape. Section 6.19's requirements also assist in determining whether the new development will significantly block either private or public views of important scenic attractions.

Under LCP Section 6.19, the permit data indicates that the appearance and siting of new development has not been a significant problem within the City. At least seven permits for structures have required height restrictions so as to not significantly block existing private or public views of important scenic attractions. These are:

1. Caldwell, APN 42-041-15, 1981, with a 23 ft. height restriction, construct a new single family residence;

2. Bell, APN 42-041-44, 1981, with a 20 ft. height restriction, construct a new single family residence; resubmitted in 1983 and approved with a 23 ft. height restriction, but never built;

3. Huff, APN 42-41-37, 1983, with a 15 ft. height restriction, remodel and raise the height of a pitched roof;

4. Cox, APN 42-081-30, 1984, with a 15 ft. height restriction, construct a new single family residence;

5. McCutcheon, APN 515-331-39, 1985, with a 15 ft. height restriction, construct a storage barn;

6. Cheney, APN 42-082-01, 1987, with a 15 ft. height restriction, construct a new single family residence and;

7. Johnson, APN 42-041-55, 1989, with a 15 ft. height restriction, nnnnconstruct a new single family residence.

Only the recent Johnson permit has stirred significant controversy. This permit has been appealed, due in part to the fact that the City's LCP requires protection not only of public views, but also of private views, of important scenic attractions. This permit is the second of the City's permits to be appealed to the Coastal Commission, which at this writing has not yet heard the appeal.

Consequently, it appears that the City has been implementing its LCP in conformance with Section 30251 of the Coastal Act.

2. Biological Resources., Policies & Analysis.

Coastal Act Sections 30230 and 30231, relating to the protection of marine resources and the biological productivity of coastal resources have been summarized earlier. In addition, Coastal Act Section 30240 is summarized below:

Section 30240 requires that environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values and that only uses dependent on such resources shall be allowed within such areas.

LUP policies #15, #16, and #17 state:

#15. Riparian vegetation within 100 feet of major coastal streams should be protected. The major coastal streams in the city are Mill Creek, McConnahas Mill Creek, and Parker Creek. Structures and activities should be sited outside the riparian protection zone whenever possible. If not possible, areas that must be disturbed should be kept to a minimum and be replanted with appropriate vegetation. Septic tank systems shall not be permitted in these areas.

#16. The Humboldt County Natural Resources Department should define the geographical limits of the three rare plants located within potential development areas. Vegetation removal, timber harvesting, or development should be reviewed to ensure that all reasonable means have been considered to protect any existing rare plants.

#17. Development of Trinidad Head should be kept to a minimum to protect the mammals and rare plants located there. The location of rare plants should be considered in the development of any trails.

With respect to the implementation plan (zoning regulations), the City's Open Space and Special Environment zones cover all of the City's wetland, riparian, and environmentally sensitive habitat areas. Because development within these areas is very restricted, these two zoning ordinances go a long way in protecting the sensitive coastal resources within those areas.

In 1981, the City granted a variance to Iverson, APN 42-131-04 within the Special Environment zone to allow an addition to an existing single family residence which was less than 100 feet from Parker Creek. The existing house was built before LCP certification and the variance did not require removal of any riparian vegetation. Since then, the City has not approved any development within 100 feet of the streams under policy #15.

With respect to policy #16, it is unclear if the County has defined the geographical limits of the three rare plants. On the other hand, such plants have been looked for on a site-by-site basis as development permits have come to the City.

The City has implemented policy #17 by acquiring Trinidad Head and by giving it an Open Space land use plan and zoning district designation. Furthermore, under a 1984 permit for a trail within the area, the City addressed the possible location of rare plants consistent with the intent of Policy #16.

In general, it appears that the City has been implementing its LCP in conformance with Coastal Act Sections 30230, 30231, and 30240.

3. Archaeological Resources, Policies & Analysis.

The Tsurai burial ground is the most important archaeological resource within the City and it also serves as a significant open space area on a bluff face overlooking Trinidad Harbor.

Coastal Act Section 30244 is summarized below:

Section 30244 requires that reasonable mitigation measures shall be required where new development would adversely impact archaeological or peleontological resources as identified by the State Historic Preseervation Officer.

LUP policy #69 states:

#69. Within the Tsurai Study Area, shown on Plate 1B, the State Historic Preservation Officer, in cooperation with the lineal descendants of Tsurai and the Northwest Indian Cemetery Protective Association, shall investigate and establish definitive boundaries around Tsurai. There shall be no disturbance, vegetative removal or construction, except for a protective fence around the burial ground, on lands designated as Open Space within the Tsurai Study Area without the approval of the lineal descendants of Tsurai, Trinidad Rancheria, City of Trinidad, and the State Historic Preservation Officer. Lands designated as Special Environment within the Study Area may be developed as provided in the Special Environment regulations provided the State Historic Preservation Officer is consulted and reasonable measures are required to mitigate any adverse impacts on this cultural resource.

Within the City's LCP, this site is covered by Open Space and Special Environment land use plan and zoning district designations, which severely limit any new development on the site.

However, because the property was privately held, had been subdivided, and development was starting to occur (i.e. the pre-existing, pre-LCP Iverson house), the Coastal Conservancy stepped in and acquired the property in order to protect the site.

After holding the property for ten years, the Conservancy conveyed the property to the City on April 9, 1989. Under the agreement, the City owns the property, but the Coastal Conservancy has retained four vertical access easements and no construction can occur without the Conservancy's consent. The Humboldt North Coast Land Trust will assist in management of the area, principally the trail system.

Thus, it appears that the City has implemented its LCP in conformance with Coastal Act Section 30244.

C. POST LCP IMPLEMENTATION PROCEDURES

Pursuant to Coastal Act Section 30513, part of the Commission's findings for certification of the City's LCP was that the implementation plan and procedures (zoning odinances, etc.) were adequate to carry out the policies of the certified land use plan.

1. Categorical Exclusions

The City has maintained a log of its developments subject to its categorical exclusion of 1980, as amended in 1985. The City periodically forwards an update of the log to the Commission office, and the log has always been available for inspection at the City. Based on a review of both the log and post certification permits, it appears that the categorical exclusion has been properly followed. None of the excluded development from the coastal development permitting process has had any adverse impacts on coastal resources. It also appears that the 1985 amendment to the categorical exclusion order has been particularly effective in reducing the permit activity of the City by about 30 to 50 percent as shown in Exhibit 2.

2. Record Keeping and Noticing.

Pursuant to Coastal Act Section 30006, the legislature intended that the widest opportunity for public participation be given in decisions affecting coastal planning, conservation, and development. Consistent with that objective is record keeping and noticing of local coastal development permits.

One requirement of Section 13565 of the Commission's administrative regulations (adopted January 17, 1983) is that a local permit number be assigned to each permit application to facilitate public tracking of local actions. In 1980, the City did not assign any local permit numbers to its permit applications. However, the City started to do so with the 1981 permits and has continued to do so to the present time. Obviously, this makes record keeping more accurate and facilitates public review. However, there have been a few permits since 1981 which have had the same permit number and a few permit applications were not assigned a permit number. And the numbering process for local permits has not always been consistent. For example, while

all of the 1987 permits are sequentially assigned, the permit numbers for 1988 and 1989 are not sequentially assigned and do not reflect which year action on the permit actually occurred.

Section 13572 of the Commission's administrative regulations also indicates the effective date of local government actions for developments which are appealable to the Coastal Commission. This appeal

procedure was clarified in March, 1985 under LCP Amendment 1-85 (minor) in the City's LCP and post certification notices.

However, the City's coastal permits still do not indicate whether or not the development is appealable or not appealable to the Coastal Commission. In several past permits, the City also inadvertently indicated that the developments in question were not in the coastal zone, when in fact the permits were appealable. Although the hearing transcripts for each permit indicate all of the background discussion which took place in the decision-making for a particular permit, the permit findings themselves supporting the decisions of the Planning Commission have been minimal.

In general, it does appear that the City properly noticed its coastal development permit hearings to all of its local citizens. And there has been a high degree of local public involvement in the City's decision making for its local coastal development permits. However, such notices have not always been sent to the Commission. For example, no permit notices were sent to the Commission in all of 1982. For other years and for a few other developments, the Commission office received a notice of public hearing and no notice of final action, or vice versa. Within the last two years, however, Commission staff has received both the public hearing notice and notice of final action on a regular basis.

All of these measures are designed to maximize public involvement. To the extent that record keeping and notices procedures are not consistently followed, it limits full public participation and review in a manner inconsistent with Coastal Act Section 30006.

IV. CONCLUSION.

Given the fact of the City's small size, limited resources, and that it was the state's first certified LCP under a pilot program; it appears that both the City government and its citizens have demonstrated a high level of interest in protecting its coastal resources.

The weakest areas of LCP implementation and where improvements could be made, relate to:

1. implementating public access requirements;
2. coordinating with the County Department of Environmental Health over septic permits;
3. reserving limited municipal water resources for high priority uses; and
4. noticing and better record keeping of the City's post LCP permits.

In the following areas the City has been effectively implementing its LCP in conformity with Coastal Act policies: public recreation, visitor-serving uses, water service, protection from hazards, scenic resources, biological resources, archaeological resources, and local public particapation. Although the harbor area remains uncertified, the City has been working towards acquisition and development feasibility of the area.

V. RECOMMENDATIONS FOR CORRECTIVE ACTION

Based on the analysis contained in this report, the Commision recommends that the City consider certain changes to their LCP. In so doing, the Commission recognizes that these changes are not binding on the City. However, the Commission believes that these changes to the City's LCP are necessary to achieve greater conformance with Coastal Act policies. Should the City wish to follow up on these recommendations, Coastal staff is available to assist in the implementation of these measures, some of which will require LCP amendments.

The Commission is concerned with the financial ability of local governments to implement the recommendations such as those contained in this report. The Commission will investigate the availability of possible grant funding or reimbursement of mandated costs to cover the cost of implementing these recommendations.

A. Public Access

1. Revise Section 7.10 of the zoning regulations, relating to permit conditions, by adding additional language which requires that all permits having open space or public access conditions are properly recorded before the permit is released to the applicant. This can be accomplished by using a prior-to-issuance condition in the permit and by requiring a subordination agreement at the time of recording.

2. Revise Section 7.15 of the zoning regulations, relating to the application requirements, to require accurate property boundary descriptions where open space or public access conditions may be required to ensure that such a condition could, in fact, be required from the applicant and if the condition is required, is located over the applicant's property, and to provide a better basis for a more detailed description of the easement area itself in relation to the property boundaries and existing natural features.

3. Adopt more complete written findings when reviewing coastal permit applications, particularly when conditions are imposed. Such findings are generally required under Section 7.175(B) of the zoning regulations, (the notice of final decision), and are specifically required under Section 7.08 (variance findings) and Section 7.09 (conditional use findings). Permits with access conditions should be supported by findings and should document the link between the impacts on shoreline access created by the development, either individually or cumulatively, and the access condition itself which is adopted in order to address those impacts (Nollan v. CCC (1987) 107 S. Ct. 3141).

B. Visitor-Serving Use

1. Consider the need for additional recreational vehicle facilities to assure that continuing low-cost visitor serving needs are met and whether adequate services are available to support them.

C. Water Service

1. Initiate discussion between the City and Coastal staff to adopt a water service policy and applicable zoning regulations to ensure that limited municipal water resources for future coastal-dependent and high priority uses are not pre-empted by other, lower priority development.

D. Wastewater Disposal

1. Revise Section 7.10 of the zoning regulations, relating to permit conditions, so the County's review of the septic system for adequate primary and reserve disposal areas (including the remainder lot where lot splits occur) is satisfied before the permit is released to the applicant. This can be accomplished by using a prior-to-issuance condition in the permit.

E. Post LCP Record Keeping and Noticing.

1. Revise public hearing and notice of final action forms to indicate if development is appealable to Coastal Commission. Coastal staff will provide examples of forms used by other forms used by other jurisdictions.

2. Adopt better written findings and more consistent noticing and record-keeping of post-LCP permits. Coastal staff will provide good examples of written findings and noticing for permits used by other jurisdictions.

EXHIBIT 1

PERMIT SUMMARY

	1980*	81	82	83	84	85	86	87	88	89	TOTAL
C.D.P.'s/Actions	13	20	9	15	15	11	13	7	7	3	113

* from 7/9/80 to 6/29/89

By category of permit	1980	81	82	83	84	85	86	87	88	89	TOTAL
design review	13	15	7	13	10	9	12	5	7	3	94
variance	1	6	1		1		1				10
conditional use		1	2	6	1	1	1				12
minor subdivision/lot line adjustment	1	4	1	1	3	2	1	2			14
grading		1	1								2
TOTAL	15	27	12	20	15	12	15	7	7	3	13

EXHIBIT 2

DEVELOPMENT TYPE AND DESCRIPTION	YEAR 1980	81	82	83	84	85	86	87	88	89	TOTAL
new single family residence	5	4	3		1		4	1		2	20
house remodel	1	1		2		2	1	1			8
house addition (enclosed)	1	3			1	1		1	3	1	11
garage only					2	1	2				5
deck/hot tub	3	3					1	1			8
greenhouse		2	1	1							4
solar roof panels/heating	1	3	1								5
residential accessory bldg.	1			1	1	1					4
septic system only		1									1
driveway only		1									1
satellite dish			1	1				1			3
fence				1	1						2
sign		1		3	2	1	4		1		12
roof equipment			1			1					2
shoreline protection structure				3							3
repair of s.p.s.							1				1
retaining wall (not s.p.s.)					1						1
drainage structure/ diversion				1							1
lot split/minor subdivision	1	2	1	1	3	2	1	2	1		14
community playing field			1								1
temporary bait & tackle office			1								1
parking lot				1			1				2
move house				2							2
conversion to boarding house				1	1						2
bed & breakfast inn						1					1
gift shop						1	1				2
art gallery									1		1
fire house addition					1						1
Trinidad Museum bldg. remodel				1							1
information bldg.						1			1		2
trail on Trinidad Head					1						1
solar gate									1		1
overhead power lines	1	1									2
	14	22	10	19	15	12	16	7	8	3	126

EXHIBIT 3

POST CERTIFICATION LOGS

1980

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action
Design review use	SFR		x		Repogle 42-102-45 5/20/80
dr	SFR		x		Anderson 42-151-07
dr	SFR				42-151-07 & 08
dr	SFR	x			Fleschner 42-151-09 7/16/80
dr	deck & hot tub	x			Knapp 42-141-01 7/16/80
dr variance	156 sq.ft. covered setback distance	x			Mesinger 42-063-32 7/28/80
dr	4 x 15 ft. deck		x		Knapp 42-082-17 8/20/80
dr	remodel barn and construct accessory workshop bldg.	x			Hess 42-041-29 8/20/80
minor subd.	lot line adjustment		x		Kilmer 42-041-30 & 31 8/20/80
dr	400 ft overhead power lines			x	P.G.E. Scenic Drive 8/20/80
dr	house remodel		x		Frame 42-102-30 9/17/80
dr	solar roof panels	x			Greenberg 42-091-01 11/19/80
dr	deck & spa	x			Greenberg 42-09-01
dr	SFR		x		Lima 42-151-06 12/17/80

POST CERTIFICATION LOGS

1981

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
dr	bath & bedroom addition		x		Iverson	42-131-04	81-1	
dr	SFR		x		Bell	42-041-44	81-2	
dr	SFR	x			Fleschner	42-151-07		1/21/81
dr	sign	x			Provolt	42-061-15		
dr	hot tub & deck		x		Stockness	42-102-37		
dr	deck	x			Jewett	42-04-46	81-6	
minor subd. variance	4 parcels setback distance		x		Collin	42-081-29	81-7	
dr	utility room, solar heating & green house	x						
dr	removal of present structure, construct new SFR		x		Caldwell	42-041-15	81-9	
dr	solar heating & solar roof panels	x			Bruce	42-041-45	81-10	
dr	hot water heating & solar roof panels	x			Pauley	42-081-18	81-11	
grading	driveway with turnaround and septic system		x		Sauble	42-141-09		
dr use two variance	Iverson 42-131-04 less than 100 ft. from creek septic tank setback	x						
dr	deck	x				42-151-06		
dr	SFR		x					
dr	400 ft. overhead power lines	x			P.G.E.	Scenic Drive		3/16/81 City Council
dr	10 x 23 greenhouse	x			Powell	042-031-16	81-16	
minor subd. variance	2 parcels setback		x		Johnson	515-331-33 & 38		
minor subd. variance	lot line adjustment setback	x			Lawton	42-081-02	81-27	
minor subd. variance			x		Smith & Provolt		81-17 & 18	

POST CERTIFICATION LOGS

1982

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action
dr use	community playing field	x			City of Trinidad, School Lot 82-1
dr	satellite dish &	x			Provolt 82-3
dr	SFR	x			Van Vliet 42-151-02
dr	roof fans	x			HSO marine lab 42-041-13
minor sub.	lot lines adjustment	x			Morrison 42-041-34 & 35
dr	solar collector greenhouse	x			42-031-10
dr	SFR	x			42-151-02
use	temporary trailer for bait & tackel	x			Hallmark 42-071-12
dr grading variance minor subd.	setback lot line adjustment		x		42-081-01/29

POST CERTIFICATION LOGS

1983

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
dr	greenhouse	x			Pauley		83-1	
use								
dr	remodel pitched roof		x		Huff	42-41-37	83-2	
dr	satellite dish and fence	x				42-061-15		
dr	sign	x			Saunders	42-063-24		6/15/83
dr	move house to north & west	x			Iverson	42-131-04	83-6	5/18/83
dr	remodel & move house		x		Manor	42-141-04		6/1/83
use								
minor subd.	lot line adjustment							
dr	SFR with studio apartment	x			Forsyth	42-061-11	83-8	6/15/83
use	boarding house							
dr	SFR		x		Bell	42-041-44	83-10	9/21/83
dr	sign	x			The Bitery	42-063-24	83-11	7/20/83
dr	small scale drainage control to stop erosion	x			Coastal Conservancy	42-091-05	83-12	4/20/83
dr	2 parking lots for CALTRANS bus & car pool	x			CALTRANS	42-052	83-13	9/21/83
dr	erosion control structure		x		WOTKYNS/ HUM NC LAND TRUST	42-141-10		8/19/83
use/dr	erosion control structure		x		Cornwell	42-141-03	83-15	10/19/83
use/dr	erosion control structure		x		Manor	42-141-04	83-16	10/19/83
dr	sign	x			Wilms	42-061-15		10/19/83

POST CERTIFICATION LOGS

1984

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
dr	fence	x			Odom	42-041-43	84-1	1/9/84
variance	allow increased # of paying guests from 2-6 people	x			Flescher	42-101-03	84-2	1/9/84
dr	trail system on Trinidad Head	x			City of Trinidad		84-3	2/15/84
dr	SFR		x		Cox	42-081-30	84-4	4/18/84
minor subd.	lot line adjustment	x				42-081-02 & 07		
dr	sign	x			Provolt	42-06-15		4/18/84
dr	second story addition	x			Stockness	42-102-37		6/20/84
dr	fire house addition	x			City of Trinidad	42-061-18	84-7	7/18/84
use	remodel interior of structure	x			Trinidad Museum Society	42-101-09	84-8	7/18/84
minor subd.	lot split	x			Collins	42-081-29 & 31	84-9	7/26/84
dr	garage & storage shed	x			Wright	42-052-23	84-10	
dr	sign	x			Kirk	42-063-24	84-11	
dr	garage	x			Mesigner	42-063-32	84-12	
minor subd.	lot line adjustment	x			Collins	42-081-02	84-13	9/19/84
dr	retaining wall		x		Collins	42-081-29	84-14	9/18/84

POST CERTIFICATION LOGS

1985

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
minor subd.	lot line adjustment	x			Nash	42-131-05 42-111-06	85-1	2/20/85
dr use	bed & breakfast with gift shop		x		Kirk	42-101-07	85-2	4/17/85
dr	weather instrument on roof		x		HSO Marine	42-041-13	85-3	4/17/85
dr	garage addition	x			Fitapatrick	42-082-20	85-4	
dr	remodel cottage			x	Dovan	42-101-04		
dr	sign		x		Kirk	42-101-07	85-6	7/3/85
dr	remodel cottage	x			Dovan	42-101-04	85-5	9/18/85
minor subd.	lot line adjustment		x		Saunders	42-051-28	85-6	9/18/85
dr	6 x 9 ft. & 24 x 34 ft. house addition	x			Chappel	42-102-02	85-7	12/18/85
dr	information center	x			Trinidad Bus. Assoc.	42-051-28	85-8	9/30/85
dr	storage barn		x		McCutcheon	515-331-39	85-9	11/20/85

POST CERTIFICATION LOGS

1986

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
design review	sign	x			Trinidad Museum Society	42-101-09	86-1	2/19/86
minor subd.	lot line adjustment		x		Twooney	515-35-10 & 9	86-2	3/19/86
dr	repair of erosion control wall		x		Wright	42-141-03	86-3	3/19/86
dr use	gift shop		x		Johnson	42-061-12	86-4	5/28/86
dr	SFR	x			Fleschner	42-071-10	86-6	5/7/86
dr	sign	x			Allen	42-063	86-7	5/7/86
dr	SFR	x			Shultz	42-041-03	86-8	5/7/86
dr	house remodel		x		Saunders	42-031-20	86-9	6/18/86
dr	sign	x			Johnson	42-061-12	86-10	6/18/86
variance	to parking standards		x					
dr	sign		x		Assembly of God Church	515-331-16	86-11	7/21/86
dr	SFR	x			Hankins	42-151-08	86-13	9/22/86
dr	SFR	x			Motsinger	42-031-29	86-17	11/19/86
dr	8 x 29 ft. deck	x			Wilson	42-041-26F	86-18	11/19/86

POST CERTIFICATION LOGS

1987

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
dr	SFR		x		Cheney	42-082-01	87-1	1/21/87
dr	2 car garage	x			McCutcheon	515-331-39	87-2	1/2/87
dr	second story & garage addition; remodel house	x			Frame	42-102-30	87-3	7/15/87
dr	satellite dish	x			Motsinger	42-031-29	87-4	6/17/87
dr	6 x 28 ft. deck	x			Oelsohig	42-102-34	87-5	7/15/87
minor subd.	lot line adjustment		x		Fleschner	515-151-09 & 27	87-6	9/6/87
minor subd.	lot line		x		Caldwell	42-041-15, 24, 26	87-7	10/21/87

POST CERTIFICATION LOGS

1988

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
dr	10 x 10 ft. temporary community info bldg.		x		Chamber of Commerce			5/18/88
dr	second story	x			Messinger	42-063-32	88/89-2	8/25/88
dr	balcony porch to SFR	x			Stiver	42-040-40	88/89-6	10/24/88
minor subd.	lot line adjustment		x		Saunders	42-051-28	85-6	8/25/88
dr	16 x 20 ft. studio add to SFR	x			Wilber	42-041-51	88-006	6/30/88
dr	sign & art gallery		x		Simmons	42-031-27	88-007	7/20/88
dr	solar gate at base of Trinidad Head	x			City of Trinidad/ Coast Guard			9/21/88

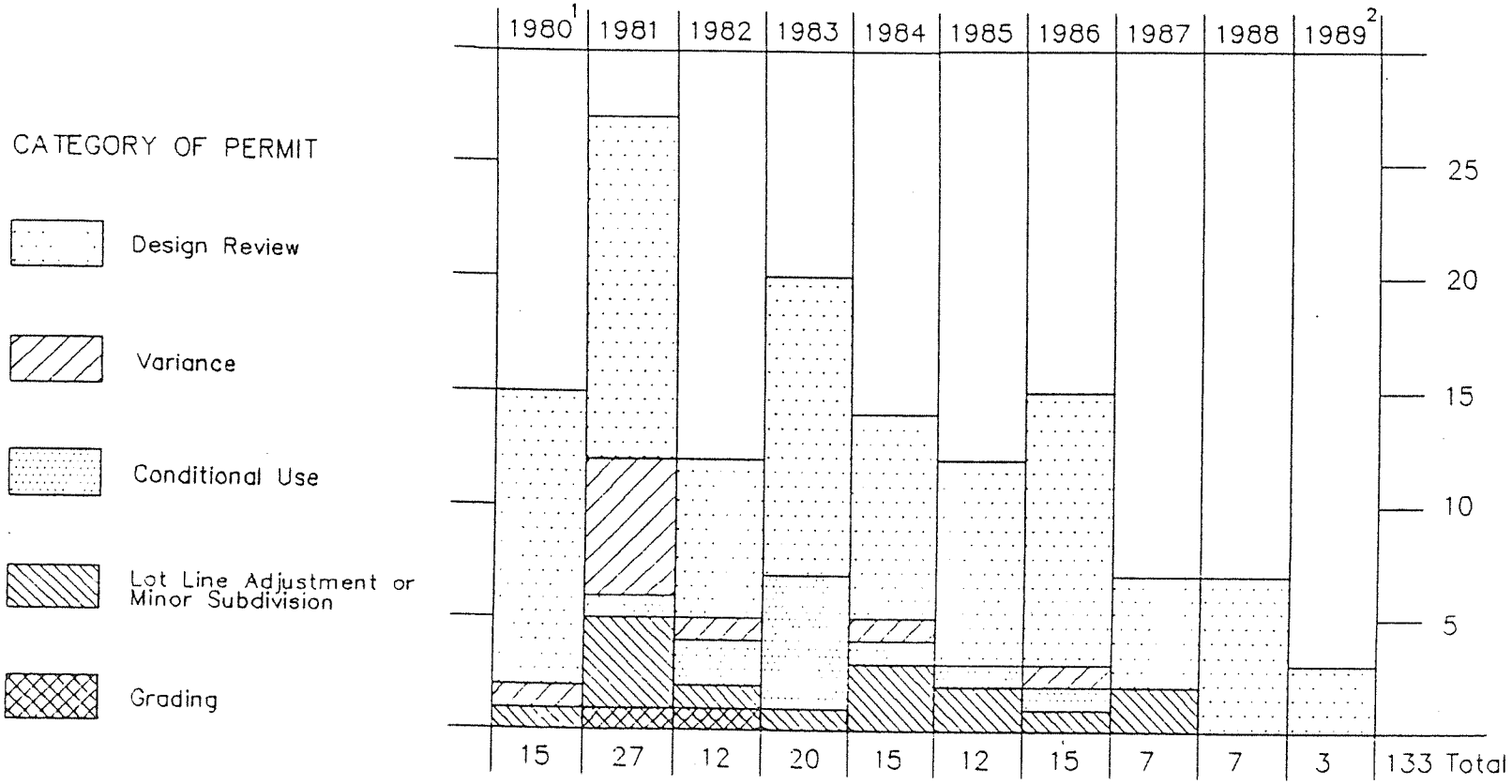
POST CERTIFICATION LOGS

1989 to 6/29/89

Permit Category	Project	City Action A	CA	D	NAME/APN/Local Permit No./Date of Action			
dr	SFR		x		Sisneros	42-041-50	88/89-8	1/18/89
dr	SFR		x		Johnson	42-041-55	88/89-4	
dr	460 sq. ft. addition		x		Callahan	42-031-20	88/89-9	2/15/89

5333P

TRINIDAD
Type of Coastal Permits Reviewed
1980 -- 1989

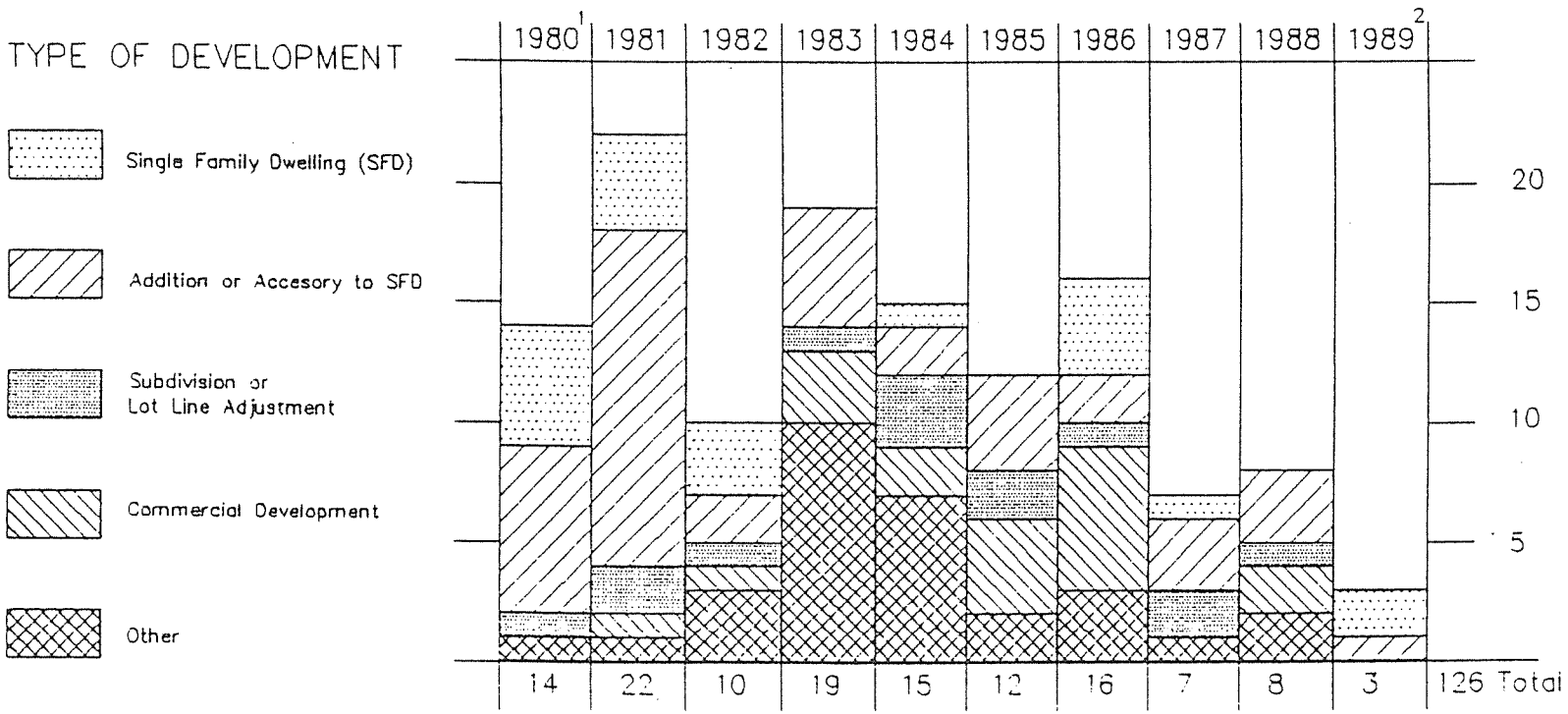


Number of Actions Coastal Development Permits:	1980[1]	1981	1982	1983	1984	1985	1986	1987	1988	1989[2]	
	13	20	9	15	15	11	13	7	7	3	113 Total

[1] 1980 Figures include July through December only.

[2] 1989 Figures include January through June only.

TRINIDAD
Coastal Permits Reviewed
1980 -- 1989



[1] 1980 Figures include July through December only.

[2] 1989 Figures [illegible]

State of California, George Deukn), *Governor*

California Coastal Commission
NORTH COAST DISTRICT
350 E Street, 4th Floor
P.O. Box 4946
Eureka, CA 95501
(707) 443-1623

Filed: March 19, 1985
90th Day: June 17, 1985
Staff Report: March 28, 1985
Hearing Date: April 9, 1985

TO: Commissioners and Interested Parties

FROM: Richard G. Rayburn, District Director; Gary Berrigan, Coastal Planner

SUBJECT: PROPOSED MINOR AMENDMENT 1-85-1 TO THE CITY OF TRINIDAD'S CERTIFIED LOCAL COASTAL PROGRAM FOR COMMISSION REVIEW AND DETERMINATION AT IT'S APRIL 9-12, 1985, HEARING

Background

The City of Trinidad has submitted an amendment to its certified Local Coastal Program. The amendment would add definitions to the zoning ordinance, correct typographical errors, combine two design review sections, add language to the Land Use Plan (LUP) to reflect the annexation of Trinidad Head, correct the length of time in which appeals of final City action can be made to the Commission, and conform language regarding new development with the Coastal Act. Portions of the proposed amendment not before the Commission at this time will require further action because they are amendments to a catagorical exclusion or do not qualify as "minor" amendments. The proposed amendment was the subject of noticed public hearings before the City Planning Commission and City Council. All the hearings were properly noticed to provide for adequate public participation. A submittal to the Coastal Commission was subsequently made in conformance with Section 13551, 13552, and 13553 of the Commission's Administrative Regulations and was filed on March 19, 1985. Commission action must occur by June 19, 1985, (within ninety days of filing).

The proposed amendment consists of the items summarized below and detailed in Exhibit 2.

I. Add specific language to Section 6.07, Mobile Buildings, which clarifies when a mobile home is considered a single family dwelling.

II. Add the following language to Section 6.15, consistent with Section 30212 of the Coastal Act, as amended, regarding what constitutes "new development" within the context of requiring public access:

"For purposes of this Section, 'new development' does not include:

1. The replacement of any structure, other than a public works facility destroyed by a disaster. The replacement structure shall conform to applicable existing zoning requirements, shall be for the same use as the destroyed structure, shall not exceed either the floor area, height or bulk of the destroyed structure by more than 10 percent, and shall be sited in the same general location on the affected property as the destroyed structure.

2. The demolition and reconstruction of a single family residence, provided that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

3. Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height or bulk of the original structure by more than 10 percent, which do not block or impede public access and which do not result in a seaward encroachment by the structure.

4. The reconstruction or repair of any seawall; provided that the reconstructed or repaired seawall is not seaward of the location of the former structure.

5. Any repair or maintenance activity for which the Commission has determined that a Coastal Development Permit will be required unless the Commission determines that activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision, 'bulk' means total interior cubic volume as measured from the

exterior surface of the structure.

As used in this subdivision, 'disaster' means any situation in which the force or forces which destroyed the structure to be replaced were beyond the control of its owners.

As used in this subdivision, 'structure' includes landsacping and any erosion control structure or devise which is similar to that which existed prior to the occurrence of the disaster.

Nothing in this subdivision shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Government Code."

III. Amend Section 6.19 to provide for one design review process to apply to all zones. The City ordinances currently provide for design review standards which apply to two different areas of the City. The amendment combines the two review processes into one which will apply to all zones in the City.

IV. The City proposes to correct typographical errors in Section 7.11 The changes do not change the intent or application of this policy regarding the effective dates of variances, use permits or design review approvals.

V. Amend Section 7.12(A) regarding notification and appeal periods consistent with the Coastal Act. This section currently provides for both a 10 working day and 20 day appeal period to the Commission following final City action. The amendment would delete reference to a 20 day appeal period and provide for a 10 working day appeal period to the Commission following final City Action.

VI. Add to Appendix A, Supplementary Definitions, the definition of "emergency" and "single family dwelling".

VII. Amend Policy 47 of the Land Use Plan as follows:

"Only single family residences should be permitted in Urban Residential, Suburban Residential, Rural

Residential and General Rural categories". Mobile homes/on/individual/lots/may/be appropriate/outside the/intensive/development area//but/inside/that/area they/should/only/be permitted/in/exclusive/mobile home subdivisions east/of/the/freeway/

VIII. Amend Development Preference on Page 38 of the Land Use Plan as follows:

"Development Preference"

Regular visitors stress the need for public restrooms, beach access trails, picnic areas, and vista points. Property owners do not strongly support additional public recreation facilities, but many favored establishing an information center, picnic areas, and vista points. There is considerable resident and visitor interest in the Tsurai Village site and respect for the interests of the descendents of the village. The portion of Trinidad Head not needed by the Coast Guard was transferred to the City of Trinidad and annexed within the City limits in 1984."

IX. Amend Policy 66 of the Land Use Plan as follows:

The/portion/of "Trinidad Head not/needed/by/the Coast/Guard/should/be/transferred/to/the/City/of Trinidad. The/area/should will be kept in its natural state with hiking trails and vista points. Public vehicular access will should only be allowed as far as the existing harbor overlook."

The Executive Director, consistent with Administrative Code Section 13555, determined that the amendment was "minor" in nature as defined in Section 13554 of these regulations. On March 22, 1985, the Executive Director informed all interested parties by mail of his determination. Copies of the amendment were made available to all interested parties consistent with Section 13555(a) of the Commission's Administrative Regulations. No objections or comments were received during the ten working day review period provided for by regulation and ending on April 4, 1985. On April 9-12, 1985, the District Director is scheduled to inform the Commission of the Executive Director's determination.

Staff Recommendation

Staff recommends that the Commission find concurrence with the

determination that the City of Trinidad's amendment is minor in that; i) the changes in wording of the zoning ordinance make the uses more specific and do not change the kind, location, intensity or density of use and are consistent with the certified land use plan; ii) the change in notification procedures is consistent with the requirements of the Coastal Act; iii) the correction, reorganization and deletion of certified language does not change the kind, location, intensity or density of use, and does not modify any resource protection measures; iv) revisions to certified policy language imposes further limitations on use and does not conflict with any policy of Chapter 3 of the Coastal Act or the certified Land Use Plan. The amendment, as proposed, is consistent with the City of Trinidad's certified Local Coastal Program and the California Coastal Act.

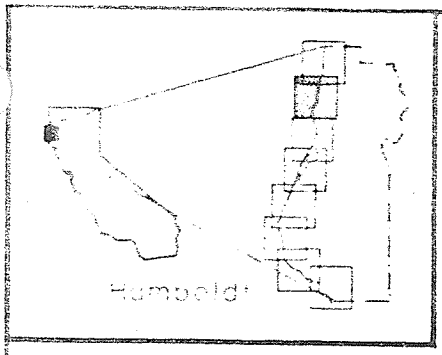


EXHIBIT NO. 1

APPLICATION NO.
1-85-1

TRINIDAD AMENDMENT

California Coastal Commission

Big Lagoon Park

Patricks Point State Park

COASTAL ZONE

TRINIDAD BEACH STATE PARK

Trinidad

Moonstone

C.Z.B.

LOCATION MAP

miles

N

County of Humboldt

Sheet 2 of 8

EXHIBIT NO. 2
APPLICATION NO.
1-85-1
TRINIDAD Amendment
California Coastal Commission

ORDINANCE NO. 84-180

AN ORDINANCE TO AMEND CERTAIN SECTIONS OF ORDINAN
AND THE GENERAL PLAN OF THE CITY OF TRINIDAD.

The City Council of the City of Trinidad does ordain as f

Section I.

Section 6.07 Mobile Buildings is amended by the addition of;

5. A mobilehome is considered a single family dwelling if it is on a permanent foundation and
   a) conforms to the National Mobile Construction and Safety Standards of 1974;
   b) meets the requirements of Chapter 29 of the UBC, 1979 Edition;
   c) conforms to the criteria for Single Family Dwellings, as specified in Section 6.19 Design Review. This is to include the mobilehome itself and any attached or accessory structures, such as covered porches, carports;
   d) should be at least a "double-wide". Single-wide mobilehomes are considered to be out of character with the existing community.

Section II.

Section 6.15 Public Access to the Shoreline is amended to read;

As a condition of approval for any variance, conditional use permit or design review of new development, the landowner shall offer to dedicate an easement for public access, for a period of 21 years, along the ocean shoreline from the mean high tide line up to the first line of terrestrial vegetation or a distance inland of 25 feet, whichever is the greater, and a 25 foot wide easement along any trail designated in the Trinidad General Plan located on the subject property. These public easements shall only take effect when a public or private trust approved by the City accepts responsiblity for liability and the improvement and maintenance of the access easement.

The following restrictions apply in this 25 foot easement:

1. Existing motorized access shall not be enlarged and where motorized access does not exist, it shall not be allowed.
2. Foot trail portions of the easement shall not exceed 10 feet in utilized width.
3. Existing foot trails should be used except when design or stability problems require a change.
4. Buffer zone areas on the unutilized portions of the foot trails shall not be opened to the public.

For purposes of this Section, "new development" does not include:

1. The replacement of any structure, other than a public works facility destroyed by a disaster. The replacement structure shall conform to applicable existing zoning requirements, shall be for the same use as the destroyed structure, shall not exceed either the floor area, height or bulk of the destroyed structure by more than 10 percent, and shall be sited in the same general location on the affected property as the destroyed structure.
2. The demolition and reconstruction of a single family residence, provided that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

Section 6.15 Public Access to the Shoreline, continued

3. Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height or bulk of the original structure by more than 10 percent, which do not block or impede public access and which do not result in a seaward encroachment by the structure.
4. The reconstruction or repair of any seawall; provided that the reconstructed or repaired seawall is not seaward of the location of the former structure.
5. Any repair or maintenance activity for which the Commission has determined that a Coastal Development Permit will be required unless the Commission determines that activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

As used in this subdivision, "disaster" means any situation in which the force or forces which destroyed the structure to be replaced were beyond the control of its owners.

As used in this subdivision, "structure" includes landscaping and any erosion control structure or devise which is similar to that which existed prior to the occurrence of the disaster.

Nothing in this subdivision shall restrict public access not shall it excuse the performance of duties and responsibilities of public agencies which are required by Government Code.

Section III.

Section 6.19 of the Trinidad Zoning Ordinance is amended to read;

Section 6.19. Design Review and View Preservation Regulations

The following regulations shall apply to all zones;

A. Purpose. The small scale of the community and its unique townsite, affording spectacular views of the coastline and ocean horizon, define the character of Trinidad. Maintaining this character is essential to the continued desirability and viability of the City. A design assistance committee, consisting of the Trinidad Planning Commission and one member of the City Council, is hereby established to review new developments to ensure their consistency with the character of the City and to minimize their impact on important vistas.

B. Applicability. Relocation, construction, remodeling or additions to structures, and alterations of the natural contours of the land shall not be undertaken until approved by the design assistance committee. Approval need not be obtained for remodeling that does not affect the external profile or appearance of an existing structure. Approval need not be required for exterior painting and maintenance, accessory structures of less than 500 square feet in floor area and less than 15 feet in height, changes in landscaping, and site excavation or filling more than 100 feet from any perennial stream or the mean high tide line which will not change the existing elevation more than 2 feet at any point, and if exempt from a Coastal Development Permit as specified in Section 7.12 of the Zoning Ordinance and pursuant to any applicable Categorical Exclusions.

EXHIBIT 2
CONT'd

Section 6.19 Design Review and View Preservation Regulations, continued

C. Design Criteria. The design assistance committee shall be guided by the following criteria when evaluating land form alterations and contruction of structure;

1. The alterations of natural land forms caused by cutting, filling and grading shall be minimal. Structures should be designed to fit the site rather than altering the land form to accomodate the structure.
2. Structures in, or adjacent to open space areas should be constructed of materials that reporduce natural colors and textures as closely as possible.
3. Materials and colors used in construction shall be selcted for compatibility both with the structural system of the building and with the appearance of the building's natural and man-made surroundings. Pre-set architectural styles (e.g. standard fast food restaurant designs) shall be avoided.
4. Plant materials should be used to integrate the man-made and natural environments to screen or soften the visual impact of new development, and to provide diversity in developed areas. Attractive vegetation common to the area shall be used.
5. On-premises signs should be designed as an integral part of the structure and should complement or enhance the appearance of the surrounding area.
6. New development should include underground utility service connections. When above ground facilities are the only alternative, they should follow the least visible route, be well designed, simple and unobtrusive in appearance, have a minimum of bulk and make use of compatible colors and materials.
7. Off-premise signs needed to direct visitors to commercial establishments, as allowed herein, should be well designed and be clustered at appropriate locations. Sign clusters should have a single design theme.
8. When reviewing the design of commercial or residential buildings, the committee shall ensure that the scale, bulk, orientation, architectural character of the structure and related improvements are compatible with the rural, uncrowded, rustic, unsofisticated, small, casual, open character of the community. Inparticular;
   a) residences of more than 2,000 square feet in floor area and multiple family dwellings or commercial buildings of more than 4,000 square feet in floor area shall be considered out of scale with the community unless they are designed and situated in such a way that their bulk is not obtrusive.
   b) residential and commercial developments involving multiple dwelling or business units should utilize clusters of smaller structures with sufficient open space between them instead of a consolidated structure.

D. View Protection Criteria. The design assistance committee shall be guided by the following criteria when evaluating the impact of new development on public and private vistas of important scenic attractions;

1. Structures visible from the beach or a public trail in an open space area should be made as visually unobtrusive as possible.
2. Structures, including fences over 3 feet high and signs, and landscaping of new development, shall not be allowed to significantly block views of the harbor, Little Trinidad Head, Trinidad Head or the ocean from public roads, trails, and vista points, except as provided in (3) below.
3. The committee shall recognize that owners of vacant lots in the SR and UR Zones, which are otherwise suitable for construction of a residence, are entitled to construct a residence of at least 15 feet in height and 1500 square feet in floor area, residences of greater height as permitted

EXHIBIT 2
cont'd

3. in the applicable zone, or greater floor area shall not be allowed if such residence would significantly block the views identified in (2) above. Regardless of the height or floor area of the residence, the committee, in order to avoid significant obstruction of the important views, may require, where feasible, that the residence be limited to one story; be located anywhere on the lot even if this involves the reduction or elimination of required yards or the pumping of septic tank wastewater to an uphill leach field, or the use of some other type of wastewater treatment facility; and adjust the length-width-height relationship and orientation of the structure so that it prevents the least possible view obstruction.
4. If a residence is removed or destroyed by fire or other means on a lot that is otherwise usable, the owner shall be entitled to construct a residence in the same location with an exterior profile not exceeding that of the previous residence even if such a structure would again significantly obstruct public views of important scenes, provided any other nonconforming conditions are corrected.
5. The Tsurai Village site, the Trinidad Cemetery, the Holy Trinity Church and the Memorial Lighthouse are important historic resources. Any land-form alterations or structural construction within 100 feet of the Tsurai Study Area, as defined in the Trinidad General Plan, or within 100 feet of the lots on which identified historical resources are located shall be reviewed to ensure that public views are not obstructed and that development does not crowd them and thereby reduce their distinctiveness or subject them to abuse or hazards.

E. Review Procedures. The committee shall prescribe application forms and information requirements for use by those proposing activities subject to design assistance review. If a Use Permit, Coastal Development Permit or other approval is required by the Planning Commission or City Council, the review of the design shall be subsequent to other permit considerations and may occur at the same meeting, subject to fulfillment of public notification requirements. Otherwise the procedure for submittal and consideration of the application shall be the same as for a Use Permit as provided in Article 7. Where view considerations are involved, the applicant is encouraged to contact property owners within 100 feet and show them the layout and profile of the proposed structure. The committee shall not approve any application unless it finds that all of the applicable criteria have been considered and the minimum adjustments required to achieve the objectives applicable to the area where the development is located.

EXHIBIT 2
cont'd

Section VI. Appendi Supplementary Definitions:

Appendix A shall be amended to read;

Dwelling, Single Family: A freestanding building designed for and/or occupied exclusively by one family to include mobilhomes on a foundation which conform to the National Mobile Construction and Safety Standards Act of 1974 and Chapter 29 of the UBC, 1979 edition.

Emergency means a sudden, unexpected occurance demanding immediate action to prevent or mitigate loss or damage to life, health, property or essential public services.

Section VII.

Policy 47, page 30 of the Trinidad General Plan shall be amended to read;

47. Only single family residences should be permitted in the Urban Residential, Suburban Residential, Rural Residential and General Rural categories.

Section VIII.

Development Preference (paragraph 4, page 38) shall be amended to include;

The portion of Trinidad HEad not needed by the Coast Guard was transferred to the City of Trinidad and annexed within the City limits in 1984.

Section IX.

Policy 66 (page 39) shall be amended to read;

Trinidad Head will be kept in its natural state with hiking trails and vista points. Public vehicular access will only be allowed as far as the existing harbor overlook.

EXHIBIT 2
end

Section IV.

Section 7.11 Effective dates of variances, conditional use permits and design review is amended to read:

Planning Commission approval of a variance or conditional use permit and design assistance committee approval of a design review application shall become final in 10 working days from the date "Notice of Action Taken" is received by the Coastal Commission, unless an appeal to the City Council has been taken within that time. Failure of the Planning Commission or design assistance committee to act within the time limits established in the PRC Sections 65950 and 65957 shall be considered approval of the application on the date the time limitation expires, and the approval shall become final 10 working days after Coastal Commission notification unless appealed to the City Council. City Council action on an appeal shall become final 10 working days from the date the Coastal Commission receives Notice of Action Taken and findings in support of the action are adopted.

Section V.

Section 7.12 Coastal Development Permits is amended to read:

7.12 (A) In conformance with Public Resource Code Section 30600, in addition to any other approval or permit required under this ordinance, and except as otherwise required by the Trinidad Subdivision Ordinance. Section 4.14, Grading Ordinance Section 2.3 or Building Regulation Ordinance Section 302(e) or as specifically excluded in subpart (b) below, a Coastal Development Permit shall be required for any purposed use, building or other development as defined in California Public Resources Code Section 30106. Upon approval of all required variances, conditional use permits or design review for any proposed use or building, a Coastal Development Permit shall be deemed approved and shall take effect 10 working days after the Coastal Commission receives notification unless within that time the approval is appealed to the City Council.

If a Coastal Development Permit is appealed to the City Council, notice as prescribed in Section 7.17 for a Conditional Use Permit shall be provided by the City Clerk to all interested persons and the Coastal Commission. Approval of a Coastal Development Permit by the City Council on appeal shall become effective 10 working days after notice of approval and adoption of findings are received by the Coastal Commission. If a valid appeal is filed with the Coastal Commission within that time, the City approval shall be of no force and effect until the appeal has been decided by the Coastal Commission. Within 5 working days of receipt of notice from the Coastal Commission of the filing of a valid appeal, the City Clerk shall deliver to the Commission staff all relevant documents and materials used by the Planning Commission and City Council in their deliberations. Appeal of a Coastal Development Permit to the Coastal Commission shall be deemed valid if the appellant has exhausted all appeals as provided herein.

EXHIBIT 2
cont'd

State of California, George Deukm[illegible], Governor

California Coastal Commission
NORTH COAST DISTRICT
350 E Street, 4th Floor
P.O. Box 4946
Eureka, CA 95501
(707) 443-1623

April 9, 1985

Mr. Carl Replogle, Mayor
City of Trinidad
P.O. Drawer N
Trinidad, California 95570

Dear Mayor Replogle:

The Coastal Commission completed action on Trinidad's minor amendment to its Local Coastal Program at its hearing on April 9, 1985. The Commission concurred with the Executive Director's determination that the amendment was minor. The determination is based upon the findings contained in the attached staff report.

This letter formally transmits to you the resolutions of certification, pursuant to Section 13544 of the California Administrative Regulations. Effective certification of the amendment to the City's Local Coastal Program will occur after the City acknowledges receipt of the enclosed resolution of certification, and agrees to issue coastal development permits for the area included in the amended LCP.

If you or your staff have any questions, contact Gary Berrigan in this office.

Sincerely,

Rick Rayburn

RICHARD G. RAYBURN
District Director

RGR:lp
attachment

(0226A)

State of California, George Deukmejian, *Governor*

California Coastal Commission
NORTH COAST DISTRICT
350 E Street, 4th Floor
P.O. Box 4946
Eureka, CA 95501
(707) 443-1623

May 9, 1985

TO: Commissioners and Interested Parties

FROM: Richard G. Rayburn, District Director and Gary L. Berrigan, Coastal Planner

SUBJECT: TRINIDAD LOCAL COASTAL PROGRAM AMENDMENT FOR PUBLIC HEARING AND COMMISSION ACTION AT ITS May 21-24, 1985, HEARING.

SYNOPSIS

Background

The City of Trinidad is located in Humboldt County, approximately 17 miles north of Eureka. With an approximate population of 420, Trinidad is one of the smallest incorporated cities on the California coast. The shoreline in the Trinidad area is magnificent and includes rocky points, offshore rocks, sea stacks, and sandy beaches. The local economy is based on fishing, tourism, and timber.

Amendment

The City is proposing changes to its Land Use Plan (LUP) and zoning ordinances. The City recently annexed Trinidad Head and is proposing to incorporate the Head into its LUP with an Open Space (OS) land use designation. The second LUP change would allow shoreline protection structures to be located in areas less than twenty feet above mean lower low water (mllw). These amendments would also be included in the ordinances. The final change would add a section to the ordinances providing for the issuance of emergency permits.

Staff Recommendation

The staff recommends that the amendment be approved as submitted.

For further information on the amendment or staff report, contact Gary Berrigan, North Coast District, at (707)443-1623. Correspondence may be sent to either the North Coast District, P.O. Box 4946, Eureka, California, 95501, or to the Coastal Commission's San Francisco office, 631 Howard Street, 4th Floor, San Francisco, California, 94105.

CONTENTS

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ATTACHMENTS

Exhibit 1- Location
Exhibit 2- Trinidad Head
Attachment A- Submittal

City of Trinidad
Local Coastal Program Amendment

I. Background

A. Local Coastal Program History. The City of Trinidad was selected by the Commission as a pilot project in the early stages of the Local Coastal Program process in 1976-1977. The City's Land Use plan (LUP) was the first in the state to be certified by the Commission on May 2, 1978. The Trinidad Harbor area was not certified and was to be a special study area for future certification. The implementation program was certified in February 1980, and the City began issuing coastal development permits in July 1980. In August 1980, the Commission granted the City a categorical exclusion for accessory and temporary structures, fences, and small excavation and fill projects. The major amendment before the Commission at this time is a part of a total amendment package submitted in March 1985. Portions of the amendment were deemed minor by the Executive Director, and the Commission concurred with this determination on April 9, 1985. The final portion of the City's amendment package consists of a catagorical exclusion which will be heard by the Commission at a future hearing.

B. Amendment. The City is proposing changes to its LUP and zoning ordinances. The City recently annexed Trinidad Head and is proposing to incorporate the Head into its LUP with an Open Space (OS) land use designation. The second LUP change would allow shoreline protection structures to be located in areas less than twenty feet above mean lower low water (mllw). These amendments would also be included in the ordinances. The final change would add a section to the ordinances providing for the issuance of emergency permits.

The proposed amendment was made available to the public and interested parties in June 1984. Public hearings were conducted before the Planning Commission and city council, and the amendment was formally adopted by the City Council on February 13, 1985.

II. STAFF RECOMMENDATION ON LAND USE PLAN AMENDMENT

Staff recommends that, following a public hearing, the Commission adopt the following resolution and related findings:

MOTION

I move that the Commission certify the Land Use Plan as amended by the City of Trinidad.

Staff recommends a YES vote, and the adoption of the following resolution and findings. This motion requires a majority of the appointed membership of the Commission (7) to pass.

RESOLUTION TO CERTIFY

The Commission hereby certifies the amendment to the land use plan for the City of Trinidad and finds for the reasons discussed below that the Land Use Plan Amendment meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; that the amended land use plan contains a specific access component as required by Section 30500(a) of the Coastal Act; that the amended land use plan is consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c) of the Coastal Act; and that the certification of the amended land use plan meets the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there are no further feasible mitigation measures or feasible alternatives which could substantially lessen significant adverse impacts on the environment.

III. FINDINGS FOR CERTIFICATION

The Commission finds and declares as follows:

A. Trinidad Head Background. Trinidad Head is a rocky headland near the City of Trinidad, about 17 miles north of Eureka in Humboldt County (Exhibit 1). The shoreline in this area is magnificant, including rocky points, offshore rocks, sea stacks and islands, narrow rocky beaches on rock reefs, and small sand and gravel pocket beaches below high bluffs. The shoreline is generally accessible only by steep and occasionally hazardous trails. The Head is immediately southwest of Trinidad (Exhibit 2). The local economy is based on timber, fishing, and tourism. Trinidad Harbor and pier, east of the Head, attracts a sizeable number of commercial and recreational fishermen during the salmon season (normally May through July). Several nearby parks provide recreation opportunities for residents and visitors, including Patricks Point State Park (six miles north), Little River State Beach (four miles south), and Trinidad State Beach (only about one-half mile north of the Head).

Trinidad Head itself is connected to the mainland by a neck of land. A gravel road provides access for the U.S. Coast Guard Station on the southern end of the Head. The Coast Guard maintains a fog horn, light beacon, staff housing, and radio antennas on the Head. A cable TV antenna is also located on the Head. Most of the

vehicles would be allowed on the parcels. Public parking would be available on an adjacent parcel north of the Head. Local citizen groups and local government agencies will develop and maintain the proposed improvements.

The City proposes to place a land use designation of Open Space (OS) on Trinidad Head. The City's LUP defines this category as follows:

> "The Open Space category is intended for unstable areas, steep slopes that will be difficult to develop and areas of riparian habitat except where such areas are included within large agricultural or timber management areas. The natural constraints require that development be carefully controlled in open space areas. Special site investigations should precede any environmental disturbance in order to minimize adverse impacts. Limited timber harvesting, and limited recreation may be appropritate uses. Public open space and park lands are also included in the Open Space category."

In addition, policy 66 of the LUP provides that:

> "Trinidad Head will be kept in its natural state with hiking trails and vista points. Public vehicular access will only be allowed as far as the existing harbor overlook."

B. Public Access. The primary access points in the Trinidad area are at Trinidad State Beach to the north, Trinidad harbor and pier, Indian Beach east of the pier along the Trinidad Bay shore, and a small beach north of Bay Street. A trail system in the City links the harbor and bluff areas to several vertical access trails further south of Trinidad. The harbor area is heavily used by fishermen in the summer season. Recreational use at the Head will increase public access to a highly scenic coastal headland and will represent a major expansion of access opportunities in this area. Several Coastal Act policies address access. Section 30210 states that maximum public access to the sea must be provided. Section 30211 prevents new development from interfering with existing public accessways. Section 30212 requires that access to and along the coast be provided in new development projects. Access at Trinidad Head will emphasize trails and view points rather than shoreline access, due to the steep terrain, heavy vegetation, and related public safety and erosion considerations. The OS category is included in the LUP for application to public open space and park lands, and would allow for increased access opportunities. The Commission therefore finds that the proposed amendment to designate Trinidad Head Open Space is consistent with the public access policies of the Coastal Act.

Head is covered in dense vegetation, including coyote brush, California blackberry, ceanothus, brush monkey flower, cow parsnip, and salal. The dense brush provides habitat for foxes, raccoons, skunks, rabbits, rodents, salamanders, and reptiles. The Head is also a good viewing point to watch marine mammals such as California and Stellar sea lions, elephant seals, and gray whales during their migration. Consultation with local Native Americans reveals that the Head is and was of cultural significance, although a limited archaeological survey did not find any cultural resources.

After years of negotiations, the city obtained title to 47 acres of the 61 acre Head from the Bureau of Land Management (BLM). On April 14, 1983, the Commission unanimously concurred with BLM's determination that the transfer of the Head to the City of Trinidad was consistent with California's coastal management program.

In approving the transfer of the Head to the City, the BLM included a patent reservation and stipulations for use of the property to be transferred to the City. A right-of-way across the property was reserved by the federal government for access and utilities to the retained property to be managed by the Coast Guard. Two stipulations would be binding upon the City:

> (1) Waterbars, outsloping and rock barriers should be used, where appropriate, to reduce erosion, runoff and trail maintenance.
>
> (2) After the vegetation is removed and prior to any construction [primarily trails and vista points], those areas not previously surveyed for cultural values shall be surveyed by a qualified archaeologist. If cultural resources are discovered during any phase of construction, the holder shall immediately notify the authorized officer at 555 Leslie Street, Ukiah, California 95482. The holder shall not disturb such resources except as may be subsequently authorized by the authorized officer. The authorized officer will evaluate or have evaluated, any cultural resurces discovered and will determine if any action may be required to protect cultural resources discovered.

The patent reservation and the stipulations are part of BLM's patent deed to the City, and also include a reversionary clause, stating that the property would revert to the U.S. government if the grantee (City) did not use the property for its approved and intended use, tried to transfer title to another party, or otherwise violates the conveyance agreement.

The City's plan for the Head proposes non-intensive recreational use, including hiking, viewing, picnicking, and associated day-use activities. The plan calls for new foot trails to be constructed as much as possible along natural contours to avoid soil and vegetation disturbance. Picnic areas and observation points would be sited in level areas where opportunities for observing scenic and biological resources are maximized. Only Coast Guard

LUP also requires geologic reports for all development in these areas to insure stability. The proposed amendment would provide for the construction of shoreline protection structures within this restricted area. Because the LUP limits the types of development below 20 feet mllw, any shoreline protection structures proposed in this area could only be utilized to protect existing structures, harbor facilities, or public beaches. Therefore, the Commission finds that the proposed amendment is consistent with Section 30235 of the Coastal Act.

IV. STAFF RECOMMENDATION ON ZONING ORDINANCE AMENDMENT

Staff recommends that, following a public hearing, the Commission adopt the following resolution and related findings:

MOTION:

I move that the Commission reject the Zoning Ordinance Amendment of the City of Trinidad Local Coastal Program.

Staff recommends a NO vote which would result in the adoption of the following resolution and findings. An affirmative vote of a majority of Commissioners present is needed to pass the motion.

RESOLUTION TO CERTIFY:

The Commission hereby approves the certification of the amendment to the Zoning Ordinance of the Trinidad LCP on the grounds that the zoning ordinances, zoning district maps, and other implementing materials do conform with and are adequate to carry out the provisions of the land use plan as certified. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the approval of this implementation plan will have on the environment.

V. FINDINGS FOR APPROVAL

The Commission finds and declares as follows:

A. Shoreline Structures. As amended by the Commission's prior action on the LUP, shoreline structures are allowed below 20 feet mllw. To implement this, the City proposes to amend Section 4.03(c)(5)(c) of its zoning ordinance. This section would provide for the construction of shoreline structures to protect existing development, public beaches or coastal-dependent uses. The design of protection structures must meet adequate engineering standards based upon a geologic hazards review and other relevant technical information, and be reviewed and approved by the City Engineer. The structures must not reduce or restrict public beach access, adversely effect shoreline processes and sand supply, increase erosion or cause harmful effects on fish and wildlife habitats. The

C. Visual Resources. The visual setting in Trinidad includes rugged coastal headlands and islands, beaches and surf, the vast expanse of ocean, the small harbor with fishermen unloading their catch, and homes climbing up the hillside. Low-density residential development patterns preserve a small town character. Trinidad Head is prominent in the view from town, the harbor, and coastal trails. Conversely, the Head affords an excellent view of the harbor, ocean, and the rocky shoreline. From the Head, sightseers can observe marine resources, including seals, whales, shorebirds, and other wildlife. Development activities at the Head for low-intensity recreation, such as trails, picnic areas, and vista areas, will have little or no visual impact.

Section 30251 of the Coastal Act protects the scenic and visual qualities of coastal areas, requiring that new development be sited to protect ocean and coastal views. Designation of the Head as OS would protect public views of this highly scenic coastal area and the Commission finds that the proposed amendment is consistent with Section 30251 of the Coastal Act.

D. Shoreline Structures. The shoreline in the vicinity of Trinidad is very rugged, and includes rocky points, offshore rocks, sea stacks and islands, narrow rocky beaches, rock reefs, and small sand or gravel beaches below high bluffs. The City's LUP states that much of the area along the sea cliffs is of questionable stability, and that development should only be allowed if a registered geologist determines that the development will not increase erosion or instability. As a result of geologic hazards, the LUP designated these areas as Open Space (OS) or Special Environment (SE). These areas are also described as being at elevations below 20 feet mean lower low water (mllw). Policy 8 of the LUP presently states that only harbor and public access facilities may be located below 20 feet mllw.

During the severe coastal storms of 1982-83, existing development in Trinidad was threatened by wave attack and erosion. As alternatives were explored for protection of development from destruction, it became apparent that Policy 8 of the Trinidad LUP did not allow for the construction of shoreline structures to protect existing development. As a result, the City has proposed that Policy 8 be modified to read:

> "Except for harbor and public access facilities and shoreline protection structures, no new structures shall be located less than 20 feet above mean lower low water."

Section 30235 of the Coastal Act provides that shoreline structures shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion. As noted, the Trinidad LUP presently limits development below 20 feet mllw to only harbor and public access facilities. The

protection structure must be placed as close as possbile to the development requiring protection and be designed to minimize visual intrusion. The ordinance also provides that the applicant shall be responsible for liability, maintenance and repair of the structure.

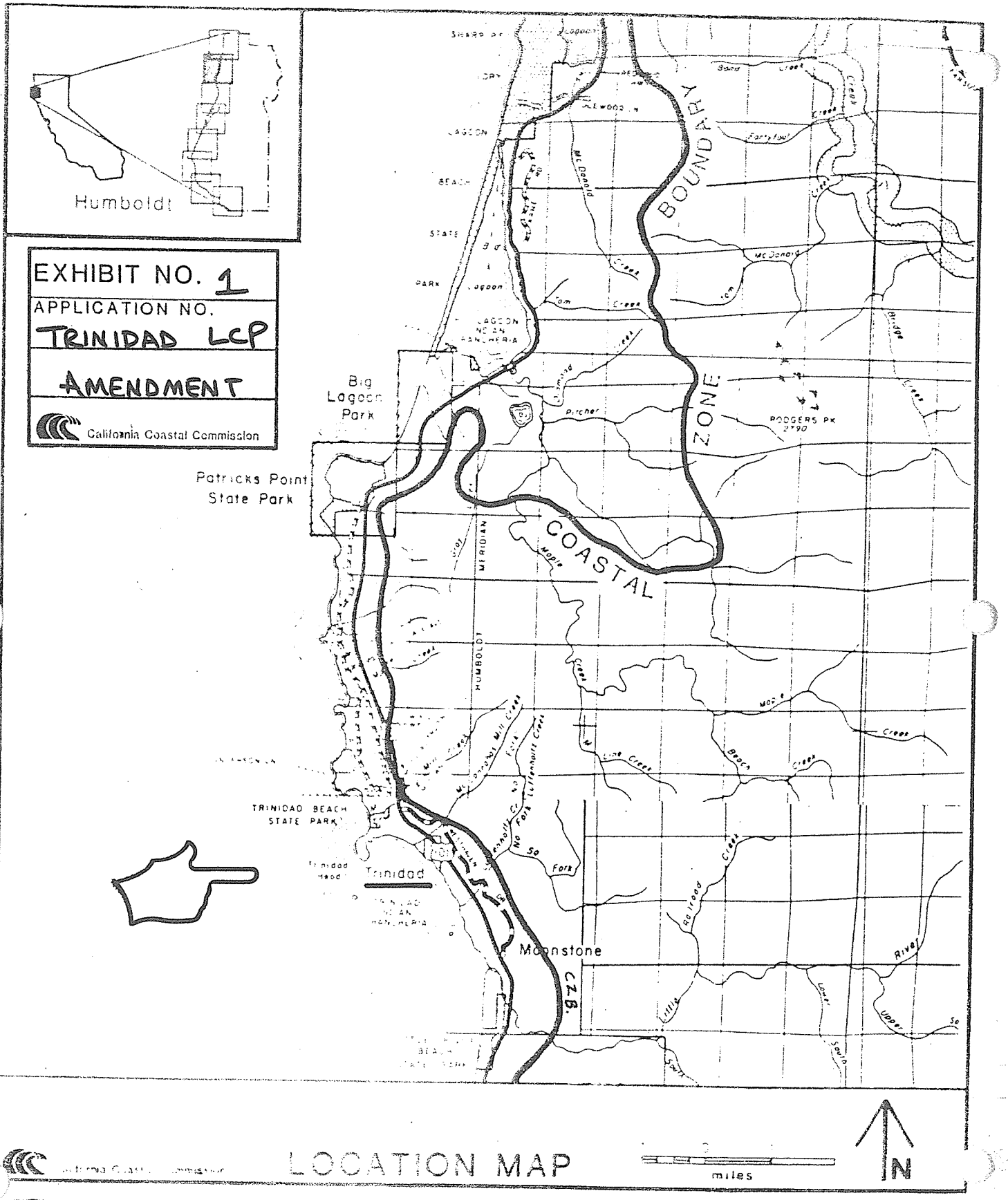
The Commission therefore finds that the amended zoning ordinance conforms with and is adequate to carry out the provisions of the Land Use Plan.

B. Emergency Permits. The City's LCP identifies the types of development projects which require coastal development permits and provides procedures for their review and approval. The minor amendment to the City's LUP approved by the Commission in April 1985, added the definition of "emergency" from the Commission's administrative regulations. The City is now proposing to add Section 7.24 to its zoning ordinance to allow for the issuance of a coastal development permit when an emergency exists.

The new section limits issuance of emergency permits to those circumstances where it is necessary to prevent loss of or damage to life, health, or property, or to restore, repair or maintain public works, utilities, and services during and immediately following a natural disaster or serious accident. The ordinance also requires that application for a regular coastal development permit must be made within 30 days of issuance of an emergency permit.

The emergency permit provisions proposed by the City are consistent with the Commission's administrative procedures, and insure that any emergency development must still be found consistent with the policies of the LCP by obtaining a regular coastal development permit from the City. The Commission finds that the proposed amendment is adequate to carry out the provisions of the Land Use Plan.

C. Zoning Map. The amended land use map designates Trinidad Head as Open Space (OS), and the amended zoning map would also designate the Head OS. The Commission therefore finds that the amended zoning map conforms with and is adequate to carry out the provisions of the Land Use Plan.



County of Humboldt

Sheet 2 of 8

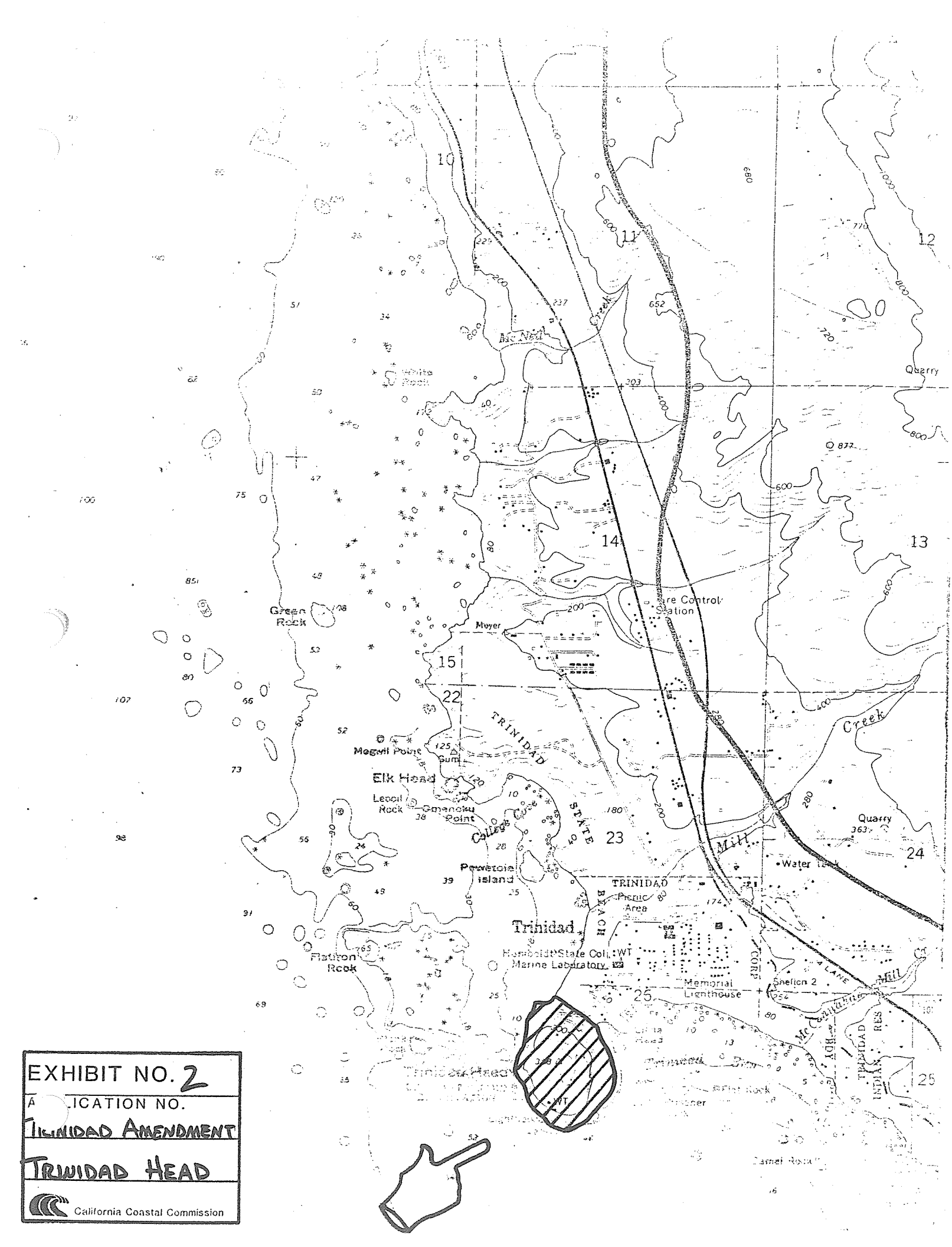


EXHIBIT NO. 2

APPLICATION NO.

TRINIDAD AMENDMENT

TRINIDAD HEAD

California Coastal Commission

State of California, George Deukmejian, *Governor*

California Coastal Commission
NORTH COAST DISTRICT
350 E Street, 4th Floor
P.O. Box 4946
Eureka, CA 95501
(707) 443-1623

May 24, 1985

Mr. Carl Replogle, Mayor
City of Trinidad
P.O. Drawer N
Trinidad, California 95570

Dear Mayor Replogle:

The Coastal Commission unanimously approved Trinidad's amendment to its Local Coastal Program at its hearing on May 22, 1985. The Commission's action is based upon the findings contained in the attached staff report.

This letter formally transmits to you the resolutions of certification, pursuant to Section 13544 of the California Administrative Regulations. Effective certification of the amendment to the City's Local Coastal Program will occur after the City acknowledges receipt of the enclosed resolution of certification, and agrees to issue coastal development permits for the area included in the amended LCP.

We are in receipt of your resolution acknowledging the Commission's action on the City's minor amendment. All requirements regarding those amendments are complete and the amendment is now effective.

If you or your staff have any questions, please feel free to contact Gary Berrigan in this office.

Sincerely,

RICHARD G. RAYBURN
District Director

RGR:lp
attachment

(0226A)

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
631 HOWARD STREET, 4TH FLOOR
FRANCISCO, CA 94105
543-8555

July 14, 1987

The Honorable James Sharum, Mayor
City of Trinidad
P.O. Box 390
Trinidad, CA 95570

Dear Mayor Sharum:

RE: Effective Certification of City of Trinidad LCP Amendment No. 1-87 (Major), City Council Resolution No. 87-13

This office has reviewed the City's resolution for effective certification of the above referenced LCP Amendment regarding annexation of the City's water intake and storage facilities as adopted by the Trinidad City Council on June 24, 1987. This resolution adopts the LCP Amendment and certifies that the LCP Amendment will be implemented in conformity with the state Coastal Act.

I have found that the City's resolution fulfills the requirements of Section 13551, 13544(a) and 13544.5(a) of the Commission's Administrative Regulations. In accordance with Sections 13544(b) and 13544.5(b) of those regulations, I have determined that the City's action is legally adequate, and the Coastal Commission concurred with this determination at its meeting of July 8, 1987.

On behalf of the Coastal Commission, I would like to congratulate the City on its successful completion of this significant LCP Amendment.

Sincerely,

PETER M. DOUGLAS
Executive Director

cc: Marilea Partch, City Clerk
Lia Sullivan, Sullivan Planning Associates

0108E

CALIFORNIA COASTAL COMMISSION
NORTH COAST AREA
HOWARD STREET, 4TH FLOOR
FRANCISCO, CA 94105
(415) 543-8555

FILED February 25, 1987
90th DAY: May 26, 1987
Staff: Jim Muth
Staff Report: March 4, 1987
Hearing Date: March 25, 1987

TO: Commissioners and Interested Parties

FROM: Edward Y. Brown, District Director
James Muth, Coastal Planner

SUBJECT: City of Trinidad Amendment No. 1-87 to its certified Local Coastal Program for Commission review and action at its March 25, 1987 meeting.

SYNOPSIS

Background

The City of Trinidad has requested several amendments to its certified Local Coastal Program which all relate to the City's municipal water system. Part A of this staff report pertains to the first amendment which would update and revise the water service policies and text in its Land Use Plan. Part B of this staff report the second and third amendments would redesignate the land use map and zoning map designations for two small areas located in Humboldt County which contain the City's water treatment plant and water storage tank facilities. The City has applied to LAFCO to annex these areas.

Staff Recommendation

Staff recommends certification of the first amendment and denial of the second and third amendments. Staff further recommends approval with suggested modifications to Part B of the staff report. Pursuant to P.R.C. 30500(a) the Commission cannot certify these parcels as part of the City's Local Coastal Program until they have been annexed and are within the political jurisdiction of the City. This recommendation would enable redesignation of the lands upon annexation without further Commission action.

Further Information

For further information on these amendments or the staff report, please contact James Muth, Coastal Planner at (415) 543-8555. Correspondence may be sent to the California Coastal Commission, 631 Howard Street, 4th Floor, San Francisco, CA 94105.

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I. BACKGROUND

A. Local Coastal Program History. In February 1980, the Coastal Commission certified the City of Trinidad's Local Coastal Program (LCP). In July 1980, the City began issuing coastal development permits. In August 1980, the City was granted a categorical exclusion for accessory and temporary structures, fences, and minor excavation and fill projects. In April 1985,the LCP was amended to add definitions to the zoning ordinances, correct typographical errors, combine two design review sections, add language to the Land Use Plan to reflect the annexation of Trinidad Head, and correct the length of time by which appeals of final City action can be made to the Commission. In May 1985, the LCP was further amended to add "open space" land use and zoning designations to Trinidad Head, allow construction of shoreline protection structures in areas located below 20 feet mean lower low water (mllw) and amended the zoning ordinance with provisions for the issuance of emergency permits. In September 1986, the categorical exclusion was amended so as to exclude decks, hot tubs, certain repair and remodeling work, solar heating systems and expansion of the previous geographical exclusion area. At present, the City is participating in a 5-year LCP review with Commission staff.

B. Overview to the Proposed Amendments. The City of Trinidad is attempting to gain more control over their municipal water supply system and start immediate upgrading of their water supply system so as to comply with existing state waterworks standards.

With respect to the control issue, the City of Trinidad relies upon Luffenholtz Creek for all of its municipal water supplies. The creek is located about 1.5± miles southeast of the City and is situated within Humboldt County. In addition, the City's water treatment plant and water storage tank sites although owned by the City, are located within the political jurisdiction of Humboldt County rather than the City. For the general location of these two sites see Exhibits 1 and 2.

The City is in the process of annexing these small but locally significant sites and incorporate them into their LCP. Taken together the two sites comprise less than 2 acres of area. The City realizes that they cannot adequately protect the health and safety of their residents without greater control over these essential public service facilities. None of the various zoning designations in the County's LCP allow these water service uses as a matter of right and annexation would remedy that in addition to reducing the City's tax liability. Because the two sites are non-contiguous to the City, annexation is possible if the properties are owned by the City and used solely for municipal purposes. Although the City has applied to LAFCO for their annexation, LAFCO will not rule on the request until the sites in question have been "pre-zoned," that is, given an intended land use and zoning designation. The City has pre-zoned these two sites via Ordinance No. 87-188, dated February 11, 1987 and appears as Exhibit #6. In addition, because these two sites are located in the coastal zone, any LCP amendment must be approved by the Coastal Commission, which in this case, constitutes a redesignation of the present land use and zoning designations for these two sites.

With respect to upgrading their municipal water supply system, the situation is urgent. According to the State Department of Health Services, the City's municipal water system exceeds, among other things, water quality standards for turbidity levels and does not comply with existing state waterworks standards. With their limited water tank storage capacity, the City would be in dire straights should a major fire break out. As a result, the City applied for funds under the California Safe Drinking Water Bond Law Program of 1984 to upgrade the pumping, treatment, and storage capacity of their water system. They were placed high on the priority list and have received funding.

Although pumping and treatment improvements can be accomplished on the existing sites, there is not enough room on the City's .23± acre water tank storage site to allow for a needed second storage tank. As a consequence, the City recently purchased .44± acres of land adjacent to this site from portions of two contiguous lots for the second water storage tank. Humboldt County has approved the merger and lot line adjustments of these properties. However, about half of this newly acquired area was a portion of a lot owned by Louisiana Pacific Corporation. This quarter acre area is zoned as Timber Production and the City has applied to the State Department of Forestry for a timberland conversion permit.

In addition, it should be noted that these necessary water service and supply improvements will not be growth inducing as the funding under Section 13896.3(a) of the Water Code stipulates that these funds can only be used to upgrade the existing water supply system to comply with state waterworks standards. While a margin of safety could accommodate some nominal growth; this would only apply to water service of some presently existing lots without water service and could not be used to supply future subdivisions of property.

C. The Proposed Local Coastal Program Amendments. The proposed amendments have been made available to the public and interested parties so as to gain maximum public participation. Several planning workshops have been held and all public hearings have been duly noticed. The City Planning Commission held a public hearing on January 21, 1987, and adopted a report for review by the City Council recommending approval of these amendments. The City Council held their public hearing on February 11, 1987, and adopted resolution No. 87-5 and urgency ordinance No. 87-188 recommending approval of these amendments. The LCP amendment package was filed as complete by Commission's staff on February 25, 1987.

Part A of the staff report addresses the updated and revised amendments to the City's Land Use Plan's water service policies and text and constitutes a minor amendment pursuant to Section 13554 of the Coastal Commission's Administrative Regulations. Part B of the staff report addresses the pre-zoning and redesignation issues of the sites in question and constitutes a major amendment pursuant to Section 13544 of the Coastal Commission's Administrative Regulations.

Under Humboldt County's certified LCP, the water treatment plant site, consisting of 1.2± acres (APN 515-121-33 and 35), has a land use map designation of "RR(d)"--Rural Residential (0-1 unit/5acres) and has a zoning map designation of "RA-5-M/R"--Rural Residential Agricultural, 5 acre minimum lot size, mobilehome combining district and stream and riparian corridors protection. The water storage tank site, consisting of .23 acres (APN 515-141-59), has a land use map designation of "RR(c)"--Rural Residential (0-1 unit/2 1/2 acres) and has a zoning map designation of "RA-2.5-M/R"--Rural Residential Agricultural, 2.5 acre minimum lot size, mobilehome combining district and stream and riparian corridors protection. The .44 acre area which was added to the water storage tank site, consisting of portions of APN 515-161-04 and APN 515-141-36, both have a land use map designation of "TC"--Commercial Timberland. APN 515-161-04 has a zoning map designation of "TP2"--Timberland Production and APN 515-141-36 has a zoning map designation of "TC"--Commercial Timber.

Under the City's certified LCP, the existing water treatment plant and water storage tank sites would be redesignated with a land use map and zoning map designation of "PR"--Public and Religious.

PART A

II. STAFF RECOMMENDATION ON THE LAND USE PLAN TEXT AND POLICY AMENDMENT: CERTIFY

Staff recommends that, following a public hearing, the Commission adopt the following resolution and related findings:

MOTION

"I move that the Commission certify the Land Use Plan text and policy as submitted by the City of Trinidad."

Staff recommends a YES vote, and the adoption of the following resolution and findings. The motion requires a majority of the appointed membership of the Commission (6) to pass.

RESOLUTION TO CERTIFY

The Commission hereby certifies the amendment to the Land Use Plan for the City of Trinidad and finds for the reasons discussed below that the Land Use Plan Amendment meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; that the amended Land Use Plan contains a specific access component as required by Section 30500(a) of the Coastal Act; that the amended Land Use Plan is consistent with applicable decisions of

the Commission that stall guide local government actions pursuant to Section 30625(c) of the Coastal Act; and that the certification of the amended Land Use Plan meets the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there are no further feasible mitigation measures or feasible alternatives which could substantially lessen significant adverse impacts on the environment.

