

Posted: March 15, 2019



NOTICE AND CALL OF A MEETING OF THE
TRINIDAD PLANNING COMMISSION

The Trinidad Planning Commission will hold a regularly scheduled monthly meeting on
WEDNESDAY MARCH 20th, 2019, AT 6:00 P.M.
in Town Hall at 409 Trinity Street.

The following items will be discussed:

- I. **ROLL CALL**
- II. **APPROVAL OF MINUTES** - January 20, 2019
- III. **APPROVAL OF AGENDA**
- IV. **ITEMS FROM THE FLOOR**
- V. **AGENDA ITEMS**

Discussion / Decision / Public Hearing / Action

1. Reinschmidt 2019-02: Design Review and Coastal Development Permit to construct a new 36-ft x 24-ft, 864 sq. ft., 24-ft tall, detached garage with attic storage area and half bath. The garage was previously approved by the Planning Commission in February 2007, but was never constructed, and the approval has expired. Located at: 15 Berry Road; APN: 515-331-47
2. Van Wycke Bicycle and Pedestrian Connectivity Project: Discussion / Decision on responses to comments and whether to approve the proposed Mitigated Negative Declaration and Initial Study for this project pursuant to the California Environmental Quality Act.
3. Winnett 2019-01: Design Review and Coastal Development Permit to construct a new 24-ft x 15-ft, 360 sq. ft., 16-ft tall, semi-detached, single-car garage with attic storage area within the existing gravel driveway area. The garage will be attached to

the residence by a 5-ft x 8-ft breezeway. Located at: 586 Hector Street; APN: 042-041-017 *This item will be continued to the April 20, 2019 Planning Commission meeting.*

4. CAL FIRE 2019-03: Grading and Coastal Development Permit for installation of approximately 5,400 linear ft. (approximately 600 ft. of which is within City limits) of 1.5-in. diameter water line from the City of Trinidad to the CAL FIRE Trinidad Station. This is an individual water line connection, not a mainline, to provide potable water to the fire station only, consistent with an LCP amendment recently approved by the City and the Coastal Commission. Located at: Patricks Point Dr. right-of-way, from Main St. to the CAL FIRE Trinidad Forest Fire Station, 923 Patricks Point Dr. *This item will be continued to the April 20, 2019 Planning Commission meeting.*

VI. COUNCIL REPORT

VII. STAFF REPORT

VIII. FUTURE AGENDA ITEMS

IX. ADJOURNMENT

**MINUTES OF THE REGULARLY SCHEDULED MEETING OF THE
TRINIDAD PLANNING COMMISSION
Wednesday, January 16, 2019**

I. CALL TO ORDER/ROLL CALL (6:03 pm)

Commissioners Present: Graves, Johnson, Stockness, Lake, Kelly
City Planner Staff: Parker
City Staff: Zetter

II. APPROVAL OF MINUTES

October 30th, 2018

Commissioner Johnson asked whether the City Engineer was done with their review of the Circulation Element. Planner Parker answered affirmatively. Commissioner Stockness requested an update on the Emergency Action Plan and Brown Act Training. Staff indicated they would get back to her.

Motion (Johnson/Stockness) to approve the minutes as submitted.

Passed (3-0), with 2 abstentions; Kelly and Lake abstain.

November 13th, 2018

Commissioner Lake clarifies a comment that she made as member of the public at that meeting. It was generally agreed that staff should listen to the recording and amend the minutes as needed. Commissioner Graves suggests that everyone speak clearly into the microphone.

Motion (Johnson/Stockness) to approve as amended, pending further staff investigation and edits.

Passed (3-0), with 2 abstentions; Kelly and Lake abstain.

III. APPROVAL OF AGENDA

Motion (Stockness/Johnson) to approve the agenda. Passed unanimously (5-0).

IV. ITEMS FROM THE FLOOR

J. Cuthbertson (City Resident) asked if Planning Commissioners are getting their required ethics training. Commissioner Stockness advised that yes, and the classes are now available online. Commissioner Graves clarified that the online classes are not optional.

Resident J. Cuthbertson also stated that there was an issue regarding Council's vote on the Reinman rezone. J. Cuthbertson further questioned whether ex parte communication had been disclosed, and that it is illegal. Commissioner Graves confirms that there was no ex parte communication, and that had been stated at the meeting. J. Cuthbertson

advised that two of the Council members spoke to the applicant. Planner Parker responds that ex parte communication is legal as long as it's disclosed.

Resident J. Cuthbertson further stated that the Reinman rezone should not been approved before the General Plan update is complete. Commissioner Graves advised that the applicant, Mike Reinman, had every right to apply for a zone change prior to the General Plan update being completed, especially since it was taking so long. Commissioner Johnson stated to the Commission and public in attendance that it is important for those questioning the Planning Commission's decisions to first review the past staff reports and meeting minutes, which will clarify for the public the specific findings and conditions justifying the decision.

Commissioner Stockness asked if the public has an issue with a past decision. J. Cuthbertson advised that the process itself is discouraging, and the City is not following its own rules. Commissioner Lake advised that when she has requested the audio recordings, there have been large parts missing. Lake also stated that, legally, the meetings have to be recorded. Commissioner Graves suggests that the City purchase a wireless microphone for the public.

L. Farrar (City Resident) requested that the City complete undergrounding all the utilities and suggested that the project should be in the General Plan. City Planner Parker advised that it is a policy in the general plan, but is expensive, so will occur as funding becomes available.

V. AGENDA ITEMS

1. Election of new Vice Chair:

Commissioner Stockness nominates Commissioner Johnson to the position of Vice Chair.

Motion (Stockness/Kelly) to appoint Commissioner Johnson to the position of Vice Chair of the Planning Commission. Commissioner Johnson requests clarification as to whether the Vice Chair is regulated the same as the Chair, citing section 2.2.070 of the Municipal Code. Commissioner Graves indicated that, because the regulations are silent as to terms and conditions of the Vice Chair, it is open to interpretation. He suggests that it makes sense that the Chair would rotate every two years, but that a Commissioner can serve two consecutive terms of Vice Chair. ***Motion passed unanimously (5-0).***

2. Planning Commissioner appointments to the Trinidad Trails Committee and Short Term Rental Committee:

City Planner Parker provided information on both the Trails and STR Committees that the City Council created. Parker advised that the Council is requesting a Commissioner

appointment for both committees. Commissioner Graves met with Mayor Ladwig about the Committees but did not obtain any additional information other than what was provided in the packet. Commissioner Kelly asked if anyone knew any more about these two committees.

Commissioner Lake explained that an ad hoc committee of the Council recommended that the City create an STR advisory committee to serve as a liaison between the City Council and the public. She expresses her interest in being on the STR Committee, as she has background knowledge going back 15 years to the original the VDU Committee. She advised that her husband, Councilmember Tom Davies was a part of that Committee. Commissioner Lake stated that she has an understanding of what the community's concerns are. She nominates herself.

Public Comment:

A. Grau (City Resident) opined that the nominee should be a resident of the City. He also stated that it should be someone that is familiar with the issues.

D. Cox (City Resident) also advised that it should be a City resident on the STR committee. She stated that Commissioner Lake has lived the "Ocean Ave" experience and is knowledgeable about the STR ordinance.

Commissioner Discussion

Commissioner Graves suggests starting with the appointment to the Trails Committee. Commissioner Kelly stated that she is interested in being a part of the Trails Committee, as she has a unique perspective from living next to a trail and has working with the Land Trust.

Motion (Stockness/Johnson) to appoint Commissioner Kelly to the Trails Committee. Passed unanimously (5-0).

Commissioner Graves stated that he agreed that ideally the STR appointment should be a Commissioner that lives within the City limits. However, he added that it would also be beneficial to have a fresh set of eyes. Commissioner Graves is worried that Commissioner Lake is jaded from spending so much time on the issues already. Commissioner Lake reiterated that she would be a good choice, because she has the community's best interests at heart.

Commissioner Stockness requested to know if Commissioner Graves was interested in the position. Commissioner Graves advised that being on the Committee is not his first choice, but he would consider it. Graves noted that the Council has allowed Planning Commissioners from the greater Trinidad area, recognizing that there are common interests. He added that he lives nearby to some STRs, but acknowledged that they are regulated differently from those in Trinidad, because they are in the County.

Commissioner Lake advised that the fears of having her on the Committee are unfounded; she is honest and unbiased and will serve the public interest. Commissioner Stockness asked if Commissioner Johnson was interested. Commissioner Johnson advised that he also lives within hearing distance of three STRs, and helped write the ordinance, so is familiar with the issues. However, he feels that Commissioners Lake, Stockness and himself should not be on the committee, because they have been too involved in the issue. Commissioner Johnson recommends that the appointment on the Committee should be a rotating position; his recommendation would be to amend the charter, which does not specify who is the Chair.

Commissioners Lake and Johnson discuss the charter. Commissioner Lake commented that the Committee meets quarterly and that the Council set the Planning Commissioner appointment as the Chair at their meeting last week.

Commissioner Graves would like clarification regarding the Commissioner's role on the committee, particularly in relation to the chair. Further discussion ensues. Commissioners Stockness and Kelly would also like additional guidance. Commissioner Graves suggested delaying the appointment get further clarification from the Council. Commissioner Lake advised that the Council wanted to get the STR Committee in place prior to the license renewals, so they are already behind.

Public Comment

City Resident J. Cuthbertson opined that the nominee for the Chair should be a Planning Commissioner that resides in town.

City Resident A. Grau that the staff report states that the Planning Commissioner would chair the committee. Planner Parker clarifies that she got that information from the City Clerk, and was not in attendance at the last Council meeting.

City Resident D. Cox pointed out that this is an advisory committee with members of different backgrounds. She thinks that Commissioner Lake will be fair-minded.

Motion (Lake/Stockness) appoint Commissioner Lake to the STR Committee. Passed unanimously (5-0).

3. General Plan Update: Update and discussion of current status, next steps, and review of the draft Circulation, Energy, and Public Services Element. Continued from the October 17, October 30, November 13, and December 19, 2018 meetings.

City Planner Parker advised that there is no new information to add. She put this item on the agenda as requested to ensure that the public has adequate access to the material.

Commissioner Comments/Questions

Commissioner Stockness questioned if water is going to be discussed. Parker advised that a discussion will take place after the water supply assessment(s) is complete.

Commissioner Lake requests updates and information on the following: next steps; the last Council review; why draft zoning language was submitted to the Coastal Commission before the City Council. Commissioner Lake notes that there has been limited public comment, and there has not been enough public outreach. She feels there is a lack of communication between staff, the Planning Commission and the City Council; she suggests a joint meeting between the Council and Commission. Commissioner Lake also requested a copy of the General Plan be kept in Town Hall. She also requested a schedule, so members of the public can know when certain issues will be discussed. Commissioner Stockness suggests that the meetings be printed in local newspapers.

Commissioner Graves advised that more meetings would consume additional staff time. Commissioner Lake recommends ad hoc committees to work on the General Plan update. Commissioner Kelly stated that it seems two issues are being discussed – keeping the General Plan on schedule, and ensuring open dialog with the public. Kelly recommended that staff be given additional resources. Commissioner Graves noted that the Planning Commission is updating an almost complete General Plan to incorporate new data, not starting from scratch. Commissioner Johnson stated that Graves makes a good point, and that it is important to understand that the Planning Commission has approved and the City Council has seen almost every element already.

Commissioner Lake asked when the Elements went to Council. Parker stated that City Council reviewed them from 2009 to 2013 when the previous drafts were completed. Commissioner Graves suggested developing a schedule to help increase public participation. Graves advised that it has been his experience that Council waits until the Planning Commission is ready to give their recommendations. The topic of a City Council liaison was discussed between the Commissioners.

Commissioner Kelly advised that when she reviewed other General Plans there has been an executive summary, which is more accessible to the public. She acknowledges that while there is an introduction, an executive summary would quickly inform the public what the City of Trinidad is truly working towards. She also opines that the vision statement is not proactive.

Public Comment:

Trinidad Rancheria representative S. Laos commented that she supports the idea of the executive summary. She stated that she has read the entire General Plan, as the Rancheria has a vested interest in the update. She advised that she provided an analysis/summary to the Tribal Council explaining how the General Plan impacts them. S. Laos also stated that she has had no problem following the General Plan update and finding the materials.

But she noted that individuals will only comment on things if they know it will affect them, so the City should figure out a way how to get citizens involved and engaged.

City resident D. Cox commented that the process has been difficult for her to follow as a member of the public. She wants to see more people involved and thinks that having a schedule would help people plan to be involved. She also wants a binder of all the materials in accessible locations.

City resident, L. Farrar feels that there isn't enough public access to City documents. The City website and calendar need to be kept up to date. People won't participate if it is difficult for them to keep informed.

Commissioner Discussion

Commissioner Lake requested information regarding past schedules and public input. She commented that staff shouldn't send documents to the Coastal Commission outside of the public process and that the City Council should have been kept more informed regarding the Coastal Commission action on the CAL FIRE LCP amendment.

Commissioner Graves advised that the Coastal Commission will not review and approve the General Plan without ordinances, which is why staff has started working on the ordinances before the General Plan is complete. He asks if the Commission wants to request a joint meeting with the Council. Commissioner Johnson questions what purpose that would serve at this point. He suggests directing staff to draft a schedule and plan for completing the update. The Commission generally agrees that is a good idea. Commissioner Graves asks Commissioners to be prepared to have extra meetings as necessary to complete the update.

VI. COUNCIL REPORT

None

VII. STAFF REPORT

City Planner Parker stated that staff are working on the final stages of the Clean Beaches grant and are also working on the LCP update grant, which includes a water supply assessment and coastal hazard planning. Parker also advised that the Noise and Public Safety is the next general plan element and that staff continues to conduct Tribal consultation.

