



Posted: May 10, 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 May 15th, 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 - April 17, 2019
- III. APPROVAL OF AGENDA
- IV. ITEMS FROM THE FLOOR
- V. AGENDA ITEMS

Discussion / Decision / Public Hearing / Action

1. ASBS Stormwater Improvement Project- Phase 2: Public hearing to accept public, Commissioner and interested party comments on the proposed Mitigated Negative Declaration and Initial Study for this project pursuant to the California Environmental Quality Act. *No action will be taken at this meeting.*
2. Winnett 2019-01: Design Review, Coastal Development Permit and possible Variance to construct a new 24-ft x 15-ft, 360 sq. ft., 15-ft tall, detached, single-car garage within the existing gravel driveway area. The Variance is to allow a reduced setback for the garage. Located at: 586 Hector Street; APN: 042-041-017.
3. Rheinschmidt 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. *This application has been withdrawn and will not be heard.*

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. *Continued from the March 20, 2019 and April 17, 2019 meetings.*
5. Gilmour 2019-04: Design Review and Coastal Development Permit to extend an existing, approximately 8' by 22' deck by 8' to the south and 4' to the east. The finished deck will be approximately 16' x 27' and will vary in height from the ground due to the slope of the property. New stairs will provide access to the deck from the south. Located at: 824 Edwards Street; APN: 042-041-043.

VI. COUNCIL REPORT

VII. STAFF REPORT

VIII. FUTURE AGENDA ITEMS

IX. ADJOURNMENT

**MINUTES OF THE REGULAR MEETING OF THE TRINIDAD PLANNING
COMMISSION
WEDNESDAY, APRIL 17, 2019**

I. CALL TO ORDER/ROLL CALL (6:00 pm)

Commissioners Present: Graves, Johnson, Stockness, Kelly, Lake
Commissioner Absent: none
City Planner Staff: Parker
City Staff: Zetter, Naffah

II. APPROVAL OF MINUTES

January 16, 2019

Motion (Lake/Stockness) to approve as amended at the February meeting. Passed unanimously (5-0).

February 20, 2019

Motion (Johnson/Kelly) to approve as submitted, Commissioner Lake abstained due to be absent from the meeting. (Passed 4-0-1)

March 20, 2019

Commissioner Johnson requested clarification on a comment made as an item from the floor on page 2 regarding the Reinman hearing. Parker clarified that the member of the public was discussing whether balcony the balconies were constructed as approved.

Motion (Kelly/Lake) to approve minutes as submitted. Passed unanimously (5-0).

III. APPROVAL OF AGENDA

Motion (Stockness/Lake) to approve the reorganization of the agenda. Passed unanimously (5-0). Rheinschmidt 2019-02 moved to Item V.3.

IV. ITEMS FROM THE FLOOR

Written comments received: Commissioner Kathleen Lake

A. Grau (433 Ewing) stated his statement in the March 2019 minutes was confusing as written. He stated that he previously commented that the Planning Commissioners should go to the property and observe what was being built, in order to confirm if the construction was consistent with the approval. He stated that some residents were concerned that the coverings/balconies could be turned into rooms. Grau stated that he recommends that the minutes list the person's name followed by "stated."

Commissioner Stockness responded that Planning Commissioners should observe the project. Parker advised that Commissioner Stockness can review the building plans.

V. AGENDA ITEMS

1. 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. *Continued from the March 20, 2019 meeting.*

Staff report

Parker noted the City Engineer is present to provide additional context. She stated there is no new material to present, but there will be other issues, including Coastal Act requirements to address at a later time during the permitting process. She stated the next steps will include a new geotechnical analysis, public outreach, design review, and permitting. She stated there will be more opportunities for the Commission to weigh in on the project and any outstanding issues.

GHD City Engineer, Steve Allen, discussed the history of the project, noting that the trail used to be a road, and he further addressed the utilities. He stated the City needs to evaluate their options, as grant funding is available now; GHD has been working on this project at the behest of the City Council for at least 10 years. He stated GHD explored multiple options. Allen stated the largest issue is funding. He clarified the City went through an initial public process in order to discuss the terms of the Caltrans grant requirements. Allen stated that GHD changed the construction material from pavement to gravel, and the trail has been narrowed. He stated CEQA documents present worst case scenarios.

Commissioners Questions/Comments

Commissioner Stockness confirmed with Allen that GHD has worked alongside Caltrans and applauded all City staff for their hard work. Commissioner Kelly stated ultimately the project needs to be consistent with the original grant application, as there are parameters from which the grant was approved. Kelly questioned if the City has the opportunity to request a smaller project after further studies are completed. City Engineer Allen confirmed that the City will have the opportunity, though certain grant objectives have to be met.

Kelly questioned Parker and Allen's response to the California Coastal Commission's letter opposing the project. Parker stated the letter is not out of the norm and that the letter was intended to address future CDP requirements as much as the CEQA document. She stated one of the next steps in the process will be to meet with CCC staff. Allen stated

that GHD was not overly surprised by the letter, and that from GHD's perspective the CCC is not against the project, but instead is providing input; he noted that CCC staff had been involved in the early planning stage.

Commissioner Johnson stated the largest problem is the lack of information, especially regarding design. Commissioner Johnson and Commissioner Graves both questioned the impact on the storm drain and utilities if this project did not move forward.

Allen stated that the phone and cable (dry utilities) can be moved, the water line can also be redirected, but removing the gravity fed storm drain is a larger issue. He stated if the project does not move forward, the slide will continue, and the pipe will likely break causing more erosion. He stated options are limited and the responsibility would fall upon the City if the project does not move forward.