III. FINDINGS FOR CERTIFICATION

The Commission finds and declares as follows:

The updated and revised amendments to the Land Use Plan's water service policies and text are language changes which either update data and infrastructure information, restructure and clarify existing policies, or imposes further conditions or limitations on existing water service and development policies. A comparison of the language which has been added, deleted, or remains unchanged is provided in Exhibit 5.

The amendment does not conflict with any other sections of the City's Land Use Plan and is consistent with the Chapter 3 policies of the Coastal Act. The amendment shows a rational approach toward expansion of the water system infrastructure and is not growth inducing. The amendment is not inconsistent with past Commission decisions and does not address public access policies--as these policies are already in place in the City's certified LCP. The amendment does not change the kind, location, intensity or density of land use or modify resource protection measures for any area which could cause significant adverse impacts on the environment.

PART B

IV. STAFF RECOMMENDATION ON THE LAND USE PLAN MAP AMENDMENT: REJECT

Staff recommends that, following a public hearing, the Commission adopt the following resolution and related findings:

MOTION

"I move that the Commission certify the Land Use Plan Land Use Maps as submitted by the City of Trinidad"

Staff recommends a NO vote, and adoption of the following resolution and findings. This motion requires a majority of the appointed membership of the Commission (6) to pass.

RESOLUTION TO REJECT

The Commission hereby rejects the amendment to the City of Trinidad's Land Use Plan Land Use Maps for the specific reasons discussed in the findings o the grounds that they do not conform with and are inadequate to carry out the provisions of the California Coastal Act.

V. AMENDMENT FINDINGS AND DECLARATIONS

P.R.C. Section 30500(a) states in part that: "Each local government lying, in whole or in part, within the coastal zone shall prepare a local program for that portion of the coastal zone within its jurisdiction." The present water treatment plant and water tank storage sites are not yet within the political jurisdiction of the City. Until these parcels have actually been annexed, the Commission cannot certify the land use map redesignation for these parcels.

VI. STAFF RECOMMENDATION ON THE LAND USE PLAN MAP AMENDMENT: CERTIFY IF MODIFIED AS SUGGESTED

MOTION

"I move that the Commission certify the City of Trinidad Land Use Plan Maps if modified as suggested."

Staff recommends a YES vote, and adoption of the following resolution and findings. This motion requires a majority of the appointed membership of the Commission (6) to pass.

RESOLUTION TO CERTIFY

The Commission hereby certifies the amendment to the Land Use Plan Map for the City of Trinidad subject to the modifications herein and finds for the reasons discussed below that the Land Use Plan Amendment if modified in accordance with the suggested modifications below meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; that the amended Land Use Plan contains a specific access component as required by Section 30500(a) of the Coastal Act; that the amended Land Use Plan is consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c) of the Coastal Act; and that the certification of the amended Land Use Plan meets the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there are no further feasible mitigation measures or feasible alternatives which could substantially lessen significant adverse impacts on the environment.

VII. SUGGESTED MODIFICATION

The proposed amendment to the Land Use Plan Maps is subject to review and approval by the Executive Director of the following:

"At such time as the sites identified in Exhibits #3 and #4, being the water treatment plant and water storage tank sites, are finally and effectively annexed to the City of Trinidad, the Land Use plan Maps shall be modified to show the annexed territory designated with "PR"--Public and Religious Land Use Plan Map designations."

VIII. FINDINGS FOR CERTIFICATION SUBJECT TO MODIFICATION

The Commission finds and declares as follows:

The Public and Religious land use designation is the most appropriate land use designation for these sites and is described as follows in the City's certified Land Use Plan:

> "Public and Religious
>
> The Public and Religious category identifies areas owned by public agencies or religious organizations. (Public ownerships that are essentially open space parks have been designated as Open Space on the Land Use Map). Public agency ownerships include school sites, public parking areas, utility substations, fire stations, public buildings, and cemeteries. Existing church sites are also included in this category. Any proposed public and religious facilities are intended to be compatible with nearby land use and to be located on streets which offer convenient access."

The water treatment plant and water storage tank sites are not located between the first public road and the sea and will not require a public access requirement if a coastal development permit is necessary for required improvements. The City's Land Use Plan already has certified policies on public access which this land use map designation will not affect.

Under P.R.C. 30243, the land use designation will result in the loss of .44 acres of coastal timberlands via a conversion. This .44 acre area is part of a larger parcel of property owned by Louisiana Pacific Corporation. However, this area is too small to be of a commercial size. In addition, a sizable part of this .44 acre area is already cleared as it lies within an abandoned rail road right-of-way. The timberlands that do exist on this .44 acre parcel are all second growth forests and have limited commercial value. Finally, the conversion is necessary to allow the City to install a second water storage tank to comply with state waterworks standard and is an essential public service facility.

Under P.R.C. 30254, new or expanded public works facilities would be a direct consequence flowing from this redesignation. These facilities are designed and limited to accommodate present development. The land use redesignation will not cause growth induced development by virtue of the limited size of these parcels and the stipulations of the funding for water system improvements.

Under P.R.C. 30230 and 20231, the land use redesignation will not result in biological damage to riparian resources of the Luffenholtz Creek as a indirect consequence of improved pumping and water withdraw capacity at the water treatment plant site since a June 1976 authorization from the Division of Water Rights limits water diversion to 244 acre feet per year and further stipulates that:

> For the maintenance of fishlife, the permittee shall bypass a minimum flow of 0.25 cubic feet per second (161,568 gallons per day) except that when the natural flow as measured at the diversion site is less than 0.86 cubic feet per second, the minimum flow shall be 0.15 cubic feet per second.
>
> The permittee shall notify the Department of Fish and Game when the natural flow of the diversion site is less than 0.86 cubic feet per second.

The suggested modification requires that when the annexation is final and complete, evidence of that fact together with the maps modified to reflect that fact will be presented to the Commission for the Executive Director's examination. The requirements of this suggested modification are specific enough to make them susceptible for objective review and verification by the Executive Director, as required by regulation Section 13537(b). Upon his confirmation of the adequacy of the City's submittal, the amendment will be deemed certified, pursuant to Section 30512.1 of the Coastal Act.

IX. STAFF RECOMMENDATION ON THE ZONING MAP AMENDMENT: REJECT

Staff recommends that, following a public hearing, the Commission adopt the following resolution and related findings:

MOTION

> "I move that the Commission reject the Zoning Map Amendments as submitted by the City of Trinidad"

Staff recommends a YES vote which would result in the adoption of the following resolution and findings. An affirmative vote of a majority of the Commissioners present is needed to pass the motion.

RESOLUTION TO DENY

The Commission hereby denies the Zoning Map Amendment to the City of Trinidad's Zoning Maps for the specific reasons discussed in the findings on the grounds that the redesignated Zoning Map Amendment is not yet part of the City's LCP.

X. AMENDMENT FINDINGS AND DECLARATIONS

P.R.C. Section 30500(a) states i part that: "Each local government lying, in whole or in part, within the coastal zone shall prepare a local program for that portion of the coastal zone within its jurisdiction." The present water treatment plant and water tank storage sites are not yet within the political jurisdiction of the City. Until these parcels have actually been annexed, the Commission cannot certify the zoning map redesignation for these parcels.

XI. STAFF RECOMMENDATION ON THE ZONING MAP AMENDMENT: APPROVE IF MODIFIED AS SUGGESTED

MOTION

"I move that the Commission reject the Zoning Map Amendment of the City of Trinidad if it is modified as suggested."

Staff recommends a NO vote which would result in the adoption of the following resolution and findings. An affirmative vote of a majority of the Commissioners present is needed to pass the motion.

RESOLUTION TO APPROVE

The Commission hereby approves of the Zoning Map Amendment according to the modifications herein and finds for the specific reasons discussed in the findings that the zoning district ordinances, zoning maps, and other implementing materials do conform with and are adequate to carry out the provisions of the land use plan as certified. There are no feasible alternative or feasible mitigation measures available which would substantially lessen any significant adverse impact which approval of this zoning map will have on the environment.

XII. SUGGESTED MODIFICATION

The proposed amendment to the Zoning Maps is subject to review and approval by the Executive Director of the following:

"At such time as the sites identified in Exhibits #3 and #4, being the water treatment plant and water storage tank sites, are finally and effectively annexed to the City of Trinidad, the Zoning Maps shall be modified to show the annexed territory designated with "PR"--Public and Religious Zoning Map designations.

XIII. FINDINGS FOR APPROVAL SUBJECT TO MODIFICATION

The Commission finds and declares as follows:

The water treatment plant and water storage tank sites which are owned by the City of Trinidad as more fully described herein shall be included in the City of Trinidad's LCP with a "PR"--Public and Religious zoning map designation at such time the Executive Director of the Commission receives evidence that the above referenced area have been annexed.

Under the City's zoning ordinance, the water treatment plant and water storage tank sites would be principally permitted uses under the "PR"--Public and Religious Zone. The section reads as follows:

"Sec. 4.10 Public and Religious or PR Zone

The public and religious zone is intended to be applied to areas designated as public and religious in the Trinidad General Plan. All publicly owned lands exclusive of those maintained primarily as open space, and all lands owned by religious organizations and used for religious worship and related activities are included. Public agency ownerships include schools, public parking areas, utility substations, fire stations, public buildings and cemeteries. Any public and religious facility should be compatible with nearby uses and be located on streets which offer convenient access. The following regulations shall apply in all public and religious zones:

A. Principal permitted uses

1. Churches and appurtenant facilities.
2. Fraternal and social organizations.
3. Public parks, playgrounds, recreation centers, community gardens.
4. Public and private schools, police and fire stations, public service and administrative offices, cultural facilities including museums, libraries auditoriums, public rest rooms.
5. Utility substations, corporation yards, reservoirs, storage tanks, radio and television transmission facilities, caretaker residences.

B. Other regulations

1. Minimum lot area for new lots: The area needed to accommodate the intended use, yard requirements, and any wastewater disposal facilities.

2. Minimum yards: Front--20 feet; rear and side yards--5 feet, except none when adjacent to PR or C zones.

3. Maximum building height: 25 feet, except that greater height may be permitted subject to obtaining a use permit.

4. Design review: Expansion of existing uses and buildings and any uses or buildings shall be subject to the design review requirements of Sec. 6.19."

In addition, as an indirect consequence of this action, improvements t the water system will be made. The City's certified LCP has additional provisions which will protect streams when work is involved in or near them as well as grading standards.

The suggested modification requires that when the annexation is final and complete, evidence of that fact together with the maps modified to reflect that fact will be presented to the Commission for the Executive Director's

examination. The requirements of this suggested modification are specific enough to make them susceptible for objective review and verification by the Executive Director, as required by regulation Section 13537(b). Upon his confirmation of the adequacy of the City's submittal, the amendment will be deemed certified, pursuant to Section 30512.1 of the Coastal Act.

XIV. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The land use map and zoning map redesignations for the City's existing water treatment plant and water storage sites and the attendant annexation of these parcels into the City's LCP will have no direct impact on the environment. There will be a minor indirect impact through the eventual loss of .44 acres of timberland as a result of the timberland conversion. However, for reasons discussed earlier, the loss is not significant when weighted against the public health and safety. In addition, the area to be lost under the conversion is the least amount of land necessary for the second water storage tank. Other locations for the tank would be more environmentally damaging and not necessarily practical as such storage tank work but when sited on elevated land sites, as the present tank is sited. There are no further feasible mitigation measures or feasible alternatives which could substantially lessen any significant adverse impact on the environment.

JJM/btr
1253P

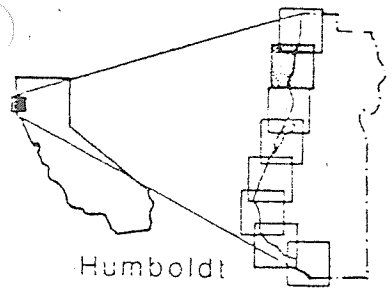
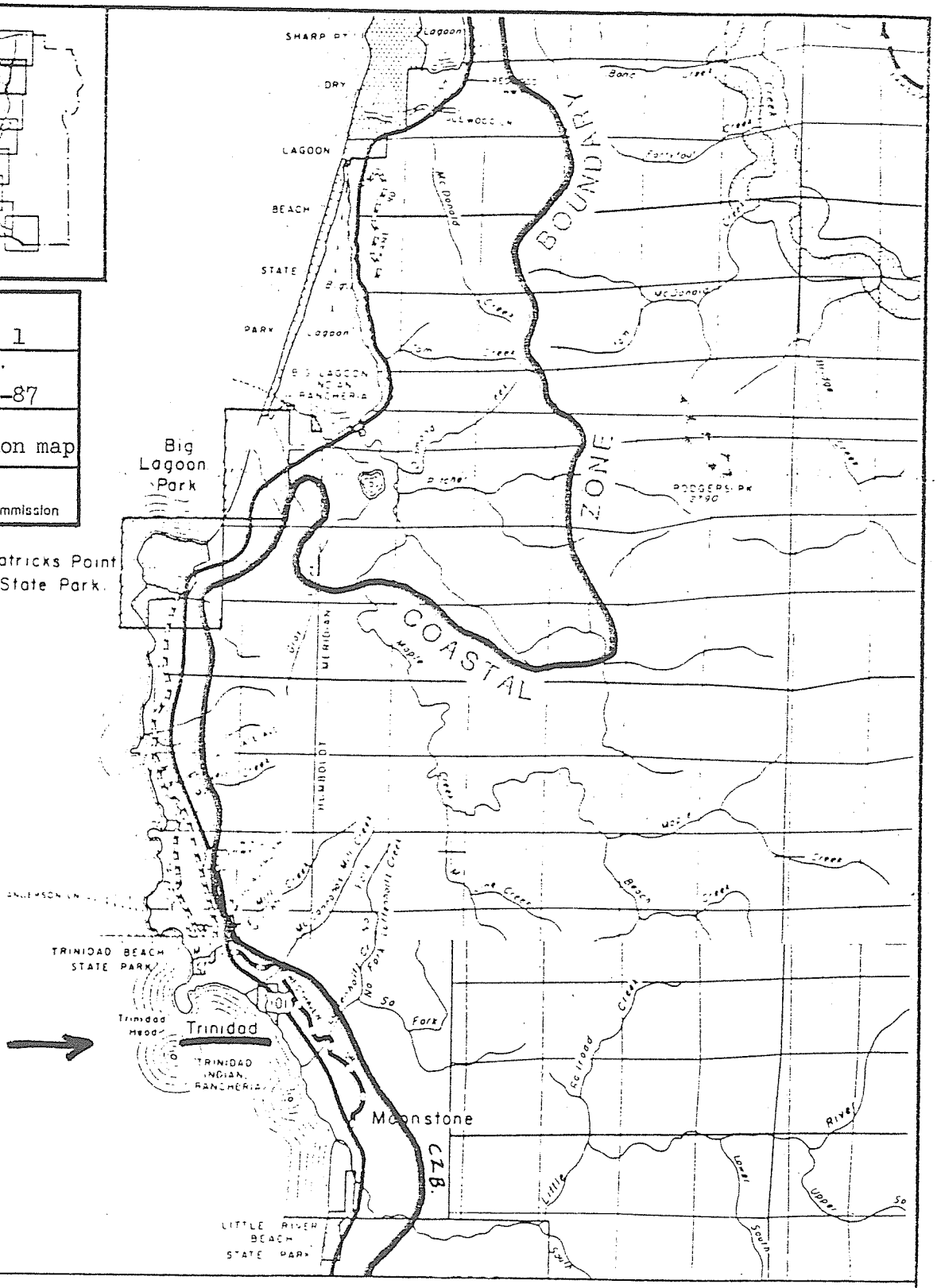


EXHIBIT NO. 1
APPLICATION NO. Trinidad LCP #1-87
Regional location map
California Coastal Commission



California Coastal Commission

LOCATION MAP

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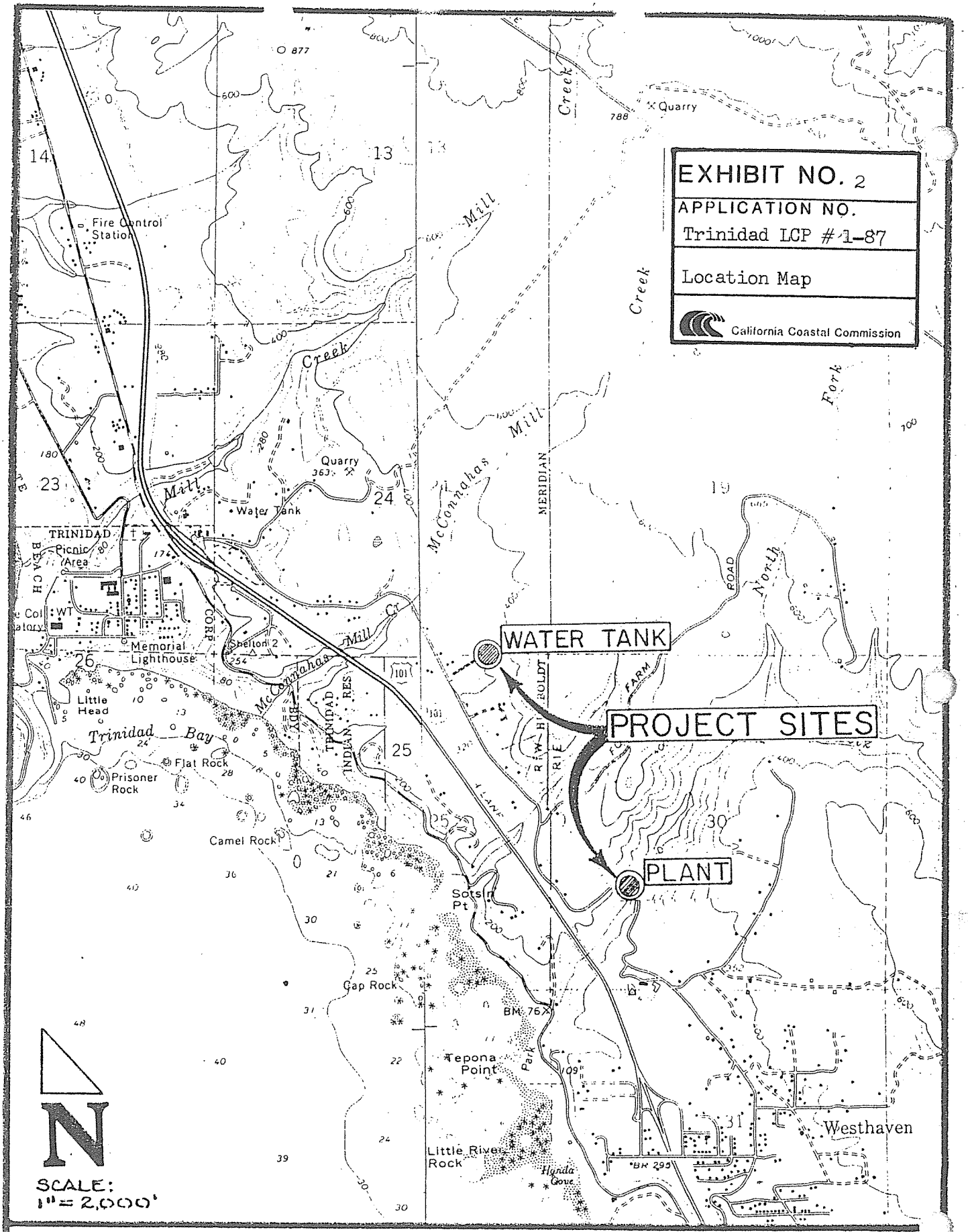
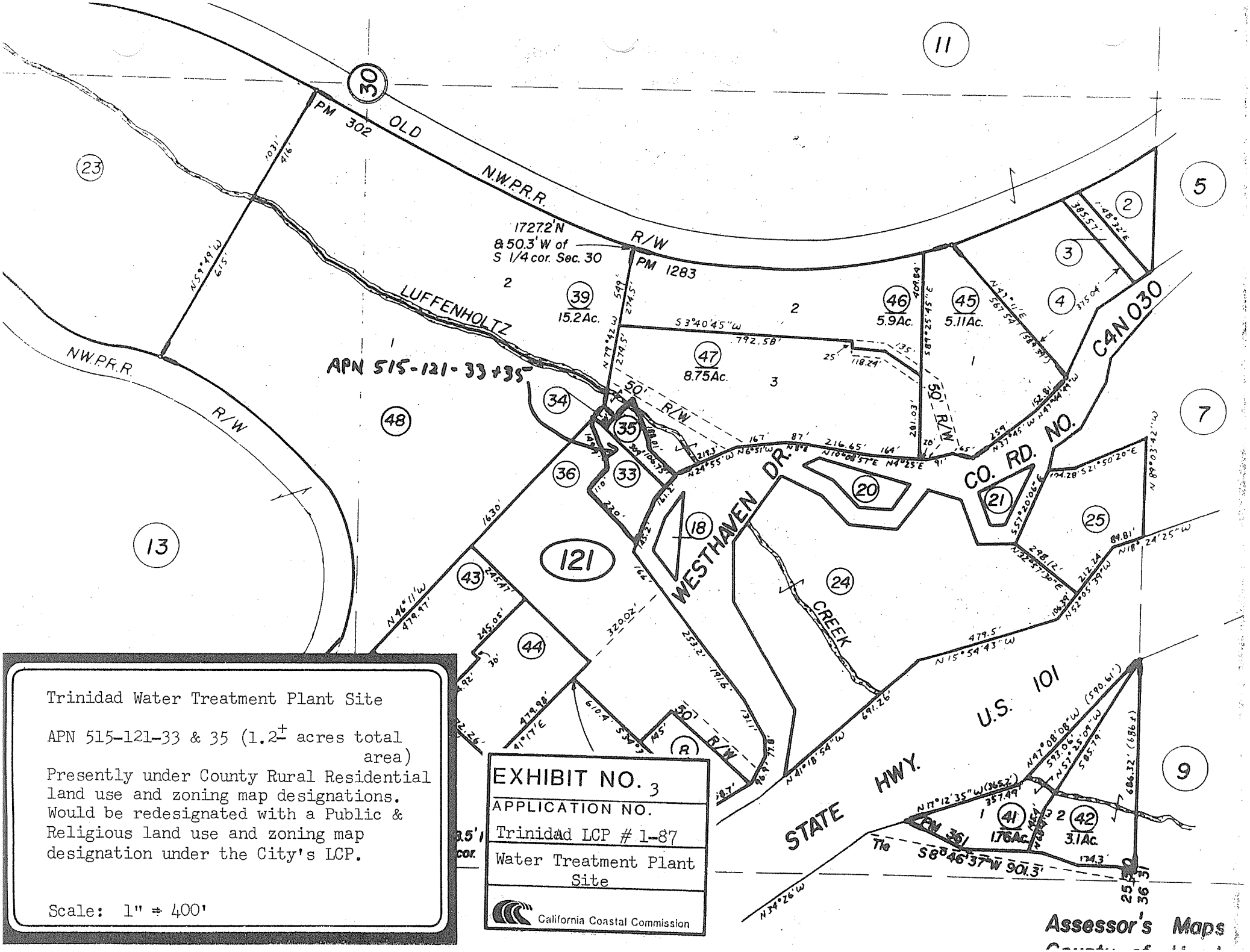
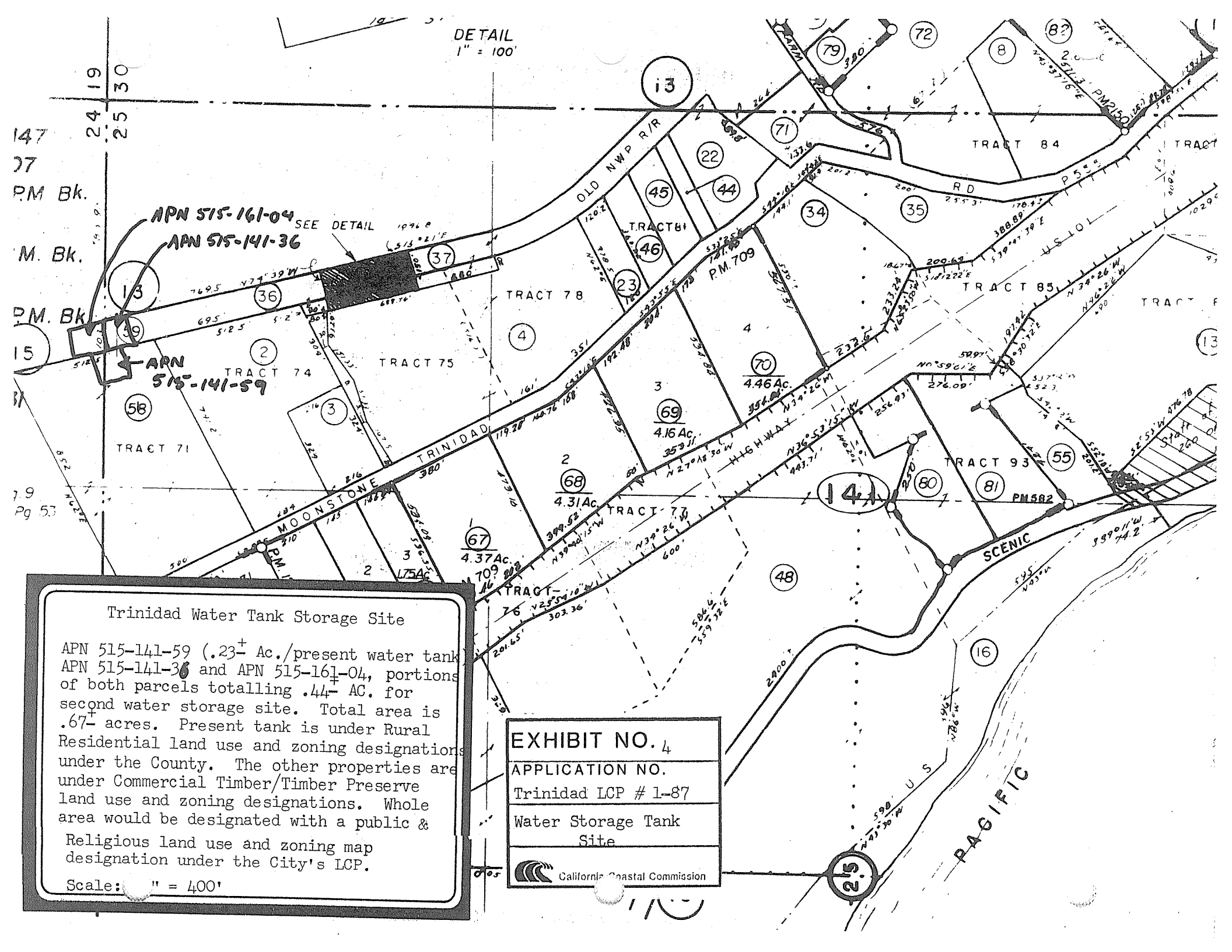


Sullivan
Planning Associates

LOCATION MAP


Trinidad Water Treatment Plant Site
APN 515-121-33 & 35 (1.2± acres total area)
Presently under County Rural Residential land use and zoning map designations. Would be redesignated with a Public & Religious land use and zoning map designation under the City's LCP.
Scale: 1" = 400'
EXHIBIT NO. 3
APPLICATION NO.
Trinidad LCP # 1-87
Water Treatment Plant Site
California Coastal Commission
APN 515-121-33 +35
OLD N.W.P.R.R.
PM 302
PM 1283
R/W
LUFFENHOLTZ
NW.P.R.R.
WESTHAVEN DR.
CO. RD. NO. C4N030
CREEK
STATE HWY. U.S. 101
121
15.2Ac.
8.75Ac.
5.9Ac.
5.11Ac.
1.76Ac.
3.1Ac.
Assessor's Maps



Trinidad Water Tank Storage Site

APN 515-141-59 (.23± Ac./present water tank) APN 515-141-36 and APN 515-161-04, portions of both parcels totalling .44± AC. for second water storage site. Total area is .67± acres. Present tank is under Rural Residential land use and zoning designations under the County. The other properties are under Commercial Timber/Timber Preserve land use and zoning designations. Whole area would be designated with a public & Religious land use and zoning map designation under the City's LCP.

Scale: " = 400'

EXHIBIT NO. 4

APPLICATION NO.

Trinidad LCP # 1-87

Water Storage Tank Site

California Coastal Commission

EXHIBIT 5

TRINIDAD GENERAL PLAN AMENDMENT

CHAPTER III

Development Options and Preferences

The following text would replace the existing text in the Water Service section of Trinidad's Land Use Plan. New or added language is shown by use of underlying (_____). Deleted language is shown by use of a strikeover (////).

Water Service

The City withdraws all municipal water entirely from Luffenholtz Creek. A large trunk line, located along Westhaven Drive, carries the water into the City. All development in the City is connected to the system. Because some of the residences along Westhaven Drive had inadequate wells, the City allowed them to connect to the system.

~~The Trinidad water system has a capacity of about 122,400 gallons per day. Storage capacity is 150,000 gallons. During one peak week in July 1976 the 212 customers used an average of 105,300 gallons of water per day. The peak day use exceeded the system's capacity. When this occurs the backup pump must be used to keep up with the demand. If the peak week consumption is used as the measure of present demand, the system has a reserve capacity of 17,300 gallons per day or enough to serve the equivalent of 30 residences.~~

~~The number of new residences projected for the city will use up the remaining capacity. Some existing residences and commercial establishments and projected developments in areas near the city will want to connect to the water system in the future. Supplying additional customers outside the city will require increasing the capacity of the system. Installation of another pump and filter would double the capacity and enable the city to serve the equivalent of more than 200 additional residences. Repayment of the loan for construction of the present system is expected to consume most of the revenue generated by recently increased water rates. The cost of system expansion is significant and the expansion would primarily benefit areas that are presently outside the city limits.~~

Prior to improvements in 1987, the Trinidad water system had a storage capacity of 150,000 gallons in a single storage tank. Average monthly raw water production in 1985 was 2,279,000 gallons, with higher demands in the summer months and lower demands during the winter. The total City population in 1985 was 430. At that time, the water system served 268 connections; 176 were within the City limits and 92 were outside the City.

EXHIBIT NO. 5
APPLICATION NO.
Trinidad LCP # 1-87
Revised water service LUP policies & text
California Coastal Commission

Following system improvements in 1987 under the California Safe Drinking Water Bond Law Program of 1984, the City water system was upgraded in terms of pumping, treatment and storage capacities. With the addition of a second storage tank, storage capacity is currently 300,000 gallons. Production capacity at the pumping station is 150,000 gallons per day, averaged. Maximum "peak period" capacity is 288,000 gallons per day or 200 gallons per minute.

Capacity of the City water system to adequately serve the existing and projected needs of the community has historically been a concern of the City. With the improved system, the City now has the ability to adequately serve existing users.

The California Safe Drinking Water Bond Law Program provided funding for bringing local water systems into compliance with state waterworks standards, but did not provide funding for future capacity. Consequently, the system is designed to adequately service the City, with only a slight capacity margin.

The relationship between the number of new services that can be connected and the capacity of the system is complex and can only be evaluated relative to specific hookup requests. Any proposals for significant increases in water usage should be viewed with caution.

An additional limitation of the system is the available quantity of water from Luffenholtz Creek. Available water is less than total streamflow due to water rights issues, downstream users and environmental considerations. The 1980 Citizen's Committee found that the theoretical capacity of the Creek is approximately 650 service connections. The Committee recommended that the City allow no more than 400 - 450 service connections without performing specific watershed studies to verify additional capacity.

Water quality of the finished water within the system is currently tested on a regular basis by the City staff, including tests for coliform and turbidity. Results of water testing indicate that City water is in full compliance for bacteriological standards and marginally acceptable for turbidity.

The water system was also substantially upgraded in 1976. However, portions of the system existing before that time are still in use, well beyond their useful life. This points up a problem for the City of Trinidad - the upkeep and timely replacement of water system components. The value of Trinidad's water system is so great that, on an annual replacement system, the annual cost is greater than the City's financial capability.

To begin to resolve this problem, the City must 1) efficiently manage the system; 2) provide efficient operation and maintenance; and 3) have a well-conceived annual repair-replacement program.

Repair and replacement will contribute to water conservation, now hampered by leakages from the system. Water conservation can be further promoted by educating users in water conservation practices.

Service Options

~~The/city/could/limit/new/water/service/connections/to/property/in/the/city and/not/plan/on/system/expansion;/or,/the/city/could/permit/expansion/of/the system/to/encourage/development/in/the/intensive/development/area/and/to overcome/water/supply/constraints/in/other/areas/along/the/main/trunk/line or/in/North/Trinidad.~~

Among the options for the City in providing water serves to the community are the following: 1) the City could choose to limit the number of new water service connections; 2) not limit the number of new water connections; or 3) selectively allow new connections based on specified guidelines.

For any serve option, the City should consider; how and where the development is to occur; the physical operation of the water system and ultimate capacity of the watershed; the effect of the City's Sphere of Influence; and whether prospective users are within the City limits or outside the limits.

Service Preference

~~The/city/should/only/proceed/to/expand/the/system/to/serve/additional customers/if/it/can/be/accomplished/without/increasing/city/water/rates/or creating/a/financial/burden/for/the/city.~~

The City chooses to allow connections on a selective basis with preference given first to users within City limits. The City desires to maintain and upgrade its water system as necessary to provide domestic water and fire flows for routine as well as peak demands. Major expansions of trunk lines should be carefully reviewed.

RECOMMENDED POLICIES

22. ~~The/city/should/seek/the/cooperation/of/all/water/users/in/conserving water/during/the/summer/months/so/that/the/seasonal/variation/in/water consumption/can/be/evened/out/and/opportunity/for/connecting/additional customers/maximized.~~

    The City should promote an active on-going water conservation program to help keep user charges as low as possible. City conservation program should extend to upgrading outdated portions of the system to eliminate leakage.

23. ~~Consumption/should/be/carefully/monitored/to/determine/when/system expansion/is/necessary.//Any/additional/hookups/allowed/before/the system/is/expanded/should/be/reserved/for/users/in/the/city/limits.~~

23. The City shall continue to monitor water consumption. In addition, the City should pursue a program to monitor water quality and quantity both within the City system and in Luffenholtz Creek. The City shall implement well-defined, quality programs of operations and maintenance.

23a. Users within City limits should be given preference for service connections.

23b. The City shall plan on regular maintenance and occasional upgrading of the water system, as feasible. The City shall develop a program to periodically upgrade existing distribution lines to current standards. To keep the City up to date on the condition of the water system, need for improvements, and level of uses, and annual water report shall be prepared and presented to the City Council.

24. The City shall plan on expanding the water system/ Prospective customers shall provide the necessary funds in whole or in part to defer the cost of improvements, the cost of connecting and individual properties/// As other customers are added to the system they shall be required to repay a share of the system expansion and any trunk line extension to the sponsoring parties/

24. In the event of a proposal to expand the City water system prospective customers shall provide by agreement with the City the necessary funds in whole or in part to defer the cost of system improvements. This policy shall be implemented by provisions of the City Water Ordinance.

24a. The City should monitor land-use activities and development projects within the Luffenholtz Creek watershed and oppose those activities and projects which may have adverse impacts on Creek water quality. The City should develop and maintain an on-going and open relationship with landowners within the watershed.

25. The area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, should be included in the City service area to allow for additional connections when the system is expandedas the system allows.

25a. The City should, from time to time, revise its Sphere of Influence to be consistent with the City's water service connections.

In North Trinidad, the unincorporated area north of the City, several commercial developments, visitor accommodations, and residences could benefit from connecting to the City water system. Visitor accommodations have not been able to expand to meet the growing demand because of limited water supplies. If the water system is expanded and a trunk line extended to the north, this development constraint couldwould be altered or removed.

However,Many residential property owners in North Trinidad recognize that insufficient water supply has preserved the low density rural residential character of the area and they prefer it that way. They see the extension of the City Water service into the area as an action that would trigger commercial and residential expansion and destroy the rural character of the area.

There is also concern that additional water would overburden septic tanks and increase ground and surface water pollution. Proposals to form a water district to pay for a water service extension have been defeated by a sizeable majority on several occasions.

Service Options

If the water system is expanded, the City could: 1) allow the extension of a major truck line into the North Trinidad area, 2) not allow any extension of water service into North Trinidad, or 3) allow a limited extension.

Service Preference

The continuation, modernization, and expansion of visitor services are important to the economy of the area. The City supports the preference of the residents of North Trinidad that the area west of Patricks Point Drive north of Anderson Lane remain rural residential in character. Therefore, if water service is extended into North Trinidad it should be confined to the visitor service area east of Patricks Point Drive and the commercial area on the west side of Patricks Point Drive south of Anderson Lane.

Recommended Policies

26. The existing commercial area on the west side of Patricks Point Drive south of Anderson Lane, and the area on the east side of Patricks Point Drive south of the Division of Forestry property should be included in the city service limits to allow for future consideration of water service. *Water/service/should/not/be/provided/to/any/property/in/North/Trinidad outside/of/the/service/area/bounded/by/An/imaginary/line/to/the/General/Plan Wound/be/necessary/if/this/policy/is/to/be/changed.*

26a. Water service should not be provided within the North Trinidad Service area until the City system has sufficient capacity. The size of the trunk line into the North Trinidad service area should only be large enough to serve the projected needs of development in the service area.

The City must also consider the conditions under which it will provide water service to areas outside the City. Most cities require that those wishing to connect to City services annex their property. Annexation of residential area increases property tax revenue and State subventions (such as gas taxes).

Annexation of commercial establishments, in addition to high property tax revenue, also entitles the City to a share of the State sales tax revenues generated by the annexed business.

The City has allowed the connection of about *sixty* ninety residences outside the City along the main trunk line. These customers are charged a higher rate than in-city customers. In very low density residential areas the extra revenue from water service is approximately equivalent to the net City revenue that would be realized if the property were annexed and the City provided police protection, street maintenance, and other services. Therefore, annexation in this situation is not net revenue benefit to the City.

As residential density and the value of housing increased, and particularly when commercial enterprises are included, annexation *can* could be of net revenue benefit to the City.

Service Options

If the water system is expanded the City could: (1) change the existing policy and require that all property to be provided water service be annexed to the city; or (2) allow water service without annexation in low density residential areas but require annexation where water service is desired for commercial property and residential subdivisions that will represent a net benefit to the City; or (3) provide service to adjacent areas without requiring annexation.

Service Preference

Making annexation a prerequisite could limit interest in connecting to the City water system since the level of services provided by the City is, except for water, essentially the same as those available from the County at less cost. If the water system is expanded, the following policy should be used to determine whether annexation should be a prerequisite to water service.

Recommended Policy

27, Applications for water service for property outside the City should be reviewed to determine whether annexation would be advantageous to the City. If there is reasonable doubt as to the economic advantages the hookup should be allowed without annexation so that the City can benefit from the extra water revenue, provided that there is substantial compliance with all other policies in this plan and with the City Water Ordinance.

JM/ma
1245P

ORDINANCE NO. 87-188

AN URGENCY ORDINANCE OF THE CITY OF TRINIDAD AMENDING ZONING MAP, SECTION 3.04 OF THE ZONING ORDINANCE OF THE CITY OF TRINIDAD, ORDINANCE NO. 166, AS AMENDED, TO "PREZONE" CITY WATER TANK AND WATER TREATMENT SITES "PR," PUBLIC AND RELIGIOUS, UPON CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION.

EXHIBIT NO. 6
APPLICATION NO.
Trinidad LCP # 1-87
Prezoning measure - Ordinance No.87-188
California Coastal Commission

SECTION 1. The City Council makes the following findings:

1. After due notice, a public hearing was held on January 21, 1987, by the Planning Commission of the City of Trinidad, at which time consideration was given to the project defined as the amendment of the Zoning Map, Section 3.04 of the Zoning Ordinance of the City of Trinidad No. 166, as amended, prezoning the Water Tank Site and Water Treatment Plant Site, which are shown on the map in Exhibit "A" and more particularly described in Exhibit "B" attached hereto.

2. On said date, the Planning Commission recommended that the City Council approve the prezoning and submitted to the City Council a written report of recommendations and reasons thereof, including the relationship of the proposed prezoning to the General Plan, attached hereto as Exhibit "C."

3. The proposed zoning map amendment is part of a request that the California Coastal Commission certify an amendment of the Trinidad Local Coastal Plan; said LCP amendment includes revised General Plan text and policies reflecting current water service facilities, and General Plan Land Use Map amendment for the sites shown in Exhibit"A."

4. The environmental review on the proposed amendment will be conducted by the California Coastal Commission, acting as Lead Agency on this project and pursuant to Section 30336 of the Public Resources Code and Sections 15050(a) and 15051(d) of the California Environmental Quality Act Guidelines.

SECTION 2. Following a duly noticed Public Hearing, the City Council of the City of Trinidad has adopted the recommendation of the Planning Commission.

SECTION 3. The City Clerk is directed to forward a copy of this Ordinance to the Executive Director of the California Coastal Commission.

SECTION 4. Pursuant to Public Resources Code Sections 30512, 30513 and 30519, said amendment shall become part of the Trinidad Local Coastal Program and will take effect immediately upon approval of the proposed rezoning by the California Coastal Commission.

SECTION 5. All other provisions of Ordinance No. 166, as amended, shall remain in fu force and effect.

SECTION 6. This is an Urgency Ordinance necessary for the immediate preservation of peace, health and safety, within the meaning of Government Code Section 36937 and shall go into effect immediately upon approval of the California Coastal Commission. The facts constituting the necessity are as follows:

1. The sites in question are City facilities subject to land-use and zoning regulation by another public entity and not in the immediate jurisdiction of the City of Trinidad. The proposed prezoning is prerequisite to annexation. Annexation will allow the City the control of said facilities that is necessary to support and maintain the City's ability to provide water service within legal requirements and health standards and thus protect the public health and safety.

2. Until they are annexed, the sites in question are subject to real property taxation by the County of Humboldt. In order to avoid further taxation on the properties concerned, annexation must be accomplished prior to the next deadline for such annexations, with respect to assessment for taxation.

INTRODUCED, PASSED and ADOPTED this 11th day of February, 1987, by the following vote:

AYES: Hanlon, Pettit, Kenny, Caldwell, Sharum

NAYS: NONE

ABSENT: NONE

Mayor, City of Trinidad

ATTEST:

City Clerk, City of Trinidad

CLERK'S CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of Ordinance No. 87-188, passed and adopted at a regular meeting of the City Council of the City of Trinidad, Humboldt County, California, held on February 11, 1987.

City Clerk, City of Trinidad

RESOLUTION NO. 87-5

EXHIBIT NO. 7
APPLICATION NO.
Trinidad LCP # 1-87
Resolution No.87-5
California Coastal Commission

A RESOLUTION OF THE CITY OF TRINIDAD, UPON CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION, AMENDING THE GENERAL PLAN TEXT AND POLICIES TO REFLECT CHANGES IN THE CITY'S WATER SERVICE FACILITIES.

WHEREAS, The City Council of the City of Trinidad makes the following findings:

1. After due notice, a Public Hearing was held on January 21, 1987, by the Planning Commission of the City of Trinidad, at which time consideration was given to the project defined as the amendment of the General Plan to revise the General Plan Land Use Map in order to:

a. designate the sites indicated in Exhibit "A" "Public and Religious;" and

b. revising the text describing City Water Service; and

c. revising the policies to reflect changes in water service facilities.

Proposed changes replace the existing text, General Plan Chapter III; Development Options and Preferences; Wate Service, with that set forth in Exhibit "B" attached hereto.

2. On said date, the Planning Commission recommended that the proposed amendments be submitted to the City Council for approval.

3. The proposed General Plan amendments are part of a request that the California Coastal Commission certify an amendment of the Trinidad Local Coastal Plan; said LCP amendment includes prezoning of territory, containing City water service facilities, to be annexed to the City of Trinidad.

4. The environmental review on the proposed amendment will be conducted by the California Coastal Commission, acting as Lead Agency on this project and pursuant to Section 30336 of the Public Resources Code and Sections 15050(a) and 15051(d) of the California Environmental Quality Act Guidelines.

AND, WHEREAS, the City Council of the City of Trinidad has conducted a duly noticed Public Hearing on the aforementioned amendments;

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Trinidad adopts the recommendation of the Planning Commission and directs the City Clerk to forward a copy of this Resolution to the Executive Director of the California Coastal Commission.

BE IT FURTHER RESOLVED, that, pursuant to Public Resources Code Sections 30512, 30513 and 30519, said amendment shall become part of the Trinidad Local Coastal Program and will take effect immediately upon approval of the proposed amendment by the California Coastal Commission; all other provisions of the General Plan, as amended, shall remain in effect.

INTRODUCED, PASSED and ADOPTED this 11th day of February, 1987, by the following vote:

AYES: Hanlon, Kenny, Caldwell, Pettit, Sharum

NAYS: NONE

ABSENT: NONE

Mayor, City of Trinidad

ATTEST:

Merilea Partch
City Clerk, City of Trinidad

CLERK'S CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of Resolution No. 87-5, passed and adopted at a regular meeting of the City Council of the City of Trinidad, Humboldt County, California, held on February 11, 1987.

Merilea Partch
City Clerk, City of Trinidad

CALIFORNIA COASTAL COMMISSION
NORTH COAST AREA
631 HOWARD STREET, 4TH FLOOR
SAN FRANCISCO, CA 94105
(415) 543-8555

W-3b

Filed: May 18, 1987
90th Day: August 16, 1987
Staff Report: June 25, 1987
Hearing Date: July 8, 1987

TO: Commissioners and Interested Persons

FROM: Edward Y. Brown, District Director
James Muth, North Coast Planner

SUBJECT: City of Trinidad LCP Amendment No. 2-87 (Minor) for Commission review and action at the meeting of July 7-10, 1987 in Marina del Rey.

SYNOPSIS

Background

The California Coastal Commission certified the City of Trinidad's Local Coastal Program in July of 1980. As a result of working with their certified LCP, several minor and major amendments have occurred in the past, along with a categorical exclusion order and an amendment thereto. This present minor LCP amendment can be characterized as a "clean-up" amendment to resolve discrepancies in city's land use plan and zoning base maps. The proposed minor amendment request by the City of Trinidad would:

(1) correct a base map error on the city's certified land use plan map and zoning map for the location of the city boundary line along the west side of Trinidad Scenic Drive by moving city boundary line in a more easterly direction to where it should be located and generally covering a 2.2± acre area affecting portions of APN 42-151-7, 8, 9, 10, 11 and 12.

The location of the city boundary line was incorrectly shown on the base maps for the city's land use plan and zoning when the base map was prepared by Environmental Research Consultants, Inc. in July of 1978. It should now be corrected as shown in the attached Exhibit A of the city's resolution.

(2) add a map note to the city's land use map and zoning map for APN 42-051-28 which clarifies that the boundary line between adjacent land use and zoning designations on this property is the center line of an existing private access road which bisects this property. This property is located north of Main Street and South of the Trinidad cemetery.

This map note is necessary to clarify this zoning boundary line because the graphic dot patterns used on the land use plan and zoning maps are very similar. The location of this area is shown in the attached Exhibit B of the city's resolution.

STAFF RECOMMENDATION

Staff recommends that minor amendment #2-87 be approved as submitted by the City of Trinidad.

Additional Information

For further information about this amendment, contact James Muth, North Coast Planner at (415) 543-8555. Correspondence may be sent to the California Coastal Commission, 631 Howard Street, 4th Floor, San Francisco, CA 94105.

JJM:pie
1708P

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
NORTH COAST AREA
HOWARD STREET, 4TH FLOOR
SAN FRANCISCO, CA 94105
(415) 543-8555

W-3c

Staff Report: June 25, 1987
Hearing Date: July 8, 1987

TO: Commissioners and Interested Persons

FROM: Peter Douglas, Executive Director

SUBJECT: City of Trinidad Concurrence with the Determination of the Executive Director that the Action of the City of Trinidad Accepting Certification of Trinidad LCP Amendment #1-87 (Major) to their certified Local Coastal Program is legally adequate. (For Commission Review at the Meeting of July 7-10, 1987).

Background

On March 25, 1987, the California Coastal Commission certified part of this amendment relating to revised water service policies in the city's land use plan and conditionally certified part of this amendment relating to the annexation of the city-owned water treatment plant and storage tank sites into the city's certified Local Coastal Program. On May 27, 1987, under Resolution No. 87-5, the Humboldt County Local Agency Formation Commission)LAFCo) granted formal approval for the City of Trinidad water facilities annexation and this area is now within the political jurisdiction of the City of Trinidad. On June 24, 1987, under Resolution No. 87-13, the City of Trinidad has acknowledged the receipt of the Commission's "resolution of certification" and has agreed to issue coastal development permits and administer the Local Coastal Program subject to the amendment. The Executive Director must determine that the City of Trinidad's action is legally sufficient and report that determination to the Commission. The certification shall become effective if the Commission does not object to the determination.

Recommendation

Staff recommends that the Commission concur with the Executive Director's determination as set forth in the attached letter (to be sent after Commission concurrence).

JJM:pie
1710P

attachment

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
631 HOWARD STREET, 4TH FLOOR
N FRANCISCO, CA 94105
5) 543-8555

ATTACHMENT

June 25, 1987

James Sharum , Mayor
City of Trinidad
P.O. Box 390
Trinidad, CA 95570

RE: Effective certification for City of Trinidad LCP Amendment No. 1-87 (major) for water policy changes to the land use plan and water facilities annexation by the city into the city's certified Local Coastal Program.

Dear Mr. Sharum:

This office has reviewed Resolution No. 87-13 adopted by the Trinidad City Council on June 24, 1987, for effective certification of LCP Amendment No. 1-87 (major) for the City of Trinidad. I have found that the resolution fulfills the requirements of Section 13544.5(a) of the Commission's Administrative Regulations. In accordance with Section 13544.5(b) of those regulations, I have determined that the City's action is legally adequate, and the Coastal Commission has concurred in this determination at its July 7-10, 1987 meeting,

I would like to congratulate the City on its successful completion of this project, and extend to you and all persons who have been involved in this project my pleasure in your successful completion of this significant amendment to the city's Local Coastal Program.

Sincerely,

Peter M. Douglas
Executive Director

PMD/JJM:pie
1710P

RECEIVED
JUN2 9 1987
CALIFORNIA
COASTAL COMMISSION

RESOLUTION NO. 87-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TRINIDAD ACKNOWLEDGING RECEIPT OF COASTAL COMMISSION ADOPTION OF THE WATER FACILITIES ANNEXATION/LCP AMENDMENT NO. 1-87.

WHEREAS, on February 11, 1987, the Trinidad City Council approved amendments, known as the Water Facilities Annexation/LCP Amendment No. 1, to the Implementation Program and Land Use Plan of the City of Trinidad's Local Coastal Plan ; and

WHEREAS, these amendments were submitted to the California Coastal Commission for approval; and

WHEREAS, the California Coastal Commission, on March 25, 1987, granted approval of the proposed amendment subject to receiving evidence that the properties in question had been effectively annexed; and

WHEREAS, the annexation of said properties was approved by the Humboldt County LAFCo by Resolution 87-5 on May 27, 1987; and

WHEREAS, the Trinidad City Council submitted evidence, in the form of the abovementioned LAFCo Resolution 87-5 to the California Coastal Commission; and

WHEREAS, the City of Trinidad thereby met the conditions of approval for certification of the amendment;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the of Trinidad acknowledges receipt of notice from the California Coastal Commission of the March 25, 1987 action on the proposed amendment.

BE IT FURTHER RESOLVED that the City of Trinidad accepts the amendment, as certified, and agrees to issue coastal development permits and administer the Local Coastal Plan subject to the approved amendment.

INTRODUCED, PASSED, and ADOPTED this 24th day of June, 1987 by the following roll call vote:

AYES: Hanlon, Kenny, Caldwell, Sharum

NOES: None

ABSENT: Pettit

APPROVED:

F. James Sharum
MAYOR, City of Trinidad

ATTEST:

Marilea Partch
MARILEA PARTCH, City Clerk

W-3c

RESOLUTION NO. 87-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TRINIDAD ACKNOWLEDGING RECEIPT OF COASTAL COMMISSION ADOPTION OF THE WATER FACILITIES ANNEXATION/LCP AMENDMENT NO. 1-87.

WHEREAS, on February 11, 1987, the Trinidad City Council approved amendments, known as the Water Facilities Annexation/LCP Amendment No. 1, to the Implementation Program and Land Use Plan of the City of Trinidad's Local Coastal Plan ; and

WHEREAS, these amendments were submitted to the California Coastal Commission for approval; and

WHEREAS, the California Coastal Commission, on March 25, 1987, granted approval of the proposed amendment subject to receiving evidence that the properties in question had been effectively annexed; and

WHEREAS, the annexation of said properties was approved by the Humboldt County LAFCo by Resolution 87-5 on May 27, 1987; and

WHEREAS, the Trinidad City Council submitted evidence, in the form of the abovementioned LAFCo Resolution 87-5 to the California Coastal Commission; and

WHEREAS, the City of Trinidad thereby met the conditions of approval for certification of the amendment;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the of Trinidad acknowledges receipt of notice from the California Coastal Commission of the March 25, 1987 action on the proposed amendment.

BE IT FURTHER RESOLVED that the City of Trinidad accepts the amendment, as certified, and agrees to issue coastal development permits and administer the Local Coastal Plan subject to the approved amendment.

INTRODUCED, PASSED, and ADOPTED this 24th day of June, 1987 by the following roll call vote:

AYES:

NOES:

ABSENT:

APPROVED:

MAYOR, City of Trinidad

ATTEST:

MARILEA PARTCH, City Clerk

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
631 HOWARD STREET, 4TH FLOOR
AN FRANCISCO, CA 94105
5) 543-8555

July 13, 1987

The Honorable James Sharum, Mayor
City of Trinidad
P.O. Box 390
Trinidad, CA 95570

Dear Mayor Sharum:

Re: Effective Certification of City of Trinidad LCP Amendment No. 2-87 (Minor), City Council Resolution No. 87-10

On July 8, 1987, the California Coastal Commission concurred with the Executive Director's determination that the above referenced "Clean-up" LCP Amendment was minor in nature. The purpose of the amendment was to correct a portion of the City's limit line and add a clarifying map note on the land use designation zoning boundary line bisecting AP #42-051-28 on the City's certified land use plan and zoning maps.

This letter formally transmits to you the resolution of certification and findings pursuant to Section 13544 of the Commission's Administrative Regulations. Pursuant to Section 30514(c) of the Coastal Act, this amendment shall take effect on the 10th working day after the Commission's action (July 22, 1987) and will constitute effective certification of this amendment.

If you have any questions, please call Noah Tilghman in our San Francisco office.

Sincerely,

PETER M. DOUGLAS
Executive Director

cc: Merilea Partch, City Clerk
Lia Sullivan, Sullivan Planning Associates

0107E

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
NORTH COAST AREA
[illegible] HOWARD STREET, 4TH FLOOR
[illegible] RANCISCO, CA 94105
[illegible], 543-8555

W-3a

FILED: August 20, 1987
60th DAY: October 19, 1987
STAFF REPORT: September 30, 1987
HEARING DATE: October 14, 1987

TO: Commissioners and Interested Parties

FROM: Edward Y. Brown, District Director
James J. Muth, Coastal Planner

SUBJECT: City of Trinidad Amendment No. 3-87 (Minor) to their Certified Local Coastal Program for Commission review and action at the meeting of October 14, 1987. The minor amendment would implement the recommendations of the parking study committee.

SYNOPSIS

Background

The purpose of this LCP Amendment is to prevent parking congestion in the City, particularly along Trinity Street, by avoiding or reducing the need for requesting a variance to the minimum off street parking requirements caused by new or infill development. This goal is accomplished through four separate zoning ordinance text changes - three of which are new text additions and apply only to the Planned Unit Development Zoning District and one of which revises an existing section and applies to all zoning districts. (Exhibits A and B show the location of all Planned Unit Development Zoning Districts within the City.

The proposed amendment was the subject of local public hearings before the City Planning Commission and the City Council. All of these public hearing were properly noticed to provide for adequate public participation. An LCP amendment submittal by the City to the Coastal Commission was subsequently made pursuant to Sections 13551, 13552 and 13553 of the Commission's Administrative Regulations and was filed on August 20, 1987. Commission action must occur by October 19, 1987 (within 60 days of filing).

The proposed minor LCP Amendment would:

1. ADD TO EXISTING SUBSECTION:
Sec. 4.07 Planned Development or PD Zone

A. Uses permitted with a use permit
5. a combined residence with a business use allowed by Section 4.07 A., other than a motel, where the business is not a home occupation as described by this ordinance.

(Note: Section 4.07, A, 1-4 already allows either a residence or a business in the PD Zone under a use permit. This addition merely allows both to occur on the same parcel, under a use permit.)

2. ADD TO EXISTING SUBSECTION:
Sec. 6.18 B

8. Within the "PD" Planned Development Zone: gift shops, personal services, professional offices, retail sales, visitor services and combined residence and businesses other than a Home Occupation: a minimum of three (3) spaces for up to 500 sq.ft. or gross floor area of the business; and additional one (1) space per each additional 300 sq. (or portion thereof) of floor area over 500 sq.ft. of gross floor area of the business. This provision applies only in PD or Planned Development Zones.

(Note: Section 6.18, B, 1-7, already established how many off-street parking spaces are required based on the use and/or floor area of that use. This addition does the same for uses in the PD district which are not otherwise covered in the preceeding subsection.)

3. ADD TO EXISTING SECTION:
Section 6.19 H [New subsection]

In the PD, Planned Development Zone, in lieu of providing parking facilities required by the provisions of this section, the requirements may be satisfied by payment to the City, prior to the issuance of the building permit, of an amount per parking space, prescribed by the Council, for each parking space required by this section but not provided. The payment shall be deposited with the City in a special fund and shall be used, whenever possible, for the purpose of acquiring developing, maintaining or enhancing parking facilities located, insofar as practical, in the vicinity of the use for which the payment is made. The Council may decline to accept payment in lieu of providing parking facilities.

(Note: This is a new subsection which recognizes that the establishment of an "in lieu fee" for parking can be a viable alternative to meeting off street parking requirements which cannot be located on the site in question.)

REVISE EXISTING SUBSECTION TO READ:
Sec. 6.18. Parking and Loading Facilities

Off-street parking and loading spaces shall be provided in all zones in conformity with the following:

A. Each required parking space shall not be less than 8'6" wide, 18 feet long and 7 feet high, provided that where 3 to 4 spaces are required, 1 space may be 16 feet long to accommodate compact cars; where 5 spaces are required, 2 may be 16 feet long; and where 6 or more spaces are required, up to 50% of the spaces may be 16 feet long.

(Note: Under this existing section, 50% of the parking spaces may be 16 feet long (for compact and subcompact car) if 6 or more parking spaces are required. This revision keeps that portion but also recognizes that the new development may not require 6 or more spaces and thus if 3 or 4 spaces are required, 1 space may be 16 feet long and if 5 spaces are required 2 spaces may be 16 feet long for compact and subcompact cars.)

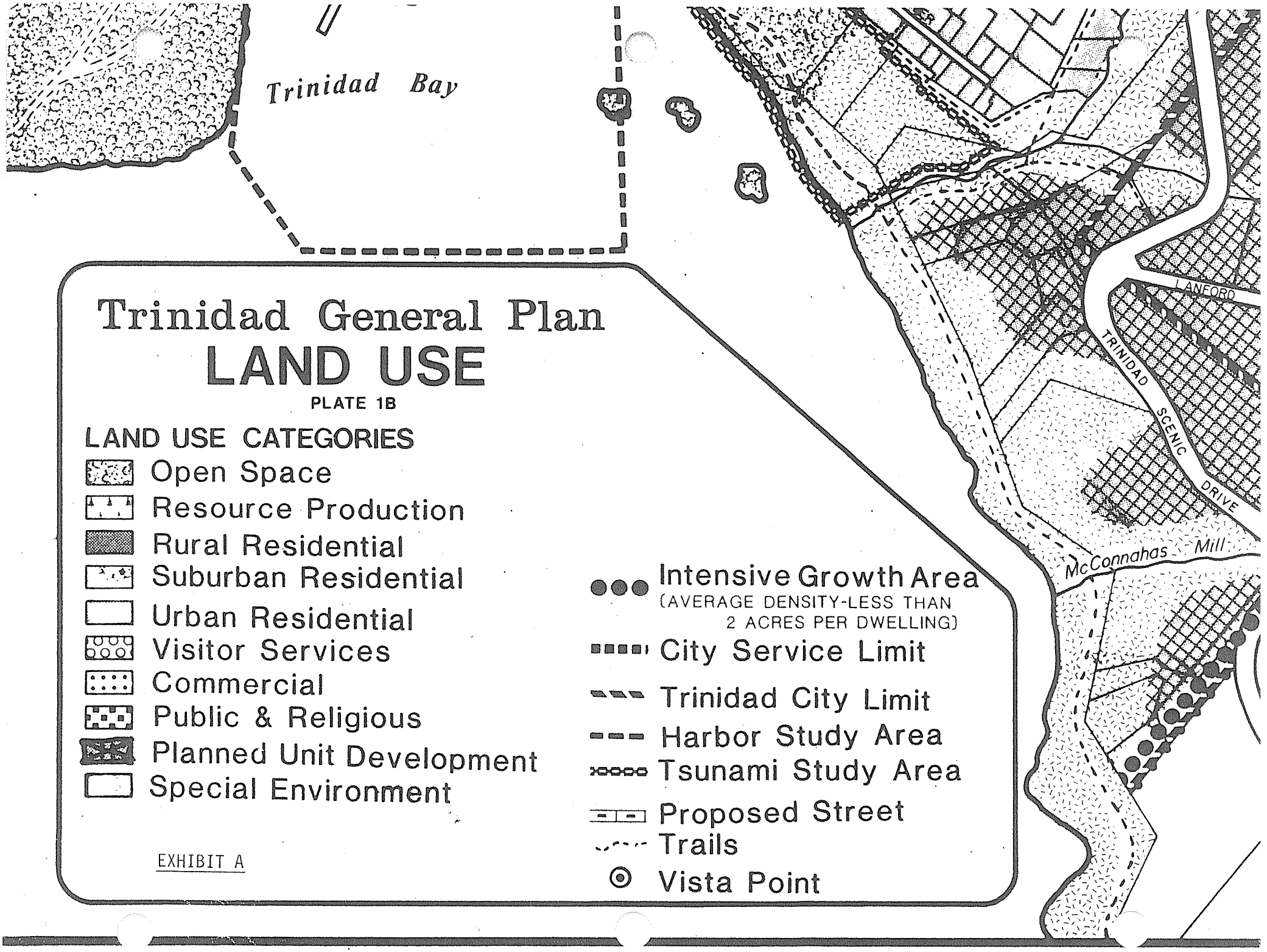
The Executive Director, pursuant to Sections 13554 and 13555 of the Commission's Administrative Regulations, has determined that the amendment is "minor" in nature. On September 2, 1987 the Executive Director informed all interested parties by mail of his determination. Copies of the amendment were made available to all interested parties consistent with Section 13555(A) of the Administrative Regulations. No objections or comments were received during the 10-day period provided by the regulations and ending on September 14, 1987.

On October 14, 1987 the District Director is scheduled to inform the Commission of the Executive Director's determination.

Staff Recommendation

Staff recommends that the Commission find concurrence with the determination that the amendment is minor.

JJM/ma
2162P


Trinidad Bay
LANFORD
TRINIDAD SCENIC DRIVE
McConnahas Mill
Trinidad General Plan
LAND USE
PLATE 1B
LAND USE CATEGORIES
Open Space
Resource Production
Rural Residential
Suburban Residential
Urban Residential
Visitor Services
Commercial
Public & Religious
Planned Unit Development
Special Environment
Intensive Growth Area
(AVERAGE DENSITY-LESS THAN 2 ACRES PER DWELLING)
City Service Limit
Trinidad City Limit
Harbor Study Area
Tsunami Study Area
Proposed Street
Trails
Vista Point
EXHIBIT A

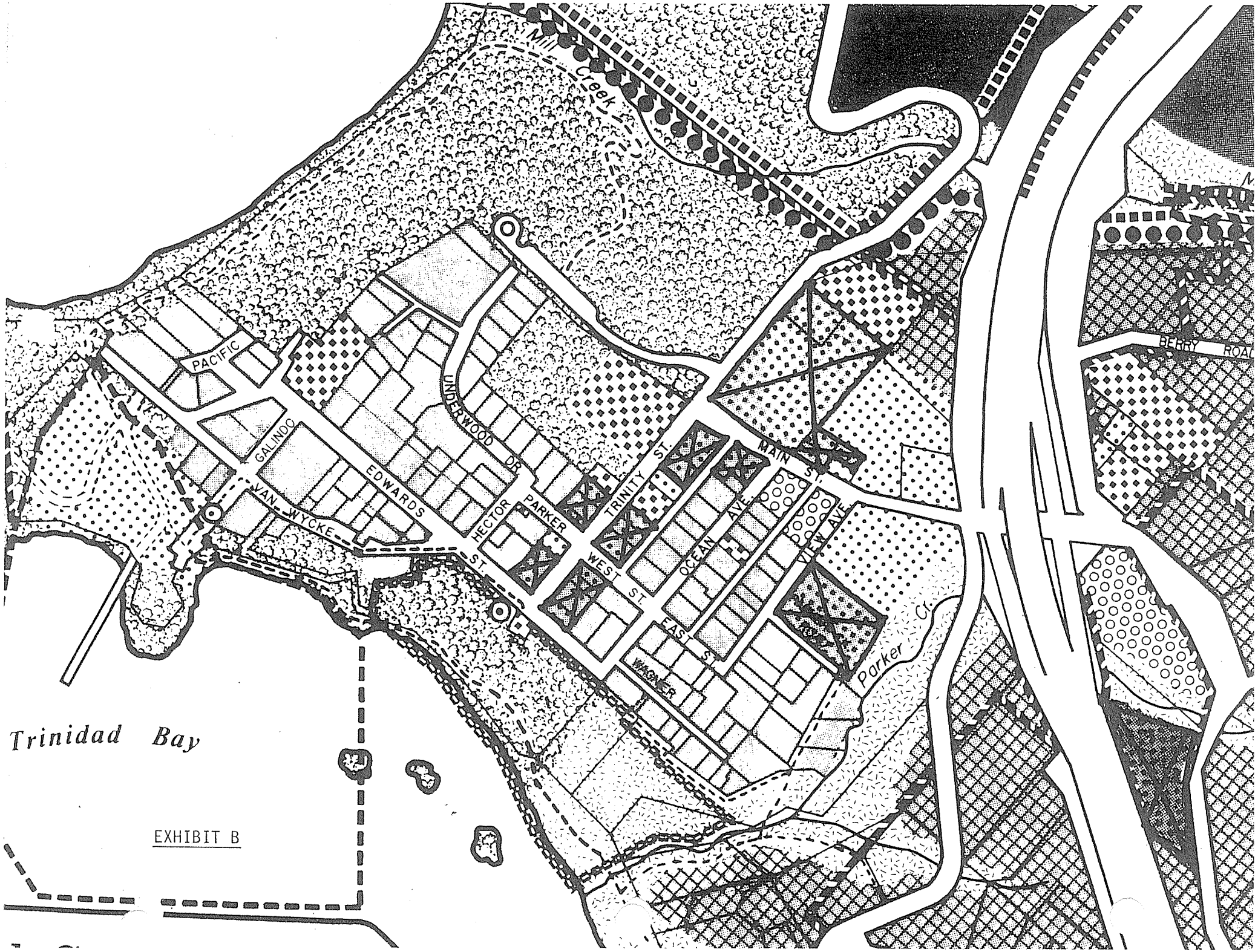

Creek
PACIFIC
GALINDO
EDWARDS
VAN WYCKE
ST.
UNDERWOOD DR
HECTOR
PARKER
TRINITY ST.
MAIN ST.
WEST ST.
OCEAN AVE.
VIEW AVE.
EAST ST.
WAGNER
Parker Cr.
BERRY
ROAD
Trinidad Bay

EXHIBIT B

File

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
631 HOWARD STREET, 4TH FLOOR
SAN FRANCISCO, CA 94105
(415) 543-8555

October 21, 1987

The Honorable James Sharum, Mayor
City of Trinidad
P.O. Box 390
Trinidad, CA 95570

RE: Effective Certification of City of Trinidad LCP Amendment No. 3-87 (Minor), City Council Resolution No. 87-14

Dear Mayor Sharum:

On October 14, 1987, the California Coastal Commission concurred with the Executive Director's determination that the above referenced LCP Amendment was minor in nature. The purpose of the amendment related to revised off-street parking regulations, particularly along Trinity Street and within the Planned Unit Development zoning districts.

This letter formally transmits to you the resolution of certification and findings pursuant to Section 13544 of the Commission's Administrative Regulations. Pursuant to Section 30514(c) of the Coastal Act, this amendment shall take effect on the 10th working day after the Commission's action (October 28, 1987) and will constitute effective certification of this amendment.

If you have questions, please call Jim Muth in our San Francisco office.

Sincerely,

James W. Burns for
PETER M. DOUGLAS
Executive Director

cc: File
Merilea Partch, City Clerk
Lia Sullivan

0271E

City of Trinidad

P.O. Box 390
Trinidad, California 95570
(707) 677 - 0223

RECEIVED
MAY 11 1992
CALIFORNIA
COASTAL COMMISSION

NEGATIVE DECLARATION

APPLICANTS: Rotwein/Spyropoulos/Neel

PROJECT TITLE: 1. Rotwein/Spyropoulos' Prezone/Resolution of Annexation/Zone Reclassification to "Planned Development"
2. Neel's Zone Reclassification from Residential Suburban (RS) to "Planned Development" (PD)

PROJECT LOCATION: North Westhaven Drive, approximately 300 feet east U.S. Highway 101

ASSESSOR'S PARCEL #: 515-331-10, 11, 12; 42-052-05

GENERAL PLAN DESIGNATION: Residential Suburban (RS)

ZONING DESIGNATION: Rotwein/Spyropoulos - RS-5G (Residential, .5 acre minimum); Neel - RS

PROJECT DESCRIPTION: The project will entail the annexation and/or zone reclassification for these contiguous parcels to "Planned Development (PD) and amendment to the City's LCP.

FINDING OF NO SIGNIFICANT EFFECT

It has been determined, after review and evaluation,that the proposed project will conform to the City of Trinidad planning and implementation documents and will not have a significant adverse effect on the environment.

The material supporting this finding is contained in the **INITIAL STUDY and Evaluation of Environmental Impacts** and is available for review at the City Clerk's office, 409 Trinity St., Trinidad, CA, on weekdays between the hours of 8:00 a.m. to noon, and 4:00 p.m. to 5:00 p.m.

The **INITIAL STUDY and NEGATIVE DECLARATION** will be reviewed at a Public Hearing conducted by the Trinidad Planning Commission, to be held on May 20, 1992, at 7:30 p.m., at Trinidad City Hall. Final action will be taken by the City Council after a public hearing on June 10, 1992, at 7:30 p.m. Any and all interested persons may appear and be heard at said Public Hearing. To be considered, written comments on the **NEGATIVE DECLARATION** must be received on or prior to the above Public Hearing date and may be directed to the Trinidad City Clerk; P.O. Box 390, Trinidad, CA 95570.

May 7, 1992
Date

Robert Brown
Trinidad City Planner

EXHIBIT NO. 10
APPLICATION NO.
Trinidad LCP 1-92
Proposed negative declaration
California Coastal Commission

CALIFORNIA COASTAL COMMISSION
NORTH COAST AREA
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
(415) 904-5260

November 25, 1992

Bryce Kenny, Mayor
City of Trinidad
P.O. Box 390
Trinidad, CA. 95570

Dear Mayor Kenny:

RE: Coastal Commission approval of City of Trinidad LCP Amendment No. 1-92 (major), Rotwein, Spyropoulos, & Neel.

Dear Chairman Millett:

The California Coastal Commission completed its action on the City of Trinidad LCP Amendment No. 1-92 (major) on November 18, 1992 in Santa Monica. By unanimous votes, the Commission adopted two resolutions to certify the proposed amendment as submitted.

Pursuant to Title 14 of the California Code of Regulations, the Executive Director has determined that City Council Resolution No. 92-10, as amended, is legally adequate to implement the approved LCP amendment in conformity with the Coastal Act.

If you have any questions, please contact James Muth in our San Francisco Office.

Sincerely,

James J. Muth

JAMES J. MUTH
Coastal Planner

cc: Janelle Case
Robert Brown
Susan Golledge-Rotwein
Ken & Nancy Neel
Don & Linda Spyropoulos
Jim Muth/LCP amendment file
Gary Holloway/LCP records

4168p

STATE OF CALIFORNIA—THE RESOURCES AGENCY

PETE WILSON, Governor

CALIFORNIA COASTAL COMMISSION
NORTH COAST AREA
45 FREMONT, SUITE 2000
FRANCISCO, CA 94105-2219
(415) 904-5260

W14a SFS

Date Filed: October 14, 1992
90th Day: January 12, 1993
Staff: James Muth
Staff Report: November 6, 1992
Hearing Date: November 18, 1992
Commission Action:

TO: Commissioners and Interested Parties

FROM: Peter M. Douglas, Executive Director
Tom Crandall, Deputy Director
Steven Scholl, Assistant District Director
James Muth, Coastal Planner

SUBJECT: **City of Trinidad LCP Amendment No. 1-92** major
(For Commission consideration at the meeting of November 18, 1992 in Santa Monica).

SYNOPSIS

Amendment Description and Analysis.

The LCP amendment is a land use plan map and zoning map change covering a 2.68-acre area and affecting three residentially developed properties located about 300 feet east of Highway 101 on the northeast side of North Westhaven Drive. The LCP amendment would: (a) redesignate and rezone two recently annexed properties from the County's LUP and zoning designation of RS (Residential Estates) and RS-SM/G (Residential Single-Family Development, 1 dwelling unit/2 acres, with an Alquist-Priolo Fault combining zone) to the City's LUP and zoning designation of PD (Planned Development), and (b) redesignate and rezone a third residential property within the City and adjacent to the other two properties from SR (Suburban Residential) to PD (Planned Development).

Summary of Staff Recommendation.

Staff recommends that the LCP amendment be approved as submitted on the basis that the land use plan map change to Planned Development meets the requirements of Chapter 3 of the Coastal Act and that zoning map change to Planned Development conforms with and is adequate to carry out the policies of the City's certified Land Use Plan.

Informational Note.

A previous LCP amendment request covering the subject properties was filed on August 14, 1992. Staff had recommended denial of that LCP amendment as submitted and approval of the LCP amendment with a suggested modification on the basis that the proposed zoning map change to Planned Development did not

fully conform with and was inadequate to carry out the Suburban Residential LUP designation. In addressing the recommended suggested modification prior to Commission action on the LCP amendment, the City submitted an amending resolution which redesignated and rezoned the subject properties to PD. The receipt of the City's amending resolution serves to withdraw the original LCP amendment submittal and establish a new LCP amendment submittal with a new 90-day period for Commission action. This new LCP amendment request is the subject of this staff report. However, the filing number of the original LCP amendment has been retained to simplify record keeping.

Additional Information

For further information, please contact James Muth at (415) 904-5260. Correspondence should be sent to the Coastal Commission at the above address, attention James Muth.

I. LOCAL GOVERNMENT REVIEW AND PUBLIC PARTICIPATION.

The LCP amendment was subject to an initial environmental review which was circulated through the State Clearinghouse for agency comment and which recommended that the City adopt a negative declaration under CEQA. The LCP amendment was reviewed at duly noticed public hearings by the Planning Commission on May 20, 1992 and by the City Council on June 10, 1992. The City Council passed Resolution No. 92-10, which adopted a negative declaration under CEQA, initiated annexation proceedings with the Humboldt County Local Agency Formation Commission (LAFCO), and submitted the LCP amendment request to the Coastal Commission. The annexation was approved by the Humboldt County LAFCO on July 22, 1992 under Resolution No. 92-03. The original LCP amendment submittal was filed as complete on August 14, 1992. However, receipt of the City's amended resolution, which was adopted after a public hearing on September 8, 1992, served to withdraw the original LCP amendment and establish a new LCP amendment submittal which was filed as complete on October 14, 1992.

II. LCP AMENDMENT DESCRIPTION.

The LCP amendment is described as follows:

a. A LUP map amendment to redesignate two recently annexed properties (the 1.5-acre Rotwein property, APN 515-331-11, and the 0.75-acre Spyropoulos property, APN 515-331-11) from the County's LUP map designation of RS (Residential Estates, 0-2 units/acre) to the City's LUP map designation of PD (Planned Development) and to redesignate a third residential property (the 0.43-acre Neel property, APNs 515-331-12 and 42-052-05) from SR (Suburban Residential) to PD (Planned Development).

b. A zoning map amendment to rezone the Rotwein and Spyropoulous properties from the County's zoning map designation of RS-SM/G (Residential Single-Family, 1 dwelling unit/2 acres, with an Alquist-Priolo Fault combining zone) to the City's zoning map designation of PD (Planned Development) and to rezone the Neel property from SR (Suburban Residential) to PD (Planned Development).

III. STAFF RECOMMENDATION FOR THE LCP AMENDMENT.

Staff recommends that, following a public hearing, the Commission adopt the following resolutions and related findings:

A. Approval of the LUP map amendment as submitted.

MOTION:

"I move that the Commission certify amendment No. 1-92 to the City of Trinidad's Land Use Plan map as submitted."

Staff recommends a YES vote, and the adoption of the following resolution and findings. This motion requires a majority of the appointed membership of the Commission to pass.

RESOLUTION A:

The Commission hereby certifies amendment No. 1-92 to the City of Trinidad's Land Use Plan map for the specific reasons discussed in the following findings on the grounds that the LUP map amendment, as submitted, meets the requirements of Chapter 3 of the Coastal Act, and is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) of the Coastal Act, and that approval of the LUP map amendment will not have significant environmental effects within the meaning of the California Environmental Quality Act.

B. Approval of the zoning map amendment as submitted.

MOTION:

"I move that the Commission reject zoning map amendment No. 1-92 to the City of Trinidad's Implementation Plan as submitted."

Staff recommends a NO vote, and adoption of the following resolution and findings. This motion requires a majority of those Commissioners present to pass.

RESOLUTION B:

The Commission hereby certifies zoning map amendment No. 1-92 to the City of Trinidad's Implementation Plan for the specific reasons discussed in the following findings on the grounds that the zoning ordinances, zoning district maps, and other implementing materials conform with and are adequate to carry out the provisions of the Land Use Plan as certified. Approval of the zoning map amendment will not have significant environmental effects within the meaning of the California Environmental Quality Act.

IV. LCP AMENDMENT FINDINGS AND DECLARATIONS.

The Commission hereby finds and declares as follows:

A. Project Location, Site Description, and Background.

The LCP amendment area is located about 300 feet east of Highway 101 interchange on the northeast side of North Westhaven Drive. The LCP amendment area includes three residentially developed properties and an adjacent portion of North Westhaven Drive. See Exhibits No. 1, 2, and 3.

The 0.43-acre Neel property, APNs 515-331-12 and 515-042-05, is located within the City, adjacent to the City's limit line. This property consists of a 12,500 square foot parcel and a 6,000 square foot parcel and is developed with a two-unit townhouse that is surrounded by a large lawn. The LCP amendment request would redesignate and rezone this property from SR to PD. The City considers the existing multifamily development on this property to be non-conforming with the existing SR zone as the property does not have the minimally required, 20,000 square feet of lot area and as the SR zone is intended for single-family, rather than multi-family, residential development. Since the PD zone allows both single and multi-family residential development, the request to rezone the Neel property from SR to PD is intended in part to make the property less non-conforming.

The Rotwein and Sypropoulos properties were recently annexed into the City and are adjacent to the Neel property. The 1.5-acre Rotwein property, APN 515-331-11, is developed with a residence and a garage and is surrounded by landscaping. The 0.75-acre Sypropoulos property, APN 515-331-10, is developed with a residence and a shop and is also surrounded by landscaping. Both properties are designated in the County's LUP as RS and are zoned as RS-SM/G. The LCP amendment request would redesignate and rezone these two properties to PD.

The Neel, Rotwein, and Sypropoulos properties are located more than 300 feet from any coastal bluffs and more than 100 feet from any stream or wetland. See Exhibit No. 2. The three properties do not contain any streams, wetlands, environmentally sensitive habitat areas, or any observable archaeological or historical resources. All three properties have City water service and rely upon individual septic tanks and leach fields for waste water disposal. Fire and police protection is provided by the City through a mutual aid agreement with the County.

Prior to the annexation of the Rotwein and Sypropoulous properties, these properties were surrounded on the north, west, and south sides by the City's limit line. Incorporation of this area into the City serves to round off this indented City limit line.

The entire 2.68-acre LCP amendment area is bordered as follows: (1) on the north, by lands within the City containing single-family residences designated and zoned as Suburban Residential; (2) on the west, by lands within the City containing two churches designated and zoned as Public and Religious and by a residence having a commercial use designated and zoned as Commercial; (3) on the south, by North Westhaven Drive and lands across the road and within the City containing an RV park designated and zoned as Visitor Services; and (4)

on the east, by lands within the County designated as RS (Residential Estates, 0-2 units/acre) and zoned as RS-SM/G (Residential Single-Family, 1 dwelling unit/2 acres, with an Alquist-Priolo Fault combining zone).

B. Findings for approval of the LUP map amendment as submitted.

Coastal Act Section 30250(a) requires in applicable part that new development be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Section 30250(a) requires an examination as to whether adequate services are available to accommodate existing and potential development which would be allowed under the proposed PD (Planned Development) LUP map designation and whether that development can be accommodated without significant adverse effects on coastal resources.

The City's PD (Planned Development) LUP designation is defined as follows:

> "The Planned Development category identifies areas that are: (1) essentially residential where limited commercial activities may be appropriate subject to special integrating design; or, (2) sites, which because of their location, are suitable for one or more types of uses but where considerable design flexibility is needed to adapt the use to the site and to surrounding areas. In addition to allowing the types of housing prescribed in the Housing Element, the Planned Development category may include visitor accommodations and services, commercial uses, and recreational uses consistent with the residential character of the city and the natural and scenic features of the site and overall surroundings. Campgrounds and recreational vehicle parks are not considered appropriate visitor accommodations in the Planned Development category. Intensity of development should not exceed that allowed in the Urban Residential category or waste disposal constraints, whichever is more restrictive."

The land use plan map change to Planned Development is likely to result in additional traffic generation as the existing residential dwelling units are added as infill development and/or as existing residential structures are converted to, or supplemented by, new small scale commercial and visitor-serving uses, such small smoke houses to cure smoked salmon, gift shops and retail sales, personal or professional services, bed and breakfast inns or other visitor-serving establishments. The LCP amendment area is ideally suited to accommodate additional traffic due to its convenient location on the northeast side of the Highway 101 interchange. In fact, redesignating this area to Planned Development completes the mixed use pattern of development for the entire Highway 101 interchange area as the southeast side of the Highway 101 interchange on the south side of North Westhaven Drive is developed with an RV park that is designated for visitor-serving uses and as the entire west side of the Highway 101 interchange is also designated for Planned Development uses.

The land use plan map change to Planned Development is likely to result in a greater demand for water services and greater wastewater generation. The City has no sewer system and none is anticipated in the foreseeable future. Thus, the primary factors limiting the potential development and density of the LCP amendment area are: (1) the availability of public water supplies, (2) the ability to locate individual septic systems in accordance with County Health Department requirements, and (3) minimum lot size and building setback requirements.

The maximum potential development density of the Planned Development designation is established by the City's Urban Residential designation, which restricts development density to a maximum of one dwelling unit, guest house, or servant's per 8,000 square feet of lot area. Thus, the maximum potential development density of the entire 2.68-acre area would be 15 residential dwelling units if the three properties were consolidated into one parcel to maximize the overall lot area, if the four existing dwelling units were removed, and if there were no other development limitations, such as septic system limitations for waste water disposal. This potential development scenario would result in a net increase of 11 additional dwelling units and 11 additional water service connections (15 new dwelling units, less the four existing units that are removed).

The City has the ability to provide 400 to 450 water service connections. As of 1987, the City had used 268 water service connections. Although a few more additional connections have been added since then, the City has the ability to provide another 11 water service connections and still have unused water service connections without having to increase the capacity of its current water system.