Commissioner Graves asked about who staff is working with on the Cultural Element. Parker confirmed that the City is working with the Rancheria and the Yurok Tribe. Commissioner Stockness asked about TAS involvement. S. Laos noted that they are members of the Yurok Tribe.

Planner Parker stated that the Van Wycke Trail project CEQA document will be on the February 20, 2019 agenda for comment only. She also noted that she would not be in attendance, but someone else from her office would be; in addition, she has requested that someone from the City Engineer's office also attend.

VIII. FUTURE AGENDA ITEMS

Commissioner Lake requested trainings and / or information regarding City policies on the Brown Act and ex parte communications.

IX. ADJOURNMENT

Meeting was adjourned at 8:12 pm.

Submitted by:
Angela Zetter
Administrative Assistant

Approved by:

John Graves
Planning Commission Chair



Filed: January 18, 2019
Staff: Trever Parker
Staff Report: March 8, 2019
Commission Hearing Date: March 20, 2019
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2019-02

APPLICANT (S): Rolf Rheinschmidt

AGENT: NA

PROJECT LOCATION: 15 Berry Road

PROJECT DESCRIPTION: Design Review and Coastal Development Permit to construct a new 36' x 24', 864 sq. ft., 24' tall, detached garage with attic storage area and half bath. The garage was previously approved by the Planning Commission in February 2007, but was never constructed, and the approval has expired.

ASSESSOR'S PARCEL NUMBER: 515-331-047

ZONING: SR - Suburban Residential

GENERAL PLAN DESIGNATION: SR - Suburban Residential

ENVIRONMENTAL REVIEW: Categorically Exempt from CEQA per § 15303 of the CEQA Guidelines exempting new construction of small structures, including single-family homes on residentially zoned property.

APPEAL STATUS:

Planning Commission action on a Coastal Development Permit, Variance, Conditional Use Permit, and/or Design Review approval application will become final 10 working days after the date that the Coastal Commission receives a "Notice of Action Taken" from the City unless an appeal to the City Council is filed in the office of the City Clerk at that time. Furthermore, this project ~~is~~ / **is not** X appealable to the Coastal Commission per the City's certified LCP, but may be appealable per Section 30603 of the Coastal Act.

SITE CHARACTERISTICS:

The property is located on the north side of Berry Road, just east of Frontage Road. Access to the site is provided from Berry Road. The site is bordered by Frontage Road on the west, residential land to the east, vacant land to the north, and Trinidad Living Christian Assembly to the south. The lot is 1.08 acres (47,045 sq. ft.). The property is currently developed with an 1,834 sq. ft., 3-bedroom manufactured home that has a short-term rental license. The building site itself is flat, but the lot gradually slopes down toward Mill Creek to the north. The property has a variety of trees and shrubs growing on it, including redwood, Douglas fir, Sitka spruce and red alder. Just west of the property, the land drops steeply off to Frontage road. The site contains a significant amount of fill from past logging and road building, including Hwy 101, some of which has been removed.

STAFF COMMENTS:

This project site was part of a major lot line adjustment and annexation that was completed in 1989. As part of the lot line adjustment, a development plan for the parcels was approved, including building sites and septic system layouts. As conditioned, the previously approved project was consistent with that development plan, as are the proposed modifications.

The applicant received Planning Commission approval (Design Review and Coastal Development Permit) in February 2005 for the construction of a new 1,834 sq. ft., 3-bdrm manufactured home on the property, along with an attached garage/shop, deck, utilities and a septic system on a vacant lot. In November 2006, the applicant submitted an amendment to the project. The changes included moving the footprint of the garage and making it a detached rather than attached structure, an alteration in the roofline and height of the garage to improve aesthetics, and change in the floorplan of the garage, and the addition of a solarium attached to the residence. These changes were approved by the Planning Commission in February 2007, but the garage was never constructed, so the approval expired. The applicant is now proposing the exact same garage as was approved in 2007.

Referrals were sent to Public Works, the City Engineer, Building Inspector and Humboldt County Division of Environmental Health (DEH). Only the City Engineer had comments, which included a request for the site plan to indicate the water service meter and any utilities. This is included as a condition for the building plans. In addition, the City Engineer commented that erosion and sediment control BMPs would need to be implemented; this has also been included as a condition.

Potential Conflicts of Interest

No Commissioner owns property within 500 ft. of the project.

ZONING ORDINANCE/GENERAL PLAN CONSISTENCY

The property where the project is located is zoned SR – Suburban Residential. The purpose of this zone is to allow relatively sparse residential development; single-family residences are a principally permitted use. The minimum lot size allowed in the SR zone is 20,000 sq. ft., and the maximum density is one dwelling per 20,000 sq. ft. The property is approximately 47,000 sq. ft.

The currently proposed garage is a detached structure located to the northeast of the residence. The proposed garage is a total of 864 sq. ft (not including attic space). A half-bath is included in the floor plan (also approved in 2007) Please refer to the table below for a summary of the square footages. The proposed garage has a height of 24 feet, 3 inches. According to the plans the upper (attic) area of the garage will be storage space. A condition of approval has been included that the garage may not be used for residential space without further approval by the Planning Commission.

TABLE 1 - AREAS

	Proposed
LOT AREA	47,045
FLOOR AREA	
Total Residence	1,834
2-car Garage	864
FOOTPRINT (w/ garage)	2,698 s.f.
FLOOR TO LOT AREA RATIO*	
Residence	3.9%
Total Footprint	5.7%

* Note that in the SR zone, the standard maximum FAR would be 10% for a 2,000 sq. ft. house on a 20,000 sq. ft. lot.

Zoning Ordinance §17.56.090 limits accessory structures in Urban Residential (UR) and Suburban residential (SR) zones to a maximum of 15 feet in height. However, planning staff and the Planning Commission made a determination in 1999 that detached garages are not necessarily accessory structures, but are an integral part of the main residence. The staff report for that determination (in association with the approval of a new residence) included the following explanation:

The other point addressed in the Building Official's letter is in regards to the detached garage, which is approx. 23' tall. Discussion with the applicant's agent, the Building Official, and the City Planner centered around the detached garage / office structure, and whether it was considered part of the main residence, or an accessory structure. Zoning Ordinance §17.56.090

requires that accessory structures be limited to 15' in height. Furthermore, design review is not required for accessory structures which are less than 15' in height and 500 sq. ft. Since this is the first project which has come forth proposing a detached garage / structure, some interpretation of the City's Zoning Ordinance language needed to occur.

The City's Zoning Ordinance does not define garages as accessory structures, though sometimes jurisdictions to find them as such. The interpretation that I would present to the Planning Commission, which will set forth future interpretation, is that detached garages, guest rooms, offices and other types of rooms utilized for "occupancy" would be considered part of the main use of the building. Accessory structures would therefore include sheds, greenhouses, etc. There are two reasons that I suggest this, which are actually part of the interpretation. The first reason is in consideration of the application before you. There is no specific reason to support that [the] garage structure should be limited to 15'. Architecturally, this would look different than the architecture used for the main building. The other concern is how detached garages are defined for the remainder of properties in town within the UR or SR Zoning designations. If detached garages are accessory structures, then as long as they are less than 15' tall, they can be constructed or remodeled up to 500 sq. ft. (20' x 25') in area on any property, without requiring Design Review (§17.60.030). If these detached garages were considered part of the primary residence, then when proposed, would require Design Review, which would then require sewage disposal issues to be addressed.

For the above reasons, I am finding that the detached garage is part of the main residence and as such meets the building height restriction of 25 feet.

The Planning Commission at the time agreed with staff's analysis and approved the project, setting policy for such projects in the future. The issue does not come up very often, as most garages are attached to the primary residence and therefore subject to residential development standards. However, in cases where garages meet the requirements for an accessory structure (e.g. 15 ft. in height or less), it may make sense to regulate them as such. That may come up in another project in the next month or two. It may also be worth considering where in town the development is proposed; in this case, and the one in 1999, the development was east of the freeway. This is an issue that should be clarified in the zoning ordinance update.

Consistent with the previous approval of this project, the proposed garage is not considered an accessory structure as defined in the Zoning Ordinance (§17.08.690 – *Accessory structure means a detached building or structure, the use of which is accessory to the use of the lot*) subject to the height limitation of 15' in §17.56.090. As part of the main residence, the garage is still subject to the maximum building height of the SR Zone, which is 25 feet (§17.28.070) as well as setbacks and other residential building standards (accessory structure do not have to meet side or rear setbacks). Having said this, the Planning Commission can discuss a different interpretation / policy for this and future projects. The Suburban Residential zone (§17.36.050) requires minimum yards of front 30', rear 20', and side 10' (§ 17.36.060). The parcel faces Berry Road to the south. The plot plan indicates

that the yard requirements will be met. Section 17.56.110 allows eaves and overhangs to extend 2.5' into side yards and 4' into front, street-side and rear yards. Decks and stairways, landings, balconies and uncovered porches are allowed to extend up to eight feet into front, rear or street-side yards and three feet into side yards. All of these setbacks are met by the proposed project.

The maximum height allowed in the SR zone, by Zoning Ordinance § 17.36.06 (average ground level elevation covered by the structure to the highest point of the roof), is 25 feet, except that the Commission may require a lesser height in order to protect views (§17.27.070). The maximum height, as shown on the plans, of the proposed structure, as defined by the Zoning Ordinance, is 24'-3".

The Zoning Ordinance (§ 17.56.180) requires 2 off-street parking spaces other than any garage spaces. There is ample room for two parking spaces in the driveway shown on the plot plan (§17.56.180). There is an existing 3-bdrm septic system serving the residence. No additional bedrooms are proposed, and there is a deed restriction in place from the previous project.

The Trinidad General Plan and Zoning Ordinance protects important public coastal views from roads, trails and vista points and private views from inside residences located uphill from a proposed project from significant obstruction. The project is not readily visible from any public viewpoints or any residences located upslope.

Significant grading and excavation was required for this project, but has already been completed. As conditioned in the previous approval a drainage and grading plan in accordance with the City's grading ordinance (Chapter 15.16 of the Municipal Code) was required. The concrete pad for the garage has already been constructed. Exterior materials and colors as stated on the plans will be hardiplank lap siding and a satin finish in earth tones. The roof material appears to be composite shingles.

SLOPE STABILITY:

The project site is not mapped as being unstable or of questionable stability on Plate 3 of the General Plan. The northern portion of the lot, approximately within the 100' creek setback, is mapped as being of questionable stability; the building site is outside of this area. However, there are steep slopes just to the west of the building site. A Geologic Report (Walter B. Sweet, April 15, 1998) was required as part of the previous lot line adjustment, and this project was subject to the recommendations of that report, which was already made a condition of approval as part of the previous project. Also, the project site falls within the Alquist-Priolo Fault Hazard Special Study Zone. However, single-family, wood-frame dwellings not exceeding 2-stories are exempt from the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, and no additional studies are required.

SEWAGE DISPOSAL:

The proposed septic system layout has been shown on the plot plan. The City's standard condition of approval for requiring a deed restriction limiting the number of bedrooms on the property without further approval of adequate sewage disposal was completed as part of the original permitting.

LANDSCAPING AND FENCING:

Some vegetation removal was included as part of the previous approval in order to clear space for the proposed improvements. Site clearing has already been completed.

Native landscaping proposed around the front yard was previously approved. No fencing is currently proposed.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

Because the project is located within the Coastal Zone and proposes a new structure, §17.60.030 of the Zoning Ordinance requires Design Review and View Protection Findings to be made as well as approval of a Coastal Development Permit. Recommended Design Review / View Preservation Findings are written in a manner to allow approval, without endorsing the project. However, if public hearing information is submitted or public comment received indicating that views, for instance, may be significantly impacted, or the structure proposed is obtrusive, the findings should be reworded accordingly.

Design Review Criteria

- A. *The alteration of natural landforms caused by cutting, filling, and grading shall be minimal. Structures should be designed to fit the site rather than altering the landform to accommodate the structure.* Response: The site has already been graded in accordance with a previously approved grading plan. A concrete pad for the garage has already been constructed. No additional grading is required for the proposed modification.
- B. *Structures in or adjacent to open space areas should be constructed of materials that reproduce natural colors and textures as closely as possible.* Response: The project is not in or adjacent to any open space areas.
- C. *Materials and colors used in construction shall be selected for the compatibility both with the structural system of the building and with the appearance of the building's natural and man-made surroundings. Preset architectural styles (e.g. standard fast food restaurant designs) shall be avoided.* Response: Exterior materials and colors will be consistent with existing and

nearby residential development, consisting of hardiplank horizontal siding painted in earth tones, with composition shingle roofing.

- D. *Plant materials should be used to integrate the manmade 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.* Response: Large trees and shrubs are already growing along the front yard of the property, screening much of the development from the road.
- E. *On-premise signs should be designed as an integral part of the structure and should complement or enhance the appearance of new development.* Response: No on-premise signs are associated with this project.
- F. *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.* Response: The parcel is already served by underground utilities. No new utilities are required.
- G. *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 be a single design theme.* Response: No off-premise signs are associated with this project.
- H. *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, unsophisticated, small, casual open character of the community. In particular:*
- 1. Residences of more than two thousand square feet in floor area and multiple family dwellings or commercial buildings of more than four thousand 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.*
 - 2. 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.*

The proposed garage is 864 sq. ft., which is not included in the total residence square footage as defined by Zoning Ordinance §17.08.310. The residence is approximately 1,834 sq. ft., which is less than the 2,000 sq. ft. guideline and less than the 10% floor-to-lot area ratio.