Commissioner Lake stated page 7 of 93 of the CEQA document has incorrect information regarding current trail closure. She states that while the document states the project is a community priority, it was unclear that this would be the outcome. Lake questioned whether all environmental impacts could really be eliminated and suggested the Edwards Street retaining wall should be included in cumulative impacts. Lake stated she is unclear as to why the City did not perform an EIR and that by law the City must work in tandem with the CCC. She further stated that environment impacts cannot be determined without the final project design. Lake read to the Commission and public prepared information regarding court rulings, and CEQA requirements. Lake questioned why GHD is focusing on utilities, as the project is primarily about connectivity.

Parker stated there has not been enough information to show cumulative impacts, as another retaining wall is speculative. Allen stated GHD must consider all utilities where improvements are being made.

Commissioner Graves addressed written comments received from Gottschalk and Duclos, regarding their concern of heavy machinery negatively impacting the area. Allen stated that standard construction practices will be used. He also stated he is more concerned about what will occur if the project is not completed because it is an active slide. Allen stated the project will add stability in the long run.

Commissioner Lake noted the CCC is questioning how the ESHA will be protected if there is no soil left, and whether the City has met tribal obligations, as both the Yurok and Tsurai spoke in opposition to the project. Parker stated the CCC's definition of an ESHA was used, and clarified that if something is disturbed, it will be replanted in a ratio of 3-1, which would include restoring areas currently impacted by invasive species. Allen stated that native soil will be retained and used as top soil and the goal is to re-stabilize

the trail. Commissioner Stockness questioned when the CCC was in Trinidad. Parker and Allen confirmed roughly a year and a half ago.

Parker stated the Native American Heritage Commission advised the City has done a good job in consulting with the tribes, and the NAHC confirmed their organization is responsible if remains are found. Parker stated the City had multiple consultations with and all recommendations of the archaeological report were followed. Allen stated that GHD has also been working with tribal entities.

Commissioner Johnson confirmed that the water line that currently parallels the trails has been shut off in case of a break, which affects pressures and fire flows in the neighborhood. Allen confirmed that is correct.

Public Comment

A. Grau (433 Ewing) stated he is concerned about the project. He stated he read the CCC's letter, while also stating the project could destabilize the bluff, causing erosion. He also doesn't like the bright crosswalks. He stated a wall is just one approach and the project is reminiscent of the hotel project.

L. Farrar (433 Ewing) stated her concern with erosion. She stated the City is spending too much money on a short stretch of trail. She stated that the City is putting a band-aid on a problem and should focus on moving the trail to Edwards.

S. Madrone (Greater Trinidad Area Resident) provided a brief background on the current retaining wall, which he designed and built. The wall was built in the mid-1990s, cost the City roughly \$12,000, and has lasted 30 years. The wall is still vertical, due to the engineering technique used, which has significantly reduced what could have been lost. In the early 2000s he was hired to perform repairs, which only cost \$3,000. He stated multiple proposals should be reviewed, as the City could opt for a biotechnical wall (willow and rocks), which creates a small footprint. He stated that even with the wall the slide will continue, but the trail will remain intact. He noted tribal entities oppose the project.

Commissioner Graves responded to Madrone confirming his statement of a micro vs a macro look. Madrone stated that the CCC prefers biology and engineering to be combined. Commissioner Lake questioned the impact on sand loss. Madrone stated sand would not be impacted by his proposal.

R. Johnson (Greater Trinidad Area Resident) stated he is licensed by the state of California as a professional geologist. He stated that the previous speaker is a non-licensed professional. He stated the area is an active slide and the City has an opportunity to

mitigate the problem. He stated that nothing is perfect, but the opportunity to fix it should be seized. He stated he has a background in geological engineering and is licensed certified in the state of California.

S. Madrone (Greater Trinidad Area Resident) in response stated he is a licensed contractor, but due to his current position he does not currently hold a license. He further stated that he does not have a conflict of interest and is only offering advice.

Commissioner Questions/Comments

Commissioner Johnson would like to see additional alternatives considered and noted that there are more coastal permit requirements that will need to be met. Allen confirmed the geotechnical study will be completed first, which will help determine what the best approach would be.

Johnson stated it is clear there are significant issues that were raised by CCC staff, but from his understanding the City is working in conjunction with them. He questioned if there is a requirement to respond to the CCC. Parker stated that the requirement is the CEQA process and confirmed that she did respond to their concerns, which is included in the MND. She also clarified that many topics of their concern were unrelated to CEQA.

Commissioner Lake requested City Manager Naffah confirm whether the grant funding will need to be paid back if the project is denied. Naffah stated he does not believe it would be, as the City is conducting studies, which produce a product. Graves clarifies the appeal process for the CEQA document.

Written comments received in opposition: K. Tays, Tsurai Ancestral Society, M. Gottschalk and R. Duclos

Commissioners Discussion

Motion (Lake/Graves) to deny the Mitigated Negative Declaration based on the lack of any specified project, the lack of project alternatives (including "no project"), and the insufficient data/information to determine whether significant environmental impacts that would result from the Van Wycke Bicycle Connectivity Project.

Commissioner Johnson states he is against the motion. He stated that if the MND is denied, the City will not gain potentially valuable information from studies conducted. He stated that if the storm drain fails, the City is responsible to pay the costs.

Commissioner Kelly agrees with Johnson. She stated that it seems there is a general agreement in the community that residents want the trail and that safety is a priority. She stated the problem has been the "how." She stated she sees an opportunity for a design

review, permit approval, CDP, and more opportunities to talk to the public in the future. She stated the funding will be used for further studies, and through iteration they can become something worthwhile. She stated she does not want to deny the project, without more information. Commissioner Kelly states she is satisfied with the document, but that there are few areas that are not perfect.

Commissioner Lake acknowledges the comments made, but states her comments are in regards to the CEQA document. She is concerned with the mitigation of environmental impacts.