Most of the existing water service connections go to residential portions of the City, which are substantially built out. The largest undeveloped areas of the City consist of a Planned Development area on the northwest side of the Highway 101 interchange (behind an existing gas station) and the uncertified harbor area. Since all uses within a Planned Development zone are subject to a conditional use permit, the City also has the ability to limit the potential number of water service connections for a particular project if that project were to jeopardize future water service connections reserved for some other unbuilt and higher priority or principally permitted use within the City. In addition, it is unlikely that 11 more homes with 11 more water service connections would actually be built in the area, given the existing pattern of residential development and given the limited area to accommodate additional septic systems. A more realistic future development scenario for the LCP amendment area is the addition of perhaps three or four additional dwelling units or mixed use structures.

Lastly, approval of the LCP amendment would not impact any sensitive coastal resources as no wetlands, streams, environmentally sensitive habitat areas or any identified archaeological resources are located within the LCP amendment area. The Commission therefore finds that the proposed LUP map amendment is consistent with Section 30250(a) as adequate services are available to

accommodate the existing and potential development in the subject area without adverse impacts to coastal resources.

C. Findings for approval of the zoning map amendment as submitted.

The LCP amendment would rezone the three subject properties to PD (Planned Development). The proposed PD zone allows the development of single-family residences and other forms of residential development, such as duplexes, condominiums, and townhouses. In addition, the PD zone allows limited commercial activities, such as motels, inns, gift shops, restaurants, personal services, professional offices, retail sales, visitor services, rest homes, and day care centers. The full text of the PD zone is shown in Exhibit No. 6a.

The City has only eight distinct LUP and zoning categories. As a result, the City's LCP uses the same name or title for each of its respective LUP map and zoning map designations. For example, lands that are designated in the LUP as Planned Development are also zoned as Planned Development. The PD zone is compatible with the Urban Residential and Planned Development LUP designations. See Exhibit No. 6b, the City's LUP/Zoning matrix. In addition, the uses allowed by the Planned Development zone are consistent with the uses allowed in the Planned Development land use category. The only difference between the two is that the Planned Development zone has a more specific listing of residential, commercial, and visitor-serving uses. The zoning map change does not affect the previously certified regulations and text of the City's PD zone. The Commission therefore finds that the proposed PD zone map amendment conforms with and is adequate to carry out the Planned Development designation.

Lastly, the County's Alquist-Priolo Fault combining zone has not been made part of the City's proposed zoning map designations on the basis that it is not applicable here. All three properties are located outside of this fault hazard area. See Exhibit No. 7, a map from the Department of Mines and Geology showing the location of the fault zone. See also Exhibit No. 8, an enlargement of the fault hazard area.

D. California Environmental Quality Act.

The Coastal Commission's LCP process has been designated by the Secretary of Resources as the functional equivalent of the EIR process. CEQA requires the consideration of less environmentally damaging alternatives and the imposition of mitigation measures to lessen significant adverse effects. The Commission finds that the LCP amendment, as submitted, is consistent with Chapter 3 of the Coastal Act. The Commission further finds that it need not consider alternatives or mitigation measures as approval of the LCP amendment, as submitted, will have no significant adverse effects on the environment within the meaning of CEQA.

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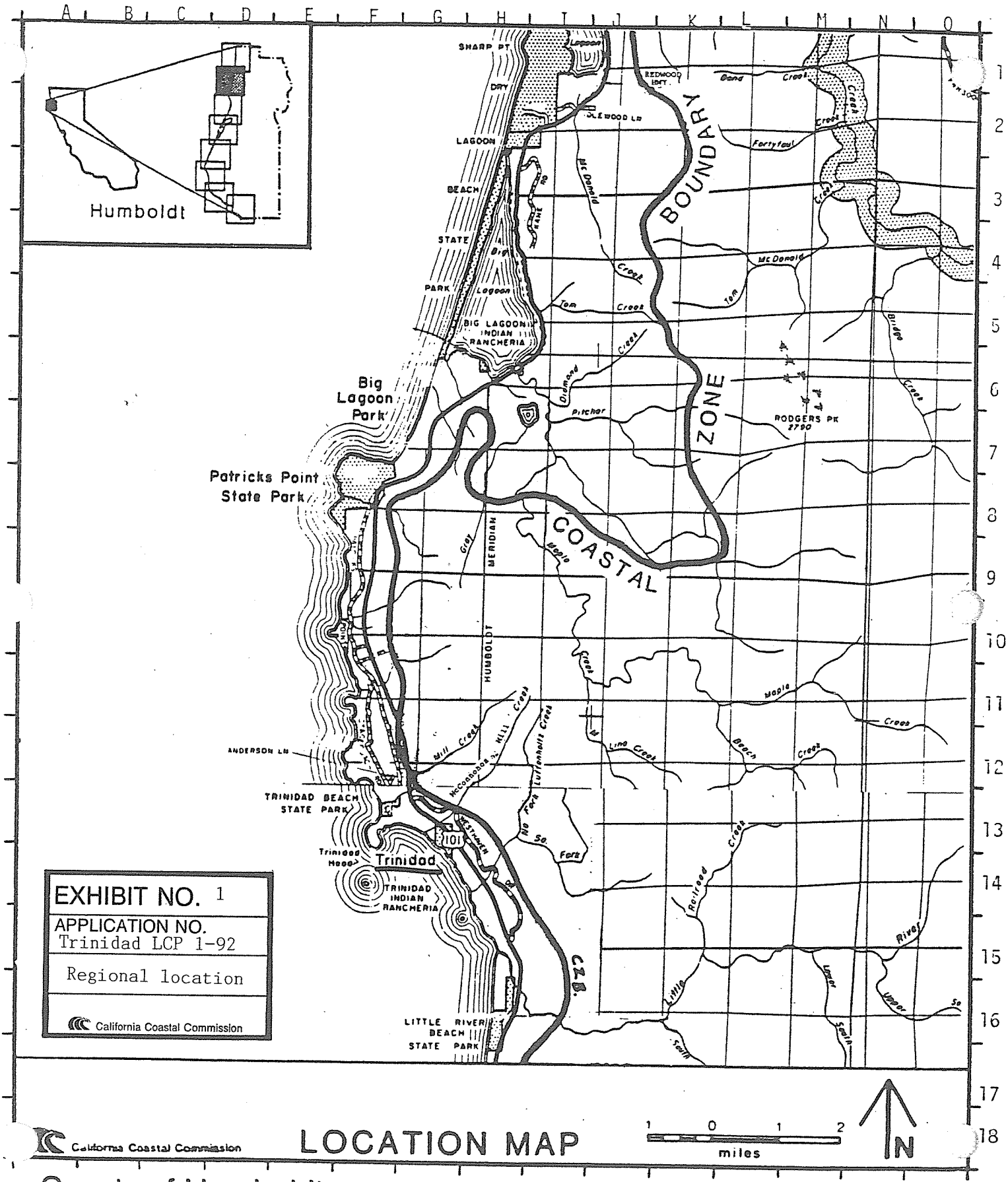

A B C D E F G H I J K L M N O
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
Humboldt
SHARP PT
DRY
LAGOON
BEACH
STATE
PARK
Big Lagoon
Lagoon
REDWOOD HWY
Bond
Creek
FLEWOOD LN
Fortyfour
McDonald
Tom
Creek
BIG LAGOON INDIAN RANCHERIA
Big Lagoon Park
Patricks Point State Park
BOUNDARY
ZONE
Diamond
Pitcher
RODGERS PK 2790
COASTAL
Gist
Maple
HUMBOLDT
MERIDIAN
Bridge
ANDERSON LN
Mill Creek
McConaghas Hill Creek
Lindaulis Creek
Ling Creek
Beach
TRINIDAD BEACH STATE PARK
Trinidad Head
101
Trinidad
TRINIDAD INDIAN RANCHERIA
No Fork
So. Fork
Railroad
Little
Upper
Lower
South
C.Z.B.
LITTLE RIVER BEACH STATE PARK
EXHIBIT NO. 1
APPLICATION NO. Trinidad LCP 1-92
Regional location
California Coastal Commission
California Coastal Commission
LOCATION MAP
1 0 1 2
miles
N
County of Humboldt
Sheet 2 of 8

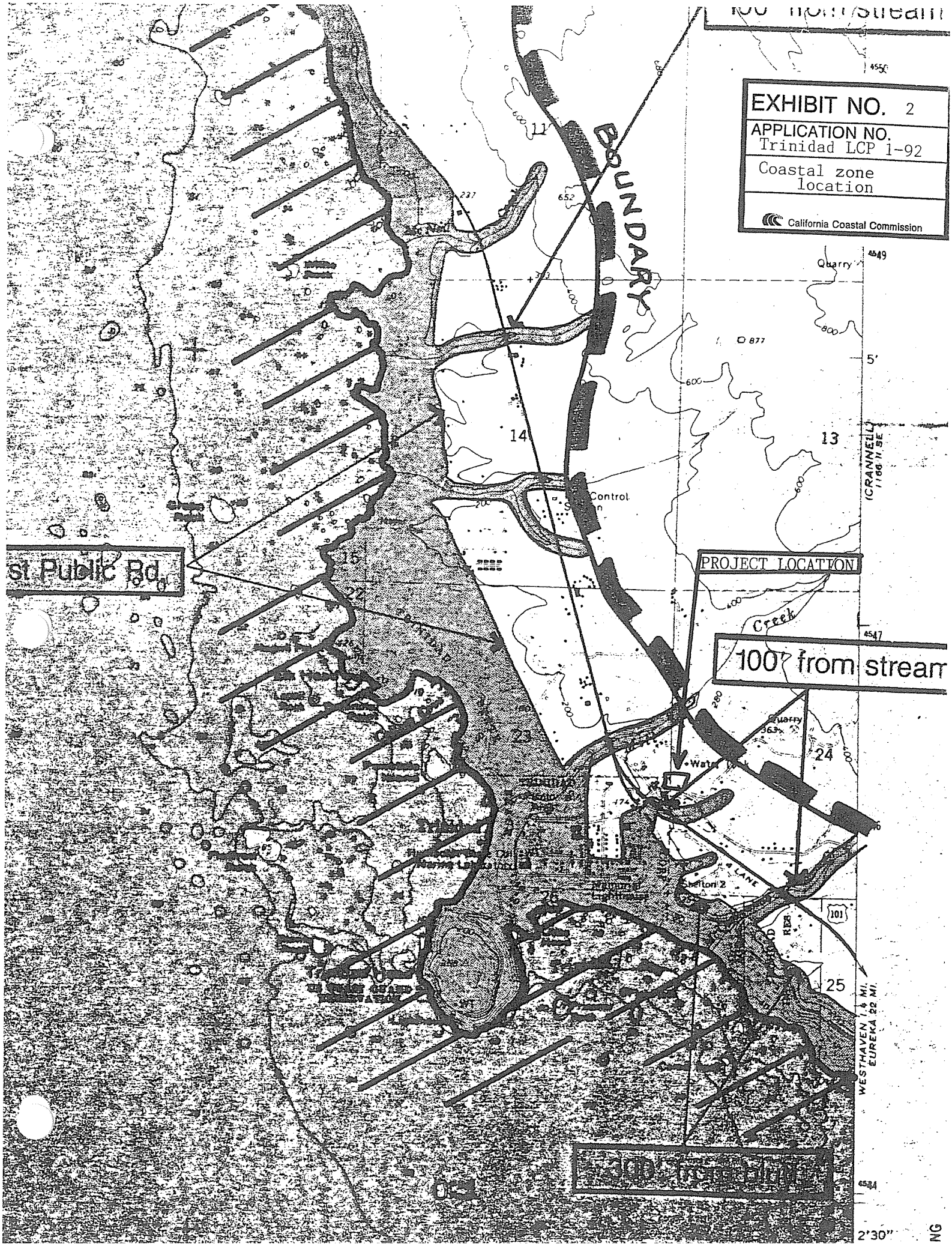


EXHIBIT NO. 2
APPLICATION NO.
Trinidad LCP 1-92
Coastal zone location
California Coastal Commission
BOUNDARY
PROJECT LOCATION
100' from stream
st Public Rd.
Control
Quarry
Creek
Water
Shelton 2
WESTHAVEN 1.4 MI.
EUREKA 22 MI.
(CRANNELL)
2'30"
5'

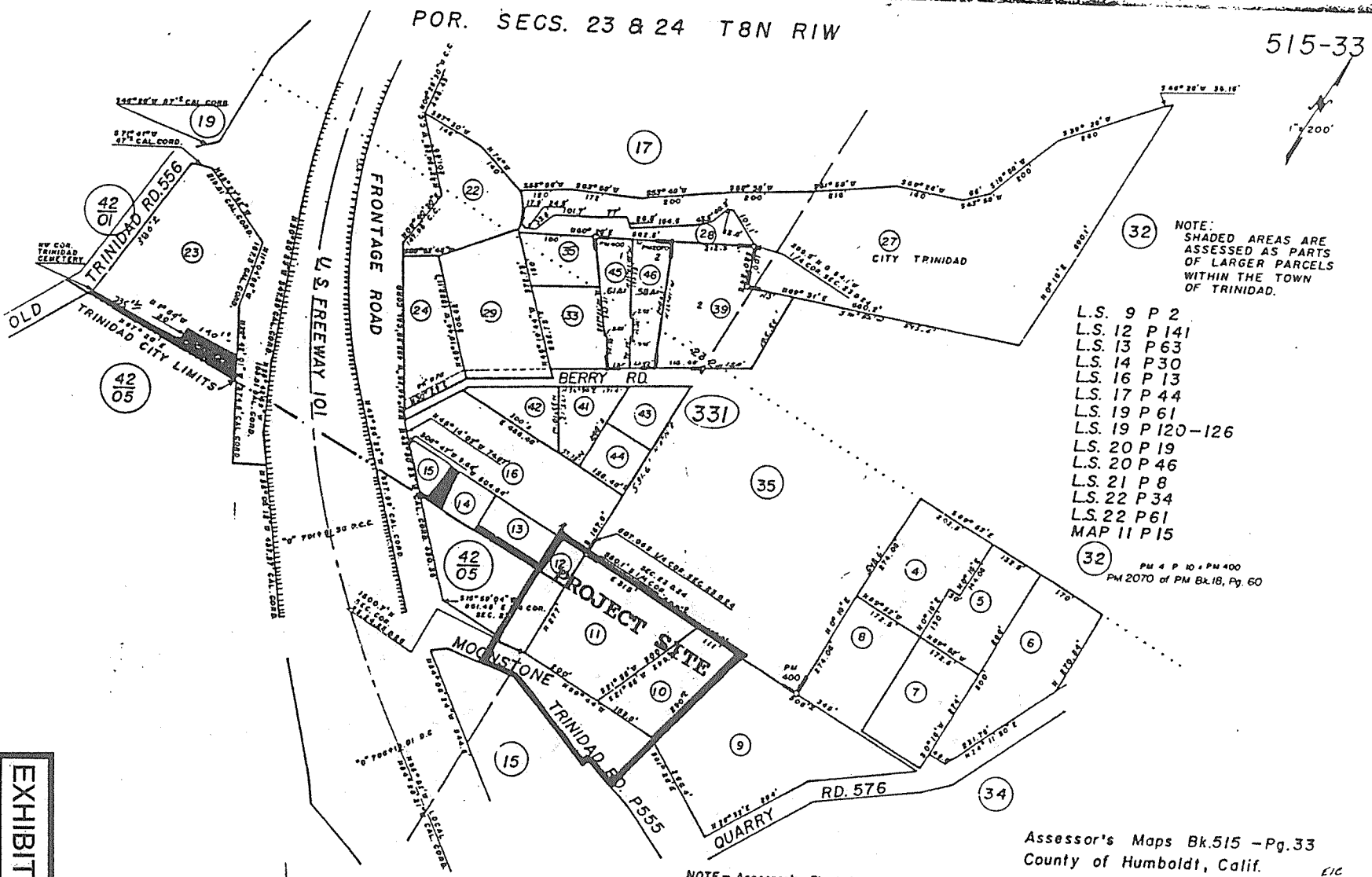


EXHIBIT NO. 3

APPLICATION NO. Trinidad LCP 1-92

Site Location

California Coastal Commission

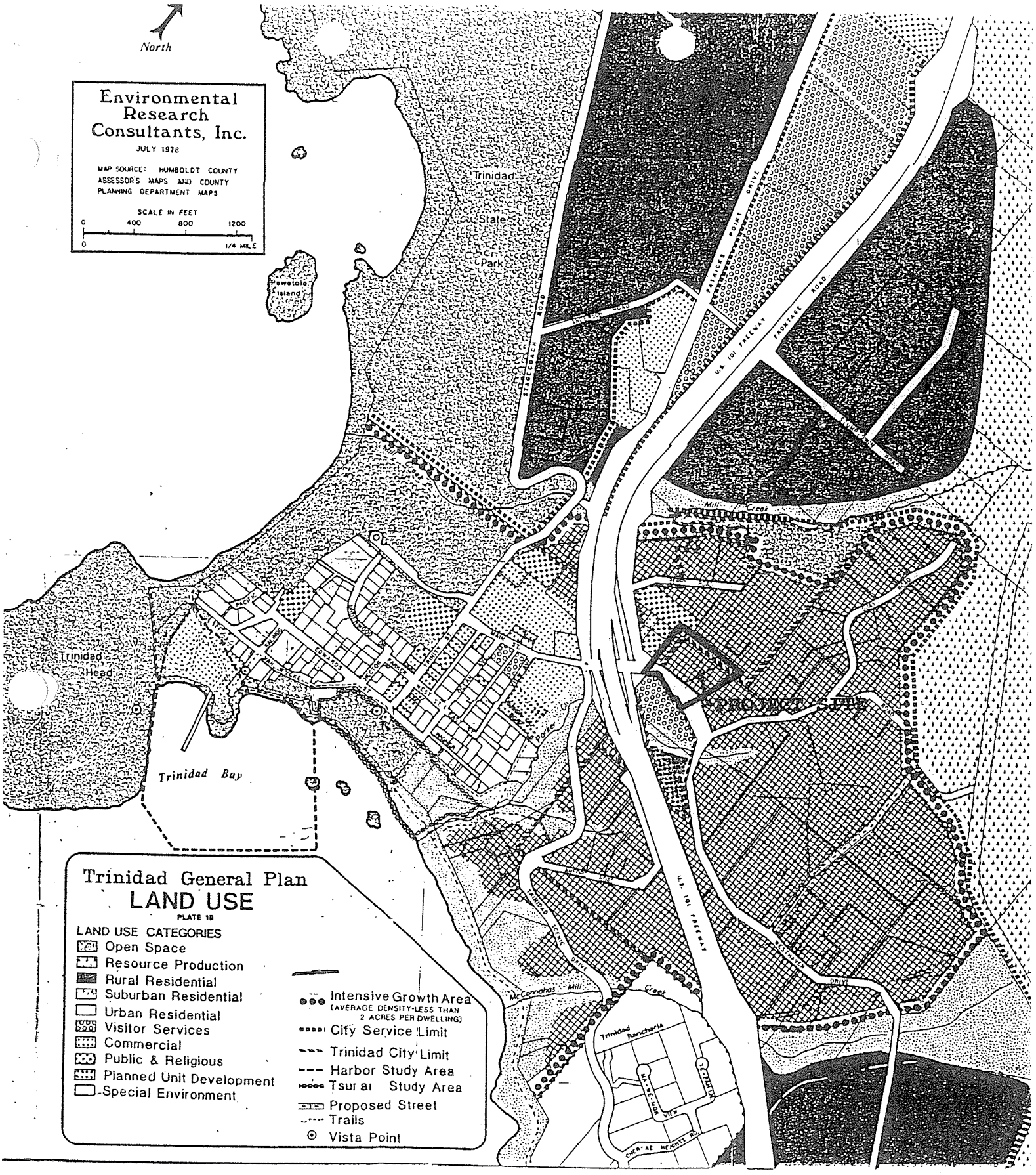
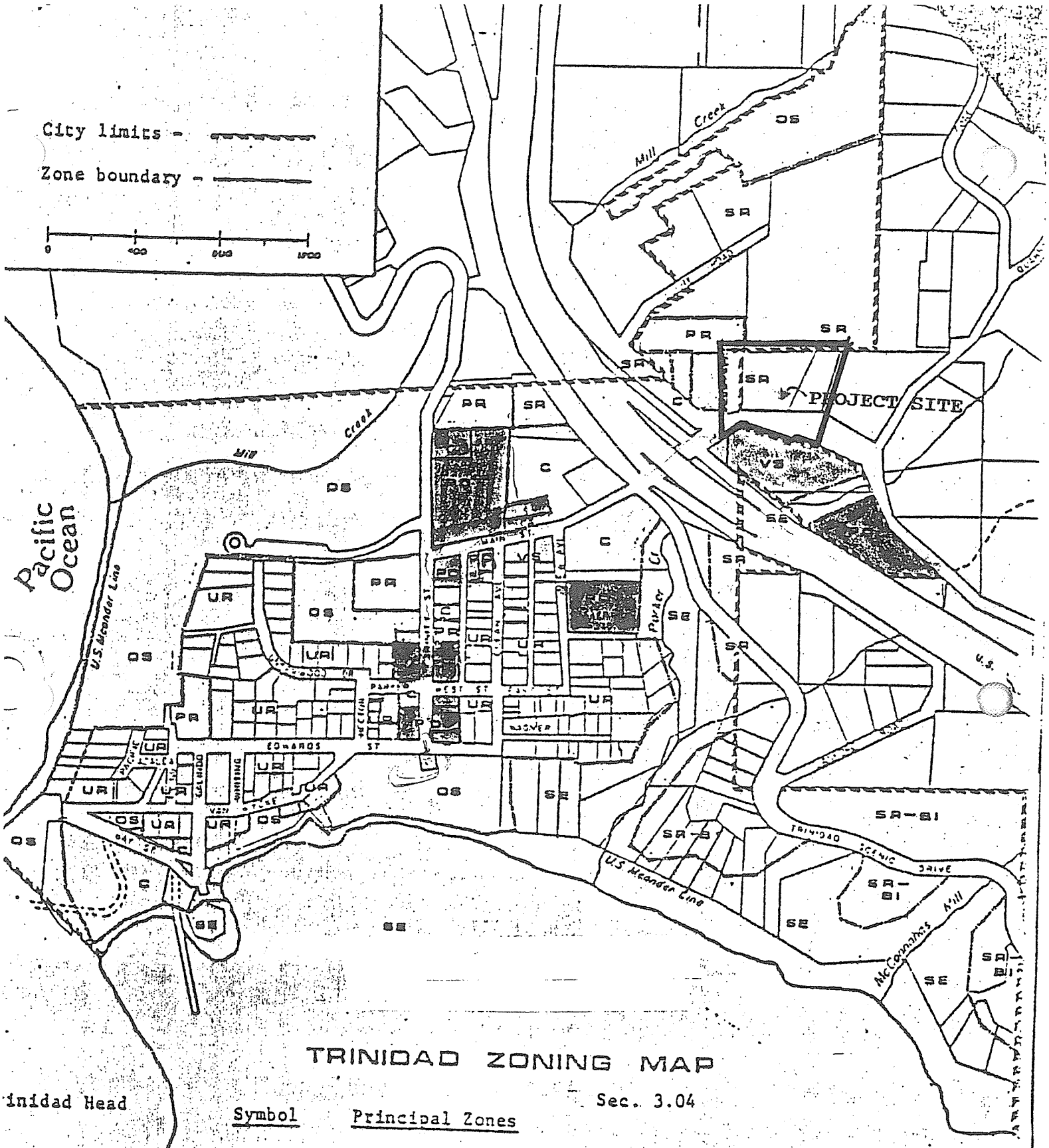


EXHIBIT NO. 4

APPLICATION NO. Trinidad LCP 1-92

Land Use Plan map

California Coastal Commission



TRINIDAD ZONING MAP

Sec. 3.04

Symbol	Principal Zones
OS	Open Space
SE	Special Environment
SR	Suburban Residential
UR	Urban Residential
PD	Planned Development
VS	Visitor Services
C	Commercial
PR	Public & Religious

Combining Zones	Symbol
Special Building Site	1
	2
	5
Mobilehome	

EXHIBIT NO. 5

APPLICATION NO. Trinidad LCP 1-92

Zoing map

California Coastal Commission

parking areas, pedestrian trails and other impro
the SR zone shall only be permitted on lands des
or of "questionable stability" on plate 3 of the
by a registered geologist or engineering geologi
expense, demonstrates to the satisfaction of the
that construction of the development will not si
erosion and slope instability and that any poten
have been mitigated to the maximum extent feasib
report shall conform to the requirements of Sect

EXHIBIT NO. 6a
APPLICATION NO. Trinidad LCP 1-92
Planned Development zoning regulations
California Coastal Commission

Sec. 4.07. Planned Development or PD Zone

The planned development zone is intended to be used in areas designated as planned development in the General Plan. These areas are either residential areas where limited commercial activity may be appropriate uses to the site and to surrounding uses. Limited commercial uses, including visitor accommodations, visitor services, recreational uses, offices, gift shops and personal services may be appropriate. The PD zone is not intended for campgrounds and recreational vehicle parks. The following regulations shall apply in all planned development zones:

A. Uses permitted with a use permit

1. Single-family dwelling, duplex, condominiums and townhouses with not more than four dwellings in a building; groups of permitted dwelling types.
2. Motels, inns, gift shops, restaurants (not drive-in), personal services, professional offices, retail sales and visitor services.
3. Home occupations as provided in Sec. 6.06.
4. Rest homes, day care centers.

B. Other regulations

1. Minimum lot area for new lots: For planned developments with 5 or more dwelling or commercial units -- 2,500 sq. ft. per dwelling lot; none for commercial units, provided that the ground floor area of the unit shall not exceed 100% of the lot area, except ground floor area shall not exceed 75% of the area of a corner lot. Lots shall be not less than 30 feet in width, except that corner lots shall not be less than 42 feet in width. For planned development with less than 5 dwelling or commercial units -- 8,000 sq. ft.

2. Maximum density: The number of dwelling units permitted shall be determined by dividing the net development area by 8,000 square feet. Net development area shall be determined by subtracting the area devoted to commercial uses including yards, open space, parking and access roads serving commercial uses, and areas over 30% slope. If septic tanks are the intended means of wastewater disposal, density shall be based on soil suitability and the requirements of the city's wastewater disposal regulations.

3. Minimum yards: Where 8,000 sq. ft. minimum lot area applies--same as UR zone; where 2,500 sq. ft. minimum lot area applies--none, except when adjacent to any other zone the yard shall be the same as that required in the adjacent zone. The minimum yard between buildings shall be equal to the height of the higher building.

4. Maximum building height: 25 feet, except that the design assistance committee may require a lesser height as provided in Sec. 6.19.

5. Open space: 25% of the project site shall be common open space when

dwellings are included. In addition, 800 sq. ft. of common usable open space shall be provided per dwelling unit. The developer shall landscape and provide suitable recreational facilities within the usable open space areas and establish a homeowners' association or other means of providing for the perpetual maintenance of both usable and unusable common open space. Private open space, consisting of balconies or fenced area, shall be provided adjacent to each dwelling unit, and the area of such private open space shall be at least ten percent of the gross floor area of the dwelling unit.

6. Application procedure: The applicant shall submit three copies of the following information to the City Clerk.

   A. A map to scale showing:
      1. Division of the land for the sale of individual lots, if any.
      2. Existing contours at intervals of not less than 5 feet and location of trees and other significant natural features.
      3. Proposed automobile and pedestrian accessways.
      4. Areas proposed to be reserved for common open space.
      5. Location of commercial uses, dwellings, related off-street parking and any other proposed uses with dimensions showing building size, setbacks and yard areas.
      6. Proposed landscaping, fencing and screening.
      7. Provision for drainage of surface waters.
   B. A tabulation of total number of acres and percent thereof designated for various uses, the number of dwelling units proposed by type, and the estimated population by type of dwelling.
   C. A statement setting forth a program for installation and maintenance of parking areas, lighting, courts, public and private grounds, landscaping, streets, utilities, community buildings and common open space including copies of legal documents.
   D. Building elevations to scale, and a statement of design principles for structures and street scapes.
   E. Such additional information as may be required by the Planning Commission.
   F. An initial environmental study which satisfies the requirement of the California Environmental Quality Act and City regulations adopted pursuant thereto.

   Within thirty (30) days of submittal, the applicant, interested staff and the Planning Commission shall meet to discuss the proposed development. A letter shall be transmitted by the City Clerk within five (5) working days after the meeting to the applicant indicating whether or not the proposal conforms with the General Plan, Zoning and Subdivision Ordinances and other applicable city regulations. If applicant wishes to proceed, a use permit application shall be submitted to the City Clerk. The application shall include seven (7) copies of the information required above and a legal description of the property. If, after following the procedures in article 7 regarding consideration of use permit applications, the Planning Commission approves, or approves subject to conditions, the plan and any conditions shall be forwarded to the City Council for consideration and the use permit shall not be come effective until ten (10) days following approval by the City Council. Unless changes from the Planning Commission, all aspects of the planned development shall conform to the approved development plan, which shall be made a part of the use permit. Use permits may specify a development completion period of not more than 3 years at which time the use permit shall expire unless the applicant obtains one (1) year extension.

EXHIBIT NO. 6b

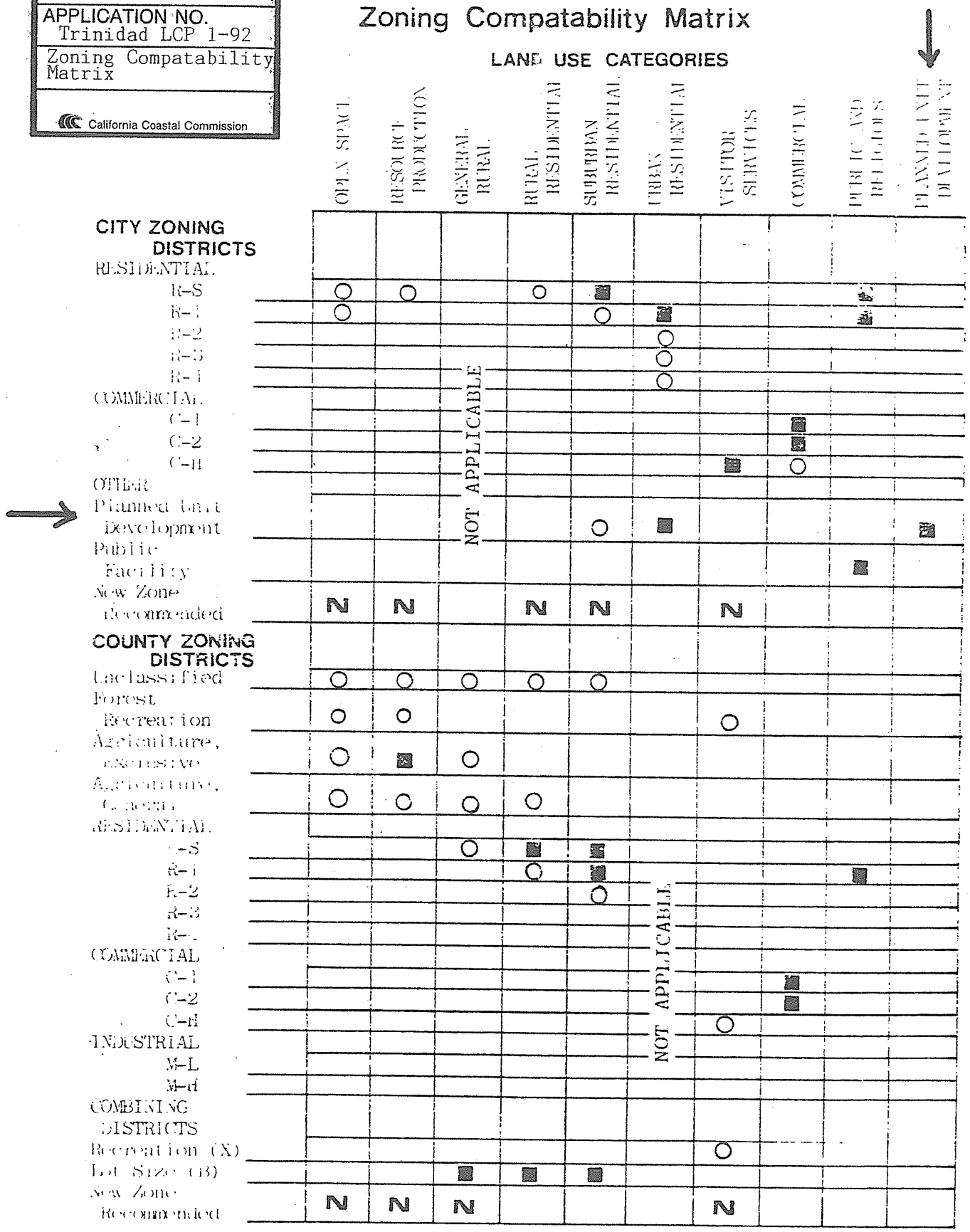
APPLICATION NO. Trinidad LCP 1-92

Zoning Compatability Matrix

California Coastal Commission

Zoning Compatability Matrix

LAND USE CATEGORIES



■ Zones generally compatible with the Land Use Categories

○ Zones that could be used under unusual circumstances but generally not compatible

□ Zones not compatible with Land Use Categories

N Development of a new zone or major revision to existing zones recommended

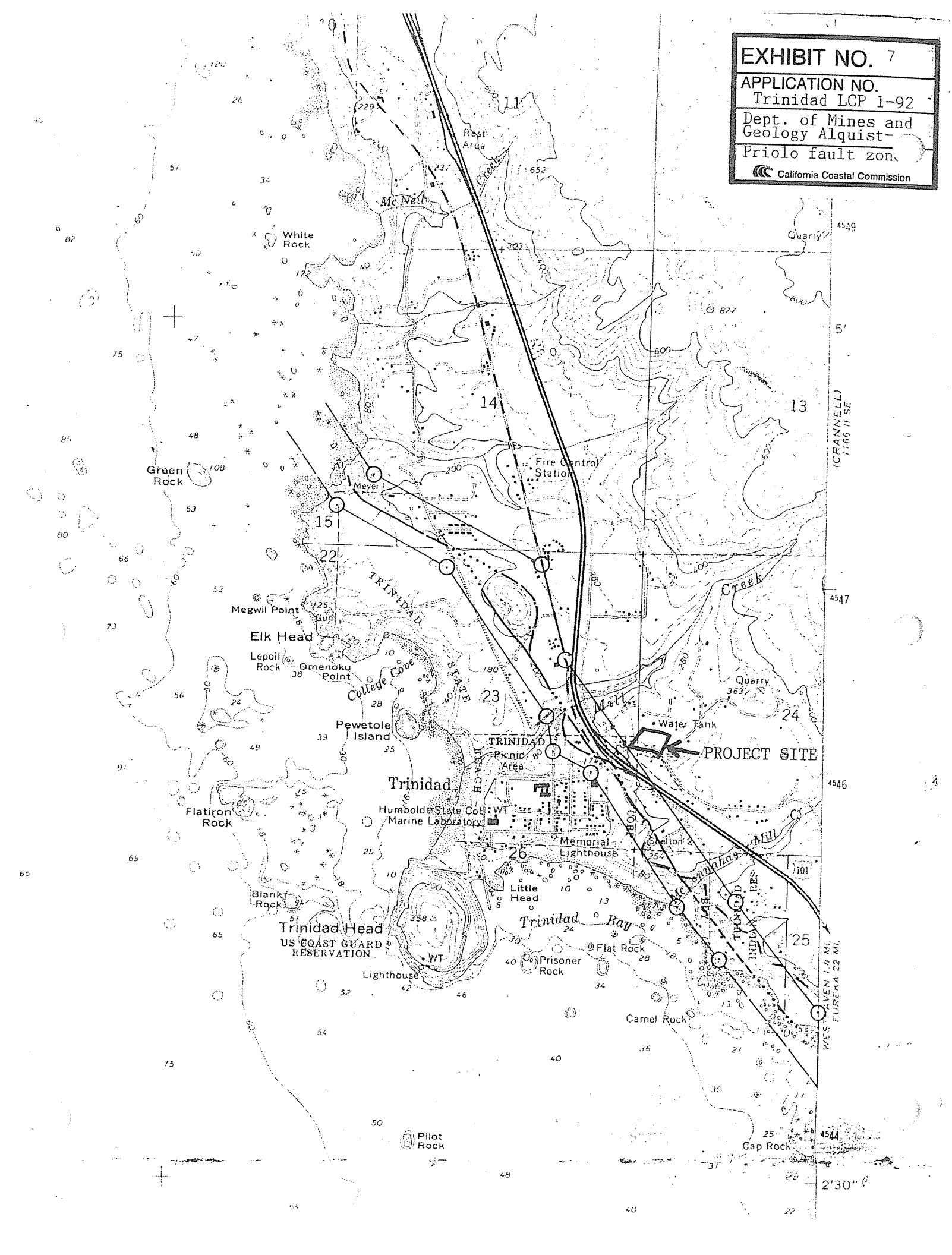


EXHIBIT NO. 7
APPLICATION NO.
Trinidad LCP 1-92
Dept. of Mines and Geology Alquist-
Priolo fault zon
California Coastal Commission
Rest Area
Mc Neil
Creek
White Rock
Quarry
Green Rock
Fire Control Station
Meyer
TRINIDAD STATE BEACH
Megwil Point
Elk Head
Lepoil Rock
Omenoku Point
College Cove
Pewetole Island
Mill
Creek
Water Tank
PROJECT SITE
TRINIDAD
Picnic Area
Trinidad
Humboldt State Col. Marine Laboratory
WT
Memorial Lighthouse
Skelton 2
Flatiron Rock
Blank Rock
Little Head
Trinidad Bay
Trinidad Head
US COAST GUARD RESERVATION
Lighthouse
Prisoner Rock
Flat Rock
Camel Rock
Pilot Rock
Cap Rock
(CRANNELL) 1166 II SE
WEST AVEN 1.4 MI.
EUREKA 22 MI.
2'30"

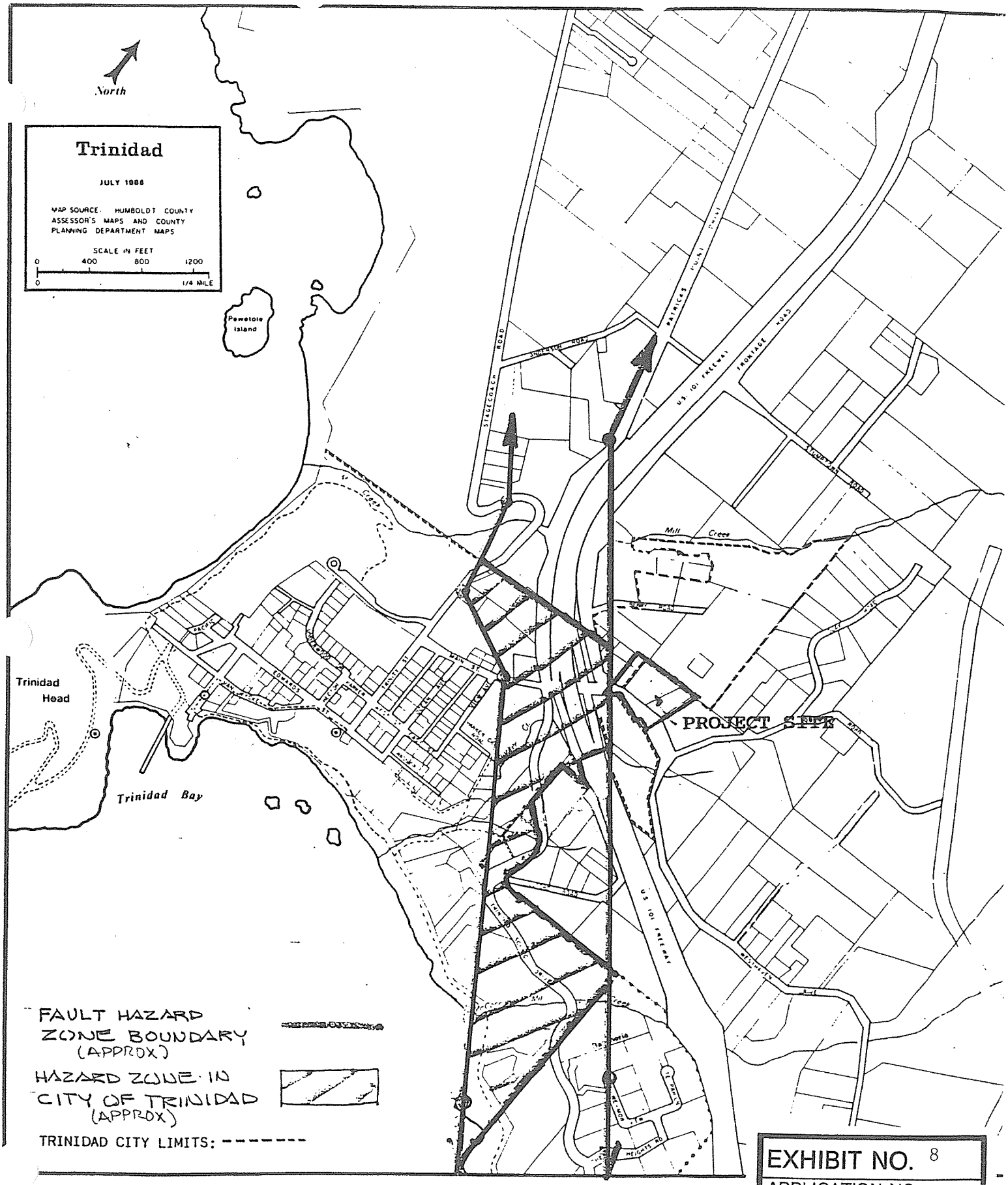


EXHIBIT NO. 8

APPLICATION NO. Trinidad LCP 1-92

Enlargement of fault zone area

California Coastal Commission

TO: HUMBOLDT COUNTY LOCAL AGENCY FORMATION COMMISSION

FROM: Thomas D. Conlon, Executive Officer
PREPARED BY: Gary Bird, Senior Planner

RECEIVED
AUG 07 1992
CALIFORNIA
COASTAL COMMISSION

MEETING DATE:	SUBJECT: [X] Public Hearing Item [ ] Consent Item [ ] Other Business
July 22, 1992	TITLE: Rotwein Annexation to the City of Trinidad

Before you is the following:

PROJECT SUMMARY: An application to annex two parcels containing approximately 2.4 acres of land and a protion of North Westhaven Drive into the City of Trinidad.

ATTACHMENT A: Project Description and Background, page 2
ATTACHMENT B: Approval Criteria and Staff Report/Analysis, page 4.
ATTACHMENT C: Draft Environmental Document, page 10.
ATTACHMENT D: Final Resolution, page 15.
ATTACHMENT E: Tax Sharing Agreement, page 18.

PROJECT LOCATION: The project site is located in the Trinidad area, on North Westhaven Drive, 300 feet South of U.S. Highway 101, on properties known as 53 and 79 North Westhaven Drive.

Present Plan Designations: Residential Estates (0-2 units/acre) as designated by the Trinidad Area Plan.

Present Zoning: Residential Single Family - Special Development Standard (minimum lot size of 2 acres; minimum lot width is 175 feet) / Alquist-Priolo Fault Hazard Zone (RS-SM /G).

Present City of Trinidad Pre-Zoning: Planned Development

ENVIRONMENTAL REVIEW:
[X] Review required per the State CEQA Guidelines.
  [X] Draft Negative Declaration is attached as Attachment ____.
  [ ] Draft Environmental Impact Report is attached at Attachment___
[ ] Categorically exempt per Class ___, Section _____ of the State CEQA Guidelines.

AGENCY REFERRALS: [X] All Referral Agencies Recommended Approval
[ ] See Referral(s) Attached to Staff Report

MAJOR ISSUES
[X] None

RECOMMENDATION:

[ ] Approval based on findings in the staff report, and Adoption Resolution ___, of Attachment E.
[X] Approval based on findings in the staff report and conditions of Resolution 92-03 in Attachment D.
[ ] Denial based on findings in the staff report.
[ ] On order of the Chairman, receive and file.

RECORD OF ACTION:

[ ] Resolution 92-03 adopted as recommended by the LAFCo staff.
[ ] Resolution _____ adopted with the attached revisions.

Adopted after review and consideration of all the evidence on July 22, 1992
AYES: Commissioners Warnes, Etherington, Fulkerson, Zeller, Sparks, and Heider
NOES: Commissioners None
ABSTAIN: Commissioners None
ABSENT: Commissioners Brochard & Conversano

I, THOMAS D. CONLON, Secretary to the Local Agency Formation Commission of the County of Humboldt, do hereby certify the foregoing to be a true and correct record of the action taken on the above entitled matter by said Commission at a meeting held on the date noted above.

THOMAS D. CONLON
Humboldt County LAFCo Executive Officer

EFFECTIVE DATE: _____ By: Lora Frediani
Lora Frediani
Assistant Clerk of the Board
July 31, 1992

cc:

(CONV24//sub4/ROTWEIN.AIT) (TDC:GB:yt) ROTWEIN ANNEXATION REPORT Report Da

EXHIBIT NO. 9
APPLICATION NO. Trinidad LCP 1-92
LAFCO annexation approval
California Coastal Commission

City of Trinidad

P.O. Box 390
Trinidad, California 95570
(707) 677 - 0223

RECEIVED
DEC 03 1992
CALIFORNIA
COASTAL COMMISSION

December 4, 1992
Bob Merrill/Jim Muth
Ca Coastal Commission
45 Fremont, Suite 2000
San Francisco CA 94105
FAX 415 904-5400

Re: City of Trinidad LCP Amendment 2-92

Dear Bob/Jim;

After discussing concerns with Jane Smith at the State Lands Commission regarding the inclusion of lands in Trinidad Bay a part of the LCP amendment, I feel that it is in the best interest of everyone involved to withdraw the application and resubmit it when some of the concerns expressed in the Staff Report are addressed. Therefore please consider the City of Trinidad LCP Amendment No. 2-92 application as WITHDRAWN.

Sincerly
CITY OF TRINIDAD

Robert Brown
City Planner

fc: SLC

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GRAY DAVIS, GOVERNOR

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200
FAX (415) 904-5400

RSM

Th10.c

Date Filed:	December 22, 1998
90th Day:	March 22, 1999
Staff:	D. Rance
Staff Report:	February 24, 1999
Hearing Date:	March 11, 1999
Commission Action:	

TO: Commissioners and Interested Parties

FROM: Peter M. Douglas, Executive Director
Steven Scholl, Deputy Director
Robert Merrill, North Coast District Manager
Darryl Rance, Coastal Planner

SUBJECT: **City of Trinidad LCP Amendment No. 1-98, MAJOR (Twoomey – Land Use Plan Amendment, Zone Reclassification)** (Meeting of March 11, 1999, in Monterey.)

SYNOPSIS

Amendment Description

The proposed amendment would amend the certified City of Trinidad LCP to apply the Suburban Residential, Open Space and Special Environment Land Use designations and zoning classifications to the recently annexed Berry Road Annexation area. This area consists of six parcels with a total area of 5.78 acres located northeast of the intersection of Berry Road and Frontage Road (approximately 600 feet north of Westhaven Drive and U.S. Highway 101), in the City of Trinidad, Humboldt County (Exhibit Nos. 1 – 3).

Summary of Staff Recommendation

The staff recommends that the Commission, upon completion of a public hearing, **certify the amendment request as submitted.**

The formerly applicable Humboldt County land use designations and zoning classifications were residential designations that would have allowed all six parcels to be developed for some type of single-family residential use.

The proposed amendment would apply the City's Suburban Residential, Open Space and Special Environment Land Use designations and associated zoning classifications to the Berry Road Annexation area. These designations are consistent with the City's historic planned use of the site. Further, the new land use and zoning designations will be coterminous with the new City Limits Boundary as it relates to the subject property. Moreover, municipal water service is currently available along Berry Road to support the full range of uses allowed by the proposed land use and zoning categories, and the soils have been tested as being capable of supporting septic systems.

Given that 1) the site is located within a designated urban services boundary and has adequate services to accommodate the range of future potential uses and densities allowed by the proposed LUP designations and the associated zoning classifications, 2) the site is located within a largely developed area well away from shoreline, and 3) the existing riparian habitat on the site would be protected by the proposed Special Environment designation and existing restrictions of the certified LCP, the proposed LUP amendment would have no significant adverse impacts on coastal resources and is consistent with the Coastal Act. Furthermore, the proposed zoning for the site matches the corresponding LUP designations that are proposed. Therefore, the Implementation Plan, as amended, would conform with and be adequate to carry out the LUP as amended.

The motion and resolution for approval of the LUP amendment portion of the proposed LCP amendment are found on page 3. The motion and resolution for approval of the IP amendment portion of the proposed LCP amendment are found on page 10.

Analysis Criteria

To approve the amendment to the Land Use Plan (LUP), the Commission must find the LUP, as amended, will remain consistent with the Chapter 3 policies of the Coastal Act. To approve the amendments to the zoning ordinance, the Commission must find that the Implementation Plan (IP), as amended, will conform with and is adequate to carry out the LUP.

Additional Information

For further information, please contact Darryl Rance at the North Coast District Office (415) 904-5268. Correspondence should be sent to the District Office at the above address.

I. STAFF RECOMMENDATION, MOTIONS, AND FINDINGS FOR THE LUP AMENDMENT PORTION OF LCP AMENDMENT NO. 1-98, MAJOR, (TWOOMEY)

A. APPROVAL OF THE LUP AMENDMENT PORTION OF AMENDMENT NO. 1-98, MAJOR AS SUBMITTED

Staff recommends that the Commission adopt the following resolution:

MOTION 1:

"I move that the Commission certify amendment No. 1-98 to the City of Trinidad Land Use Plan as submitted by the City."

Staff recommends a YES vote. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION NO. 1.

The Commission hereby certifies Amendment No. 1-98 to the Land Use Plan of the City of Trinidad Local Coastal Program for the specific reasons discussed in the following findings on the grounds that, as submitted, this amendment and the LUP as thereby amended meet the requirements of and are consistent with the Chapter 3 policies of the Coastal Act. This amendment is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) and approval will not have significant environmental effects within the meaning of the California Environmental Quality Act.

B. FINDINGS FOR APPROVAL OF THE LUP PORTION OF AMENDMENT No. 1-98, MAJOR (TWOOMEY) AS SUBMITTED:

1. Amendment Description and Background:

a. Background.

On November 26, 1997, the Humboldt County Local Agency Formation Commission (LAFCO) conditionally approved Resolution No. 97-05, which annexed the subject property to the City of Trinidad. On January 20, 1998, all conditions of approval were fulfilled and LAFCO certified the Berry Road Annexation as complete. The Berry Road Annexation now places the subject property within the City Limits of the City of Trinidad and takes the property out of the coastal jurisdiction of Humboldt County. As the City of Trinidad LCP was not previously certified for this site, the site is considered to be an uncertified area. As such, any development proposed within the Berry Road Annexation area would require coastal development permit authorization from the California Coastal Commission until such time that the area is effectively "certified" by the Coastal

Commission. The subject LCP amendment request constitutes an effort by the City of Trinidad to have the Coastal Commission certify the Berry Road area as a part of the City's certified LCP.

b. Amendment Description.

The proposed amendment would amend the City's LCP to apply the Suburban Residential, Open Space and Special Environment Land Use designations and associated zoning classifications to the Berry Road Annexation area. The Berry Road Annexation area (subject property) consists of six parcels with a total area of 5.78 acres and is located northeast of the intersection of Berry Road and Frontage Road, approximately 600 feet north of Westhaven Drive and U.S. Highway 101 in the City of Trinidad, Humboldt County. The six parcels are identified, as Assessors Parcel Numbers 515-331-22, 24, 28, 29, 35 and 515-192-33 (Exhibit No. 3). The surrounding property is predominately rural residential in nature, and one of the six parcels is currently developed with a "A-frame" residential structure. The site is located approximately three-quarters of a mile inland from the shoreline of the Pacific Ocean on the east side of U.S. Highway 101.

The applicable LUP portion of the City of Trinidad Local Coastal Program consists of (a) the City of Trinidad General Plan, and (b) the City of Trinidad Land Use Designation and Zoning Classification Maps. The maps are also considered to be part of the Implementation Plan portion of the LCP. The proposed LCP amendment would simply apply LUP designations for the area, which was added to the City Limits pursuant to the Berry Road Annexation certified by the Humboldt County Local Agency Formation Commission (LAFCO Resolution No. 97-05) on January 20, 1997 (Exhibit No. 4). No Changes to the text of the Trinidad General Plan is proposed.

Specifically, the City has proposed that: (1) the area along Berry Road, which is in close proximity to urban services and is suitable for residential development be designated as Suburban Residential; (2) the heavily wooded area along Mill Creek and the northern most strip of land adjacent to Frontage Road and U.S. Highway 101 be designated as Open Space; and (3) the ravine area adjacent to and along the southern alignment of Mill Creek be designated as Special Environment.

The area of the subject property proposed for Suburban Residential land use and zoning designations is within the City Service Limit Line and would be able to accommodate the full range of uses allowed by the Suburban Residential land use and zoning categories. This area is relatively flat and can accommodate residential development without significant alterations to natural landforms (Exhibit Nos. 7 & 8).

The areas to be designated as Open Space contain steep slopes, unstable areas and riparian habitat along Mill Creek. The proposed Open Space land use and zoning categories would dictate that natural constraints to development be recognized and that special site investigations proceed any environmental disturbance in order to minimize potential adverse impacts. Limited timber harvesting and limited recreation may be appropriate uses within the Open Space land use and zoning categories (Exhibit Nos. 7 & 8).

The area to be designated as Special Environment contains some unstable areas and riparian vegetation along the Mill Creek corridor. The Special Environment land use and zoning categories are used to maximize preservation of the natural and scenic character of an area by minimizing the alteration of natural landforms and vegetation and by limiting the extent of structural development. Special site investigations must proceed any environmental disturbance in order to minimize potential adverse impacts. Open space and low intensity recreational uses are principally permitted uses in areas designated and zoned as Special Environment. Single-family dwellings can only be allowed by use permit within the Special Environment land use and zoning categories under limited circumstances (Exhibit Nos. 7 & 8).

3. Standard of Review.

To approve the proposed change to the LUP, the Commission must consider whether the new land use designation for the site would be consistent with the Chapter 3 policies of the Coastal Act.

4. Priority Coastal Development.

The Coastal Act establishes certain priority uses that must be protected in favor of allowing other competing uses without priority. Generally, these priority land uses include uses that by their nature must be located on the coast to function, such as ports, and commercial fishing facilities, uses that encourage the public's use of the coast such as various kinds of visitor serving facilities, and uses that protect existing coastal resources such as wetlands and other sensitive habitat, and coastal agriculture. The Coastal Act requires that adequate land be reserved for such uses in the local coastal programs adopted for each coastal city and county.

As discussed previously, the subject property has been conceptually planned for suburban residential development at least since the certification of the Trinidad Area Plan of the Humboldt County Local Coastal Program in December of 1984. The 5.78 acre site that has been recently annexed to the City of Trinidad by Humboldt County LAFCO Resolution No. 97-05. The site is located approximately three-quarters of a mile from the shoreline of the Pacific Ocean on the landward side of U.S. Highway 101 within an area zoned and developed for residential purposes.

The site is not located within an area identified as being needed for any priority coastal development. Based on the project's location, the proposed LCP amendment does not have the potential to adversely impact opportunities for development of coastal-dependant industry, visitor serving commercial recreational facilities or coastal agriculture. Thus, the Commission finds that this LCP amendment request is consistent with the various policies contained Chapter 3 of the Coastal Act that pertain to priority coastal development opportunities.

5. Locating and Planning New Development.

Section 30250(a) of the Coastal Act states that new development shall be located within or near existing developed areas able to accommodate it or in other areas with adequate public services

and where it will not have significant adverse effects either individually or cumulatively, on coastal resources. The intent of this policy is to channel development toward more urbanized areas where public services are provided and potential impacts to resources are minimized. The following are descriptions of the proposed land use and zoning categories, and the range of possible uses that they can accommodate.

A. Suburban Residential – Land Use and Zoning

The Suburban Residential land use designation is intended to provided for variable density, single-family residential development where public water systems are available or will be available in the near future. Densities that are likely to strain the physical capacity of the land should only occur when public sewers and water supplies area available.

The Suburban Residential zoning classification is intended to be applied to all areas designated suburban residential in the Trinidad General Plan. It provides for single-family residential development at low densities suited to the physical capacity of the land and consistent with the density of nearby development and where public water systems are available or will be available in the near future. A second dwelling on a lot may be appropriate if the development design is consistent with neighborhood character and the lot has sufficient area to meet density requirements for each dwelling. The principally permitted use within the Suburban Residential zoning classification include: (1) single-family dwelling; (2) keeping of no more than four household pets; (3) placement of a recreational vehicle on a vacant lot as a seasonal residence; and (4) home occupations (as provided Section 6.06). Uses permitted with a use permit include: (1) agriculture, including farming, grazing and plant nursery; (2) a second dwelling unit; and (3) removal of trees more than 12" diameter at breast height (dbh).

B. Open Space – Land Use and Zoning

The Open Space land use designation is intended for unstable areas, steep slopes that would be difficult to develop, and areas of riparian habitat except where such areas are included within large agricultural or timber management areas. The natural constraints require that development be carefully controlled in open space areas. Special site investigations should precede any environmental disturbance in order to minimize adverse impacts. Limited timber harvesting, and limited recreation may be appropriate uses. Public open space and park lands are also included in the open space category.

The Open Space zoning classification is intended to be applied to areas designated open space in the City of Trinidad General Plan. The purpose of this zone is to maximize preservation of the natural and scenic character of these areas including protection of important wildlife habitat and cultural resources, and to ensure that the health and safety of the public is ensured through careful regulations of development in areas affected by geologic instability, steep slopes, tsunami and flood hazards. The principally permitted uses within the Open Space zoning classification include: (1) public and private open space, wildlife habitat; (2) low-intensity recreation on public lands such as hiking and fishing; (3) pedestrian travel within access easements; (4) removal of

vegetation that poses an imminent hazard to structures or people; and (5) picnicking on public lands. Uses permitted with a use permit include: (1) pedestrian trails and vista points; (2) shoreline-related recreational uses; (3) removal of vegetation including timber; (4) structures and improvements, such as seawall and revetments; and (5) wildlife habitat management and scientific research and related temporary structures.

C. Special Environment – Land Use and Zoning

The Special Environment land use designation is intended for unstable areas, and areas of natural vegetation adjacent to beaches and streams where it is important to maximize preservation of the natural and scenic character of the area through minimizing natural landforms and vegetation and limiting the extent of structural development. Single-family dwellings, accessory structures and low-intensity recreational uses including public access to the shoreline are the intended uses. Special site investigations should precede any environmental disturbance in order to avoid adverse impacts on unstable soils, scenic amenities, cultural resources and the natural character of the area.

The Special Environment zoning classification is intended to be applied to areas designated as special environment in the City of Trinidad General Plan. The purpose of this zone is to maximize preservation of the natural and scenic character of these areas through minimizing alteration of natural landforms and vegetation and limiting the extent of development in areas affected by geologic instability, steep slopes, tsunami and flood hazards on the basis of on-site investigations. It is intended that development not be visible from public viewpoints more than necessary and that it will have a natural appearance. The principally permitted uses within a special environments zoning classification include: (1) public and private open space, wildlife habitat; (2) low-intensity recreation on public lands such as hiking and fishing; (3) removal of vegetation that poses an imminent hazard to structures or people; (4) home occupations (as provided in Section 6.06) and (5) picnicking on public lands. Uses permitted with a use permit include: (1) pedestrian trails and vista points; (2) single-family dwelling; and (3) wildlife habitat management and scientific research and related temporary structures.

D. Analysis

The subject property is located within a low-density residential neighborhood that has adequate public services to serve the range of allowed uses of the proposed Suburban Residential, Open Space and Special Environment land use and zoning categories. The local service district would provide municipal water service to the Suburban Residential and Special Environment designated areas. Further, with the exception of the northern most (long narrow parcel adjacent to Highway 101) parcel that is proposed as Open Space, all of the lots are located within the City Service Limit Line. The City has indicated that, exclusive of sewer service, full urban services area available for the full range of potential uses allowed by the proposed land use and zoning categories. Sewage disposal can be handled by septic systems. Preliminary inspections by County Health Department staff of three of the subject parcels indicates that (1) adequate separation between the ground surface and groundwater exist, and (2) suitable areas exist for primary and reserve leech field locations to support septic systems. Therefore, the proposed amendment is consistent with Section

30250 to the extent that the uses and development that would be allowed by the proposed LUP designation would be located in an urbanized area with adequate services.

6. Environmentally Sensitive Habitat Areas.

Coastal Act Section 30240(a) requires that environmentally sensitive habitat areas be protected against significant disruption of habitat values and that only uses dependant on those resources shall be allowed in those areas. Development in areas adjacent to environmentally sensitive habitat areas must be sited and designed to prevent impacts which would significantly degrade those areas.

The proposed amendment will not have any significant adverse impacts on any environmentally sensitive habitat area. Although the site is currently vacant, with the exception of a single "A-frame", residential structure on one of the lots, the environmentally sensitive habitat that exists on the property will be protected under the Special Environment and Open Space land use and zoning categories. Both the Open Space and Special Environment designations specifically limit development activities that has the potential to result in significant adverse impact to environmentally sensitive habitat area. For example, the Open Space land use designation is intended for unstable areas, steep slopes that would be difficult to develop, and areas of riparian habitat. Natural environmental constraints require that development be carefully controlled in open space areas. Special site investigations are required prior to any environmental disturbance in order to minimize adverse impacts. Allowable uses are limited to timber harvesting, and limited recreation. The Special Environment land use designation allows open space and low-intensity recreational uses as principally permitted uses. Single-family dwellings are only allowed by use permit when certain criteria to protect sensitive habitat are met. Special site investigations are required prior to any environmental disturbance to avoid adverse impacts on unstable soils, scenic amenities, cultural resources and the natural character of the area.

The existing City of Trinidad LCP contains various resource protection policies designed to ensure that new development does not adversely affect the environmentally sensitive habitat areas. For example, LUP Policy 15 states in applicable part that riparian vegetation within 100 feet of Mill Creek should be protected and that structures should be sited outside the riparian protection zone whenever possible. The parcels to be designated as Suburban Residential all have building sites located outside this riparian protection zone or buffer area. Future project development proposals would also be subject to the coastal development permit requirements of the Coastal Act, thereby providing the City of Trinidad and the Commission on appeal with greater ability to minimize the impacts on any on-site or nearby environmentally sensitive habitat areas of any future development of the property. Therefore, the Commission finds that the proposed amendment is consistent with Coastal Act Section 30240, as the LUP as amended will adequately protect environmentally sensitive habitat from the adverse impacts of new development.

7. Coastal Access.

Section 30210 provides in applicable part that maximum public access and recreational opportunities be provided. Coastal Act Section 30211 provides that new development shall not interfere with the public's right to access the sea. The subject site is located approximately three-quarters of a mile from the shoreline of the Pacific Ocean, in the Trinidad Harbor area of Humboldt County. Although the subject property is vacant, with the exception of a single "A-frame" structure, the subject property is situated on the land ward side of State Highway 101 and there are no practical opportunities for coastal access from this location. Similarly, any future development proposed for the site would not adversely affect coastal access opportunities. Thus, the Commission finds that the proposed LUP amendment as submitted is consistent with the public access policies of the Coastal Act.

8. Geologic Hazards.

Coastal Act Section 30253 requires, in applicable part, that: (1) new development minimize risk to life and property in areas of high geologic, flood and fire hazard; and (2) assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms.

The subject property contains areas of flood and earthquake fault hazard. The areas subject to flood and earthquake fault hazards are generally located along the Mill Creek corridor and its associate ravine. Under the formerly applicable Humboldt County LCP, these hazards were addressed through zoning restrictions in the form of Flood Hazard (F) and Alquist-Priolo Fault Hazard (G) combing zones as indicated in Table 1. To address potential hazard-related impacts to future development, the City has proposed to apply Open Space and Special Environment land use designations to areas subject to these potential hazards.

More specifically, to address potential flood hazard concerns associated with future development along the Mill Creek corridor, the City has proposed to apply the Open Space Land Use designation generally along the northern most area associated with Mill Creek and the narrow strip of land located north of Mill Creek and adjacent to U.S. Highway 101. This area contains steep slopes, unstable areas and riparian habitat along Mill Creek. The proposed Open Space land use designation would dictate that natural constraints to development be recognized and that special site investigations proceed any environmental disturbance in order to minimize potential adverse impacts. Limited timber harvesting and limited recreation may be appropriate uses within the Open Space land use and zoning categories.

In addition, to address potential fault and/or geologic hazards associated with future development, the City has proposed to apply the Special Environment land use designation to the ravine area located south of Mill Creek. The Special Environment land use designation is used to maximize preservation of the natural and scenic character of an area by minimizing the alteration of natural

landforms and vegetation and by limiting the extent of structural development. Special site investigations must proceed any environmental disturbance in order to minimize potential adverse impacts. Single-family dwellings, accessory structures and low-intensity recreational uses may be appropriate within the Special Environment land use and zoning categories.

Both the Open Space and Special Environment land use designations contain adequately restrictive development standards and other restriction to address potential flood and geologic fault hazard impacts that may be associated with future development of these specific areas. Further, future project development proposals would also be subject to the coastal development permit requirements of the Coastal Act, thereby providing the City of Trinidad and the Commission, on appeal, with greater ability to minimize the impacts on any on-site or nearby environmentally sensitive habitat areas that could result from any future development of the property. Thus, the Commission finds that the proposed LUP amendment as submitted is consistent with the geologic hazard policies of the Coastal Act.

II. STAFF RECOMMENDATION, MOTIONS, AND FINDINGS FOR THE IMPLEMENTATION PLAN AMENDMENT PORTION OF LCP AMENDMENT 1-98, MAJOR.

A. APPROVAL OF THE IMPLEMENTATION PLAN AMENDMENT PORTION OF LCP AMENDMENT NO. 1-98, MAJOR AS SUBMITTED

Staff recommends that the Commission adopt the following resolution:

MOTION 2

"I move that the Commission REJECT Amendment No. 1-98, Major, to the City of Trinidad Implementation Plan as submitted by the City."

Staff recommends a **NO** vote, and adoption of the following resolution and findings. Only an affirmative (yes) vote on the motion by a majority of the Commissioners present would result in rejection of the amendment request.

RESOLUTION II:

The Commission hereby certifies LCP Amendment No. 1-98, Major to the Implementation Plan portion of the City of Trinidad Local Coastal Program for the specific reasons discussed in the following findings and on the grounds that the zoning district maps, and other implementing materials as amended conforms with and are adequate to carry out the provisions of the Land Use Plan as certified. There are no feasible mitigation measures available which would substantially lessen any significant adverse impacts that the approval would have on the environment. As

submitted, the amendment will not have a significant adverse impact on the environment within the meaning of the California Environmental Quality Act (CEQA).

B. FINDINGS FOR APPROVAL OF THE IMPLEMENTATION PLAN PORTION OF PART A OF AMENDMENT NO. 1-98, MAJOR AS SUBMITTED

1. Proposed Implementation Plan Amendment.

The proposed amendment to the Implementation Plan is similar to the proposed amendment to the LUP. No changes to the text of the City of Trinidad General Plan or Coastal Zoning Ordinance are proposed. The amendment would simply apply the Suburban Residential, Special Environment, and Open Space zoning classifications to the previously uncertified, 5.78-acre site. A "before" and "after" illustration showing the previous Humboldt County and proposed City of Trinidad zoning of the subject property is shown on Exhibit Nos. 5, 6, 7, & 8. The existing zoning includes approximately 5 acres of formerly certified (County of Humboldt) Residential Estates (RE) zoning (south of Mill Creek), and 0.78 acres of Rural Residential Agriculture (RR) zoning (long narrow strip adjacent to Highway 101, north of Mill Creek).

The Suburban Residential zoning classification provides for single-family residential development at low densities suited to the physical capacity of the land and consistent with the density of nearby development. The principally permitted uses within the proposed Suburban Residential zoning classification include: (1) single-family dwelling; (2) keeping of no more than four household pets; (3) placement of a recreational vehicle on a vacant lot as a seasonal residence; and (4) home occupations (as provided Section 6.06). Conditionally permitted uses include: (1) agriculture, including farming, grazing and plant nursery; (2) a second dwelling unit; and (3) removal of trees more than 12"dbh.

The Special Environment zoning classification is intended to maximize preservation of the natural and scenic character of these areas through minimizing alteration of natural landforms and vegetation and limiting the extent of development in areas affected by geologic instability, steep slopes, tsunami and flood hazards on the basis of on-site investigations. It is intended that development not be visible from public viewpoints more than necessary and that it will have a natural appearance. The principally permitted uses within the Special Environments zoning classification include: (1) public and private open space, wildlife habitat; (2) low-intensity recreation on public lands such as hiking and fishing; (3) removal of vegetation that poses an imminent hazard to structures or people; (4) home occupations (as provided in Section 6.06) and (5) picnicking on public lands. Conditionally permitted uses include: (1) pedestrian trails and vista points; (2) single-family dwelling; and (3) wildlife habitat management and scientific research and related temporary structures.

The Open Space zoning classification is intended to maximize preservation of the natural and scenic character of these areas including protection of important wildlife habitat and cultural resources, and to ensure that the health and safety of the public is ensured through careful regulations of development in areas affected by geologic instability, steep slopes, tsunami and

flood hazards. The principally permitted uses within the Open Space zoning classification include: (1) public and private open space, wildlife habitat; (2) low-intensity recreation on public lands such as hiking and fishing; (3) pedestrian travel within access easements; (4) removal of vegetation that poses an imminent hazard to structures or people; and (5) picnicking on public lands. Conditionally permitted uses include: (1) pedestrian trails and vista points; (2) shoreline-related recreational uses; (3) removal of vegetation including timber; (4) structures and improvements, such as seawall and revetments; and (5) wildlife habitat management and scientific research and related temporary structures.

All of the above referenced conditionally permitted uses within the Suburban Residential, Special Environment and Open Space zoning classifications would require discretionary permit authorization from the City. Potential impacts to coastal resources associated with any future development proposal would be appropriately reviewed and require public hearings prior to authorization of a proposed conditional use.

2. Adequacy of Implementation Program Changes.

Approval of this Implementation Plan amendment will make the proposed zoning classifications consistent with the proposed land use designations for the site. The proposed Suburban Residential, Special Environment, and Open Space zoning classifications are the classifications that best match the respective Suburban Residential, Special Environment, and Open Space LUP designations. The range of uses allowed by the proposed zoning classification conforms to the range of uses allowed by the proposed LUP designation. Further, the land use and zoning designations will be coterminous with the new City Limit Boundary as it pertain to the site. Thus, the Commission finds that proposed Amendment No. 1-98 to the Implementation Plan conforms with and is adequate to carry out the Land Use Plan, as amended by LCP Amendment No. 1-98.

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

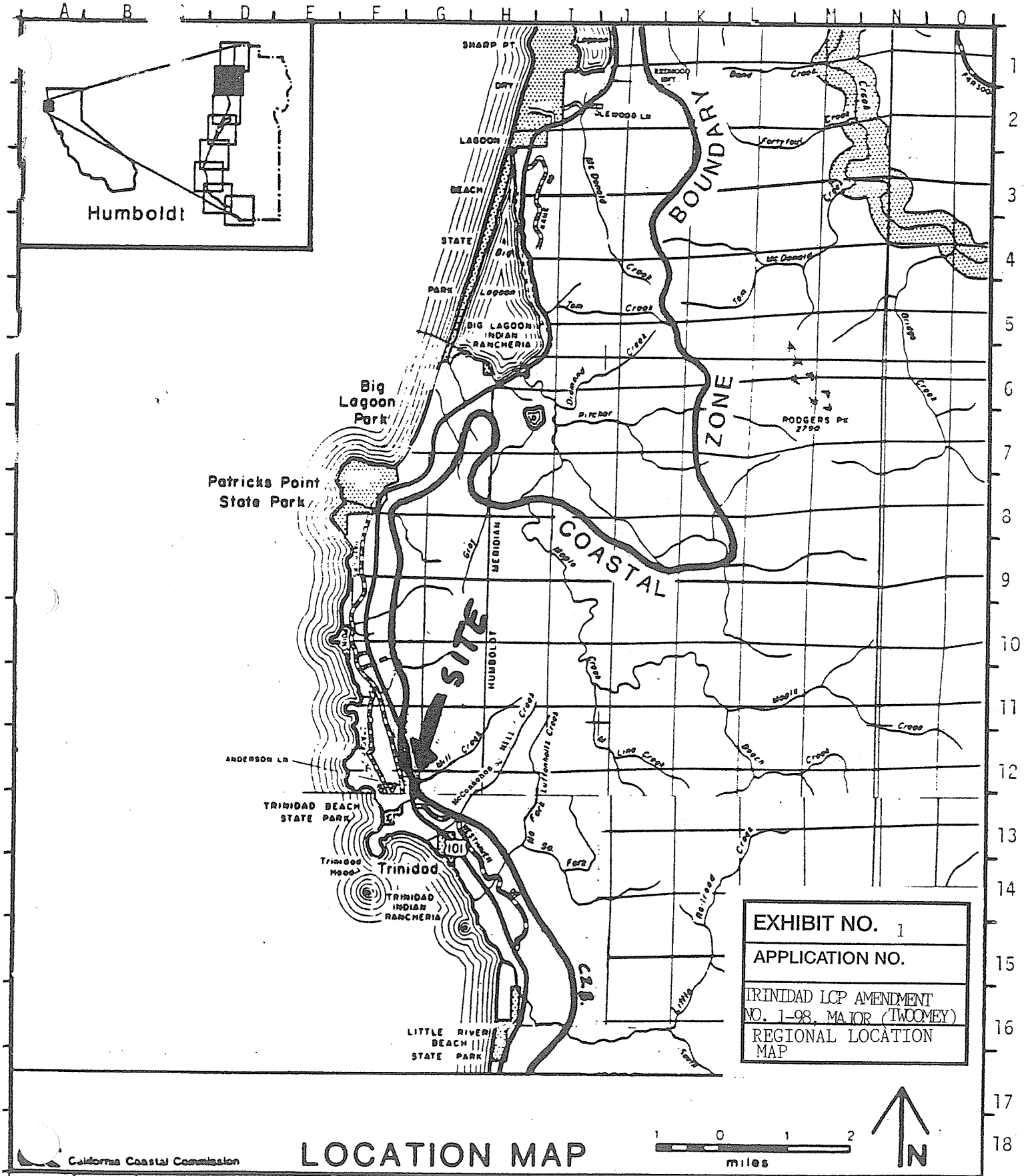
Pursuant to SB 1873, which amended the California Environmental Quality Act (CEQA), the Coastal Commission is the lead agency in terms of meeting CEQA requirements for local coastal programs. In approving the proposed amendment, the Commission must make a finding consistent with 21080.5 of the Public Resources Code. Section 21080.5(d)(2)(A) requires that the Commission not approve or adopt an LCP:

> *... if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.*

As discussed in the findings, the proposed LCP amendment as submitted will not result in significant environmental effects within the meaning of CEQA. Thus, the Commission finds, the LCP amendment, as submitted, is consistent with Section 21080.5(d)(2)(A) of the Public Resources Code.

EXHIBITS:

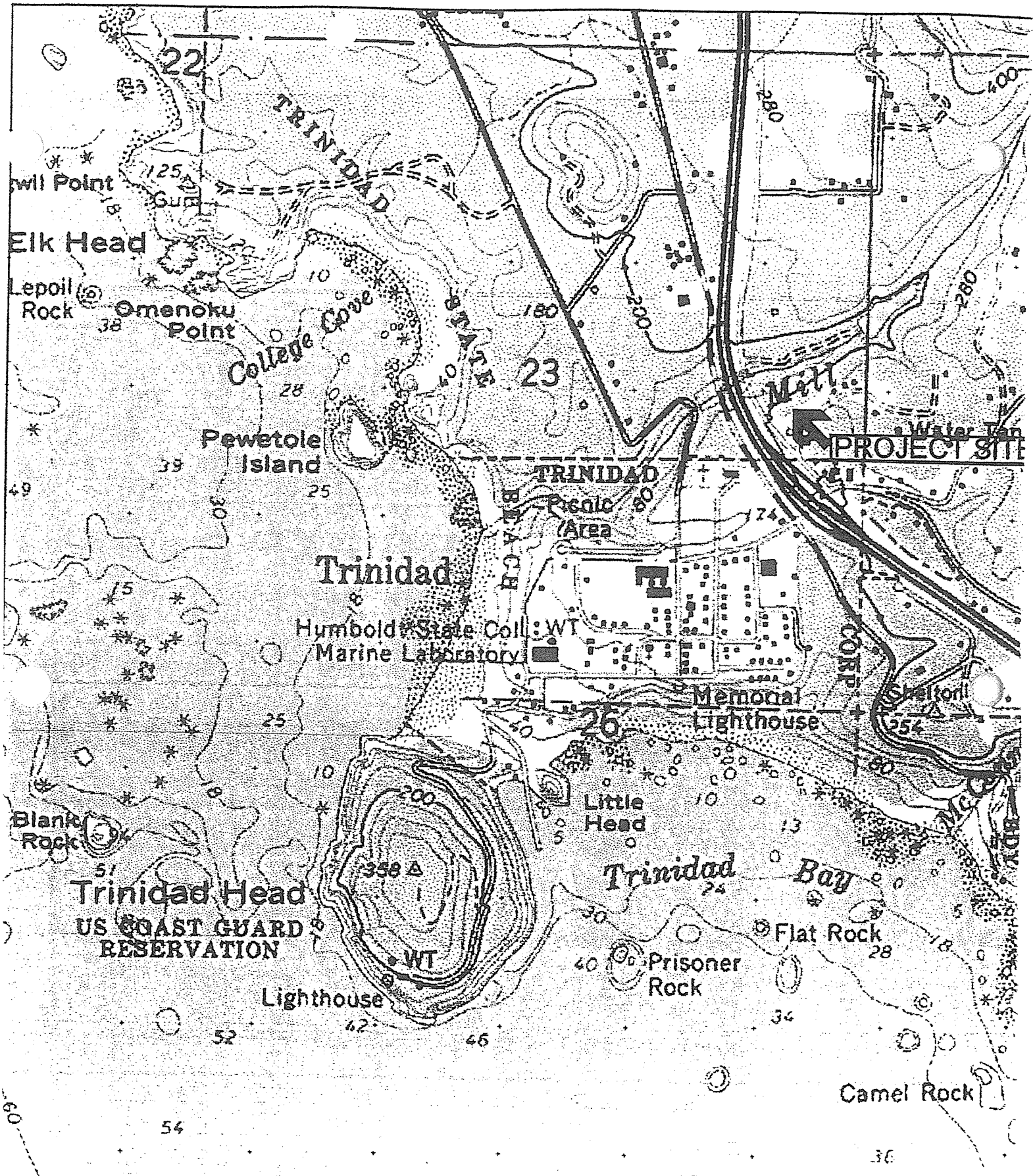
1. Regional Location Map
2. Site Location Map
3. Assessors Parcel Map
4. Berry Road Annexation
5. Existing Land Use
6. Existing Zoning
7. Proposed Land Use
8. Proposed Zoning
9. City Resolution No. 98-07



California Coastal Commission

LOCATION MAP

County of Humboldt



Copyright (C) 1997, Maptech, Inc.

EXHIBIT NO. 2
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
LOCATION MAP

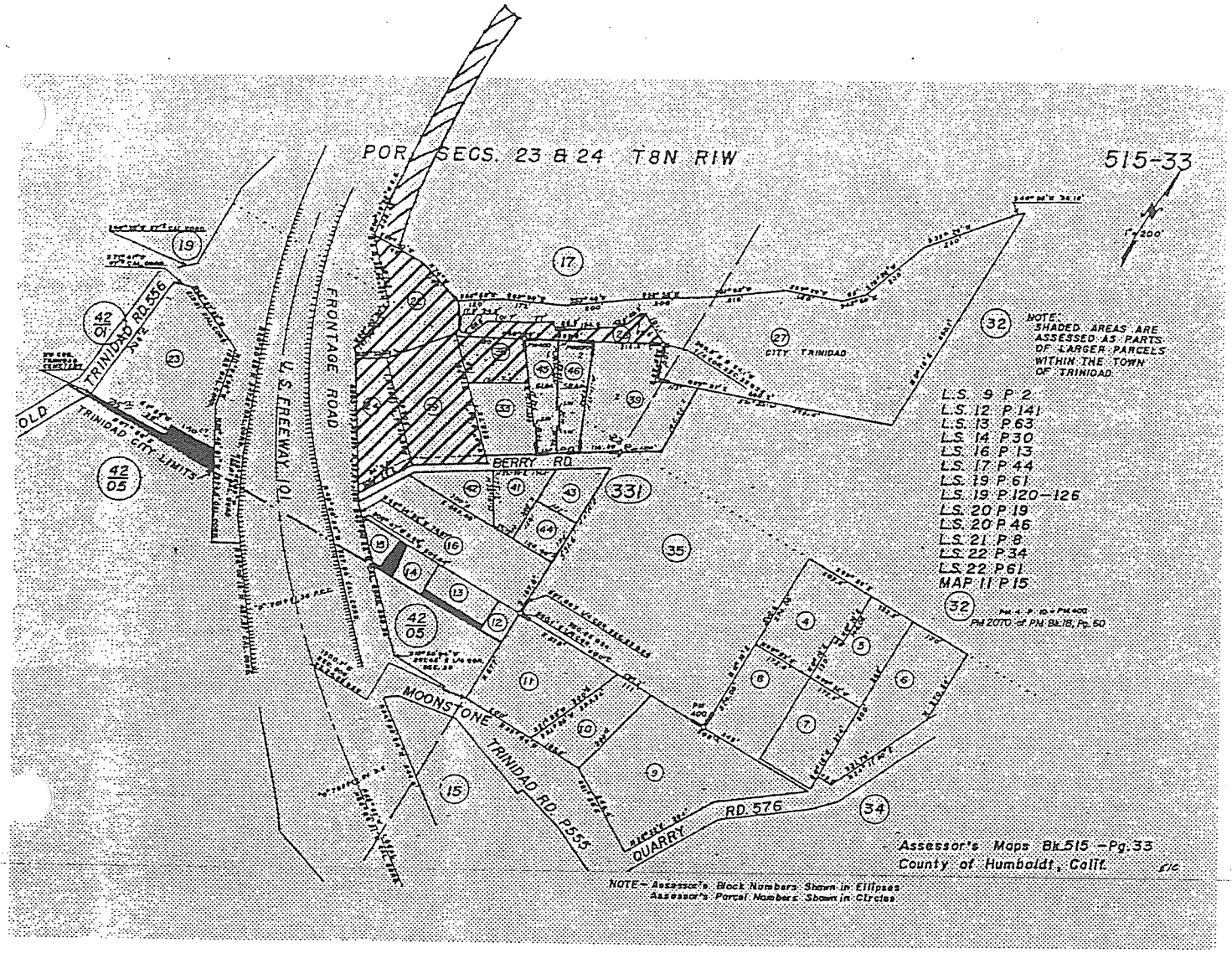


EXHIBIT NO. 3
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
ASSESSOR'S PARCEL MAP

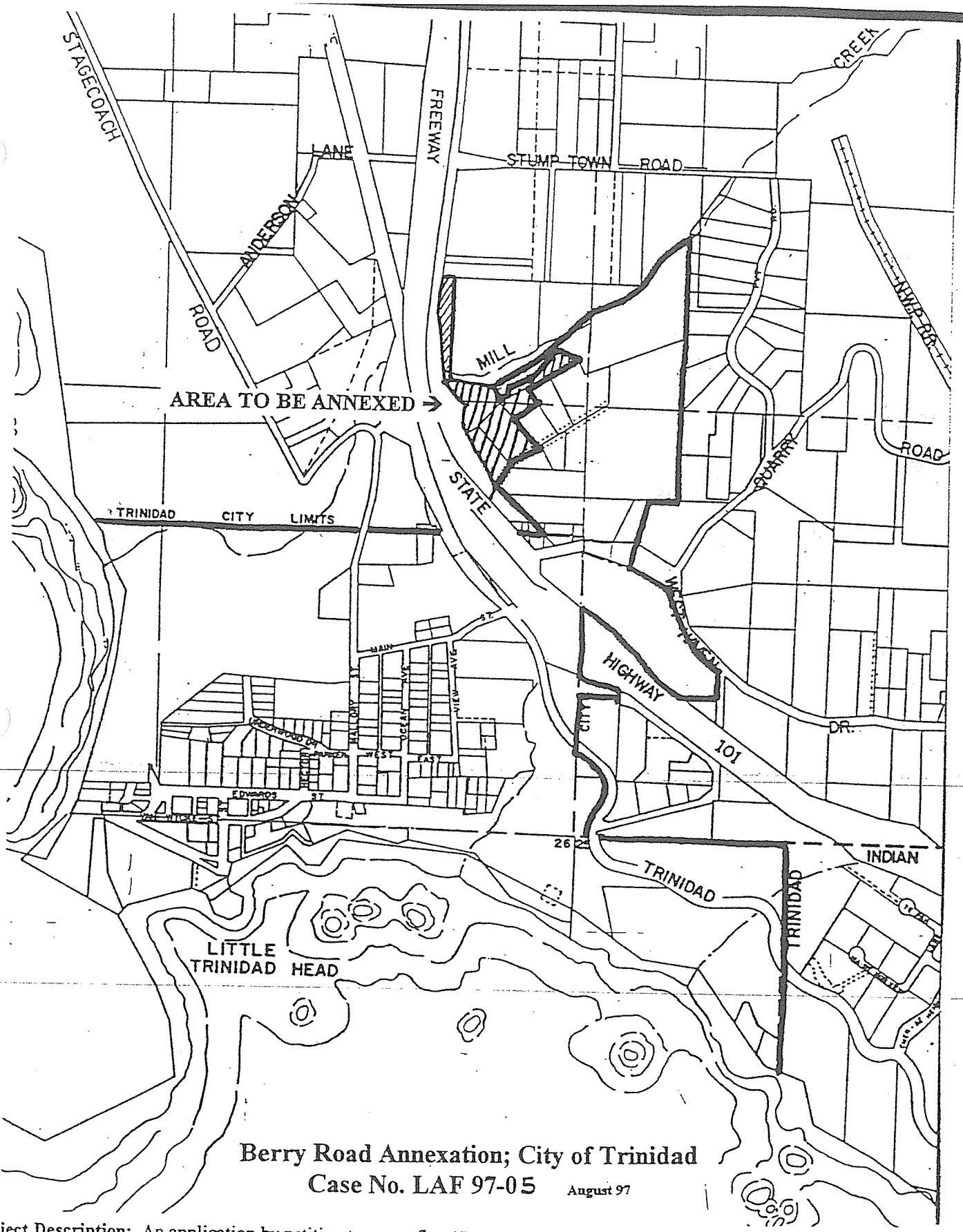
BERRY ROAD ANNEXATION, CITY OF TRINIDAD

Case No. LAF97-05 APN: 515-331-22, -24, -28, -29 and -35

Sections 23 and 24 T8N R1W, H.B. & M.