View Protection

- A. *Structures visible from the beach or a public trail in an open space area should be made as visually unobtrusive as possible.* Response: The project site is not readily visible from a

beach, trail or open space area. The project design is consistent with neighboring residential development.

- B. *Structures, including fences over three 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 subdivision 3 of this subsection.* Response: The proposed residence will not block any public views.
- C. *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 fifteen feet in height and one thousand five hundred square feet in floor area, residences of greater height as permitted in the applicable zone, or greater floor area shall not be allowed if such residence would significantly block views identified in subdivision 2 of this subsection. 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.* Response: Due to the project location the proposed garage is not likely to block any private views.
- D. *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.* Response: There was no residence that was destroyed by fire associated with this project.
- E. *The Tsurai Village site, the Trinidad Cemetery, the Holy Trinity Church and the Memorial Lighthouse are important historic resources. Any landform alterations or structural construction within one hundred feet of the Tsurai Study Area, as defined in the Trinidad general plan, or within one hundred 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.* Response: The proposed project is not within 100 feet of the Trinidad Cemetery, Holy Trinity Church, Memorial Lighthouse or the Tsurai Study Area.

STAFF RECOMMENDATION

Based on the above analysis, and as conditioned in the staff report, the proposed project can be found to be consistent with the City's Zoning Ordinance and General Plan and

meet the Design Review / View Protection requirements. Therefore, the necessary findings for granting approval of the project can be made. If the Planning Commission agrees with staff's analysis, the proposed motion might be similar to the following:

Based on application materials, information and findings included in the staff report, and based on public testimony, I move to adopt the information and required Design Review and View Protection findings in this staff report and approve the project as submitted in the application, and as described in the staff report and as conditioned therein.

PLANNING COMMISSION ALTERNATIVES

If the Planning Commission does not agree with staff's analysis, or if information is presented during the hearing that conflicts with the information contained in the staff report, the Planning Commission has several alternatives.

- A. Alter the proposed conditions of approval to address any specific concerns on the part of the Commission or the public.
- B. Delay action / continue the hearing to obtain further information.
 - In this case, the Planning Commission should specify any additional information required from staff or the applicant and / or suggestions on how to modify the project and / or conditions of approval.
- C. Denial of the project.
 - The Planning Commission should provide a motion that identifies the Finding(s) that can not be made and giving the reasons for the inability to make said Finding(s).

CONDITIONS OF APPROVAL

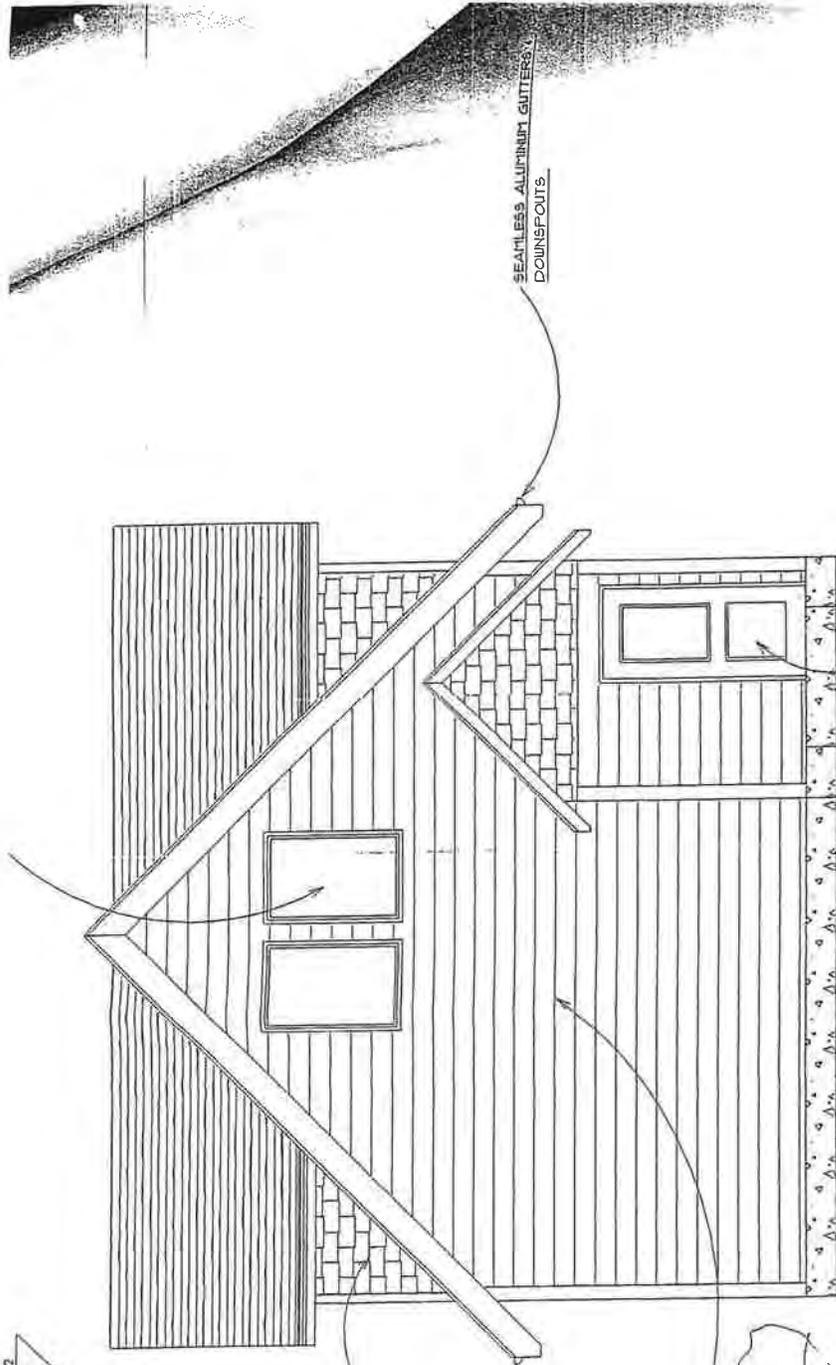
1. The applicant is responsible for reimbursing the City for all costs associated with processing the application. *Responsibility: City Clerk to place receipt in conditions compliance folder prior to building permits being issued.*
2. Based on the findings that community values may change in a year's time, design review approval is for a one-year period starting at the effective date and expiring thereafter unless an extension is requested from the Planning Commission prior to that time. *Responsibility: City Clerk to verify prior to building permits being issued.*
3. Applicant to provide method for City to verify height measurements (such as a reference stake) before and during the roof framing inspection and upon project completion. The addition shall not exceed the maximum height shown on the approved plans (24'-3" as defined by the Trinidad Zoning Ordinance).

Responsibility: Building Official to confirm at time building permits are issued and during construction inspections.

4. The Applicant shall place roof drainage downspouts away from septic system tank and leachfields. *Responsibility: Building Official to confirm at time revised building permits are issued.*
5. Construction related activities are to occur in a manner that will not impact the integrity of the septic system. The leachfield area shall be staked and flagged to keep equipment off the area. Alternatively, a written description of techniques/timing to be utilized to protect the system will be required from the contractor. If the proposed system area is impacted by construction activities, an immediate Stop-Work Order will be placed on the project. The contractor will be required to file a mitigation report for approval by the City and DEH prior to permitting additional work to occur. *Responsibility: Building Inspector to verify prior to building permits being issued and during construction.*
6. If any of the garage / attic space is converted or used for residential purposes, other than storage, Planning Commission approval of the increased square footage shall be required. *Responsibility: Building Official to confirm prior to final inspection and / or to respond if future evidence indicates a conversion.*
7. Construction related activities are to occur in a manner that incorporates storm water runoff and erosion control measures as necessary in order to protect water quality and prevent tracking of sediment onto public roads. Specific measures include, but are not limited to:
 - a. Limiting sediment loss resulting from construction
 - b. Limiting the extent and duration of land disturbing activities
 - c. Replacing vegetation as soon as possible
 - d. Maintaining natural drainage conditions*Responsibility: Building Inspector to confirm prior building permits being issued.*
8. Recommended conditions of the City Building Inspector shall be required to be met as part of the building permit application submittal. Grading, utilities, drainage and street improvements will need to be specifically addressed at the time of building permit application. *Responsibility: Building Inspector prior to building permits being issued.*

ATTACHMENTS

- Applicant submitted plans (6 pages).



SEAMLESS ALUMINUM GUTTERS
DOWNSPOUTS

HARDIFLANK SHAKE SIDING

HARDIFLANK LAP SIDING

PRE-HUNG FIBERGLASS DOOR

(west) LEFT ELEVATION
SCAPE-WALK, LLC

ALL WOOD, INCLUDING POSTS WITHIN 6" OF GROUND TO BE
PRESSURIZED TREATED OR COMPARISON GRADE REDWOOD
PER C.C.B.C. 2-3.06.18

ATTIC VENTILATION
ROOF TO BE RIDG
VENTED EVERY 24"

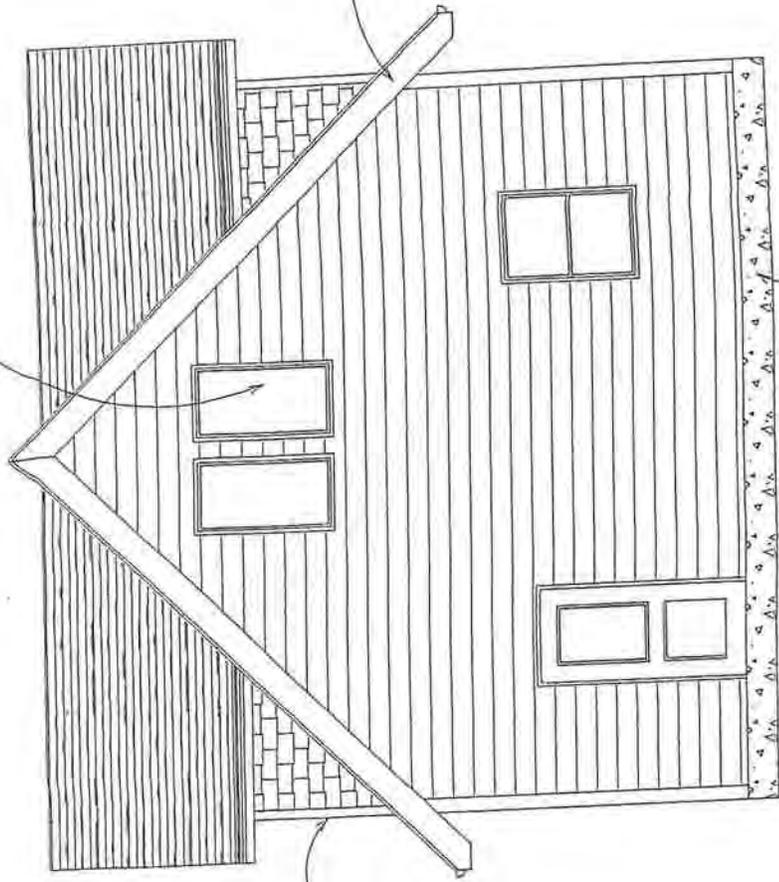
ATTIC VINYL DOUBLE PANE
CASEMENT WINDOWS