Ayes - Lake, Graves

Nays - Johnson, Stockness, Kelly

Motion to deny the adoption of the Mitigated Negative Declaration failed (2-3).

Motion (Kelly/Johnson) to adopt the mitigated negative declaration for the Van Wycke Bicycle and Pedestrian Connectivity Project. Resolution No. 1-2019 was read by Commissioner Kelly.

Commissioner Graves states that he agrees with Johnson in regards to gaining additional information. Graves states that due to this, he is willing to vote in approval. He thinks that it will be a benefit to the community.

Ayes - Graves, Johnson, Stockness, Kelly

Nays - Lake

Motion to adopt passed (4-1).

2. Rheinschmidt 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. *Continued from the May 15, 2019 meeting.*

Commissioner Graves notes that the applicant is not in attendance. Parker confirms that she spoke with the applicant that day. He was not able to attend the meeting and was fine with the hearing being continued.

Motion (Johnson/Kelly) to continue at the May meeting. Passed unanimously (5-0).

Commissioner Johnson requested to know if the applicant confirmed if the design is the same. Parker stated the applicant is considering scaling down.

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 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.*

Commissioner Lake disclosed ex parte communication.

Staff Report

Parker stated that she is not proposing action on the project at this meeting, but instead requesting guidance from the Planning Commission. She explains that Trinidad's zoning ordinances are lacking clarity in a number of areas. Due to this, both staff and the Planning Commission have had to make interpretations on how to apply them to specific situations as they arise. One of these areas is how to regulate garages, which is also an issue with the Rheinschmidt project. While normally variances are not recommended, Parker suggests pursuing a variance in this case, as the City has no other process to allow for exceptions to the ordinance and the findings can potentially be met. However, Parker states her recommendation may change based on the Planning Commission's interpretation of the zoning ordinance.

Parker states that the potential exists for the owners to detach the proposed garage from the existing structures and limit the height to 15ft., from which it could be constructed without planning approval and no setbacks under the interpretation that detached garages are accessory structures. Alternatively, it could remain attached to the shop/shed, but shifted 5 feet north, so it is detached from the primary structure. It would then be approved with Design Review with no setback from the north property line, but it would still have to be limited to 15 ft. in height. She does not recommend a zero lot-line setback, because it can negatively affect the neighbor's property.

Commissioner Questions/Comments

Commissioner Stockness disclosed that on March 26th she visited the site and spoke to the applicant. Commissioner Lake also disclosed ex parte communication. Commissioner Graves disclosed that he visited the site, but did not partake in any communication.

Commissioner Johnson requested clarification on the ability to move the garage 10 ft. from any other structure. He stated that the applicant does not appear to have room. Parker stated there is currently 5 ft. between the structures, so if the structure is moved 5 ft. to the north there is 10 ft. Commissioner Johnson questioned the status of the existing shed. Parker stated the shed is a detached accessory structure that is not required to meet setbacks. The structure may predate the property lines.

Parker noted that since 1999 the planning commission has regulated garages as residential structures with the same setbacks and height limits. She states that in the SR zone taller garages have been approved, that wouldn't necessarily set precedence for every situation, especially in the UR zone. Lake stated that the City needs standards, not interpretations. Lake states the City should keep garages as accessory structures, and at 15 ft. height limit. Commissioner Kelly stated could support a variance.

Public Comment

Planning Commissioners asked the applicant various questions in regards to the project. The applicant's responses have been summarized in public comment.

D. Winnett (Applicant) stated that a lot line adjustment to accommodate the shed was approved by the Planning Commission and City Clerk, but it was never recorded with the County. The applicant stated he is requesting guidance from the Commission, as he does not want to negatively affect his neighbors. He stated he has no set timeframe, and that financially it is difficult to remove the shed and he cannot afford to lose the storage space. He confirmed that other than the breezeway, there is no physical connection between the primary structure and shed. Winnett stated he would prefer not to put the structure on the property line in deference to the neighbor, so he would opt for the current configuration.

Commissioner Johnson stated the shop may need to be treated as a non-conforming detached accessory structure. Parker agreed with Johnson's statement; stating that it is another complicating factor. Lake states the best option is to put the garage on the property line. Kelly and Parker discussed the fire safety issues when structures are on property lines. Graves recommends a meeting with Trever, the applicant, and the architect to discuss all options.

Motion (Johnson/Kelly) to continue the discussion of the Winnett project proposal at the May 15th meeting. Passed unanimously (5-0).

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 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: Patrick's Point Dr. right-of-way, from Main St. to the CAL FIRE Trinidad Forest Fire Station, 923 Patrick's Point Dr. *This item will be continued to the May 15, 2019 Planning Commission meeting.*

Parker stated that the City does not have enough information at this time to make the required findings to make a decision. Parker stated that the City has been under the assumption that there is enough water, but considering the hotel proposal the City had to reevaluate. Parker stated this project will only be for the Fire Station, and it is for 1,000 gallons a day with a peak of 2,000 gallons.

Commissioner Kelly stated there is a potential that others will want to tap into it. Parker stated the City can minimize the size of the line, and add conditions for approval.

Motion (Kelly/Johnson) to discuss the CAL FIRE project at the May meeting. Passed unanimously (5-0).

VI. COUNCIL REPORT

Commissioner Lake stated that a Planning Commission liaison for the City Council should be selected, as it would be beneficial for information. Parker stated the liaison could provide a written report. Commissioner Graves suggested speaking with Mayor Ladwig about this.

VII. STAFF REPORT

Parker confirmed that she is working on meeting grant requirements and application deadlines. Parker stated the final report for Clean Beaches has been submitted. She confirmed the Stormwater CEQA document has been circulated with staff and will soon be circulated 30 days for public comment. Parker stated that she is working on a water demand assessment, and hazard mitigation plan for a CCC LCP update grant. Parker stated she spoke with City Manager Naffah and confirmed that General Plan elements can be sent to the City Council individually.