ASSESSOR'S PARCEL MAP

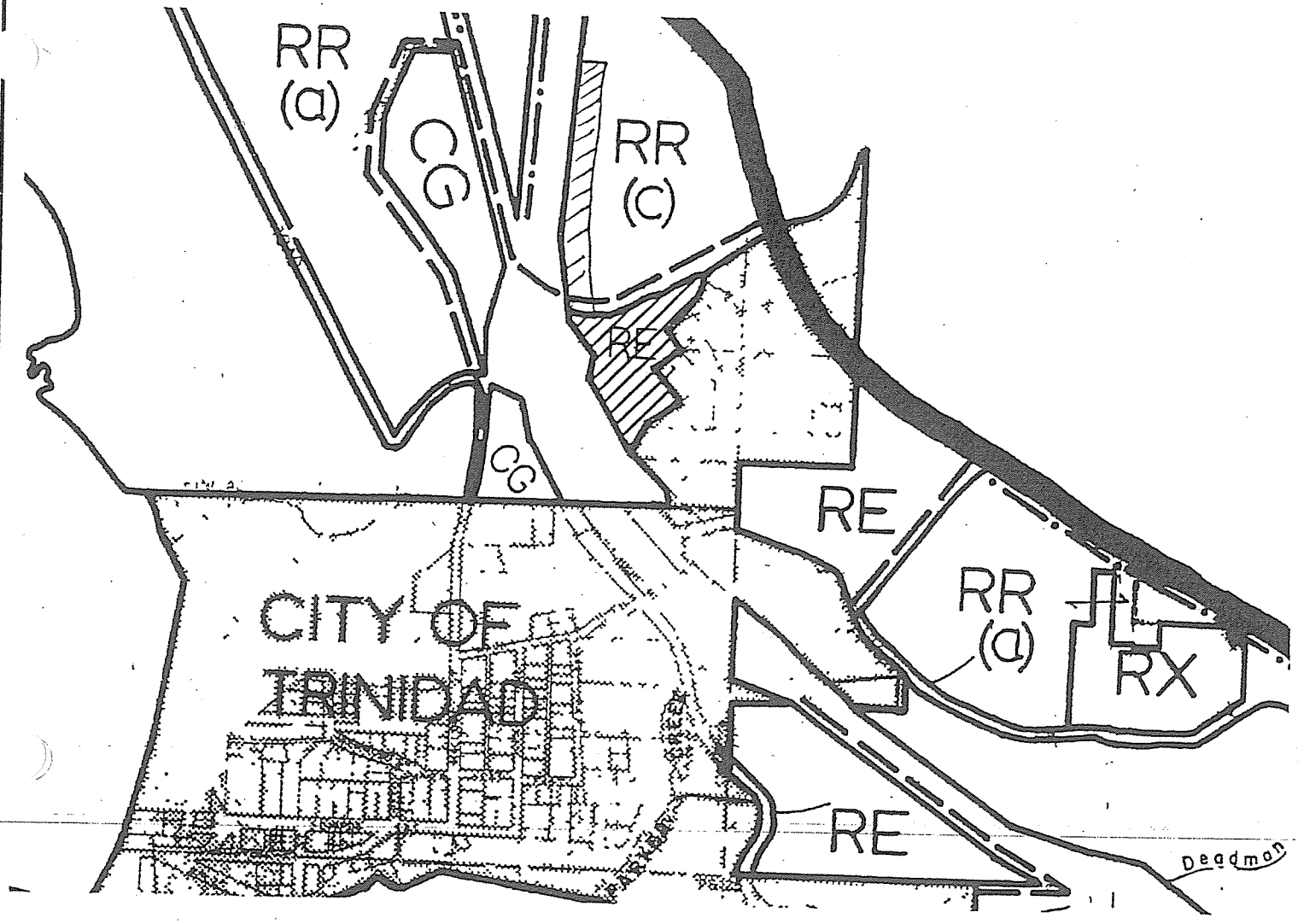
Scale: N.T.S.



Berry Road Annexation; City of Trinidad
Case No. LAF 97-05 August 97

Project Description: An application by petition to annex five (5) parcels consisting of approximately 5.60 acres. Four (4) of the parcels are vacant and one (1) parcel is developed with a mobilehome.

EXHIBIT NO. 4
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
BERRY ROAD ANNEXATION



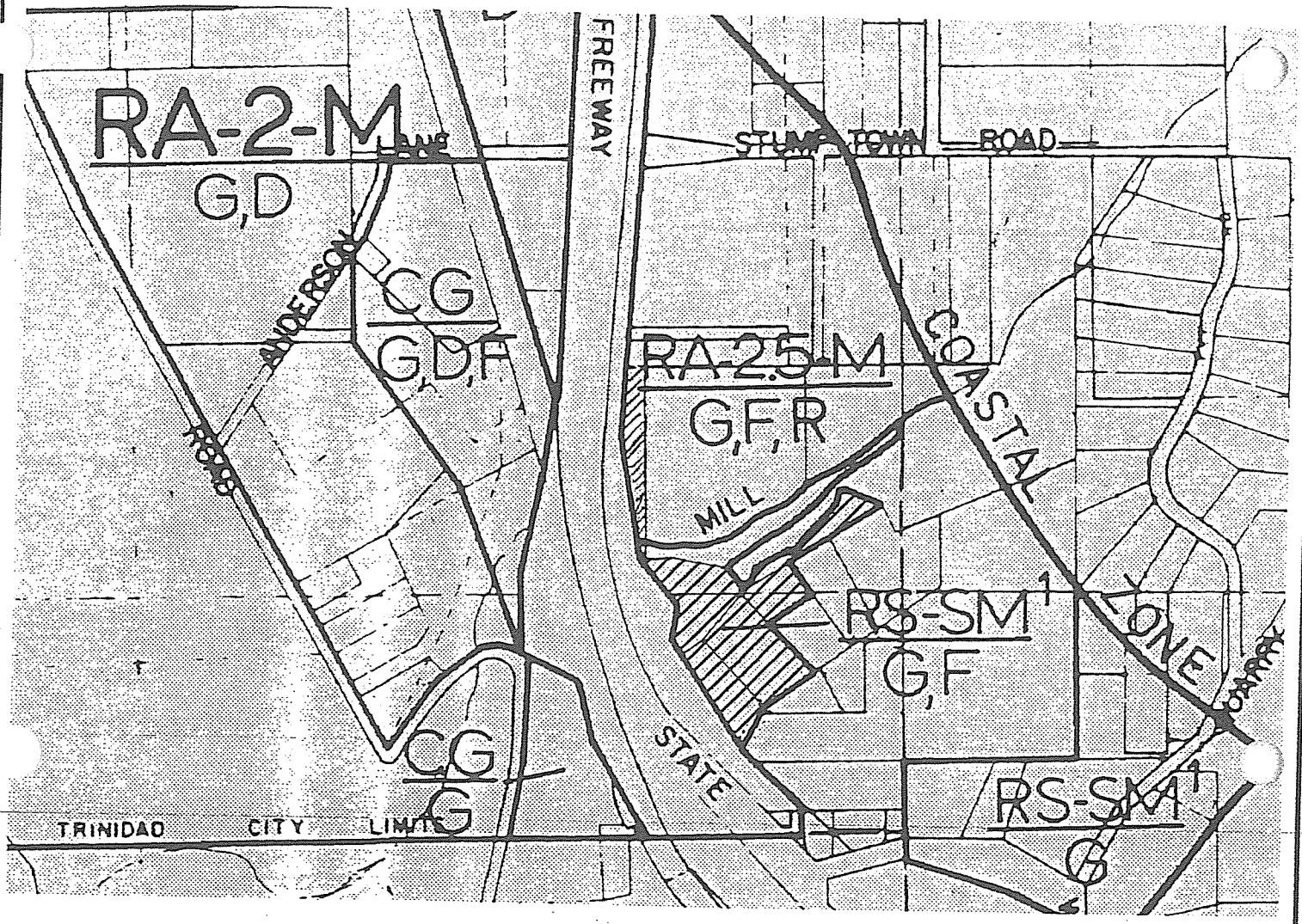
RR(C) = Rural Residential, one unit per 2 1/2 acres.

RE = Residential Estates, two units per acre.

EXHIBIT NO. 5
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
EXISTING LAND USE

BERRY ROAD ANNEXATION, CITY OF TRINIDAD
Case No. LAF97-05 APN: 515-331-22, -24, -28, -29 and -35
Sections 23 and 24 T8N R1W, H.B. & M.
EXISTING (HUMBOLDT CO.)
LAND USE MAP (Trinidad Area Plan)

Scale: N.T.S.



RA-2.5-M/G,F,R = Rural Residential Agriculture, 2 1/2 acre minimum parcel size with Mobilehome (M); Alquist-Priolo (G); Flood (F); Streams and Riparian (R) combining zones.

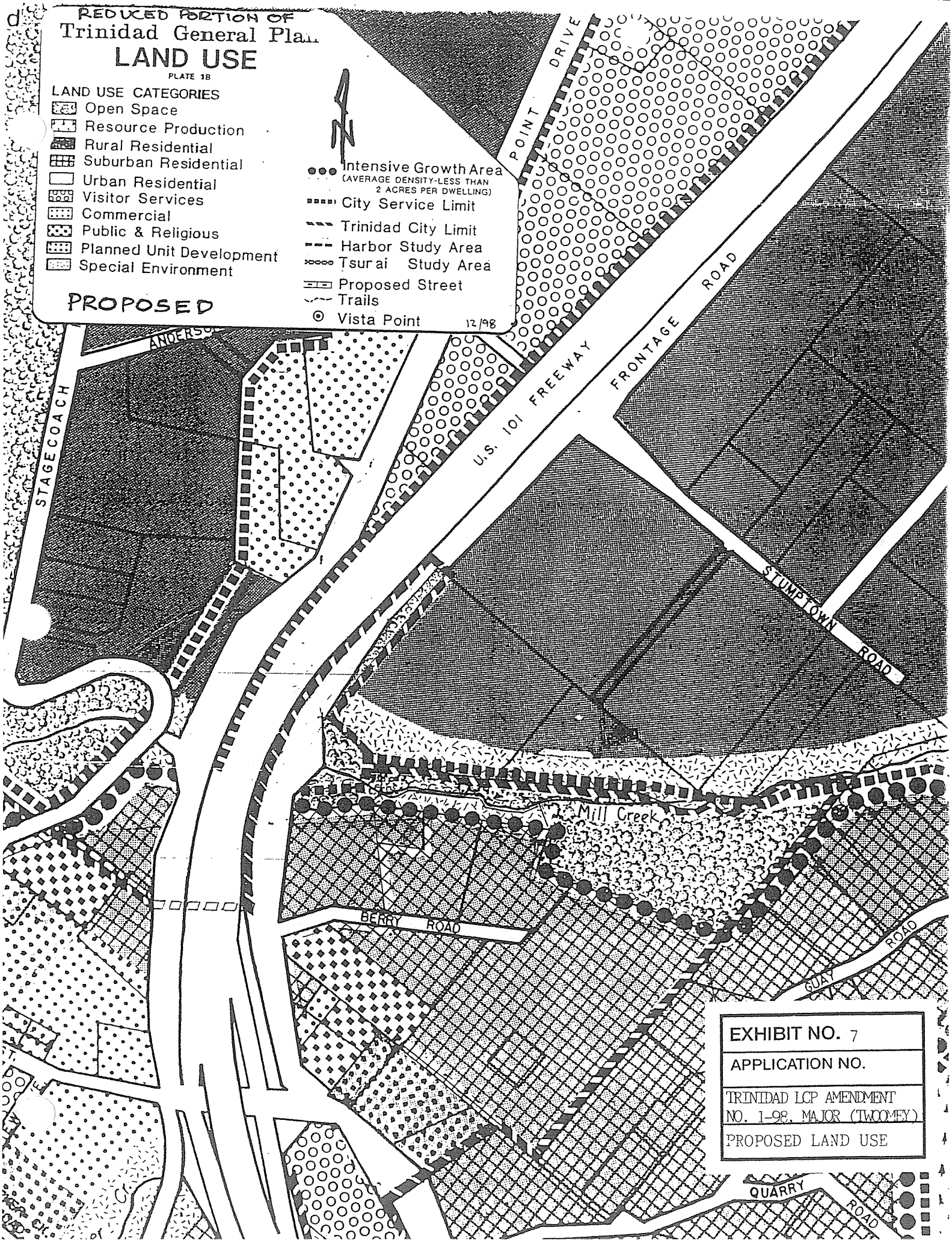
RS-SM[1]/G,F = Residential Single Family, 2 acre minimum parcel with Mobilehome (M); Alquist-Priolo (G); Flood (F) combining zo

EXHIBIT NO. 6
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
EXISTING ZONING

BERRY ROAD ANNEXATION, CITY OF TRINIDAD
Case No. LAF97-05 APN: 515-331-22, -24, -28, -29 and -35
Sections 23 and 24 T8N R1W, H.B. & M.

EXISTING
ZONING MAP (TRINIDAD AREA PLAN, HUMBOLDT CO.)

Scale: N.T.S.

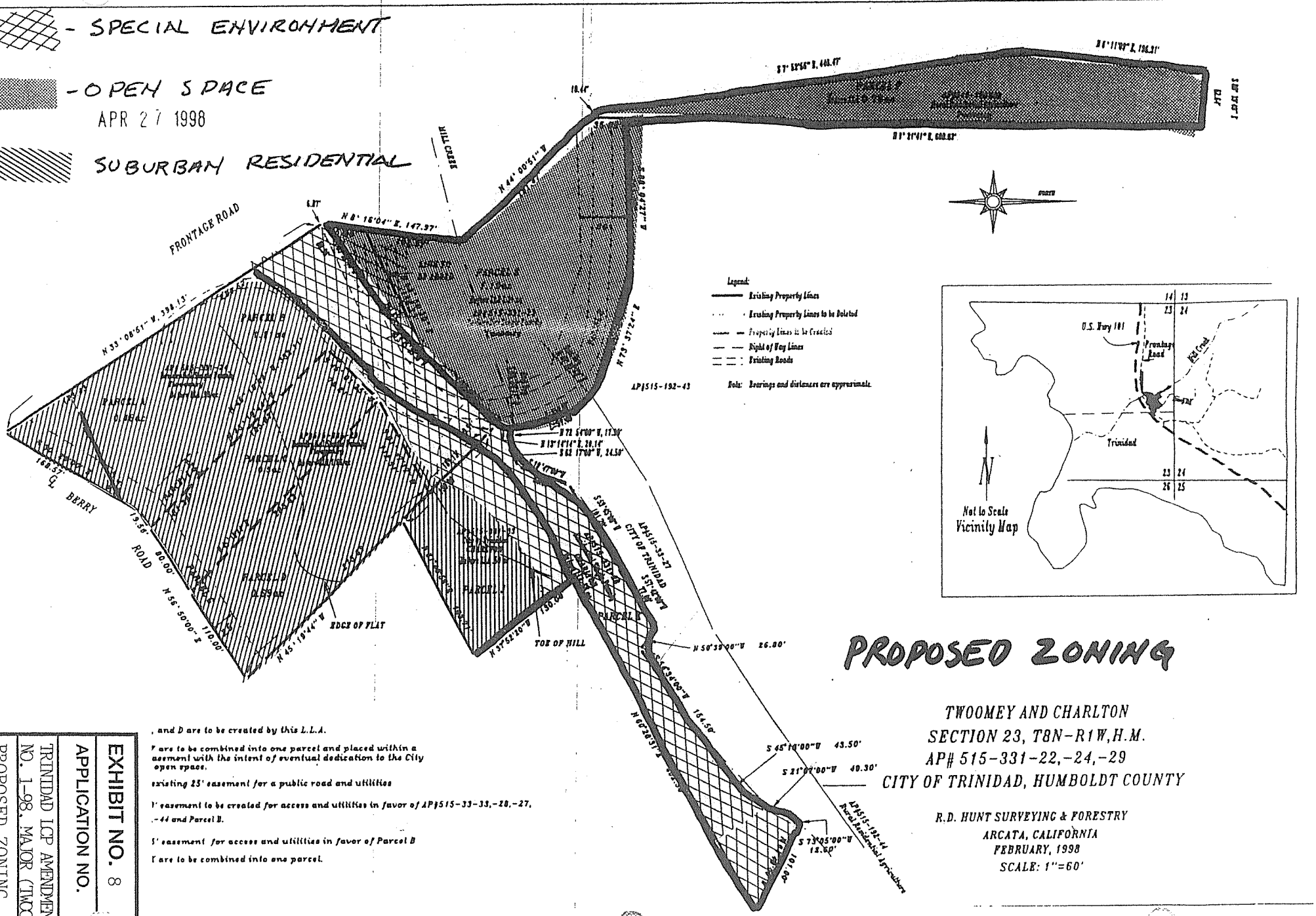

REDUCED PORTION OF
Trinidad General Plan
LAND USE
PLATE 1B
LAND USE CATEGORIES
Open Space
Resource Production
Rural Residential
Suburban Residential
Urban Residential
Visitor Services
Commercial
Public & Religious
Planned Unit Development
Special Environment
PROPOSED
Intensive Growth Area
(AVERAGE DENSITY-LESS THAN 2 ACRES PER DWELLING)
City Service Limit
Trinidad City Limit
Harbor Study Area
Tsurai Study Area
Proposed Street
Trails
Vista Point
12/98
N
POINT DRIVE
U.S. 101 FREEWAY
FRONTAGE ROAD
STAGECOACH
STUMPTOWN ROAD
Mill Creek
BERRY ROAD
GUAY ROAD
QUARRY ROAD
EXHIBIT NO. 7
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
PROPOSED LAND USE

- SPECIAL ENVIRONMENT

- OPEN SPACE

APR 27 1998

SUBURBAN RESIDENTIAL



PROPOSED ZONING

TWOOMEY AND CHARLTON
SECTION 23, T8N-R1W, H.M.
AP# 515-331-22,-24,-29
CITY OF TRINIDAD, HUMBOLDT COUNTY

R.D. HUNT SURVEYING & FORESTRY
ARCATA, CALIFORNIA
FEBRUARY, 1998
SCALE: 1"=60'

, and D are to be created by this L.L.A.

F are to be combined into one parcel and placed within a easement with the intent of eventual dedication to the City open space.

existing 25' easement for a public road and utilities

1' easement to be created for access and utilities in favor of AP#515-33-33,-28,-27, -44 and Parcel B.

5' easement for access and utilities in favor of Parcel B

E are to be combined into one parcel.

EXHIBIT NO. 8

APPLICATION NO.

TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY) PROPOSED ZONING

RESOLUTION NO. 98-07

A RESOLUTION OF THE CITY OF TRINIDAD UPON CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION, AMENDING THE ZONING MAP AND THE GENERAL PLAN LAND USE MAP AS PART OF A LOCAL COASTAL PROGRAM AMENDMENT

WHEREAS, Twoomey, et.al filed an application to Humboldt County LAFco requesting annexation on September 15, 1997; and

WHEREAS, a Negative Declaration was duly prepared and noticed pursuant to the requirement of CEQA and was found to be consistent with the proposed annexation; and

WHEREAS, after due notice of public hearing, the matter came on regularly for hearing before the Humboldt County LAFco on November 26,1997 which adopted the Negative Declaration pursuant to the Requirement of CEQA and approved the annexation (Resolution No 97-05); and

WHEREAS, on January 14, 1998 the City Council duly adopted its Resolution No. 98-01 ordering annexation of the Twoomey properties; and

WHEREAS, after due notice of public hearing, the proposed LCP Amendment and Associated Lot Line Adjustment came on regularly for hearing before the Trinidad Planning Commission on April 20, 1998; and

WHEREAS, The Trinidad Planning Commission, after making necessary findings approved the project as amended, with conditions on April 27, 1998

WHEREAS, after due notice of the public hearing, the matter came on regularly for hearing before the City Council of the City of Trinidad on May 13, 1998

It is hereby resolved by the City Council of the City of Trinidad as follows:

Section 1. The City Council of the City of Trinidad approves the project, as approved by the Planning Commission, including both a zone reclassification and a general plan land use map amendment of the Trinidad Local Coastal Program; said LCP/LUP amendment includes changes as specified in Exhibits A and B

Section 2. The City Council of the City of Trinidad resolves that, pursuant to Public Resources Code Sections 30510, 30512, 30513 and 30519, said amendment shall: 1) become part of the Trinidad Local Coastal Program; 2) is intended to be carried out in a manner to be consistent with the Coastal Act; and 3) all other provisions of the Local Coastal Program shall remain in effect.

EXHIBIT NO. 9
APPLICATION NO.
TRINIDAD LCP AMENDMENT NO. 1-98, MAJOR (TWOOMEY)
CITY RESOLUTION NO. 98-07

Section 3. The City Clerk is directed to forward a copy of this Resolution to the Executive Director of the California Coastal Commission.

Introduced, Passed and adopted this 13 day of May, 1998, by the following vote:

AYES: Hogan, Sisneros, Titchenell
NAYS: none
ABSENT: none
ABSTAIN: Twoomey, Cuthbertson

Approved:

Nancy Hogan
Mayor
City of Trinidad

Attest:

Dana Deason
Dana Deason, City Clerk
City of Trinidad

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GRAY DAVIS, GOVERNOR

CALIFORNIA COASTAL COMMISSION
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200
FAX (415) 904-5400

IMPORTANT PUBLIC HEARING NOTICE

LOCAL COASTAL PROGRAM

TRINIDAD LCP AMENDMENT NO. 1-98 (TWOOMEY)

Public hearing and action on Trinidad LCP Amendment to apply Suburban Residential, Special Environment, and Open Space Land Use designations and associated zoning classifications to six 5.78 acre parcels recently annexed to the City, northeast of Berry Road & Frontage Road, Trinidad, Humboldt County.

HEARING DATE AND LOCATION:

DATE:	**Thursday, March 11, 1999**
TIME:	**Meeting begins at 9:00 a.m.,** Item **Th 10c**
PLACE:	CARMEL MISSION INN 3665 Rio Road, Carmel Tel. No.: (408) 624-1841

HEARING PROCEDURES:

People wishing to testify on this matter may appear at the hearing or may present their concerns by letter to the Commission on or before the hearing date. Copies of all correspondence will be provided to the Commission if received a minimum of three working days prior to the public hearing. Written comments may be of any length; oral testimony may be limited to 5 minutes or less for each speaker, depending on the number wishing to be heard.

No one can predict quickly the Commission will complete items or how many will be postponed to a later date. The Commission begins each session at the time listed and considers each item in order, except in extraordinary circumstances. Staff at the appropriate Commission office can give you more information prior to the hearing date and you can call the staff at the hearing location of last minute information.

Questions regarding the report or the hearing should be directed to **Darryl Rance**, at the above address.

9113 NC TRINIDAD LCP
ASSEMBLIES OF GOD
P.O. BOX 396
TRINIDAD, CA 95570

3400 NC TRINIDAD LCP
JACK BABCOCK
P.O. BOX 3040
TRINIDAD, CA 95570

4228 NC TRINIDAD LCP
CHRISTINE CASADOS
P.O. BOX 625
TRINIDAD, CA 95570

8107 NC TRINIDAD LCP
KENNETH NEEL
16508 LAKE SHORE DRIVE
WEED, CA 96094

11960 NC TRINIDAD LCP
BRADLEY TWOOMEY
P.O. BOX 177
TRINIDAD, CA 95570

12154 NC TRINIDAD LCP
CITY OF TRINIDAD
P.O. BOX 390
TRINIDAD, CA 95570

6363 NC TRINIDAD LCP
FLORA BUMHAM
1981 LA CROSO COURT
WALNUT CREEK, CA 94598

11082 NC TRINIDAD LCP
BILL GARSKE
854 PALMETTO AVENUE
CHICO, CA 95926

202 NC TRINIDAD LCP
ROLF RHEINSCHMIDT
P.O. BOX 545
TRINIDAD, CA 95570

11506 NC TRINIDAD LCP
DAVID VAN DERLIN
P.O. BOX 2478
McKINLEYVILLE, CA 95519

5654 NC TRINIDAD LCP
SEVENTH DAY ADVENTISTS
P.O. BOX 387
TRAINIDAD, CA 95570

11354 NC TRINIDAD LCP
DANIEL CALLAHAN
P.O. BOX 1067
TRINIDAD, CA 95570

11334 NC TRINIDAD LCP
SUSAN HOITZCLAW
P.O. BOX 1184
TRINIDAD, CA 95570

749 NC TRINIDAD LCP
GLENN W. SAUNDERS
P.O. BOX 3010
TRINIDAD, CA 95570

6431 NC TRINIDAD LCP
MAY B. WRIGHT
P.O. BOX 871
TRINIDAD, CA 95570

STATE OF CALIFORNIA—THE RESOURCES AGENC
CALIFORNIA COASTAL COMMISSION
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200
FAX (415) 904-5400

GRAY DAVIS, GOVERNOR

April 5, 1999

Robert Brown, Planing Director
City of Trinidad
P.O. Box 390
Trinidad, CA 95570

Subject: Local Coastal Program Amendment No. 1-98, Major (Twoomey)

Dear Mr. Brown:

The California Coastal Commission at its hearing on March 11, 1999, completed action on the City's LCP Amendment No. 1-98, Major (Twoomey).

The amendment applies the Suburban Residential, Open Space and Special Environment Land Use designations and zoning classifications to the Berry Road Annexation area. By two unanimous 8 - 0 votes, the Commission certified the LCP amendment as submitted.

This letter transmits the Commission's resolution of certification and findings pursuant to Section 13544 of the California Code of Regulations. The enclosed staff report dated February 24, 1999 contains the adopted resolution and findings.

The City's resolutions of approval of the amendment state the City of Trinidad Local Coastal Program is intended to be carried out in conformance with the provisions of the Coastal Act and direct that the LCP revisions incorporated in LCP amendment 1-98 take effect the day after the Commission's approval of the amendment. LCP Amendment No. 1-98 became effectively certified on March 12, 1999.

Please contact me at our North Coast Area Office in San Francisco if you have any questions.

Sincerely,

Darryl Rance
Coastal Planner

Enclosure

Public Safety Element
Noise Element
Scenic Highway Element

CITY OF TRINIDAD
GENERAL PLAN

July, 1975

OSCAR LARSON AND ASSOCIATES
and ENVIRONMENTAL RESEARCH CONSULTANTS

Oscar G. Larson, R. E.
Kenneth G. Davlin, R. E.
John C. Olson, L. S.

OSCAR
LARSON
& ASSOCIATES
CONSULTING ENGINEERS AND LAND SURVEYORS

1809 Albee Street, P.O. Box 3806, Eureka, California 95501, Phone (707) 443-8381

July 17, 1975

City Council
City of Trinidad
P. O. Drawer N
Trinidad, California 95570

Gentlemen:

The following report is the Public Safety, Noise and Scenic Highway Elements of the Trinidad General Plan. It incorporates the changes requested when the Council adopted the elements on July 1, 1975. Other changes include rewording to satisfy the comments submitted by the Humboldt County Planning Department, the insertion of a section on implementation at the end of the Public Safety Element, inclusion of a discussion in the Noise Element of Community Noise Equivalent Levels (CNEL) and recently adopted State noise insulation standards and addition of Scenic Highway standards and criteria. The wording of the recommendations is unchanged except in a few cases where new information required a change.

We are confident that the implementation of the recommendations on the Public Safety Element will reduce hazards. The Noise Element alerts the community to the potential for increased noise levels and indicates what can be done if noise becomes a problem. The Scenic Highway Element considers the options open to the community for protecting and enhancing the many scenic attractions in the Trinidad area.

Oscar Larson and Associates, Environmental Research Consultants and Resource Planning Associates wish to thank you for the opportunity to assist the City of Trinidad in the preparation of these General Plan Elements. We very much appreciate the assistance given by the City Clerk and the input provided by all of the citizens who took an interest in this planning project.

Very truly yours,

OSCAR LARSON & ASSOCIATES

Russell Nebon

Russell Nebon
Planning Consultant

Kenneth G. Davlin

Kenneth G. Davlin

RN/meb

Preparation of this report was funded in part by a 701 Comprehensive Planning Grant from the U.S. Department of Housing and Urban Development, administered by the State of California, Office of Planning and Research, Project No. CPA 1001.14

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PUBLIC SAFETY, NOISE AND SCENIC HIGHWAY ELEMENTS INTRODUCTION

Planning Requirement and Guidelines. State Law (Section 65302.2) provides that every city and county in the state prepare and adopt a seismic safety element, a noise element, a safety element and a scenic highway element as part of the General Plan for the jurisdiction. The state law also provides that the Council on Intergovernmental Relations develop guidelines for each of these elements. These guidelines are advisory in nature and are intended to be flexible to meet the varying needs and characteristics of the different cities and counties in the state. This report is intended to satisfy the requirements of the state law and the intent of the CIR guidelines.

Combined Elements. The CIR guidelines suggest that if the subject matter of general plan elements are similar or closely related, combining them may be appropriate. Because of the interrelationship between the Seismic Safety Element and the Safety Element they are combined under the heading of the Public Safety Element. While this expands the subject range somewhat, it ties together most of the factors that cause or are related to major emergencies or risks to public safety. The subjects considered are the common concern of public safety agencies such as the police department, fire district, and public works department.

The Planning Area. The Mid-Humboldt County General Plan[1] includes the 1985 Land Use and Circulation Plan for the Trinidad Area. The boundary of the Trinidad planning area is about one mile north of the city limits, the steep slope areas to the east and about two-thirds of a mile south of the city limits beyond the Trinidad Indian Reservation. Subsequent General Plan Elements have generally used this same planning boundary.

For the purposes of the Public Safety, Noise and Scenic Highway Elements, the boundary has been revised to extend another half mile to the north and been pulled back a half mile on the south. Plate 2 shows the area covered. The reason for adjusting the boundary is to conform with the potential service area of a Trinidad sewer system as identified in the adopted sewage plan[2]. Areas that can be served by anticipated city services can be considered for development consistent with city planning objectives. Areas that cannot be served are usually subject to development limitations. Without city services there is little reason to annex to the city, and therefore these areas usually remain unincorporated and continue to be a county planning responsibility.

Adequate planning data and analysis in the area which will ultimately be served by the city should assist the city in evaluating the opportunities and problems posed by annexation proposals, and better enable the city to review and comment on development proposals being considered for approval by the County within the city's sphere of influence.

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[1] Mid-Humboldt County Land Use Guide, Baruth and Yoder, April 1971.

[2] Wastewater Collection, Treatment and Disposal, For Mid-Humboldt County, Baruth and Yoder, July, 1971.

Affected Agencies. As the primary unit of general local government serving the largest portion of the population in the planning area and the most intensely developed area, the City of Trinidad is responsible for adopting and implementing these General Plan elements. The County of Humboldt is the responsible unit of general government providing police protection, building construction regulation, road improvements and other governmental services in the unincorporated areas. It is anticipated that the county will carefully consider the criteria and standards contained in these elements and cooperate with the city of Trinidad in their application to the County's portion of the Trinidad planning area.

The Trinidad Fire Protection District and the Trinidad Elementary School District are special districts serving the planning area. They will be involved in implementation of some of the recommendations contained in the Public Safety and Noise Elements. A few agencies at the state, federal, and local level are affected indirectly or play a secondary role in implementing the recommendations. These agencies are noted where they are affected.

Relation to Existing General Plan Elements. The recommendations in a Public Safety, Noise or Scenic Highway study should, under ideal circumstances be part of the basic information used to develop the Land Use, Circulation and other consolidating elements of a General Plan. However, the consolidating elements were prepared several years ago. Preparation of the Public Safety, Noise, and Scenic Highway Elements at a later date raises the possibility that the data and proposals could uncover problems in the existing plans or conflict with existing policies. Where conclusions in the Public Safety, Noise or Scenic Highway Elements raise questions about land use designations or other aspects of existing general plan elements, these questions are noted and the Planning Commission is asked to consider resolving the issue either as part of a general updating of the existing elements or as specific amendments. In most cases the elements herein amplify and support the existing elements and should be helpful to the Planning Commission and the building inspectors in their permit issuing functions. Important considerations in public improvement and maintenance programs are also noted.

Citizen Input. Citizen input has played an important part in the assessment of problems and development of mitigating measures. Interviews with a select group of local residents and a meeting to discuss the preliminary findings with them have provided valuable background information. Their assessment of the important problems in the community, and their reactions to the issues covered in the three elements provided the perspective needed to determine which problems should be given emphasis and which solutions were most likely to be effective under local conditions.

Where there was general consensus among the citizens' committee members their preference has been given considerable weight. Many of the choices were between continuing with the "no action" policy or recommending a specific "action" policy. There were few instances where multiple action proposals were considered feasible. The citizens tended to refrain from recommending action policies which involved expanding governmental bureaucracy, property tax increases, or placing responsibilities, which

could be considered onerous, on private parties. This generally conservative approach often contrasted with the consultant's efforts to uncover every possible problem and identify an acceptable solution. The outcome is an attempt at a balanced outlook, not so conservative that legitimate public concerns go unsatisfied, and not so optimistic as to presume that every possibility, however minor, should be considered and resolved.

Report Format. Rather than follow a formal outline that covers each item mentioned in the CIR guidelines, the focus has been shifted to problem identification and the development of feasible solutions. The text of each element is confined to brief elaboration of problems that have been identified and a series of recommendations aimed at correcting significant problems. Most of the relevant technical information is located in the appendices at the end of the element.

Environmental Impacts. The Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended through February 18, 1975, include the adoption of elements of a General Plan as projects subject to the Act and thus to the Guidelines (Section 15037 a 1, Section 15060). Beyond this, the Guidelines are open to interpretation as to whether individual elements of the General Plan must have an Environmental Impact Report or whether a Negative Declaration can be used, especially in this instance, when the elements consist of environmental information and adjustments in administrative policy which taken as a whole will have very little, if any, significant impact on the environment.

The general plan guidelines adopted by the Council on Intergovernmental Relations seem to suggest that an Environmental Impact Report is required, but go on to qualify the application of the CEQA guidelines with the statement, "Given the nature of the document as a long range set of policies and principles, it is not always practical to apply each of the seven points noted in the CEQA with the same degree of specificity that is applied to a specific project. The general plan environmental analysis should take a broader scope than the analysis which is done on a specific project which has specific, well defined limits."

The environmental review procedures adopted by the City of Trinidad under CEQA require an "initial study" to assist the City in determining whether or not the project "may involve significant environmental impacts". To provide the City with the necessary data for its initial study, an environmental assessment has been incorporated into the text of the elements. Important environmental information provided in Appendix A and D regards geologic and noise considerations respectively. Further, the impacts associated with the recommendations are also addressed (please refer to the italicized text). When the assessment covers general impacts relating to more than one recommendation the discussion is located in the introductory section. Specific impact assessments are provided following those recommendations which interject unique considerations not covered by the general introductory assessment, or the appendices.

PUBLIC SAFETY ELEMENT

Content. The Public Safety Element is a composite of the Seismic Safety Element and the Safety Element. According to the state guidelines the Seismic Element should consist of "an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches." The seismic safety element includes "an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards...".

Purpose. The Government Code identifies the purpose of the Safety Elements as "the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road width, clearances around structures, and geologic hazards mapping in areas of known geologic hazard." The intent of both of these elements is to reduce loss of life, injuries, damage to property and economic and social dislocation.

Hazards. When structures and land uses are situated close together and are utilized and occupied for a variety of purposes the number of possible hazards that could result in damage or destruction of property or injury to the occupants increases dramatically. Both the individual property owner and local government have become involved in various attempts at hazard reduction or the provision of emergency services. Public agencies have assumed responsibility for protection of private property in extreme hazards or where hazards affect many properties or citizens. At the same time the city is responsible for the use and maintenance of publicly owned property, such as streets, public buildings, and parks. Since it is difficult to totally remove all risks from the environment, property owners and the city protect themselves from economic loss by purchasing insurance policies. The greater the risk that is covered the higher the insurance premium. So it behooves both property owners and the city to reduce the risks whenever possible for both humanitarian and economic reasons.

The following series of goals characterizes the general intent of the city and the fire district:

1. To assist private property owners in maintaining safe living, working, and playing conditions by requiring inclusion of safety factors in new structures and land uses, by encouraging reduction of hazards on existing properties through proper maintenance, by maintaining adequate law enforcement and fire supression capability, and by participating with property owners in various types of public works projects aimed at reducing hazards when general public benefit will result.

2. To make public facilities as safe as possible.

3. To achieve the lowest possible fire rating for the city.

4. To cooperate with other agencies to maximize emergency response capability.

5. To minimize the loss of life and property damage in the event of disaster by providing essential services and organizing efficient community response.

Giving substance to these goals requires more precise definition of how far the city should go to achieve these goals. Legal obligations, liability, available resources, and general community attitudes must all be considered. Lack of resources is almost always a critical factor. When the decision hinges on community interests the type of risk involved should be carefully identified.

Risk Assessment. Risks can be classified as avoidable, acceptable and unacceptable. Avoidable risks are those that can be corrected without increased expense, or are risks that people voluntarily assume as part of their work or recreation for its intrinsic stimulation. An acceptable risk is not taken out of choice, but the level of risk is judged minor and not worthy of the extra effort and expense needed to eliminate it. Unacceptable risks are those where the threat to property or persons is judged worthy of action on the part of the property owner or the appropriate public agency.

The intent of the Public Safety Element is to identify any instances where avoidable risks can be reduced by public agencies at little expense and to identify courses of action to reduce unacceptable risks. The recommendations presented herein address the avoidable risks that were uncovered and the unacceptable risks that the City Council feels can be reduced by the suggested actions. Those risks that are not addressed are either considered acceptable or it was determined that the existing response to the risk is all that can be justified of a public agency under the circumstances.

Format. The various aspects of public safety are considered under the following headings: Seismic Hazards, Flooding Hazards and Drainage Problems, Fire Hazards, Traffic and Pedestrian Hazards, and a section on Storage Hazards, Attractive Nuisances and Other Hazards. The last section contains the contingency planning considerations related to disaster preparedness. The italicized paragraphs together with the information provided in the appendix represents the environmental assessment required by the California Environmental Quality Act. Plate 3 shows the location of many of the safety hazards identified in the planning area.

Environmental Assessment. The recommendations of this element are mainly directed at the establishment of policies that will mitigate the impacts of natural hazards on existing structures or that will regulate future construction and installations to reduce the likelihood of adverse impacts due to natural or man-made disasters. Many of the specific actions, or

projects that are suggested include permit procedures, structural repair work or field studies which as individual projects would be exempt as ministerial projects from the EIR requirements of CEQA 70 (Sections 15073a). However, as a routine planning policy, each recommendation was considered for its direct and indirect impacts upon the air, water, earth, the plants and wildlife as well as upon the economic and social well-being of the community and its residents. Each recommendation was considered in terms of unavoidable impacts, possible mitigation measures, short term uses, long term productivity and its resource and energy requirements. Alternatives are discussed if pertinent. The few remaining projects, though calling for a commitment of resources, are also safety maintenance measures akin to the emergency actions exemplified by Section 15017c of the CEQA guidelines as amended to 18 February, 1975.

SEISMIC HAZARDS

Earthquakes. The western portions of Humboldt County, and adjoining offshore areas, are regions of moderate to high seismicity. Plate 1 shows the location of major faults. Except for the Cape Mendocino area, no obvious patterns emerge tying earthquakes to particular faults or shear zones. The only known historical surface rupture associated with a fault in the area was in 1906 along the San Andreas Fault in southern Humboldt County, at Shelter Cove and Upper Mattole. The frequent earthquakes south and southwest of Ferndale are taken to indicate modern activity along the Cape Mendocino-False Cape shear zone.

Elsewhere in the area no faults can be demonstrated to be unequivocally active, but several should be viewed with considerable suspicion. Recognizing that the data is sparse, the approach identified in the appendix has been used to estimate the maximum probable earthquake (the strongest earthquake likely to occur on a given major fault during any 100 year period). The magnitude of such an event is estimated at 8.0 (Richter scale) on the southern segment of the San Andreas fault and 7.3 on the other three fault zones in the southern Humboldt County seismic area. The four faults in the northern Humboldt County seismic area are estimated at 6.4 for the maximum probable event.

From the estimates of magnitude it is possible to predict the maximum and repeatable strong bedrock acceleration that would be felt in the Trinidad planning area from any of the faults (See Table 1 in Appendix A). The maximum bedrock acceleration estimates range from .05 g to .48 g and the repeatable strong bedrock acceleration estimates range from .03 to .31 g.[1] Higher intensities would be expected in areas underlain by river alluvium, unstable landslide terrain or fill. The higher figures are due to the proximity of the Freshwater Fault zone, four miles southwest of the planning area and the Falor-Korbel Fault zone, four miles to the east.

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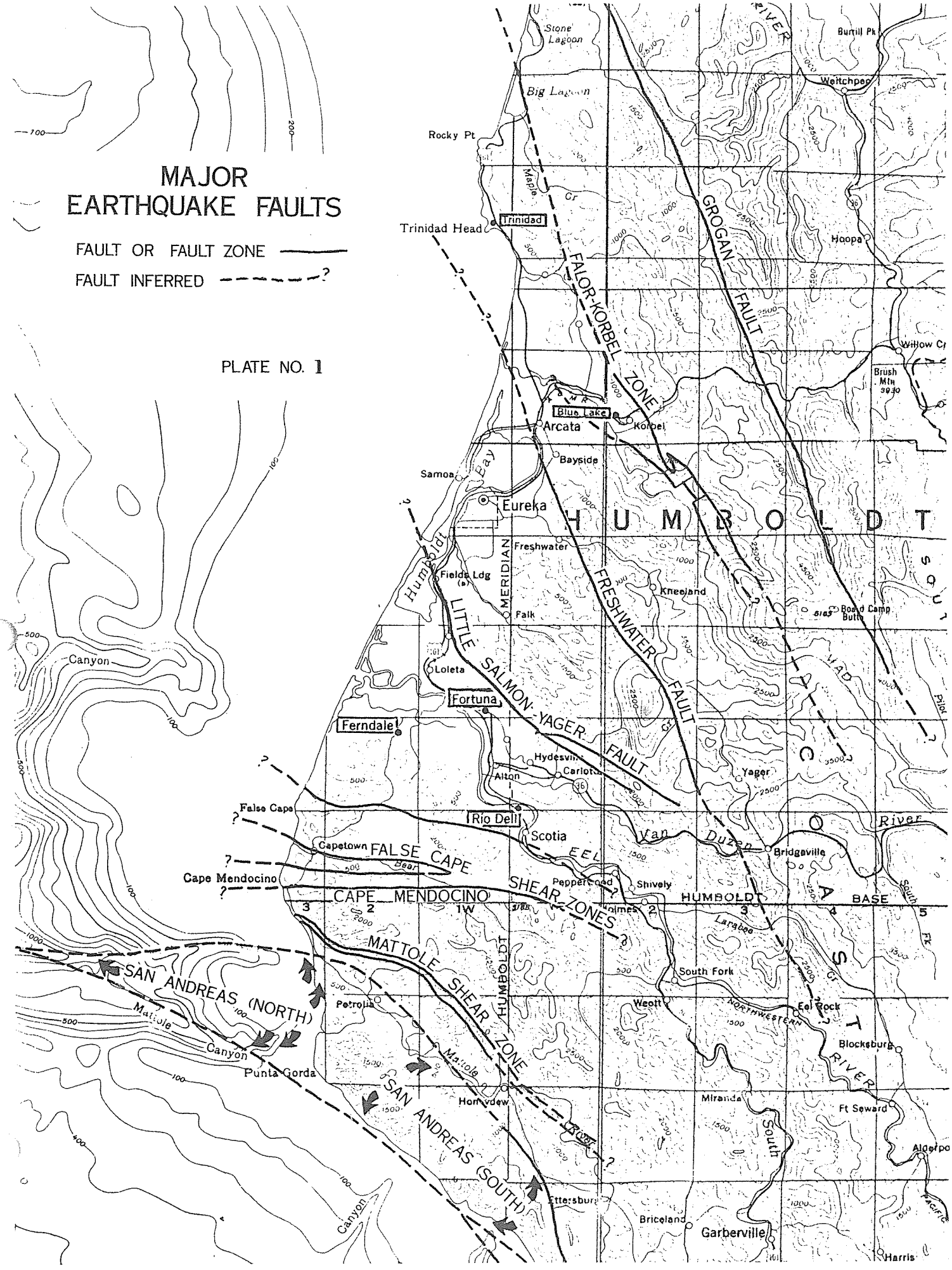
[1] %g is the instantaneous acceleration in any direction imparted to bedrock by the seismic shock wave. It is related numerically to the acceleration imparted to a freely falling object by the pull of gravity.


MAJOR
EARTHQUAKE FAULTS
FAULT OR FAULT ZONE
FAULT INFERRED
PLATE NO. 1
Stone Lagoon
Big Lagoon
Rocky Pt
Trinidad Head
Trinidad
Maple Cr
FALOR-KORBEL ZONE
GROGAN FAULT
Burrill Pk
Weitchpec
Hoopa
Willow Cr
Brush Mtn
Blue Lake
Arcata
Korbel
Bayside
Samoa
Eureka
HUMBOLDT
Freshwater
Fields Ldg
MERIDIAN
Falk
Kneeland
FRESHWATER FAULT
Board Camp Butte
LITTLE SALMON-YAGER FAULT
Loleta
Fortuna
Ferndale
Hydesville
Carlotta
Alton
Yager
False Cape
Rio Dell
Scotia
Van Duzen
Bridgeville
Capetown
FALSE CAPE SHEAR ZONES
Cape Mendocino
CAPE MENDOCINO
Pepperwood
Shively
HUMBOLDT BASE
Holmes
Larabee
MATTOLE SHEAR ZONE
SAN ANDREAS (NORTH)
Mattole Canyon
Petrolia
South Fork
Weott
Eel Rock
Blocksburg
Punta Gorda
Mattole River
Honeydew
Miranda
Ft Seward
SAN ANDREAS (SOUTH)
Ettersburg
Briceland
Garberville
Harris
Canyon
Canyon

The repeatable ground acceleration estimate is the factor engineers include in their structural design considerations. A formula in the Building Code determines how much building weight should be considered in the foundation design, anchoring, and wall reinforcement. The minimum acceleration factor in the Building Code is .1. For a masonry building this means that the design must account for 1.13 times the building weight. If a .2 acceleration factor is substituted, the formula produces a design load of 1.26 times the weight of the building, and a .3 factor equals 1.4 times the weight of the building.

An increase in the design load requires more reinforcement, more foundation tie-downs and other additives that increase the cost of the structure. Although the degree of cost increase varies according to the shape of the structure, the number of stories, etc., it is estimated that the construction cost for a one story concrete block building would increase approximately 5% if the acceleration factor was increased from .1 to .2. Above .2 the cost increases more than 5% for each increment because of higher design cost and more materials required.

To account for the 100-year earthquake event the acceleration figure would have to be increased to .3 or .4 which would make the cost of typical construction prohibitive. A .2 factor will reduce personal injury but will not necessarily prevent property damage. The present .1 figure increases the chances of personal injury or structural damage which would require extensive reconstruction.

During the 1954 quake which registered 6.5 on the Richter scale (near Arcata) the damage to buildings in the planning area was minor. There were few masonry buildings in 1954 and there are few today. If frame structures built since 1954 are equal in resiliency to those built before, and experience indicates they are, the risk of injury and serious damage seems remote to local citizens. It has been found, however, that large and even moderate earthquakes loosen buildings and their capacity to withstand the next earthquake diminishes even though there is little external evidence of the damage. This is true of both frame and masonry structures.

Recommendation #1. The acceleration factor in the local Building Code should be increased from .1 to .15 for masonry buildings with the requirements for frame structures unchanged

Environmental Assessment. This alternative of a stronger policy upgrading building standards for masonry structures would cause a minor commitment of resources, and an economic stress on affected owners. These impacts would be short range but largely subject to mitigation through an effective public relations effort. An increase in personal safety is a beneficial impact.

Recommendation #2. The Fire District staff or building inspector should warn property owners to inspect flues and chimneys for damage after moderate and large earthquakes. Also, occupied structures which appear to have been seriously damaged by an earthquake should be inspected and evacuation required if they are found unsafe.

Environmental Assessment. This policy is entirely aimed at mitigating the adverse impacts of natural disasters.

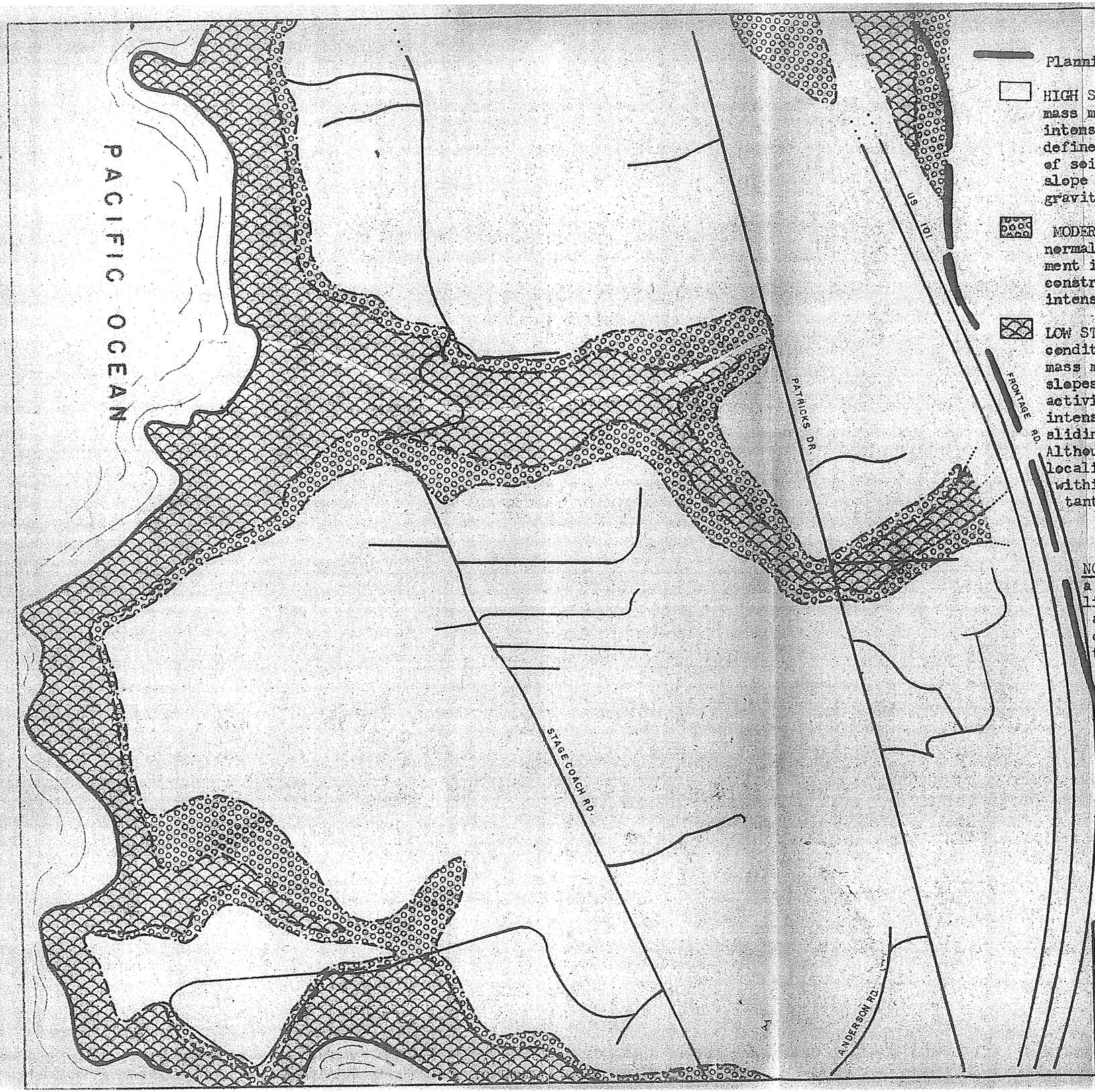
Slope Instability. Mass movement of material on hillsides is a major accompaniment of moderate and strong earthquakes. This may be in the form of landslides, rock avalanches, mud and debris flows, or other types of slope failure. Steep natural or artificial slopes and high water content favor such failure.

Plate 2 delineates the slope areas in the Trinidad planning area which appear to have stability problems. The delineations are generalized and serve as a caution to those designing roadways, subdivisions or structures that further slope stability investigation is warranted.

The cliffs along the ocean front and the steep ravines adjacent to local creeks are characterized as areas of low or moderate stability depending on the steepness of the topography and the soil characteristics. Except for areas near the edge of cliffs most of the developed area of Trinidad is characterized as stable. While liquefaction is not considered a problem, lurching, cracking, and fissuring may occur along the margins of streams and sea cliffs especially where unconsolidated materials are present. These earthquake related problems are discussed in greater detail in Appendix A. Most of the major roadways leading from the planning area pass through areas of slope instability. Slides could block these routes and cut off evacuation routes in a major emergency.

Recommendation #3. Before any major excavation, or the construction of dwellings, public facilities, or large commercial or industrial buildings is permitted by the city within low or moderate stability areas special studies by a registered soil engineer or licensed geologist should be undertaken by the developer and necessary provision made for reducing landslide risk.

Note: The County's forthcoming consolidated General Plan will address the Problems of slope instability from a Countywide perspective, and cite the need for more specific data in this area. The County is presently utilizing Chapter 70 of the Uniform Building Code dealing with grading, and enforcement of County Ordinance #596 (which requires developers to provide appropriate soil studies for slopes in excess of 15%) to reduce the potential for landslides in the County's portion of the Trinidad planning area.



Planning Area Boundary

HIGH STABILITY: No rapid or destructive mass movement is anticipated even under intense shaking. (Mass movement is defined as the bulk transfer of masses of soil, rock debris, or rock, down slope under the direct influence of gravity.)

MODERATE STABILITY: Stable under normal conditions, but rapid mass movement is possible if stability upset by construction, timber removal, or intense shaking.

LOW STABILITY: Unstable under normal conditions; continued and intensified mass movement expected if existing slopes are subjected to construction activity, timber removal, or moderate to intense shaking; rapid creep or active sliding already present in many places. Although generally unstable, there are localized areas of greater stability within this zone associated with resistant bedrock masses.

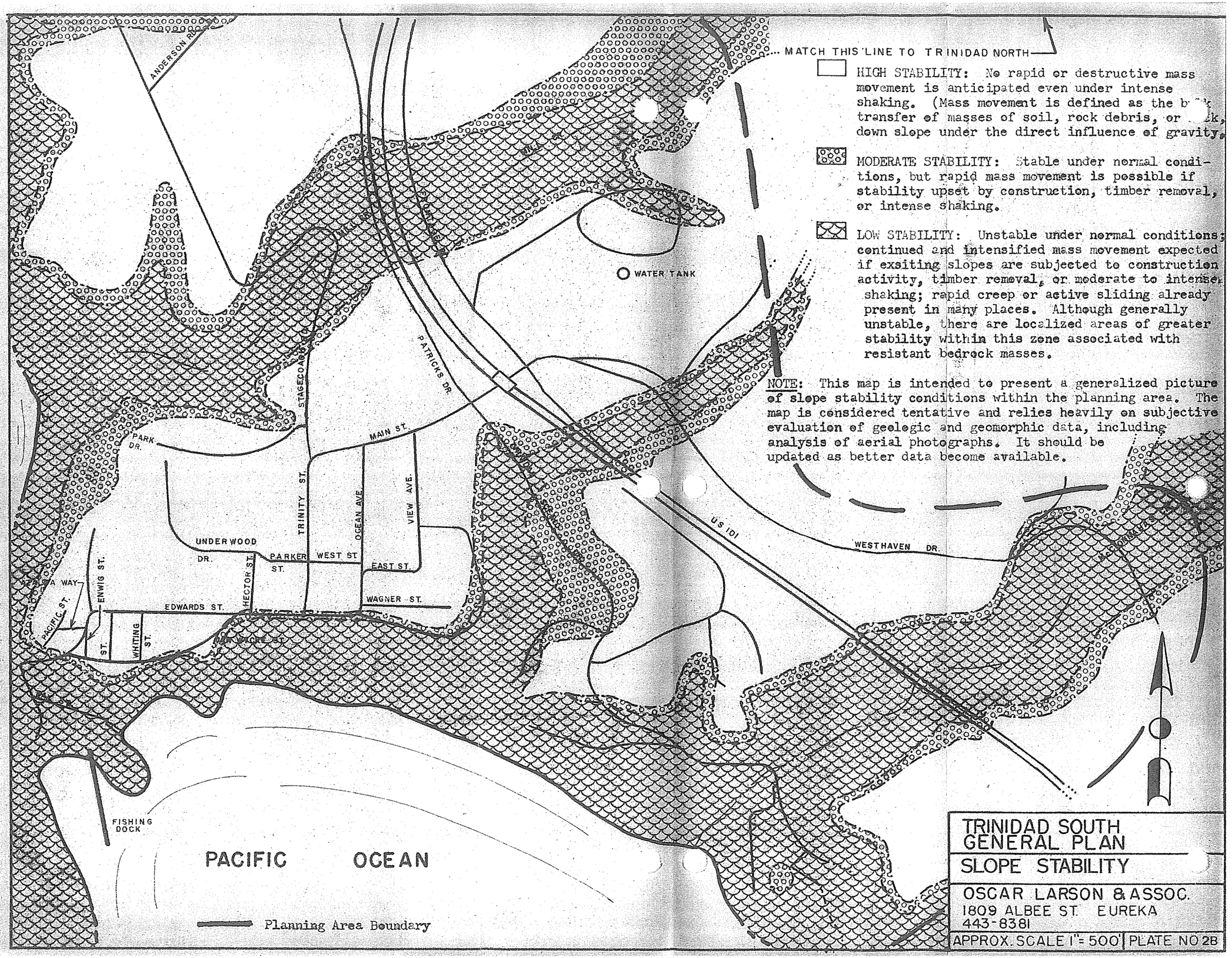
NOTE: This map is intended to present a generalized picture of slope stability conditions within the planning area. The map is considered tentative and relies heavily on subjective evaluation of geologic and geomorphic data, including analysis of aerial photographs. It should be updated as better data become available.

TRINIDAD NORTH GENERAL PLAN

SLOPE STABILITY

OSCAR LARSON & ASSOC.
1809 ALBEE ST. EUREKA
443-8381

APPROX. SCALE 1"=500' | PLATE NO. 2A


MATCH THIS LINE TO TRINIDAD NORTH
HIGH STABILITY: No rapid or destructive mass movement is anticipated even under intense shaking. (Mass movement is defined as the b[illegible] transfer of masses of soil, rock debris, or [illegible]k, down slope under the direct influence of gravity.
MODERATE STABILITY: Stable under normal conditions, but rapid mass movement is possible if stability upset by construction, timber removal, or intense shaking.
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ANDERSON RD.
WATER TANK
PATRICKS DR.
STAGECOACH RD.
MAIN ST.
PARK DR.
TRINITY ST.
OCEAN AVE.
VIEW AVE.
UNDERWOOD DR.
PARKER ST.
WEST ST
EAST ST.
WAGNER ST.
ENWIG ST.
HECTOR ST.
EDWARDS ST.
PACIFIC ST.
WHITING ST.
ST.
US 101
WESTHAVEN DR.
FISHING DOCK
PACIFIC OCEAN
Planning Area Boundary
TRINIDAD SOUTH
GENERAL PLAN
SLOPE STABILITY
OSCAR LARSON & ASSOC.
1809 ALBEE ST. EUREKA
443-8381
APPROX. SCALE 1"= 500'
PLATE NO 2B

Environmental Assessment. This recommendation is the first step in the mitigation of a natural hazard. Adoption of this recommendation will result in an expenditure by affected property owners. Impacts may arise from the actions that flow from the study. These impacts may be in the form of restrictions on buildings or added construction requirements which will be unpopular with those affected. Long range saving may result in connection with the avoidance of damage to structures and of soil loss through erosion of cut banks.

Tsunamis. Earthquake induced seawaves can inflict serious damage to unprotected areas along the coastline. Underwater topography, the angle of approach of the sea wave and the configuration of upland shoreline areas will affect the degree of impact that a seawave would have. The seawave that did much damage to Crescent City was hardly noticeable in Trinidad. The height of the sea cliffs, the protective location of Trinidad Head and the general lack of development in the lower, more exposed areas suggest that Tsunamis do not pose a major threat to the planning area. The areas that might be inundated by a large tsunamis are identified in the Humboldt County Seismic Seawave Plan. The plan indicates that the areas below the 20 foot contour line are the potential impact area.

Environmental Assessment. The damage to manmade structures by seismic waves is generally severe and not subject to mitigation measures. On the other hand the chances that a damaging tsunami will occur in the Trinidad area are not great. Individuals planning to build in the tsunami hazard area should be informed of the risks involved.

Recommendation #4. Applicants for permits to build or establish new land uses below the 20 foot elevation contour should be advised of the hazard and be given the opportunity to read the County Seismic Seawave Plan and assess the risk for themselves.

FLOODING HAZARDS AND DRAINAGE PROBLEMS

The flooding hazard in the Trinidad area is very slight but flooding to the north and south of the planning area has isolated the community for short periods. The only waterways in the area are small streams flowing into the ocean and they are contained within steep banks. Flooding on Luffenholtz Creek has affected the city water pumps. Flat areas near the center of the town suffer from local ponding due to poor surface drainage. Areas where ponding is common are shown on Plate 3.

Recommendation #5. The city should study the drainage needs in areas of localized flooding and develop cost estimates and a priority list. A staged program to install the needed drainage facilities should be instituted.

Environmental Assessment. Completion of the recommended study will involve a commitment of staff time and resources. A long range program of drainage facility construction would require a separate environmental assessment. Both the source and destination of drainage waters must be considered. The improved drainage facilities can constitute a beneficial impact on erosion and standing water problems. On the other hand drainage from streets and parking lots contains heavy metals and petroleum by-products that can produce a shock load on natural bodies of water if they are carried off directly without benefit of treatment.

Recommendation #6. Where steep slopes are the only feasible location for access roads into hillside areas subject to residential development such roads should include drainage facilities adequate to handle potential runoff.

Environmental Assessment. Poorly constructed and inadequately maintained roads are a major factor in hillside slippage, erosion, and surface water degradation. Grade, crown, drainage, and surface type all effect the drainage patterns. Inadequate roads are a major flaw in many subdivisions. County or municipal governments often find that they are saddled with an inordinate maintenance expense after accepting substandard roads in subdivision projects. Establishing high standards and enforcing them constitute the best mitigation against these hazards. An alternative is zoning against construction on steep slopes or in locations where access roads must be built on steep slopes. This alternative will meet resistance from the owners of steep land who plan to sell or subdivide. Land owners tend to be an important power element in a small community. As a group they are likely to be more amenable to strict standards than to total restrictions on construction.

FIRE HAZARDS

The Trinidad Fire Protection District serves the city and outlying areas. It is staffed by volunteers and has a single fire truck. Nearby fire districts and the California Division of Forestry are available for backup during fire emergencies.

Fires are uncommon events and have no common causes. A survey of the area did uncover improper venting of furnaces, and substandard electrical wiring in houses built before code requirements were established. Traffic and parking on several streets could pose a problem for emergency vehicles. And, there are no fire hydrants north of the city limits making fire protection in this area difficult. The district is currently working to obtain additional equipment and to make necessary repairs to the fire truck.

Environmental Assessment. Fire hazards are frequently man-made in origin, though natural fires do occur. Fire has tremendous social and economic impacts which are more obvious than the impacts upon the natural environment. Habitat loss and the loss of individual organisms is a natural phenomenon which nature promptly restores. Like flooding, the frequency and intensity of fires in the natural environment is increased by human activity and can thus threaten already restricted population of animals or plants.

Losses to man from fire include the direct losses of property and life and the indirect losses to income through the destruction of income producing resources as well as the increased tax burden of fire fighting and restoration. Many of the recommendations of the public safety elements that deal with fire are policy and inspection measures designed to minimize the fire hazard and would have impact only in the sense of the negative effect of their absence. Other recommendations which have greater impacts such as improved water system supply will have to be judged against the extreme severity of the fire hazard upon the human population.

Recommendation #7. The Fire District should conduct an annual inspection of commercial buildings and tourist accomodations to identify risks that can be eliminated by the property owners.

Recommendation #8. The city should ensure good fire protection by encouraging improvement of the water and hydrant system wherever necessary to eliminate dead end mains, provide a minimum of 1,500 gallons per minute from any single hydrant at the maximum daily residential consumption rate, provide hydrants within 300 feet of any point, and provide adequate storage for the types of fires encountered. Efforts should be made to create a water district in the area north of the city, or to annex it to the city so that fire hydrants can be installed.

Environmental Assessment. Adoption of this policy will involve a minor commitment of staff time to determine if any of the needs outlined are not presently satisfied. If only minor improvements are required the impact will consist mostly of a commitment of energy and resources. If the project requires working on buried pipe line, additional impacts will be equipment noise, and dust which are temporary and can be minimized by careful construction practices. If a major revision of the water system is required to satisfy the policy, a separate study including an environmental assessment will be required.

The installation of pipelines and hydrants will have a short-term, direct impact upon the soil being trenched, upon the air being contaminated by equipment exhaust and by construction noise. These impacts are common, familiar and generally considered acceptable as a necessary minor evil attendant upon the larger benefit.

Recommendation #9. Enforcement of the Building Code, the Housing Code and Title 19 of the California Administrative Code and the City Weed Abatement Ordinance should be given high priority to ensure adequate new construction and the correction of unsafe fire conditions.

Recommendation #10. In order to achieve the lowest possible fire rating the city should support the fire district in its efforts to maintain the highest possible levels of fire protection, including man-power recruitment and training, purchase and maintenance of fire fighting equipment, mutual aid agreements, adequate alarm systems and disaster communication equipment, and implementing the recommendations contained in the Public Safety Element.

TRAFFIC AND PEDESTRIAN HAZARDS

Traffic hazards are generally minor in nature but become intensified in the summer when the city is host to large numbers of tourists who are not always familiar with local traffic conditions. Street signs and pavement markings s are minimal. For example, center line and edge striping is generally lacking within the city and along Scenic Drive, Stagecoach Road and Westhaven Drive. There are hazardous intersections where visibility is is blocked by protruding buildings or vegetation. On-street parking often occupies the pedestrian walkway and pedestrians must walk in the street. Parking and traffic circulation problems are pronounced in the marina area during the fishing and tourist season. The intersection of Main Street and Trinity is hazardous. Parking near fire hydrants is not adequately controlled, and open ditches alongside of streets poses a hazard to pedestrians and drivers

Environmental Assessment. Traffic hazards like fire hazards are often man-made and a by-product of the modern mode of life. While there are impacts associated with construction and maintenance of roads, the prime concern with traffic and roadway problems might well be a concern with the patterns of energy use. The rapid increase in cost of energy supplies and the postulated shortage of petroleum and other fossil fuel sources of energy make it pertinent to examine traffic problems from the use end rather than supply end. Traffic should be studied to determine the need for improvement in flow rather than assuming a need. Restrictions in flow may be regarded as a planning tool for restricting energy expenditure through discouraging use. Where transportation needs are found, consideration should be given to solutions other than the increase in flow. Alternatives such as diversification and dispersion of goods outlets (shopping centers), public transportation, etc., may now be more attractive than increasing the traditional methods of individual personal transportation.

Recommendations which improve the level of safety of the existing traffic should be considered as direct beneficial social impacts.

Recommendation #11. Where existing streets are narrow (i.e. Stagecoach Road, Van Wyke, Bay Street, etc.), on-street parking should be controlled so that emergency vehicles will be able to pass at all times.

Environmental Assessment. The initial impacts will be commitment of the resources necessary to study and propose solutions to the problems cited. Until the specific nature of the solutions are known it is not possible to assess environmental impacts.

Recommendation #12. Where existing dead end streets are more than 300 feet in length and lack adequate turn around area, means of providing such an area should be explored by the city and Fire District.

Recommendation #13. Where streets parallel drainage ditches, steep topography (i.e. Edwards Street), or where street curves are difficult to see, reflective markers should be provided along the edge of the road. The intersection of Trinity Street, Stagecoach Road and Main Street should be redesigned to eliminate the steep grade transition.

Recommendation #14. Adequate sight distance should be provided at every intersection particularly in congested areas. Vegetation, fences, buildings, and on-street parking should not be allowed to block visibility. The exit at the cemetery is an example.

Recommendation #15. Center line striping, warning signs and speed limit signs should be provided wherever necessary especially on narrow roads and in high tourist use areas.

Recommendation #16. Adequate sidewalks, walkways, and crosswalks should be provided in congested areas and near schools. Curbs at crosswalks should be designed for use by handicapped persons and bicyclists. Broken or hazardous sidewalks should be repaired or replaced. The existing ordinance that requires installation of sidewalks as part of new developments is an important tool that should be consistently employed. Provision of sidewalks along Edwards and Trinity Streets should be given top priority.

Environmental Assessment. Construction or repair of sidewalks would call for a minor commitment of materials and energy and involve the short term impacts typically associated with construction.

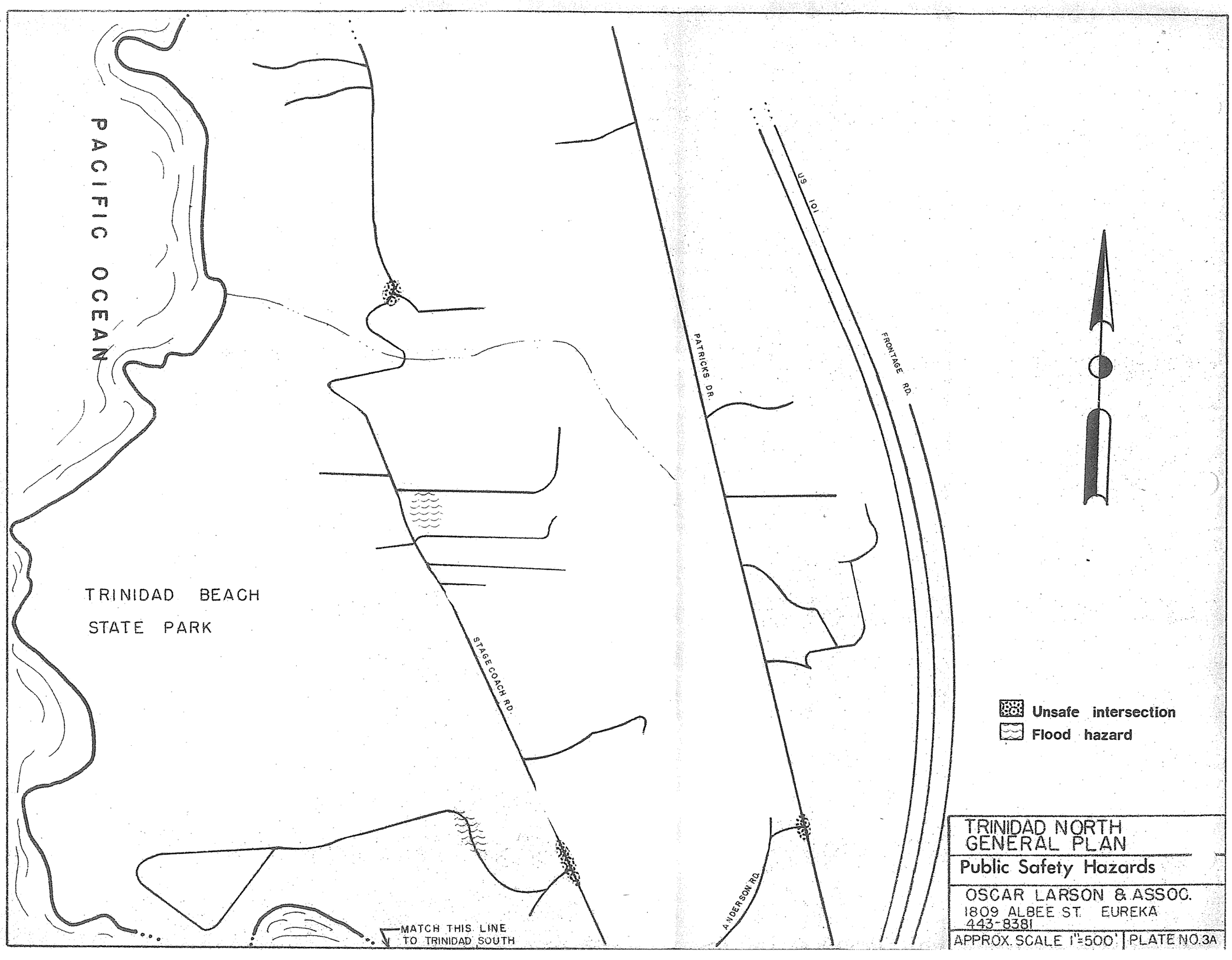
Recommendation #17. On-street parking should be controlled to allow passage of emergency vehicles, access to fire hydrants, and minimum interruption of traffic. Design of off-street parking so vehicles don't back into travel lanes, prohibition of parking within 15 feet of fire hydrants and better definition of on-street parking areas should be considered and travel lanes defined in the marina parking area. The on-street parking situation in front of the school should be clarified so it doesn't appear that people are illegally parking in a red zone.

Recommendation #18. The city should request assistance from the Pacific Gas and Electric Company in studying street lighting needs and means of financing installation. Where street lights are economically feasible they contribute to pedestrian and traffic safety and reduce vandalism.

Environmental Assessment. Initially this recommendation will require the commitment of agency resources to undertake the study. Installation of street lights involves a commitment of materials and typical construction impacts. The consumption of electricity to energize the system is considered a worthwhile commitment of resources in return for the expected increase in public safety. Street lights are considered by many to be urban in nature and recommendations that such facilities be installed in areas of rural character might meet with opposition.

STORAGE HAZARDS, ATTRACTIVE NUISANCES AND OTHER HAZARDS

Hazardous land uses such as fuel depots and manufacturing of dangerous chemicals are non-existent in the Trinidad area. Most of the community is residential. Because of the scenic nature of the town site and high property values, attractive nuisances in the form of abandoned buildings or vehicles or piles of debris are very rare. If there is a hazard attributable to land use it would be the clustering of businesses, homes, city hall, the Fire Station and



TRINIDAD NORTH
GENERAL PLAN

Public Safety Hazards

OSCAR LARSON & ASSOC.
1809 ALBEE ST. EUREKA
443-8381

APPROX. SCALE 1"=500' | PLATE NO.3A

MATCH THIS LINE TO TRINIDAD NORTH

ANDERSON RD.
MILL CR.
MILL CR.
FRONTAGE RD.
WATER TANK
ROCK QUARRY RD.
STAGECOACH RD.
PATRICKS DR.
PARK DR.
MAIN ST.
TRINIDAD ST.
OCEAN AVE.
VIEW AVE.
TRINIDAD SCENIC DR.
US 101
WESTHAVEN DR.
McCONNAHAS CR.
UNDERWOOD DR.
PARKER ST.
WEST ST.
EAST ST.
HECTOR ST.
AZALEA WAY
ENWISEN ST.
PACIFIC ST.
EDWARDS ST.
WAGNER ST.
WHITING ST.
VAN WYCKE ST.
BAY ST.
FISHING DOCK
PACIFIC OCEAN

Unsafe intersection
Tree limbs over road
Flood hazard

TRINIDAD SOUTH GENERAL PLAN

Public Safety Hazards

OSCAR LARSON & ASSOC.
1809 ALBEE ST. EUREKA
443-8381

APPROX. SCALE 1" = 500' | PLATE NO 3B

school near a dangerous intersection and along a street with no pedestrian walkways and poor drainage, all of which contribute to a congested mixed land use situation where everyone is inconvenienced to some degree and exposed to traffic hazards.

There are many trees within the planning area that represent a hazard due to dead or damaged branches overhanging streets or branches conflicting with overhead powerlines. Wind and water erosion of local beach trails can create dangerous conditions for people using the trails and injuries have occurred. The most significant natural hazard is the sudden storm that comes from the south. The harbor is protected from the west and north but storms from the south have caused considerable damage to vessels in the harbor.

The water reservoir is subject to vandalism and other hazards. There is no security fence around it, and access to the walkway is not limited. Nearby trees are leaning toward the reservoir and pose a potential problem. The water pumps are located in the Luffenholtz Creek flood plain and recent experience suggests that the water supply can be interrupted.

Although some of the conditions described in the following recommendations were not found in the community, policy recommendations are included to alert agencies to hazardous situations that could develop in the future.

Recommendation #19. Before issuance of permits for new commercial buildings, tourist accomodations or marina related facilities, the city should refer the application to the Fire District to ensure that all fire safety concerns are satisfied.

Recommendation #20. Land uses which include storage and transfer of hazardous materials should include special provision for accidental spills which ensure that the hazard will be contained and not be injected into the air or nearby drainage facilities or affect important traffic corridors, schools, or residental areas.

Recommendation #21. Any outdoor storage of fuels, debris, junk, equipment, appliances and wrecked vehicles should be completely fenced to prevent unwarranted access. Warning signs should be provided at outdoor fuel storage locations, and quantities of gasoline should be stored underground. Vehicles carrying hazardous materials should not be permitted to park in residential areas.

Recommendation #22. Critical public services such as the water system, fire and police protection are essential to risk reduction and adequate emergency response. They should be adequately staffed and equipped at all times. The water source and storage facility should be fenced to prohibit unwarranted access. Adequate valving in the water system should be provided to prevent drainage of storage tanks in the event a line is broken.

Recommendion #23. The City of Trinidad should work with the Corp of Engineers and other affected agencies to provide a breakwater at Trinidad Harbor as a necessary protection to boats and passengers from storms and to qualify the harbor as a port of refuge. Such a facility should be located and designed to minimize adverse environmental impacts.

Environmental Assessment. The development of breakwater is a major project which will have significant effects on the human and natural environment. There is no question that a major Corps of Engineers involvement would be required and with it would come a major environmental assessment study. The waters off Trinidad constitute a major resource for a fishery that is centered there, for the marine studies program of Humboldt State University, and for the recreational industry of the County.

The development of breakwaters often affects local current patterns and the resultant sedimentation patterns. This will change the pattern of the distribution of marine life forms, from seaweed to salmon. Before such a project is initiated studies of the currents, water characteristics, water column biota, and benthic biota will be needed in order to ascertain the likely impacts of the construction and to make the final decision on the acceptability of the risks involved.

Attractive but experimental alternatives to the jetty type breakwater are currently being developed. A small harbor might be an excellent place to test such an alternative such as the submerged, tethered buoy breakwater system.

A successful breakwater system would allow for more and safer anchorages in Trinidad Bay. An enlargement of the fishing fleet would cause a parallel increase in the traffic through Trinidad and in the vehicle use of the Trinidad Head parking area which is already quite crowded. Further development of support facilities can be postulated, such as an enlarged pier and a chandlers shop. Pressure might also develop for more fish processing facilities such as cold storage, smoke houses, etc. The carrying capacity of the town should be given as much attention as the carrying capacity of the fishery.

Recommendation #24. The city should work with local insurance agents, and fire district staff to develop a program which provides a free home safety inspection at the request of the homeowner. Such inspections could include review of wiring, emergency exits, foundation conditions, etc., and provide the homeowner with ideas on how needed changes could be made at minimum expense. Chimneys and heating vents should be carefully inspected since they are a major cause of fires.

Recommendation #25. Inspection of power poles should be included in the regular city street inspection program. The appropriate utility should be notified when hazardous conditions are found.

Recommendation #26. The city should establish a periodic program to remove tree limbs and other growth projecting over public rights-of-way that represent a hazard. When tree limbs conflict with power lines, the appropriate utility should be notified of the hazardous condition.

Environmental Assessment. Tree pruning will involve public expense, energy utilization and disposal of the pruned material.

Recommendation #27. Erosion caused by roadside drainage should be corrected before costly repairs to street pavement or sidewalks are necessary.

Recommendation #28. Existing school playgrounds and city parks should be inspected and safety hazards be corrected. Monkey bars and asphalt playground surfaces are notorious accident hazards.

Recommendation #29. The city should request that its public liability insurance carrier conduct an annual inspection of all public buildings and facilities to uncover ways the city can reduce its liability and improve working conditions for city employees.

Recommendation #30. Fire hydrants and power poles should be located far enough back from the curb so that they will not be damaged by, or cause damage to, vehicles.

DISASTER PREPAREDNESS

Most of the preceeding recommendations are directed at correcting, or being prepared for small scale hazardous situations. This section presents consideration of the steps that can be taken to cope with major emergencies such as a major earthquake, extensive flooding, or large scale threats to the public health and safety.

Emergency plans are prepared in response to the requirement of the California Emergency Services Act which requires counties and cities to adopt emergency preparedness programs.