2X12 CEDAR GABLE FACIA

CONCRETE SLAB
FOUNDATION

(East) RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

2X4 CEDAR
CORNER BOARD



ALL WOOD INCLUDING POSTS
BRUSHS TRIMMED OR SAND
PAPER. C.I.B.C. 2306.8

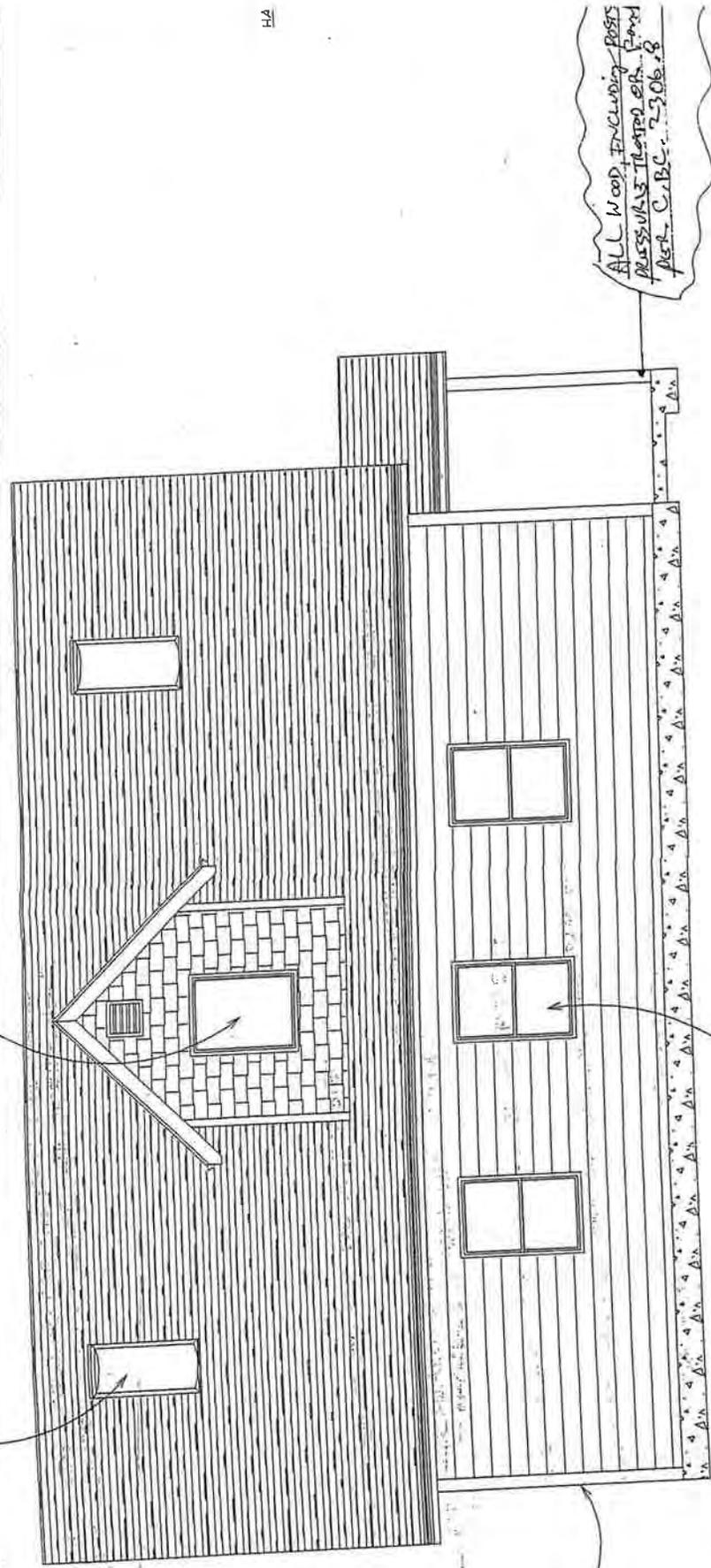
ATTIC VINYL DOUBLE PANE
CASEMENT WINDOW

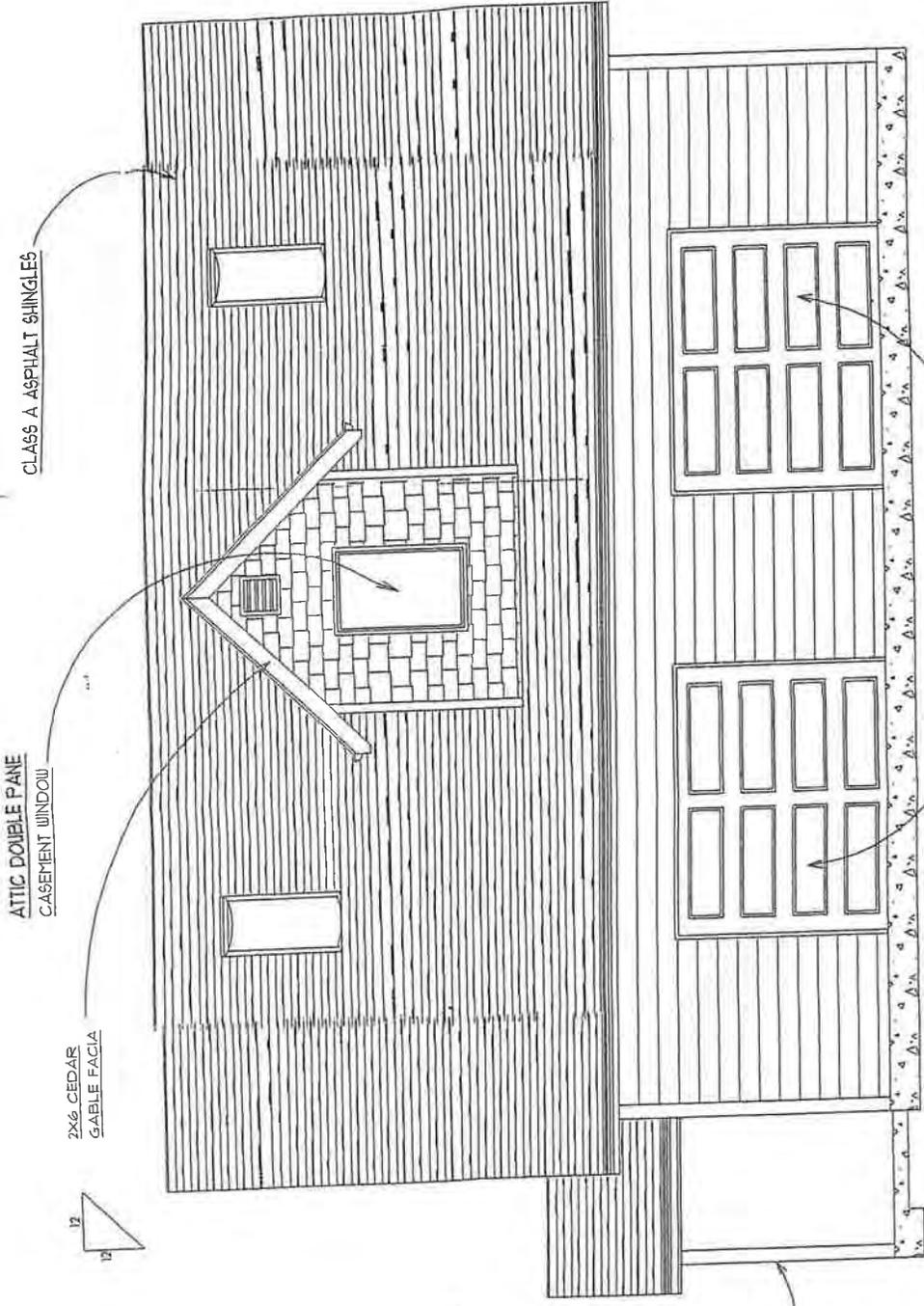
2'x4' SKYLIGHTS

North
REAR ELEVATION
SCALE 1/4" = 1'-0"

VINYL DOUBLE PANE
SINGLE HUNG WINDOWS

2x6 CEDAR
CORNER BOARD





CLASS A ASPHALT SHINGLES

ATTIC DOUBLE PANE CASEMENT WINDOW

2x6 CEDAR GABLE FACIA



2x6 CEDAR GABLE FACIA

COVERED PORCH

9'-0" X 8'-0" OVERHEAD GARAGE DOOR

(South) FRONT ELEVATION

ATTIC VENTILATION IS 1 SQ. FT. PER 150 SQ. FT.



2 CAR GARAGE
864.0 SQUARE FEET

OVERHEAD GARAGE DOOR HEADERS
 3 1/2" X 11" PARALLEL WITH DOUBLE
 TRIMMER ON EACH SIDE OF HEADER
 1 1/2" LAP PLATE RUNS THRU TOP OF GARAGE
 DOOR HEADERS TO ALLOW ENOUGH HEIGHT
 FOR OVERHEAD GARAGE DOOR

USE ONE FOOT SET FLAT
 IN WALL FOR BEIGE LOAD
 WITH FINISHES WITH BOSTRO

60 GALLON
 HOT WATER HEATER WITH
 80% EFFICIENCY
 EARTHQUAKE STRAPPED &
 INSTALLED BY ABOVE GARAGE
 FLOOR
 ZIP VALVE PLUMBED TO
 EXTERIOR

HALE
 BATH

COVERED
 PORCH





MEMORANDUM

TO: Trinidad Planning Commission

FROM: Trever Parker, City Planner

DATE: March 15, 2019

RE: Van Wycke Bicycle and Pedestrian Connectivity Project

Due to some apparent confusion at the last meeting, I want to provide you with some more context for this project, including some of the history and possible next steps.

This project has been a long-time priority for the City and builds upon previous City projects to provide a complete accessible route through central Trinidad. By authorizing submittal of the grant application, by authorizing signing of the grant contract, and by entering into subcontracts for the required work with GHD and SHN, the City Council has, in essence, approved the project and directed staff to move forward to implement it. Neither the CEQA document, nor future permits (grading, design review, CDP, etc.) need to go through the City Council for approval, unless the Planning Commission's decision is appealed or if the Planning Commission recommends/approves a project that is not consistent with what has already been discussed and approved. However, the Council will likely be involved in the next steps of the project, including developing the final design.

At this point, the Planning Commission should focus its attention on the CEQA document, and whether there will be any significant, unmitigated environmental impacts that would result from the project. Before the City can access any of the design funds, including grant money for a new geotechnical report, and money for discussion of and possible purchase of private property to move the trail upslope, the CEQA document must be approved and the Notice of Determination filed and submitted to CalTrans. The City has until April to submit the NOD to CalTrans. Approval of the CEQA document does not in any way constitute approval of the project or commit the City to a certain course of action. However, loss of this funding could well mean permanent loss of the trail, but the City would not be off the hook for repairing and maintaining the utilities in the failing section of Van Wycke and would still have to address LCP and Coastal Act issues regarding public access. The City has sought funding to repair the trail for many years, so the loss of this grant would be a significant setback.

The Van Wycke Trail project is listed as the highest priority project for Trinidad (and one of the highest ranked projects for the whole County) in the Humboldt County Association of Governments *Humboldt Regional Bicycle Plan Update – 2018*. The Van Wycke Trail Rehabilitation Project is also listed as a priority project all the way back in the 2008 Humboldt County Regional Pedestrian Plan. In addition, “Improve Van Wycke Trail” was ranked #25 out of 137 Goals and Projects identified and voted on as part of a Community Goals Survey and outreach project that occurred in 2015. Over the years, there has been general community support for this project, though not everyone may agree on the conceptual or final proposal.

There will be ample opportunity to discuss the project itself when more design work has been done. The next phase of the project includes negotiations with the upslope property owners to acquire land or easements in order to move the trail. It also includes another geotechnical report that will be prepared to inform the final design. Another component of the next phase is a non-infrastructure component designed to engage the public through several public outreach efforts. As the next phase moves forward, community meetings will be held where project designers and planners will present information and the public will have the opportunity to provide input and feedback.

I have provided some additional background information including staff reports and memos from the City Engineer’s office that were prepared for various City Council meetings. These materials provide some history and context for the project and show that the project before you is the result of years of planning and studies. A purpose and need section has also been added to the CEQA document to provide additional context for the reader.

CEQA Guidance

The Public Review Draft IS-MND was circulated for public comment for 30 days. A response to all the comment received on the Draft Initial Study – Mitigated Negative Declaration (IS-MND) has been prepared and will be included as an addendum to the document. A few minor clarifications and corrections were made to the document itself; these changes were documented using “track changes” and have been included in the final document. Planning Commissioner comments are addressed below in this memo, and/or were already addressed in the Response to Comment addendum. Technically, the comment period is over, and adoption of an MND does not require a public hearing. However, staff still recommends opening this agenda item to public comment due to the public interest that has been expressed in this project.

The following excerpts from the CEQA Guidelines are provided to aid your decision-making on this document.

CEQA Guidelines §15070 states: “A public agency shall prepare and have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(b) *The initial study identifies potentially significant effects, but:*

(1) *Revisions in the project plans or proposals made by, or agreed to by the application before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and*

(2) *There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.*

It is staff’s opinion that the comments and responses do not require recirculation of the Draft IS-MND, because no new significant impacts were identified and no new mitigation was required. An excerpt from the CEQA Guidelines regarding the requirements for recirculation is included below:

15073.5. RECIRCULATION OF A NEGATIVE DECLARATION PRIOR TO ADOPTION.

(a) *A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.*

(b) *A “substantial revision” of the negative declaration shall mean:*

(1) *A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.*

(c) *Recirculation is not required under the following circumstances:*

(1) *Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.*

(2) *New project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects.*

(3) *Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.*

(4) *New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.*

(d) *If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project. It shall circulate the draft EIR for consultation and review pursuant to Sections 15086 and 15087, and advise reviewers in writing that a proposed negative declaration had previously been circulated for the project.*

Although the comments brought up some unanswered questions and issues that will need to be addressed prior to approval of a Coastal Development Permit, the comments did not provide any factual evidence that the project will have significant impacts. Therefore, staff is recommending adoption of the proposed MND. CEQA Guidelines §15074(b) provides the following guidance for adopting an MND:

Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Responses to Commissioner Comments:

Richard Johnson

1. *The document is difficult to follow and needs better organization.* The numbering has been cleaned up and coversheets for each attachment has been added to the CEQA document.
2. *Suggests a purpose and need statement.* A statement of purpose and need has been added to the CEQA document.
3. *Significance determinations don't always agree between the table and discussion in each section.* Inconsistencies were corrected on pages 16 (Impact 2.a), 20 (Impact 3.c), 24 (Impact 4.b), 37 (Impact 6.b), 48 (Impact 9.a), 57, 58 and 59 (Impact 12.a), 69 (Impact 16.a), 70 (Impact 16.b), 75 (Impact 17.a), and 78 (Impact 17.b).
4. *An update to the geologic report is needed.* GHD first applied for this grant in 2014 and again in 2015, when the reports were less than five years old. The funding was awarded in 2016, and it was anticipated that the CEQA document would be completed by the first half of 2017. The grant contract does include money for a new geotechnical report to inform the final design of the retaining wall (or other alternative). However, that money cannot be accessed until the CEQA document is approved. A new geotechnical report now would necessarily be at the expense of the City and would result in the loss of this grant funding. Also see Response H.1.
5. *Renderings of the bike path and retaining wall would help people to understand the scope of the project and for evaluating aesthetic impacts.* Agreed. Some basic renderings have been completed. A print-out of a power point presentation made by GHD to the City Council has been included as part of the background documents attached to this memo. That presentation included some additional renderings and conceptual drawings. However, there is no budget in this phase of the grant to produce more detailed renderings. And without knowing more about the final design, it would not be efficient to produce additional renderings. It was noted that this is a common comment, and renderings should be produced as part of the next phase of the

project in order to present at public meetings and obtain feedback before finalizing the design. Also see Response B.1.