Commissioner Comments

Commissioner Lake stated the Planning Commission manual indicates that ex parte communication is to be given at the beginning of the meeting. Commissioner Graves stated it is beneficial to discuss it prior to the item. Commissioner Johnson stated that the City should consider updating the handbook. Graves stated he put Mayor Ladwig in contact with Nancy Diamond for Brown Act training and is in contact with Access Humboldt.

Lake discussed her written comments; regarding traffic issues on Ocean Ave. Graves stated it is a Council issue. Lake requested a General Plan schedule. Parker stated a schedule was prepared two years ago, but it is now out of date. Parker stated that the

schedule for the LCP grant is currently being revised, and she will send that to Commissioners.

VIII. FUTURE AGENDA ITEMS

Confirm a Planning Commission liaison
Rheinschmidt 2019-02
Winnett 2019-01
CAL FIRE 2019-03

IX. ADJOURNMENT

Next meeting is May 15th. Meeting has been adjourned at 9:08 pm.

Submitted by:

**Angela Zetter
Administrative Assistant**

Approved by:

**John Graves
Planning Commission Chair**



MEMORANDUM

TO: Trinidad Planning Commission

FROM: Trever Parker, City Planner

DATE: May 7, 2019

RE: ASBS Stormwater Improvement Project - Phase 2

The primary objective for this project is to decommission the existing stormwater outfall on Launcher Beach in order to comply with the CA Ocean Plan's prohibition of waste discharges into Areas of Special Biological Significance (ASBS) / State Water Quality Protection Areas (SWQPA) and the City's ASBS Compliance Plan. Trinidad Bay is designated as an ASBS/SWQPA. This project is the continuation of Phase 1 of the project, which was constructed in 2015 and 2018 on Trinity Street, Ocean and View Avenues, East and West Streets and the intersection of Underwood Drive, Parker and Hector Streets.

The proposed project includes decommissioning the existing stormwater outfall and replacing it with a system of localized stormwater treatment chambers and infiltration basins. The intent of the design is to treat and dispose of stormwater closer to the areas of stormwater generation, which allows for a more distributed network of stormwater infrastructure that can be tailored to the anticipated runoff volumes generated by the contributing sub-watersheds. In addition, the proposed project includes infrastructure to provide pollutant removal and capture of stormwater runoff. The treatment units are designed to remove oil, dirt, and trash from the stormwater, and are sized to allow the flow from the 50-year, 24-hour storm event through the unit. Stormwater is then infiltrated into native soils after leaving the treatment unit.

In summary, the project includes primary treatment systems located prior to each infiltration unit along or near Ewing Street, Underwood Drive, Edwards Street and the Trinidad Harbor parking area. The project also includes installation of a new stormwater drainage pipe that connects to the existing pipe at the intersection of Galindo and Van Wycke, along Van Wycke and then down Edwards to the Harbor infiltration system. The existing storm drain pipe between the intersection of Van Wycke and Galindo and the existing outfall will be abandoned in place.

In accordance with the California Environmental Quality Act (CEQA), the City has prepared an Initial Study evaluating the environmental impacts that could result from the proposed project. Based on the initial study, it was found that all impacts would be less than significant with specific mitigation measures incorporated. Therefore, the City is proposing to adopt a Mitigated Negative Declaration (MND) for the project. CEQA requires a public review and comment period prior to adopting an MND. In this case, the City has provided a 30-day comment period. In addition, the City has conducted Tribal Consultation as required by CEQA, and an archeological report has been prepared for the project. Note that certain information regarding cultural resources is confidential, and the publicly available report has been redacted to protect this information.

Notices have been sent to adjacent property owners and known interested parties. In addition, it has been posted around town and in the City's email newsletter. Finally, the document was sent to the State Clearinghouse for distribution to State agencies.

Like the Van Wycke project, this project is being funded through grants. Most of the funding is coming from the State Water Resources Control Board (SWRCB) through their Prop 84 Stormwater Grant Program. Matching funds were provided through the U.S. Department of Agriculture's (USDA) Rural Development Services' Water and Environmental Program financing. An Environmental Assessment (EA) was prepared for this project pursuant to the National Environmental Policy Act (NEPA) by USDA, and a Finding of No Significant Impact (FONSI) was issued in December 2018. However, completion of NEPA requirements does not constitute compliance with CEQA.

Although CEQA does not require a public hearing, the City is holding this hearing to accept public comment on the proposed MND. The Planning Commission can also comment, ask questions of staff, and discuss the project. However, no final action can be taken at this time. Pending public comment, it is anticipated that the MND will be adopted at the regular June 19, 2019, Planning Commission meeting. This will give staff time to respond to comments as needed prior to adoption of the MND. Depending on the comments, the MND could be amended and recirculated, or the City could decide to prepare an EIR.

The final design for the project will be completed after the CEQA process in order to incorporate public comments and mitigation measures into the design. However, a preliminary design is included in the project description and MND. Note that this hearing is intended for comments on the CEQA document, including environmental impacts, mitigation and process. The Planning Commission should focus the public comments on these issues, and not the merits of the project itself. Because the final design is not complete, the project description and analysis of potential impacts does allow some flexibility.

The final design for the project will come before the Planning Commission as a Coastal Development Permit, and likely other discretionary permits as well (e.g. Grading Permit). That is not anticipated to occur until later in the year. Although a CEQA determination is often made at the same time that a permit approval occurs, that is not required. In fact, CEQA encourages the environmental review process to occur early enough that changes can be made to the project to address potential impacts, which is the reason for this procedural timing.