Recommendation #31. State Highway 101 to the north and south, Westhaven Drive to the east and south, and Patricks Point Drive to the north should be considered the evacuation routes from the planning area in the event of a major disaster. Due to the slippage potential on Trinidad Scenic Drive it should be considered only as a last resort. Stagecoach Road is not recommended for designation due to its narrow width. Trinity Street, Edwards Street and Main Street are essential to through-city evacuation. These routes should be kept passable in major emergencies recognizing that the type and location of the disaster will determine which routes will be most needed and available for use.

Recommendation #32. Since serious flooding to the north and south of the planning area can effectively cut off vehicular access, and use of ocean going vessels is impractical, the large, private parking lot at the south-east corner of Main Street and View Avenue should be reserved as an emergency helicopter landing area. Further, the city should coordinate its disaster preparedness planning with the local Indian Health Clinic, which has two doctors, so that medical services will be available to all persons if the planning area becomes isolated.

Recommendation #33. The Humboldt County Coastal Storm Warning Plan and the County Seismic Seawave Plan should be familiar to city staff and should be available in the city hall for reference and communication during emergencies.

Recommendation #34. Either as part of an existing contingency plan or separately a plan for providing an alternate water source should be developed in the event the existing water supply is disrupted by a landslide or flooding.

Recommendation #35. Carelessness with electrical appliances, and safety hazards in the home, and ignorance of what should be done during an earthquake or other disasters can all be reduced by providing information to the general public. Hazard reduction information is particularly effective when presented in the schools. Public Safety officials should continue to work with school administrators to insure that this important information is reaching the students and that frequent drills are conducted to illustrate appropriate disaster response at school.

Environmental Assessment. This policy is aimed at the mitigation of future disasters. Failure to make provisions for the safety, education and disaster preparedness of school children and the general public would be an adverse impact of a 'No Policy' alternative. The risks addressed cannot be so low that contingency plans can be neglected.

Implementation

The Public Safety Element includes 35 recommendations which call for some type of implementary action by one or more city employees or other agencies. Each recommendation identifies the responsible person or agency whenever possible. However, time and resources are limited and it is expected that each city department will need to establish a phased implementation program with the City Council providing guidance on priorities. To assist in evaluating the implications of each recommendation a list of pertinent recommendations with some comments on implementation strategy are provided below for each affected agency.

Building Inspector. Recommendations 1, 2, 3, 4, 7, 9, 24, and 29 will be of most direct concern to the City Building Inspector. Several of these recommendations call for a cooperative implementation effort between the inspector and Fire District personnel. Most are related to the need to inspect certain hazardous situations, and may require more field work than is currently necessary. Because these activities will involve inspecting private property, the inspector will need to understand the reason for his activity so he can explain the program to concerned property owners. Support from the City Council will be important. The policies contained in these recommendations can also be incorporated in the building permit review procedure to ensure that new construction conforms to the adopted safety standards.

Public Works Department. Recommendations 3, 5, 6, 8, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 25, 26, 27, 30, 31, 32, 33, and 34 touch on some phase of

the Public Works Department's responsibilities. In several instances the staff will be assisting the Planning Commission and the City Council in eliminating hazards during the design phase of private development. Other actions, particularly in the area of street maintenance and maintenance of the water system, may already be incorporated in standard operating procedure and a periodic review of the recommendations to ensure their continued application may be all that is required. Several other recommendations will require specific study of problems by the staff, and possibly the city engineer, with specific implementation recommendations being submitted to the City Council for authorization. Some of the proposals will no doubt involve minor to major construction projects with commitments of city funds and possible financial involvement by affected property owners. These projects can only be accomplished if the staff and the City Council carefully establish priorities and budget the necessary funds. Funding assistance from state and federal agencies may well be available and should be pursued, to supplement the city's limited financial resources.

Planning Commission. The policies expressed, or problems identified in recommendations 6, 14, 17, 20, and 21 relate to land use issues which are considered by the Planning Commission. Periodic review of these problem areas and the suggested means of correcting them should enable the Commission to detect potential hazards during the permit review process. If they can be eliminated at this point the risks incurred by the city and affected property owners in the future will be lessened.

The Public Safety Element, as a whole, is of particular interest because the Commission is responsible for the General Plan and should be prepared to review it periodically to see if it still addresses pertinent problems and serves the community's interests. In the course of its review the Commission can determine from city staff and other agencies what recommendations in this element have been implemented, and which have not and why. If new problems are uncovered they can be added, and unimplementable recommendations can be revised.

Fire District. Many of the recommendations in the Public Safety Element are of direct concern to the Fire District (see Recommendations 2, 7, 9, 10, 19, 21, 22, 24, 29, 30, 31, 33, 35). The first group of recommendations relate to hazard identification and the provision of adequate fire fighting capacity. The last few recommendations are concerned about preparedness for major emergencies. Because of their training and public safety responsibility the Fire District staff is directly involved in disaster preparedness efforts. The Fire District budget is limited and the staff is all volunteer so it is important that the District develop a phased implementation program based on a prioritization of the various recommendations. Although not as glamorous as fire fighting, fire prevention activity and disaster preparedness can reduce the frequency of major fires and make fire protection less expensive in the long run. Maintaining good community relations and dynamic volunteer interest in the district is essential to the accomplishment of these objectives.

Police Department. The traffic safety and emergency preparedness recommendations will be of direct concern to the Police Department (see Recommendations 11, 14, 15, 17, 31, 32, and 33). The Department can be of particular assistance to

the street maintenance staff by identifying locations where improvements such as centerline striping, edge markers, repair of dangerous surface conditions, etc. could reduce driving hazards. The police staff will also need to be informed about the activities of the fire district and other public safety agencies to ensure coordinated response in time of emergency.

School District. The School District will be involved in the implementation of Recommendations 28 and 35 in particular, although other recommendations in the report may be helpful to the District in suggesting ways that hazards can be reduced on the school premises. Both the Public Safety and Noise Elements place great emphasis on the role of education in the effort to reduce hazards. The school system is well suited, with the assistance of public safety personnel, to present this information in a convincing and interesting manner.

City Council. By its adoption of the Public Safety Element, the Council is indicating to its staff and affected agencies what City policy is, and what it hopes to do in the way of hazard reduction and emergency preparedness. General Plan elements are intended to provide general direction, so implementation will necessarily involve further study, consideration of staff input, decisions on priorities, implementation strategy, funding, and efforts at coordination with other involved entities. Without the continuing support and interest of the City Council, implementation efforts will lag and the full benefits to the City and the public will not be achieved. An early decision on priorities and specific instructions to affected staff will demonstrate the Council's interest in implementing the Plan. Many of the recommendations suggest incorporation of new policies and procedures into existing staff activities and should not require additional staff. A few recommendations will necessarily involve shifting staff away from less important matters for a time, and may also require diversion of some funds. The temptation to give preventive actions a lower priority and to concentrate on other more immediate problems should be resisted.

Humboldt County. As noted in the introduction, Humboldt County will consider these recommendations during the development of the County Public Safety Element. It is expected that they will cooperate with the City of Trinidad in the implementation of policies and programs in the county's portion of the planning area. Maintenance of good communication between city and county staff is essential to the implementation of a coordinated program.

Public Utilities. Recommendations 18, 22, 25, and 26 affect local public utility companies. The Pacific Telephone Company and Pacific Gas and Electric Company are most directly affected. The problems cited in these recommendations are often detected in the course of regular utility inspection programs. However, when special problems occur the City Public Works staff can assist by notifying the appropriate utility of the hazard.

APPENDIX A

TRINIDAD AREA SEISMIC CONSIDERATIONS

General Structural Geology and Geologic History

The Trinidad planning area is in the Northern Coast Ranges geologic province, a narrow belt of intensely disrupted late Mesozoic rocks (approximately 100-140 million years old) named the Franciscan Complex. These rocks underlie all of the planning area and consist predominantly of graywacke and shale, with subordinate greenstone, chert, conglomerate, blueschist, and intrusive igneous rocks. The rocks are in structural disarray; that is, they have been broken, twisted, and sheared to the extent that they are termed a "melange" (French: mixture) by geologists. The overriding aspect of these rocks, in terms of planning considerations, is their extremely sheared and variable nature. Zones of highly sheared material associated with extreme slope instability are interspersed with massive blocks which are often stable. The presence of this rapidly changing bedrock in the area, generally underlying a veneer of terrace sands and gravels, presents trying problems to the road builder, subdivider, or owner of "view" property along the coastal bluffs. Virtually no two sites along the sea cliff will have the same stability characteristics. This expresses itself in the jagged configuration of the coastline: bold headlands interspersed with deep indentations.

The numerous shear zones within the Franciscan rocks in the Trinidad area are not believed to be associated with modern faulting; they merely represent the cumulative effects of extensive faulting in the geological past.

The Franciscan rocks were deposited in a trough marginal to western North America. Following their disruption they were uplifted and eroded. In more recent times geologically-perhaps within the last one or two million years - the eroded rocks of the Franciscan Complex in the Trinidad area were depressed sufficiently to allow the nearshore sea to wash over them depositing sand, pebbly sand, and clayey sand that make up the Hookton Formation. These nearshore sediments, mixed here and there with some probable beach sands and stream gravels, rest on top of the eroded surface of Franciscan rock, forming a veneer of unconsolidated material up to + 100 feet thick. The thickness, however, varies rapidly owing to the irregularity of the buried erosion surface beneath. Protuberances of Franciscan bedrock project through this veneer of Hookton in many places, forming low mounds of hard rock, or even large haystack-like hills surrounded by a sea of Hookton sediments. Trinidad Head forms an especially large knob of Franciscan intrusive igneous rock (gabbro) - now nearly detached from the land by differential erosion of the softer terrace materials and sheared Franciscan rocks which must have surrounded it.

The present town of Trinidad rests on the lowest of several marine terraces that extend like an irregular series of steps inland. This suggests that the land rose in pulses with each succeeding lower terrace forming as a consequence of successive pauses in uplift accompanied by creation of a new surf-cut cliff and terrace. It is also possible that the interplay between land and sea levels was more complicated than this; perhaps sea level also fluctuated along with the land. The details have not been worked out sufficiently to see the succession of events clearly.

The modern land-sea relationship was likely brought about largely through a raising of the land perhaps within the last 100,000-200,000 years - the date is very uncertain. This may have been associated with a general upwarping of the Northern Coast Ranges, but there may have been accompanying upfaulting along a series of northwest-trending faults, with the Trinidad area belonging to one of the upfaulted blocks. (see below) Again, uncertainty prevails here.

Philosophy of the Analysis

The western portions of Humboldt County and adjoining offshore areas, are regions of moderate to high seismicity. Plate I shows the location of major known Plio-Pleistocene Faults (those with movement within the last two to three million years). Except for the Cape Mendocino area, no obvious patterns emerge tying earthquakes to particular faults or shear zones The only known historical surface rupture associated with a fault in the area was in 1906 along the San Andreas Fault in southern Humboldt County, at Shelter Cove and Upper Mattole. That fault is therefore obviously active.* The frequent earthquakes south and soutwest of Ferndale are taken to indicate modern activity along the Cape Mendocino- False Cape shear zone, and its seaward extensions.

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* The California Council on Intergovernmental Relations in the General Plan Guidelines (Anderson, 1973) defines an active fault as: "A fault that has moved in recent geologic time and which is likely to move again in the relatively near future. For geologic purposes there are no precise limits to recency of movement or probable future movement that define an "active fault." Definitions for planning purposes extend on the order of 10,000 years or more back and 100 years or more forward. The exact time limits for planning purposes are usually defined in relation to contemplated uses and structures."

Elsewhere in the area no faults can be demonstrated to be unequivically active, but several should be viewed with considerable suspicion. Even the source fault of the strong 1954 "Humboldt Bay" earthquake (M=6.5) has not been clearly identified. Therefore it behooves us to establish a philosophy by which to deal with the inadequacy of the data. Since structural engineers require quantitative information in their design work, we have attempted to arrive at reasonable "best estimates" based on this sparse data. In order to provide figures for the maximum probable earthquake, we have used the approach described in the following section.

Maximum Probable Earthquake

Paramount to the assessment of seismic risk and development of seismic safety criteria is the determination of the Maximum Probable Earthquake (MPE): the strongest earthquake which is possible within the confines of the existing geologic setting and has a reasonable probability of occurring during an interval of time consistent with the useful life of structures and developments in the planning area. In this study the MPE has been calculated for a 100 year interval, and thus should be interpreted as the strongest earthquake likely to occur on a given major fault during any 100 year period. It does not represent the strongest earthquake possible on that fault or in the region, but earthquakes with higher magnitudes are more widely spaced in time.

Determination of the Maximum Probable Earthquakes on faults affecting the planning area is based on a statistical analysis of the seismic history of the region surrounding the planning area and an evaluation of geologic features, including faults, related to earth movements caused by earthquakes. The western portion of Humboldt County, and adjoining offshore area, have been characterized during the past 100 years by frequent small to moderate and occasional large earthquakes. Two areas of different seismic character are present. The northern seismic area, characterized by moderate seismic activity, extends northward through western Humboldt County from the lower Eel River Valley. The southern seismic area, a region of substantially higher seismic activity, includes the southwestern portion of Humboldt County south of the Eel River and the offshore areas adjacent to Cape Mendocino. (Plate I). Differences in the seismic characteristics, particularly the frequency of small to moderate earthquakes in the two areas, has resulted in separate analyses for each area. Results of these analyses are shown on figures 1 and 2.

Both the northern and southern seismic areas contain many active or potentially active* faults, although many of these are short fault segments. At least four major faults or fault zones are

* The Association of Engineering Geologists has defined a potentially active fault as "one along which, based on available data, no known historical ground surface rupture or earthquakes have occurred. These faults, however, show strong indications of geologically recent activity"

present in the northern seismic area and at least three distinct systems of large active or potentially active faults are present in the southern area. Since large magnitude earthquakes (Richter magnitude = 6.0+) involve faulting along many miles of fault length, future large magnitude earthquakes in the region surrounding the planning area can be expected to occur on these large faults or fault zones. Although geologic evidence of fault movement suggests that certain of these zones may be characterized by higher levels of activity, insufficient information is presently available to allow quantitative assessment of the level of activity of any individual fault or zone. In this analysis the MPE is therefore assumed to be a credible seismic event capable of originating on any of these active or potentially active zones. Calculations of bedrock accelerations in the planning area for Maximum Probable Earthquakes have been based on minimum surface distances to the fault zones (Table II). Surface distances are justifiably used because it is likely that MPE's will be accompanied by surface rupture along the fault trace.

Limitations of this Analysis

This assessment of the seismicity and seismic characteristics of the western Humboldt County region is based on a review of published and unpublished information from a variety of sources. Although limited data are available from previous studies, much information is the result of reconnaissance investigations and is somewhat general. No attempt has been made to check or refine published information, and little new data have been generated for this study. Relatively sparse detailed information concerning seismic geology of the region is available from previous studies. Additional detailed work would allow refinement of the results presented in this report. However, such work is costly and was not possible within the financial constraints of this study. It is our belief that such efforts would not have significantly changed the results.

Active or Potentially Active Faults and Their Potential for Damaging Earthquakes

Regionally, but Outside of Planning Area

Table I summarizes the earthquake potential for known faults of particular significance to the Trinidad planning area. The four faults in the southern seismic area do not pose a serious threat to Trinidad, although at least two of them are believed to be active.*

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The situation is different in the northern seismic area, however, where the surface traces of two faults (Falor-Korbel zone and Freshwater fault) both pass four miles from the center of the planning area.

Falor-Korbel Fault Zone

The Falor-Korbel fault zone likely projects northwestward from the Blue Lake area through the Big Lagoon area, with its closest approach to Trinidad proper about four miles east. Though the seismicity of this fault zone is uncertain, there is good reason to believe that the 6.5 magnitude Humboldt Bay earthquake of 1954, whose epicenter has also been attributed to the Freshwater Fault south of Arcata (Byerly, 1969), was located instead along the Falor-Korbel zone southeast of Blue Lake. Three out of four published epicentral locations for the 1954 "Humboldt Bay" earthquake place it within or closely adjacent to this zone faulting (See Cameron, 1961). The seaward extension of this fault zone on the State of California Preliminary Fault and Geologic Map (Jennings, 1973) shows Quaternary movement (within last 2,000,000 years) (also see Silver, 1971). From this combined evidence it is concluded that the zone should tentatively be considered as an active one, and a quake similar in magnitude to that in 1954 could be anticipated anywhere along it, including the possibility of one four miles east of Trinidad. We have predicted the recurrency interval of a 6.4 magnitude earthquake on this zone as 100 years (See Table 1). Assuming that ground rupture could accompany this earthquake, the four mile distance would imply expected maximum (peak) bedrock accelerations in the Trinidad area of approximately +0.48g. However according to Ploessel and Slosson (1974) "maximum or peak acceleration, especially near the fault, is not necessarily a "design acceleration". Major structural damage or collapse will more likely be produced by repeated high ground acceleration...which...averages 65 percent of the maximum acceleration", but at greater distances (from the epicenter) than 20 miles approaches 100 percent of the maximum. The predicted repeatable high ground acceleration (strong bedrock acceleration of Table 1) at Trinidad would thus be about 0.31g.

Freshwater Fault

The Freshwater Fault is a major structural break in Humboldt County, traceable on land from southeast of Bridgeville northwestward to Arcata Bay, where its extension into the offshore area approximately four miles southwest of Trinidad is based upon geophysical evidence (Curtis and Hamilton, 1972, p.21).

Although Byerly (1969) and Curtis and Hamilton consider that the fault is most likely active, our investigations along the fault suggest that recent activity is open to question. Nevertheless, even

though we assign to this fault a 'potentially active'*category, whereas the Falor-Korbel zone is considered to be active (see above), our level of confidence is not high enough to say, without equivocation, that the Freshwater fault is less dangerous than the Falor-Korbel zone. This is why they are weighted equally in our analysis (table I).

Active and Potentially Active Faults

There are no known active faults within the Trinidad planning area. Therefore there is no recognized danger from ground rupture along a fault zone. None of the numerous faults and shear zones in the Franciscan rocks underlying the area are believed to be active. These zones, however, can be expected to cause localized slope stability problems during strong shocks originating outside the planning area (see below).

Evaluation of Stability Problems Within Planning Unit Associated With Nearby Earthquakes

Mass Movement on Hillslopes

Mass movement of material on hillsides is a major accompaniment of moderate and strong earthquakes. This may be in the form of landslides, rock avalanches, mud and debris flows, or other types of slope failure. Steep natural or artificial slopes and high water content favor such failure. As an example, artificial cuts subjected to a moderate or strong earthquake during the wet season often undergo failure. Continued modification of the topography by further cut and fill would increase the landslide potential in hillside areas.

A stability map (Plate 2) has been prepared to delineate stable areas from those with stability problems. This is generalized and meant to indicate those areas where further slope stability investigation should be made if subdivisions or "critical"**structures are proposed for those areas. Boundaries between adjacent sectors are inexact and only meant to delineate the zones in a general way.

Most of the Trinidad planning area is composed of uplifted marine terraces whose slopes range from nearly flat to $\pm$ 5° (9%). Sea cliffs and adjacent narrow strips, as well as steeper slopes along streams, are subject to a

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* The Association of Engineering Geologists has defined a potentially active fault as "one along which, based on available data, no known historical ground surface rupture or earthquakes have occurred. These faults, however, show strong indications of geologically recent activity"

** "critical structures" would be hospitals, schools, other high occupancy structures, high cost facilities, and facilities vital in emergencies.

general, but rapidly variable, instability, related to the combination of steepness, active undercutting by water, and presence in the surface or nearsurface of the highly unstable Franciscan Complex materials. The variability is related to the rapid lateral changes in rock type and character within the Franciscan rocks, surrounding large resistant masses, for instance, with zones of intensely sheared material. Areas of obvious instability, and areas of moderate or possible instability (if disturbed) are indicated. The latter represent largely fringe areas to those that are considered to be highly unstable, and should be assessed by an engineering geologist prior to authorization of construction or other types of disturbance.

Liquefaction

Liquefaction is defined as "the sudden large decrease of shearing resistance of a cohesionless soil, caused by collapse of the soil structure by shock or strain, and associated with a sudden but temporary increase of the pore fluid pressure. It involves the temporary transformation of the material into a fluid mass" (American Geologic Institute, Glossary of Geology). Fine unconsolidated sand or silt saturated with water is particularly subject to liquefaction. Horizontal to slightly tilted layers of this material may underlie river flood plains and terraces. Earthquake shock waves may cause an overlying sloping soil mass to slide laterally along the temporarily liquefied layer at the base.

We believe that there is little likelihood of appreciable liquefaction in the Trinidad planning area stemming from strong seismic shaking.

Lurching, Cracking, Fissuring

Unconsolidated alluvium and soils may undergo various amounts of horizontal displacment toward adjacent unconfined areas (such as the bluff along a river or stream), associated in some cases, with liquefaction. Cracks and fissures generally accompany this "lurching", ranging from inches to many feet in length, and of varying widths. Intervening ground segments are often tilted. Structures located on such ground can be severely disrupted and tilted. Such ground disturbances are possible in the Trinidad planning area along the margins of incised streams and fringing the sea cliffs - especially where unconsolidated terrace materials are present. These zones would correspond in large part to those shown in pink (moderate stability) on the stability map (Plate 2).

Differential Subsidence or Settlement

Differential subsidence or settlement may occur in underconsolidated materials during shaking, associated with the induced tendency toward a more compact arrangement of the grains. As the porosity is decreased, pore water may be forced to the surface to form sand boils or mud spouts. Ground settlement often leads to tilting of buildings or differential settlement of other engineered structures. Little in the way of this kind of reaction to seismic shaking is expected in the Trinidad planning area.

TABLE I

Southern Seismic Area | Northern Seismic Area

Planning Area: TRINIDAD

	SAN ANDREAS FAULT (SOUTH)	SAN ANDREAS FAULT (NORTH)	MATTOLE SHEAR ZONE	CAPE MENDOCINO-FALSE CAPE SHEAR ZONE	LITTLE SALMON-YAGER FAULT ZONE	FRESHWATER FAULT ZONE	FALOR-KORBEL FAULT ZONE	CROGAN FAULT ZONE
State of seismicity of fault: Active (A) or Potentially Active (PA)	A	A	PA	A	PA	PA	A	PA
Estimated maximum probable earthquake (Richter Magnitude) in 100 year interval	8.0	7.3	7.3	7.3	6.4	6.4	6.4	6.4
Minimum distance from center of planning area to surface trace of fault or fault zone (in miles)	71	55	47	40	16	4	4	12
Estimated maximum bedrock acceleration (%g)* at planning site for maximum probable earthquake in 100 years	.05	.10	.10	.12	.20	.48	.48	.26
Repeatable strong bedrock acceleration (%g)* in planning site for maximum probable earthquake in 100 years.	.03	.07	.07	.08	.13	.31	.31	.17
Duration of strong phase of shaking (in seconds)	34	27	27	27	17	17	17	17

* %g is the instantaneous acceleration in any direction imparted to bedrock by the seismic shock wave. It is related numerically to the acceleration imparted to a freely falling object at the earth's surface by the pull of gravity (1.0 g, or 980 cm/sec^2).

FIGURE I

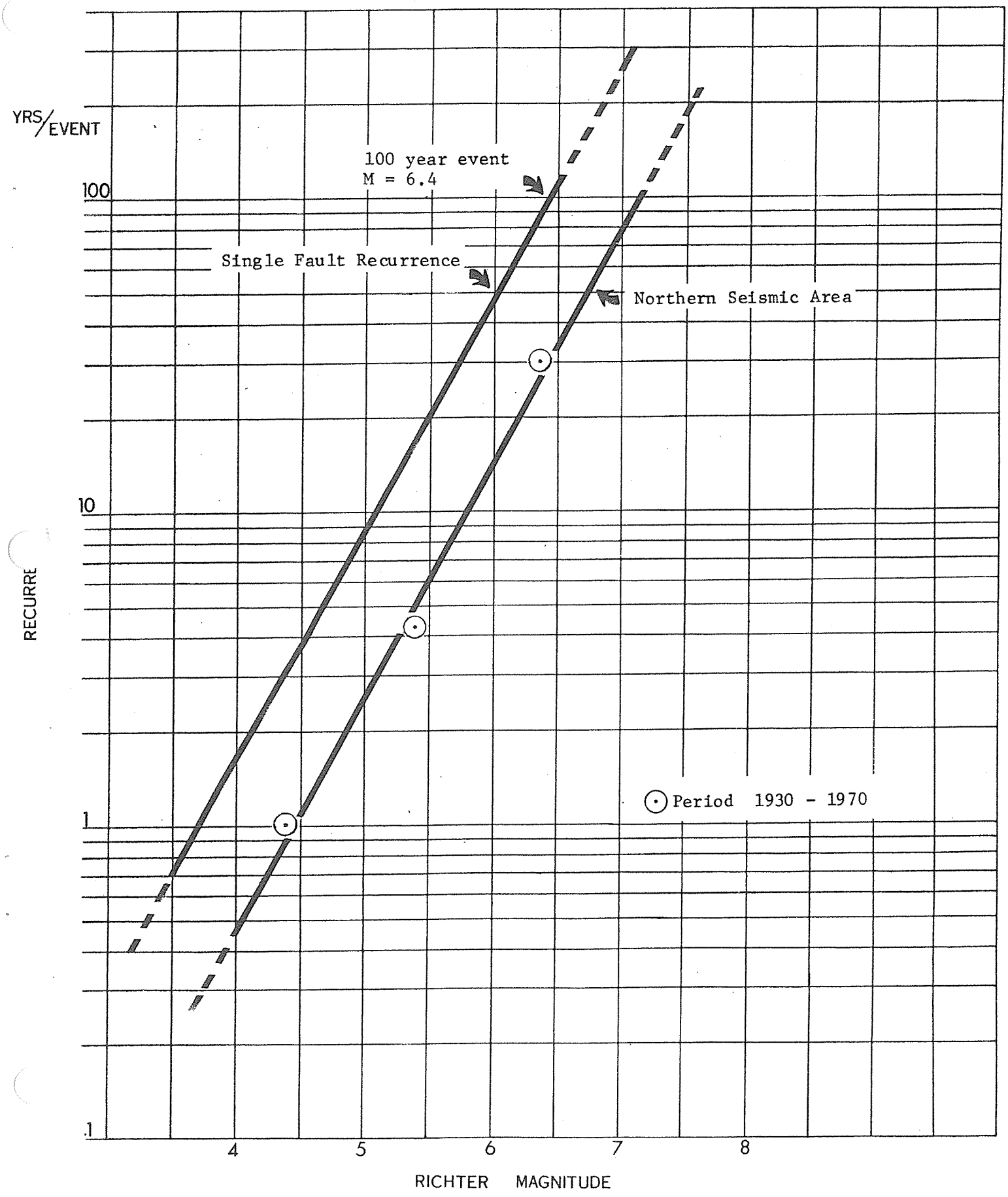
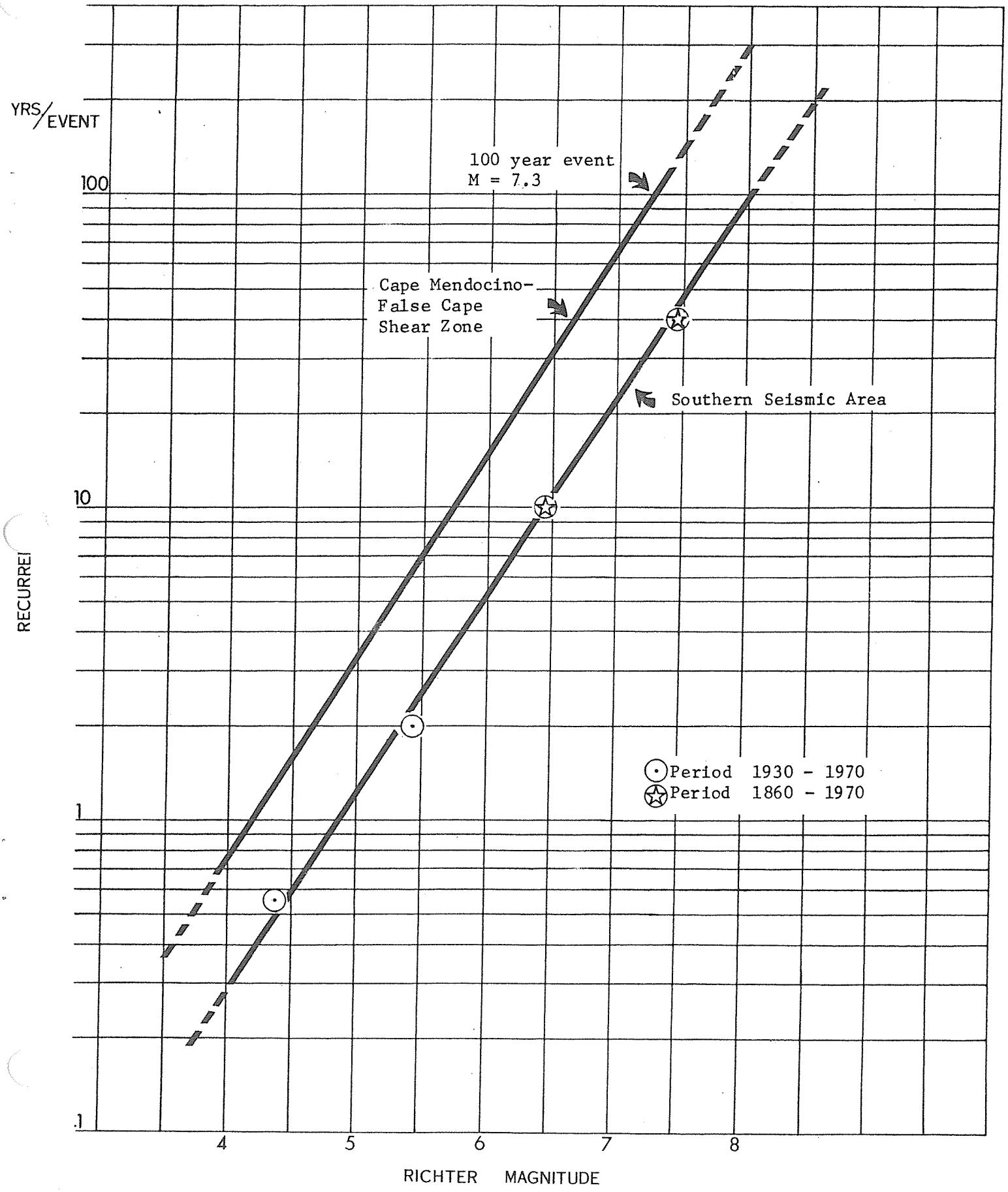

YRS/EVENT
100
10
1
.1
RECURRE
100 year event
M = 6.4
Single Fault Recurrence
Northern Seismic Area
Period 1930 - 1970
4
5
6
7
8
RICHTER MAGNITUDE

FIGURE II


YRS/EVENT
100
10
1
.1
RECURREI
100 year event
M = 7.3
Cape Mendocino-
False Cape
Shear Zone
Southern Seismic Area
Period 1930 - 1970
Period 1860 - 1970
4
5
6
7
8
RICHTER MAGNITUDE

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NOISE

ELEMENT

OF THE

TRINIDAD

GENERAL

PLAN

NOISE ELEMENT

As described in the Government Code the Noise Element of a General Plan should include noise contours of present and projected noise levels associated with all existing and proposed major transportation elements such as highways and freeways, ground rapid transit systems, and ground facilities associated with airports. Appendix D discusses what noise is, how it can damage the ear and cause other ailments, describes ambient noise and single event noises, discusses how noise is being controlled by various agencies and what the local government role can be, and explains why projection of noise levels for the future is impractical.

State Highway 101 and local roads are the only surface transportation facilities in the Trinidad planning area. The volume of traffic is low enough on all of the streets that passing vehicles represent single event noise sources. The one exception is the freeway during peak traffic periods when the constant vehicle noise increases the general sound level to near 75 decibels.

Single Event Noises. Logging and diesel delivery trucks generate the most common single event noises in the planning area. At 50 feet a truck generates a noise level of 88 decibels and at 100 feet the level is 82 decibels. Several residents commented on the noise of logging trucks on the freeway during the summertime, but did not find the noise disturbing. Single event sounds in the 75 to 85 decibel range are distracting to most people and sounds over 85 decibels are often disturbing and can cause hearing loss if exposure is frequent. For persons inside a building, these noise levels would be perceived at about 20 decibels less with the windows closed and 10 decibels less with them open. Single event impacts from other sources which generate noises of above 75 decibels, such as chain saws, lawn mowers and barking dogs, occur unpredictably and at random locations.

Most of the residential areas in Trinidad are far enough from the major truck routes that the noise dissipates and is not distracting. Tourist accomodations at the freeway interchange and homes along Patricks Point Drive are most affected. Unless there is a reduction in logging activity the only reduction in truck noise will be through the gradual introduction of quieter truck equipment.

Ambient Noise Levels. Using the methodology described in the appendix, and the noise contour data supplied by the State Department of Transportation for Highway 101, a daytime ambience contour map has been prepared for the planning area (See Plate 4). These contours are not entirely accurate because they do not take into account the shielding effect of road cuts which occur frequently along the freeway.

PACIFIC OCEAN

TRINIDAD BEACH STATE PARK

50

55

60

65

70

75

80

PATRICKS DR.

STAGE COACH RD.

ANDERSON RD.

MATCH THIS LINE TO TRINIDAD SOUTH

60+ dB CNEL Impact Area

TRINIDAD NORTH GENERAL PLAN

Daytime Ambient Noise Leve.

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1809 ALBEE ST. EUREKA
443-8381

APPROX. SCALE 1"=500' | PLATE NO. 4A

MATCH THIS LINE TO TRINIDAD NORTH

⊕ - ELEMENTARY SCHOOL

60+ dB CNEL Impact Area

ANDERSON RD.

MILL CR.

ROCK QUARRY RD

WATER TANK

STAGECOACH RD.

MAIN ST.

PARK DR.

TRINIDAD SCENIC DR.

TRINITY ST.

OCEAN AVE.

VIEW AVE.

UNDERWOOD DR.

PARKER ST.

WEST ST.

EAST ST.

HECTOR ST.

ENWIG ST.

AZALEA WAY

PACIFIC ST.

EDWARDS ST.

WAGNER ST.

WHITING ST.

VAN WYCKE ST.

BAY ST.

WESTHAVEN DR.

McCONNAHAS CR.

FISHING DOCK

PACIFIC OCEAN

55 60 65 70

TRINIDAD SOUTH GENERAL PLAN

DAYTIME AMBIENT NOISE LEVELS

OSCAR LARSON & ASSOC.
1809 ALBEE ST. EUREKA
443-8381

APPROX. SCALE 1" = 500' | PLATE NO 4B

In actuality there are several different ambience conditions in Trinidad. Plate 5 shows the maximum, which occurs during the height of the tourist season and logging activity and during peak traffic periods. The normal daytime ambience during the summer season is 5 to 10 decibels lower than shown on Plate 5. During the off-season the normal daytime ambience is 10 to 15 decibels less than shown. And at nighttime the decibel level is about 10 decibels lower than the normal daytime level. So, depending on the time of the day and season of the year the ambience levels may vary by as much as 25 decibels at the same location. A reading taken at Main Street and View Street in the off-season during the off-peak traffic period was 54 decibels, and in the residential area near the ocean readings as low as 34 dB(A) were taken. Even though the ambience varies considerably, local residents do not find the increase during the tourist and logging season objectionable. Noise problems are almost non-existent and local residents feel little need to be concerned about it.

One noise regulation that applies to future building construction in Trinidad is Title 25, Article 4 of the California Administrative Code. Essentially it provides that when hotels, motels, or multiple family residences are constructed near highways that special noise reduction methods must be employed to ensure that noise levels inside the building are appropriate (see Appendix D for details). The area affected by this provision lies within the 60 dB(A) community noise equivalent level contour. This contour line is shown on Plate 4. This regulation does not cover single family residences or recreational vehicle parks. Provision of added sound insulation is not practical for mobile homes and recreational vehicles and is costly in single family dwellings. However, noise impacts can be reduced for these types of accomodations either through careful orientation of the units, or use of fences, or other sound reduction techniques, or by requiring their location outside the 60 CNEL impact area.

Environmental Assessment. The impacts of implementing the following recommendations are generally indirect and restricted to the social and economic categories of the environmental impact assessment process. In general, the impacts are considered long term and beneficial. There is a possibility that improving the quality of life through noise abatement and related planning effects will increase the attractiveness of the community as a residential area for commuters, for retired persons, or for some other segment of society and thus have a growth inducing aspect. Implementation of the recommendations will have no unavoidable, direct, adverse impacts nor call for any irretrievable commitment of resources or expenditure of energy. Appendix D includes a discussion of the social, economic, and environmental impacts of noise in general.

Recommendation #1. The State Vehicle Code establishes maximum decibel levels for trucks, automobiles and motorcycles. If vehicle noise becomes a problem the city should consult with Highway Patrol staff to develop a vehicle noise monitoring program that will effectively cite violators and reduce noise from vehicles traveling within the planning area. Acquisition of a decibel meter should be considered. Enforcement of speed limits also has a beneficial noise reduction impact.

Recommendation #2. If non-vehicular noises become a problem, the city should consider adopting a noise ordinance. The model noise ordinance developed by the League of California Cities can be used as a starting point (see Appendix D for a discussion of what it covers and the advantages and disadvantages of a noise ordinance).

Environmental Assessment. The above recommendations will not have any direct impact upon community resources but will give the authorities a mechanism to consider for quickly and effectively mitigating the impacts of an unwanted noise. If these programs are established, a commitment of man-power, energy and equipment will be necessary. Offenders will react unfavorably to a supposed infringement of their personal license to do as they please. Some social friction can be expected.

Recommendation #3. The Trinidad Planning Commission should review the implications of the noise reduction requirements of the State Administrative Code on the existing Land Use Plan and current zoning classifications within the 60 CNEL contour line. Uses that can economically incorporate sound proofing and other noise reduction techniques should be given preference. Where single family dwellings or recreational vehicle parks are permitted within this noise impact area the Planning Commission should encourage the developer to use all practical means to ensure that the noise level in sleeping areas will be within acceptable limits.

Recommendation #4. The Trinidad School District should develop an educational unit on noise and include it in the teaching program at the appropriate age level. Educating the next generation on the hazards of excessive noise is one of the most important weapons in the fight against deafness and increased noise pollution.

APPENDIX D

TECHNICAL CONSIDERATIONS IN THE NOISE ELEMENT

When energy is expended it causes vibrations in the air, water, land or man-made objects. These vibrations are transmitted through the air and are perceived by the ear as sound. The frequency of the vibrations can vary considerably - short frequencies produce high pitched sounds and long frequencies generate low pitched sounds. The undamaged human ear is capable of detecting many but not all tones. Certain animals are noted for being able to hear higher pitched sounds than humans.

The human ear does not respond equally to sounds of different pitches. Moderately high sounds, such as those produced in the uppermost register of a piano are heard better than either very high or very low pitches. If the ear were as sensitive to the lower end of the register as it is at the higher end, sounds like the roaring of the wind, or the beating of the heart would be unbearably loud. High pitched sounds such as the scratching of a fingernail on a blackboard are the most disturbing.

The intensity or loudness of sound is related to the amount of energy utilized in generating the vibrations. The more energy expended the louder the sound seems, and bombarding the ear with very loud sounds for extended periods can cause physical deterioration of the delicate parts of the ear mechnaism. The combination of high pitch and extreme loudness is the most damaging.

The effects of noise are insidious because they are undetectable by the victim until after irreversible damage has occurred. It is possible to sustain noise levels sufficient to produce permanent hearing impairment without any accompanying sensation of pain. The only symptom of the damage is a need on the part of the victim for a progressively higher noise level to produce the original stimulus to the brain. Thus noise confers a "tolerance", like a narcotic, but in the form of progressive deafness.

The ear is able to adjust somewhat to loud noises, but not sufficiently to cope with the constancy and loudness experienced in industrialized societies. Two limitations of the ear are its delayed adjustment to sharp sounds and its inability to withstand continued loud noise for extended periods of time. When the ear first perceives a loud sound it takes about .2 seconds for it to adjust and turn down the volume. During this moment when the sound is not dampened serious damage can occur. Someone who had a firecracker explode 15 inches from his ear showed permanent hearing loss. During extended periods of loud noise the ear, like an automobile in an endurance race, begins to disintegrate due to the constant vibration.

The results of two studies substantiate the impact of noise in our society. Recently a study of more than 4,000 Tennessee college students showed that 33% failed the screening test on higher frequency tones. The following year the number failing rose to 61%. This loss was attributed to high-intensity recreational noise, such as live amplified music, sport shooting, motorcycling, etc. A study in 1962 of the Mabaan tribe in the Sudan showed that older

members of the tribe have hearing acuity comparable with that of young children in America.

Besides physical damage to the ear, noise produces stress on other parts of the body. To quote the Environmental Protection Agency Publication EPA-335: "Even a sound of moderate volume and short duration such as a heavy truck passing on the other side of the street (rated about 80 decibels), produces a remarkable number of physical changes. Blood vessels in the brain dilate while blood vessels in other parts of the body constrict. Blood pressure rises, and the heart rhythm changes. The pupils of the eyes dilate. The blood cholesterol level rises. Various endocrine glands pour additional hormones into the blood. Even the stomach changes its rate of acid secretion. While most of these reactions are only temporary, the modern environment presents such ever-changing noise levels that some of the 'temporary' effects become chronic".

In addition to the physiological impacts on the ear and the body there are the psychological reactions: frustration when noise interrupts conversation, or hampers concentration on work, or makes it difficult to relax and obtain needed rest. Although suffering from noise cannot be weighed only in economic terms, the cost of accidents occurring because the victim failed to hear the approaching danger, or arising from work inefficiency due to noise, or from treatment of related physical maladies must be staggering. If, as some experts claim, urban noise levels have been increasing by an average of 1 decibel per year for the past 30 years it becomes obvious that noise must be controlled and reduced wherever possible.

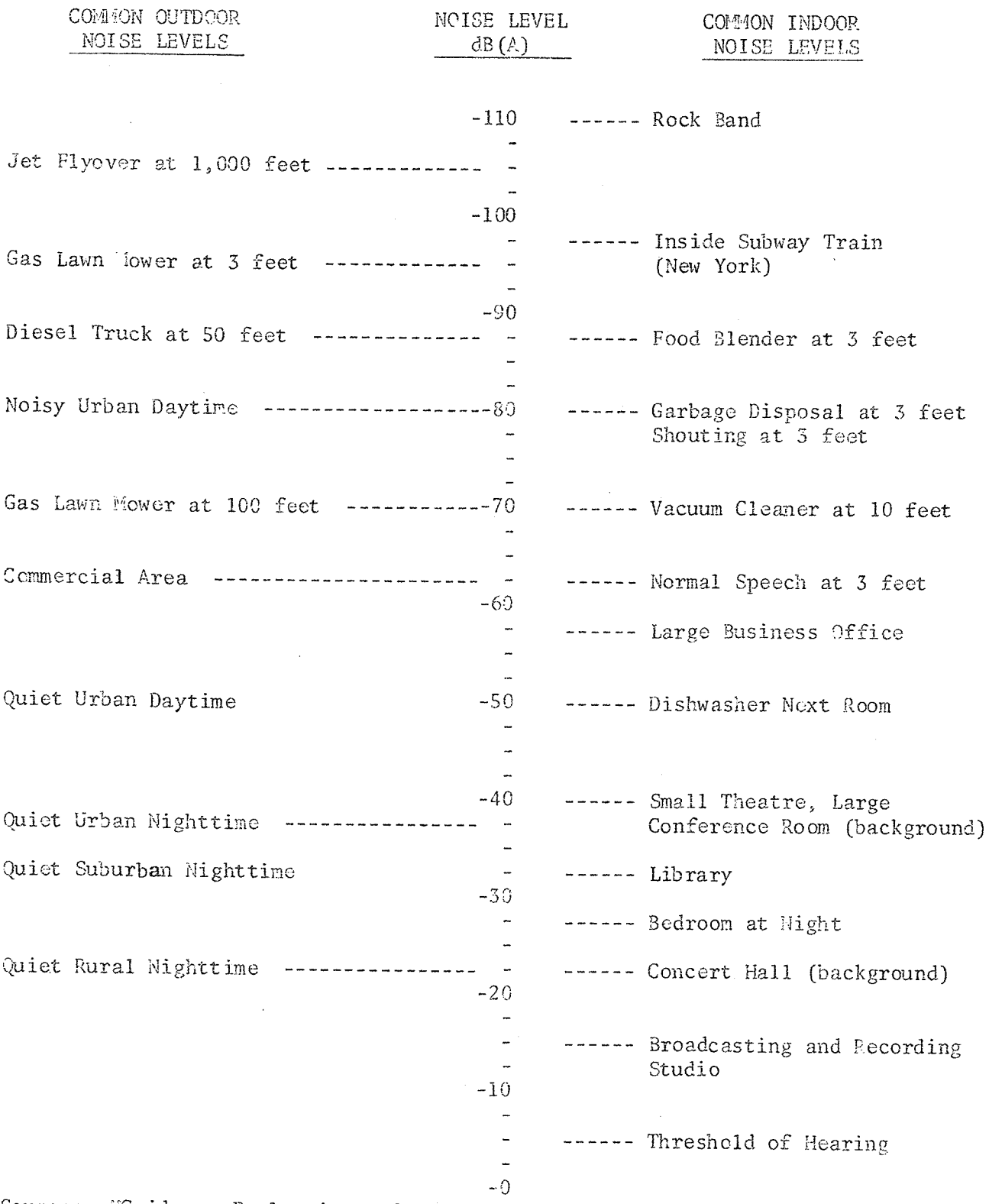
Defining Noise. Noise has been defined as unwanted sound. However, this definition does not give proper consideration to the tolerance of noise resulting from ear damage or the many imperceptible but undesirable effects of noise. Therefore it may be better to define noise as excessive sound.

In order to determine which sounds are excessive some means of measuring it are necessary. The unit of measurement most commonly used is called the decibel (dB) and is very near the "just perceptible difference" in loudness in the human ear. Since it takes a tremendous increase in energy to increase the loudness of sound the decibel scale is logarithmic - a sound measured at 40 decibels requires ten times as much energy as a sound at 30 decibels. The scale most commonly used is the A-weighted decibel scale which suppresses the bass response to better correspond to the response curve of the human ear. Figure 1 gives some typical examples of various decibel levels generated by familiar noise sources.

Ambience and Single Events. When measuring sound, it is possible to differentiate between what is termed the ambient sound level and louder peak noise levels generated by single events such as a passing truck. Essentially ambience is the undifferentiated background noise which is the resultant of thousands of events, either small or distant, which in combination constitute a steady accompaniment to the sound being measured. Ambiences of above 60 dB(A) are almost exclusively generated by heavily traveled streets and highways with an average daily traffic count of more than 2,000 vehicles.

FIGURE I

COMMON INDOOR AND OUTDOOR NOISE LEVELS



Source: "Guide on Evaluation and Attenuation of Traffic Noise", American Association of State Highway and Transportation Officials.

NOTE: A ten (10) decibel increase in sound level on dB(A) scale doubles the apparent loudness or annoyance of the sound.

An airplane landing at an airport, a truck traveling along a low traffic volume street, a motorcycle climbing a nearby hill are examples of single event noises. Such loud events stand out above the general ambience level and can be disturbing, startling, distracting, and even damaging to the ear if experienced repeatedly at close range. At 50 feet a diesel truck generates single event maximum of approximately 85 decibels, a diesel train - 88 decibels, a power lawn mower between 59 and 85 decibels depending on make, and a chain saw - 64 to 86 decibels. The operators of lawn mowers and chain saws are exposed to noise levels of 80-95 decibels and 103-115 decibels respectively ("Effects of Noise on People", Environmental Protection Agency).

Inventory Methodology. The estimates of ambience in the vicinity of major highways were developed by the California Department of Transportation utilizing a concept called L10, which can be defined as that noise level which will not be exceeded more than 10 percent of the time during the peak hour of traffic. Where traffic counts on county roads exceed 2,000 vehicles L10 data have been developed to supplement the State Highway information. The contours from 60 to 45 dB(A) were extrapolated from the highway data and checked by random field measurements.

These data do not consider variations due to buildings, barriers, or vegetation. Some adjustment has been made where major topographical features affect sound dispersion over significant stretches of highway; otherwise, terrain variations have not been considered. Contours are subject to an error range of plus or minus 3 dB(A). All field measurements were taken on a General Radio Sound Level Meter, type 1551B.

In addition to the L10 contours the 60 decibel Community Noise Equivalent Level (CNEL) contour has been supplied on the ambience map (Plate 4). This is a noise measurement which gives added weight to the noises occurring during the evening (3x) and nighttime (10x). This weighting reflects the relative increase in levels of annoyance. Although this methodology (developed by Wiley Laboratories) has been widely used near airports, it has only recently been employed to report noise levels near highways and railroads. In order to determine the 60 CNEL contours, nomographs developed only recently were used. Required data were not available in a few instances and best estimates had to be employed. When better data and more experience with this methodology has been obtained, it should be possible to develop a complete set of CNEL ambience contours for the planning area. For the purpose of implementing the State Administrative Code requirements, the CNEL 60 line shown on Plate 4 is adequate (see discussion below).

Noise Control. There are several ways in which noise can be controlled. Redesign of equipment and use of sound absorbing materials has been effective. Where dampening the sound at the source is impractical or technologically infeasible

protective devices for the car have proven effective if the number of people exposed to the noise is limited. New techniques are being used to reduce sound transmission through the walls of residences. And, in some cases sound barriers or just increased distance between the source and observer have been used. Any of these can be encouraged or required by federal, state, or local governments through the adoption of standards, guidelines, and ordinances.

The Department of Transportation has adopted federal standards which are generally applicable to highway design in the state of California. These standards relate the L10 noise levels to four general land use categories and represent the highest desirable noise level conditions.

FEDERAL HIGHWAY DESIGN STANDARDS

Land Use Category	Design Noise Level (L10)
A. Unique and unusual tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue to serve its intended purpose.	60 dB(A) (Exterior)
B. Residential areas, schools, churches, libraries, hospitals, and so forth.	70 dB(A) (Exterior)
C. Other developed land not included in (A) and (B) and generally constituted by urbanized business or industrialized areas.	75 dB(A) (Exterior)
D. Special condition site, areas, or activities. The design noise level should be established, based on the merit of the specific case and an analysis of the acceptable level.	(Exterior or Interior)

These same standards also identify the impact of noise on various types of buildings and window openings. The factors indicated in the table below are used in highway design to ensure that the noise level inside adjacent buildings does not exceed 55 dB(A).

Building Type	Window Condition	Noise Reduction Due to Exterior of the Structure
All	Open	10 dB(A)
Light frame	Ordinary Sash	20 dB(A)
	(closed with storm windows)	25 dB(A)
Masonry	Single Glazed	25 dB(A)
Masonry	Double Glazed	35 dB(A)

The Department of Housing and Urban Development has also established noise level standards which are utilized by HUD and FHA in approving financing of residential housing. They are:

General External Exposures dB(A)

1. Unacceptable:
   a. Exceeds 80 dB(A), 60 minutes per 24 hours
   b. Exceeds 75 dB(A), 8 hours per 24 hours

2. Discretionary, Normally Unacceptable:
   a. Exceeds 65 dB(A), 8 hours per 24 hours
   b. Loud repetitive sounds on site

3. Discretionary, Normally Acceptable: Does not exceed 65 dB(A) more than 8 hours per 24 hours

4. Acceptable: Does not exceed 45 dB(A) more than 30 minutes per 24 hours.

The U. S. Government also has jurisdiction over all noises occurring under conditions of employment, even if interstate commerce is not involved. The maximum level for an eight hour day is presently 90 dB(A) but consideration is being given to reducing this level. While most people agree that this level is too high the cost to employers of reducing the level to 85 decibels is considerable. These regulations are administered by the Occupational Safety and Health Administration. Another program is the efforts of the Environmental Protection Agency. It works with manufacturers of equipment and appliances to develop designs that generate less noise. Noise level standards have been adopted in several categories to encourage progress in noise reduction.

The State of California Vehicle Code establishes maximum decibel levels for all vehicles based on the year of their manufacture. These requirements are projected into the future and gradually reduce the permissible noise level as illustrated below:

Year of Manufacture	Maximum Noise Level in Decibels (dBA)	
	Automobiles	Vehicles Over 6,000 Pounds
1968 - 72	86	88
1973 - 74	84	86
1975 - 77	80	83
1978 - 87	75	80
after 1987	70	70

The Vehicle Code (Section 27151) makes it unlawful to operate a vehicle which is emitting noise levels above those applicable when it was first sold. Off-road vehicles are subject to established dB(A) levels also, but they are exempt if used only on the owner's property. Enforcement of off-road noise violations is hampered because Highway Patrol vehicles are not equipped to engage in off-road pursuit.

The state has also adopted "Noise Insulation Standards" (see Chapter 1, Article 4 of Title 25 of the California Administrative Code). Their purpose is to "establish uniform minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single family dwellings from the effects of excessive noise...".

Requirements for interior airborne sound insulation and impact sound insulation are established for wall and floor-ceiling assemblies utilizing the sound insulation ratings incorporated in the Uniform Building Code.

For exterior noises the requirement specifies that with windows closed, the community noise equivalent level (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room. An acoustical analysis of the proposed design is required when the proposed structure will be located within the 60 dB CNEL contour line around any airport, the select system of county roads and city streets, freeways, state highways, railroads, rapid-transit lines and industrial areas. Suggested means of noise reduction include orientation of the structure, set-backs, shielding, and sound insulation of the building.

Noise also can be subject to the nuisance laws of the state (state penal code) or a city. These codes require that the plaintiff demonstrate that the offending noise constitutes a nuisance. Because the burden of proof lies on the plaintiff and involves the time and expense of a jury trial, this method of control is seldom used. To facilitate legal recourse for private parties many cities have adopted noise ordinances which establish criteria for determining when a noise constitutes a violation. When a violation is recorded, usually in response to a complaint to the local police department, the violator can be cited and the police department handles the prosecution.

The League of California Cities model noise ordinance is a typical example. It regulates: (1) noises generated by radios, television, amplifiers and similar audio transmitters between the hours of 10 p.m. and 7 a.m., (2) equipment such as air conditioners and fans, (3) restricts construction activity within 500 feet of a residential zone; and, (4) makes it unlawful to generate disturbing noise near posted institutions such as schools, hospitals and churches.

Two basic problems have evolved in the administration of noise ordinances. First, although attempts have been made it has proved difficult to develop ordinance provisions for some types of noise, such as noise created by animals, special events, etc. In many cases only a small percentage of the potential noise sources are actually covered and this limits the effectiveness of the ordinance in controlling overall noise levels. Further, it means that some types of noise are treated more strictly than others because of administrative problems.

Secondly, measurement of noise levels is a technical task requiring fairly sophisticated equipment and technique. If the enforcement officers are not well trained the courts may dismiss the evidence as inadequate to support the charges. Another related difficulty is insuring that the noise level recording is an accurate representation of the offending noise. In fact,

the presence of other noise in the area can distort the recorder reading and in effect suggest a noise level higher than actually attributable to the specific noise source. Blowing of the wind, falling rain, or a barking dog - almost any noticeable noise will affect the readings and the operator must be aware of this and be able to compensate - or the evidence will be inaccurate. In spite of these limitations noise ordinances are still the best local means of attempting to control noise on a community-wide basis.

Land Use Classification Standards. Noise ordinances are based on ambient standards for general land use categories. The model noise ordinance includes standards recommended by the League of California Cities and another set (about 5 decibels higher) recommended by the Pacific Gas and Electric Company. The standards listed below were developed from the HUD standards reported above. Essentially they are slightly higher than the PG&E recommendations. These standards were used in evaluating ambient noise problems in the community and are recommended for adoption as the official standard. They can be incorporated in any noise ordinance that might be considered and used in reviewing zoning issues and environmental impact reports.

Land Use Classification	Desired Ambient Level, dB(A)	
Residential, rural-suburban	night	less than 40 - 45
	day	less than 45 - 50
Residential, suburban	night	less than 45 - 50
	day	less than 50 - 55
Residential, low-density urban	night	less than 50 - 55
	day	less than 55 - 60
Residential, medium/high density	night	less than 55 - 60
	day	less than 60 - 65
Commercial zones, districts	night	less than - 65
	day	less than - 70
Industrial zones, districts		less than - 75

It is evident that most of the noise control effort is being exerted at the state and federal levels where it undoubtedly has the widest impact. Control of noise related to motor vehicles, aircraft and railroad equipment is pre-empted by federal and state agencies. However, efforts to improve enforcement at the local level may be necessary. Otherwise there is little that can be done about such noise problems by local government.

At the local level noise reduction can be achieved in the design and location of local roads, the routing of local bus systems, the designation of truck routes, the separation of noisy commercial and industrial activities, outdoor assembly areas, and airports from residential areas, the provision of increased setbacks for dwellings along busy streets and through careful orientation and construction of dwellings.

Many of these situations are controllable through the zoning and subdivision ordinances. Others are public projects where consideration of noise impacts would be included as part of the environmental impact report. Noise impacts

must also be covered in environmental impact reports for large private developments and this enables the city and other affected agencies to consider ways to reduce noise impacts at the design stage. The standards included in the Noise Element of the General Plan provide a valuable yardstick in reviewing development proposals. A noise ordinance such as the model discussed above is another local option aimed at reducing noise levels.

Future Noise. Our society has become very tolerant of excessive sound and only in the last 10 years have serious efforts been undertaken to reduce noise pollution. The efforts by agencies at the federal, state, and local levels summarized above are having an effect. Public concern over preserving the "quality of life" is growing and this should sustain the momentum achieved unless the cost to the social and economic sectors of our society becomes unacceptable. The trend is toward quieter equipment and appliances. Limitations on fuel supplies will dampen the projected increase in usage of the automobile. And, young people may become aware of the ear damage potential in loud music and turn the volume down. On the other hand noise reduction efforts may be counteracted by an increase in the number of noise generating devices.

The impact of educational programs, noise reduction programs, and the social and economic condition of our society will all have a bearing on how much noise reduction will be accomplished. Because it is difficult to predict the outcome in any of these areas it is almost impossible to adequately support any projection of future noise levels. Therefore, no specific projection of ambient noise levels has been attempted. It is likely that the rate of increase in noise levels will be reduced, but noise levels will probably continue to increase in the future.

The State Department of Transportation has prepared L10 noise contours for state highways in the planning area for 1995. These contours are available at the local public works department. These projections were based on traffic flow estimates derived in 1973 - before shortages in fuel supplies and higher costs began having an impact on driving habits. Once these projections have been adjusted based on more recent experience more realistic long range noise projections will be possible, although their accuracy and consequent value as a planning tool will still be in question for the reasons cited above.

SCENIC HIGHWAY ELEMENT

OF THE TRINIDAD GENERAL PLAN

SCENIC HIGHWAY ELEMENT

The purpose of the Scenic Highway Element is fourfold: (1) to inform the city of the State Scenic Highway Program including identification of state and county roads that are, or could be, designated as scenic routes under the state program (2) to develop standards and criteria by which a local scenic route system can be developed and maintained (3) to make recommendations on (a) whether a local scenic route system supplementing the state program is feasible and desirable (b) whether other scenic amenities in the community deserve protection or enhancement, and (4) to facilitate coordination between the city and the county regarding scenic routes traversing both jurisdictions.

The State Scenic Highway Program

A State Scenic Highway Program was established in 1963. This program includes standards, guidelines and a Master Plan map showing which state highways are eligible for official designation. The state role in implementing the program includes the preparation of a corridor study at the request of the local governments having jurisdiction over land use in the scenic corridor, and they review and approve the local scenic corridor protection plan and install the "poppy" signs along the officially designated route. The corridor study suggests scenic highway corridor boundaries, identifies scenic values and defines the relationship of the right-of-way to its surrounding environment. It also notes the scenic and aesthetic elements that should be preserved and potential locations for roadside rests, vista points and areas for information sites. This report is for the use of the local jurisdiction in the development of the local scenic corridor protection and enhancement program.

The local protection plan and program must include as a minimum: (1) Regulations of land use density or intensity of development (2) Provisions for review of site planning on proposed developments (3) Control of outdoor advertising (4) Control of earth moving and provisions for landscaping cuts and fills and (5) Control of the design and appearance of structures and equipment. Citizen involvement during the corridor study and development of the local program is stressed.

Once the local protection program is in effect the local jurisdiction can request official designation. If the Director of Transportation approves the program the state then proceeds with placement of the signs and other efforts to identify the route.

In addition to state highways, county roads may be officially designated as scenic routes if the county has designated the route in the scenic highways element of its general plan and adopted a protection program that meets the criteria for state highway protection programs. The state does not perform the corridor study, but they are available to provide technical assistance.

Although the program would appear to have much appeal very few portions of the eligible state routes have been designated. Those that have been are mostly segments within state and federal parks where public ownership of the land makes implementation of a protection plan almost a formality. Resistance to adding more land use controls within the scenic corridor, and concern about increased tourist impacts on the roadway corridor and adjacent communities are two reasons that more segments of eligible state routes have not been designated.

Highway 101 through the planning area is eligible for state scenic highway designation. The county, which controls land use adjacent to most of the length of the highway, has requested that the state prepare the corridor study for the segment of Highway 101 from the Arcata Airport to the Del Norte County line. This study has not been undertaken pending an indication from the county of its willingness to adopt a protective program. Although the highway as it passes through the planning area includes few spectacular views, the scenery along the road to the south and the north of the planning area is worthy of protection.

Local Scenic Roads

Two county roads and one city street within the Trinidad planning area would have to be considered scenic by any standards. Stagecoach Road begins within the city limits at Trinity and Main Streets and winds its way north to connect with Patricks Point Road just beyond the planning area boundary. It provides a leisurely view of pastoral and woodland scenery enjoyed by local residents and tourists alike. It is also the main access into Trinidad Beach State Park.

Trinidad Scenic Drive begins near the Main Street-freeway interchange in the city and proceeds southerly along the coastline - affording spectacular views of the shoreline, Trinidad Head, the harbor, and the townsite. There are several accessible beaches along the route that are very popular County Parks. Beyond the planning area boundary it terminates at the Westhaven-freeway interchange.

Edwards Street runs westerly along the top of the ocean cliffs at the southern edge of the city. Below is a historic indian village, a view of the coastline and the harbor and adjacent to the road is an interesting memorial lighthouse. At the westerly end of the road it curves down the slope to the harbor and a beach access and vista point.

Both Old Stagecoach Road and Trinidad Scenic Drive are relatively free of garish roadside advertising and unsightly land uses. The existing city and county zoning regulations preclude most undesirable land uses and outdoor advertising. Edwards Street and the road to the Marina is an interesting mixture of tourist businesses, fish processing, recreational activities, and residences. City zoning controls limit the potential for objectionable signs and poor land use relationships but permitted structures could obstruct prime views from the street and upland properties.

Scenic Route Criteria and Standards

The routes mentioned above meet most of the following criteria for a scenic route. Criteria #6 is the most significant concern due to the narrow rights-of-way, lack of centerline stripping and edge markers. The criteria are:

1. A definable scenic corridor

2. Quality in scenic view of natural, improved or historic areas

3. A variety of terrain and landscape

4. Conformance with open space and conservation objectives

5. Accessibility between areas of recreation, parks or historical interest

6. Routes of adequate design and safety

7. Control of development within the scenic corridor to prevent obstruction of important views or development of unsightly land uses

8. Screening or relocation of existing unsightly land uses

9. Complements the land use and circulation elements of the General Plan

10. Opportunity for development of vista points, roadside rests, and other amenities.

Besides these criteria which suggest the desirable character of the scenic corridor, there are policies which can be implemented to insure that the road improvements themselves do not detract from the scenic quality.

1. Where any portion of road is reconstructed, the natural grade should be followed as much as possible - minimizing cuts and fills.

2. Scenic roads should be designed for moderate travel speed.

3. Improvements related to the scenic route system, such as route location and directional signs, roadside rests and vista points, should be provided where possible, and be attractively designed to blend with the scenery.

4. Natural landscaping, particularly on cuts and fills, should be provided for scenic improvements and erosion control.

Is a Local Scenic Route Program Desirable?

When questioned about the desirability of designating the scenic routes in the planning area as county scenic highways under the state program or as scenic routes in a local program some local citizens responded favorably but others had reservations or were opposed. Those in favor noted that tourists miss these scenic opportunities and shouldn't need to stop and ask where the routes are. They felt that tourism was important to the economy of the community and should be encouraged.

Those that opposed scenic route programs generally felt that present tourist influxes were all that the town could handle and that the scenic route signs would just attract more visitors. They noted that tourists could stop and ask for directions, or the routes could be identified on maps distributed at the visitors information center, or a map sign could be located at the entrance to the city. The danger of driving Trinidad Scenic Road in a large recreational vehicle was mentioned, and encouraging tourist use of this road was questioned. The problem of visitor congestion and the difficulty of turning around large

recreational vehicles at the marina was noted. Some frankly wondered if a scenic route program wouldn't be more bother than it was worth.

Environmental Assessment. In general the establishment of scenic routes implies a desire to attract visitors and to channel or concentrate visitor traffic. If the effect is significant the visitors will have a mild stimulatory effect on local trade and will increase the traffic load of certain thoroughfares. The effects will be proportionate to the number of visitors attracted. Increase in traffic will call for an increase in maintenance and patrol activity at the public's expense. Increase in traffic will also increase the level of noise pollution and air pollution for residents adjacent to the involved thoroughfares.

Maintenance and signing are requisites of any roadway. The nature of the impacts will not be of kind but of degree. A new action is not suggested but a direction to the actions which must proceed anyway.

The construction of parking facilities and vistas near scenic attractions has certain predictable impacts. There is a long term or permanent commitment of a small plot of land with the necessary destruction of vegetation and wildlife habitat. There is an increase in runoff carrying heavy metals and petroleum by-products into surface waters at each rain. These impacts are very localized. There is a commitment of resources in the form of construction materials and the commitment of energy resources for construction. Finally, there are the short term impacts of noise and air quality degradation during construction. Proper engineering and construction practices should eliminate or mitigate construction impacts and the possible effects of geological and landscape hazards such as slippage. Maintenance, including trash pick-up will call for a commitment of public funds. Areas adjacent to vistas will receive increased use in some cases. Trails and trash are common features of the brushy areas around many north coast vistas. The presence of a vista near residences will have an impact on the residents. The nature and degree of the impact will depend as much upon the nature of the residents as upon the volume of sightseers.

Review of land use plans and zoning ordinances can have a variety of impacts if changes result from the review. The most likely recommendations of a review oriented to a scenic highway program would involve prohibitions against building in such a manner as to block the view, and against the installation of signs in the viewshed. Such recommendations will meet citizen resistance from the owner whose use rights are restricted and from the commercial community that benefits from billboard advertising. Social friction over the issue of property rights versus community rights may arise.

Scenic Highway Element Recommendations

Recommendation #1: The City of Trinidad should indicate to the county whether it is interested in the official designation of Highway 101 as a State Scenic Highway and whether it will consider adopting the necessary corridor protection program for the portion of the corridor under its jurisdiction.

Recommendation #2: The City of Trinidad should support efforts to better inform tourists of local scenic opportunities. If attracting more tourism is not considered desirable, such efforts could concentrate on provision of information

on locally distributed maps, installation of a map sign at the entrance to the city, or other similar means of informing those who are already in the community. If promotion of tourism is desirable, development of a scenic route signing program in cooperation with the county could be considered in conjunction with other promotional efforts.

Recommendation #3: The city should assign special maintenance priority to scenic roads under its control and request that the county do the same. If the road is narrow and winding, signs advising drivers of these conditions should be posted at the beginning of the route. Centerline striping, road edge markers, warning signs, adequate paving width and frequent turn outs should be provided to make these roads as safe as possible for visitors. These routes could also be designated as bicycle routes.

Recommendation #4: The possibility of providing scenic vista points along Trinidad Scenic Drive should be studied. The city should continue its efforts to provide turn outs along Edwards Street for those wishing to stop momentarily to enjoy the view. The city should continue to cooperate with the owner of the marina in efforts to improve traffic circulation and increase parking in the marina area.

Recommendation #5: The Trinidad Planning Commission should review the existing zoning ordinance height limitations for structures permitted on vacant view property along Edwards Street and the road down to the boat basin. The intent of the review should be to allow compatible development while protecting existing views as much as possible.

Recommendation #6: Whenever land use changes are proposed adjacent to recognized scenic routes, or when these roads are improved the city should give careful consideration to the scenic route standards and criteria contained herein and request similar consideration by the county in the county's portion of the planning area.

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TRINIDAD
GENERAL PLAN PROJECT

Environmental Conditions and Constraints

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ENVIRONMENTAL CONDITIONS AND CONSTRAINTS IN THE TRINIDAD PLANNING AREA

The purpose of this report is to provide necessary background information on the physical and biological environment for the development of the Trinidad area General Plan. A subsequent General Plan report will interrelate the environmental conditions and constraints identified here with economic, social, and infrastructure factors, and evaluate alternative activities and development patterns that are compatible with the identified environmental limitations.

The natural environment imposes constraints on land suitability for human uses. These constraints include physical forces (earthquakes, tsunamis, floods, etc.) that must be respected, and delicate systems (streams, slopes, vegetation, wildlife) that require careful planning to avoid overtaxing them. This report identifies and locates these environmental factors and assesses their potential effects on human activities and development in the Trinidad area. A short history of the area and a list of historical sites are included. These sites are, with one exception, natural areas that could be adversely affected if nearby development is not carefully planned.

Various sources have been used to gather the data presented here. The existing Trinidad General Plan elements were used as a starting point and were updated and expanded to dover the larger planning area. Experts in various fields were consulted for technical assistance. Library and agency research uncovered data from previous studies and surveys.

The level of detail in mapping the data is sufficient for planning purposes only. Where severe environmental limitations exist, the maps will be used to define areas where development will be very restricted. In areas with moderate limitations, the conditions are

variable and site-specific investigations will be needed to determine the capabilities and limitations of the land.

The report has been divided into two parts. Part I discusses the environmental constraints found in the planning area. Part II provides technical background data on environmental conditions that are acting as constraints and also includes some general environmental information that is of general interest.

1. GEOLOGIC CONSTRAINTS

A. SEISMIC ACTIVITY

Geologic Faults which Affect the Planning Area

Geologic faults within and adjacent to the planning area include the Kerr Ranch Schist/Franciscan Fault, the Korbel Fault (just to the east of the planning area), and the probable northwest offshore extensions of the Falor Fault (leaves coast at Dow's Prairie) and the Freshwater Fault (leaves coast near Mad River Mouth), which are inferred to pass about 3/4 and 4 miles west of Trinidad Head respectively. A small fault has been identified at College Cove.

The Korbel and Falor Faults are the only ones considered active. The 1954 earthquake which caused considerable damage in Eureka is believed to have originated on the Korbel-Falor system where the two faults are essentially part of one fault zone near Blue Lake. The College Cove fault shows evidence of recent activity but the significance of this fault is not known. Plate 4 shows the location of faults within and immediately adjacent to the Trinidad planning area.[1]

In addition to the local faults, the western portions of Humboldt County, and adjoining offshore areas, are regions of moderate to high seismicity. The only historically known surface rupture associated with a fault in Humboldt County was in 1906 along the San Andreas Fault in southern Humboldt County, at Shelter Cove and Upper Mattole. The frequent earthquakes south and southwest of Ferndale are taken to indicate modern activity along the Cape Mendocino-False Cape shear zone. Elsewhere in the area no faults can be demonstrated to be unequivocally active, but several should be viewed with considerable suspicion. These

[1] A copy of the geologic work map is on file with the city clerk.

include the Grogan fault zone, the Little Salmon-Yager fault zone, and the Mattole shear zone.

Maximum Probable Earthquake[1]

The approach identified in the existing General Plan Seismic Element has been used to estimate the maximum probable earthquake (the strongest earthquake likely to occur on a given major fault during any 100-year period). The magnitude of such an event is estimated at 8.0 (Richter scale) on the southern segment of the San Andreas fault and 7.3 on the other three fault zones in the southern Humboldt County seismic area. The five faults in the northern Humboldt County seismic area are estimated at 6.4 for the maximum probable event.

From the estimates of magnitude it is possible to predict the maximum and repeatable strong bedrock acceleration that would be felt in the Trinidad planning area from any of the faults (see Table 1). The maximum bedrock acceleration estimates range from .05 g to 1 g.[2] Higher intensities would be expected in areas underlain by river alluvium, unstable landslide terrain or fill. The higher figures are attributable to the proximity of the Freshwater Fault zone, four miles southwest of the planning area, the Korbel Fault, near the eastern boundary of the planning area, and the Falor Fault, 3/4 mile to the west.

Earthquake Hazards

The repeatable ground acceleration estimate is the factor engineers include in their structural design considerations. A

[1] This information is an update of the existing General Plan Seismic Element.

[2] %g is the instantaneous acceleration in any direction imparted to bedrock by the seismic shock wave. It is related numerically to the acceleration impacted to a freely falling object by the pull of gravity.

formula in the Building Code determines how much building weight should be considered in the foundation design, anchoring, and wall reinforcement. The minimum acceleration factor in the Building Code is .1. For a masonry building this means that the design must account for 1.13 times the building weight.

Acceleration factors were analyzed during the development of the Seismic Safety Element; it was determined at that time that the present Uniform Building Code factor of .1 was adequate for all structures except masonry structures which should be designed using a .15 acceleration factor.

B. SLOPE INSTABILITY

Slope instability is one of the most serious geologic hazards in the Trinidad planning area. The Franciscan shale and rubble exposed on the sea cliffs and stream canyon sides and the immediately overlying terrace deposits are the most susceptible to slope failures which take the form of slumping, sliding, debris flows, or rock avalanches.

The main causes of slope instability are interactions of the geologic nature of the area, man's activities, and the effects of water. The sea and, to a lesser extent, the streams undercut the cliff bases where the softer Franciscan material (clay and rock debris) is exposed. The upper slopes are then unsupported and move downward. Water percolating into terrace deposits or existing slides adds weight, decreases shear strength, and may cause expansion of clays, all of which contribute to initiating or accelerating slope failure. This water may be from rain runoff or from human sources such as septic tanks or gardens. A slope may fail from excavations in its face or margins or if it is overloaded by structures at the top. A moderate or strong earthquake can trigger mass movement of material on slopes that are otherwise stable. Steep slopes and high water content favor such failure.

Areas of Severe and Moderate Geologic Limitations have been identified on Plate 4. Areas of severe limitations are presently

known to be unstable and are not suitable for development of structures, roads or underground utility systems. Existing vegetation and soil conditions, should not be altered by man. Areas of moderate limitations are potentially unstable or experience localized instability. These areas should be investigated on a project by project basis to determine the extent of the limitations.

Areas of Severe and Moderate Geologic Limitations should be included in the Seismic Safety and Safety Element, and policies should be developed to restrict activity in these areas.

Areas of severe limitations can be classified as open space. These areas are located along the sea cliffs and along five creek channels. By retaining them as open space, residents would be protected from building in hazardous locations; and, the integrity of the streams would be maintained.

C. TSUNAMI HAZARDS

Tsunamis (incorrectly called "tidal waves") are ocean waves caused by a shock generally occurring beneath the ocean. In the open sea, tsunamis are scarcely perceptible but when the energy reaches a coast the waves become more noticeable. Their development at the shoreline is frequently signalled by a withdrawal of water followed by a relatively rapid run up onto the land. The effects are accentuated in confined bays and estuaries, with water "building up" to form relatively high waves. The potential for devastation in these places is generally greater than along a broad open coast, where the upward movement of water is generally more like a rapidly rising tide. For a single tsunami, a series of withdrawals and run ups may occur as was the case at Crescent City in 1964.

In the Trinidad area, residents reported probable tsunamis at Clam Beach around 1906 and again in the late 1950's. In the 1964 tsunami (March 28) water rose to an estimated height

of 17.5 feet above Mean Lower Low Water (MLLW) at the Trinidad Pier, a surprisingly high elevation considering that the highest wave occurring at Crescent City in the same event was not a great deal higher--about 21 feet. No destruction was reported in Trinidad Bay, perhaps because of the absence of inhabited structures below the 20 foot contour line.

The California Division of Mines and Geology rates the tsunami risk for Trinidad Bay and immediately adjacent shoreline as "moderate potential damage from high water and swift currents (with) high recurrence." For the Clam Beach area the risk is considered to be "low damage potential, but potentially unsafe during tsunami alert."

The evidence available suggests that tsunamis will occasionally develop in Trinidad Bay and that they are capable of reaching elevations of from 18 to 20 feet above MLLW. Although there is no record of destruction or loss of life from a tsunami in Trinidad Bay, it is highly advisable that no housing structure be permitted below 20 feet above MLLW. Essentially the same criteria should be used for all of the coastline in the planning area.

2. SOIL CONSTRAINTS

Soil scientists classify soils into distinct units called series. A series is a group of soils with similar characteristics; these are the units described on soil maps. There are 13 soils series in the planning area. A map delineating the extent of each was used to identify areas with limitations on development and areas of high soil productivity.[1]

A. PRIME TIMBER SOILS

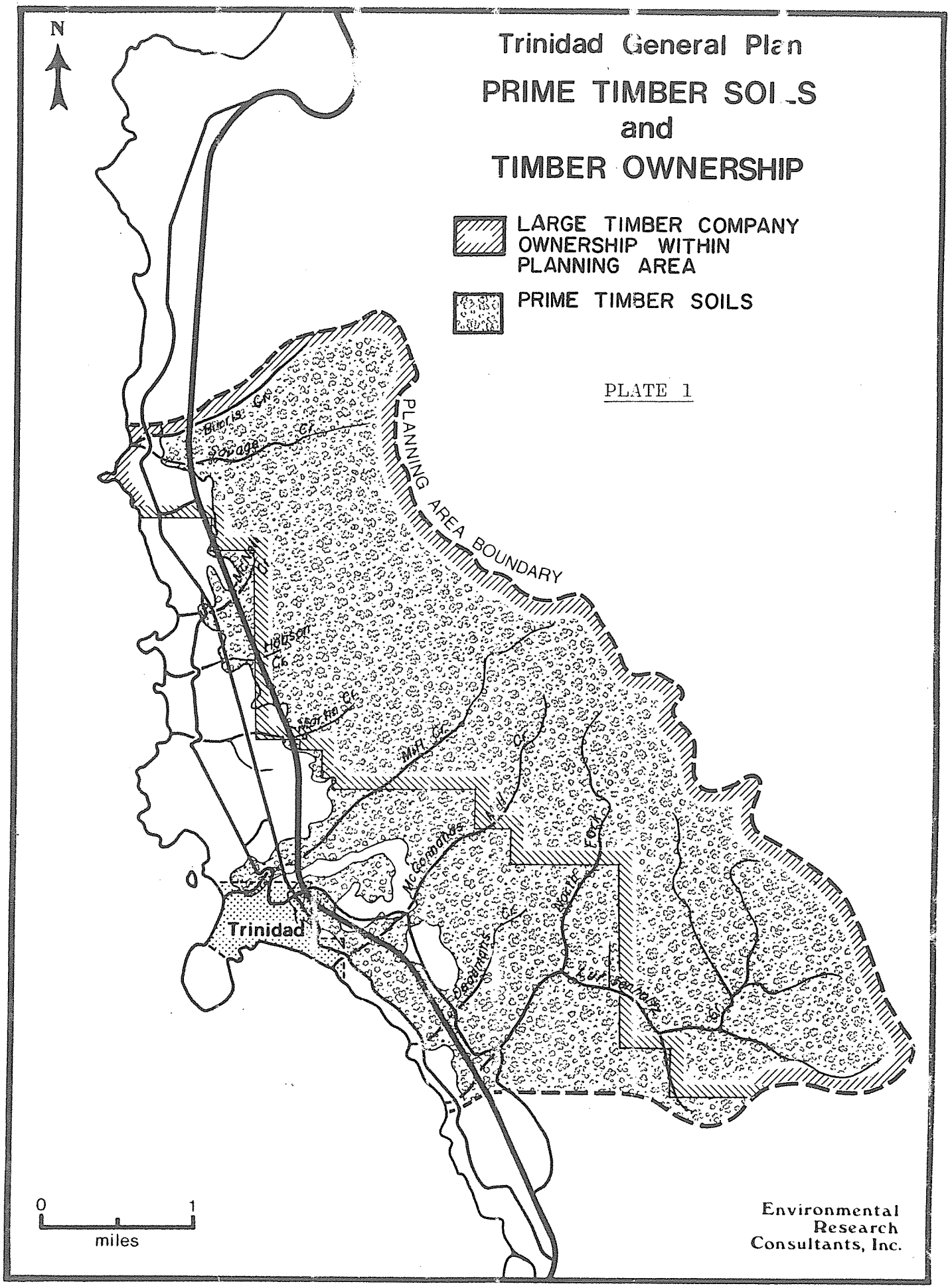
Most of the soils in the Trinidad area are rated as prime soils for timber production. These prime timber soils are shown along with large timber company ownerships on Plate 1. Since the timber industry represents a major factor in the regional economy, policies in the Open Space and Conservation Element protect the productivity of forest lands where they have not already been divided for development.

B. CONSTRUCTION LIMITATIONS

Each of the soils series has been evaluated to determine its capability for septic tank filter fields and for its support and shrink-swell characteristics. Table 1 lists those series which have moderate or severe limitations in these three categories. Soil series not listed have slight limitations, if any.

Soils with moderate or severe soil pressure characteristics may not support a structure without special foundation design. Soils with moderate or severe shrink-swell characteristics are clays that swell when wet and shrink when dry. This fluctuation can damage structural foundations, roads, etc. Although these problems can be of immediate concern in the design and construction

[1] The soils series found in the planning area are identified on a soils work map which is on file with the city clerk.


N
Trinidad General Plan
PRIME TIMBER SOILS
and
TIMBER OWNERSHIP
LARGE TIMBER COMPANY OWNERSHIP WITHIN PLANNING AREA
PRIME TIMBER SOILS
PLATE 1
PLANNING AREA BOUNDARY
Trinidad
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miles
Environmental Research Consultants, Inc.

TABLE 1

SOIL SERIES WITH LIMITATIONS

	Degree of Limitation	
	Moderate	Severe
Septic tank leach field	Hookton-Rohnerville	Atwell Larabee Mendocino Hugo Caspar variant
Soil pressure	Atwell Larabee Mendocino Hugo Hookton-Rohnerville	
Shrink-swell behavior	Larabee Hugo Hookton-Rohnerville	Atwell Mendocino

of structures, most sites offer alternative locations for structures; re-design of the structure can also mitigate the problem.

Septic tank soil limitations are of more critical concern because failing systems can represent a health hazard to many people. Land division and development patterns must be adjusted to provide sufficient leaching area. Soils with septic tank limitations are often the same soils that have pressure and shrink-swell problems. Tailoring development to septic tank requirements means lower density development; the frequency of soil pressure and shrinking and swelling problems are correspondingly reduced.

Limitation ratings for a soil series septic tank capability are based on factors such as slope, permeability, percolation rate, soil drainage, overflow or flooding potential, and depth to bedrock. Where bedrock is close to the surface (e.g. along the coastal bluffs) septic tank effluent can move down through the soil and terrace deposits, contact the impermeable bedrock, and move horizontally to appear in road cuts or along cliff faces. The Geologic and Soil Limitations map (Plate 4) identifies areas with moderate or severe septic tank limitations.

C. LANDSLIDES AND EROSION

Atwell soils are particularly susceptible to landslides due to an underlying layer of blue clay. Large-scale disruption of vegetation on steep hillside Hely soils can cause serious erosion problems. Since erosion and landsliding are basically geologic processes, Atwell soils and steep slopes in Hely soils are classified as moderate geologic hazard areas on the Geologic Limitations map (Plate 4). These areas should be designated for rural residential or agricultural uses.