Cheryl Kelly

1. *Would like to see some additional conceptual renderings to consider impacts on the viewshed.* See response to Comment 5 from Richard above and Response B.1.
2. *Is the description of the retaining wall pretty accurate, or could it change?* The basic description is not expected to change, but the details could change based on future public outreach efforts or the new geotechnical report that will be prepared as part of the next phase of project planning and design.
3. *Is there an alternative design that would avoid the need for a retaining wall? Wants clarification as to whether the retaining wall is absolutely necessary.* A variety of alternatives have been considered by the City. Many of these alternatives are included at the end of the Project Description in the initial study. Several technical reports have been completed to evaluate the slope and potential repair options. The current proposal has been determined to be the best option in terms of stabilizing the trail. As part of the next phase of the project, the City will be investigating the possibility of moving the trail upslope, which could reduce the size of the needed retaining wall but is not likely to eliminate the need for one altogether. In addition, the City looked at the option of a bridge instead of a retaining wall, but it was determined that that option would not reduce the impacts and would not provide the same level of stability as a retaining wall. And rerouting the trail to Edwards Street is not a simple solution either; see Response D.7.

Diane Stockness

1. *Requests clarification as to who will be completing the final design.* At the meeting, City Engineer Josh Wolf responded that GHD (City Engineer's office) will be completing the final design.
2. *Requests additional information regarding discussions with adjacent landowners.* At the meeting, City Engineer Josh Wolf responded that there have been initial, positive discussions with uphill landowners with the goal to move the trail upslope. Those discussions will continue as part of the development of a final design; the grant includes some funding for right-of-way or property acquisition.

John Graves

1. *The geologic report should be updated.* See Response H.1.
2. *Opposition from the Tribes should be further addressed with an explanation as to why the City is moving forward anyway.* As described in the initial study, the City is following the recommendations of the cultural resources report that was prepared for the project. The Yurok object in principal to large ground disturbing activities, but that doesn't necessarily constitute a significant impact. The City delayed public release of the initial study for several weeks to give the Tribes another chance to comment on it first. No further comments have been received from the Yurok Tribe or Trinidad Rancheria. And, as described above, the letter from the TAS did not bring up any

CEQA issues. The City did receive a comment letter from the CA Native American Heritage Commission complimenting the City on the consultation process and write-up in the initial study. The will continue to consult with the tribes in the development of the final design. Also see Response C.2.

Staff Recommendation:

Adopt the final IS-MND by way of the attached Resolution.

Attachments:

- A variety of reports and memos provided to the City Council regarding this project.
- Resolution adopting the Mitigated Negative Declaration
- Revised MND and Attachments, including Comments and Responses to Comments

ACTION AGENDA ITEM

Date: September 14, 2016

Item: VAN WYCKE TRAIL PROJECT UPDATE AND DISCUSSION

Background: The Van Wycke Trail needs significant work, most notably where the underlying bluff is steadily failing and eroding the trail along with adjoining properties. The City has supported small scale repairs, funded feasibility and engineering studies and geological assessments, and sought external funding over many years. In early 2016 we received notice that our second attempt at securing a Department of Transportation (Caltrans) Active Transportation Program grant was successful in the amount of \$714,000. However it was only last month (August 2016) that we were allocated an initial \$35,000 allowing us to start work under the grant.

Staff will make a brief presentation outlining the current plans and schedule for this project. Staff and the Contract City Engineer, GHD are planning an open house Town Hall meeting to facilitate community input and discussion, and will return to the Council for discussion after that step.

The studies completed to date support a retaining wall approach to stabilize the failing section of trail. This is what was proposed in the grant. A possible alternative approach is a pedestrian bridge spanning the failing section, but this has not been explored in detail yet.

In order to get started, staff is recommending the Council authorize an initial Scope of Services with GHD, Inc. for the project, not to exceed \$10,000. The cost for the services will be reimbursed by the Caltrans Active Transportation Program funding.

Staff Recommendation:

1) Receive presentation, discuss, and authorize City Manager to sign a scope of services with GHD, Inc. to start work on the Van Wycke Trail Project.

Van Wycke Bicycle and Pedestrian Connectivity Project

In 2015, the City applied to the Department of Transportation (Caltrans) for Active Transportation Program (ATP) funding for the Van Wycke Bicycle and Pedestrian Connectivity Project. In February 2016, the City was notified that the project was formally awarded funding by the California Transportation Commission (CTC).

The project was intended to encourage non-motorized transportation by removing barriers and creating a safe and continuous non-motorized pedestrian and bicycle route through the project area which includes portions of Edwards Street and Van Wycke Street. Proposed improvements include the installation of new ADA compliant curb ramps, crosswalks, sidewalks, gravel bike/pedestrian paths, fencing, directional and interpretive signs and re-establishing Van Wycke Street Trail, resulting in a complete non-motorized link from the City center to the waterfront area.

The project also includes a non-infrastructure (NI) component designed to engage the public through several public outreach efforts, including an informational booth at the annual Trinidad Fish Festival, a bike rodeo, and the creation of a Trinidad bike routes and trails map. These events and products are primarily intended to engage school aged children in Trinidad.

As this project develops, community meetings will be held where project designers and planners will present information and the public will have the opportunity to provide input or feedback.

The table below summarizes the different project phases for the Van Wycke Bicycle and Pedestrian Connectivity Project and the fiscal year in which funds are programmed. Reimbursable project work cannot proceed until the funds are allocated by the CTC. The PA&ED phase of the project was allocated \$35,000 by the CTC at their August 17, 2016 meeting.

The PS&E and R/W phases of work cannot be allocated until CEQA is completed for the project. However funding advancements (allocation of funding prior to programmed year) will be considered by the CTC on a first-come, first serve basis, in the last quarter of the fiscal year.

Programing Phase	Description of Work	Budget	Programmed Year
Project Approval and Environmental Document (PA&ED)	Support costs for preliminary engineering, environmental studies and permits	\$ 35,000	FY16/17
Plans, Specifications & Estimates (PS&E)	Support costs for design including the preparation of plans, specifications and estimates	\$ 73,000	FY17/18
Right-of-Way (R/W)	Support or capital costs for right-of-way acquisition	\$ 75,000	FY17/18
Construction/Construction Engineering (CE)	Capital and support cost for construction	\$ 509,000	FY18/19
Non-Infrastructure (NI)	Support or capital costs for non-infrastructure eligible programs	\$ 22,000	FY18/19
Total ATP Funding		\$ 714,000	
City Match		\$ 8,000	
TOTAL PROJECT FUNDS		\$ 722,000	

The expected project delivery schedule is as follows.

Milestone	Expected Date
CTC – PA&ED Allocation	August 2016
CEQA Environmental Clearance	March 2017
CTC – PS&ED Allocation	August 2017
CTC – RW Allocation	August 2017
Right of Way Clearance & Permits	May 2018
Final/Stamped PS&E package	September 2018
CTC - Construction Allocation	January 2019
Construction Complete	March 2020

CONSENT AGENDA ITEM

Date: October 17th, 2016

Item: VAN WYCKE TRAIL PROJECT UPDATE

Background: The City has investigated options and sought funding for the repair of the Van Wycke Trail for many years. Geologic investigations and engineering feasibility studies have been completed; the recommendation is for construction of a specific type of retaining wall (a soldier pile wall) tied into bedrock underlying the trail.

Funding from the Coastal Conservancy was not forthcoming, and in 2016 we received notice that our second attempt at securing a CA Department of Transportation (Caltrans) Active Transportation Program (ATP) grant was successful. Key components of the awarded project include:

- Funding for the CEQA process, permits, and final designs,
- Construction of a retaining wall in the failing section,
- Rebuilding the trail through the failing section as a Class 1 bike path,
- Construction of a crosswalk on Edwards Street,
- Construction of a sidewalk and/or path along the bluff side of Edwards street from Van Wycke to Ocean St. This component could be on the outside of the existing curb, or could be built inside the existing curb by narrowing the street.

Questions were raised by the public and Council at the last meeting about the required width and surface over the currently failing section, and the overall necessity of the Class 1 bike path component of the project.

City staff, GHD, and our Caltrans Grant Manager have walked the trail and discussed the requirements of the current grant in detail since the last Council meeting.

Responding to questions raised at the last meeting:

The ATP application was not explicitly required to include a Class 1 bike path, but we would have been very unlikely to be funded with a recreational, pedestrian only, trail proposal. The ATP funding is explicitly tied to transportation needs, including bicycle travel, as opposed to purely recreational trails.

Class 1 bicycle paths have required widths of 10 feet, with eight feet allowed in some circumstances. The path through the failing section is proposed at eight feet. The surface is normally required to be paved, although hard packed gravel or decomposed granite can be permissible.

ADA requirements that go along with any substantial investment in the trail will separately push the project towards a hardpacked and reasonably wide approach.

The slumping is so extreme that building a new retaining wall in that location, and simply filling to create a level surface, will likely generate the required widths.

A bridge option instead of a retaining wall is possible, however the same widths would be needed. A bridge will be one of the alternatives considered in the CEQA process. The relative costs and impacts of a bridge vs. retaining wall

Other aspects of the project are more flexible, including the crosswalk, and the design and location of the proposed path along the bluff from Van Wycke Street to Ocean Street.

Next steps –

GHD is developing visual representations of the proposed project and alternatives described above. Staff and GHD will hold a community meeting tentatively scheduled for Wednesday November 2nd at 6 pm to present the proposed project in detail and solicit feedback and ideas from the community. The results will come back for further presentation and discussion at the City Council's November meeting for a discussion and decision about how to proceed.

No Council Action is requested at this time



Memorandum

November 23, 2016.

To: Dan Berman, City Manager Ref. No.: 11140082

From: Steven Allen Tel: (707) 443-8326

CC: Josh Wolf, GHD

Subject: GHD Recommendations Regarding City's Van Wycke Trail Grant from Caltrans

1. Background

GHD has been working with the City to help evaluate and make recommendations for the repair of the slumped portion of the Van Wycke trail for many years, with the most recent efforts dating back at least to 2010. Per the City's direction, we have helped facilitate two geotechnical investigations and one topographic survey. We have also helped the City investigate three different grant opportunities to help fund repairs. As requested, initial efforts started with more focused and less expensive and less robust repair strategies with higher risks of shorter term failure and higher potential maintenance requirements. Through time the strategies have been refined to fit available grant programs and objectives including the current 2015 Caltrans Alternative Transportation Program (ATP) grant that the City was awarded. We understand there were only four projects in Humboldt County that were funded by the 2015 ATP program. The City had applied for grant funds for this project through the ATP program in the past and did not get funded. Funding options for these types of repair projects are limited and very competitive and so the City is fortunate to be able to make use of these funds at this time for the trail project.

We understand and appreciate the strong desires from some in the community to maintain the aesthetics of the community. Considering aesthetics as well as design standards and functionality is what GHD and the City have actively attempted to do since 2010. Our most recent public meeting on November 16th included one resident who recalls driving a car on what used to be Van Wycke Street.

The active bluff failures over many years have resulted in the old road becoming what is now an undulating foot path on the edge of areas of bluff failure and it continues to lose ground in its current location. The geotechnical reports describe the bluff failures and note they should be expected to continue and migrate upslope. For that reason moving the trail upslope was not considered to be a long term solution. Both geotechnical report recommendations included the soldier pile wall tied into bedrock as a longer term solution to stabilize the trail and hillslope at this location. Construction of a soldier pile wall requires drilling into bedrock, which is commonly done with a drill on the end of an excavator. An excavator would likely need approximately 10-12 feet of width to construct the wall. So the construction of over 100 feet of retaining wall would result in a construction path 10-12 feet wide. A wall this long would also require railing on the outside edge, and occasional maintenance for which vehicle access would be beneficial.



We understand and appreciate the strong desires from some in the community to maintain a narrow gravel path instead of a wider paved path that could accommodate multiple users. A paved path was considered to address meeting ADA requirements. The ATP funding does require meeting ADA standards, which includes requirements such as no more than one quarter inch maximum vertical change, providing adequate surface friction, and similar requirements. In addition, a paved path is less subject to erosion.

2. Recommendations

First, GHD recommends accepting this grant. We are concerned about the current condition of the trail which people still utilize and which is a potential liability in its current state. We are also concerned about the City water line buried beneath the trail intended to provide water to fire hydrants and residences in the neighborhood and is currently not operated as the valves are closed on both sides of the failing trail section so that a break in the water line would not send a large volume of water down the active slide area. There are also dry utilities buried in the trail as well, which we understand are phone and cable utilities. We are concerned about the existing buried gravity storm drain pipe that is designed to carry water past the slide area and is susceptible to failure which would send storm water down the active slide area. Further erosion of the existing failed bluff area, which may be further exacerbated by pipe failure, would negatively impact the ASBS if the sediment enters the ocean. We would also be concerned that if the City decided not to accept this grant, as it could negatively affect the City's ability to be selected for future grant projects.

Second, GHD recommends following Caltrans design standards for the trail. These standards are often looked at as the "Standard of Care" that should be considered when designing trails. If an issue is ever raised about the adequacy of the trail, then it can be expected that the Caltrans design standards will be consulted as a reference. If the City chooses not to follow Caltrans standards, then the City may be subject to additional liability exposure.

Third, GHD recommends working with City staff and the public through public meetings to develop and implement a project that meets the grant requirements, fits within the available funding, addresses public input, and meets Caltrans standards. There are many design aspects to be worked out and decisions to be made that would benefit from input from the public. There are options to meet the design standards and address some aesthetic concerns, such as one suggestion from the public to plant native shrubs to help visually narrow the trail. The vegetation could be managed to allow maintenance vehicle access when needed. Although additional aesthetic treatments such as railings, trail surfacing options, and native plantings, could be desirable, they also typically increase construction costs. The approved grant budget may or may not support some or all desired enhancements. There are options we could consider to incorporate desired items, such as making them additive bid items that are utilized if bids and construction conditions allow, or adding City or private funds for desired additions, or potentially have items such as native plantings be done later by the public once the construction project is completed. We are open to all such discussions and would look forward to working with City staff to make decisions and deliver a successful project for the City.