Staff Recommendation:

Open the hearing and provide any Commissioner comments and questions to staff. Then open the hearing to public comment. Staff will keep careful notes of the comments. Then close the public comment and provide any additional comments and questions to staff. Continue the hearing to the June 19, 2019 meeting.

CEQA Initial Study and Draft Mitigated Negative Declaration

for the

ASBS Stormwater Improvement Project – Phase 1

Due to the size and length of the document, including Figures and Attachments,
please see

the Stormwater section of the Documents Library section of the City's webpage:

<http://trinidad.ca.gov/document-library/asbs-stormwater-improvement-project-phase-2-ceqa-documents>



Filed: November 16, 2016
Staff: Trever Parker
Staff Report: January 9, 2017
Commission Hearing Date: January 18, 2017
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2019-01

APPLICANT / OWNER(S): David and Sharon Winnett

AGENT: NA

PROJECT LOCATION: 586 Hector Street

PROJECT DESCRIPTION: Design Review, Variance and Coastal Development Permit to construct a new 24' x 15', 360 sq. ft., 15' tall, detached, single-car garage within the existing gravel driveway area. The Variance is to allow the detached garage to be 5' rather than the required 10' from the residence.

ASSESSOR'S PARCEL NUMBER: 042-041-017

ZONING: UR - Urban Residential

GENERAL PLAN DESIGNATION: UR - Urban Residential

ENVIRONMENTAL REVIEW: Categorically Exempt per § 15303 of the CEQA Guidelines exempting new construction of small structures, including single-family homes and related improvements on residential 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 X / ~~is not~~ appealable to the Coastal Commission per the City's certified LCP and may be appealable per Section 30603 of the Coastal Act.

SITE CHARACTERISTICS:

The property is located on the northwest corner of the intersection of Hector and Edwards Streets. It is currently developed with a 2-bedroom, single-story, 1,442 sq. ft. single-family residence; an approximately 425 sq. ft. shop/shed sits on the northwest corner of the lot, partially on the property to the west. The property is accessed from Hector Street, but the lot frontage, as defined by the zoning ordinance, is on Edwards Street. The existing septic system is to the south of the residence. The lot slopes to the south, with little slope on the northern portion of the lot and a steeper slope to the south, up to approximately 10%. There are single-family residences to the east, west and north, with Edwards Street and the bluff to the south; the land seaward of Edwards Street includes a portion of the Tsurai Study Area.

STAFF COMMENTS:

The owners recently completed an addition to and remodel of the existing residence. This project proposes a new garage structure, which requires a Coastal Development Permit, Design Review and possibly a Variance as proposed. Referrals were sent to Public Works, the City Engineer, Building Inspector and County Division of Environmental Health (DEH). The City Engineer noted that an encroachment permit would be required for any work within the City right-of-way (e.g. the new walkway from Hector Street) and erosion and sediment control BMPs need to be implemented during construction; these have been included as conditions of approval. DEH, Public Works and the Building Inspector had no comments at this time. However, the architect did meet with the Building Inspector to discuss building code requirements for various setbacks. A zero-lot line setback would require substantial fire walls. However, the 5-ft. separation from the residence would not require special building techniques under the current residential building code.

This is another garage project that does not fit neatly into Trinidad's rules. The Planning Commission will need to consider the various regulations and how to best apply them to this project. Since the last meeting, the proposed project has been revised slightly. The roofline was reduced from 16' to 15', and the breezeway between the house and garage was removed. In addition, it was pointed out at the last meeting that moving the garage to a different location could impact the neighbor's view, and that has been indicated on the new plans. Some of these changes will likely make the permitting easier compared to the original proposal.

Potential Conflicts of Interest

None known; no Commissioners live or own property within 500 ft. of the project.

ZONING ORDINANCE / GENERAL PLAN CONSISTENCY

The property where the project is located is zoned UR – Urban Residential. The purpose of this zone is to allow relatively dense residential development; single-family residences are a principally permitted use. The minimum lot size allowed in the UR zone is 8,000 sq. ft. and the maximum density is one dwelling per 8,000 sq. ft. The existing lot, according to the City’s GIS, is 8,540 sq. ft. (Note that the plans indicate that the lot size is 9,008 sq. ft., but that includes a lot line adjustment that was approved but never recorded.)

The project will not change the floor area of the residence, and because garages are not included in the residential floor area, it will not alter the floor-to-lot area (FAR) either. However, it will increase the footprint of structures on the lot. Where the garage is proposed is currently compacted gravel, which is only semi-pervious. The existing and proposed project square footages are shown in Table 1. The floor area and footprint of other structures is included in the table for comparison.

TABLE 1 - AREAS

	EXISTING	PROPOSED
LOT AREA	8,540 sq. ft.	8,540 sq. ft.
FLOOR AREA		
Residence	1,442 sq. ft.	1,442 sq. ft.
Covered Porch	60 sq. ft.	60 sq. ft.
Total Residential Area	1,502 sq. ft.	1,502 sq. ft.
Shed	310* sq. ft.	310* sq. ft.
Deck	280 sq. ft.	280 sq. ft.
Garage	0 sq. ft.	360 sq. ft.
Footprint of residence	1,502 sq. ft.	1,502 sq. ft.
Footprint of all structures	2,092 sq. ft.	2,492 sq. ft.
FLOOR TO LOT AREA RATIO		
Total Residence	17.6%	17.6%
Total Footprint (lot coverage)	24.5%	29.2%

*The total square footage of the shed is approximately 425 sq. ft., but only 310 sq. ft. of that is on the subject property.