3. BIOLOGICALLY SIGNIFICANT AREAS

The Trinidad planning area contains a variety of biological communities composed of interrelated vegetational and wildlife species. These communities represent commercial, recreational, and aesthetic resources and are essential to continued economic productivity. Some of these communities contain rare or uncommon plant and animal species, others are especially sensitive to uncontrolled human intrusion. Plate 2 shows biologically significant sites including the location of several rare plants.

The intertidal zone along the coast of Trinidad supports a rich and diverse collection of marine organisms. The accessibility and high diversity of intertidal marine life make this an ideal area for the study of marine biology. Student projects and master's theses at Humboldt State University are often centered around studies conducted on marine intertidal life near Trinidad. Additionally, organisms are frequently collected from the intertidal zone for teaching and research purposes at Humboldt State University Marine Laboratory.

Kelp beds north of Trinidad Head have been designated an "Area of Biological Significance" by the North Coast Regional Water Quality Control Board. Bull Kelp, *Nereocystis luetkenana*, is the dominant alga in these beds. Both unique and common fishes inhabit these kelp beds, using the massive kelp canopy as a source of food and shelter. Similarly, the holdfast, or base, of each kelp plant provides a unique habitat for a rich micro-invertebrate community.

Policies will be included in the General Plan to protect Biologically Significant Areas.

4. HISTORY

A. TSURAI

Anthropologists estimate that the Indian town Tsurai was founded on Trinidad Bay in 1620 by members of the Yurok Tribe. Its written historical record began with accounts from journals and diaries of the Spanish explorers, including Captain George Vancouver in 1793, landed at Tsurai to take on food and water and to observe the hospitable Indians.

The explorers were followed, in the early 1800's, by fur traders. During this period Trinidad Bay was a favorite haunt of the sea otter and the southern limit of the otter trade. Russian ships and Boston ships under Russian contract traded with the friendly Yurok Village or landed Aleutian hunters to gather otter and other fur bearing animals. By 1812 the sea otter populations had been depleted to the point where it was no longer profitable to hunt them. For a short time, Tsurai lapsed into a peaceful quiet.

The discovery of gold in California in 1849 brought Tsurai back into the surge of white exploitation once again. In the winter of 1849 a party of miners led by Josiah Gregg traveled from Weaverville to the coast in search of a port of entry for the Trinity miners. They stopped for two days at Tsurai before making their way overland to San Francisco. On April 10, 1850 the brig Isabel arrived in Trinidad Bay. Her Captain, R. W. Warner, immediately laid out a town. By July of 1850 the population had reached 300.

Tsurai was surrounded by the whiteman's Trinidad. Since Tsurai avoided participation in the Northwest Indian Wars of 1850-1865, it was spared from violent devastation; but it

gradually declined until 1916 when the last native resident died.

B. TRINIDAD

Trinidad's rise and peak were meteoric. The 300 population of early 1851 grew to 3,000 by the end of the year. Trinidad was the supply center for the gold fields along the Klamath, the Salmon and lower Trinity and Gold Bluffs Beach. Trinidad was also named the county seat of Klamath County in 1851, and remained so until 1854. Lumber quickly supplemented gold as the main stay of the local economy and in 1852, when the city was incorporated, Trinidad had its first sawmill and its first collector of customs for the port of Trinidad. Lumber, and later shingles, were manufactured in Trinidad; but the towns on Humboldt Bay had better harbors and quickly surpassed Trinidad. A last attempt to establish industry in Trinidad was made by the California Sea Products Company; but their whaling station was not successful and Trinidad's glory years had passed. In 1912 its population stood at 100.

None of the buildings constructed in Trinidad during the 1850's and 1860's exist today. Most of the old buildings had been destroyed by fire before 1900. The last of the landmarks, the Trinidad Hotel, burned in 1953. Several homes constructed after 1870 still remain although they have been extensively remodeled. The oldest structure is the Holy Trinity Church, founded in 1873.

In 1946 the Hallmark family purchased the lands around the harbor and constructed a fishing peir. The fishing industry and sport fishing have continued to increase. In 1946 there were only 20 residences remaining in the city. Since then a few residences have been constructed each year until today there are about 150 dwelling units in the city, mostly occupied by retirees and workers with administration positions in Eureka and Arcata.

C. HISTORIC SITES

Tsurai Village

The Tsurai Village is located beneath the bluff to the south of Trinidad. It was occupied continuously for approximately 300 years, from 1620 until 1916 by members of the Yurok Tribe. Plans are underway to acquire the property and reconstruct a replica of the village as an historical attraction.

Trinidad Head

On June 9, 1775 Captain Bruno Haceta and Captain Juan Bodego landed at Trinidad Bay and took possession of the country in the name of the Spanish King. They erected a cross on the head bearing the inscription in Spanish, "Charles the Third by grace of God, King of Spain."

Holy Trinity Church

Constructed in 1873 on a small plot of land at the corner of Hector and Parker the church was used for monthly services until the turn of the century. The building gradually fell into disrepair. In 1955 the church was restored retaining as much of the original flavor as possible.

Trinidad Cemetery

The cemetery is located on the east side of Stagecoach Road immediately south of the city limits. The last resident of Tsurai is buried there and some of the grave stones are dated in the late 1800's.

5. WATER SUPPLIES

The Trinidad planning area is 13.4 square miles in area and is drained by nine major creeks (see Plate 3). All are perennial (year-round) streams with stream flows greatly reduced by the end of summer.

The total water yield of a stream basin includes both surface flow and groundwater flow. By subtracting evaporative losses from the total precipitation, the water yield can be calculated. No data are available for evaporative loss from the Trinidad area but assumptions based on comparative data from other areas can be made. Table 2 lists the streams, their watershed areas, their lengths, and their calculated water yields in acre-feet (one acre-foot is the volume of water required to cover one acre to a depth of one foot).

Luffenholtz Creek provides the water supply for Trinidad. The quality of its water is checked periodically. Bacterial counts are high enough that the water requires disinfection (chlorination). Turbidity is high in the winter and the water is slightly colored. The water is soft; iron is the only mineral present in high concentrations.

Water quality data for the other eight streams are very limited. Because many of these streams are being used as a source of domestic supply by individual property owners tests were conducted to determine bacterial counts. Table 3 presents the results and the results of a previous sample in Mill Creek.

Springs are common at exposed interfaces of the terrace deposits and the underlying Franciscan rock. These springs are caused when downward percolating groundwater in the terrace deposit encounters relatively impermeable Franciscan rocks. It is diverted laterally and emerges at the nearest slope.

TABLE 2

STREAM HYDROLOGIC CHARACTERISTICS

Stream	Watershed Area (mi^2)	Stream Length (mi)	Calculated Water Yield (acre-feet)
Burris Creek	0.8	1.8	1500
Savage Creek	1.1	1.7	2100
McNeil Creek	0.4	0.6	650
Hobson Creek	0.5	1.0	970
Martin Creek	1.3	1.5	2500
Mill Creek	1.4	3.0	2600
McConnahas Mill Creek	1.2	2.3	2300
Deadmans Creek	0.6	1.3	1100
Luffenholtz Creek	4.1	9.6	7600

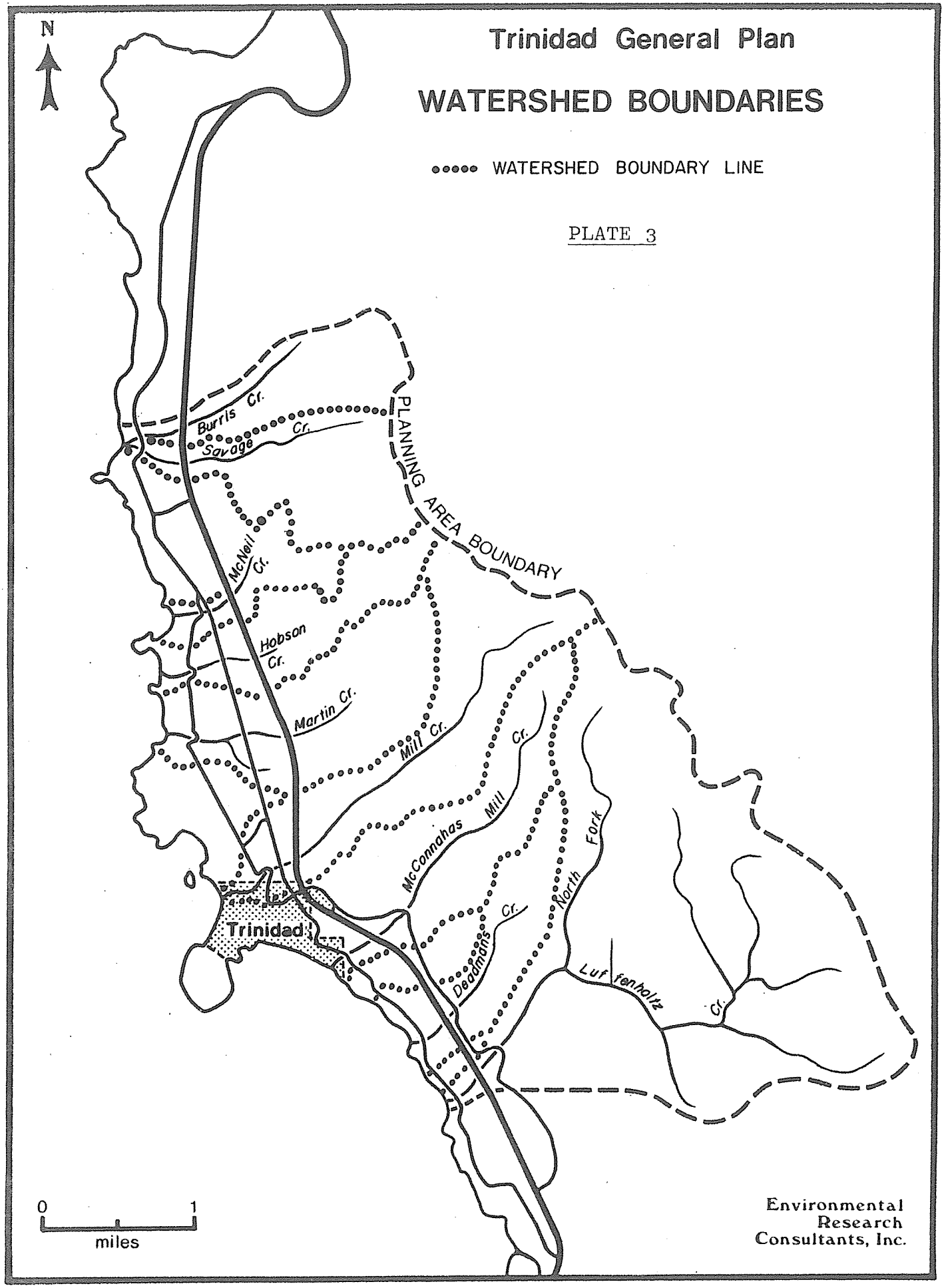

N
Trinidad General Plan
WATERSHED BOUNDARIES
WATERSHED BOUNDARY LINE
PLATE 3
Burris Cr.
Savage Cr.
PLANNING AREA BOUNDARY
McNeil Cr.
Hobson Cr.
Martin Cr.
Mill Cr.
McConnahas Mill Cr.
North Fork
Trinidad
Deadmans Cr.
Luffenholtz Cr.
0
1
miles
Environmental Research Consultants, Inc.

TABLE 3

BACTERIAL WATER SAMPLE DATA

Sampling Site	MPN*/100 milliliters	
1. Luffenholtz Creek[†]		49
2. Deadman Creek[†]		26
3. McConnahas Mill Creek[†]		11
4. Parker Creek		>1609
5. Near the Tsurai village site		240
6. Mill Creek[Ω]	700[J]	130
above reservoir	32[J]	
east of Highway 101	700[J]	
7. Martin Creek[Ω]		542
8. Hobson Creek[Ω]		109
9. McNeil Creek[Ω]		33
Base of bluff around Trinidad:		
10. West of HSU Marine Laboratory		348
11. Below the foot of Hector Street		>1609
12. Below the foot of Galindo St.		340

[†] Taken at Scenic Drive

[Ω] Taken at Stagecoach Road

* MPN - Most Probable Number, a standard index of coliform bacterial content

[J] Samples taken by Coastal Commission staff

Note: Humboldt County Health Dept. suggests that if a sample has greater than 240 MPN/100 mi (total coliform), the source of bacteria should be identified to avoid a health hazard.

A number of these springs are used for domestic water supply. However, none of the springs appear to have sufficient volume to serve large numbers of people.

The presence of groundwater in terrace deposits is demonstrated by springs issuing from them, by the moist condition of some exposed layers, and by direct observation of seepage into wells. It is difficult to generalize on the supply capability of groundwater in the terrace deposits. In one area a number of holes have been drilled in terrace deposits to Franciscan bedrock without encountering water. Nearby, two holes through about 12 feet of terrace deposit into Franciscan crushed shale (clay) resulted in sufficient slow seepage from the terrace deposit to provide a permanent water supply for a number of residences. In general, it appears that the terrace deposits are permeable downward to the Franciscan contact but well developed aquifers or individual water-bearing strata within the deposits are rare. However, some groundwater is being obtained from the terrace deposits for residential use where conditions (permeability, bedrock type, thickness, etc.) are favorable.

6. COMMERCIAL FOOD PRODUCTION

A. FISHERIES

Nearshore waters along the Northern California coast are a highly productive food resource. Nutrients surfacing with upwelled waters promote the growth of marine phytoplankton, microscopic plants which form the base of a complex marine food web that ultimately includes many commercially important fishes. The phytoplankton are known as primary producers. Herbivorous zooplankton, or primary consumers, graze on the living phytoplankton, and, in turn, are eaten by carnivorous zooplankton and small fishes, or secondary consumers. These organisms are then consumed by larger fishes, and so forth. Phytoplankton, zooplankton, fishes that die and sink to the bottom, and decaying matter on the ocean floor provide a food base for the benthic fauna, composed of scavengers and detritus feeders such as clams, crabs, and a fully developed community of micro-organisms. Benthic fauna constitute a major source of food for demersal fishes, many of which are commercially important.

Dungeness crab and king and silver salmon are the major commercial fisheries for Trinidad. During the ten year period from 1964 to 1973, 3,594,961 pounds of dungeness crab having a wholesale value of over $871,000 were landed at Trinidad. During the same period 1,130,141 pounds of salmon grossed $607,740 for the port. Nearly ten percent of all dungeness crab and over five percent of all salmon landed in Humboldt County are landed at Trinidad.

Although other commercial fishes contribute insignificantly to Trinidad's commercial landings, many are fished in the area and landed at Eureka or Field's Landing. During 1973, 1,155,913 pounds of commercial finfish were harvested by drag boats operating offshore of Trinidad.

The importance of nearshore waters to commercial fisheries cannot be overemphasized. Almost 100% of the starry flounder, 75% of the Pacific sanddab, 15% of the English sole, and 10% of the rockfish and lingcod marketed in Humboldt County are caught in waters between 25 and 40 fathoms. Additionally, juveniles of many of these species inhabit nearshore areas, moving into deeper water as adults. Sportfishing from shore, as well as from skiffs, constitutes an important use of nearshore waters. Major groups of fish and shellfish taken by shore fishermen are rockfishes, kelp greenling, lingcod, surfperch, sculpin, flatfish, surf smelt, dungeness crab, littleneck clams, and mussels. Much of the local skiff fishery is aimed at king and silver salmon.

B. AGRICULTURE

A few small areas north of Trinidad and a larger area in the Luffenholtz Creek watershed are used as pasture for cattle. Even though these areas are not significant in terms of size or production, they are a source of potential food.

PART II

Supplemental Data on Environmental Conditions

GEOLOGY

GENERAL GEOLOGY

The Trinidad planning area is a multi-terraced area, bordered by a rugged marine coastline on the west and an unnamed 1391 foot ridge on the east. At least five terraces rise progressively in elevation eastward (140-180', 200-240', 280-320', 420-480' and 600-800'). Each of the terraces is composed of deposits of consolidated sand, clayey sand and gravel which in this report are collectively designated terrace deposits.

Bedrock Formations

The terrace deposits rest on two bedrock formations; the Franciscan Formation and the Kerr Ranch Schist. The Franciscan Formation consists of sandstone, shale, conglomerate, chert, volcanic and granitic rocks, serpentinite and metamorphic rocks. It is evident in coastal cliffs, deep canyons, isolated rock pinnacles (probably the inland equivalent of "sea stacks") and steep slopes separating terraces.

The Franciscan Formation has been extensively crushed, sheared, and dislocated by earlier geologic movements. Only the hardest rocks (sandstones, cherts, volcanics, etc.) have remained as solid rock and even these have been reduced to rubble in places. Shale in the Franciscan Formation has been so pulverized that it has been converted in many places to highly unstable and erodable clayey masses (the so-called "blue clay"). The present irregular and serrated coastline is essentially the product of erosion working against the mixture of Franciscan rocks. The headlands and promontories are formed of the harder rocks while bays and coves reveal substantial amounts of easily erodable clay and rubble.

The Kerr Ranch Schist crops out mainly on the ridge along the planning area's eastern boundary, but is also exposed by cuts into

the terrace deposits along A-Line Road. This information consists mainly of low-grade schist phyllite and slate with minor amounts of igneous rocks and some serpentinite. The contact between the Franciscan and Kerr Ranch Schist is apparently a fault, most of which is concealed by the terrace deposits.

Geologic History

The Franciscan and Kerr Ranch Schist bedrock formations, which also form much of the basement rocks of the northern Coast Ranges of California, originated perhaps 60-90 million years ago and were extensively deformed and faulted soon thereafter in movements which affected all of California. From that time, up to the last 1-2 million years or so, the geological history of the Trinidad area is virtually unknown because no rock deposits of intervening age have been found by which that history could be interpreted. During this interval the Trinidad area may have remained essentially mountainous or it may have alternated between being above and below sea level.

During the last several million years, the Trinidad area, as a block, appears to have been elevated in stages. Erosion and deposition at each stage have produced irregular bedrock topography and terrace deposits. At some point in time the bedrock formations of the Big Lagoon and the Dow's Prairie-McKinleyville areas stood at lower elevations than the intervening "Trinidad block". During this period these areas accumulated greater thicknesses of sand and gravel deposits than did the adjacent "Trinidad block". Subsequent broad scale uplift of the coastal region as a whole was evidently not sufficient to bring bedrock of the Big Lagoon and McKinleyville areas to the present sea level, although it did so in the Trinidad area. The present surf has cut deeply into the thick deposits of the Big Lagoon and McKinleyville areas producing generally straight coastlines bordered by sandy beaches. In the Trinidad area, the surf has encountered much more resistant Franciscan rocks so that a large blunt rocky headland has resulted.

Minerals

The Trinidad planning area is apparently not endowed with mineral resources such as gold, silver, manganese, chromite, etc., although it is possible some deposits may lie buried beneath the Quaternary Terrace deposits. Rock quarries, evidently located in "sea stack" areas have provided an important source for riprap and road materials. Soapstone has been reported in the planning area, but is rather rare. Agate and fossilized wood are collected along the Trinidad coast. Jade has not been collected in the planning area, but it may exist there.

Seismic Hazards

The adopted seismic safety element and the section on geologic constraints discuss seismic hazards in the planning area. Table 4 incorporates updated information used in the preparation of the General Plan.

TABLE 4. SEISMIC HAZARDS

	Southern Seismic Area				Northern Seismic Area				
	San Andreas Fault (South)	San Andreas Fault (North)	Mattole Shear Zone	Cape Mendocino-False Cape Shear Zone	Little Salmon-Yager Shear Zone	Freshwater Fault Zone	Korbel Fault	Grogan Fault Zone	Falor Fault
State of seismicity of fault: Active (A) or Potentially Active (PA)	A	A	PA	A	PA	PA	A	PA	A
Estimated maximum probable earthquake (Richter magnitude) in 100-year interval	8.0	7.3	7.3	7.3	6.4	6.4	6.4	6.4	6.4
Minimum distance from center of planning area to surface trace of fault or fault zone (in miles)	71	55	47	40	16	4	4	12	1
Estimated maximum bedrock acceleration (%g) at planning site for maximum probable earthquake in 100 years	.05	.10	.10	.12	.20	.48	.48	.26	
Repeatable strong bedrock acceleration (%g) in planning site for maximum probable earthquake in 100 years	.03	.07	.07	.08	.13	.31	.31	.17	.45
Duration of strong phase of shaking (in seconds)	34	27	27	27	17	17	17	17	17

CLIMATE

Marine climatological factors dominate the local weather patterns. High and low pressure systems over the ocean, moist marine air, ocean currents, and coastal topography all shape the climate. During the summer, a stable high pressure cell is situated off the coast of California. It is responsible for the prevailing northwesterly winds, the infrequency of storms, and (in conjunction with the summer's cool ocean currents) the summer fogs.

In winter the high pressure cell moves southwest and is replaced by a low pressure cell from the north. Air masses entering the area have a high moisture content and are fairly unstable with warmer air closest to the water. These factors result in vertical air movement, cooling the warm air and causing condensation of the moisture into low clouds and showers. This shower activity is increased as the air travels over the Coast Range.

There are no rain gauge stations within the Trinidad planning area. The closest ones are at the Arcata Airport, Patrick's Point State Park and Big Lagoon. The U. S. Weather Bureau has records in Eureka from 1935, but other records provide only recent data.

The number of rainy days per year at Arcata Airport and Patrick's Point are only slightly higher than at Eureka, but the total yearly rainfall is much higher (see Table 5). It rains harder in Trinidad than it does in Eureka, with the average rainfall being approximately 60 inches per year.

Storm frequency analysis predicts, from past records, the frequency with which a storm of a certain magnitude will be equaled or exceeded (i.e, a storm with a return period of 25 years will happen, on the average, once every 25 years). From another viewpoint, there is a 4% chance that it will happen in any given year. A storm is characterized by the duration of the rainfall. For example, during a 6-hour storm with a return period of 25 years

TABLE 5

PRECIPITATION

	Rainy Days per Year*	Inches of Rainfall per Year*
Eureka	107	39.5
Arcata Airport	121	46.6
Patrick's Point	116	70.5
Big Lagoon	not available	59.7

*Data for 1964-1968

From: Baca, Gregory. The distribution of precipitation in west-central Humboldt County. Humboldt State University Master's Thesis, 1970.

TABLE 6

PRECIPITATION FOR VARIOUS STORM RETURN PERIODS*

Return Period (years)	Storm Duration (hours)					
	1	2	3	6	12	24
2	0.6	0.8	1.0	1.7	2.7	3.7
5	0.7	1.0	1.2	2.1	3.2	5.2
10	0.8	1.1	1.4	2.3	3.7	5.5
25	0.9	1.1	1.6	2.7	4.2	6.7

* Values interpreted from isopluvial maps. (Nugent, R. Michael. Rainfall frequency in Humboldt County, California. Humboldt State University Master's Thesis, 1972).

about 2.7 inches of rain will fall in Trinidad. This information is used to design most small water-resource structures such as culverts or small dams. The design must consider the peak runoff rates that a structure will need to withstand during its economic or functional lifetime. Table 6 shows rainfall for various storm durations and return periods.

Temperature data are available for Eureka (1935 to 1974) and for the Humboldt State Marine Laboratory (1974 and 1975). The mean for 39 years of record at Eureka is 51.9°. For two years at Trinidad the mean temperature is 54.8°. The highest temperature recorded for Eureka is 85°, while Trinidad reached 86° once within a two year period. In 1974 the monthly means at Trinidad were about 3° higher than Eureka. The average daily range is about 10°. July mean maximums are in the 60's and January mean minimums are around 40°.

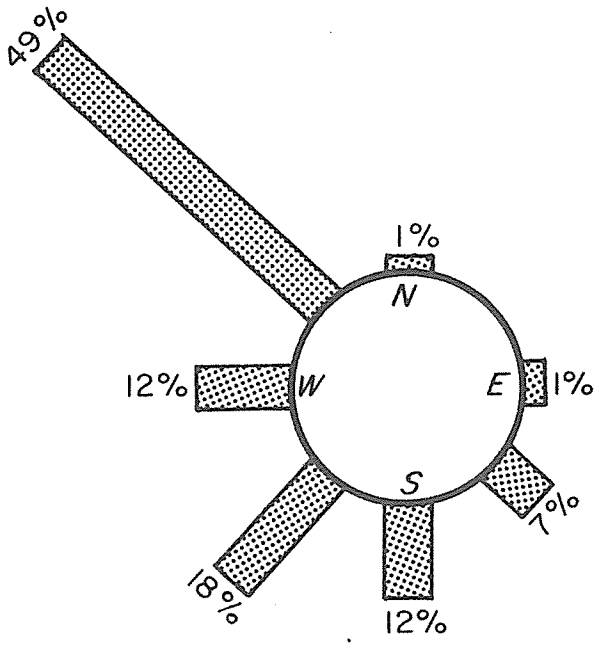
One practical application of temperature values is the calculation of heating and cooling degree days. With a base temperature of 65°, heating degree days are computed by multiplying the number of degrees below 65° by the number of days at that temperature and adding those values for the whole year, giving a measure of the total amount of heating required to reach 65°. Cooling degree days are calculated using degrees above 65°. Eureka has an average of 4420 heating degree days and only one cooling degree day per year.

In two years of Trinidad records 50% of the days were overcast or foggy (about the same as Eureka), but Trinidad had 41% clear days and Eureka only 21% (the remainder of the days are partly cloudy). Even though this data may be affected by the fact that readings are taken in Trinidad in the afternoon, the evidence suggests that Trinidad has noticeably more sunny days.

Winds are from the north and northwest during the summer. These winds generally come up in the afternoon as the fog is burning off. During the winter months, the prevailing wind direction is south and high velocity storm winds blow mainly from the south and southwest (see Figure 1 for an average annual directional wind distribution).

FIGURE 1

AVERAGE WIND DIRECTION AT TRINIDAD HEAD



Data are reduced from daily measurements taken by Humboldt State University Marine Laboratory staff from January 1974 through December 1975.

HYDROLOGY

The Trinidad planning area is 13.4 square miles in area, and is drained by nine major creeks. All are perennial (year-round) streams with streamflows greatly reduced by the end of summer. They flow west and southwest through deep canyons and gulches, across a series of relatively flat terraces separated by steeper slopes. Areas not included in these nine watersheds are drained directly into the ocean by intermittent streams.

The total water yield of a stream basin includes both surface flow and groundwater flow. By subtracting evaporative losses from the total precipitation, the water yield can be calculated. No data are available for evaporative loss from the Trinidad area, but assumptions based on comparative data from other areas can be made. (See page).

Little information about stream flow rates is available. The miles of stream length per square mile of land (drainage density) gives an indication of the variability of flow. If drainage density is low, water from precipitation has to travel a long way to the streambed and the rise in stream water level is spread out over a long period of time. This results in lower flood peaks and less variability of flow. The opposite is true for watersheds with a high drainage density. The Trinidad area watersheds generally have high drainage densities and thus are quite variable in flow rates, both seasonally and in response to individual storms. Table 7 indicates the drainage density for the nine major streams.

Specific data are available for low flow periods on Luffenholtz Creek. In October, 1974 the flow was approximately 1.2 million gallons per day, and in September, 1975, it was 1 million gallons per day. The City of Trinidad removes about 100,000 gallons per day for its water system in the dry months, or about 10% of the total flow.

TABLE 7

DRAINAGE DENSITIES

Stream	Drainage Density (mi/mi^2)
Burris Creek	2.3
Savage Creek	1.5
McNeil Creek	1.8
Hobson Creek	2.0
Martin Creek	1.1
Mill Creek	2.2
McConnahas Mill Creek	1.9
Deadmans Creek	2.1
Luffenholtz Creek	2.3

TERRESTRIAL BIOLOGY

The Trinidad planning area contains a variety of biological communities composed of interrelated vegetational and wildlife species. These communities represent commercial, recreational and aesthetic resources and are essential to continued economic productivity. Some of these communities contain rare or uncommon plant and animal species, others are especially sensitive to uncontrolled human intrusion. Plate 3 shows biologically significant sites including the location of several rare plants.

COASTAL SCRUB

The coastal bluffs west of Scenic Drive support a well-developed North Coastal Scrub community. Plants common to this area are coyote brush, California blackberry, bush monkey-flower, cow parsnip and salal. Several unusual plants are found here: an Indian paintbrush, live-forever and stonecrop. Coastal Scrub is found on Trinidad Head where the growth is so dense that there are fewer species than on the bluffs. The western lily, *(Lillium occidentale)*, a rare plant that has been identified on Trinidad Head is within this vegetational type. Some of the offshore rocks also support small North Coastal Scrub communities.

These dense brush fields provide safe feeding, nesting and hiding places for a variety of animal species. Common mammals in the brush fields include foxes, raccoons, skunks, brush rabbits and numerous rodents. Birds are also found in abundance, with wrens, scrub jays, finches, and sparrows being most common. The brush fields also support a variety of salamanders and reptiles.

COASTAL PRAIRIE

The North Coastal Scrub intergrades with the Coastal Prairie on the open lands on the first terraces behind the coastal bluffs. Oatgrass, western bracken and buttercup are commonly found here. Tepona Point is an unusually good example of Coastal Prairie. Few

species have been introduced and the diversity of native plants is good. There is a small area of Coastal Prairie on Sotsin Point. A delicate species of *Romanzoffia* (a low perennial herb) is found here. North of Trinidad the Coastal Prairie is often in poor condition. Overusage by farm animals has caused erosion damage in some places and many of the native plants have been replaced by introduced weedy species such as the English plantain.

The Coastal Prairies provide feeding grounds for a variety of birds such as finches, sparrows, robins, meadow larks and hawks. Many species of small burrowing mammals inhabit the prairies; they include moles, meadow mice and gophers. These rodent populations provide a food source for raptors (hawks) and carnivorous mammals such as the grey fox.

REDWOOD FOREST

The Redwood Forest predominates at lower elevations in the planning area. Redwood and Douglas-fir grow in a dense, heavy forest with an understory of salal, coast rhododendron, redwood sorrel and sword fern. The local redwood forest has more red alder than is generally found. There are also stands of Sitka spruce and Grand fir along Stagecoach Road; and California's northern most stand of Bishop pine is interspersed in the redwood forest around Trinidad.

This forest type, at least in a relatively mature state, supports little animal life. Young growth redwoods and areas that are intermixed with fir and other tree types support a greater diversity of wildlife. Roosevelt elk and black tailed deer use the redwood forests, as do a number of small rodents. Both the marten and the river otter have been reported in the planning area. These two carnivorous mammals are protected by California law because extensive trapping has diminished their populations. Many birds such as osprey, woodpeckers, hawks, and herons use large mature trees or old snags for roosting, nesting, and feeding. The marbled murrelet,

an endangered species, is thought to nest in mature redwoods.

MIXED EVERGREEN FOREST

East of Trinidad at an elevation of about 600 feet, the Redwood Forest changes to Mixed Evergreen Forest. Tanoak and Douglas-fir are common to both forest types. The Mixed Evergreen Forest also contains madrone, giant chinquapin and California laurel. Douglas-fir becomes predominant as the forest moves up the eastern slopes. A large portion of this area has been logged, and regeneration has been slow. On south- and west-facing slopes, exposure increases and conditions change enough that seedlings cannot compete with brushy plants. Coyote brush, deer brush and blue-blossom have replaced the trees and are intermixed with the remaining understory. Louisiana-Pacific has experimented with clearing the brush and planting seedling trees. They have had some success with this approach, but it is expensive and has not been applied extensively.

Animal life is diverse in the Mixed Evergreen Forest due to the variety of vegetational types. One rare rodent, the cinnamon-colored red tree mouse *(Arborimus longicaudus)*, is a resident of this forest. It nests almost exclusively in Douglas-fir trees and lives on the needles. The population has been decimated by logging and continued logging without sufficient reforestation will increasingly endanger this species. Many birds inhabit this forest, including game birds such as grouse and quail and other species such as hawks, owls and kinglets. The southern bald eagle *(Haliaeetus leucocephalus)*, an endangered species, nests in the forest and is sometimes seen fishing in the surf around Trinidad.

FRESHWATER MARSHES

Freshwater marshes form in flat areas where there are seeps and springs. These can be found in the coastal prairies or in the forests. Around Trinidad they are generally poorly developed and have few species. Common plants of this vegetation type include sedge, rush and spikerush.

The rare bog clubmoss *(Lycopodium inundatum)* has been found south of Patrick's Point. It grows in seeps and bogs that contain saturated mud the year round. An exposure to sea breezes also seems to be a requirement. The bog clubmoss has not been reported in the planning area, but the necessary environmental conditions exist in the coastal prairies along Patrick's Point Drive and it is likely that this plant could be found in boggy places there. Another rare clubmoss, *L. clavatum,* is found on Mill Creek east of Highway 101. It has also been reported near Westhaven and is probably present in many of the moist areas between these two sites.

Freshwater marshes support a small variety of rodents, amphibians, and reptiles. These marshes support 171 regular bird species, more than any other local habitat.

RIPARIAN WOODLANDS

Riparian woodlands are concentrated in areas with considerable soil moisture, such as along streams and near seeps and springs. Common riparian plants are big-leaf maple, alder, willow, thimbleberry, salmonberry, elderberry. Although this vegetation type is not large in extent, it supports a very diverse fauna and protects the fresh-water stream habitat.

OFFSHORE ROCKS

The offshore rocks around Trinidad provide haul-out areas for several marine mammals. Stellar sea lions, California sea lions, harbor seals and an occasional elephant seal are seen. Table 8 lists the rocks on which they rest. See Plate 2 for locations of the rocks. Gray whales pass through the area on their migrations between North Pacific and Baja California.

TABLE 8

MARINE MAMMAL HAUL-OUT AREAS

Double Rock	Harbor seals
Blank Rock	Stellar and California sea lions
Flatiron Rock	California sea lions
Smaller rocks inside Flatiron Rock	Harbor seals
White Rock	Stellar sea lions

The offshore rocks and rocky headlands provide nesting and roosting sites for many sea birds. Nesting sites include bare rocks, natural crevices and caves, cliff ledges, and burrows in soil, marine deposits, and mats of vegetation. Table 9 lists the rocky areas and the birds that use them. The locations of the rocks are indicated on Plate 2. (The names of some rocks are not indicated on the U.S.G.S. quad maps and have been taken from a Master's Thesis done at Humboldt State University. Some are Indian names and some were coined by the author of the thesis).

One of the main nesting requirements for shore birds is an undisturbed habitat isolated from predators. Several rocks have good breeding habitat but they are close enough to shore that mammalian predators can reach them. Rats, domestic cats, and minks are very efficient predators on roosting birds, their eggs, and their young. Human visitors can have disastrous effects on breeding habitats by disturbing vegetation and crushing the nests of birds that burrow underground (puffins, petrels, auklets).

TABLE 9. MINIMUM NUMBER OF BREEDING PAIRS OF SEA BIRDS, HUMBOLDT COUNTY, CALIFORNIA, 1969-1970.*

Rock	Leach's Petrel	Fork-tailed Petrel	Double-crested Cormorant	Brandt's Cormorant	Pelagic Cormorant	Black Oystercatcher	Western Gull	Common Murre	Pigeon Guillemot	Cassin's Auklet	Tufted Puffin
1. Button Rock	b/	-	-	-	-	-	-	-	-	-	-
2. Split Rock	-	-	-	-	12	-	+	-	+	-	-
3. Cap Rock	-	-	-	-	-	1	1	-	-	-	-
4. Mr'rp Rock	-	-	-	-	10	-	-	-	-	-	-
5. Double Rock	-	-	-	-	2	-	-	-	10	-	-
6. Prisoner Rock	75	+	-	-	2	-	-	-	-	-	-
7. Pilot Rock	-	-	-	80	12	-	10	b/	1	-	-
8. Trinidad Head	-	-	-	-	99	-	-	-	20	-	-
9. Blank Rock	-	-	-	-	-	-	45	-	-	-	-
10. Flat-iron Rock	-	-	-	200	-	1	20	5200	1	-	1
11. Pewetole Island	-	-	-	-	-	c/	-	-	-	-	-
12. Little Pewetole Rock	-	-	-	-	2	-	-	-	-	-	-
13. Puffin Rock	-	-	-	-	4	1	-	-	6	-	3
14. Green Rock	+	3	-	38	2	1	22	20,000	3	2	5
15. Headlands north of Megwil Point	-	-	-	-	11	-	-	-	-	-	-
16. White Rock	-	-	12	-	31	-	5	600	-	-	+
17. Headlands and rocks from Beaver Head to Scotty Point	-	-	-	-	+	-	+	-	+	-	-

- Species unrecorded
+ Species present during breeding season and numbers unknown
a/ One nest present in 1965, unrecorded in 1969-1970
b/ Present in 1966-1969
c/ One nest present in 1965 and 1968, island not thoroughly searched other years, but resident pair present

* From Osborne, Timothy. Ecology and avian use of the coastal rocks of northern California. Humboldt State University Master's Thesis, 1972.

THE OCEAN ENVIRONMENT

OCEAN CURRENTS

Along the northern California coast there are three basic current seasons. From July to November, the southward flowing California Current governs nearshore current processes. This broad, slow, shallow current is a part of the North Pacific gyre, and is regulated by large scale weather systems. During the winter, from approximately November to February, a warm, saline current known as the Davidson current flows past the Trinidad area from south to north. This current is associated with a period of weak northerly winds, occurring in late autumn and early winter. From February to July there is a period when upwelling is the dominant nearshore pattern. During the upwelling season, the main ocean current flows from north to southwest, but the nearshore southward flowing surface waters are turned offshore by the prevailing northerly winds, and replaced by colder waters from below, usually from depths of about 300 feet. This replacement, known as upwelling, is important because of the surfacing of nutrients that support the abundant and diverse biology of the coastal waters. In July, upwelling diminishes and the southward flowing California Current predominates until November.

Although these three current systems are the most important determinants of nearshore current patterns, tides, wind, internal waves, irregularities of the ocean bottom, and coastal features such as capes, bays, and rivers modify the typical pattern. In the Trinidad area, specific studies of nearshore currents are limited. However, the interaction of the major currents with shoreline configurations such as Trinidad Head are generally predictable. For instance, currents, such as the California Current, that flow south along a west coast will create a counter clockwise gyre south of a coastal extension. In the midst of generally north-moving currents, such as the Davidson Current, south-moving counter currents have been noted

where a headland, cape or point protrudes into the coastal current. Also, upwelling is usually more intense south of coastal headlands.

Although Trinidad Head is a relatively small seaward extension, it probably causes some of these disturbances during the respective current seasons. The rate and intensity of water circulation in Trinidad Bay varies with each current season as well as with tides, freshwater runoff, and wave activity, but the direction is usually counter clockwise. The following three figures depict the expected major and nearshore current patterns in the planning area for each of the current seasons. The length of the directional arrows suggests the expected relative strength of the various current elements.

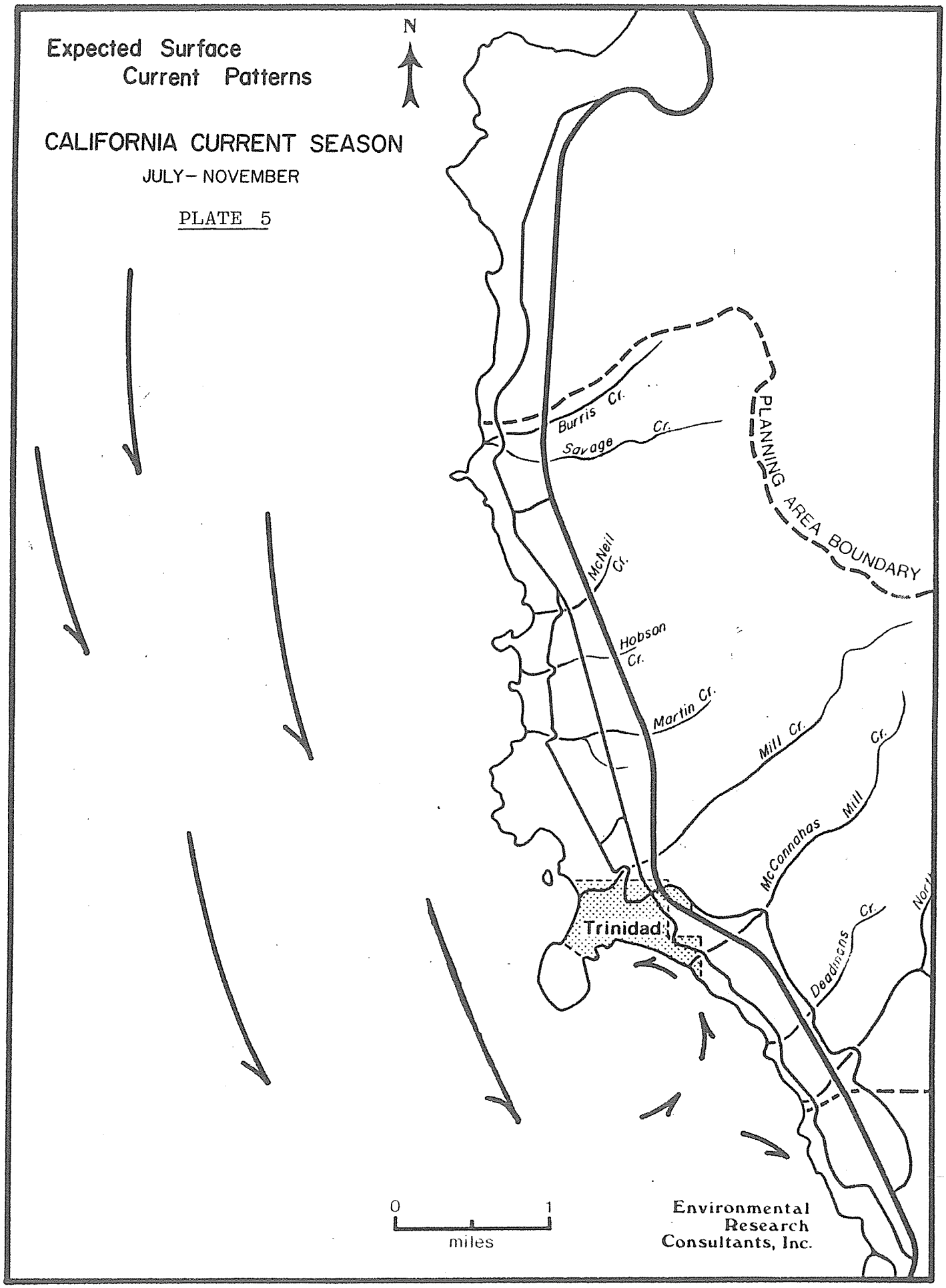
HYDROGRAPHIC CHARACTERISTICS

Wave height and direction have been estimated daily for the last few years by the staff of the Humboldt State University Marine Laboratory. The maximum height recorded from January 1974 to January 1976 was 9.0 feet, but most waves were less than 7.0 feet high. Wave height does not appear to be a function of wave direction. Waves associated with severe storm activity may reach heights greater than 20 feet (National Marine Consultants 1960).

Freshwater runoff is strongly reflected by surface salinity measurements, also taken daily by the Humboldt State University Marine Laboratory staff. Sea water normally has a salinity of 3.3 to 3.4%. During or shortly after major storms, surface salinity values for Trinidad Bay have dipped below 2.0%. The lower salinity values in the bay reflect either lower turbulence, or a slow turnover of water in the bay.

BOTTOM CHARACTERISTICS

The California coast near Trinidad can be classified as a receding coastline, where offshore transport of materials is greater than onshore deposition. A receding coastline is characterized by


Expected Surface
Current Patterns
CALIFORNIA CURRENT SEASON
JULY– NOVEMBER
PLATE 5
N
Burris Cr.
Savage Cr.
PLANNING AREA BOUNDARY
McNeil Cr.
Hobson Cr.
Martin Cr.
Mill Cr.
McConnahas Mill Cr.
Trinidad
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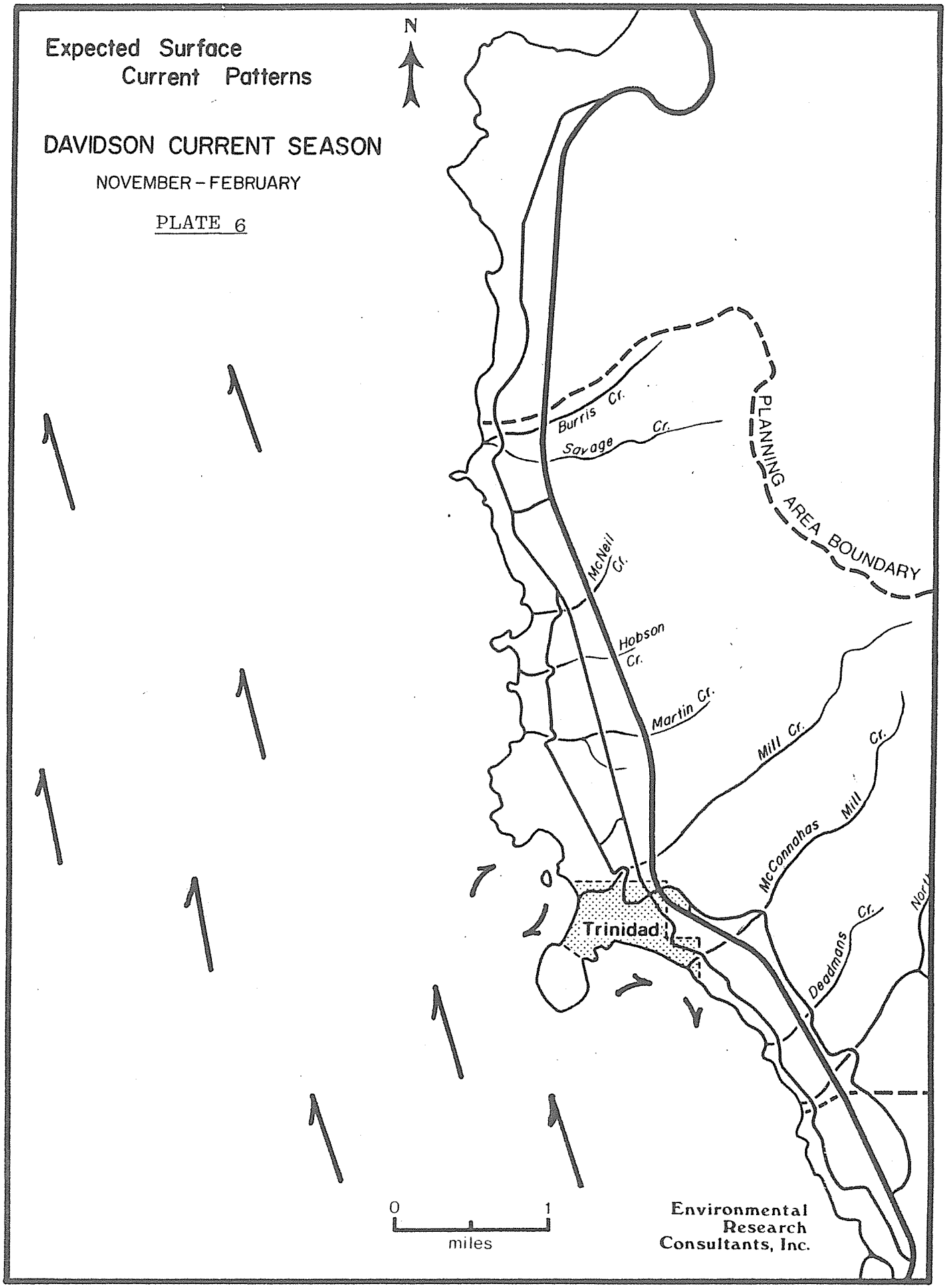
Expected Surface
Current Patterns
DAVIDSON CURRENT SEASON
NOVEMBER - FEBRUARY
PLATE 6
N
Burris Cr.
Savage Cr.
PLANNING AREA BOUNDARY
McNeil Cr.
Hobson Cr.
Martin Cr.
Mill Cr.
McConnahas Mill Cr.
Trinidad
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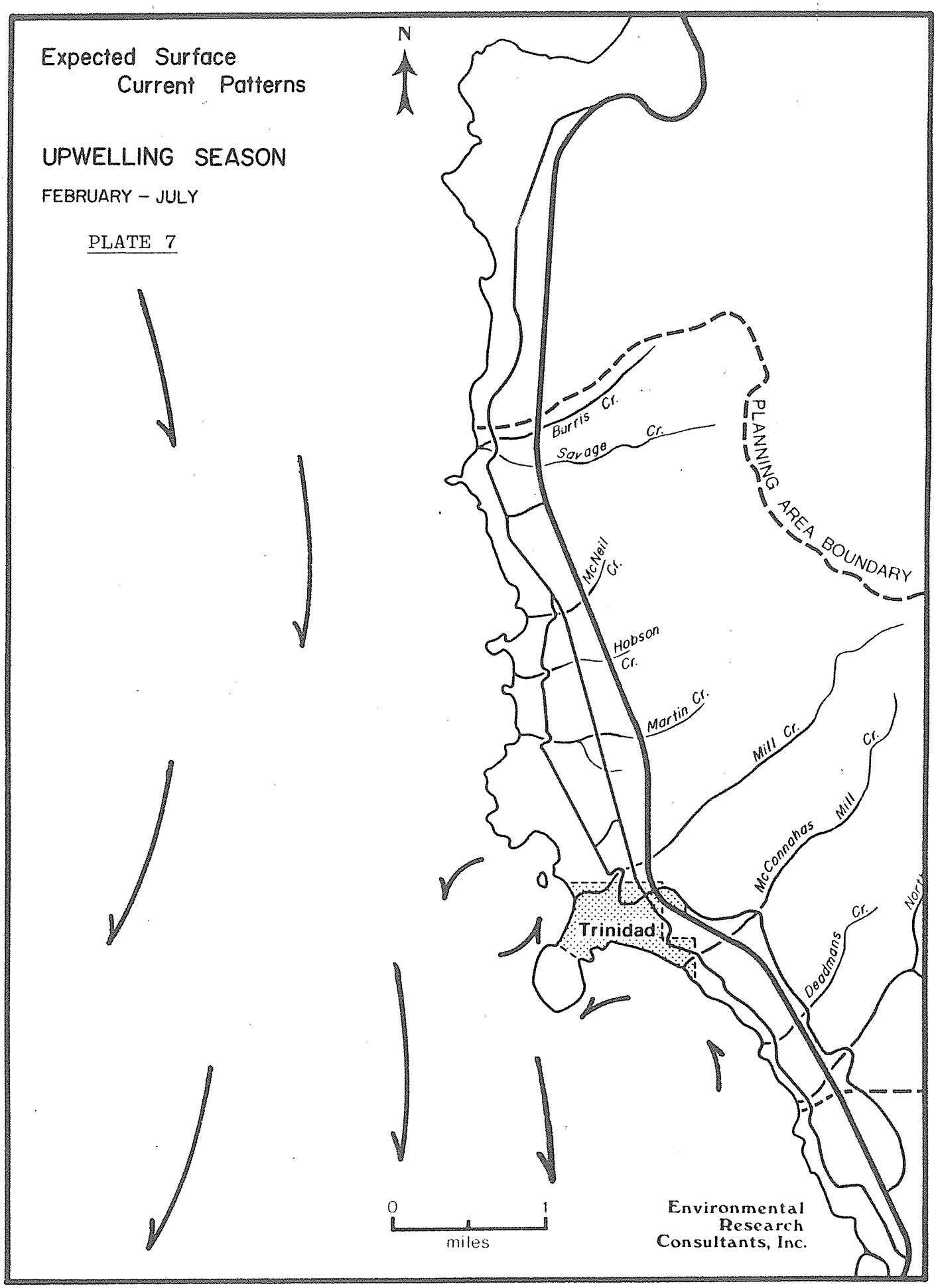
Expected Surface
Current Patterns
UPWELLING SEASON
FEBRUARY – JULY
PLATE 7
N
Burris Cr.
Savage Cr.
PLANNING AREA BOUNDARY
McNeil Cr.
Hobson Cr.
Martin Cr.
Mill Cr.
Cr.
McConnahas Mill
Trinidad
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Consultants, Inc.

jagged rocks, points and sea stacks; beaches and other areas of deposition are small and frequently sheltered by rocks or other seaward extensions.

The bottom along a receding coastline is generally steep, as offshore transport is harsh and deposition minimal. Nearshore areas north of Trinidad Head and in Trinidad Bay are typical of areas of intense offshore transport of sediments. However, directly south of Trinidad Head the bottom slope becomes more gradual, particularly between the 30 and 60 foot contour, thus indicating that offshore transport south of Trinidad Head is less severe, or that sediment is being deposited.

HUMAN INTERACTIONS WITH THE MARINE ENVIRONMENT

A major part of Trinidad's economy relates directly or indirectly to local marine resources. Commercial fishing, sportfishing, boating, beachcombing, and simple aesthetic enjoyment of the coastline are activities that not only stimulate tourism and, as a result, the economy of Trinidad, but are also directly linked to the beauty and overall health of the local marine environment. Therefore, any human activities that may affect or alter the marine environment should be carefully assessed for potential adverse impacts, both biological and economic.

Activities affecting the marine environment that have recently been suggested for Trinidad are a community sewage system with an ocean outfall, construction of a floating breakwater, and expansion of harbor and boating facilities. Breakwater construction and, consequently, expansion of harbor and boating facilities have been proposed to accomodate more tourists and commercial fishermen and thus stimulate the economy. The community sewer system and its associated ocean outfall have been suggested to eliminate pollution problems related to septic tank use and to accomodate growth that may occur.

Although they may eventually bring more money to Trinidad, breakwater construction and harbor expansion pose a few potential adverse impacts. A floating breakwater has been suggested so that wave energy could be reduced without affecting overall current patterns and sediment transport. However, the reduction of wave energy along this one line may result in increased sediment deposition below the breakwater, which may further alter current and sediment deposition patterns in the bay.

Harbor expansion suggests more boats, more gasoline, and more oil in the waters of Trinidad Bay. Depending on the amount of expansion that occurs and the current patterns in the bay, this may or may not adversely affect the local marine environment. It appears that during all three current seasons the surface waters of Trinidad Bay form a small gyre and, therefore, the bay may retain surface contaminants such as gasoline or oil for considerable periods of time. Construction of additional boat ramps, docks, piers and launching facilities may also damage the aesthetic quality of Trinidad Bay.

The greatest problem related to a sewage outfall in the Trinidad area is a lack of suitable location. Sewage disposal north of Trinidad Head may prove extremely hazardous to the kelp beds in that area. Sewage disposal has been positively correlated with growth of sea urchin populations (which feed on kelp) and severe reduction of kelp beds in southern California. Intense research on the sewage-sea urchin-kelp problem in southern California has lead to the following conclusions:

> "Grazers, such as sea urchins, may have a tremendous impact on kelp beds when ecological conditions permit their populations to reach large numbers. Environmental conditions created by sewage outfalls in southern California have led to the establishment of large urchin populations in certain areas. Urchins not only destroy the existing kelp, but keep young plants from becoming established. Once the kelp is gone, the urchins are able to survive by living off the sewage discharge nutrients. Research indicates an urchin also may absorb up to 50 percent of its maximum daily nutrient requirements from the surrounding water. In this manner, large urchin

populations continue to exist in areas that formerly contained kelp beds."

This loss of kelp beds in southern California has done considerable damage to sport and party boat fishing due to loss of habitat.

Although the kelp, *Nereocystis*, of the Trinidad beds is not the same species as that of the southern California beds, *Macrocystis*, the two species are closely related; both species are laminarians, a type of algae that has been shown to be favored over other food items by the sea urchin *(Strongylocentrotus purpuratus)*. The possible biological and economic loss resulting from the sewage-sea urchin-kelp interaction if an ocean outfall is placed north of Trinidad Head must be recognized.

A sewage outfall placed in Trinidad Bay might also affect the kelp beds, particularly in the presence of a northward-flowing current. However, because of gyres that may form in the bay during any one of the current seasons previously described, sewage effluent could be retained nearshore for long periods. Therefore, effective ocean disposal of sewage effluent south of Trinidad Head might require a greatly extended pipeline. Even an extended outfall, however, would not prevent the kelp beds from being influenced.

City of Trinidad

Housing Element

Hearing Draft

May 1997

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(707) 677-0223 • 409 Trinity Street • P.O. Box 390 • Trinidad, CA 95570 • FAX (707) 677-3759

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I. INTRODUCTION

A. OVERVIEW

Every City and County in California is required to adopt and periodically update a Housing Element, one of several General Plan Elements mandated under State law. Although State standards dictate much of the Housing Element's form and structure, local governments are primarily responsible for Element preparation and implementation.

A Housing Element must adequately address a variety of housing issues while establishing plans for meeting local housing needs. The Trinidad Housing Element is designed to meet State requirements by discussing the city's current housing situation and predicting future housing trends and needs. The Element also addresses Trinidad's share of the Regional Housing Need, as determined by the State Department of Housing and Community Development.

This document represents Trinidad's initial, unamended Housing Element and is intended to supplement the City's Residential Land Use Policies (Land Use Element). Combined, the Land Use and Housing Element policies work to assure adequate housing for all segments of the city's population. They also stress the importance of maintaining the unique quality of life that Trinidad has to offer.

State legislation requires that the City review and, if necessary, amend its Housing Element at least once every five years. The first revision of this Element should be completed by June 30, 2002 and utilize updated census information, where available. Each review will evaluate the following:

1. The appropriateness of the housing goals, objectives and policies in contributing to the attainment of the State Housing Goal.

2. The effectiveness of the Housing Element in the attainment of the City's housing goals and objectives.

3. The progress of the City in the implementation of Housing Element policies.

B. DOCUMENT CONTENTS

The Trinidad Housing Element is composed of the following eight sections:

Section I., INTRODUCTION, introduces the document, delineates document contents, provides a record of public participation, and cites the Element's statutory authority.

Section II., DEMOGRAPHIC INFORMATION, describes the population trends and household characteristics of Trinidad.

Section III., HOUSING MARKET INFORMATION, discusses the city's housing stock and those housing-market characteristics that affect the affordability and availability of land and housing.

Section IV., CONSTRAINTS, describes both governmental and natural constraints to construction, rehabilitation, and housing provision in general.

Section V., HOUSING NEEDS SUMMARY, summarizes Trinidad's housing needs as indicated by previous sections.

Section VI., GOALS, POLICIES, AND OBJECTIVES, presents the City's proposed program for meeting housing needs.

C. STATUTORY AUTHORITY FOR THE HOUSING ELEMENT

Section 65580 of the Government Code declares that,

> "(a) The availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.
>
> "(b) The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.
>
> "(c) The provision of housing affordable to low and moderate income households requires the cooperation of all levels of government.
>
> "(d) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.
>
> "(e) The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental and fiscal factors and community goals set forth in the General Plan and to cooperate with other local governments and the State in addressing regional housing needs."

The Housing Element is written in response to the standards set forth in Government Code Section 65583(a), as amended, and in conformance with the Guidelines prescribed by the California Department of Housing and Community Development.

D. CONSISTENCY WITH THE GENERAL PLAN

This document serves as an extension to the Housing section of the 1978 General Plan (pages 28-32). It has been prepared in accordance with the goals, policies, and implementation measures established throughout the General Plan, and every attempt has been made to assure consistency between the two documents. (The General Plan is discussed further in Section VI. GOALS, POLICIES, AND OBJECTIVES.)

E. PUBLIC PARTICIPATION

A Review Draft of this Housing Element was circulated in March of 1995 and six study sessions were held before the City Planning Commission and City Council. Copies of this current Draft will be circulated to the Humboldt County Planning Department, California Coastal Commission and local housing advocacy groups.

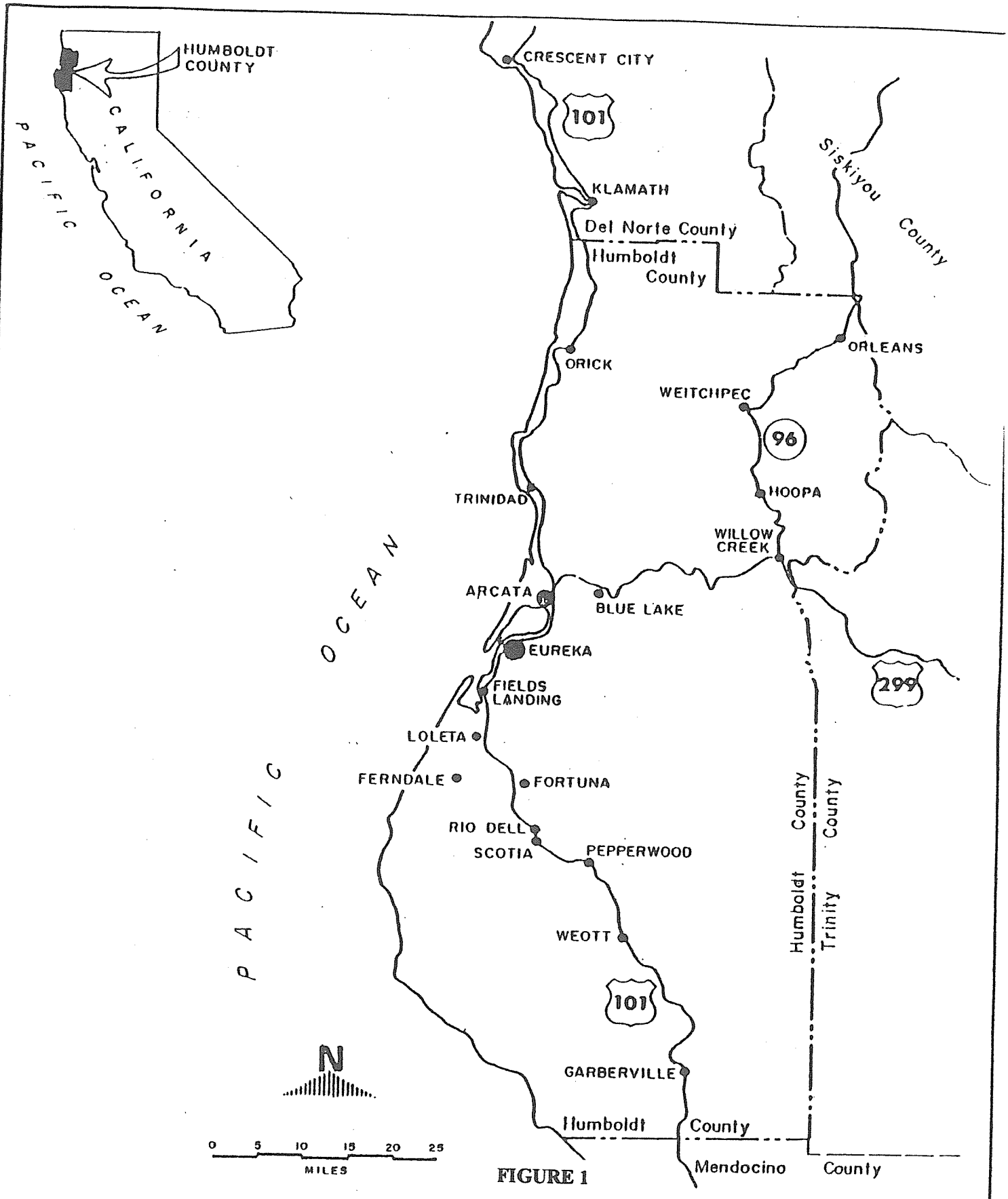

FIGURE 1

REGIONAL MAP

COUNTY MAP & PROJECT LOCATION

II. DEMOGRAPHIC INFORMATION

A. 1990 CENSUS SUMMARY

The following is a brief outline of relevant information pertaining to the city of Trinidad as provided by the 1990 Census.

POPULATION

Total	362 persons
Total families	101
Total non-family households	18
Total living alone	51
Persons living in families	262
Non-families	170
Average family size	2.59

AGE DISTRIBUTION

Persons less than 18 years old	63
Persons 18-64	214
Persons 65 years and older	85

HOUSING UNITS

Total number of housing units	200
Owner-occupied	108
Renter-occupied	62
Vacant	30

Type of units	Occupancy
155 detached	39 rented
4 townhouse units	2 rented
6 two-unit structures	9 rented
8 apartment units	7 rented
19 mobile home units	4 rented

Number of bedrooms per housing unit	Occupancy
1 or less	35, 12 rented
2-3	139, 42 rented
4+	11, 0 rented

Number of houses built

prior to 1950	48
between 1950 and 1970	78
1970-1980	41
1980-1984	18
1985-1990	5

Value of housing	None less than $50,000
Median value	$150,000
Average mortgage with monthly costs	$910 (monthly costs approximately $226)
Contract rent	14 units less than $400; 23 additional units less than $600; 21 additional units less than $1,000

Average rental price - $639.

House Heating Fuel

Propane	27
Electricity	47
Fuel oil, kerosene	17
Wood	70

INCOME

Average annual income

Families	$56,366
Households	$42,977

Number of very low income (less than $15,117)	13 families and 44 households.
Number of low income households (between $15,117-24,187)	13 families and 23 households.

Households by income group

Very low	57
Low	27
Moderate	39
High	48

Persons below poverty level	15
Between 18-24 yrs	5
45-59 yrs	5
75+ yrs	5

No families below poverty level.

Owner-occupied housing units paying less than 20% of income to housing	53
More than 30%	10
Renter-occupied housing units paying more than 30% income to housing	26 of which 24 units paid 35% or more with incomes less than $20,000/year

EMPLOYMENT

Total workers (age 16+)	149, includes 5 unemployed
Total not in labor force (age 16+)	147
Households with earnings of some sort	120
Households with no earnings	47
Households with wage or salary	95
Self-employment	48
Interest dividend or rental income	99
Social security	66
Public assistance	16
Retirement income	61
Number that work at home	33
Number employed in farming, forestry or fishing	8

Work disability status - 12 males, 21 females less than 64 years of age; 11 males, 9 females 65 year or older.

Female-headed households

More than 65 years old, living alone	12
With children	13

Average travel time to work	16 minutes.
Number of workers traveling	less than 15 minutes - 40
	more than 30 minutes - 20

B. POPULATION CHARACTERISTICS

1. Growth Trends

a. Population Trends

Trinidad's land area of approximately one square mile remained constant between 1980 and 1990. The city's population also showed stability over that decade. United States Census information indicated that the population of 379 in 1980 dropped to 362 in 1990, a 4.5% decrease. Given current constraints to development, the projected maximum population for the city is not expected to exceed 400 (see Section IV. CONSTRAINTS).

The city of Trinidad has historically supported a commercial fishing industry. It now serves increasingly as a retirement community, recreation area and bedroom community. Many (24%) of the city's year-round residents are retirees. The general population has historically increased substantially during the summer due to immigration of fishing-industry professionals and tourists. This occurs to a lesser degree with the decline of the fishing industry.

Table 1 compares the population composition in 1980 with that of 1990, according to U.S. Census information.

Table 1 - Population Characteristics

	1980	% of Pop.	1990	% of Pop.
Total Population	379	100%	362	100%
Male	190	50%	190	52%
Female	189	50%	172	48%
Children (under 16 years)	57	15%	58	16%
Working Age (16-64)*	249	66%	219	60%
Retirees (65 and over)**	73	19%	85	24%

*These figures refer to the actual number of residents between 16 and 64 years and do not reflect the size of Trinidad's work force (see b. Employment Trends).

**This category includes all residents 65 years and over, regardless of employment status.

According to the 1980 and 1990 Censuses, a slight decrease in the number of working-age residents occurred simultaneously with a rise in the number of retirees. It is likely that some working-age residents moved into the Retiree category over the past decade, and others may have relocated from outside the city.

With limited pressure to expand in population and area, Trinidad is not faced with many of the housing concerns experienced by quickly-growing cities. The City is primarily concerned with conserving its adequate supply of affordable housing, both now and into the future.

b. Employment Trends

Trinidad's local economy is largely dependent on three key industries: tourism, recreation, and commercial fishing. The city has only 37% of its total population in the work force, with the remaining 63% of residents being retirees, disabled, or children below working age (15 years and under). The majority of the employment base is currently not in the City.

According to the 1990 Census, the mean travel time to work for Trinidad residents was 16 minutes. This implies that many Trinidad workers are employed in the nearby cities of Arcata and Eureka. The Census also indicates that 24% of workers traveled less than 10 minutes to reach their work places and were therefore employed locally (within 4 miles of their homes). Twenty six percent (26%) of Trinidad's working residents were self-employed in 1990, although Census information did not indicate how many workers were self-employed within city boundaries.

The County unemployment rate has been rising steadily with the national and state recessions since 1991. This trend is expected to continue until economic stabilization occurs. Locally, recent cutbacks in timber harvest practices on public land have added to increased unemployment levels.

Due to Trinidad's success as a recreation and commercial fishing center, its economy remains fairly independent of the cyclical influences of the timber industry. However, the city is affected by seasonal surges in tourism and fishing.

Recent government imposed limitations on the duration of the salmon fishing season have impacted the Trinidad economy. Many longtime, seasonal, commercial-fishing professionals now find it infeasible to justify the costs of traveling to the city to fish. An ebb in commercial fishing activity has also decreased the amount of fishing-related, summer tourism.

Another drop in tourism was experienced by the closure of the city's only existing gas station in 1993. The station reopened in 1994. Trinidad's small size makes it especially sensitive to small-scale business closures.

2. Age of Population

Census information from 1990 indicates that the largest Census-defined age classes in the city were 40-44 (11% of total population) and 35-39 (10%), respectively. The next largest age class was the 70-74 group (7%). Fifty-eight (58) persons (16%) were 15 years or younger. It is important to note that Census data also indicate that 85 residents (24%) were 65 or older in 1990. This represents a 5% increase in residents over 65 in ten years.

Of householders 65 and older in 1990, 5 (9%) were renters and 52 (91%) owned their homes, indicating that only a small proportion of the renting population is made up of seniors. Conversely, most householders between the ages of 25 and 34 rented and few owned homes; specifically, 17 (89%) rented and only 2 (11%) were homeowners. The 1978 General Plan states that Trinidad is composed mainly of single family dwellings owned by retirees or by older white collar workers. Where this is still generally true, many residents, primarily renters are students attending Humboldt State University, in the nearby City of Arcata.

3. Ethnic Population

The ethnic population of Trinidad is composed of 13 residents who make up 4% of the city's total population. Six housing units are listed as ethnic (nonwhite) occupied; two owner-occupied and four renter-occupied.

Table 2 compares the city's ethnic population characteristics over the past decade with County and State figures.

Table 2 - Ethnic Population Characteristics

	Trinidad 1980		Trinidad 1990		County 1990	State 1990
ETHNICITY	No.	%	No.	%	%	%
White	351	92.6	348	96.1	90.6	69.0
Black	1	0.3	1	0.3	0.8	7.4
Native American/ Asian*	13	3.4	11	3.3	5.5	0.8
Hispanic	14	3.7	1	.3	3.8	25.0
Other	-	-	1	.3	3.1	22.8

* Includes Asian, Pacific Islander, American Indian, Eskimo, and Aleut in 1980 census information.

These data indicate a similarity of residents by race over the past ten years. The data also show disparity between City figures and averages of the County and State. However, due to the City's small population, averages can fluctuate greatly with the addition or subtraction of only a few people.

Economically, the housing needs of ethnic people in Trinidad most likely mirror the needs of young families and first-time home buyers. In this respect, increasing housing opportunities for the latter groups should also increase opportunities for ethnic residents.

State law mandates that local housing programs include policies to "promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color." This issue as it applies to Trinidad is discussed in Section VI., GOALS, POLICIES, AND OBJECTIVES.

4. Group Quarters/Shared Housing

Group quarters refer to living arrangements where rooms are rented individually and a kitchen or meals are shared. The 1990 Census reported that only one Trinidad resident was living in group quarters at that time. However, the 1990 Census also indicated the existence of 17 non-family households containing two residents each, and one non-family household containing three persons. These households may represent units occupied by some of the 22 college students residing in the city (see Students (C.)(7.) below). These shared households are not classified as group quarters in the Census.

C. HOUSEHOLD CHARACTERISTICS/HOUSING NEEDS SUMMARY

1. Number and Size of Households

According to the U.S. Census, a "housing unit" is defined as a house, apartment, mobile home, group of rooms, or single room which is occupied (or vacant but intended for occupancy) as independent living quarters. "Household" is a term used to describe a group of persons who occupy one housing unit. Table 3 shows the number of housing units and the size and number of households in Trinidad according to the two most recent Censuses.

Table 3 - Total Households and Housing Units

	1980*	1990	May 1993**
No. of Households	171	170	173
Avg. No. Of Persons per Household	2.22	2.13	2.15
No. of Housing Units	197	200	203
No. of Families	104	101	n/a***

* The 1980 households data were taken from the 1980 summary tape file 1, page 2. However, there is a discrepancy between these data and those on the 1980 summary tape file 3, page 2, which state that there were 180 total households and 83 families.

**From City and County Summary Report of January Population and Housing, prepared by the State Department of Finance, May 1993.

***Data not available.

Household size can be expected to remain stable unless the entrance of younger families into the community is facilitated. The majority of Trinidad residents are currently past child-rearing years.

Based on 1990 Census information, 170 households were occupied in Trinidad, and 30 were vacant during that year. Of the occupied households, 108 (64%) were owner-occupied and 62 (36%) were renter-occupied. Rental units in the city tended to have slightly higher household sizes (2.18) than owner-occupied units (2.09). Table 4 compares household size in the city between 1980 and 1990, according to Census information.

Table 4 - Household Size in the City of Trinidad

SIZE	1980	1990
1 person	47 (28%)	51 (30%)
2-4 persons	118 (68%)	115 (68%)
5 or more	7 (4%)	4 (2%)

As noted above, the number of one-person households increased slightly over the last decade while the numbers of larger households decreased slightly. This moderate change indicates a trend of relative stability in household size between 1980 and 1990.

2. Income Characteristics

Household income characteristics are a vital element in analyzing the affordability of housing. 1990 Census information indicates that 120 (70.6%) of households (consisting of 149 workers) had earnings of some sort, 56% of households had wages or salaries, 39% received social security benefits, and 9% received public assistance.

D. HOUSEHOLD NEEDS SUMMARY/SPECIAL HOUSEHOLDS

1. Low Income Households

Lower income households ("low" and "very low"), those with incomes below 80% of the County median income, find more difficulty locating affordable housing than those with moderate or high incomes. The Humboldt County median income rose from $16,563 in 1980 to $23,586 in 1990, a 42% increase. The City of Trinidad median income rose much more dramatically, from $12,500 in 1980 to $29,583 in 1990. This represented a 137% increase.

According to 1990 Census information, 15 persons in Trinidad (4% of the total population) were at or below the poverty level in 1989. Of these 15 residents, all were white and 5 were 75 years or older. No residents at or below poverty level were married couples or single-parent heads of household.

Table 5 illustrates 1980 Census information compared to the "Regional Housing Needs Plan for Humboldt County", May 28, 1992, prepared by HCD.

Table 5 - Low Income Households

LOW INCOME HOUSEHOLDS	1979	1991	1997 Projected Need
Very Low Income Households 0 to 50% of County Median Income	68 (40%)	57 (33%)	58 (35%)
Low Income Households 50% to 80% of County Median Income	30 (17%)	27 (15%)	29 (20%)
Total	**98 (57%)**	**84 (49%)**	**87 (55%)**

Table 5 indicates that the percentage of low-income households dropped by 8% between 1979 and 1991, although the projected housing need for 1997 includes an additional 6%. The fact that roughly half of the city's total households are classified as low- or very-low income suggests that a substantial amount of affordable housing does exist in the city. Data regarding the percentages of households overpaying for housing support this theory (see Overpayment table below).

Based on census information alone, Trinidad fell short of the County's projected regional share objective in providing new housing during the 1984-1992 period. According to the previous Humboldt County Housing Needs Plan (1984), Trinidad was to add 22 housing units between 1984 and 1992. However, there exists some confusion as to the actual number of units added during that time.

The 1984 Housing Needs Plan indicates that there were a total of 185 units in 1984. The most recent Department of Finance City and County Summary Report of January Population and Housing states that there were 203 total housing units in 1993. This suggests an increase of 18 units between 1984 and 1993. However, The 1990 Census section regarding "Year Structure Built" shows that only 5 units were constructed between 1985 and March 1990. Adding to the confusion, Census information regarding total number of units indicates a mere 3-unit cumulative increase between 1980 and 1990.

A third source, Exhibit 3 of the Coastal Commission's Report to the City on the Implementation of the Local Coastal Program, July 28, 1989, presents the following data regarding Coastal Development Permits issued by the City between 1980 and 1989: In addition to the SFD's (Single Family Dwellings) and second unit listed below, one residence was converted to a boarding house between 1980 and 1989.

Table 6 - Coastal Development Permits Issued

Year	No. Of Single-Family Dwelling Projects Approved	No. Of Second Unit Projects Approved
1980	5	0
1981*	4	0
1982	2	0
1983	2	0
1984	1	0
1985	0	0
1986	4	0
1987	1	0
1988	0	1
1989**	2	0
Total	**21**	**1**

*One unit replaced a demolished unit.
**Through June 29, 1989.

The Coastal Commission information indicates an addition of nine units between 1984 and June 29, 1989, and a total of 22 added units during the entire 9.5-year time. These data probably represent the most justified of all those considered, as they pertain directly to development permits issued. The figures also correspond with the 1990 Census report that 23 units were built between 1980 and March 1990. Together, this supports the likelihood that Trinidad can meet its regional housing responsibility for the 1984-1992 time. The city was apparently able to rectify this deficiency by 1993.

Table 7 compares the City's regional housing responsibility for the 1984-1992 time period with that of the current 1991-1997 period (based on the Regional Housing Needs Plan for Humboldt County 1992, prepared by the CA Housing and Community Development Department).

Table 7 - Regional Housing Responsibility

	1984-1992		1991-1997	
Income Group	# Units	%	# Units	%
Very Low	1	4.6	1	9.1
Other Low	3	13.7	2	18.2
Moderate	2	9.0	2	18.2
Above Moderate	16	72.7	6	54.5
Total	**22**	**100**	**11**	**100**

The 1984 Regional Housing Needs Plan states that Trinidad receives special consideration by the Department of Housing and Community Development (HCD) due to its high percentage of elderly households. HCD considers elderly households to be predominantly low income. Therefore, the city's allocations for very low income housing were adjusted upward from the North County average by 5% for 1989 and 1990.

Even with these increased allocations, Trinidad's lower-income housing responsibility remains in the lower percentages. Lower-income percentage requirements increased for the 1991-1997 period; however, the majority of regional housing responsibility still remains in the moderate to above moderate range.

Between 1980 and 1990, the city median housing unit value rose from $73,500 to $150,000. Median contract rent rose from $238 per month to $475. By State definition, a household overpays for rent if it contributes more than 25% of its annual income to housing costs.

Table 8 compares the percentages of the population that paid most their income in 1980 and 1990. Corresponding income groups are indicated.

Table 8 - Overpayment (as a percentage of income)

	Homeowners				Renters			
Census Date	1980		1990		1980		1990	
% of Income Group*	>25%	>35%	>25%	>35%	>25%	>35%	>25%	>35%
Lower Income	23%	20%	8%	2%	36%	33%	26%	21%
Moderate Income	0%	0%	1%	0%	9%	6%	0%	0%
Total Households in City Overpaying	23%		9%		45%		26%	

*Based on County Median Income figures.

According to this data, the percentage of homeowners overpaying for housing decreased 14% over the past decade. Likewise, the percentage of renters overpaying for rent fell 19%. This trend strongly suggests the existence of affordable housing in the city. These numbers do not reflect, however, the number of people who may have moved out of the City to find more affordable housing only to be replaced by others with higher incomes.

2. Elderly

The total number of residents over age 64 in 1990 was 85, or 23.5% of the total population. At that time there were 59 households (34.5%) in the city with at least one person over age 65. Of these 59 households, 21 (32.3%) were one-person households, and 57 (96.6%) reported a person 65 or over to be the head of the household. Of the 57 households headed by seniors, 52 owned their homes and 5 rented.

There exists some need to address the concerns of the city's elderly population, especially those elderly persons living alone and those living at or below the poverty level (see II. D. 1. Low Income Households). Of the 21 seniors living alone in 1990, 9 (43%) were male and 12 (57%) were female. The majority of senior households own their homes, implying that the burden of mortgage payments and maintenance costs lies with them. No group quarters for senior citizens exist in Trinidad at this time.

Like members of other special-needs groups, affordable housing should be available for senior households in Trinidad. Since these households tend to be smaller, they could occupy smaller units which are less expensive to maintain than larger-family homes. Programs which promote the availability of smaller units or shared housing for seniors would help to meet this need. However, noting that some seniors in Trinidad live in larger homes by choice is important. In addition, many seniors may remain in their homes to retain Proposition 13 tax rates which could currently be lower than taxes now required for smaller units.

The creation of a limited care facility or provision of such services (visiting nurse) in town would reduce the need for city seniors to leave the area when additional care is necessary.

3. Female-Headed Households

In 1990, 29% of Trinidad households were headed by women. Table 9 summarizes the female heads-of-household information provided by the 1990 Census:

Table 9 - Female Heads of Household, 1990

FEMALE HOUSE HOLDERS	# Households	% of Total Trinidad Households
Female heads of household living alone	28	16
Female-headed households with children less than 18 yrs.	12	7
Other female-headed households	10	6

FEMALE HOUSE HOLDERS	# Households	% of Total Trinidad Households
TOTAL female-headed households	50	29
Female heads of household below the poverty level	0	-

The lack of female householders living below the poverty level in Trinidad could suggest that affordable housing is not readily available to them; however, information on low income households (Sec II(D)) would indicate that this is not true. Their absence may more likely be due to other factors such as lack of local employment opportunities.

There are currently at least seven child care providers (including after-school programs) in the city or nearby areas. Cumulatively, these centers can accept more than 100 children per day. Some of these providers are full. Others need additional enrollment to assure continuation. Provisions for low-income family subsidies are available and utilized at some of the facilities. The City allows limited licensed day care facilities as Home Occupations in residential zones. Larger facilities can occur in the Public and Religious Zone or with a use permit in the PD Zone.

4. Disabled

Disabled persons tend to encounter housing problems similar to those of other residents with special needs. Because their incomes are often limited, people with disabilities are more likely to pay a disproportionate share of their incomes to housing than other residents.

Disabled persons may also exhibit unique societal needs not experienced by other groups. For example, some disabled persons require access to special care facilities that provide them with needed physical and emotional assistance. Such facilities can also serve as more convenient housing situations than can be offered through conventional housing.

The State Department of Rehabilitation prepared a report in 1986 on the types of disabilities found in Del Norte, Humboldt, Lake, and Mendocino Counties. According to the report, the most common disabilities (39% of all cases) were muscular/skeletal--those affecting personal access to and movement within buildings. For this reason, it is important that local buildings are wheelchair accessible.

Special care facilities are generally designed to provide wheelchair accessibility by offering extra-clearance doorways, reinforced handrail bracing, low counter tops, and switches and outlets at convenient heights. Unfortunately, very few preexisting residential housing units exhibit these features and must be remodeled in order to meet wheelchair-access standards. The extra expense of such remodeling makes it an uncommon practice in most communities.

The 1990 Census identified disabled persons in Trinidad as those persons between ages 16 and 64 (working age) with official work disabilities. This group totaled 33 residents--including 12 males and 21 females--representing 9% of the city's total population and 24% of its potential work force. Table 10 compares numbers of disabled working-age persons in Trinidad in 1980 and 1990.

Table 10 - Disabled Persons - Work Disability
(Ages 16-64)

	Total		Percentage	
DISABILITY	1980	1990	1980	1990
No work disability	239	169	94.5	83.7
With work disability	14	33	5.5	16.3

According to these data, the number of working-age disabled persons in the city more than doubled over the past decade. Although the Department of Rehabilitation (1986) reports that 97% of disabilities in the state occur in the working-age population, Trinidad represents a special case due to its relatively large proportion of retired persons.

Census information from 1990 indicates that in addition to the 33 working-age disabled persons, there were 20 disabled persons over the age of 64. This implies that 14.6% of the city's total population is disabled, a figure 2.8% above the County average. All disabilities in Trinidad were reported to be associated with self-care or mobility limitations.