Memorandum

December 2, 2016

To: Dan Berman, City Manager

Ref. No.: 11140082

From: Steven Allen

Tel: (707) 443-8326

CC: Josh Wolf, GHD

Subject: GHD Feedback Regarding Design Exception Process With Caltrans

1. Background

GHD has been working with the City for many years to help evaluate and make recommendations for the repair of the slumped portion of the Van Wycke trail, including helping to apply for the current 2015 Caltrans Alternative Transportation Program (ATP) grant that the City was awarded. We understand and appreciate the strong desires from some in the community to maintain the aesthetics of the community. Considering aesthetics as well as design standards and functionality is what GHD and the City have actively attempted to do since 2010.

We understand and appreciate the strong desires from some in the community to maintain a narrow gravel path instead of a wider paved path that could accommodate multiple users. A paved path was considered to meet the design requirements including addressing meeting ADA requirements. The ATP funding does require meeting ADA standards, which includes requirements such as no more than one quarter inch maximum vertical change, providing adequate surface friction, and similar requirements.

2. Design Exception Approval Procedures

The ATP grant project is subject to Caltrans design standards. There is also a design alternative approval procedure also referred to as "exceptions to design standards" or simply "design exceptions." For local agency projects that are not on the state highway system, such as this project, the approval of design alternatives (or design exceptions) is delegated to the City's Public Works Director. The person with approval authority must be a licensed Civil Engineer and can be delegated to a private consulting firm that is on retainer as a City Engineer. This process was discussed and confirmed as applicable to this project under this grant by our local assistance project manager.

Design exceptions must be justifiable and are intended to be considered when design standards cannot be reasonably met. The design alternative process is not the equivalent of a "blank check" to fill out as desired. For instance the process lists a fundamental step to be "...evaluating the potential consequences and risks of alternatives that may fall outside of design guidance." The State's design guidelines have been developed over decades based in part from learning from accidents and modifying the guidelines to try and avoid such



events in the future, similar to how building codes are updated after natural disasters where failure mechanisms can be evaluated and the codes improved to address them.

Chapter 11 of the Local Assistance Procedures Manual provides design guidance and information on the design alternative approval procedure that are applicable to this project.
<http://www.dot.ca.gov/hq/LocalPrograms/lam/LAPM/ch11.pdf>

The Local Assistance Procedures Manual also references the California Highway Design Manual which includes design standards for bike and pedestrian paths. Bold type indicates a mandatory design standard. A design exception would be required if the standard cannot be met. Following is an example standard applicable to this project that addresses surfacing and travel widths:

(a) Traveled Way. The minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred.

The request to not have a paved path has been raised by some residents. A question about using permeable grass pavers instead instead of asphalt was asked, as was just a gravel path. Grass pavers may not meet the following "free of vegetation requirement." Gravel paths may also not meet this requirement to the letter, but could likely be maintained in a reasonable manner. There are many such requirements, including more stringent ADA requirements. An appropriately designed paved travel way addresses ADA and other requirements.

(b) Shoulder. A minimum 2-foot wide shoulder, composed of the same pavement material as the bike path or all weather surface material that is free of vegetation, shall be provided adjacent to the traveled way of the bike path when not on a structure; see Figure 1003.1A. A shoulder width of 3 feet should be provided where feasible. A wider shoulder can reduce bicycle conflicts with pedestrians. Where the paved bike path width is wider than the minimum required, the unpaved shoulder area may be reduced proportionately. If all or part of the shoulder is paved with the same material as the bike path, it is to be delineated from the traveled way of the bike path with an edgeline.

See Index 1003.1(16), Drainage, for cross slope information.



The question about the 10 foot width requirement has been raised. Note nothing in the requirement below requires a 10 foot paved trail, only a 10 foot wide clear width between obstructions (e.g. between bridge rails). A two foot horizontal clearance is also required between edge of paved surface and fence. So without a bridge but with a retaining wall and associated railing, the minimum trail would need to be 8' paved with two (2) two foot shoulders for a total minimum width of 12 feet.

(3) Clearance to Obstructions. A minimum 2-foot horizontal clearance from the paved edge of a bike path to obstructions shall be provided. See Figure 1003.1A. 3 feet should be provided. Adequate clearance from fixed objects is needed regardless of the paved width. If a path is paved contiguous with a continuous fixed object (e.g., fence, wall, and building), a 4-inch white edge line, 2 feet from the fixed object, is recommended to minimize the likelihood of a bicyclist hitting it. The clear width of a bicycle path on structures between railings shall be not less than 10 feet. It is desirable that the clear width of structures be equal to the minimum clear width of the path plus shoulders (i.e., 14 feet).

There are many nuances about designing a project to meet the intent of current design standards including utilizing the design exception approval procedure available for this project. Caltrans standards are often looked at as the "Standard of Care" that should be used when designing trails and related facilities. If an issue is ever raised about the adequacy of the trail, then it can be expected that the Caltrans design standards and any approved design exceptions will be consulted as a reference. If the City chooses not to follow Caltrans standards, then the City may be subject to additional liability exposure.

GHD looks forward to working with City staff and the public through public meetings to develop and implement a project that meets the grant requirements, fits within the available funding, addresses public input, and meets Caltrans standards. There are many design aspects to be worked out and decisions to be made that would benefit from input from the public. There are options to meet the design standards and address some aesthetic concerns, such as one suggestion from the public to plant native shrubs to help visually narrow the trail. The vegetation could be managed to allow maintenance vehicle access when needed. Although additional aesthetic treatments such as railings, trail surfacing options, and native plantings, could be desirable, they also typically increase construction costs. The approved grant budget



may or may not support some or all desired enhancements. There are options we could consider to incorporate desired items, such as making them additive bid items that are utilized if bids and construction conditions allow, or adding City or private funds for desired additions, or potentially have items such as native plantings be done later by the public once the construction project is completed. We are open to all such discussions and would look forward to working with City staff to make decisions and deliver a successful project for the City.

ACTION AGENDA ITEM

Date: December 14, 2016

Item: AUTHORIZE APPROVAL OF GRANT AGREEMENT WITH CALTRANS FOR THE VAN WYCKE BICYCLE AND PEDESTRIAN CONNECTIVITY PROJECT

Summary:

The City has been awarded a grant for \$714,000 from the CA Dept. of Transportation's Active Transportation Program for the Van Wycke Bicycle and Pedestrian Connectivity Project. This project includes the construction of a retaining wall where the hillside is failing, and the construction of a multiuse trail atop that structure for both bicycles and pedestrians. The proposal also includes creating an improved trail along Edwards Street from the upper connection with Van Wycke to Ocean Street, and The grant requires almost no match, and the budget is anticipated to fund the permitting, final designs, and construction of the project.

In addition to stabilizing the trail, the City has a water line and a storm drain culvert running under the trail, which are at serious risk and would pose significant challenges to address without this project.

Concerns have been raised by both Council and community members about the design standards for a multiuse trail that accompany the state funding. These standards will require a much wider (8-10 feet) path, with a paved or hard packed surface. More discussion of these issues, and community feedback, are included below and attached. Two GHD memos are also included.

Staff believe the likelihood of fixing the trail without this funding is very low, and the negative impacts of losing the trail and the utilities under it are high. While the trail will not look like it does now, we think this funding can be used to build an attractive trail that will last for many years, and will increase pedestrian and bicycle safety and opportunity.

To accept the funds and move forward with the project, the Council needs to authorize the City Manager to sign the standard grant agreements with Caltrans.

Staff Recommendation:

*Approve Resolution ~~2016-XX~~** authorizing the City Manager to sign the necessary grant agreements with Caltrans for the Van Wycke Trail Project*

****Resolution not attached. Will be distributed to Council and posted to website ahead of meeting**

Discussion:

A slideshow at our meeting will help provide visuals to accompany much of the discussion below.

The City Website has high quality images of the grant application figures, as well as the concept designs and photo simulations shown at the November community meeting.

At this link:

<http://www.trinidad.ca.gov/documents-library/category/109-van-wycke-trail-grant-proposal.html>

Repair of the Van Wycke Trail has been a City of Trinidad priority for many years. This trail connects the two sections of Van Wycke Street, and provides a safe path for non-motorized traffic to reach Trinidad Head and Trinidad State Beach while avoiding the lower section of Edwards St., which lacks shoulders or sidewalks and has steady vehicular traffic.

The trail is perched along the upper edge of a steep slope and significant earth movement is obvious in multiple places. A wooden retaining wall built to stabilize the worst section has been gradually torn apart over the last 10 years by the hillside's movement. The worst stretch has sunk at least five feet in just the last few years. At the east end, the concrete encasing the City's stormdrain is serving as the trail surface.

The City has supported small scale repairs, funded feasibility and engineering studies and geological assessments, and sought external funding over many years. Those efforts led to the current designs for a retaining wall. The grant will fund a more detailed geotechnical investigation to inform final engineering decisions and designs. Feedback on a prior unsuccessful application led to the inclusion in the latest application of additional focus on bicycles as well as pedestrians, and a non-infrastructure component focused on bicycle use and safety, including a Trinidad bike routes and trails map. This aspect is focused primarily on school aged children.

Utilities

In addition to the trail, the City has a water line and a storm drain culvert running under the trail, both of which will be lost without repairs. The water line has been closed for fear of breaking in the slide, but is needed to provide adequate water pressure for firefighting in the lower Edwards portion of town. This could be addressed by laying a larger diameter water line down Edwards at significant cost.

The storm drain is gravity flow and cannot be relocated. Without significant efforts to stabilize the hillside, we face a real challenge to transport that water across the slide area. We cannot let it drain onto the hillside – it would make the erosion much worse. Possible fixes could be a pipe suspended across the slide area to reconnect with the storm drains on the other side.

Property Issues

The trail already crosses multiple private parcels. As the City road right of way has increasingly slid away, the trail has migrated north. The grant includes funding for right of way easement

acquisitions. Staff has had initial discussions with these property owners, and is encouraged that they are generally supportive of repairing the trail. A survey will be needed to clarify boundaries.

Opportunities and Constraints on Trail Widths and Project Designs

GHD has provided two recent memos that are attached.

The first has general recommendations on the project.

The second provides more detail about the 'Design Exception' options available to the City.

The City has the authority to approve exceptions to the state standards. This is great news for the project, but it is not a 'blank check'.

The final designs are not complete, and will be developed with community guidance and input as part of the project moving forward. The Planning Commission will need to approve the conceptual plans as part of issuing a permit for the project and completing CEQA. There are significant opportunities for community input during the design process, but also significant constraints.

Constraints

The final project needs to be consistent with the basic concept that was proposed in the grant application, which includes:

- Providing a safe alternative route for non-motorized users through town connecting existing pathways and avoiding more dangerous access on Edwards Street in the steeper sections,
- A multiuse bicycle and pedestrian path through the trail portion of Van Wycke street,
- An improved bicycle and pedestrian path on and/or adjacent to Edwards St from Upper Van Wycke to Ocean St.

Projects funded with state transportation grants are expected to be built using state design standards. The default design for a multiuse trail is a 10 foot wide paved path, with shoulders. For local reference, this would look like the Hammond or Hikshari trails. These are popular local trails, but are very different from the very narrow footpath residents are accustomed to, and staff have heard from people who are very concerned about this issue.

Opportunities:

The City has the authority to approve exceptions to these state standards for this project. This is great news for the project, but it is not a 'blank check'.

Our City Engineers discuss this further in their attached memo.

- Such 'exceptions' require a technical justification and an engineer (ours, not Caltrans) willing to sign off on them.
- They are not supposed to be based on aesthetic issues,
- They need to be safe,
- They can't fundamentally change the initial proposal Caltrans funded (i.e. we can't back out of a multiuse trail).
- We need to meet ADA requirements as much as possible.

Design exceptions also increase liability. If someone sues, it's a weak point for us as we can't hide behind the 'official standards'. I think this is very manageable risk, especially relative to the current situation.

In discussions with GHD, staff have discussed justifications for a narrower trail that include:

- property constraints – we are squeezed between a steep failing slope and adjacent landowners private property,
- challenges with the slope stabilization – wider trail requires greater impacts and costs to stabilize slope,
- safety issues with the steep slope of van wycke requiring design efforts to control downhill speed of bikes. As with roads, going narrower can be an effective method of slowing traffic

It will be up to the City Engineer to sign off on design exceptions. Staff (CM) would like to see no more than an 8' total width

Community Input –

A field tour and Town Hall discussion was held in October to share information and solicit feedback.

Written Comments received to date are attached to this report

Staff memory of verbal comments include:

people outraged at what they saw as 'overkill' that was out of place with Trinidad.

Others were supportive of moving ahead, and welcomed a wide smooth surface.

Many people were concerned that skateboards and bicycles would be unsafe coming down the steep upper section of Van Wycke into the repaired trail.

Lots of people emphasized how much use the trail sees, and how often they use it.

There was a suggestion to use plantings to soften and visually narrow the trail.



Van Wycke Bicycle and Pedestrian Connectivity Project

Trinidad City Council Meeting
December 14, 2016



Presentation Overview

- Project Need
- Previous Studies & Findings
- ATP Project Funding, Goals & Timeline
- Overview of Project Components – per Original Grant
- Overview of Potential Changes to Project Scope



Background – Need

- Van Wycke Street and Trail provides a primary non-motorized connection between downtown Trinidad and the Harbor/Beach.
- Ongoing bluff instability has severely impacted the condition of the trail and restricting its use.
- The need for long-term improvements to Van Wycke Trail have been identified as a top priority of the City for years.