The maximum height allowed in the UR zone (Zoning Ordinance §17.36.06) is 25’, (measured from the average ground level elevation covered by the structure to the highest point of the roof, §17.56.100), except that the Commission may require a lesser height in order to protect views. The height of the roof peak of the residence is approximately 22’ as measured from the average ground elevation covered by the

structure, which slopes towards the south. The proposed garage will be approximately 15' to match the ridgeline of the existing shop/shed.

The Zoning Ordinance (§ 17.56.180) requires two off-street parking spaces other than any garage spaces for single-family dwellings. Each parking space is required to be 18' long and 8.5' wide. The existing driveway, even with the proposed garage, can accommodate two parking spaces. The garage will not increase parking requirements.

The garage will be located on fairly level ground in an area that is already developed with structures, and only minimal grading will be required to accommodate the new construction. This site is already connected to services and utilities, and these will not change. Exterior materials and colors, as well as new architectural features are shown on the provided plans. Materials include new hardiplank horizontal lap siding and hardi-shingle siding on the gables to match the existing residence. A standard composite roof is proposed

The Trinidad General Plan and Zoning Ordinance protect importance public coastal views from roads, trails and vista points and private views from inside residences located uphill from a proposed project from significant obstruction. Because the project includes a new structure, there is the potential to impact views from residences located adjacent to or above the structure. Elevations have been provided for this project, and the neighbors have been notified. Commissioners are encouraged to visit the site (from the street).

Accessory Structures

Trinidad's regulations include certain provisions for accessory structures, defined as "a detached building or structure, other than a sign, the use of which is accessory to the use of the lot" (§17.08.690). (Accessory use is defined in §17.08.710 as "a subordinate use which is customarily incidental to the primary use of the premises, and which does not alter or change the character of the premises.") Section 17.56.090 requires that accessory structures be limited in 15' in height and that they be no closer than 10' to any onsite building. However, it also allows accessory structures within rear and interior side yard setbacks, meaning they can be built right up to the property line. This is an unusual allowance and is not generally consistent with building code standards, which would require significantly higher fire ratings for a building on a property line. In addition, it can affect the adjoining neighbor's use and enjoyment of their property, such as by limiting where they can build a structure or impacting their access to sunlight.

As has been previously described and discussed in relation to both this project and the Rheinschmidt project, the City's regulations regarding accessory structures are very limited. And while it was accurately pointed out that detached garages are normally regulated as accessory structures, ordinances generally provide more flexibility and / or specificity for them. For example, both Blue Lake and Arcata regulate things like

height and setbacks for accessory structures similar to the requirements for primary structures. In both cases, greater heights are allowed with greater setbacks. Similarly, the City of San Diego, which was cited as limiting garages to 12 feet in height at the last meeting, allows garages to be the same height as the primary structure, but if they are 12 feet or less, then they are allowed to have reduced setbacks. This is very standard practice across many zoning ordinances.

In several previous projects, as described in the Rheinschmidt staff report, the Planning Commission has allowed detached garages to exceed 15' in height by applying the residential development standards to them, including setbacks. How the Planning Commission interprets applicable code sections can affect the necessary findings and approvals necessary for this project. For example, if all garages are subject to the residential building standards, then the proposed garage would be required to be 15' from the north (rear) property line. Then the proposed project would need a Variance in order to be only 5' from the property line as proposed. On the other hand, if garages are treated as accessory structures, then the proposed garage would be required to be 10' from the residence per §17.56.090, and a Variance would be required to allow it to be only 5' from the residence. (I can't find anything in Trinidad's zoning ordinance that requires a minimum setback between primary structures, though there should be.)

Accessory structures less than 500 sq. ft. in area are exempt from a CDP (§17.72.070) and design review (§17.60.030). One of the reasons that garages have not been treated as accessory structures is due to the potential for abuse under this exemption. However, in this case, regardless of how the garage is treated, by attaching it to the existing 425 sq. ft. shop/shed the structure will be more than 500 sq. ft. in area, and therefore, design review and CDP requirements apply. Another consideration in this case is that by attaching the garage to the shop/shed, it becomes not just a garage, but more characteristic of an accessory structure.

Staff still recommends that garages can be treated as residential structures, subject to residential development standards, as described in the Rheinschmidt staff report. However, staff feels that garages that do meet the accessory structure development standards could still be treated as accessory structures if the Planning Commission determines that is appropriate.

Nonconformance

The garage is proposed to be physically attached to the existing, shop/shed that straddles the western property line. That is currently a detached accessory structure, which is not required to meet rear or side setbacks. (Extending over a property line would likely be illegal rather than nonconforming. However, I do not know if the structure predates the property line or vice versa.)

Depending on how is defined and regulated, by attaching it to the existing shop/shed, the setback requirements for the entire structure could change. If garages are considered residential structures, then attaching it to the shop could be interpreted as requiring the entire structure to then meet setbacks. This would then constitute an increase in the existing degree of nonconformity of the structure, contrary to the standards of § 17.64.010.B, which provides that nonconforming structures can be “altered, repaired or extended, provided that such alteration, repair or extension shall not increase the existing degree of nonconformity.” On the other hand, if the proposed garage is treated as an accessory structure, then it would not change the setback requirements of conformity of the existing shed / shop.

SLOPE STABILITY:

The project site is not mapped as being “unstable” or of “questionable stability” on Plate 3 of the General Plan. The project is located outside of the Alquist-Priolo Fault Zone. Therefore, no geologic study is required.

SEWAGE DISPOSAL:

A new 2-bedroom septic system was installed in 2017 as part of the residential addition. A deed restriction limiting the property to two bedrooms and a single residential unit was also recorded as part of the residential addition in 2017. Although I have not yet had an opportunity to issue an OWTS Operating Permit for this property, being a new system, the permit would likely have the full 5-year term, and so is in compliance with the City’s OWTS program.