Several seniors who used to reside in Trinidad have relocated near Mad River Hospital to be close to needed services. It is possible that the creation of a special care facility would benefit some city residents. This could be especially true for those older residents who would like to remain in Trinidad when they are no longer capable of maintaining their homes.

Some assistance for disabled persons is provided by Mad River Hospital in the nearby town of Arcata (14 miles away). The Adult Day Care Program provides daytime care for disabled adults. Transportation between participants' homes and the hospital is generally provided through the Program. A phone interview with a hospital employee revealed that no Trinidad residents are currently enrolled in the Adult Day Care Program. The hospital contends that if two or more Trinidad residents express interest in joining the program, transportation for them will be provided.

The U.S. Census routinely reports the number of persons not physically able to use basic public transportation in the city. In 1990, no persons in Trinidad between the ages of 16 and 64 were disabled to such an extent, which can be compared to the State average figure of about 17%. Of persons over age 64, 6% had disabilities preventing them from using public transportation.

The City of Trinidad is aware of State requirements and specifics regarding the American Disabilities Act and will continue to review new development for compliance.

5. Large Families

According to census information, there were only four households (2%) in 1990 consisting of five or more persons. All were family households of whom three were renters and one was a home owner. The four units were occupied by a minimum total of 23 people, or 3.6% of the total population. (See overcrowding for additional discussion.)

6. Overcrowding

Overcrowded housing is defined as any residence with more than one person per room. (A room refers to any room in a unit which is not a bathroom.) In 1990, six units in Trinidad (3%) were overcrowded. Of these, three were owner-occupied and 3 three renter-occupied. Three of the six units were severely overcrowded with more than 1.50 persons per room. One of these was a rental. This overcrowding is likely attributable to college students at Humboldt State University who share housing costs in order to be able to enjoy the scenic and recreational attributes of the City of Trinidad.

Well over half of the total housing units in Trinidad (57%) contain five or more rooms. However, only 11 units contain four or more bedrooms, with the majority of units (91%) containing one to three bedrooms.

Table 11 compares the size of rental units with persons per rental household in 1990, according to Census information:

Table 11 - Rental Unit Size and Persons per Rental Household

Rental Unit Size		vs. Renter Household Size	
# Bedrooms	# Units	Persons/Household	# Units Needed
0	0	1	21
1	12	2	24
2	30	3	6
3	14	4	8
4	0	5 or more	3
5 or more	0		
TOTAL	56		62*

* 1990 Census STF 3, H1/2/3 states that there are 56 total rental housing units. STF 1, H18 indicates that there are 62 rental units. This apparent discrepancy accounts for the discrepancy in totals above.

The above data indicate a substantial shortage in 0-1 bedroom rentals, a surplus of 2 and 3 bedroom units, and an absence of rental units with 4 or more bedrooms.

According to census data, no studio rental units existed in Trinidad in 1990. From the data it would appear that the addition of studios and 1-bedroom units would better meet the requirements of the current renting population, especially for 1- and 2-person households and seniors. However, as mentioned previously in regard to seniors (and would be relevant to other household types), some small households reside in larger-than-necessary units by choice.

7. Students

College students are typically single persons with limited incomes who seek housing opportunities. Students from nearby Humboldt State University (HSU) make up a small portion of Trinidad's population. In 1990, 22 residents (6%) were enrolled in college. Most college students are from outside the area and reside in secondary units, mobile homes, trailers, or shared single-family dwellings both in the city as well as surrounding vicinity. Many of the lodging facilities north of the city that cater to summer tourism also provide housing opportunities in the off-season (which correspond to the school year). Only 4 rental units in the city had householders below the age of 25 in 1990.

The demand for student housing in Trinidad is not expected to rise substantially in the near future. This is due, in part, to Trinidad's less-than-convenient location in relation to local colleges. Also, substantial on- and off-campus housing is provided in the city of Arcata, the site of HSU.

8. Farm Workers

According to 1990 Census information, no Trinidad residents are defined as "persons on rural farms." The city's total population is defined as "rural, non-farm." No labor-intensive farming activities occur within or near Trinidad, making migrant worker labor unnecessary.

Census information does indicate that there are 4 residents involved in "farm self-employment." The mean annual farm-related income generated by these residents is well below $3,000. This suggests the existence of only small, hobby or supplemental-income farm-type operations within the city, such as canning preserves, sauces, etc.

9. Persons Employed in Forestry and Fishing

A disparity exists in Census information regarding numbers of residents with occupations in forestry and fishing between 1980 and 1990. In 1980, 12 and 19 persons were employed within the forestry or fishing industries. These figures dropped in 1990 to 5 and 3 persons, respectively.

Census information, therefore, implies that the majority of persons presently employed in commercial fishing, one of the key industries of the city, reside in areas outside of Trinidad.

10. Housing for Homeless Persons

The City's Zoning Ordinance contains no language that would preclude development of housing or services for homeless persons. Contact with several Humboldt County social service agencies and review of City records indicate that housing for the homeless is not a problem in Trinidad.

The city is located adjacent to Highway 101, the primary corridor through Humboldt County; nevertheless, harsh winter climatic conditions, remote location, lack of social services, and the absence of a centralized downtown area probably deem the area less desirable or convenient to most homeless persons.

Like other small cities in the vicinity, Trinidad utilizes the local service groups and churches as well as the Eureka Rescue Mission to temporarily accommodate the homeless when necessary. In addition, Women for Shelter provides emergency shelter for women and children, especially those suffering from abuse.

III. HOUSING MARKET INFORMATION

The Trinidad housing market is part of the North Humboldt County Market Area. This statistical area also includes the Cities of Blue Lake, Eureka, and Arcata and the community of McKinleyville.

Trinidad exhibits a distinct housing market due to its physical size constraints and its unique, scenic location along the Pacific Coast. Demand for housing in the city is remarkably high, accounting for the rise in property values over past years.

Trinidad has been known historically as a small community composed mainly of single-family dwellings. Its distinctive lack of manufactured homes, condominiums, townhouses, and apartments, as compared to other cities, is attributable to its rural location and early build-out.

The 1976 Environmental Impact Report (EIR) to the city's General Plan concluded that many alternative housing types were "not consistent with the character of the city" and that they "should not be permitted" within city boundaries. These statements provide historic insight into the nature of local attitude toward the city. However, a small number of apartments and mobile homes, a trailer park, and an RV park have been developed in Trinidad since the 1976 EIR. The use of such units has benefitted Trinidad's housing program in assuring affordable housing for all income levels and special needs groups.

A. HOUSING STOCK

According to the 1989 Coastal Commission LCP Report, approximately 23 units were added to the Trinidad housing stock between 1980 and 1989. This represents a 13.5% increase in number of housing units within 9.5 years, assuming the 1980 Census figure of 170 units is correct.

Information from the 1990 Census indicates that of the 170 occupied-year-round housing units, 108 (63.5%) were owner-occupied and 62 (36.5%) were rental units. There were also 30 vacant units in 1990, 2 of which were occupied seasonally. Other than the 2 seasonal units, Trinidad's vacancy rate was a high 14% (32% of which were rental units). This is 9% above the minimum 5% rate necessary for regular rental mobility and 12% above the normal rate of 2%. All available information indicates that there is no immediate shortage of rental units.

Tables 12 and 13 list numbers of vacant units according to vacancy status and numbers of units per structure containing a vacancy in 1990.

Table 12 - Vacant Units

Units in Structures	# Units Vacant	% of Vacancies
1, Detached	23	76.8
1, Attached	1	3.3
2	3	10.0
3 to 4	1	3.3
5 or More	0	0
Mobile Home or Trailer	1	3.3

Units in Structures	# Units Vacant	% of Vacancies
Other	1	3.3
TOTAL	30	100

Table 13 - Vacancy Status

Duration of Vacancy	For Rent	For Sale	Other Vacancies	TOTAL
< 2 months	4	0	8	12
2-5 months	5	0	3	8
> 5 months	0	0	10	10
Totals	9 (30%)	0	21 (70%)	30 (100%)

According to this information, 76.8% of vacant units in 1990 were detached single family dwelling units. The fact that no vacant units were for sale suggests a shortage of owner-occupied units, another indication of the need for more housing available to home buyers.

The high number of "other vacant" units may be a result of homes temporarily vacated for remodeling or other improvement. It may also include a number of seasonally-occupied units whose owners were out of town during the time of Census polling. (This group also includes the 2 seasonally-occupied units recorded by the 1990 Census.)

The Trinidad City Clerk is usually made aware of new vacancies and turn-over rates through water bill changes. Inquiries regarding available rental units in the city are often directed to her. She indicated that vacancies have been low in number and high in cost. Generally, available rental properties are listed with local real estate offices.

According to the 1990 Census, half of Trinidad's housing units were constructed prior to 1958. At least 55.8% of all units were constructed more than 30 years ago (see III. B. HOUSING CONDITION). The majority of Trinidad homes are older and moderately sized, most with 1 to 3 bedrooms. Table 14 lists numbers of units with respective numbers of bedrooms:

Table 14 - Housing Unit Size (1990)

Bedrooms	Units
0-1	40
2	73

Bedrooms	Units
3	66
4	6
5+	5
Total	**190**

Approximately 80% of the current housing stock is made up of conventionally built, single-family homes. Mobile homes account for about 10% of the housing stock. Table 15 describes the numbers of different housing-unit types in the city according to 1990 Census information.

Table 15 - Housing Unit Type (1990)

Type	Number	% of Total
Single-Family	159	80
Multi-Family	20	10
Mobile Homes	19	10
Total	**198**	**100%**

B. HOUSING CONDITION

The bulk of the housing stock in Trinidad can be generally described as aging. Table 16 lists the number of units constructed in corresponding time intervals and provides a running mean of total units.

Table 16 - Housing Age

Year Built	Total Units	Running Mean
1989-March 1990	2	100.0
1985-1988	3	99.0
1980-1984	18	97.4
1970-1979	41	87.9
1960-1969	20	66.4
1950-1959	58	55.8

Year Built	Total Units	Running Mean
1940-1949	21	25.3
1939 or earlier	27	14.2
Total	**190**	

These data indicate that 87.9% of total housing units were constructed prior to 1980, 66.4% prior to 1970, and 55.8% earlier than 1960. Approximately 14% of units are very old, having been built before 1940. The greatest increase in number of units occurred between 1950 and 1959.

The 1976 EIR to the city's General Plan states that the main sources of affordable housing in Trinidad at that time were numerous small, older homes. The EIR stressed the importance of preserving these units and reported that many of them were in need of some repair.

A visual survey of the exterior condition of Trinidad-area dwellings was performed prior to the preparation of the Trinidad General Plan Project, Community Infrastructure (1976). The survey revealed that very few units in the city were in poor condition, although approximately 45 units just outside city limits were in need of major repairs--including 18 duplex units. In addition, many cabin units which were currently occupied by college students were in need of improvement. The surveyors concluded that these houses and cabins represented clusters of deteriorating housing units surrounding Trinidad.

Due to lack of funds and limited staffing, no recent survey of housing conditions has been performed. However, future housing assessments would benefit from the information provided through such a survey, and one should be completed prior to the first Housing Element Review in 2000.

In lieu of surveying each individual property, discussions were conducted with local realtors and contractors to gain insight as to the condition of the Trinidad housing stock. The general conclusions reached through this interview were:

- Many of the "old" homes (over 35 years) need at least minor rehabilitation. "Ungrounded" electrical systems common in old homes may need to be grounded or replaced.

- Many of the city's homes, including some of the newer units, need roof repair. Leaky roofs seem to be a common problem and, in conjunction with other problems, could require major rehabilitation efforts.

- Most of the older homes have not been constructed to withstand shaking resulting from earthquakes as was experienced in nearby Ferndale and Rio Dell in Spring, 1992. Similar shaking in Trinidad could result in a loss of much of the older housing stock.

- Many of the older homes have old septic systems that, although not necessarily indicating problems are below current standards. Some of these lots are small and offer few alternatives should the system fail.

The high cost of rehabilitation is a discouraging factor for households with limited incomes. Households eligible for low-interest rehabilitation loans are referred to as "targeted households" by the Department of Finance. The agency defines targeted households using area median income statistics. Specifically, the definition quotes:

* The **Targeted Group** is persons/families whose income is 80% of the estimated/adjusted median family income for Humboldt County.

* The **Lowest Targeted Group** is persons/families whose income is 50% of the estimated/adjusted median family income for Humboldt County.

An important housing improvement, aside from overall rehabilitation, is weatherization. Adequate weatherization of units minimizes household heating expenses. Many Trinidad residences have not yet been weatherized to meet energy conservation standards. Any available programs should be advertized within the City.

Approximately 70 Trinidad households (35%) currently utilize wood heat, 47 (24%) use electricity, and 27 (14%), utilize bottled, tank, or LP gas. The City recognizes that all residents should be made aware of energy conservation measures which pertain to their specific living situations.

C. AFFORDABILITY

The average cost of purchasing or constructing a home in Trinidad has increased over the last decade. According to the 1980 Census, the median sales price for a single-family home was $73,500. By 1990, the median sales price had more than doubled to $150,000.

In 1980, nearly half of existing housing units had values in the $50,000 - $80,000 price range, and another third were in the $80,000 - $150,000 range. The 1990 Census reveals a substantial increase in the value of Trinidad homes: only 5% had values between $50,000 and $75,000, and no homes had values lower than $50,000. About a third of homes were within the $100,000 - $150,000 range, and over a third exceeded $200,000 in value.

According to U.S. Census data, median contract rent has also risen, increasing 100% from $238 in 1980 to $475 in 1990. Table 17 lists percentages of rental rates in specific rent categories in 1980 and 1990.

Table 17 - Contract Rents

Price Range	% of Rents 1980	% Rents 1990 (Total 62 Units)
$200	35.9%	6.5%
$200 - $399	42.2%	16.1%
$400 - $599	12.5% ($400+)	37.1%
$600 +		37.1%
No Cash Rent	9.4%	3.2%
Total	**100%**	**100%**

The rental vacancy rate, according to census information, increased substantially from 1.5% in 1980 to 14.5% in 1990. This may signal the beginning of a stabilization period in contract rents, as the market mechanism will ultimately determine optimal rental rates. However, this higher rate may be more reflective

of the time the census was taken or census error and does not reflect what is perceived to be a low vacancy rate in the City.

It is also important to note that rental rates all throughout the county have risen dramatically over the past ten years. The median rate for the nearby town of Arcata has increased about 300% since 1970 (to $382).

Even with the increases in contract rents, many lower-income residents occupy rental units. According to the 1990 Census, contract rents are generally less than monthly mortgage payments in Trinidad, with the median contract rent ($475) substantially lower than the median mortgage payment ($875).

Overall, the most important element in assessing housing affordability for a city is the ability of its residents to pay for housing. The city of Trinidad has retained approximately half of its population as long-term residents over recent years. Both the 1980 and 1990 Censuses indicated that about 50% of the total population were living in the same units they had occupied five years earlier, with the remaining 50% having moved into the community within the past five years.

Those residents who have owned their homes for some time and whose incomes have risen over past years are not dramatically affected by inflation of housing costs. In contrast, those with fixed incomes must pay increasingly greater percentages of their incomes to non-housing costs. The residents most affected by inflation are those who rent units and are restricted by fixed incomes.

Overpayment for housing has become a very serious problem in California, affecting primarily moderate, low, and very-low income households. Residents within the lowest income groups pay the largest proportions of their incomes for housing.

Census data from 1990 indicates that in the city of Trinidad, 26% of renter households were paying more than 25% of their respective incomes for rent (see **Overpayment** table above). All of these households were classified as low- or very-low income. This figure represented a 19% drop in number of overpaying rental households from 1980.

Of homeowners in 1990, only 9% paid in excess of 25% of their incomes to mortgage costs. Eight percent (8%) were overpaying low- or very-low income households. This marked a 14% decrease in number of overpaying homeowner households since 1980.

Overpayment has more recently been measured as at least 30% of household income contributed to housing--the definition formerly used solely by the federal government. According to the 1990 Census, 5 homeowners and 26 renters earned less than $20,000 annually but paid more than 30% of their incomes toward housing. These figures represent 3% of homeowners and 23% of renters overpaying under this new 30% standard. Of households with annual incomes $20,000 or above, an additional 9% of homeowners and 23% of renters overpaid.

Although overpayment does not appear to be a substantial problem in Trinidad, it does merit consideration and continued review. Judging from available information, overpayment seems to affect renters to a greater degree than homeowners. This suggests that lower-income households have difficulty purchasing homes (possibly including difficulties securing home-loans) and often rent by necessity. Decreased rates in mortgage loans and government assistance to first-time home buyers have increased opportunities for lower-income households to purchase housing.

State law requires each city and county to analyze the status of existing housing units which, through the availability of subsidies, are provided to moderate low or very low income households at below market rates.

The purpose of the analysis is to determine whether such units are at risk of being converted to market rates within the next ten years. If so, a plan must be prepared to deal with this reduction in assisted housing units.

State law also mandates that local governments plan for the conservation of at-risk units. "Conservation" refers to actions taken to assure the future affordability of currently affordable units.

The CA Department of Housing and Community Development developed a document titled Housing Element Analysis Preservation of Assisted Units, November 15, 1991. This, along with information in the Department's December 5, 1991 letter regarding "Preserving Subsidized Housing Projects," was reviewed to determine whether the City had any at-risk units, those units that have been subsidized in the past but may not be subject to income restrictions in the near future. Furthermore, the City checked HUD and FmHA inventories through an HCD representative who identified no units at risk. The City has no locally subsidized units at risk, as the City has not issued mortgage revenue bonds, has not approved any density bonuses with financial assistance, does not have an in-lieu fee program, and has not assisted multi-family housing with redevelopment or CDBG funds. Public subsidies for renting could benefit many of the renters in Trinidad.

D. LAND AVAILABILITY

This section discusses vacant and underutilized properties in Trinidad which have the potential for residential development. As shown by the table **Inventory of Land Available for Residential Development** below, as of August 1994 there remained 20 potentially-developable residential lots within city boundaries. Each of the twenty lots is subject to Trinidad's program of pre-development review (including sewage disposal suitability) but is zoned to accommodate such lower-cost housing types as manufactured houses/factory built housing. Some other areas (designated PD, C) are large enough to allow clustering of multi-family units and improvements.

Trinidad's inherent land-use constraints severely limit the developability of all vacant land (see IV. CONSTRAINTS). The developable lots described above are considered to be the build-out for the city. These lots are zoned for single family dwellings and carry a minimum lot size of 8,000 to 20,000 square feet and dependant on lot constraints. Manufactured housing is permitted on all sites on a single-family use basis.

No redevelopment areas are currently defined within the city. Public facilities, such as the school and Town Hall, are available for use as temporary emergency shelters in the events of natural disasters. Emergency shelter or transitional housing is not designated in the City because of lack of expressed need and close proximity to similar services in Arcata and Eureka. Aside from the existence of four currently undeveloped commercial parcels, no non-residential property in the city is available for conversion to residential use. The City has no industrial or agricultural zones. Most surrounding undeveloped property is within State park boundaries or is unsuitable for development due to geological instability or sensitive habitat constraints.

Largely as a result of septic-system capability and slope stability constraints, few previously developed parcels are available for subdivision for the purpose of creating more developable parcels. New housing development is presently restricted to the sites identified in Table 18

Table 18
Inventory of Land Available for Residential Development by Land Designation and Zoning District

Land Use Designation	Zoning Classification[1]	Type of Development/ Density	Estimated Vacant Land by Zoning	Estimated New Unit Potential[2]	Units Possibly Constrained by Constraint Type[3]
URBAN RESIDENTIAL	UR	One family 1 un/8,000 s.f.	2 acres	11	(1)
SUBURBAN RESIDENTIAL	SR	One family second dwelling unit* 1 un/20,000 s.f.	6 acres	15	(1), (3)
PLANNED DEVELOPMENT	PD	1-4 family* Planned developments 1 un/8,000 s.f. Rest homes, day care 1 un/2,500 s.f.	5 acres	27	(1), (2), (4)
COMMERCIAL	C	Single-family as secondary use*,[4] 1 un/8,000 s.f.	2 acre	11	(1), (4)

* Use permit required.

1 Refer to ZONING ORDINANCE: ZONING CLASSIFICATIONS, LAND USE MAP and LAND USE AND ZONING MATRIX.

2 Based on density of developed areas in areas of same zoning designation elsewhere in Trinidad. Does **NOT** include reduction of units caused by site constraints.

3 PRIMARY CONSTRAINTS TO NEW RESIDENTIAL DEVELOPMENT FOR VACANT AND EXISTING IN THESE AREAS:
(1) Service infrastructure (sewer) (3) Slope stability
(2) Service infrastructure (water) (4) Fault Rupture Zone

4 Can be located in existing commercial structure as secondary uses.

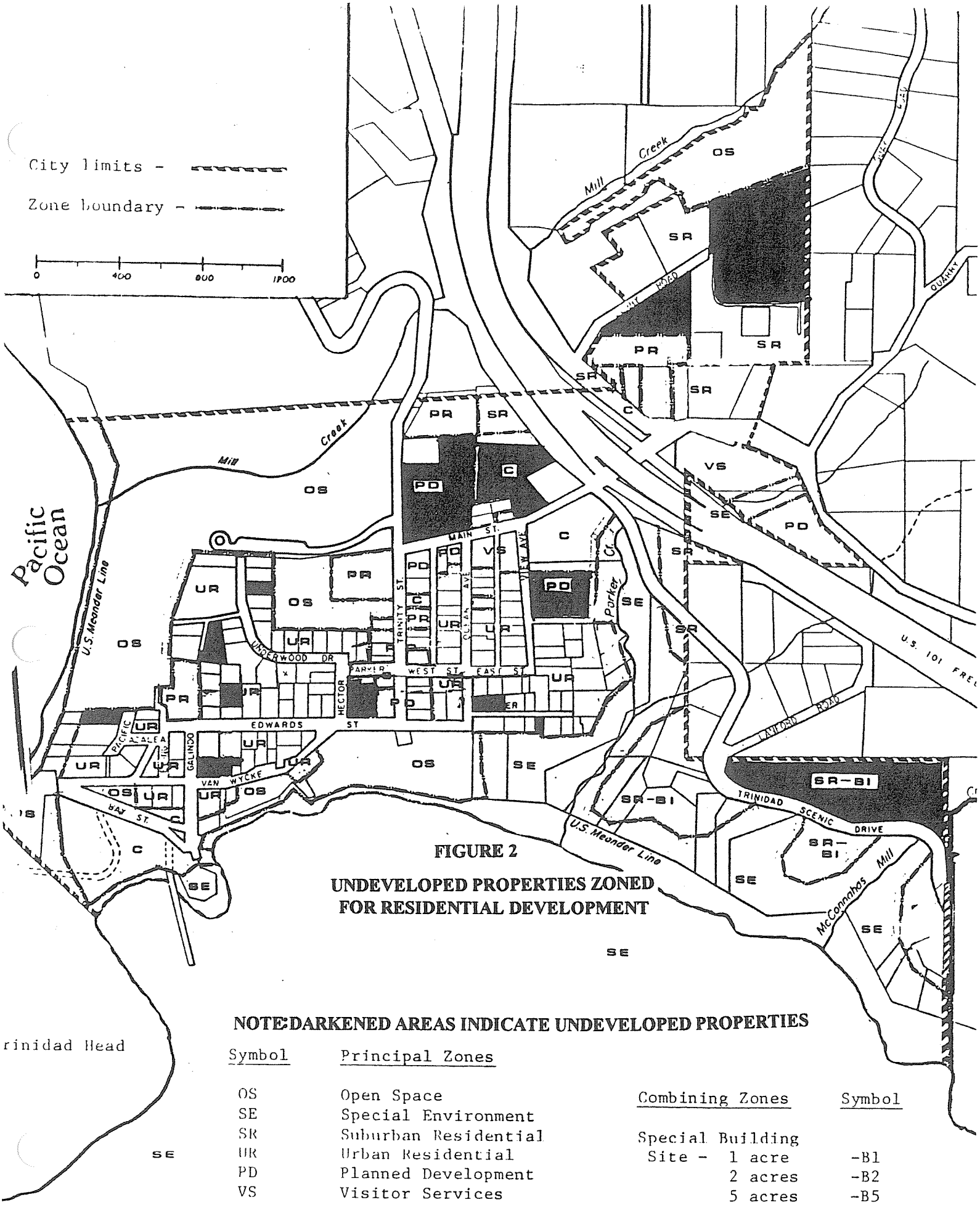

FIGURE 2

UNDEVELOPED PROPERTIES ZONED FOR RESIDENTIAL DEVELOPMENT

NOTE: DARKENED AREAS INDICATE UNDEVELOPED PROPERTIES

Symbol	Principal Zones
OS	Open Space
SE	Special Environment
SR	Suburban Residential
UR	Urban Residential
PD	Planned Development
VS	Visitor Services
C	Commercial
PR	Public & Religious

Combining Zones	Symbol
Special Building Site - 1 acre	-B1
2 acres	-B2
5 acres	-B5
Mobilehome	-MH

IV. CONSTRAINTS

This section attempts to identify the factors that may contribute to difficulties in meeting housing needs. Generally, such factors are attributed to governmental and non-governmental limitations. Housing constraints in Trinidad can best be described as:

- **Developmental Constraints**, including economic factors such as inability to pay and physical factors limiting housing development opportunities; and

- **Governmental Constraints**, such as permitting difficulties and land use controls.

A. DEVELOPMENTAL CONSTRAINTS

1. Market Constraints

Housing supply and demand are the market constraints most likely to affect housing affordability in Trinidad. (Residents' ability to pay for housing, as well as housing availability are discussed in Section III. Housing Market Information, C. Affordability.)

In addition to actual construction costs, housing costs include (or reflect, for rentals) those associated with financing, marketing, profit to developer or homeowner, infrastructure, utility hookups, property taxes, land division, and permit processing costs. Interest rates also impact housing costs and affordability.

Increasing land values and costs of constructing or purchasing a home are prevalent in Trinidad, as well as in the rest of the County and State. However, concurrently-rising area incomes somewhat offset the seemingly drastic increases in housing costs over the past 20 years. It is important to note that property values in Trinidad may tend to exceed those in many surrounding areas due to the city's unique scenic location and inherent recreational opportunities.

Although market constraints are the least limiting of developmental constraints, lower income groups may continue to require assistance in order to obtain affordable housing opportunities.

The City does attempt to mitigate the factors described above by encouraging the creation and preservation of affordable units. For example, the City adheres to State regulations which allow manufactured home placement on all lots suitable for single family dwellings. Because manufactured housing generally incur lower housing costs than do traditional, "stick-built" homes, they serve as favorable sources of affordable housing. The City also allows (when site conditions allow) the creation of second dwelling units as additional sources of affordable housing.

In addition to assuring availability of affordable housing within city limits, the City encourages Humboldt County to allow a variety of housing types in residential areas surrounding Trinidad. Currently, there are numerous mobile home parks, single mobile homes, trailer parks, and at least one multi-family development (consisting of 9 duplexes) in these outlying areas. Housing opportunities like these assist lower-income households in securing housing within the scenic Trinidad area.

Both State and Federal agencies continue to offer financial support for lower income groups in California. Subsidized rent and low-interest loan programs from these agencies are made available to Trinidad residents who meet specified criteria.

2. Circulation Infrastructure

The majority of vacant and developable lots in the city are accessible by existing roads and would not require substantial increases in road surfaces if developed. A possible exception to this is the Twoomey subdivision in the southeastern portion of town. The proposed subdivision would require the construction of additional access roads; however, the developer is responsible for such construction and such roads would be short in length with only minor traffic (less than five units). The Trinidad General Plan and background information discusses them.

3. Service Infrastructure

The primary constraints to development in Trinidad are limited septic capability and water availability. Individual septic tanks are currently the only means of sewage disposal in the city. Soil conditions and lot sizes limit the number and distribution of septic tanks, and thereby restrict the feasibility of new development.

The 1976 EIR to the General Plan concluded that the construction of a sewage disposal system would cost the City approximately $1 million (in 1976 dollars). The potential expense today is estimated to be substantially higher.

Since this time, funding sources for a sewage treatment plant are unavailable and the City must do what it can to prevent the possibility of overloading the capacity for septic treatment. The potential for septic tank failures could present a significant problem for the city in future land use decisions.

Trinidad withdraws its municipal water supply from Luffenholtz Creek, located 1.5 miles southeast of the city. All development within city boundaries, and some just outside the city, is connected to this system. As mandated in the Trinidad Land Use Plan, city residents are given preference over nonresidents for service connections. Storage capacity, treatment, pumping capacity and minimum creek discharge all limit the number of hookups available from the City system. Based on a 1995 assessment, there were approximately 300 water hookups. An additional 228 hookups could be available only if substantial wet weather storage capacity or treatment facilities are developed. Only a limited number of hookups (100±) are available without such improvements.

4. Seismic/Slope Conditions

The City of Trinidad lies within a geographic area laden with numerous seismic faults and shear zones. The fault zones nearest the city are the Freshwater Fault zone to the southwest and the Falor-Korbel Fault zone to the east. However, a total of 8 active or potentially-active faults lie in the northwestern portion of the state and may affect Trinidad in the event of an earthquake.

The City of Trinidad is also listed as having an active fault rupture zone per the Alquist-Priolo Mapping. This zone occurs within much of the listed vacant Commercial or Planned Development designated areas.

The maximum earthquake magnitude which may be experienced in the Trinidad area is estimated at 8.0 on the Richter scale. The estimated maximum bedrock acceleration (%g) is .48. These figures must be considered during the design and construction of all structures in the city.

Trinidad is also vulnerable to damage resulting from earthquake-induced sea waves known as "tsunamis." In addition to occasional tsunamis, the city is susceptible to violent wave attacks during harsh winter storms. Development in the lower, more exposed portions of the near shore area must continue to be avoided to ensure its protection from waves.

Portions of the Trinidad area are composed of moderately to highly unstable slopes. Such slopes are prone to accelerated erosion and mass movement during earthquakes, storms, and as a result of nearby construction. The City requires geologic reports for new development within these areas.

5. Construction

Financing opportunities and construction costs remain generally consistent County-wide and are not considered a constraint to development in Trinidad. However, land values in the city are continuing to rise with demand for housing. FmHA (Farmers Home Administration) is available to assist homebuilders in financing the construction of new homes. Other Trinidad residents may qualify for FmHA or other subsidy programs.

Most physical limitations can be translated into cost-related constraints. Many of these cannot be overcome in Trinidad due to the city's unique location and restricted size. This suggests that the city can best fulfill its housing obligations into the future by encouraging the use of existing units as affordable housing.

Zoning classifications, estimated amount of vacant land, and estimated amount of vacant land subject to specific constraints are outlined in the Inventory of Land Available for Residential Development (III. Housing Market Information, D. Land Inventory).

B. GOVERNMENTAL CONSTRAINTS

Many of Trinidad's governmental constraints to development are directly related to the physical limitations described above. The most notable of these constraints are the mandates set forth by the California Coastal Act.

The entire city of Trinidad falls within the California Coastal Zone, meaning that all proposals for new development are subject to the standards and regulatory procedures included in the City's Local Coastal Plan (LCP). At the heart of the LCP is the Trinidad Land Use Plan (LUP), which establishes numerous land use regulations relevant to the city's coastal location and characteristics.

In general, the purpose of an LCP is to allow for a partnership between the State and local governments in protecting the Coastal Zone from expansive, environmentally detrimental development. Several general Coastal Act policies may apply to development proposals in Trinidad. These should be considered when assessing governmental constraints to development within the city. They are as follows:

- Maximum public access and recreational use of the coast, with consideration of private rights and the environment, must be provided;

- Marine and land resources, including riparian areas, tide pools, wetlands, and rare and endangered habitat areas must be protected;

- The scenic integrity of the coastal landscape must be preserved;

It is also important to note that, under the Coastal Act, coastal-dependent development proposals (such as those oriented toward recreation or tourism, or those involving the organized study of coastal/marine resources) receive higher approval priority by the State Coastal Commission than do non-coastal-dependent developments (such as residential dwellings) in certain designated areas such as the harbor area.

1. Regulations Regarding Physical Limitations

a. Service Infrastructure

The current minimum lot size in Trinidad, as determined primarily by limited septic capabilities, is 8,000 s.f. for Urban Residential and 20,000 s.f. for Suburban Residential designation. Under the city's Land Use Plan, all new individual septic systems must meet the minimum standards set by the State and Regional Water Quality Control Board.

Existing vacant lots which are below minimum lot size, but are otherwise considered developable, may be considered for development where an acceptable individual waste water treatment system (as determined by the County Department of Environmental Health) can be provided.

The Trinidad water system was brought into accordance with minimum state requirements in 1986. The improvement was conditionally approved by the Coastal Commission, which set a limit of 402 service connections for the upgraded system. Connections beyond this limit may be authorized by the Executive Director of the Coastal Commission upon submission by the City of a special hydrological study.

Similarly, in 1980, the Trinidad Citizens' Water Service Committee recommended that no more than 400 to 450 total connections be allowed without the completion of specific feasibility studies involving the local watershed.

A recent reevaluation (January 1995) by the City Engineer was completed. The number of water service connections in Trinidad currently stands at 214 within the city and 88 in outlying areas for a total of 302. This leaves room for an additional 98-148 hookups before improvements will be required. Based on flow alone and with specified improvements this could be increased to 228 additional hookups.

b. Seismic/Slope Conditions

Much of the Trinidad area lies within a Special Study Zone, as designated by the State Division of Mines and Geology under the Alquist-Priolo Act. The purpose of the Zone is to ensure that local development patterns do not create seismic hazards.

According to the Alquist-Priolo Act, no buildings may be constructed within 50 feet of any active fault in the Zone. All buildings outside this buffer, and throughout the rest of Trinidad, are subject to specific design guidelines established by the City.

Trinidad's Building Code contains a numerical formula that relates building weight to foundation design, anchoring, and wall reinforcement in the development of structures. By combining these factors in buildings plans, structures can be made to withstand potential earthquake damage. However, construction costs may be increased by these special design requirements.

The Trinidad Land Use Plan states that no new development may occur on unstable lands. Such development may include the construction of buildings and driveways or the placement of individual septic systems. These specific development types may not occur on sites of questionable stability, or within 100 feet upslope of such sites, unless the proposed development is analyzed and found not to be detrimental by a registered geologist. In addition, no new structures may be located on the shoreline less than 20 feet above the Mean Lower Low Water line, with the exception of harbor and public access facilities.

Most development of unstable and shoreline sites is restricted by the City's zoning regulations. The Open Space and Special Environment Zones prohibit most development in these locations.

2. Fiscal Restraints

Aside from the physical limitations listed above, development in Trinidad falls subject to overall financial constraints. These are mainly related to the City's fiscal limitations which have been recently exacerbated by cutbacks at the State level.

The City of Trinidad is presently experiencing difficulties in providing for even the highest priority maintenance activities--including street and utility system improvements. Appropriations for site improvements and fee relief are not expected to become available at the local level within the next 5 years.

Planning permit costs (averaging $200-$500) are not unreasonably high in Trinidad, although they may seem so to small-town property owners and developers. Because of its small size and limited staffing capability, Trinidad relies on private consultants (and consulting firms) to perform necessary project review activities. This can, at times, result in higher fees than those incurred by larger cities, although Trinidad fees generally remain lower than the County average and those of some surrounding communities.

There is evidence to suggest that the City's permit fees do not prevent development. In recent years, no proposed projects have been abandoned as a result of developers' inability to pay permitting fees. Fees can be reduced only to the degree that the City subsidizes actual costs, a position it is unable to take at this time. Although it may slightly impact fees, the use of consultants does not increase permit processing time (normally 1-3 months). All project reviews are completed well within the maximum time allowed by the State Permit Streamlining Act.

The City adopts the most current Uniform Building Code. There are no local amendments to the Codes; hence, building codes are not excessive and do not present a constraint. Historic structures in the city have been formally designated but special historic preservation codes are not in effect. Whether this occurs or not will have only minor affect on housing affordability. New development near these structures is reviewed for its impact on historic structures.

The City's Local Coastal Plan implements Coastal Act policies which include review of new development for compliance with design review and view protection findings. These tend to result in design restrictions in development. However, there are no known cases where development was precluded. All policies are applied equally regardless of the type of development proposed.

On- and off-site improvement requirements consist primarily of paving of off-street parking and construction of drainage facilities. These requirements are comparable with other surrounding communities and are not excessive. Setbacks and lot coverage restrictions are also reasonable, comparable and do not represent a constraint to development.

Off-street parking requirements may limit the number of potential new residential units added to existing commercial structures (as promoted by policies to encourage mixed use. To some extent, parking requirements (1 additional space) may limit the development of second units on residential lots in other areas of Trinidad. This is not considered a significant constraint, however, due to the high level of build-out on these properties and the low number of inquiries desiring second units. Recent changes to the City's Zoning Ordinance have allowed parking-in-lieu alternatives when there would otherwise be a shortage of off-street parking.

Building permits are generally processed in less than two weeks. Planning permits generally take 1-2 months to process, depending on the date of application and the date of the once-a-month Planning Commission meeting.

The City typically requires a $4,500-$7,500 water improvement fee for all new construction. There are no school impact fees in the City of Trinidad.

Table 19 - Development Standards from the City of Trinidad Zoning Ordinance

ZONE	Use Permit	Minimum Lot Area	Density Un/s.f.	Setbacks F-R-S	Off-street Parking/ Unit
SR (Suburban Residential)					
Single-family	No	20,000 s.f.	1/20,000	30-20-10	2/unit
Two-family	Yes	20,000 s.f.	1/20,000	30-20-10	2/unit
UR (Urban Residential)					
Single-family	No	*8,000 s.f.	1/8,000	20-15-5	2/unit
PD (Planning Development)				20-15-4	
Single-family	Yes	8,000 s.f.	1/8,000	None	2/unit
Multi-family	Yes	2,500 s.f.	1/2,500	Spec.	1.5/unit

V. ANALYSIS OF PREVIOUS HOUSING PROGRAM AND RECOMMENDATIONS FOR REVISIONS

A. REVIEW OF EXISTING HOUSING RELATED POLICIES

1. State Objectives

Every county and city in California is required to develop a housing program which meets State standards for adequacy. These programs must be delineated in each locality's General Plan as its official Housing Element. The State mandates that measures be included in all Housing Elements to accomplish the following objectives (summarized from CA General Plan guidelines):

a. Create and identify adequate amounts of land with Zoning and Development Standards for a range of housing types, sizes and prices.

b. Encourage housing affordable to low- and moderate-income households.

c. Minimize governmental constraints on the maintenance, improvement and development of housing.

d. Conserve and improve existing housing stock.

e. Promote housing opportunities for all segments of the city's population.

This document represents the City of Trinidad's first Housing Element. The Trinidad General Plan section entitled **Housing** contains the city's official housing program prior to the adoption of this Element.

2. Existing City Housing Policies

Since the adoption of the General Plan in 1976, the City has strived to meet the above objectives through a program dependent on the following policies:

44. Vacant land in existing residential areas is sufficient to accommodate the desired level of residential expansion during the planning period. [Policy removed since it is a finding rather than policy]

45. Trinidad's role in the effort to provide adequate housing is focussed on three areas:

(a) Attempting to keep the cost of existing moderate cost housing down so it can continue to be available to people with limited incomes who desire to live in Trinidad; [Replaced with Policies 3, 4, 10, 11]

(b) Protecting the unique character of the City as a single-family owner occupied fishing village; [Replaced with Policy 2]

(c) Encouraging the County to allow a variety of housing types in the residential areas surrounding the City consistent with septic tank limitations. [Revised in Policy 5]

46. *The City should continue to maintain a rural life style because it is preferred by residents and also because it allows for a low level of public services and thereby keeps property taxes and utility charges at a minimum. This helps to keep the cost of operating a residence as low as possible.* [Replaced with Policies 1, 8, 11, 13, 14]

47. *Only single-family residences should be permitted in the Urban Residential, Suburban Residential, Rural Residential and General Rural categories. [Amended Ord. 166; 12-12-84]* [Replaced with Policy 2]

48. *Multiple family developments such as condominiums, townhouses and apartments with from one to four dwelling units in a building may be appropriate in the Planned Development category provided the density does not exceed that of the Urban Residential category or waste disposal constraints, whichever is most restrictive. Mobile home parks are not consistent with the character of the intensive development area and should not be permitted in the City.* [Replaced with Policies 3, 4, 5]

49. *The City should investigate and cooperate in implementing appropriate programs providing assistance which will enable low and moderate income persons to find and retain suitable housing.* [Revised with Policies 7, 10, 11]

50. *Subdivisions should be encouraged in the intensive growth area to increase additional building sites for those who wish to live near Trinidad. Lots adequate to support larger homes for families with children can be provided and low cost housing (mobile home subdivisions or Farmer's Home Administration assisted housing) can be accommodated.* [Revised with Policies 7, 11]

51. *Soil limitation for septic tanks, local hydrology and topography are critical determinants of the size of any new housing lots and may require that lots be larger than minimum lot size requirements contained in the General Plan or Zoning Ordinance. Where residents want to protect the character of a residential area minimum lot sizes greater than might be allowed based on site conditions are justified. The following minimum lot sizes are consistent with the preferred character of the designated residential areas while allowing flexibility in adapting lots to varying soil conditions. In the Rural Residential classification new lots should not be less than one acre in area. In the Suburban Residential area minimum lot sizes should range from .5 acre to 1 acre depending on the character of the neighborhood. In the Urban Residential classification new lots can be less than .5 acres. In any case, the minimum lot sizes in Suburban Residential areas should not be smaller than the minimum recommended in the Wastewater Facilities Plan (see Policy 29).*[1] [Policy retained but not as part of Housing Element]

52. *Where commercial timber is acting as a visual buffer between residential uses or between residential uses and other activities, the County should not approve conditional use permits to allow harvesting the timber in the buffer strip unless replacement of shrubs is provided which will, within a few years, reestablish an adequate buffer.* [Policy retained, but not part of Housing Element]

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[1] "*Minimum lot sizes for the Resource Production classification should be large enough to protect the economic viability of management units. The minimum lot size for the General Rural designation can range upwards from two acres. For the purposes of this Plan, no further divisions of existing parcels in the General Rural designation is recommended.*"

53. *Except as provided in the discussion of commercial development, commercial uses in residential areas of the City and County should be limited to home occupations where the activity is confined to the residence or accessory building and signs are kept to a minimum. Storage of crab pots, fishing boats, campers and trailers within required yard areas should be allowed provided visibility at street intersections and access to the perimeter of the dwelling is not hampered.* [Policy retained, but not part of Housing Element]

54. *The County should inspect all motel and cabin units being used as permanent residences to determine if they are suitable for permanent occupancy. Rental of suitable motel and cabin units by college students should be encouraged.* [Policy removed/not applicable to City Housing Element]

These policies have been retained, revised, replaced or removed (as indicated) in order to bring the City's Housing Element into conformance with current goals and State requirements and to separate out those policies not directly related to housing. See Section VII for the Goals, Policies and Implementation Measures proposed as part of this Housing Element.

The Housing section of the General Plan makes no mention of any effort to minimize governmental constraints to maintenance, improvement, and development of housing. However, the 1976 General Plan Project, Community Infrastructure, addresses several related issues.

First, the Report states that many existing housing units which fail to conform with current building codes are protected under the "grandfather clause"--meaning that they were established prior to the adoption of current codes and therefore need not be brought into conformity until a structure remodel or expansion is proposed. This protection of non-conforming units minimizes housing costs for many city residents.

Community Infrastructure also stresses the importance of careful judgement on the part of the City and County when imposing expensive code requirements on older buildings. It is noted that these older buildings are the primary source of affordable housing for limited income households within the city.

As noted throughout this Element, a major housing conservation measure taken by the City of Trinidad is the attempt to limit housing costs for residents of older, moderate-cost dwellings. Preservation of the rural character of the city, allowance for existing nonconforming structures, and avoidance of expensive code requirements on older buildings (for new homeowners) all work toward this end.

At the time of General Plan adoption, no concerted effort was put forth by the City to improve the condition of deteriorating units, as very few of these units were reported to exist at that time. To date, the City has not developed an organized rehabilitation program, and no State funds for such a program have become available. However, FmHA does offer financial assistance for home improvement to qualifying homeowners. Three types of FmHA funding are currently available to Trinidad residents:

Section 504 - Home Repair: Provides grants to senior citizens and very low-interest loans to lower-income owner/occupants for health and safety related housing repairs. (Administered by FmHA, Eureka office.)

Section 502 - Rehabilitation: Similar to the 504 program, with the same loan maximum. Rehabilitation must bring entire house up to FmHA standards. (Administered by FmHA, Eureka office.)

Section 502 - Home ownership: Provides loans to low-and moderate-income households for purchase of single-family dwellings. (Administered by FmHA, Eureka office.)

Within the past 20 years there has been no evidence of any restrictions on housing choices to special needs groups in Trinidad, except in cases where property values exceed those affordable by limited-income households. No concentrations or groupings of minority or poor-quality housing exist within the city. Furthermore, no fair housing or housing discrimination complaints have been received by the City since the adoption of the General Plan.

The U.S. Department of Housing and Urban Renewal (HUD) provides rent subsidy assistance to low-income households in certified existing housing units in Trinidad. Locally, this assistance is administered through the Humboldt County Housing Authority.

B. EFFECTIVENESS

The goals and objectives of the **Housing** section of the General Plan are relatively broad in nature. They provide an overview of Trinidad's unique housing situation and the make up of its population. The **Housing** section also defines the City's general policies regarding the assurance of affordable housing to all income groups. The existing City housing program does not, however, specifically address all issues currently required for analysis by the State in preparing an official Housing Element. This Housing Element attempts to remedy the inadequacies of the previous housing program.

VI. HOUSING NEEDS SUMMARY

Previous sections have described the factors contributing to Trinidad's position with respect to meeting its housing needs.

In view of these factors, the City should focus its housing efforts on the following:

A. GENERAL

1. Facilitate the ability of limited-income households to improve the condition of their living quarters through financial and technical assistance, as feasible.

2. Continue to promote the conservation of affordable housing through policies aimed at minimizing overall housing costs for residents, with special focus on limited-income households.

3. Provide opportunities for construction of affordable housing on developable vacant lots.

4. Encourage the utilization of available subsidy programs such as HUD Section 8 and FmHA construction/rehabilitation programs by qualified city residents.

B. SPECIAL NEEDS

The "special needs" households described in previous sections should be specifically considered in the City's housing programs as follows:

1. Encourage the provision of access for handicapped persons in new and rehabilitated residential structures. Where handicapped access provisions are not provided with initial construction, building design should not preclude the possibility of such future remodeling.

2. Encourage adequate supply of local day care/nursery school programs.

3. Encourage shared housing opportunities, particularly for seniors, female-headed households, and the disabled.

4. Increase public awareness of local assistance opportunities including public subsidized housing programs, shared housing, day care and nursery facilities, social services (for transitional or homeless persons), housing rehabilitation programs, weatherization practices, fair housing policies, local employment opportunities, and energy conservation methods.

5. Further investigate the feasibility of establishing a limited care facility in Trinidad to assist local seniors and the disabled.

6. Encourage tourism, to a reasonable extent, to help bolster the city's economy. The primary focus should be on counterbalancing revenues lost due to drops in commercial-fishing-related tourism.

VII. GOALS, POLICIES AND IMPLEMENTATION -- 1996-2001

The State has suggested the following broad "goals" for local housing elements:

1. To promote and ensure the provision of adequate housing for all persons regardless of income, age, race, or ethnic background.

2. To promote and ensure the provision of housing selection by location, type, price, and tenure.

3. To promote and ensure open and free choice of housing for all.

4. To develop a balanced residential environment which includes access to jobs, community facilities, and services.

5. To serve as a guide for municipal decision-making regarding issues that effect housing stock quality or supply.

In addition to these goals, recent legislation encourages local Housing Elements to address emergency housing and housing for the homeless.

The City's goals, policies and objectives are intended to accomplish the broad State housing goals as appropriate for Trinidad's particular needs and circumstances. [Note: Under "Goals" (P) followed by numbers indicate the policies that pertain to the goal. Likewise, under "Policies" (I) followed by numbers indicate implementation proposed for each policy.]

A. GOALS

1. To assure adequate housing for all segments of the community while maintaining the quality, living environment and rural character of Trinidad. (P-1-5)

2. To provide adequate housing for persons with special housing needs such as target income groups of low-income, the elderly, handicapped, and female-headed households. (P-3-11)

3. To promote safe, convenient, and cost-effective housing. (P-4, 5, 7-14)

4. To plan for the development of balanced residential environments with access to employment opportunities, community facilities, and public facilities. (P-4, 11)

5. To preserve the city's historical and cultural heritage through preservation and innovative reuse of older structures. (P-3, 5)

6. To assure availability of housing and facilities in the event of natural or human-induced disasters. (P-5, 14)

B. POLICIES

1. The City shall review all new residential development to be consistent with the rural, uncrowded, rustic, unsophisticated, small, casual, open character of the community and shall blend stylistically with existing development.

2. Due to existing physical constraints, the City of Trinidad retains the existing emphasis on single-family dwelling units in residential designated areas. (I-1)

3. The City shall develop a program for notifying all residents of the availability of housing programs and funding. (I-1, 3, 8, 12)

4. The City, in its review of development proposals, shall consider exceptions or revisions to City ordinances related to zoning, density, services or other incentives based on the merits of the project to provide or improve the living conditions of its residents, as feasible. (I-1, 15)

5. The City shall pursue appropriate local, State, and Federal housing and economic development programs. (I-3, 15)

6. The City shall not permit discrimination in housing based on race, color, religion, sex, family size, marital status, national origin, ancestry, or other arbitrary factors. Safeguards will be instituted to ensure fair housing opportunities. (I-3, 13, 14)

7. The City shall give the housing needs of the elderly and the handicapped high priority of consideration in future land use decisions. (I-3-6, 11, 12)

8. The City shall encourage provisions for access for the handicapped in new or rehabilitated residential and commercial developments. (I-1, 3-7, 11, 12)

9. The City shall continue to allow manufactured housing to be permitted on sites where single family dwellings would otherwise be allowed. (I-2)

10. The City shall encourage the use of private initiated and/or public-funded programs to provide housing for low-and moderate-income families. (I-3, 8-10)

11. The City shall encourage the County to allow a variety of housing types in the residential areas surrounding the City during the development of the County's Community Plan. (I-3-5)

12. The City of Trinidad encourages the use of multi-family developments in Planned Development designations provided that the density does not exceed the physical limitations of the land. (I-4, 5)

13. The City shall encourage the use of energy conservation measures and materials for all new residential development and rehabilitation. (I-3, 8-10)

14. The City shall promote conservation and improvement of the existing housing stock, with emphasis on older structures. Specific areas of concern include electrical wiring, foundation stability, potential for water damage as well as septic tank failure. (I-3, 9, 11, 12)

C. IMPLEMENTATION TO REACH FIVE-YEAR GOALS -- 1996-2001

New Construction

1. The City will review its current General Plan policies pertaining to the construction of second units on single-family lots. The appropriateness of encouraging second-unit construction will be addressed, as will the feasibility of such construction, given current septic capability constraints.

Responsibility: City Council

Time Frame: Within the next five years, prior to the first Housing Element review.

2. The City considers the placement of manufactured housing as a potential alternative source of affordable housing and allows for it on remaining developable lots within the city.

   Responsibility: City Council

   Time Frame: Ongoing.

Special Needs

3. The City, through local community newsletter or water billing, will publicize available programs or resources regarding the following:

   a. Subsidized Housing Programs.
   b. Shared Housing Opportunities.
   c. Available day care/nursery school programs
   d. Permit process to become a licensed day care provider.
   e. Available adult day care program.
   f. Fair Housing Practices.
   g. Nearby Social Services.
   h. Housing Rehabilitation Programs, Weatherization Programs.
   i. Local Employment Opportunities.

   Responsibility: City Council, City Clerk.

   Time Frame: Post information regarding the above once a year beginning Summer, 1997

4. Opportunities for group quarters for targeted groups (single persons, female-headed households, disabled, seniors, etc.) should be researched and implemented if a need or interest is identified. If applicable and available, the City will assist interested applicants to apply for HCD's Family Housing Demonstration Program (FHDP).

   Responsibility: City Council.

   Time frame: If an applicable program is identified and program funds are available, City will assist interested applicant to submit one application during next five-year period.

5. Senior Group Housing Opportunities should be pursued. The City will assist interested applicant to submit at least one application to HCD, at time a Request for Proposal is distributed, for Senior Citizen Shared Housing Program (SCSHP).

   Responsibility: City Council.

   Time Frame: If an applicable program is identified and program funds are available, City will assist interested applicant to submit one application during next five-year period.

6. The City will implement the requirements of the American Disabilities Act.

Responsibility: City Council, City Building Inspector.

Time Frame: Current

7. The City will pursue (or provide assistance to individual requesting) the development of limited care facilities for seniors and/or the disabled.

   Responsibility: City Council working with Service Providers.

   Time Frame: If an applicable program is identified and program funds are available, City will assist interested applicant to submit one application during next five-year period.

Energy Conservation

8. Rehabilitated units will be encouraged to include retrofit weatherization improvements such as ceiling and floor insulation, caulking and weatherstripping.

   Responsibility: City Council.

   Time frame: As part of any approved program funded under Implementation No. 12.

9. Energy conservation information for existing housing will be disseminated by publicizing available weatherization programs.

   Responsibility: City Council.

   Time frame: Ongoing.

10. New construction will be required to comply with Title 24 of the State Building Code. These requirements are approved by the City Building Department at the time of plan review or permit application.

    Responsibility: City Building Inspector.

    Time frame: Ongoing, current requirement.

Housing Rehabilitation

11. The City will request a local organization involved in housing rehabilitation to survey the City of Trinidad's housing stock as an initial step for establishing a housing rehabilitation program for targeted income groups.

    Responsibility: City Council

    Time Frame: Within one year after certification of Housing Element.

12. The City will apply (or support appropriate applications) to HCD and other agencies for funds to provide low interest and deferred loan programs for the rehabilitation of housing occupied by targeted income households.

Responsibility: City Council.

Time frame: If an applicable program is identified and program funds are available, City will assist interested applicant to submit one application during next five-year period.

Equal Housing Opportunity

13. The City will continue participation in the Humboldt County Fair Housing Committee sponsored by the Board of Realtors.

    Responsibility: City Council.

    Time frame: Ongoing.

14. The City Clerk is designated as the contact for referral of fair housing complaints to the State Department of Fair Housing and Employment.

    Responsibility: City Council.

    Time frame: Ongoing/A minimum two notices will be posted each year at appropriate public places.

Economic Development

15. The City will continue to encourage the attraction of appropriate cottage or home-base industries including those related to commercial fishing/tourism to the area, to a reasonable extent, in efforts to bolster the city's economy and increase employment opportunities.

    Responsibility: City Council.

    Time frame: Minimum annual meeting between City Council and Business Community.

D. IMPLEMENTATION TABLES

Table 20 - Residential Construction Goals
Rehabilitation

REHABILITATION	1996	1998	2000	2001
Total Units	203			
Units Needing Rehabilitation* (10%)	20	20	18	17
Rehabilitation	0	1	1	1
Demolition	0	1	0	1
Remaining Needs	**20**	**18**	**17**	**15**

Total Rehabilitated Units 1990-2001: 5 units
*Note: Ten percent of Units Needing Rehabilitation is based on assumptions only.

Table 21 - New Construction (Cumulative)

Units	1996	1998	2000	2001
Total	203	207	211	216
Demolition	0	1	0	1

Total New Construction 1990-1997: 13 units
Based on information contained in Table 22.

Table 21 - Housing Goals by Income Group 1994-2001 Based on the County Regional Housing Needs, 1992 projected to 2001, and based on no new construction since 1992

Income Group	New Construction	Rehab.	Conserv.
Very Low	1	0	1
Other Low	2	1	1
Moderate	2	0	1
Above Moderate	6	1	1
TOTAL	11	2	4

Table 23 indicates types of projects, any one of which could reasonably be accomplished and which would help in solidifying the City's fiscal positions in implementing previously mentioned programs. The following is for informational purposes only and to discuss accomplishments in subsequent Housing Element Updates.

Table 22 - Economic Development Goals 1993-2001

1. Permit at least 1 licensed day care or nursery school operation where appropriate.
2. Increase tourism revenues by promoting community events such as the Clam Beach Run, Fish Feed and Film Opportunities.
3. Increase opportunities for development of cottage industries/home occupations.
4. Permit appropriate and necessary ancillary services to commercial fishing industry.
5. Complete LCP amendment for Harbor Area Land Use Designation and Zoning Provisions.

VIII. ENERGY CONSERVATION

Energy costs are often immense household expenses, second only to rent or mortgage payments. Combined with energy costs, home insurance premiums and mortgage/rent payments can easily exceed 50% of a household's total income.

Although Trinidad's proximity to the Pacific Ocean ensures its stable year-round temperatures, conditions are such that artificial heating systems are necessary in all residences. According to the 1990 Census, the primary modes of space heating for housing units in Trinidad were wood stoves/fireplaces and electricity.

Use of wood stoves for heating has increased over the past several years in Trinidad, as it has in other parts of the County. Traditionally, local sources of firewood were relatively plentiful. The booming lumber industry assured the availability of cut mill ends, many of which were donated to local residents free of charge. Also in large supply were trees subject to individual harvest for firewood.

Recent cutbacks in the timber industry and the enactment of strict regulations on timber harvest have now caused the once-abundant supply of firewood to diminish. It is expected that the cost of locating and purchasing acceptable firewood will continue to heighten in the future.

Even in light of the problems surrounding firewood availability, many households may find wood-burning economically beneficial due to its otherwise low energy costs.

All new construction in Trinidad meets California Title 24 Building Energy Standards. The rigorous and conservative Title 24 guidelines mandate housing that requires only a fraction of the energy needed to heat most older homes. The City of Trinidad recognizes that careful design and construction are integral components of any successful energy-conservation program.

The Pacific Gas and Electric Company (PG&E), the local utility gas supplier, commonly offers financing programs to assist households with the implementation of residential energy conservation measures. Qualifying property-owners are eligible to receive cash rebates or no-interest loans for weatherization improvements to their homes. Such improvements might include weatherstripping, use of water heater insulation blankets, caulking, or installation of storm windows, low-flow showerheads, or automatic setback thermostats.

It is important to note that low-income households may have difficulty meeting the criteria for these programs. Common criteria include a mandatory high credit rating and the "up-front" purchase of weatherization materials with only partial, subsequent reimbursement.

The Redwood Community Action Agency (RCAA), a local community service agency, offers free weatherization service to low-income residents of Humboldt County and has serviced several residences in Trinidad. Aside from offering this Low Income Weatherization Program, RCAA maintains an energy demonstration center and utilizes various methods of public education. The agency also assists low-income households with emergency payoff of utility bills.

In order to help implement energy conservation and innovative energy-use within the city, some Trinidad residents have installed solar water-heating systems and/or attached solariums to their units. Use of such solar heating systems is encouraged by the City, both for new construction and as retrofits for existing structures.

In addition to the above-mentioned services offered through RCAA, the agency has operated a "Municipal Solar Utility" in recent years. This leasing mechanism allowed low- and moderate-income households to retrofit their residences (including rentals) for solar energy use by assisting them with initial equipment purchase costs. Due to implementation barriers, this program is not currently in use.

Overall, as of this writing, the City encourages energy conservation by:

1. Requiring compliance with State energy conservation standards;

2. Reviewing site plans and subdivision designs for solar access;

3. Suggesting and supporting solar design through the Design Review Process.

TRINIDAD
GENERAL PLAN PROJECT

Community Infrastructure

JULY, 1976

Environmental
Research
Consultants, Inc.

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COMMUNITY INFRASTRUCTURE

INTRODUCTION

Other General Plan background reports have discussed environmental and economic characteristics of the Trinidad planning area. This report identifies and analyzes the essential service systems that allow a community to function. These systems include access facilities, water supply, electrical supply, waste disposal, housing, and education. Some of these infrastructure elements are highly standardized because of economic requirements and public health and safety considerations; others reflect local social preferences.

Communities can be very homogeneous or they can incorporate diverse life style elements. Homogeneous communities convey a definite identity and provide a sense of common values and security. Communities with diverse elements are more interesting and must always work to maintain a balance among the various life styles. In Trinidad, both the physical setting and the different life styles of local subgroups contribute to the uniqueness of the community. On most issues it appears that these subgroups agree, and therefore, the community reflects a consensus on infrastructure issues. But, there are exceptions.

Although the current character of Trinidad has been evolving during the past 30 years, there are several issues which have been thrust on the community in the last few years. It is now necessary to either reaffirm the community life style and service infrastructure or shift direction and evolve a new character. The development of a new general plan is an opportunity to carefully analyze these issues and to develop a coordinated set of policies which will tailor the infrastructure to the needs and desires

of local residents. Questionnaires have been utilized to obtain the property owners' and regular visitors' viewpoints on infrastructure elements.

This report discusses the general character of each of the infrastructure elements and relates community preferences with future trends. Section 1 is a summary of the major infrastructure findings and conclusions. Section 2 discusses access facilities which include streets, the harbor, and public transportation. Section 3 focuses on public health which is composed of water supply, liquid and solid waste disposal, and medical services. Section 4 concentrates on the infrastructure elements related to the public welfare including education, housing, recreation, and utility services.

SECTION I. SUMMARY

PUBLIC ACCESS

Pedestrian Access

Except where major commercial enterprises have provided sidewalks, pedestrians walk in the street or on an unimproved path alongside the street. There is little support for major pedestrian facilities, but improvements along Main and Trinity Streets from the freeway to City Hall are desirable.

Vehicular Transportation

Vehicular access ranges from high-speed freeway to narrow rural routes and city streets. During the summer visitor season, city streets leading to the harbor area are congested. A rural street system program is being developed with priority improvements designated for Trinity Street.

Public Transportation

Greyhound Bus Line provides daily northbound and southbound service. The Humboldt Transit Authority is proposing to serve Trinidad with a regional bus system.

Harbor Facilities

An eight year lease has been developed between the city and the present harbor operator. The city should consider acquisition and development of the harbor facilities in the future.

PUBLIC HEALTH

Water Supply

The city water system serves about 30% of the residents in the planning area. Summer consumption strains the capacity of the system, but water conservation measures could release enough capacity to permit additional residential hookups. Minor improvements to the system could develop enough capacity to serve the

planning area at saturation development levels.

Areas not served by the city water system rely on individual wells or streams for their water. Many of them experience water shortages during the summer.

Sewage Disposal

Individual septic tank systems are presently the only means of sewage disposal. Preliminary water quality sampling indicates that septic systems may not be functioning adequately in certain areas.

The North Coast Regional Water Quality Control Plan, Basin 1B, indicates that a sewer system should be installed in Trinidad in the near future. The city is applying for state and federal funding to study water quality problems and develop an appropriate sewage disposal program.

EDUCATION, HOUSING AND UTILITY SERVICES

Education

The Trinidad Union Elementy School District is experiencing a declining enrollment. The district is saddled with an expensive bussing program and an underutilized building. Operational costs could be reduced if the district were to build a new school in Westhaven and dispose of the existing site.

Housing

There are approximately 500 residential units in the planning area. About 10% of these units are in need of major repairs.

Recreation

Trinidad Beach State Park is the major park facility in the planning area. Additional development in the northern portion of this park is expected in the future. The Coastal Zone Plan calls for the acquisition of a number of beach properties.

Private Recreation

The Trinidad Harbor represents the major visitor attraction in the area. Most of the visitors stay at the recreational vehicle campgrounds and motels in the Trinidad area.

Most of the residents of the planning area feel that recreational facilities are adequate and would like only minor improvements. Most of the visitors would like to see expanded harbor facilities.

Potential Park and Recreation Facilities

Neighborhood parks could be developed on two city owned sites - The Mill Creek city reservoir site and McConnahas Mill Creek site.

The Coastal Zone Plan calls for the transfer of Trinidad Head to the State Dept. of Parks and Recreation. City management of the Head is also a possibility. This area could be developed with limited trail and picnic facilities.

The Tsurai Village should be acquired by a public agency. A facsimile of the indian village should be constructed as an historical attraction.

Public Utilities

Electrical and telephone service are adequate and have expansion capability. A utility undergrounding committee has been formed and a study is being completed to determine if undergrounding of utilities along Edwards Street is feasible.

SECTION 2. PUBLIC ACCESS

Residents travel from their homes to work and to other areas inside and beyond the community. In a scenic, recreation oriented area such as Trinidad, visitors travel to the area so they can enjoy the recreational amenities. Commercial and industrial enterprises need to transport their goods and services.

Distance usually controls the method of transportation used. Where housing and services are located close together people may walk between locations. The automobile has become the primary mode of travel for longer distances, but, buses, trains, and airplanes are alternatives. In a coastal community blessed with a harbor, boats are an important means of transporting goods, particularly fish caught offshore.

PEDESTRIAN ACCESS

In the Trinidad planning area the automobile has become the dominant mode of transportation. Residential and commercial areas were laid out with platted streets providing access to individual lots. These streets, once used by horses, wagons, and pedestrians are now the main travel way for automobiles and pedestrians. Within the thirteen square mile Trinidad planning area, pedestrian use of public right-of-ways is almost exclusively confined to the streets within the city of Trinidad. Near the freeway interchange, where the major commercial enterprises are located, sidewalks are provided. In residential areas traffic volumes are very low and pedestrians walk in the street, or use an unimproved path alongside the road. During the summer, an influx of visitor traffic disrupts this pattern and discourages on-street pedestrian traffic. Although most communities would like to have improved sidewalks, there is strong sentiment in

Trinidad that such improvements would destroy the rural character of the community; therefore, there is little support for major pedestrian facilities. Improvements along Main and Trinity Streets from the freeway interchange to the school and City Hall are desirable though.

VEHICULAR TRANSPORTATION

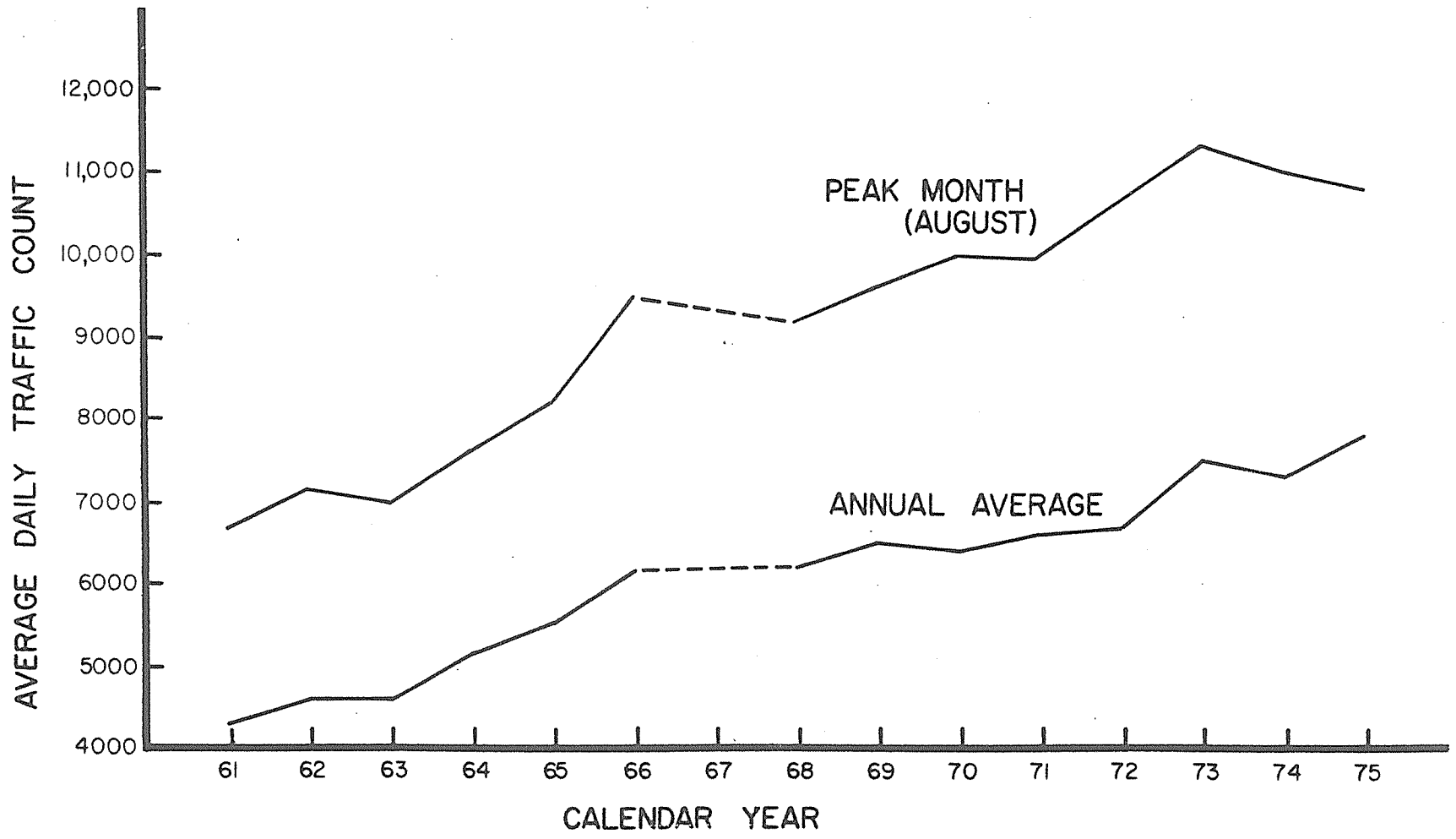
State Highways

Highway 101 has been the main access into the planning area since 1937. The highway originally followed along the coastline (Scenic Drive) from Luffenholtz Creek to the city; it then went north to Patrick's Point. Because the Scenic Drive segment was difficult to maintain, the present freeway was constructed through the area in the mid 1960's. It provides easy access to the Eureka/Arcata area. Just north of Arcata, Highway 299 connects with the freeway to provide a link with Redding and the Sacramento Valley. Figure 1 shows the growth in traffic on the freeway both annually and during the month of August when many tourists visit the area.

County Roads

Within the planning area, five major county roads provide access to rural areas outside the city. Stagecoach Road provides access to Trinidad State Park and oceanfront properties. It begins at the west end of Main Street and terminates at Patrick's Point Road two miles north of the city. Patrick's Point Road (Old Highway 101) begins on the west side of the freeway interchange at Trinidad and runs north between Stagecoach Road and the freeway up to Patrick's Point State Park outside the planning area. Stagecoach Road is a narrow winding two lane road. Patrick's Point Road is relatively straight with two full paved lanes. Speed on Stagecoach Road is limited to 25 to 40 miles per hour because of the roadway configuration. On Patrick's Point Road the straight alignment encourages higher speeds. There are several tourist accommodations located along

TRAFFIC COUNTS ON HIGHWAY 101 AT CRANNEL



SOURCE:
CALIFORNIA DEPARTMENT
OF TRANSPORTATION

Figure 1

felled timber. This road system is centered around the A-Line logging road, a wide two lane gravel road connecting the Big Lagoon area with the company's operations in Crannell, southeast of the planning area. Public use of these logging roads is not permitted.

City Streets

Except for Stagecoach Road, all roads leading to Trinidad converge at the freeway interchange. Main Street heads west from this point bisecting the commercial area of the city, it then intersects Trinity Street and Stagecoach Road 1,000 feet west of the freeway. In this stretch View Avenue, Ocean Avenue, and Trinity Street travel south to East Street and Edwards Street at the edge of the ocean bluff. Edwards Street then proceeds westerly along the bluff line and just short of the westerly bluff line winds down to the harbor area. Figure 2 shows the legally dedicated streets in the city and identifies collector streets. Those streets shown in a shaded pattern have not been opened due to topography.

The major traffic generators in the city are the commercial area at the freeway interchange, the school and State Park picnic area at the intersection of Main and Trinity, the offices, restaurant and City Hall midway down Trinity Street, the Humboldt State Marine Lab at the west end of Edwards and the harbor.

In the summer there are about 500 fishing parties and over 1,100 visitors using the harbor. Streets leading to the harbor can become very congested during this time. Narrow roads and inadequate parking and turn-around facilities combine with cumbersome auto-trailer and motorhome vehicles to transform collector streets from quiet residential paths into congested urban streets. The Noise Element of the General Plan indicates that summer traffic on these main streets is the primary cause of increased noise in an otherwise quiet residential community. An alternate route to

Dedicated Streets
COLLECTOR STREETS
UNUSED STREETS
N
0
400
FEET
QUARRY RD.
WESTHAVEN DRIVE
U.S. 101 FREEWAY
LANFORD ROAD
SCENIC DRIVE
TRINIDAD
PATRICKS POINT DR.
Parker Cr.
PARKER CK. ROAD
VIEW AVE.
MAIN ST.
EAST ST.
WAGNER
OCEAN AVE.
TRINITY ST.
WEST ST.
STAGECOACH ROAD
PARKER
HECTOR
ST.
UNDERWOOD DR.
EDWARDS
WHITING
VAN WYCKE
GALINDO
Walkway
PACIFIC
BAY ST.
TRINIDAD CITY LIMIT
Mill Creek
Pacific Ocean

Figure 2

the residential area would reduce traffic congestion and noise impacts.

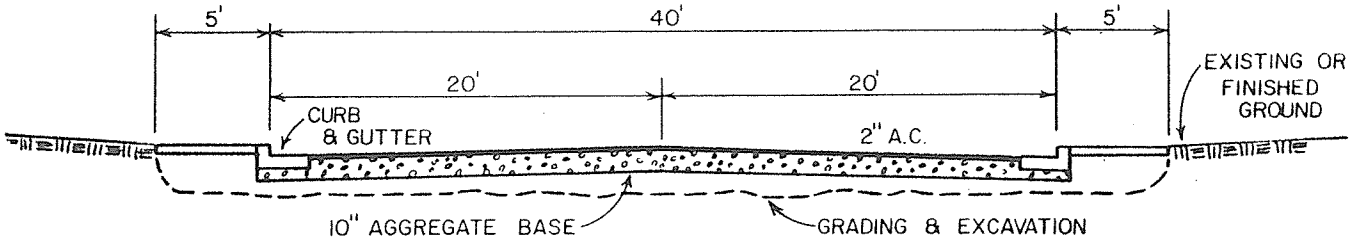
Property owners rated street improvements as the number one problem in the city. City streets have not been regularly maintained. Chuck holes and ponding problems are common. The city presently has $44,000 in reserve from gas tax revenues to undertake street improvements. If all city streets were to be improved to standards comparable to Main Street the total cost would approach $500,000. Such a program is not only impossible for the city to finance, it is inconsistent with the type of roads the residents feel are needed. Community sentiment prefers a rural street system. Therefore, a program based on rural street standards is being developed. Figure 3 shows the three basic types of streets that the program envisions.

Main Street, and Trinity Street south to City Hall, would be 40' wide with sidewalks. The remaining length of Trinity and all of Edwards Street would be 24' wide with no sidewalks. All other local streets would be 16' wide without sidewalks. While some streets are currently the recommended width, there are several others that need to be widened. On major streets such as Trinity and Edwards 2" of asphalt are planned. It is hoped that the road base on these streets will not need to be extensively reconstructed. Other streets will be resurfaced using the chip and seal coat process.

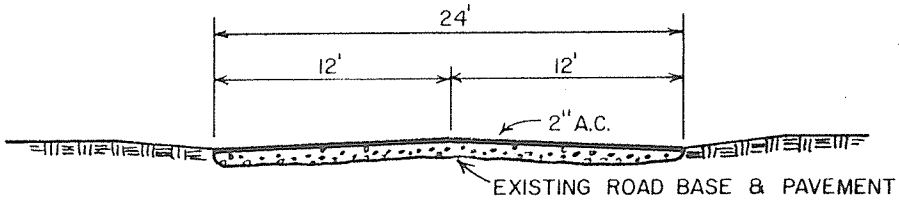
It is estimated that most of Trinity Street can be improved with the reserved gas tax funds. This will include some filling to eliminate drainage problems, some grading and base rock to eliminate pockets of failing base, and asphalt pavement. Sidewalks north of the City Hall may be too expensive to be completed at this time. South of City Hall on Trinity and along Edwards some pockets of poor base rock will have to be corrected. The

PROPOSED STREET IMPROVEMENT STANDARDS

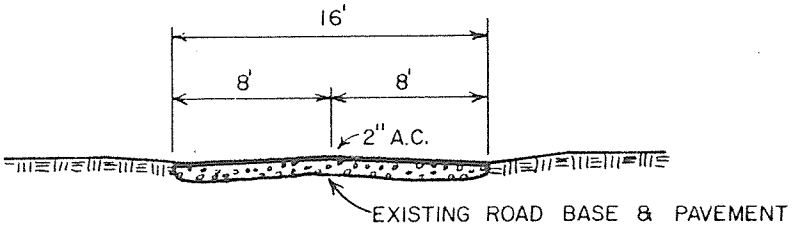
CITY OF TRINIDAD



TYPICAL SECTION
TRINITY STREET
(NORTH OF FIRE STATION)



TYPICAL COLLECTOR STREET SECTION



TYPICAL LOCAL STREET SECTION

Figure 3

roads will also receive a new coat of asphalt. Improvements to the other local streets will consist of filling chuck holes with asphalt and putting on a new surface. It is estimated that the annual gas tax fund will cover about two blocks of local street per year. With these funds, it should be possible, over the next ten years, to improve all of the streets and then continue with a regular maintenance schedule. A bonding program could be considered to complete the upgrading work earlier, utilizing the annual gas tax funds to repay the bonds.

Public Transportation

Greyhound Bus Line provides the Trinidad area with north-south service. Three northbound and three southbound buses stop at the Chevron station near the freeway interchange seven days a week. Northbound buses stop at 6:01 a.m., 10:06 a.m., and 10:04 p.m. Southbound buses stop at 6:16 a.m., 1:02 p.m., and 8:00 p.m. The present fare from Trinidad to Eureka is $1.56.

The Humboldt Transit Authority has recently been established to operate a regional bus system. It will provide service between Trinidad and Rio Dell. An express bus would serve the Marine Lab and a Main Street stop every hour and a half. Another bus making several local stops in McKinleyville, Westhaven, and Trinidad would also run at one and one-half hour intervals midway between the express routes. The fare from Trinidad to Eureka is expected to be $.25 and the system is scheduled to begin operation in September 1976. Bus acquisition and scheduling have not been finalized and so changes may be made. The Trinidad area has limited shopping facilities and is a desirable living area for students attending Humboldt State. Thus, a regional bus service would improve mobility and access for people who do not own autos.

In addition to formal public transportation systems there have been local efforts to run summer jitney service between

the Trinidad boat launch and parking areas near Saunders Market. Details on the system are not available and the effort has been discontinued. This points to the problem of vehicle access limitations and the need for improved parking facilities for boat trailers and cars. It may be possible to reinstitute a shuttle bus service between the visitor accommodations and the harbor using busses from the Arcata or Humboldt Transit Authority system that may be available during the summer months.

Air Transport

There are no airports within the planning area. However, the main airport for Humboldt County is located about four miles south of the city. This facility is served by regular scheduled flights to San Francisco. Charter and air freight services are also available.

Harbor Facilities

For many years the Hallmark family and associates have operated the restaurant, dock moorings, and launching facility at the harbor. In 1975 it was proposed to abandon the unsafe rail launcher and install two sling launchers. This program has been delayed, but should be implemented in time for the 1977 fishing season. The dock operators distribute 400 engine crankcases in the harbor for mooring fishing skiffs. Taxi boats are used to take the fishermen to and from the mooring site and the dock.

In 1975 the State Land Commission initiated negotiations to lease the tidelands and harbor area to the city. Not realizing that the harbor area was under the jurisdiction of the State Land Commission, the Hallmarks had never obtained permits for the dock or the launcher. As a condition of the lease, the city was required to enter into an agreement with the Hallmarks regarding the operation of the mooring facilities. An eight year agreement has been

developed between the Hallmarks and the city which provides for continued operation of the mooring facility by the Hallmarks. It has been suggested that the Hallmarks may be willing to sell their harbor facilities to the city. Due to the city's financial position it will be necessary to obtain grants or loans to purchase the facilities. Conditions could be applied to such grants or loans that would dictate how the facilities were to be operated. Until these matters are resolved it is difficult to evaluate the future of the harbor and how management options could effect the community. Everyone recognizes the importance of the harbor to the city, so it is safe to assume that the harbor will continue to provide essential services to fishermen.

At present the launcher and mooring facilities serve over 500 fishing parties of which about 30% are commercial fishermen. The economic analysis has shown that commercial salmon landings and the money spent by sport fishermen during their stay are important to the economy of the area.

The State Coastal Plan encourages development of necessary support facilities for commercial fishing. The visitor questionnaire also indicates strong support for improvements to harbor facilities. However, the property owners questionnaire indicates concern that harbor improvements may stimulate increased fishing pressure and increased stress on community facilities and livability. The questions to be resolved are: (1) which improvements are economically justifiable, and (2) how would expanded facilities effect the community.

SECTION 3. PUBLIC HEALTH INFRASTRUCTURE

When people cluster together in communities the chances of encountering health problems increases. There are usually individual means for resolving potential health hazards, but sometimes people can be careless. Carelessness, when many innocent individuals can be effected, is an unacceptable risk and communities take steps to control possible health problems.[1] We need clean air to breath, clean water to drink, and we need to dispose of our liquid and solid wastes in a manner that minimizes health hazards.

WATER SUPPLY

Approximately 30% of the residents in the planning area are connected to the city water system. This system, which was recently expanded, takes water from Luffenholtz Creek; chlorinates it; clarifies it in the winter to reduce turbidity, and distributes it. Besides the service to residents and commercial enterprises in the city, approximately 60 customers located in east Trinidad and along Westhaven Drive are also served. At the present time summer consumption levels strain the capacity of the system. However, 6.8% of the peak summer day consumption is used by the Humboldt Marine Lab to water an extensive lawn area. If recently approved expansion plans are completed, much of this lawn area will be eliminated. This and other conservation measures can release enough capacity to permit additional residential hookups. If more than 20 to 30 additional residential hookups are permitted however, about $30,000 in improvements will be needed to expand supply capacity. This would include an additional filter and additional pumps. If this expansion were completed the system would have more than enough capacity to serve the planning area at saturation development levels.

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[1] Safety problems have been covered in the Public Safety Element of the General Plan and will only be discussed here as they incidentally relate to health problems.

Obtaining additional water customers is important to the city because the recent expansion entailed a large loan which must be repaid beginning in 1978. The annual repayment will be $16,000.00. Annual operation and maintenance costs are approximately $15,000.00 per year. Revenue will increase, due to a recent increase in water rates, but is expected to fall about $5,000 short each year. If 20 to 30 homes can be connected, without exceeding present system capacity, revenues should fully support the system and loan repayment.

Most of the residences and commercial uses not connected to the city system rely on individual wells. Commercial operators utilize large storage tanks to increase their peak flow capacity and to provide a reserve for fire protection. There are several dozen homes which take their water from coastal streams. Luffenholtz, Deadman, Mill, Martin, and Hobson Creeks are the primary sources. Mill and Martin Creeks have coliform count levels which indicate the possibility of septic tank pollution. People using these streams as water sources should chlorinate their supply to eliminate the potential health problems.

GARBAGE DISPOSAL

The Humboldt Sanitation Service holds a franchise with Humboldt County to provide garbage collection service in the unincorporated area. This franchise was granted in 1962 and will be subject to rebidding on October 30, 1977. The city is not covered by a franchise. The county franchiser provides service in the city at the rates established in the county franchise.

A small minority of residents use other disposal methods. There is little evidence of promiscuous dumping within the planning area and there are no known health related problems.

A number of residents voluntarily recycle glass, newspaper,

aluminum, and steel cans. A recycling center is available in Arcata, twelve miles south of Trinidad. Recycling represents an important individual conservation effort, and a local collection program should be encouraged.

SEWAGE DISPOSAL

Individual septic tank systems are the only means of sewage disposal in the planning area. These systems use a non-porous tank to collect the sewage. The solids settle to the bottom of the tank and liquid is gravity fed to a network of perforated underground pipes which dissipate the liquid through a gravel filtration field into the surrounding soil. When the system is functioning properly, aerobic digestion encourages bacterial breakdown and neutralizes the solids; and the pathogenic organisms carried by the liquid are absorbed by the soil.