Van Wycke Bicycle and Pedestrian Connectivity Project

Background – Previous Studies

- Multiple studies and investigations have been done to characterize the trail instability and identify potential solutions to stabilize the trail.
 - 2010 Topographic & Boundary Survey by Kelly-O'Hern Associate
 - 2010 Slope Instability Study by Busch Geotechnical
 - 2011 Retaining Wall Feasibility Study by Winzler & Kelly
 - 2011 Initial Design Recommendations for Repair by RGH Consultants



Van Wycke Bicycle and Pedestrian Connectivity Project

Background – Findings & Recommendations

- Portion of the trail outside City right-of-way
- There are existing telephone, water and drainage utilities under trail that are at risk
- No “cheap fix” that would offer longer term stability
- There will always be a risk of instability to the trail on the bluff

- Bedrock is located approximately 19 feet below ground
- A soldier pile retaining wall embedded into the bedrock with tiebacks is likely the most viable retaining wall option from a stability and constructability stand point



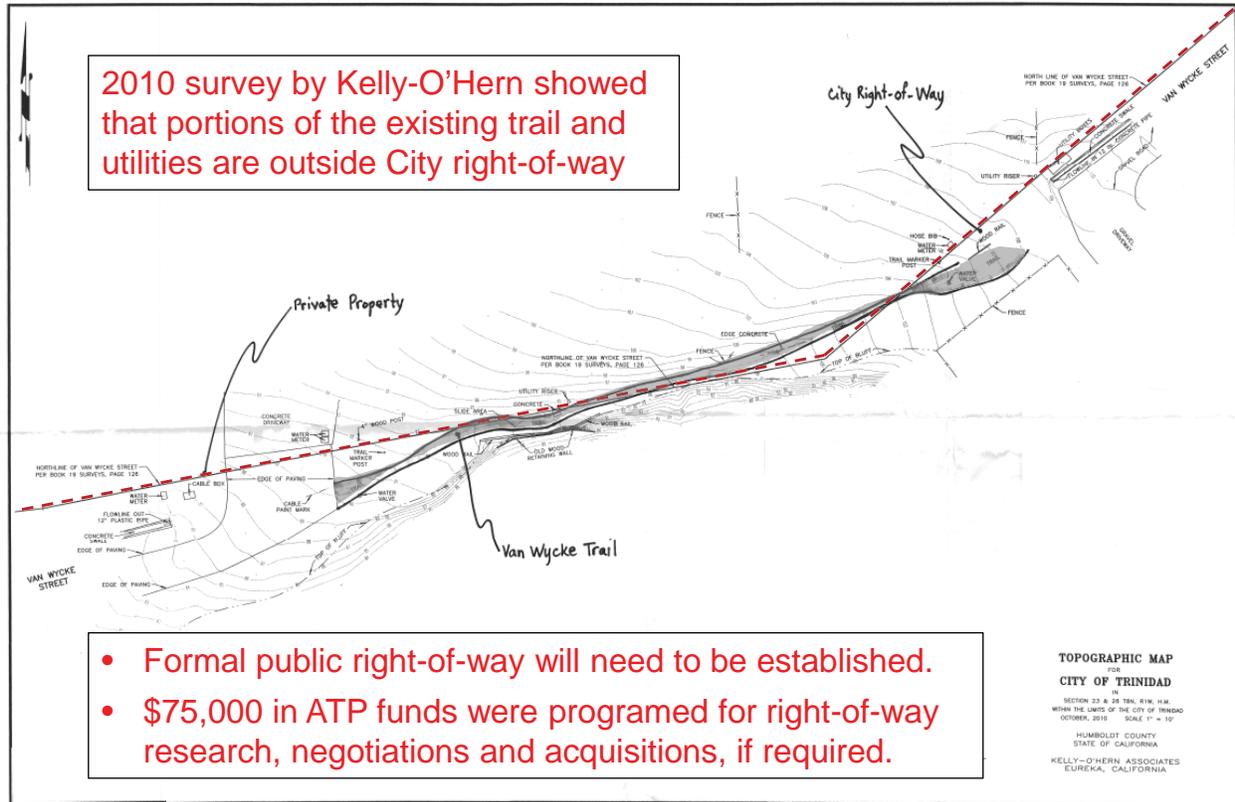
Van Wycke Bicycle and Pedestrian Connectivity Project

Background – Soldier Pile Wall

- Composed of horizontal lagging placed behind H-Piles cast in holes drilled/embedded into bedrock.
- A soldier pile wall would direct the retained weight (forces) into bedrock, thereby reducing the weight on the slope.



Background - Right-of-Way



City of Trinidad

Background - Funding

- The City worked to identify potential funding/grants including Coastal Conservancy and Caltrans grant programs.
- In 2014, the City was unsuccessful in obtaining a Caltrans Active Transportation (ATP) grant (ATP Cycle 1).
- In 2015, a modified ATP grant application was submitted (ATP Cycle 2).
- In September 2015, the City was awarded \$714k in ATP grant funding for the project (plus an \$8k City match)



Van Wycke ATP Project Goals

The purpose of the ATP is to encourage increased use of active modes of transportation (bikes and pedestrians).

Project Goals:

- Create safer, more pedestrian and bicycle friendly route between Trinity/Edwards Street intersection and the Trinidad Harbor/Beach area.
- Encourage community members to use active modes of transportation and educate them about bicycle and pedestrian safety.



Van Wycke Bicycle and Pedestrian Connectivity Project

Van Wycke ATP Components

- The Van Wycke project includes infrastructure and non-infrastructure components:
 - **Infrastructure** (\$700k)
 - Construction of paved and gravel bike/pedestrian paths, sidewalks, curb ramps, retaining wall(s), fencing, crosswalks, striping, and directional and interpretive signs.
 - **Non-Infrastructure** (\$22k)
 - Outreach & Education
 - Booth at Fish Festival
 - Trinidad Bicycle and Pedestrian Route Map
 - Bike Rodeo
 - Education Outreach with Trinidad Elementary School



Van Wycke Bicycle and Pedestrian Connectivity Project

Van Wycke ATP Funding Timeline

- FY 16/17 – Approval & Environmental Documentation (PA&ED)
- FY 17/18 – Plans, Specifications and Estimates (PS&E)
- FY 17/18 – Right-of-Way (R/W)
- FY 18/19 – Construction & Non-Infrastructure (NI)

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				22				22
PS&E					86			86
R/W					75			75
CON						531		531
TOTAL				22	161	531		714



Project Overview



Project Overview – Existing Pedestrian Facilities



Project Overview

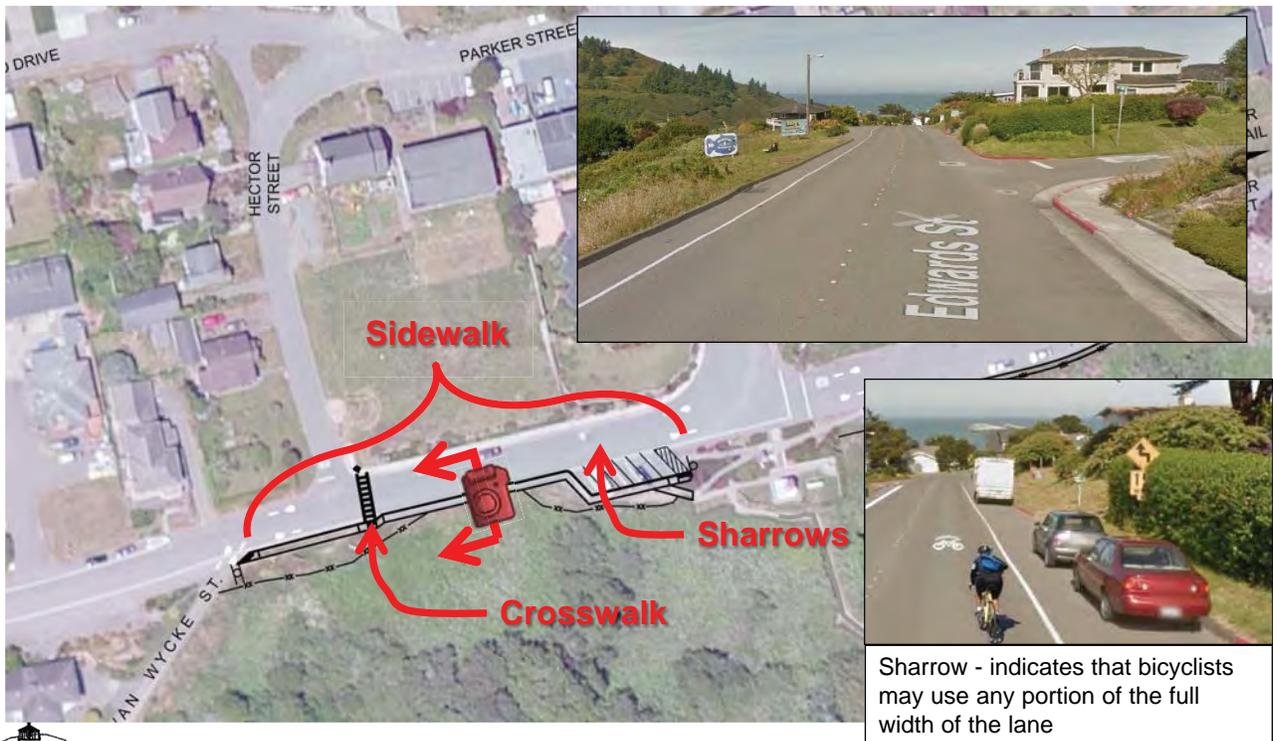


Project Overview – Upper Edwards Street



Van Wycke Bicycle and Pedestrian Connectivity Project

Project Overview – Upper Edwards Street



Sharrow - indicates that bicyclists may use any portion of the full width of the lane



Van Wycke Bicycle and Pedestrian Connectivity Project

Project Overview



Project Overview – Van Wycke Street



Project Overview – Van Wycke Street



Van Wycke Bicycle and Pedestrian Connectivity Project

Project Overview – Van Wycke Street

42" FENCE/ SAFETY GUARDRAIL
RETAINING WALL
8' PAVED TRAIL
ALC DIKE

Typical Section at Wall

2' 8' PAVED TRAIL 2'

Typical Section beyond Wall

8' Wide Paved Trail with Shoulders

Traveled Way. The minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred.

Example – Headwaters Trail (10' paved width)

Example – Hikshari' Trail (8' paved width)