LANDSCAPING AND FENCING:

This project does not involve any new landscaping or fencing.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

Because the project proposes a new structure and is not exempt from a CDP (§17.72.070.C), §17.60.030 of the zoning ordinance requires Design Review and View Preservation Findings to be made. The required findings are written in a manner to allow approval, without endorsing the project. However, if conflicting information is submitted at the public hearing 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: Minimal grading will be required to accommodate the proposed garage, which is located in a level area currently consisting of compacted gravel.
- 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 located across Edwards Street from the Tsurai Study Area (TSA) and parcels zoned as Open Space. However, due to the location of the garage, it will not be readily visible from that area, and the materials are consistent with surrounding residential development.
- 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 the existing structure and surrounding development.
- 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: No changes in landscaping are proposed at this time. The property is already landscaped. Screening can be found to be unnecessary, because the structure is consistent with surrounding development.
- 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 signs are proposed as part of 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: No changes to the existing underground utilities are proposed.
- 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 proposed as part of 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.* Response: The proposed garage will not alter the floor area of the existing 1,502 sq. ft. residence.
 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.* Response: No such development is proposed.

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: This project is not readily visible from the bluffs across Edwards Street. The garage will be more than 100' away, and is consistent with adjacent 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: Due to the proposed garage's location and modest height, there is minimal potential to impact 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: The proposed placement of the garage has been designed in part to minimize impacts to coastal views from the residence to the north. If the garage were moved to the north or to the east in order to increase setbacks, there could be a substantial impact on the view from at least one window of the residence to the north as shown on the submitted plans. If that is considered an important view, then based on this section, the Planning Commission could find

that the garage needs to be located where it is proposed in order to protect views and potentially avoid the need for approval of a Variance. Note that views from other windows would likely not be impacted because the garage would be within the existing silhouette of the residence. Due to the proposed garage's location and modest height, there is minimal potential to impact other 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 project is not located near the Memorial Lighthouse, or the Cemetery. Although the proposed project is not within 100 feet of the Holy Trinity Church or the TSA, it is within 200 ft. of these important sites. However, due to the modest size of the proposed structure and the fact that it is consistent with nearby development, impacts are not anticipated.

VARIANCE FINDINGS

Because the proposed garage will not meet a required setback, Variance findings need to be made in order to approve this project (unless the Planning Commission finds that View Protection finding 'C' adequately provides for an exception). Either the garage will not meet the rear yard setback (5 ft. rather than the required 15 ft.) and/or it wouldn't the setback from onsite buildings (5 ft. rather than the required 10 ft.) depending on whether the garage is regulated as a residential structure or an accessory structure respectively. Govt. Code Section 65906 defines certain limitations to granting a variance. One such provision limits consideration to natural, physical conditions of the property where application of the general regulations would be confiscatory or produce unique hardship to the property owner. City staff, State law and the courts have all taken a strict interpretation of Variance provisions, generally only recommending them for severely, physically limited properties. In order to avoid setting precedence, staff does not normally recommend approval of Variances, regardless of their nature or impact, when the owner has alternative options, even though those options may be less desirable, and when there are other viable use(s) available on the lot.

In this case, the Variance is fairly minor, and there are physical limitations to the property. The current zoning ordinance does not have any provisions for exceptions to the standards other than the Variance process, and potentially View Protection finding C as discussed, so the Variance is being used in this case. Staff has provided supporting information for the required findings, and the Planning Commission should evaluate whether the information is enough to show that the required findings can be made to approve this project. The following is an explanation of variances from the *California Planning Guide* published by the Governor's Office of Planning and Research:

"A variance is a limited waiver of development standards allowed by the zoning ordinance. It may be granted, after a public hearing, in special cases where: (1) strict application of the zoning regulations would deprive property of the uses enjoyed by nearby lands in the same zone; and (2) restrictions have been imposed to ensure that the variance will not be a grant of special privilege.

"A variance does not permit a use that is not otherwise allowed in that zone (for example, a commercial use may not be approved in a residential zone by variance). Economic hardship alone is not sufficient justification for approval of a variance. Typically, variances are considered when the physical characteristics of the property make it difficult to use. For instance, in a situation where the rear half of a lot is a steep slope, a variance might be approved to allow a house to be built closer to the street than usually allowed."

Section 17.72.030 of the Trinidad Zoning Ordinance provides that: *"A variance may be granted only upon adoption of written findings showing that all of the following conditions are present"* (emphasis added). The required findings are listed below, with responses from staff.

- A. *That there are exceptional or extraordinary circumstances applying to the property involved or to the intended use of the property that do not apply generally to other properties or uses in the same class or district.* Response: The property is a relatively narrow corner lot with a relatively steep slope on the southern half of the lot. In addition, this is one of the earliest developed properties in Trinidad, as can be seen on the 1942 aerial photo attached to this staff report.
- B. *That owing to such exceptional or extraordinary circumstances the literal enforcement of specific provision of this title would result in the practical difficulty or unnecessary hardship not created by or attributable to the applicant or the owner of the property.* Response: Corner lots have larger setback requirements due to the side setback along a street being 15 ft. rather than the standard 5 ft. for an interior side setback. Trinidad's zoning ordinance defines the lot frontage as Edwards Street, but due to the slope of the lot near Edwards Street, it was more practical to provide access from Hector Street and develop the flatter northern portion of the lot. Due to the configuration of the existing development, which has been that way since at least 1942, there is no

other feasible place on the lot to put a garage; the septic system is located on the southern half of the lot.