The life expectancy of a septic system is normally 10 to 15 years. After this period, the sludge buildup in the bottom of the tank requires that the tank be pumped. The leach lines can also become clogged or otherwise malfunction; if this happens, the lines must be replaced. Health problems can occur if the system is malfunctioning. The unfiltered liquid can saturate the soil and rise to the surface or can pollute nearby wells or waterways. If the parcel of land is not large enough, or if it has severe slope or soil limitations, there may not be enough suitable area to install a second septic system. Because of these considerations, the County Health Department now seldom approves individual septic systems on parcels smaller than one acre and sometimes requires as much as three to five acres. This new policy can present problems in the city limits because the land was subdivided many years ago and over 100 lots are less than one acre, with many being less than 10,000 square feet.

Property owners were questioned regarding their septic systems. The results suggest that in the city and in north

Trinidad about 25% of the septic systems have been installed in the last five years. In east Trinidad about 35% of the systems have been installed in the past five years. On the other hand, 35% of the in-city systems are more than 10 years old while 25% of the north Trinidad and 31% of the east Trinidad systems are more than 10 years old. Of the septic systems operating for more than 10 years, 66% in the city, 58% in north Trinidad, and 53% in east Trinidad have been pumped one or more times. The data show that fully one third of all the septic systems in the planning area are at least ten years old, and that within the next five to ten years most of them will encounter difficulties and will need to be repaired.

The North Coastal Regional Water Quality Control Plan, Basin 1B, indicates that, since the City of Trinidad is developed to urban densities, a sewer system should be installed by 1977. At present, state and federal funding is available for 87.5% of the cost of the system. Rough estimates for installation of a system range upward from $800,000. The city itself would be responsible for over $100,000, a figure considerably in excess of the present city annual budget. Since the city does not have a substantial reserve fund, property taxes would have to be increased or some other source of revenue would have to be developed to finance the city portion of the system.

Evidence of failing septic systems is difficult to obtain; but, water quality data indicate that problems do exist. Water samples were taken in the coastal streams and in the bluff areas west and south of the city. Parker Creek and one of the bluff locations showed very high levels of total coliform. Martin Creek also exhibited high coliform counts. Even though they do not identify the nature or location of the pollution, the samples represent the first substantial evidence that septic systems may not be functioning properly in these areas.

The city is applying for state and federal funding for a more inclusive water quality study to pinpoint pollution sources and to develop corrective programs. The study area includes the city limits and the area to the east from Mill Creek to McConnahas Mill Creek. Since the Martin Creek watershed is entirely within the jurisdiction of Humboldt County, this area is not included in the study.

MEDICAL SERVICES

The Trinidad planning area does not contain any formal medical services; the nearest medical offices are in McKinleyville and the nearest hospital and ambulance services are in Arcata.

Paramedical emergency services are available to the residents of the planning area. Members of the volunteer fire department and other residents have received emergency medical training and one of them is on call at all times. They are capable of responding and administering basic life support assistance until an ambulance arrives.

Under normal circumstances it takes at least fifteen minutes for an ambulance to respond to an emergency in the planning area, and another fifteen minutes to deliver the patient to the Mad River Hospital. During periods of heavy storms, flooding can block the freeway and lengthen this response time considerably. The current effort to organize an enlarged fire district should include provisions for a local ambulance service; this would cut response time in half.

The Tsurai Medical Center, part of the United Indian Health Service, is located in the Trinidad Rancheria. It receives federal funding to provide outpatient care for native Americans in all of Humboldt and Del Norte Counties. This includes 10,000

to 20,000 people, many of whom live in very remote areas. The center operates a transportation system to bring people in from these remote places for treatment.

The facilities at the center are for outpatient service only; it is closed at night and on weekends. Provision for after hours emergency care calls for utilization of local hospital emergency rooms. In the event of natural disasters like floods, Trinidad could be isolated and the center would be the only medical facility available. Disaster preparedness planning for Trinidad should be coordinated with the medical center to provide the necessary services.

EDUCATION, HOUSING, AND UTILITY SERVICES

Education

The Trinidad planning area contains two elementary school districts - Trinidad Union and Big Lagoon.

Trinidad's Elementary School, with an enrollment of 175, has pupils from kindergarten through eighth grade. Enrollment declined from 500 in 1971 to 211 in 1975. This decline is expected to continue for another year or two and then stabilize at about 145. About 20 of the students are from the City of Trinidad; most of the others are from the Westhaven area or are kindergarten students from the Big Lagoon district.

The school district is faced with two major, interrelated problems. First, the declining enrollment leaves the school underused but still requiring full maintenance; and second, the shift in elementary school student residences from in the city to locations outside the city requires an extensive bussing program.

Both of these costs could be reduced if the district were

to construct a smaller facility on the district property in Westhaven. In order to accomplish this construction, it would be necessary for someone to purchase the existing facility. The most obvious buyer appears to be Humboldt State University, which would like to expand its Marine Laboratory. This proposal does present problems, though not insurmountable ones, to both Humboldt State University and Trinidad, and should be thoroughly investigated before any commitments are made.

Even though the elementary school is under-utilized by the district, it is heavily used for other community activities. The Humboldt Recreation Association has classes and activities scheduled for several nights a week during the school year and on summer weekdays. In addition, other community groups frequently schedule meetings at the school.

Other educational facilities available to planning area residents include the McKinleyville High School, to which local high school students are bussed; the College of the Redwoods, a community college located south of Eureka; and Humboldt State University, located in Arcata.

Library services are provided by a small branch library housed in the church building just south of the elementary school. The main Humboldt County Library is located in the courthouse in Eureka.

Housing

There are approximately 150 rental units and 350 owner occupied units within the planning area. This does not include approximately 50 cabin units that are used as residences by college students during the off-season. Practically all of the dwellings in the city are detached single family units.

Mobilehomes are not permitted within the city. Outside the city there is one development with nine duplexes. There are also approximately 50 mobilehomes used as permanent dwellings. Several of these mobilehomes are located within trailer parks. The remainder are located on separate parcels, sometimes together with another dwelling.

A visual survey of the exterior condition of the dwellings indicated that some seriously deteriorated housing is scattered throughout the area. About 45 units appeared to be in need of major repairs, including the 18 duplex units. In addition, many of the cabin units used by students appear to be in need of major improvements. Other than the duplexes and the cabins, which represent clusters of deteriorating housing, most of the remaining units in need of major repairs are scattered in the rural areas where the dense vegetation and large lot sizes serve to minimize any adverse effect they might have on adjacent property. It is not uncommon to see very primitive accommodations located within a few hundred feet of very expensive residences with little apparent conflict.

In the city, where the housing is more dense, there are few deteriorating units. The same is true of the properties outside the city which front the ocean. Over half of the units in need of major repairs are located east of the freeway. This represents about 20% of the housing supply in the eastern area.

There is considerable support in Humboldt County for allowing construction of dwellings in rural areas to less than the usual building code standards. These units are referred to as Class K or non-standard housing. One area within the study area where this type of housing could be allowed with minimal

conflicts is the area south of Luffenholtz Creek. In Westhaven, to the south, there are additional examples of non-standard housing, thus the two areas would be compatible. Because this area is within the Luffenholtz Creek watershed complete septic tank facilities or equivalent systems should be required to protect the city's water supply. In all other areas Class K housing would create conflicts with the character of existing residential areas. In these areas the traditional building code requirements should be applied.

The city and the county become involved in reviewing the building code conformance of existing dwellings when the owner seeks a permit to remodel or expand the residence. Many homes in the area were constructed before building regulations were codified. If a long-time homeowner is required to bring all aspects of his home up to code, the cost of a remodel or expansion can become prohibitive. On the other hand when a new owner proposes a remodel or expands it is important that necessary corrections are made.

It is important that the city and county use careful judgement in imposing expensive code requirements on older dwellings in order to keep the costs within the means of the owner. It is difficult to build new housing for less than $30,000, so it is critical that older housing of modest value be retained to provide housing for people with limited incomes. If this is not consciously done the community will gradually evolve into a rich man's residential area with the only modest valued homes being the non-standard housing and mobilehomes found in remote portions of the planning area.

Based on the type of people who desire to live in the area and the problem of adapting houses to soils limitations for septic

tanks and pose more of a risk with regard to system failures and possible pollution of beaches and nearby coastal streams. People who desire larger dwellings should be encouraged to find a site of several acres outside the city where the soils are capable of supporting a larger septic system. In effect, the need to avoid overtaxing the capability of soils within the city supports the present life style and population characteristics of the city. Only if the city installed a sewage system would there be an opportunity to develop larger housing units and higher densities.

The county assessor is planning to reassess property values in the near future. Experience in other areas suggests that assessed values will increase 50% to 100%. If tax rates stay the same this will mean a similar increase in property taxes. For governmental agencies this will mean that taxes will finally catch up with recent inflation. For property owners, particularly those living on fixed incomes, the increases could create a real hardship. Table 1 indicates the taxes paid on a residential property currently valued at $20,000 and the tax increase if that value increases to $30,000 (a 50% increase).

The city could soften the impact of tax increases on in-city property owners by reducing the city tax rate. However, property taxes are one of the major sources of city revenue. Much of the anticipated tax revenue increase, and maybe all of it, will be needed to counteract inflation and increasing service demands, and to provide adequate salaries for city staff (staff salaries are presently below statewide averages).

Recreation

Trinidad Beach State Park extends along the coast from Edwards Street in Trinidad north about one mile. It includes all of the undeveloped land west of Stagecoach Road to the beach. An

COMPARISON OF PROPERTY TAXES
(based on 1975 tax rates)

	Residence with Full Value of $20,000	Residence with Full Value of $30,000	Dollar Increase
Total non-city taxes	$451.05	$676.58	$225.53
Total City Property Taxes	$ 75.00	$112.50	$ 37.50
Total Property Taxes	$526.05	$789.08	$263.03

access road into the park connects with Stagecoach Road just north of the elementary school. A parking area, picnic tables and trail down to the beach at Mill Creek are provided. A half mile to the north there is an informal parking area off of Stagecoach Road for those wishing to walk down to the Beach at College Cove. The Cove derives its name from the college students who utilize the secluded area for nude sunbathing and wading. Other than parking, picnic and trail facilities, the State Park is open space.

It is expected that the College Cove parking area will eventually be paved and restrooms provided and that trails throughout the park area will be improved. It has been suggested that the area north of College Cove be reserved for bird watching. The prime resources of the park are the views from the headlands to the beaches and rocky shoreline and the beaches which afford excellent opportunity for beachcombing and wading. Because the headlands and slopes are generally unstable, trail access to the beach in the College Cove area is difficult and trail improvements to reduce landsliding and erosion are needed. Although much of the area in the vicinity of College Cove could probably have been developed as a low density residential area, the fact that it is owned by the state and will be kept essentially as open space provides the city and its residents and visitors with equally valuable open space which separates the city from the north Trinidad residential area.

Just north of the State Park boundary is an eight acre private beach which has been included in the proposed acquisition program of the Coastal Zone Commission Plan submitted to the Legislature in 1976. The Coastal Plan also proposes the acquisition of numerous undeveloped and a few developed parcels in the area along the bay from Trinidad Head to Luffenholtz Creek. Acquisition of these areas depends on voter passage of bonds. Because the passage of the bonds and the future of the Coastal Plan is uncertain

at this time the General Plan assumes that these lands will remain in private ownership.

Trinidad elementary school is located on a six acre site on the west side of Trinity Street adjacent to the State Park entrance. About half of the site is devoted to playfields. There is also a paved game area with some playground facilities, a basketball court, etc. The gymnasium is used by students and residents throughout the year. Considering the limited school age population in the planning area the school playfields, playgrounds, and gymnasium provide ample area for active recreation. If the school were to be converted to other uses, children and adults in the city who use these convenient facilities would be required to drive to the new school site to use the playfields and playground.

The city maintains one tennis court located across the street from the school between the City Hall and the fire station. The area adjacent to the court was recently paved to eliminate weed problems and a net has been installed. It lacks night lighting and is oriented east-west which subjects players to sun problems. It receives some year round use, but most playing is during the summer months. The City Hall has a large meeting room with kitchen facilities and it is used for meetings of local fraternal and social organizations.

Private Recreation

The pier and boat launch area at the harbor are privately owned and managed. The harbor is a great attraction to fishermen and sport salmon fishing has increased with over 400 fishing parties using the harbor during the July peak. From May through September visitors come to escape the heat of the interior valleys. Tourists traveling along the freeway stop at Patrick's Point State Park to camp. During the day they enjoy the recreational opportunities

in the area. Together visitors and tourists congest the city streets with their campers, trailers, and motor homes.

Private resorts also provide some recreational facilities for their users. Playground equipment for children and outdoor game areas are common and provide visitors with supplemental recreational opportunity. Many of the visitors are retired and they enjoy playing cards and chatting with camping acquaintances. Many of them visit local restaurants for a special meal, pick blackberries along the roadside, go shopping in Eureka and Arcata or use their campsite as a base station and visit other recreational areas on the north coast.

Except for those who enjoy salmon fishing most residents travel elsewhere for vacations and long-term recreation. Many of the retired residents spend several months in southern California or Arizona during the rainy winters and return to the area during the spring, summer, and fall. Watching visitors is one interesting pasttime for the residents who stay through the summer. Residents take advantage of activities scheduled at the local elementary school or they travel to McKinleyville,. Arcata, and Eureka to enjoy special cultural activities available in urban areas.

Respondents to the property owner questionnaire were given the opportunity to identify any recreational needs in the community for residents or visitors. Less than 9% of the respondents listed local recreation opportunity as an important community need, and those who did, gave it a relatively low priority. Facilities that received some mention were a community center, lighted or indoor tennis courts, arts and crafts shows and equestrian trails. With regard to visitor recreational facilities over 40% of the respondents indicated that no additional recreational facilities were needed. Those who felt some additional facilities should be provided

supported a visitor information center. Picnic facilities, beaches, and vista points also received notable support. Other recreational facilities that received some support were: primitive camping areas, trails, restrooms at College Cove, tennis courts, a swimming pool, a bowling alley, and reconstruction of the Tsurai Indian Village. Separate questions were asked about the facilities at the harbor. Respondents strongly supported improvement of the launching and mooring facilities to make them safer; and, they supported the concept of some type of breakwater to protect the harbor from southerly storms. But, less than a majority supported expanding launching and mooring facilities.

Visitors, almost all of whom are fishermen, responded more strongly in favor of expanding the mooring and launching capacities of the harbor and they also supported consideration of a breakwater. Besides fishing, they mentioned berry picking, beachcombing, sightseeing, hiking and eating out as other types of recreation they enjoyed in the area. There were a few who mentioned skin diving, shore or surf fishing, photography and arts and crafts, and just plain relaxation at the camp. When asked what type of day-use recreation facilities they would like to see expanded, public restrooms were mentioned by 70% of the respondents, beach access improvements were mentioned by 40%. Picnicking was the third most noted item with nature trails and vista points receiving significant support also. Other items mentioned included a shelter for the non-fishermen, children's play area, an area for children to fish from the pier, tennis courts, movies, a hobby center, and bicycle trails.

Potential Park and Recreation Facilities

In addition to possible state acquisition of additional beaches in the area, there are several parcels of land already in public ownership which have park and recreation potential. At one time the city obtained its water supply from a reservoir on Mill Creek, just east of the freeway. Though the reservoir

is no longer used, the city retains ownership of eight acres, mostly on the south side of the creek. Low intensity day use of this area would be compatible with the surrounding residential area. The surrounding undeveloped land can eventually support additional residences which would benefit from a neighborhood park. Some playground apparatus, a few picnic tables, and a small restroom would represent a desirable recreation facility.

East of Westhaven Drive along McConnahas Mill Creek the city owns another sizable parcel which used to be part of the city water supply. The surrounding area is low density residential. Because of the natural characteristics of the stream valley, the land is not suitable for development and should be retained as open space. When the demand warrants, the city could provide a few picnic tables and even some primitive camping sites. Otherwise, the property should be retained in its natural state.

Trinidad Head is owned by the federal government with a small portion being used for the Coast Guard station. The Coastal Commission Plan calls for the transference of the unused portion to the State Department of Parks and Recreation. The natural character of the Head suggests that compatible recreation development could include one or two vista points, a few scattered picnic tables and a hikers rest stop and historical landmark at the site of the cross left by early Spanish explorers. To minimize traffic congestion within the harbor area vehicle traffic should not be permitted. The existing road and some trail development should suffice to provide access to the proposed vista points and historical marker. The Head represents a more attractive hiking area with the reward of spectacular vistas. If the state is willing to limit development along these lines, then they are probably in the best position to maintain the facilities and police the area.

Whether or not the state acquires the land abutting Trinidad Bay, the area of the former Tsurai village should be acquired by an appropriate public agency and a facsimile of the Indian village should be constructed as an historical attraction. A stairway down the bluff from the Memorial Lighthouse to the village should be provided for pedestrian access. Vehicular access via the Parker Creek access road should be limited to necessary construction vehicles, delivery of necessary supplies and police and fire protection. The village should be for historical purposes only wth appropriate displays of historical accounts of the Indians' life style and their encounters with explorers and settlers. No food should be available and no one except possibly a caretaker should reside on the premises. The village should be connected with the beach trail to the harbor and an improved trail should be developed along Parker Creek emerging at the commercial facilities on Main Street. Integrating this trail system with the existing trails in the State Park would make it possible to hike around the city along beaches and coastal streams with only a three block stretch along Main Street to complete the loop.

PUBLIC UTILITIES

Electrical Service - Pacific Gas and Electric (PG&E) provides electrical service to the Trinidad planning area. There is one substation that has 25% spare capacity, capable of serving an additional 100 residences. A lead time of about five years would be necessary to add facilities to accommodate growth beyond 100 houses.

Natural Gas - PG&E provides no natural gas distribution in Trinidad. The service reaches as far north as Crannell Road, and PG&E does not plan to extend it because of probable natural gas shortages within the next twenty years.

Telephone - The planning area is within the Trinidad exchange area (677). Pacific Telephone has capacity to serve any future service demands, although for a large expansion, they would need approximately one year to add the necessary facilities.

Cable TV - HB Cable is franchised to provide cable TV service in Trinidad. However, they are still establishing service in McKinleyville; and, it will be several years before their service is available in Trinidad.

Undergrounding - The Public Utilities Commission has set up a system for funding the installation of underground utility lines. Each town and county is allocated a certain amount of money per year based on the number of utility meters. The money is used to underground utility lines where certain criteria are met. The scenic character of the area makes Trinidad eligible for funds.

Trinidad's annual allocation of $800 has accumulated to total $5,800. An advance of up to $50,000 is available. Pacific Telephone will participate by undergrounding their lines within a project area, at no extra cost to the city.

A committee has been formed consisting of representatives from Trinidad, Pacific Telephone, and PG&E to determine what area can be included in a project for $50,000. The present tentative plan is to include the area bounded by Edwards, Galindo, and Van Wyke Streets and both sides of Edwards as far east as Trinity Street. When the cost estimates are finished; the boundaries will be defined and the committee will hold public meetings to tell the affected property owners what is involved in undergrounding. From that point, it will be about a year before the conversion and hookup to the underground lines is completed.

For areas outside Trinidad money is allocated to a county undergrounding fund. The county has used most of its allocation already, so undergrounding outside the Trinidad city limits is not likely in the near future.

Purser Recd 5/26/76

TRINIDAD
GENERAL PLAN PROJECT

The Trinidad Area Economy and City Fiscal Conditions

MAY, 1976

Environmental
Research
Consultants, Inc.

Prosser Recd 5/26/76

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ECONOMIC CONDITIONS IN THE TRINIDAD PLANNING AREA

The purpose of this report is to provide necessary background information on the economic character of the Trinidad area and an analysis of the city's fiscal standing. This information will be used to evaluate the effects of policy and program options during the development of the General Plan.

A summary of the major findings and conclusions in the report is provided in Section 1. Section 2 discusses population estimates and housing characteristics. Section 3 analyzes commercial activity which is divided into Trade, Visitor Accomodations, and Commercial and Sport Fishing. Section 4 explores city revenues and expenditures and the financial outlook for the City of Trinidad.

SECTION 1. SUMMARY

Trinidad is not a typical community. It is small with a scenic oceanfront townsite that attracts tourists and retirees, and a small harbor that services a significant fishery. It is also located within easy commuting distance of the major urban area in Humboldt County. These characteristics have shaped the structure of the local economy. The major findings and conclusions resulting from a study of available information are listed below.

Major Findings and Conclusions

1. Almost 50 percent of the property owners in the Trinidad planning area are white collar workers employed outside the planning area - mostly in Arcata and Eureka. About 30 percent of the property owners are retired. This means that approximately 80 percent of the property owners

have incomes that are independent of the local economy.

2. The desirability of the area as a living environment is supported by the unmet demand for housing and the expressed plans of many owners to construct dwellings on vacant parcels. Environmental limitations, and local property owners' desire to avoid the costs of a public sewer system, limit the potential for providing additional residences. As vacant parcels are utilized, the pressure on the housing supply will increase, causing the price of housing to rise and making it more difficult for people of modest income to reside in the area.

3. The Trinidad area economy is not significantly affected by the cyclical and seasonal influences of the lumber industry, but it is highly seasonal due to the large influx of tourists and fishermen in the summer. Since 1970 economic activity in the summer months has grown significantly faster than activity during the remainder of the year.

4. There are 330 visitor lodgings in the planning area and another 200 lodgings in the Patricks Point area. About 80 percent of these are trailer and camp sites. During the summer it is estimated that over 1,100 visitors are staying over night within the planning area. This compares to a 1975 estimate of 1,275 year-round residents.

5. Visitor accomodations within the planning area are occupied mostly by salmon fishermen and a majority of them come from the Sacramento Valley. In the Patricks Point area accomodations are occupied primarily by tourists.

6. Crab landings and commercial salmon catches at Trinidad Bay are increasing gradually. The number of commercial fishermen

using skiffs and the number of sport fishermen are growing. Commercial crab and salmon catches recently have averaged $200,000 per year with an additional $50,000 in related onshore economic activity. Processers outside the area purchase the fish and a large portion of these revenues are spent within the planning area by resident fishermen and by visiting fishermen during their stay.

7. Trade represents 80 to 85 percent of local commercial activity. This activity is split evenly between resident trade and visitor trade. The remaining 15 to 20 percent of commercial activity is provided by visitor accomodations and commercial fishing. Each resident household spends approximately $2,700 per year in the planning area and each visitor accomodation represents approximately $2,000 per year in visitor trade activity.

8. Property taxes, sales taxes, motor vehicle in lieu taxes, gas taxes, and contributions from the water system have been the major sources of revenue to the City of Trinidad. Recently, State and Federal compensating revenues (Revenue Sharing, homeowners' relief) have taken up the slack created by the lack of contributions from the water system. Anticipated reassessment of property could increase property tax revenue by 50 to 100 percent if the city retains the present tax rate.

9. Basic expenses, such as staff costs, building maintenance, insurance, etc. represent about half of the city's recent expenditures. Improvements to streets, correction of drainage problems and associated engineering and administrative costs account for the other half and are the primary reason for periodic surges in city expenditures. Recent expansion of the water system involved a sizable loan and the annual repayment will be a major expenditure beginning in 1978 ($16,000 per year). An increase in water rates and revenues from additional connections are expected to provide the necessary funds to make the loan

repayments.

10. Expenditures are within revenue projections. This situation can continue if street and drainage improvement projects can be programmed to avoid excessive burden in any one year.

11. Property taxes and sales taxes will continue to be the largest revenue generators for the city. Pressure on the housing supply will keep the value of housing high and property tax revenues should not decline. Large annexations are not anticipated. Sales taxes will gradually increase due to continued residential development and gradual expansion of the tourist and fishing industries. If the community should decide to constrain expansion of tourist or fishing activity, local residents would not be effected greatly, but city sales tax revenues could be seriously effected thereby creating a greater dependence on property tax revenue to finance city services.

12. Several economic strategies are available to the community. The city could: (1) encourage new businesses that capture more of the residents' dollars, (2) encourage improvement and expansion of the harbor and recreational vehicle park accomodations to stimulate the salmon fishing industry, (3) encourage recreational vehicle park, motel and campground development, and related tourist attractions to stimulate tourist activity. Any of these approaches would strengthen the sales tax base of the city. While there appears to be unmet demand in any of these areas, commercial expansion should be gradual to test the extent of the demand. The community could choose to constrain any further expansion of tourist and fishing related activity (i.e. reject options 2 and 3) but visitors would continue to account for about half of the local commercial activity.

SECTION 2. POPULATION AND HOUSING

According to estimates based on the available census data, from 1960 to 1970 the planning area population increased from 987 to 1,146 persons. In 1975 the population is estimated to be 1,275 (see Table 1). Most of the increase took place outside the city. The city population increased from 289 to 300 between 1960 and 1970 and the current estimate is 340.

Housing units in the planning area increased from 355 units in 1960 to 435 in 1970 and the current estimate is 500 units (110, 129, 155 respectively in Trinidad). When the number of dwellings increases faster than the population the average number of residents per dwelling drops. Average household size in the planning area dropped from 2.78 persons per unit in 1960 to 2.63 in 1970 and is estimated at 2.55 currently (2.60 to 2.33 to 2.20 in the city).

This shift in household size is supported by the observed change in the population structure (see Table 1). In the planning area, and especially in Trinidad, the percentage of older persons in the population has risen and the percentage of younger persons has fallen. Further evidence of this change is found in the high percentage of retired persons reported in the questionnaire results and by the small number of planning area children attending Trinidad Elementary School.

Owner Occupied Housing

Although no market transaction takes place, the occupancy of a residence by the owner is an economic activity. The annual economic value of the residence can be considered the annual cost to the homeowner of his mortgage, taxes, insurance, and maintenance.

TABLE 1

POPULATION STATISTICS

Total Population, 1960		Age Structure, 1960				
		Under 5	5-14	15-44	45-64	65+
289	City of Trinidad	10%	19%	37%	24%	10%
987	Planning Area	13%	21%	39%	20%	7%
104,892	Humboldt County	12%	22%	41%	18%	7%

Total Population, 1970		Age Structure, 1970				
		Under 5	5-14	15-44	45-64	65+
300	City of Trinidad	3%	14%	37%	31%	15%
1,146	Planning Area	5%	20%	41%	24%	10%
99,692	Humboldt County	8%	20%	43%	20%	9%

Total Population, 1976 (estimated)	
340	City of Trinidad
1,275	Planning Area

According to 1970 Census figures, the value of owner-occupied housing in the planning area averaged $17,700 per unit. Considering the recent high inflation rate the average value is probably closer to $22,000. There are approximately 350 owner-occupied dwelling units in the planning area. Using 12% of full value the annual value of owner-occupied housing in the planning area is estimated at $925,000.

Rental Housing

In 1970 renters paid an average of $78 per unit in the planning area. In 1976 this average has probably increased to about $85 a month. There were 134 rental units in 1970 and there are probably about 150 units presently. The annual rent paid in the planning area currently is estimated at $150,000. In 1975 Humboldt State University students alone paid at least $100,000 for rent in the planning area. But, part of the student rent was used for units which are considered visitor accomodations in the Census. Use of visitor accomodations for housing units during the off-season is considered a commercial activity and is discussed elsewhere.

Economic Implications

A large percentage of the renters are unemployed students, and most of the homeowners are either retired or are commuting professionals and managers, so most of the money used to purchase residential services originates outside the planning area. This suggests that the desire of people to live in the Trinidad area attracts a substantial inflow of money. However, some landlords do not live in the planning area and therefore some rent payments do not actually enter the planning area economy. Further, homeowners making mortgage payments are sending their money to institutions outside the planning area. Others have completely paid for their home. In these cases the economic value of the housing is present in the planning area, but the mortgage or rent money never really enters the area. So the

$925,000 annual value for owner-occupied housing and $150,000 for rental housing are hypothetical figures which demonstrate the importance of housing to the area but do not present a clear picture of the actual flow of money in the local economy. The most important, and better defined, inflow of money from residents is the purchase by renters and homeowners of goods and services in the planning area and their contribution to local governmental revenues through property taxes and utility charges.

Housing Demand

There are very few houses for sale in the planning area and those that do appear on the market are usually quickly sold. The desire to live in the area is supported by numerous proposals for construction of dwellings on vacant parcels mentioned in the questionnaire responses. When older homes are sold the new owners often extensively refurbish them. Housing demand and refurbishment are increasing the value of single family housing to the point where purchase of a residence requires substantial financial resources. Inevitably, home buyers have higher incomes than the previous home owners. Many residents live on fixed incomes and are struggling to maintain their homes and to pay increasing utility service charges and property taxes.

There are less than two dozen vacant building sites remaining in the city. And, soil limitations for septic tanks may preclude development of some of them. In the surrounding area there is considerably more vacant land but soil and slope conditions will constrain the amount of additional residential development. Most parcels have already been divided into as small a parcel as possible considering the septic tank requirements. If the owners of these vacant parcels proceed to build homes, a possibility supported by the questionnaire results, then the housing supply will increase. However, many of these new homes will be for retirement and the rate of turnover will not be as high as would be expected in a

typical suburban bedroom community. Very few speculation homes are being built because those who choose to move into the area would prefer to design and build their own home or purchase and remodel an older unit. As vacant parcels are utilized the demand will become more intense because people desiring to live in the area will have to wait to purchase an existing unit. They may buy a unit that is not suited to their needs, and will spend additional money to remodel it, because they realize that if they wait it may be several years before they have another opportunity.

If the community chooses not to invest in a public sewer system, soil capacity for septic tanks will be the major controlling factor for housing density. The city would then reach build-out at fewer than 200 dwelling units. Unless household size increases, the population of the city will not go over 400. In the surrounding area there will be less than 500 dwellings and a population of less than 1,250. Taken together, the planning area will have approximately 700 dwelling units and a population of about 1,600 if and when residential development ever reaches the saturation level. Most homes will be single family dwellings because this is the residents' preference. Higher density developments are not likely considering the limited number of suitable sites. At saturation there will probably be less than 200 rental units in the planning area, although motels and cabins could increase the renter population if additional units are constructed and rented to students in the off-season.

SECTION 3. COMMERCIAL ACTIVITY

Commercial activities in the planning area are divided into Trade (mostly retail), Visitor Accomodations (motels and recreational vehicle parks), Commercial Fishing and Sport Fishing. Timber harvesting by Louisiana-Pacific Corporation or other timber owners in the planning area is not considered here since it involves no significant expenditures in the planning area or income to planning area residents.

Commercial Employment

Commercial employment (exclusive of fishing) totals approximately 62 persons in the winter and 147 persons in summer. Most of these employees live in the planning area. Fishing employment consists of 20 commercial crab fishermen in winter and a large but unspecified number of fishermen who fish for salmon in summer. Trade alone accounts for approximately 2/3 of the commercial non-fishing employment. The other third consists mostly of employment in visitor accomodations and onshore fishing-related activities. Table 2 indicates the seasonal variation in employment for each type of commercial activity.

TABLE 2

PRIVATE NON-FISHING EMPLOYMENT

	Winter Employment	Summer Employment
Onshore fishing related activities	5	23
Visitor Accomodations	16	29
Trade		
Eating and Drinking	20	63
Other	21	32
TOTAL	62	147

rade

Most trade activity takes place within the city limits. There are seven major businesses that act as primary employers. Four of these (Saunder's Market, Richardson's Service Station, The Seascape Restaurant, and the Eatery Restaurant) are in the city. Harbor Light Building Supply, Ocean Grove Bar and Restaurant and the Colonial Inn are the most important activities outside the city. Together these seven major businesses employ 23 persons in winter and 74 persons in summer. This represents more than half of all trade employment in the winter and more than three-fourths in the summer. Other businesses include three taverns (Antlers, Shadow Lodge, and Hilltop), Hilltop market (with gas pumps), The Sea Around Us gift shop, and a few one-person home occupations both inside and outside the city. These account for less than one-half of trade employment in winter and less than one-fourth in the summer.

Historical and seasonal characteristics of trade activity are not recorded for the planning area. The best available indicator is the record of taxable sales for the city. Taxable sales represent 50 percent of total sales in the city and total sales in the city are the major component (60 percent) of planning area total sales.[1] So, it is assumed that the city taxable sales are a reasonable indicator of seasonal, cyclical, and long-term trade behavior of total sales in the planning area. A comparison of Trinidad and Humboldt County annual taxable sales sheds some light on the long-term characteristics of the planning area economy.[2]

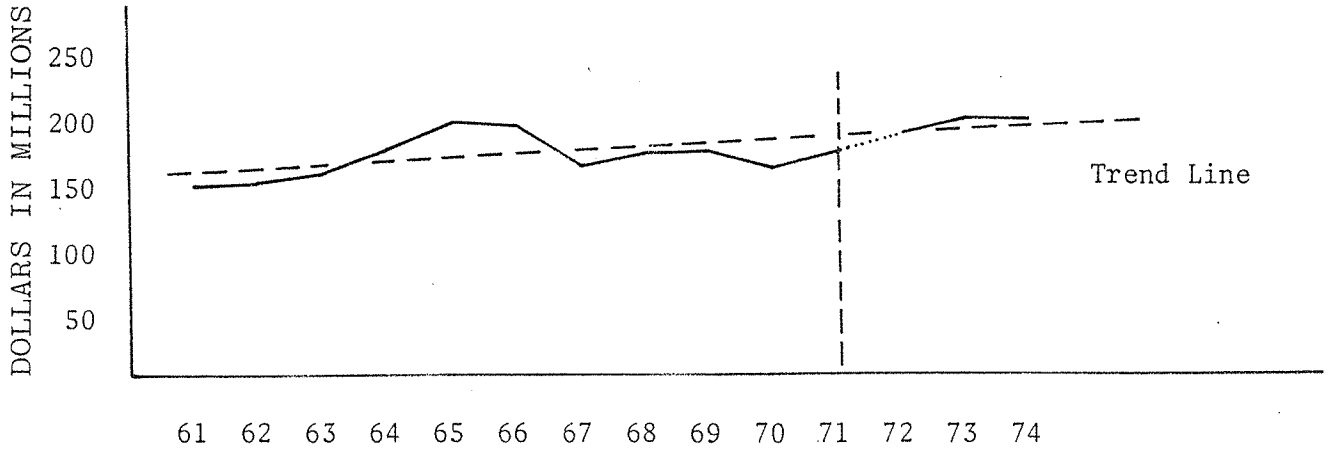
Long-term Characteristics

Since Trinidad forms a small portion of Humboldt County, one would normally expect the city's economy to vary with that of the county. Figure 1 contradicts this assumption. It shows the deflated annual taxable sales for the city and county over a 14-

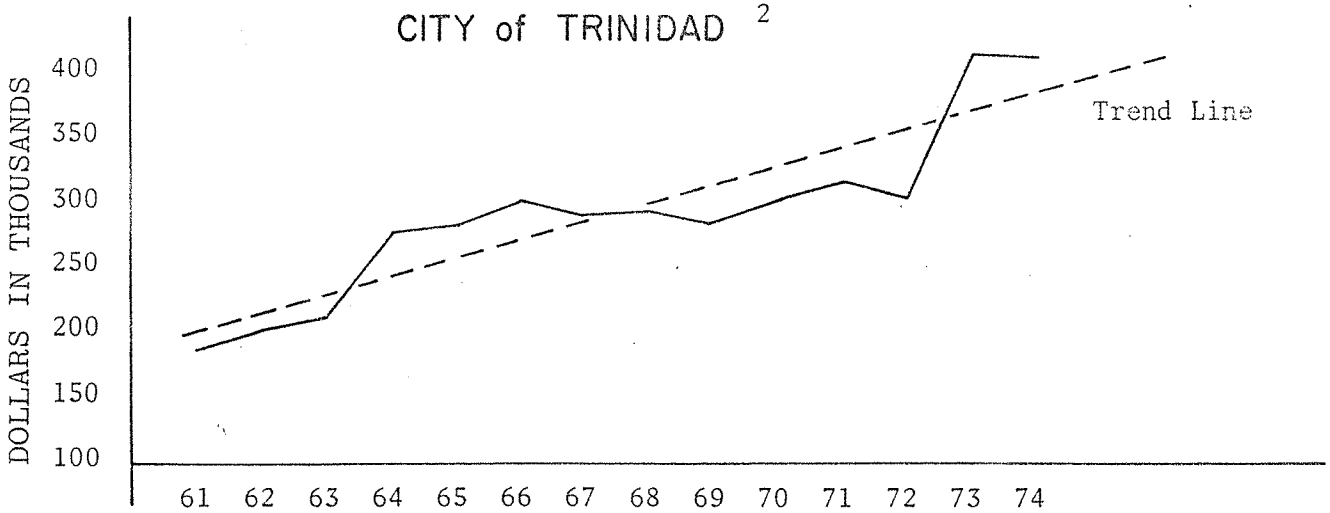
[1] See Item 1 on page 33 for methodology.

[2] The following analysis of taxable sales is based on deflated dollar values. See Item 2 on page 33 for a definition of "deflated".

DEFLATED ANNUAL TAXABLE SALES
HUMBOLDT COUNTY [1]



DEFLATED ANNUAL TAXABLE SALES
CITY of TRINIDAD [2]



Calendar Years

(S.F. Consumer Price Index
1967 = 100)

1) Excludes gas sales, and service station sales after 1971.
2) Excludes gas sales.

FIGURE 1

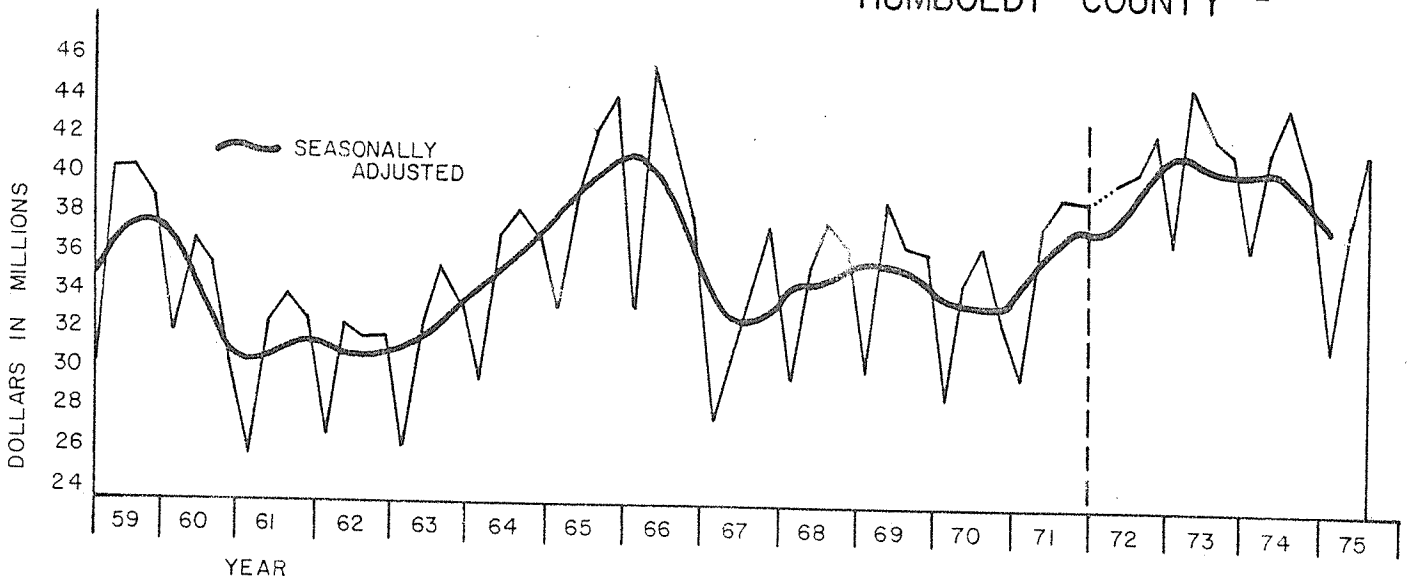
ear period. The broken line in each case shows the long-term trend. Although the scales are different in each graph, the slopes of the trend lines reflect fairly accurately the difference in expansion of taxable sales. According to the trend lines, Humboldt County's deflated annual taxable sales have risen about 19% (from 160 million to 190 million) while Trinidad's have risen 73% (from 220 thousand to 380 thousand). The county growth rate is related to sluggish growth in the forest products industry. Trinidad's higher growth rate suggests that the area is less effected by the forest products element of the regional economy.

Seasonal and Cyclical Characteristics

A quarterly breakdown of taxable sales reinforces this conclusion and illustrates the highly seasonal character of the Trinidad economy. Figure 2 shows the deflated taxable sales of the city and the county for each quarter over a sixteen year period. The difference in cyclical behavior between the two areas is shown by comparing the heavy lines in each graph, which are the seasonally adjusted taxable sales. The influence of the forest products industry causes county sales to rise and fall as a result of the ups and downs of the nation's building industry. Trinidad sales show very little cyclical movement. These figures support the conclusion that the Trinidad economy is insulated from the effects of the national economy on the building industry.

The light lines in Figure 2 show the seasonal variations in taxable sales for the two areas. The ups and downs of the forest products industry are the dominant cause of the seasonal fluctuation in the county graph. They show no long-term growth or decline in intensity. Trinidad taxable sales also show a pronounced seasonality but they correspond to the influx of summer tourists rather than the seasonality of the forest industry. The seasonal pattern is much more consistent, which reflects the absence of cyclical influences. The Trinidad data also show an acceleration in seasonal intensity. Winter taxable sales over the past sixteen years have

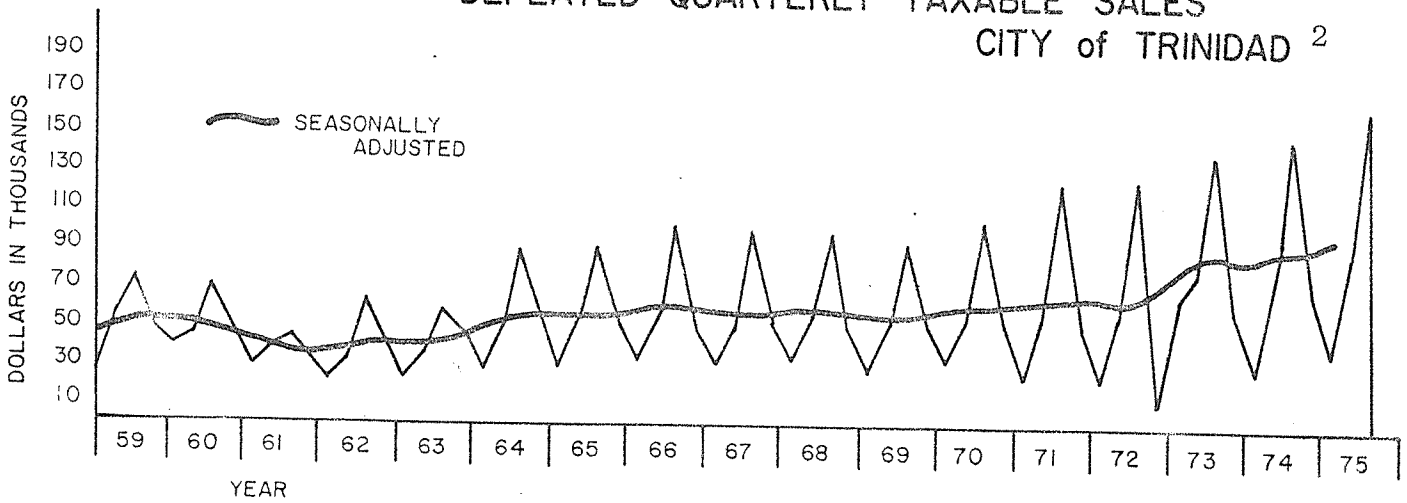
DEFLATED QUARTERLY TAXABLE SALES
HUMBOLDT COUNTY [1]



HUMBOLDT COUNTY SEASONAL INDEX	
QUARTER	INDEX
1	83.6
2	105.5
3	107.9
4	103.1

1) Excludes gas sales, and service station sales after 1971.

DEFLATED QUARTERLY TAXABLE SALES
CITY of TRINIDAD [2]



TRINIDAD SEASONAL INDEX	
QUARTER	INDEX
1	55.6
2	91.9
3	163.2
4	89.6

2) Excludes gas sales.

(S.F. Consumer Price Index 1957-59 = 100)

FIGURE 2

risen 60% (going from 25 thousand to 40 thousand), while summer taxable sales have risen 120% (going from 75 thousand to 165 thousand). In 1959 there was a 50 thousand dollar difference between winter and summer, whereas today the difference is $125 thousand. Most of the summer increase has occurred since 1970. Since 1970 there has also been a noticeable growth in the spring and to a lesser extent in fall quarter sales.

The seasonality of Trinidad taxable sales corresponds with the observed influx of summer visitors (tourists and fisherman), and the 300% winter to summer employment increase in restaurants and bar businesses. It is apparent that the local population (including students) has not grown enough to allow winter taxable sales to keep pace with summer sales stemming from the growing number of visitors. The tendency of second and fourth quarter sales to grow somewhat can be explained by an increasing frequency of visitors coming before July and visiting after September.

Visitor Accomodations

Nine visitor accomodations are located along Patricks Point Drive outside the city, but inside the planning area: (Ocean Grove Lodge, Midway trailer Court, Deer Lodge, Sylvan Harbor Trailer Park, Shadow Lodge, Azalea Motel, Antlers Motel, Bishop Pine Lodge, and Sea Cliffe Motel). North of the planning area are Decker's Fireside Lodge, Lighthouse Motel, Park Cafe and Trailer Court, Driftwood Motel, View Crest Lodge, and Patrick's Point State Park campground. Only two tourist accomodations are located inside the city limits (Hidden Creek Trailer Park and Trinidad Bay Trailer Court).

Employment in those establishments located in the planning area is approximately 16 in winter and 29 in summer, which is about 1/4 of all commercial employment in the winter and 1/5 in the summer. There are 330 visitor units in the planning area:

17 tourist units (motel rooms or cottages catering mostly to tourists who don't fish), 48 cabins, and 265 trailer sites and campsites. There are an estimated 17 non-student permanent residents (mostly in trailers) using these units. On a typical summer day the remaining units are filled with 247 fishermen (about 90% of whom occupy trailer and campsites), and 66 tourists.

In the Patrick's Point area there are 200 visitor units including 14 tourist units, 19 cabins, and 167 trailer and campsites. The 123 campsites at Patrick's Point State Park are the major element. The Park caters to visitors stopping less than three days, so on a typical summer day occupancy in that area is a different mix than that of the planning area. One would expect 10 non-student permanent residents (mostly in trailers), 140 tourists (mostly in the State Park), and 50 fishermen. The fishermen prefer the private trailer and campsites. Considering the planning area and the Patrick's Point area together, there are 530 visitor units with 297 occupied by fishermen, 206 by tourists, and 27 non-student permanent residents (see Table 3). In the winter, visitor units are only partially occupied with 27 permanent residents in the trailers and a fluctuating number of Humboldt State University students occupying trailers and cabins.

It is difficult to estimate the amount of revenue received by these businesses. Recreational vehicle park visitors are exempt from the 5% motel tax, as are motel visitors staying more than 30 days, which is not unusual for fishermen. However, it is known that visitor accomodations provide 20 to 25% of non-fishing employment. They provide places to stay for summer visitors who spend money at local restaurants and at local onshore fishing-related activities. Therefore, they stimulate even more employment and in turn more income to planning area residents. They also provide winter living quarters for a few permanent residents and university students who otherwise might not be able to afford living in the area. Winter occupancy helps encourage some retail businesses to

TABLE 3

VISITOR ACCOMODATIONS AND OCCUPANCY CHARACTERISTICS

	Trinidad Planning Area	Patrick's Point Area	Total for Both Areas
Summer Accomodations:			
Tourist Units	17 (5%)	14 (7%)	31
Cabins	48 (15%)	19 (9.5%)	67
Trailer & Campsites	265 (80%)	167 (83.5%)	432
Total Accomodations:	330 (100%)	200 (100%)	530
Percent of Grand Total	(62%)	(38%)	(100%)
Summer Occupancy: (typical summer day)			
Permanent	17 (5%)	10 (5%)	27
Tourists	66 (20%)*	140 (70%)	206
Fishermen	247 (75%)**	50 (25%)	297
Total Occupancy	330 (100%)	200 (100%)	530

* Approximately 50% from Sacramento Valley
** Approximately 65% from Sacramento Valley

remain open during the winter as a convenience to all permanent residents. All of these factors lead to the conclusion that visitor accomodations play a very important role in the Trinidad area economy. A very tentative estimate for visitor accomodation revenue in the planning area is $250,000 per year.[3]

Commercial and Sport Fishing

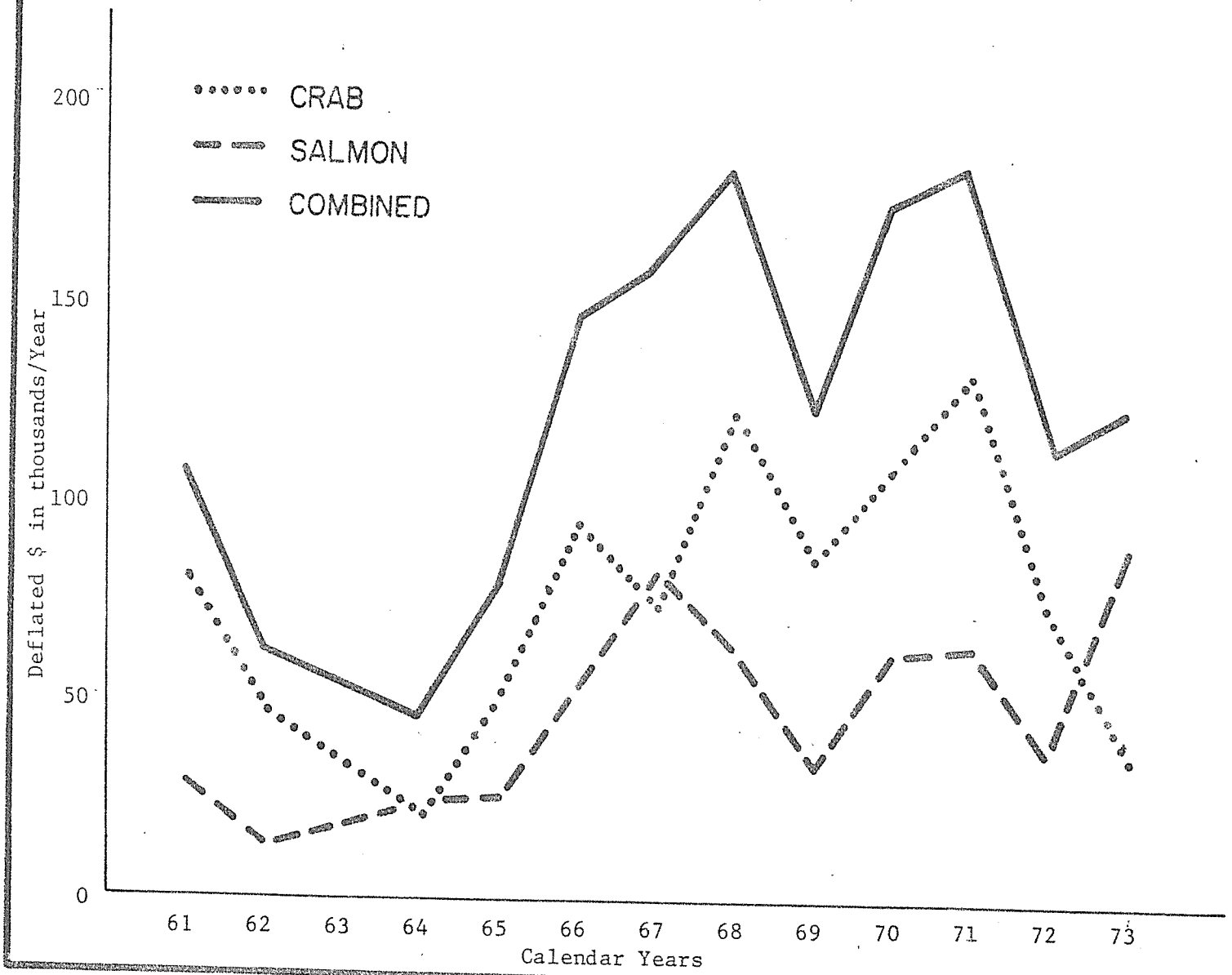
Crab are landed in Trinidad by ten boats operated by approximately 20 fishermen who reside in the planning area. The size of the catch each year varies according to the eight to ten year crab cycle. Crab landings vary from 50,000 pounds to as high as 600,000 pounds. Five to ten percent of the north coast catch is landed at Trinidad. The year to year crab landings in Trinidad vary less than for the north coast's as a whole because Trinidad crabbers exert extra effort when crabs are scarce and therefore harvest proportionately more crabs than other areas.

Commercial crab landings at Trinidad harbor from 1961 through 1973 have meant a deflated annual average injection of $75,000 into the planning area economy (see Figure 3). This is because almost all of the crabs are purchased by Eureka Fisheries (through Hallmark Fisheries) and by Ocean Beauty of Sacramento (through Katy's Smokehouse).

As is typical along the north coast, the crabbers switch to commercial salmon fishing in spring and summer. In addition there are a large number of residents and visitors who, using skiffs, land salmon commercially in Trinidad harbor. There are about 150 commercial skiffs using the harbor at the peak of the season. The visitor questionaire showed that about 25% of the visitor fishermen are fishing commercially. This suggests that about half of the 150 commercial fishermen are regular visitors and the other half are residents of Trinidad or live within commuting distance of the

[3]See Item 3 on page 33 for methodology.

DEFLATED VALUE of COMMERCIAL FISH LANDINGS
TRINIDAD HARBOR, 1961 - 1973



(S.F. Consumer Price index 1967= 100)

Figure 3

harbor.

The observed trend of sport fishermen obtaining commercial fishing licenses is considered the main reason commercial salmon landing have shown an upward trend going from 1 to 2% of the total north coast catch between 1961 and 1973. In contrast, total commercial salmon landings along the north coast have shown no upward or downward trend over the same period.

Even though many sport fishermen have obtained commercial licenses this has not meant a reduction in the number of sport fishermen. Since 1965 the number of sport fishermen has increased significantly. The 400 moorings in the harbor are completely filled most of the month of July. Since most of the commercial fishermen moor their boats, there are at least 250 sport fishermen moored in the harbor. Further, the visitor questionaire revealed that 20 to 25% of the regular visitor fishermen do not moor their boats. In addition there are sport fishermen who commute to the area on weekends. Therefore, there are at least 325 sport fishermen using the harbor on peak weekends.

The fact that commercial salmon landings and sport fishing have both grown is important to the planning area economy. As is shown in Figure 3 the 13 year deflated annual average revenue from commercial salmon landings has been $46,000 per year. This is an annual injection of money into the area economy because the salmon are purchased almost entirely by outside firms. Since a significant portion of the commercial landings are by area residents, and visitor fishermen spend many months in the area, one would expect a sizable portion of the revenues to be spent in the area.

The sport fishermen, like the non-resident commercial fishermen, bring money into the planning area to spend on provisions, accomodations, and luxuries.

Summary of Commercial Activity

Given that a lack of precise data makes it possible to develop only rough estimates, commercial activity in the planning area had revenues (in current dollars) of about 3.2 million in 1975. Two million seven hundred thousand comes from trade, and about $250,000 each from Visitor Accomodations and Commercial Fishing (including onshore fishing related activities).[4] Fifty percent of the Trade revenue ($1,350,000) stemmed from spending throughout the year by planning area residents.[5] Of that about 80% was income received outside the planning area (see Table 4). The other 50% of trade dollars ($1,350,000) was spent by visitors, as was the $250,000 for visitor accomodations. The $250,000 for commercial fishing came mostly from fish processing companies outside the planning area.

Figure 4 illustrates the relative size of each major element in the planning area's commercial activity. Trade generated by residents represents 42% of Trinidad area commercial activity. Trade generated by visitors represents another 42% of the economy. Since over 80% of the visitor accomodations in the planning area are occupied by fishermen, they obviously contribute the largest percentage of visitor retail trade. Visitor accomodations account for 7.8% of the local economy and commercial fishing another 7.8%.

These figures indicate that 85% of the Trinidad economy relies on an influx of outside money and only 15% of money earned within the area. Roughly 40 to 45% of the Trinidad area commercial activity is directly related to commercial and sport fishermen, and an additional 15 to 20% from tourists. So, tourists and fishermen are responsible for 55 to 60% of the commercial activity. If the value of fish caught by residents is deducted it becomes apparent that more than half (52%) of the commercial activity is provided by non-residents. Sixty two percent of these visitors

[4]See Item 4 on page 33 for methodology.
[5]See Item 5 on page 34 for methodology.

TABLE 4

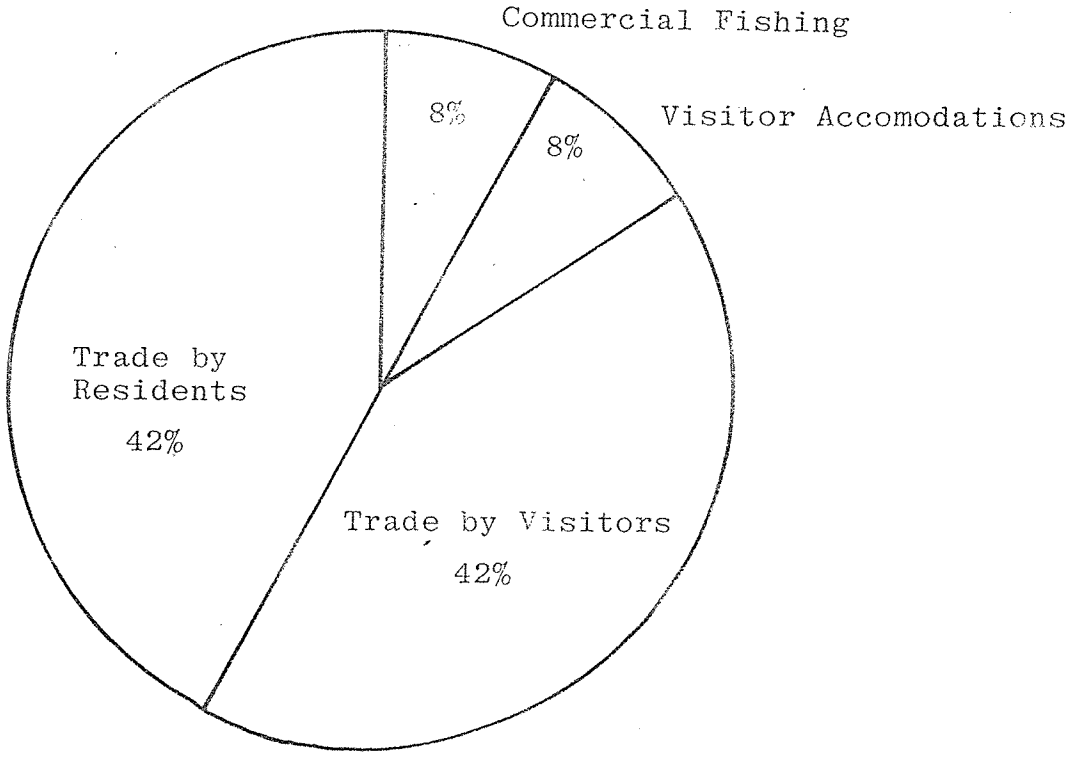
SOURCE OF INCOME FOR PROPERTY OWNERS
LIVING IN PLANNING AREA*

	Questionaire Respondents	% of Respondents
Property Owners Working In Planning Area:		
Professional-technical-management-administrative working in planning area	14	(8%)
Others working in planning area	22	(13%)
Dependent on planning area for income	36	(21%)
Retired property owners	50	(30%)
Property Owners Working Outside Planning Area:		
Professional-technical-management-administrative	56	(34%)
Others	25	(15%)
Independent of planning area for income	131	(79%)

* Taken from Property Owner Questionaire responses.

MAJOR ELEMENTS of COMMERCIAL ACTIVITY

TRINIDAD PLANNING AREA, 1975



COMMERCIAL ACTIVITY	APPROXIMATE ECONOMIC VALUE [1]			% OF TOTAL
	Residents	Visitors	Total	
City Taxable Trade	400,000 (26%)	400,000 (24%)	800,000	25%
City Non-Taxable Trade	450,000 (29%)	450,000 (27%)	900,000	28%
Other Plan Area Trade (Taxable & Non-Taxable)	500,000 (33%)	500,000 (30%)	1,000,000	31%
Visitor Accomodations		250,000 (15%)	250,000	8%
Commercial Fishing	180,000 (11%)	70,000 (4%)	250,000	8%
	1,530,000 (48%)	1,670,000 (52%)	3,200,000	(100%)

[1] in current dollars

Figure 4

come from the the Sacramento Valley (i.e. visitors from the Sacramento Valley are responsible for 32% of the annual commercial activity in the Trinidad area).

Based on the estimated value of resident trade it appears that each household contributes $2,700 annually in trade to the local economy. When residential development reaches the saturation level, there will be an estimated 700 dwelling units. At the current rate of spending residents would then contribute another $540,000 to the economy, an increase of 8% assuming visitor trade levels stay the same.

On the other hand, if it is assumed that 80% of the visitor trade is generated by people staying in the 330 units in the planning area or the 200 units in the Patrick's Point area then each visitor lodging unit accounts for approximately $2,000 per year in visitor trade. This comparison of the value of trade associated with residence and visitor units demonstrates that residence and visitor accomodations represent roughly comparable inputs to area trade. If housing units and visitor units expand at roughly the same rate the ratio of visitor trade to resident trade will stay about the same. Even if all vacant parcels were utilized for residential construction and there was no expansion in visitor facilities, the role of visitor trade in the Trinidad economy would continue to be a major factor. Only a drastic reduction in the number of visitor accomodations or a serious decline in the availability of salmon could appreciably change the important role visitors play in the economy. Since 80% of the residents are not dependent on the local economy for their income the impacts of such a shift would fall on the 20% of the residents which derive their income from within the planning area and on the city which derives a considerable share of its revenue from sales taxes.

SECTION 4. CITY FINANCES

Revenue

Historically five main sources of revenue account for almost all of Trinidad's revenue each year: property taxes, sales taxes, motor vehicle in lieu of taxes, gas taxes, and contributions from the water system (see Figure 5). While sales taxes, and to a lesser extent property taxes, have shown some growth over the last 15 years gas taxes and motor vehicle in lieu of taxes have not, and the contribution from the water system has ceased altogether. Compensating somewhat for the lost water contributions have been revenue from interest on bank deposits, homeowners relief and federal revenue sharing. Generally speaking, the city has moved from reliance on property taxes, gas taxes and contributions from the water system to reliance on property taxes, sales taxes and state and federal compensating revenues.[6]

Continued growth in sales activity in the city would create greater future sales tax revenues to the city. Expected higher assessed values of property should increase future property tax revenue 50% or more. Gas tax revenue and motor vehicle in lieu tax revenues show no growth promise at present. The days of contributions from the water system appear to be over until the Davis Grunsky Loan is paid off many years hence. Federal Revenue Sharing may disappear although pending legislation suggests extending it. Homeowner's relief and interest revenues should grow somewhat, but they are too small to matter very much. Thus any new financial burden will fall upon sales tax revenues and property tax revenues.

Expenditures

Figure 6 shows the deflated levels for major expenditure items

[6]Gas tax revenues can only be spent on street improvements and Federal Revenue Sharing funds have some use limitations, but otherwise the city's revenue sources can be used for any general expense.

MAJOR SOURCES of REVENUE
CITY of TRINIDAD, 1959-74

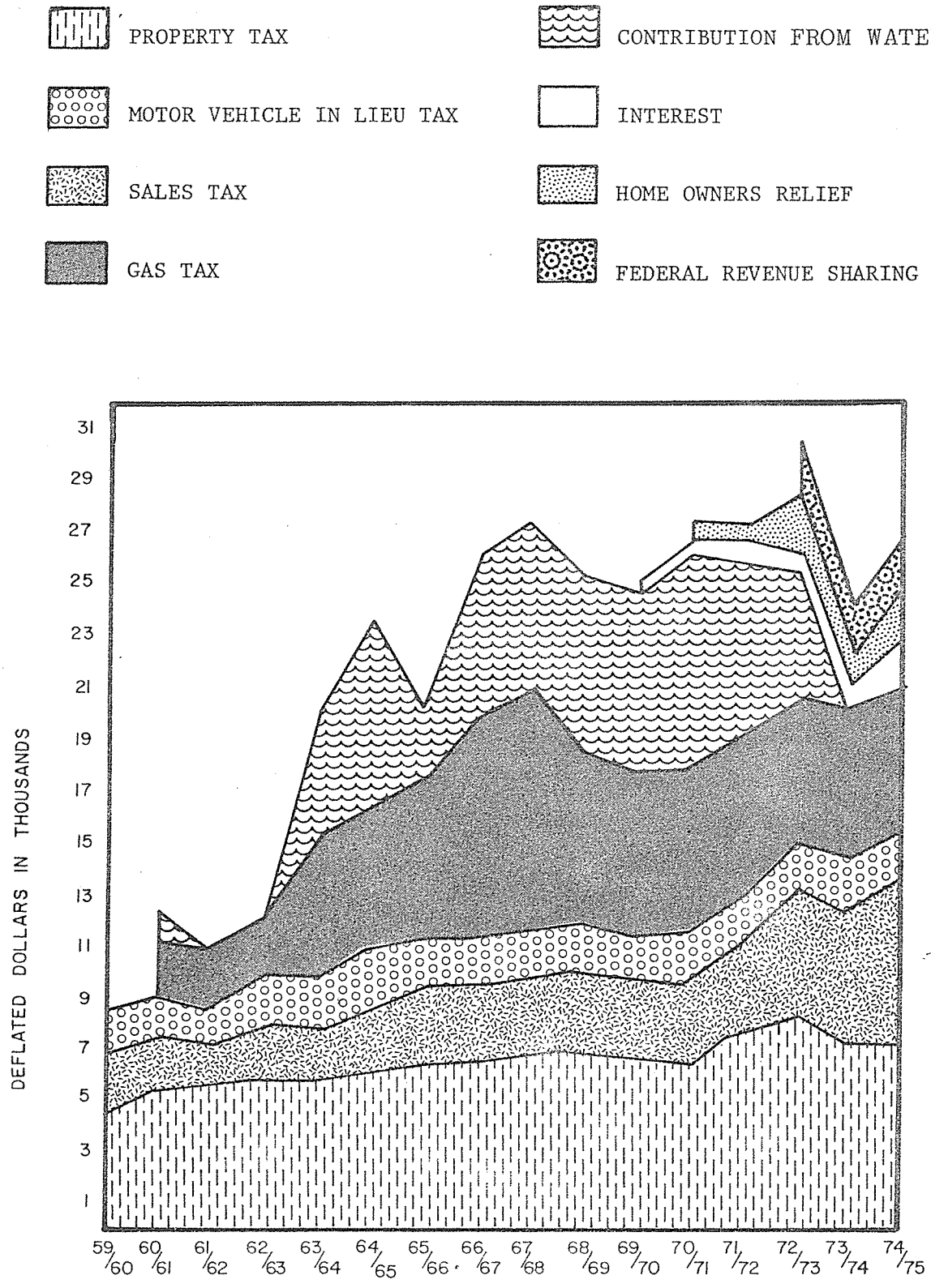


FIGURE 5

MAJOR EXPENDITURES
CITY of TRINIDAD, 1959-74

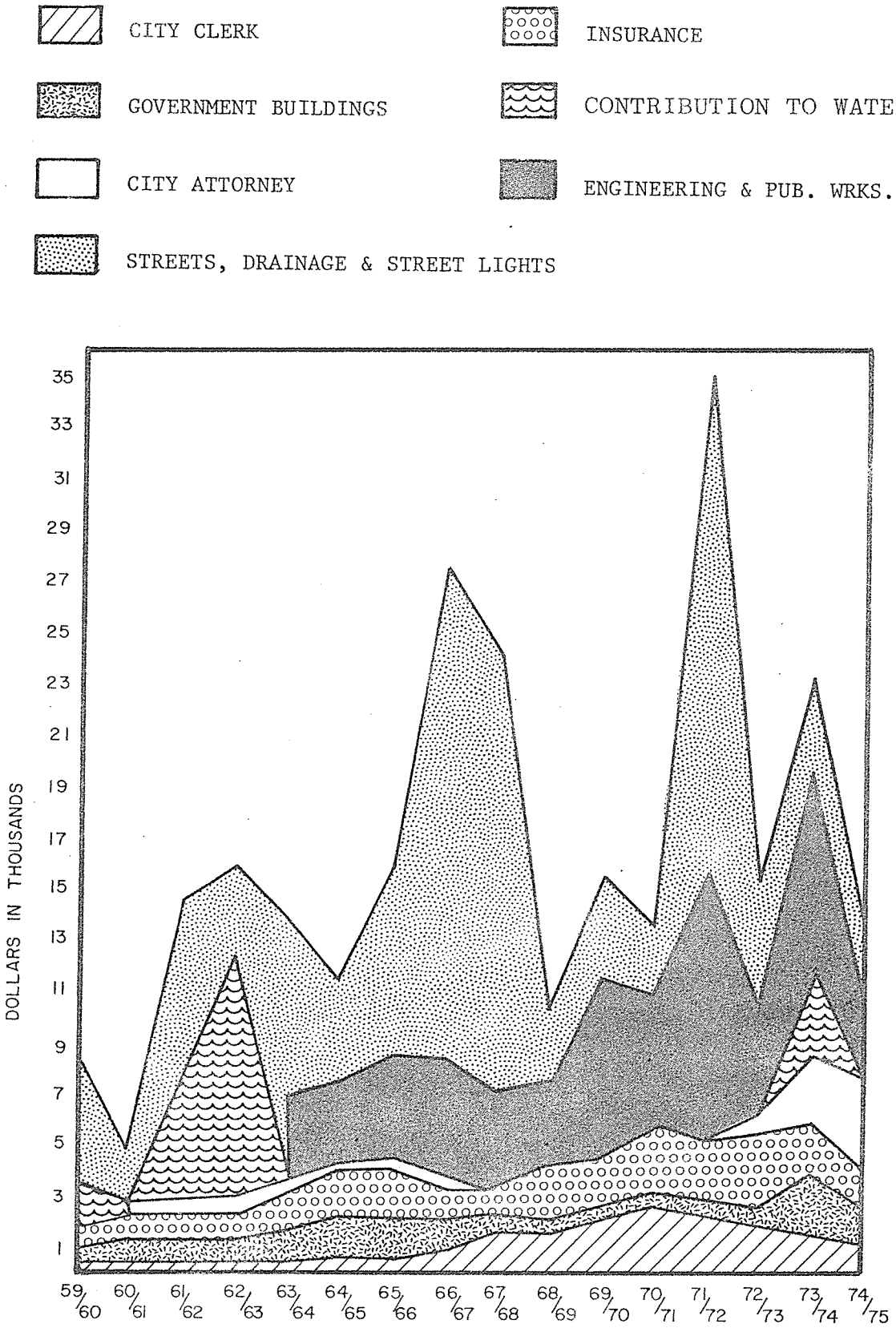


FIGURE 6

of the city for a 16 year period. Other than an occasional contribution to the water system, the only very large items are 1) streets, drains and street lights, and 2) engineering and public works administration, which usually occur every few years in conjunction with major drain or street repair projects. Much of the money used in such projects comes from the restricted gas tax revenues which require several years of accumulation before enough is available. The annual $16,000 payments on the Davis-Grunsky water system loan will begin in 1978. These will represent a sizeable annual expenditure, but it is hoped that water system revenues will cover both maintenance and the loan payments. Other than these three items, city expenditures are fairly small, falling well within revenues received, and growing at about the same pace as total revenues (excluding contributions to the water system). Assuming the city will need to contribute to the water system only occasionally in the future, any extra-ordinary growth in city expenditures will most likely come from periodic outlays on street and drain projects.

Figure 7 shows the deflated level of total Trinidad revenues and expenditures for the same period. Except for those years when the large outlays for street, drains and water were made, the city has consistently shown a surplus. In addition, substantial Federal grants were received in 1966/1967 and 1972/1973 contributing to the revenue peaks indicated on the graph.

Annexation

Owners of property outside the Trinidad City limits seem to prefer a rural life style. County government provides road maintenance, police protection and general regulation of development. A fire district can be established if better fire protection is needed. In some areas individual water supply systems are inadequate and some property owners would like to connect to the city water system. This represents the only apparent city service that property owners desire.

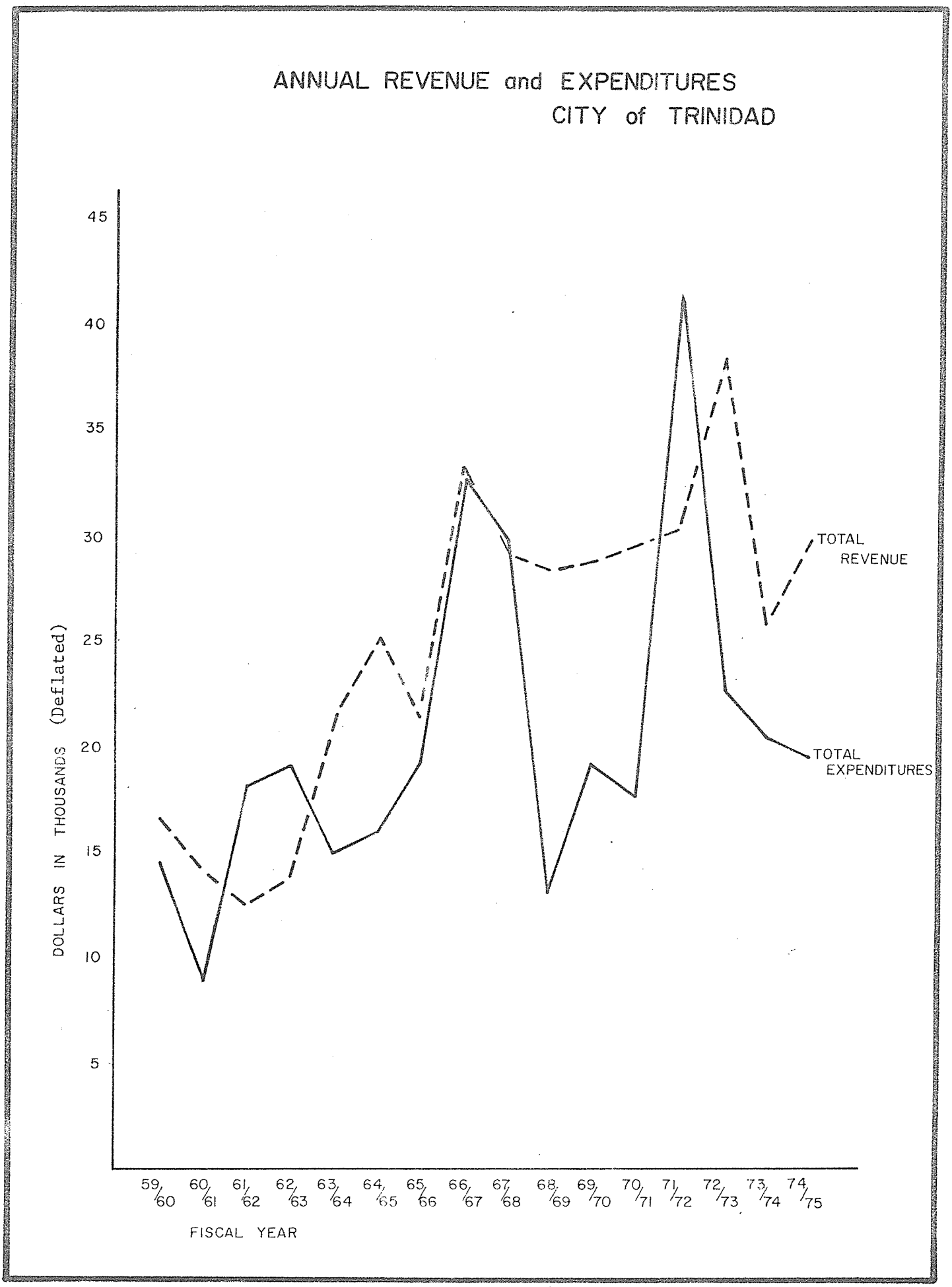

ANNUAL REVENUE and EXPENDITURES
CITY of TRINIDAD
45
40
35
30
25
20
15
10
5
DOLLARS IN THOUSANDS (Deflated)
TOTAL REVENUE
TOTAL EXPENDITURES
59/60
60/61
61/62
62/63
63/64
64/65
65/66
66/67
67/68
68/69
69/70
70/71
71/72
72/73
73/74
74/75
FISCAL YEAR

FIGURE 7

The main water line travels through east Trinidad, and the city has allowed some property owners to connect without requiring annexation. The city charges customers outside the city a higher water rate. For a typical homeowner this means a cost difference of about $40 per year over the in-city rate. This additional cost compares with an additional $80 in property taxes if a residence is annexed to the city (see Table 5).

Annexation does not reduce the basic county tax rate significantly (4.2%) and there is little difference in the level of city and county services, so property owners needing water service have usually chosen to pay the high water rates rather than annex and pay even higher property taxes. If the city were to make annexation a prerequisite for water service it is doubtful there are enough contiguous owners with a critical water problem to support major annexation efforts.

TABLE 5
1975-76 PROPERTY TAXES

Tax Entity	Tax Rate/$100 assessed value	
	City	Outside City
Total County	$3.119	$3.519
Total Schools	$5.858	$5.858
Total Special District	$ .044	$ .044
Total non-city	$9.021	$9.421
City	$1.500	
Grand Total	$10.521	$9.421
Property tax on $30,000 full value ($7,500 assessed value)	$789.08	$706.58

The cost-benefit picture for annexation is more difficult to estimate for the city. Small annexations may not require additional staffing or services and additional costs may be minor. Or, if an annexation pushes the need for services beyond the capacity of present staff, then the cost of an annexation may be disproportionately high. Revenues are also variable. Sales tax revenues in combination with property taxes and other subventions from the state make annexation of commercial property much more attractive to the city than annexation of a residential area which only contributes property taxes and subventions. Property tax revenues are proportional to the market value of property so high value residences and high density residential areas are most attractive.[7]

Only a few commercial uses are potential annexations to the city so the following analysis of costs and benefits is based on annexation of residential areas. Table 6 shows the annual city revenue generated by a typical residence through property tax payments and state subventions.[8] This data indicates that each residence of $30,000 value will contribute about $215.00 in revenues to the city each year.

Annual city expenditures have been running at about $30,000 per year. However, assuming that an annexation did not pose any unusual service requirements and did not over extend present staff levels, cost of annexation can be considered the prorated share of those city expenditures which would be expected to increase proportionately. These "proportionate" costs (i.e. maintaining the city clerk, city attorney, police, public works administration, and one-half of "other" expenses) amounts to about $15,000 per year.

[7]Mobile homes are common in areas outside Trinidad. They are not taxed as real property. The in-lieu motor vehicle tax received by local government is much less than the property tax on an equivalent valued conventional residence.

[8]See Item 8 on page 36 for definition of "subvention"

TABLE 6

ANNUAL REVENUES CONTRIBUTED TO THE CITY OF TRINIDAD
BY RESIDENCES*

Revenue Source	Revenue Per Person	Revenue Per Household
Property Tax	$45.00	$112.50
Gas Tax	$ 9.94	$ 24.85
Motor Vehicle in lieu Tax	$ 7.77	$ 19.42
Cigarette Tax	$ 2.86	$ 7.14
Homeowners Property Tax Relief	$10.47	$ 26.17
General Revenue Sharing**	$10.00	$ 25.00
Other	$ .09	$ .23
TOTAL	$86.13	$215.31

* Assume property full value of $30,000; 2.5 persons per household. Some figures are based on State Department of Finance population estimate of 370 for city in 1974-1975.

** Rough estimate developed by City Manager.

In addition, the per household cost for street and drainage maintenance amounts to about $30 per household. Because potential annexation areas are developed at low densities annual street and drainage costs could well be greater than this. So, assuming no unexpected increases in costs of maintaining government buildings, insurance, fire, and other expenses, an annexed residential household represents an average cost to the city of about $130 per year, or a net benefit to the city treasury of about $85 per year. However, an additional $40 per year could be obtained from each household without annexation by just providing water service, so in most cases the real net benefit to the city of a residential annexation will be less than $50 per household per year. This benefit could disappear when the increase in service area responsibilities require additional city staff and equipment or if large expenditures such as street repairs, drainage improvement, or further improvements to the water system become necessary.

Besides the economic considerations, annexation of surrounding areas offers the city the opportunity to apply city zoning and subdivision regulations and thereby control the amount and type of development. Although this is of some concern the economic implications of annexation will be of utmost concern. As long as the city is willing to sell water without requiring annexation it appears that most homeowners will prefer to pay the higher water rates rather than annex. Therefore in analysing the impact of various economic strategies on city finances it would seem prudent not to assume any significant increases in city revenues due to annexation.

Summary of City Finances

Assuming that the water system can be made to pay for itself in future years, and assuming that future expenditures for street repair can be programmed with minimal engineering expense so as not to exceed gas tax revenues, the city should have no difficulty covering its annual expenditures with its annual revenues even though

some revenues are not expected to expand.[9] However, any circumstances that inhibit spending by summer visitors, particularly those relating to salmon fishing, harbor facilities, visitor accomodations or commercial business, could potentially effect the city's position adversely.

[9]Modifications to the water system can be made to serve a much larger number of customers. Should that occur, once the costs of modification and loan repayment have been met, the system could again represent an important source of revenue for the city. However, current information suggests that the demand needed to warrant system expansion will not exist for several years.

FOOTNOTES ON METHODOLOGY

1. Taxable sales in Trinidad in 1975 including all service station sales totaled $800,000. It is estimated that taxable sales are only 25% of Saunders Market's total sales and some other businesses also have nontaxable sales. Therefore, it is estimated nontaxable sales in 1975 for Trinidad amounted to about $900,000. Most of the sales in the area outside the city are taxable and it appears that taxable sales outside the city are comparable with taxable sales inside the city. Adding in $200,000 in estimated nontaxable, total sales outside the city had a value of $1,000,000 in 1975.

2. "Deflated". Because the relative purchasing power of the dollar changes due to inflation, it is necessary to translate dollar values over time (deflate them) to a single value denominator. Unless indicated otherwise the dollar value has been deflated using 1967 dollar values as the denominator.

3. To estimate the value of visitor accomodations it was assumed that the 330 visitor accomodations would be filled 90 days in summer at an average charge of $5.00 per day (total $148,500). Assuming 50% lower rates and only 50% occupancy for the remaining 270 days (since visitor accomodation employment doubles from winter to summer) yields an additional $111,375. The total of $259,875 was rounded to $250,000.

4. Trade figures are explained in Note 1 and visitor accomodations figures are explained in Note 3. The average value of fish landings from 1970 thru 1973 is $183,852. Recent inflation makes an estimate of $200,000 more realistic for 1975. An additional $50,000 was added to account for onshore fishing related activities.

5. During the winter months, when visitor impact is minimal, the Trinidad taxable sales show no cyclical swings. This supports the conclusion that the county forest products industry has little relationship to the Trinidad economy. Since the only major increase in summer income to the area is derived by a small number of residents working in visitor related industries, there should not be any significant increase in resident spending in the summer. In fact, vacations and departing students may more than compensate for any spending increase related to increased summer incomes. Assuming no seasonality in resident spending the $100,000 in winter quarter taxable sales is constant throughout the year producing an annual resident taxable sales of $400,000 in 1975. Taxable sales totaled $800,000; so it has been assumed for both the city and the area outside the city that visitor trade is about equal in value to resident trade.

8. State subventions are all of the fees, taxes, and other revenues that are collected by the state and rebated to cities and counties on the basis of population or some other formula prescribed in state law. All of the items in Table 6 except for property tax and general revenue sharing, are state subventions.