Van Wycke Bicycle and Pedestrian Connectivity Project

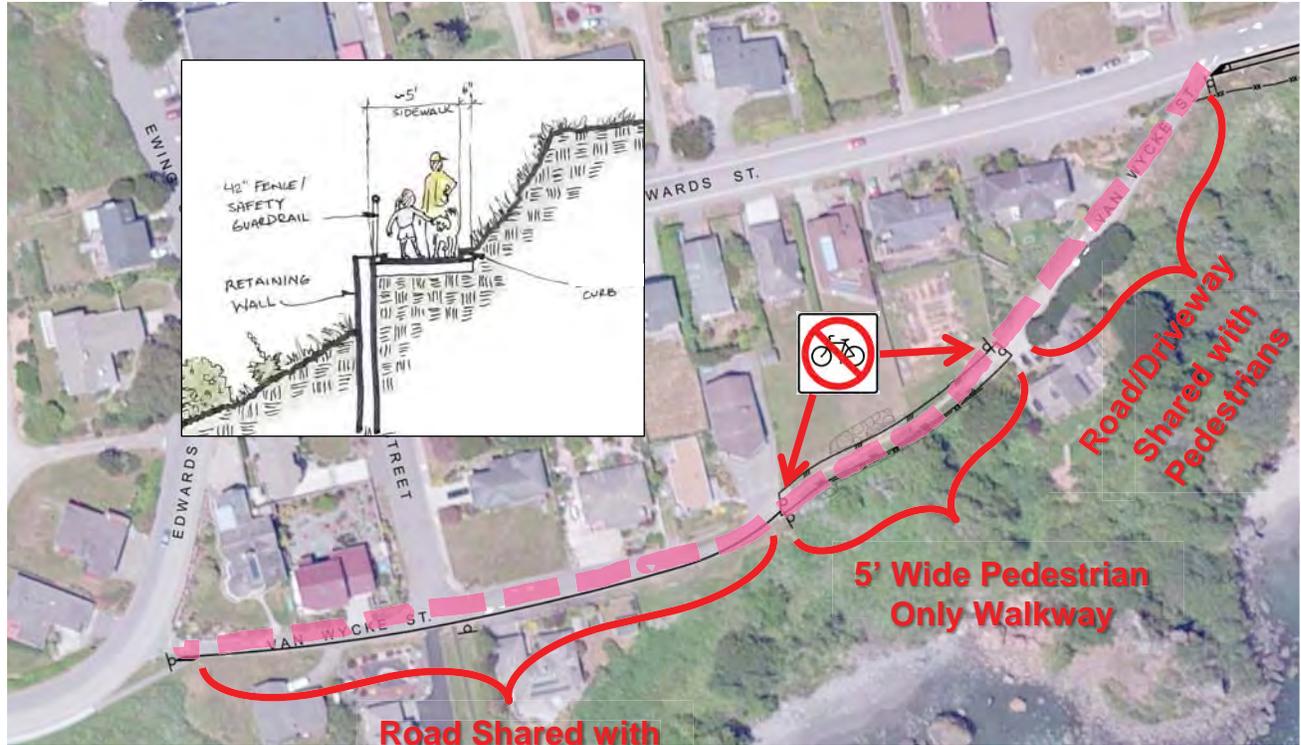
Project Overview – Van Wycke Street



Project Overview – Alternative Design



Project Overview – Alternative Design



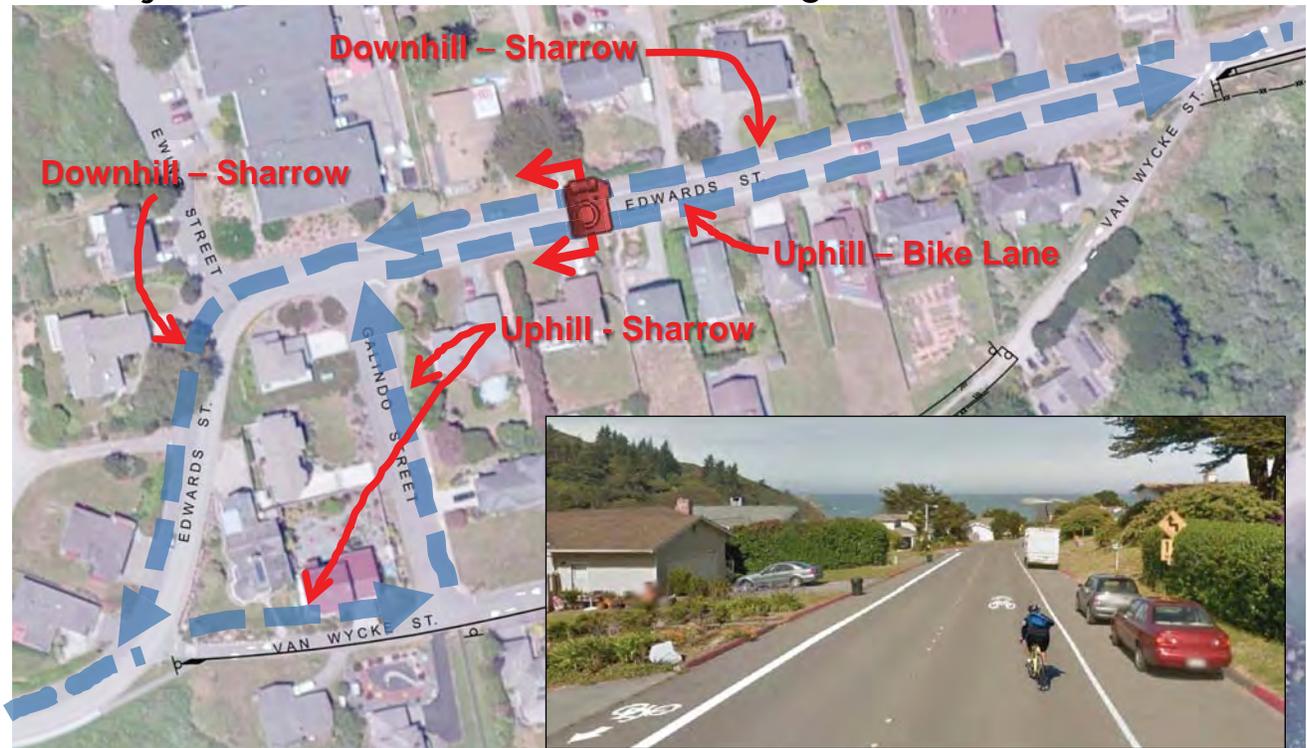
Road Shared with Pedestrians

5' Wide Pedestrian Only Walkway

Road/Driveway Shared with Pedestrians



Project Overview – Alternative Design



Simulation – Sharrow & Bike Lane on Edwards Street



Project Overview – Alternative Design



Van Wycke Bicycle and Pedestrian Connectivity Project

Project Scope Change

- Submit formal request subject to Caltrans/CTC approval
- Justify reason for change including:
 - Impact on the overall cost of the project
 - Impact on the potential of the project to increase walking and bicycling (as compared to original project)
 - Impact on the potential of the project to increase the safety of pedestrians and bicyclists (as compared to original project)

Section VI (Allocations) of the 2017 Active Transportation Program Guidelines states: "Any scope changes must be presented to Caltrans for consideration prior to allocation. Caltrans will make a recommendation of approval to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program." The Commission approved the following policy and procedures for project scope changes.



Van Wycke Bicycle and Pedestrian Connectivity Project

Van Wycke Bicycle and Pedestrian Connectivity Project

Trinidad City Council Meeting
December 14, 2016



Van Wycke Bicycle and Pedestrian Connectivity Project

Existing Trail



Van Wycke Bicycle and Pedestrian Connectivity Project

Existing Trail



Design Standards

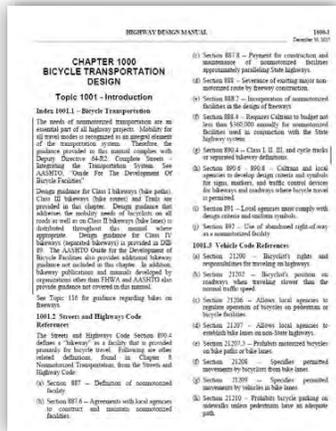
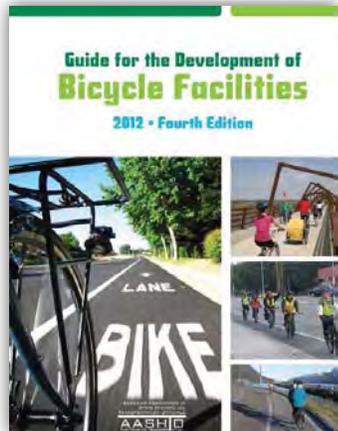
11.2 DESIGN GUIDANCE FOR LOCAL ASSISTANCE PROJECTS

New and Reconstruction Projects

Title 23 of the Code of Federal Regulations (CFR) part 625 designates the standards, policies, and standard specifications that are acceptable for application in the geometric design of Local Assistance projects. The standards are dependent on the type and location of the project.

Projects not on the NHS

Local agency new or reconstruction projects not on the NHS may be designed in accordance with locally developed design standards or the current [Caltrans Highway Design Manual](#) or the current FHWA-adopted [American Association of State Highway and Transportation Officials \(AASHTO\) A Policy on Geometric Design of Highways and Streets](#).



Design Standards

11.5 DESIGN DECISIONS

Flexible and a context-sensitive approaches which considers the full range of project needs and the impacts to the community and natural and human environment are encouraged.

Alternatives to design guidance are a useful tool that may be employed to achieve a balance of project needs and community values. Local agencies must evaluate, approve, and document design decisions.

Projects not on the SHS

For local agency projects not on the SHS and either on or off the NHS, the approval of design alternatives is delegated to City and County Public Works Directors. Approval of design alternatives on local agency federal-aid highway transportation projects must be signed by the Public Works Director or the person to whom approval authority has been delegated. The person with approval authority must be a licensed Civil Engineer in the State of California. The approval authority for design alternatives may be delegated to a private consulting firm that is on retainer as a City or County Engineer if such individual is licensed and responsible directly to the Public Works Director or City/Country Manager.

Design alternative processes may vary, but the fundamental steps should include:

- Determining the cost and impacts of meeting the design criteria.
- Developing and evaluating the potential consequences and risks of alternatives that may fall outside of design guidance.
- Evaluating potential mitigation features.
- Reviewing, documenting, and approving the use of proposed alternatives.



Design Standards - Width

5.2.1 Width and Clearance

The usable width and the horizontal clearance for a shared use path are primary design considerations. Figure 5-1 depicts the typical cross section of a shared use path. The appropriate paved width for a shared use path is dependent on the context, volume, and mix of users. The minimum paved width for a two-directional shared use path is 10 ft (3.0 m). Typically, widths range from 10 to 14 ft (3.0 to 4.3 m), with the wider values applicable to areas with high use and/or a wider variety of user groups.

In very rare circumstances, a reduced width of 8 ft (2.4 m) may be used where the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.

In addition, a path width of 8 ft (2.4 m) may be used for a short distance due to a physical constraint such as an environmental feature, bridge abutment, utility structure, fence, and such. Warning signs that indicate the pathway narrows (W5-4a), per the MUTCD (7) should be considered at these locations.



Design Standards – Wider Trails

A wider path is needed to provide an acceptable level of service on pathways that are frequently used by both pedestrians and wheeled users. The *Shared Use Path Level of Service Calculator* is helpful in determining the appropriate width of a pathway given existing or anticipated user volumes and mixes (9). Wider pathways, 11 to 14 ft (3.4 to 4.2 m) are recommended in locations that are anticipated to serve a high percentage of pedestrians (30 percent or more of the total pathway volume) and high user volumes (more than 300 total users in the peak hour). Eleven foot (3.4 m) wide pathways are needed to enable a bicyclist to pass another path user going the same direction, at the same time a path user is approaching from the opposite direction (see Figure 5-2) (8). Wider paths are also advisable in the following situations:

- Where there is significant use by inline skaters, adult tricycles, children, or other users that need more operating width (see Chapter 3);
- Where the path is used by larger maintenance vehicles;



Design Standards - Shoulder

Ideally, a graded shoulder area at least 3 to 5 ft (0.9 to 1.5 m) wide with a maximum cross-slope of 1V:6H, which should be recoverable in all weather conditions, should be maintained on each side of the pathway. At a minimum, a 2 ft (0.6 m) graded area with a maximum 1V:6H slope should be provided for clearance from lateral obstructions such as bushes, large rocks, bridge piers, abutments, and poles. The MUTCD requires a minimum 2 ft (0.6 m) clearance to post-mounted signs or other traffic control devices (7). Where “smooth” features such as bicycle railings or fences are introduced with appropriate flaring end treatments (as described below), a lesser clearance (not less than 1 ft [0.3 m]) is acceptable. If adequate clearance cannot be provided between the path and lateral obstructions, then warning signs, object markers, or enhanced conspicuity and reflectorization of the obstruction should be used.



Design Standards - Railings

The barrier or rail should begin prior to, and extend beyond the area of need. The lateral offset of the barrier should be at least 1 ft (0.3 m) from the edge of the path. The ends of the barrier should be flared away from the path edge. Barrier or rail ends that remain within the 2 ft (0.6 m) clear area should be marked with object markers.

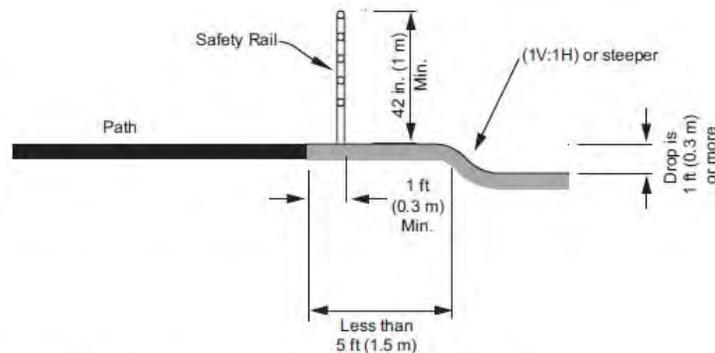


Figure 5-3. Safety Rail Between Path and Adjacent Slope



Van Wycke Bicycle and Pedestrian Connectivity Project

Design Standards – Surface Material

Hard, all-weather pavement surfaces are generally preferred over those of crushed aggregate, sand, clay, or stabilized earth. Since unpaved surfaces provide a lower level of service, it may cause bicyclists to more easily lose traction (particularly bicycles with narrower, higher-pressure tires), and may need more maintenance. On unpaved surfaces, bicyclists and other wheeled users must use a greater effort to travel at a given speed when compared to a paved surface. Some users, such as inline skaters, are unable to use unpaved paths. In areas that experience frequent or even occasional flooding or drainage problems, or in areas of moderate or steep terrain, unpaved surfaces will often erode and are not recommended. Additionally, unpaved paths are difficult to plow for use during the winter.



Van Wycke Bicycle and Pedestrian Connectivity Project

RESOLUTION NO. 1-2019

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TRINIDAD ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE VAN WYCKE BICYCLE AND PEDESTRIAN CONNECTIVITY PROJECT

WHEREAS, the City of Trinidad proposes to use State funds from the Active Transportation Program to construct Van Wycke Bicycle and Pedestrian Connectivity Project. The project is proposed to occur primarily within the public rights-of-way owned by the City of Trinidad, including Edwards and Van Wycke Streets; and

WHEREAS, City planning staff has reviewed the proposed project and evidence and has referred the application and evidence to involved reviewing City departments and agencies for site inspections, comments, and recommendations; and

WHEREAS, the project is subject to environmental review pursuant to the California Environmental Quality Act (CEQA). A proposed Mitigated Negative Declaration has been prepared with respect to said project and notice has been sent to the State Clearinghouse, responsible and trustee agencies, and posted for public review for a period of 30 days as required by the CEQA Guidelines; and

WHEREAS, after due notice of public hearing, the matter came before the Trinidad Planning Commission to take public comment on February 20, 2019 and for consideration on March 20, 2019; and

WHEREAS, at said public hearing, due consideration was given to the proposed Mitigated Negative Declaration, the environmental effect of the project, and any changes connected therewith; and

WHEREAS, at said public hearing, due consideration was given to all objections to and comments on said project, and the Planning Commission believes that the Mitigated Negative Declaration should be adopted.

NOW, THEREFORE, be it resolved by the Planning Commission of the City of Trinidad as follows:

1. The Planning Commission finds on the basis of the Initial Study and all comments received, that the proposed pedestrian improvement project has potential significant effects on the environment, which, with the inclusion of specific mitigation measures, will be rendered less than significant. Accordingly a Mitigated Negative Declaration has been prepared pursuant to the CEQA Guidelines.

2. The Planning Commission further finds that: The project is consistent with the City of Trinidad General Plan and Zoning Ordinance and that future permits pursuant to those documents will be required.

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3. The Planning Commission of the City of Trinidad hereby adopts the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Van Wycke Bicycle and Pedestrian Connectivity Project

INTRODUCED, PASSED, AND ADOPTED this 20th day of March 2019, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

Chairman, Planning Commission,
City of Trinidad

ATTEST:

Secretary, Planning Commission