- C. *That such variance will not constitute a grant of special privilege inconsistent with limitations imposed on similarly zoned properties.* Response: Without the variance, the owner could not feasibly build a garage on the property, a feature that most residentially developed lots have, and the proposed garage is smaller than many garages in town.
- D. *That such variance is necessary for the preservation and enjoyment of a substantial property right of the subject property, possessed by other property in the same class or district.* Response: The purpose of the garage is for continued use and enjoyment of the property; most residences in Trinidad have a garage.
- E. *That the granting of such variance will not be materially detrimental to the public welfare or materially injurious to the property or improvement in the vicinity.* Response: There will be no anticipated detrimental effect to adjacent properties. The proposed location is the only feasible area to construct a garage on the property, and the exact location has taken the neighbor's viewshed into consideration. Providing a setback from the north property line is less detrimental to the neighboring property than having no setback.
- F. *That the granting of such variance will be consistent with the general purpose and intent of this title and will be in conformity with the policies and programs of the general plan and the Trinidad coastal program.* Response: Only a minor variance is being requested in order to build a single-car garage, which is consistent with other residential development in the City.
- G. *That the variance will not permit a use other than a use permitted in the applicable zoning district.* Response: The existing single-family residential use will not change as a result of the project.
- H. *That either the variance will have no significant adverse environmental impact or there are not feasible alternatives, or feasible mitigation measures, as provided in the California Environmental Quality Act, available which would substantially lessen any significant adverse impact that the actions allowed by the variance may have on the environment.* Response: The project is Categorically Exempt from CEQA per § 15303 of the CEQA Guidelines exempting new construction of small structures, including accessory structures and garages.
- I. *When the subject property is located between the sea and the first public road paralleling the sea...* Response: Not applicable.

STAFF RECOMMENDATION

Based on the above analysis, the project can be found to be consistent with the City's Zoning Ordinance, General Plan, Coastal Act, and other applicable policies and regulations. Therefore the necessary findings for granting approval of the project can be made. If the Planning Commission agrees with staff's analysis, a proposed motion might be similar to the following:

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

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. Add 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 prior to building permits being issued.*
2. Based on the findings that community values may change in a year's time, approval of this Design Review is for a one-year period starting at the effective date and expiring thereafter unless the project has been initiated through issuance of a building permit or an extension is requested from the Planning

Commission prior to that time. *Responsibility: City Clerk prior to building permits being issued.*

3. 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 considerations near the bluffs. Specific water quality goals 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 and during construction.

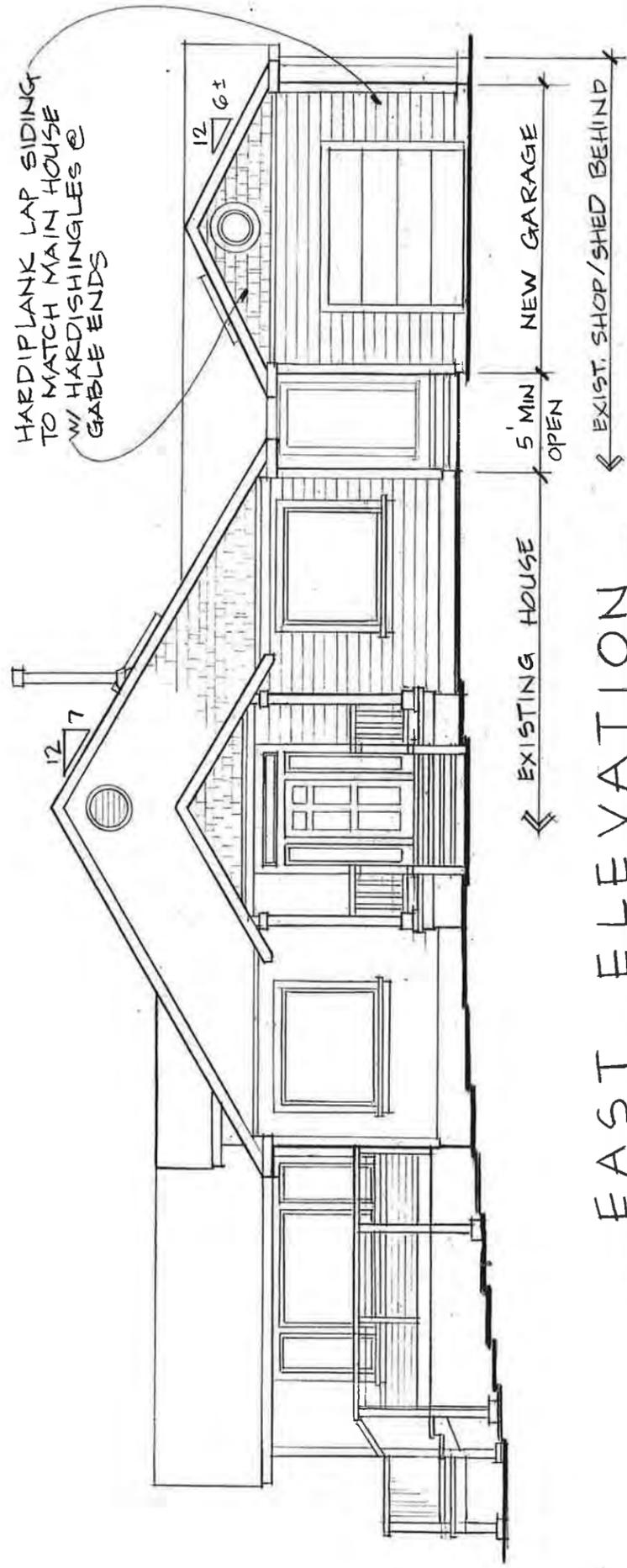
4. Applicant to secure an encroachment permit from the City for any work that takes place in or interferes with the public right-of-way, including the proposed walkway from Hector Street. *Responsibility: City Clerk to confirm prior building permits being issued.*

5. Recommended conditions of the City Building Inspector shall be required to be met as part of the building permit application submittal. Grading, 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

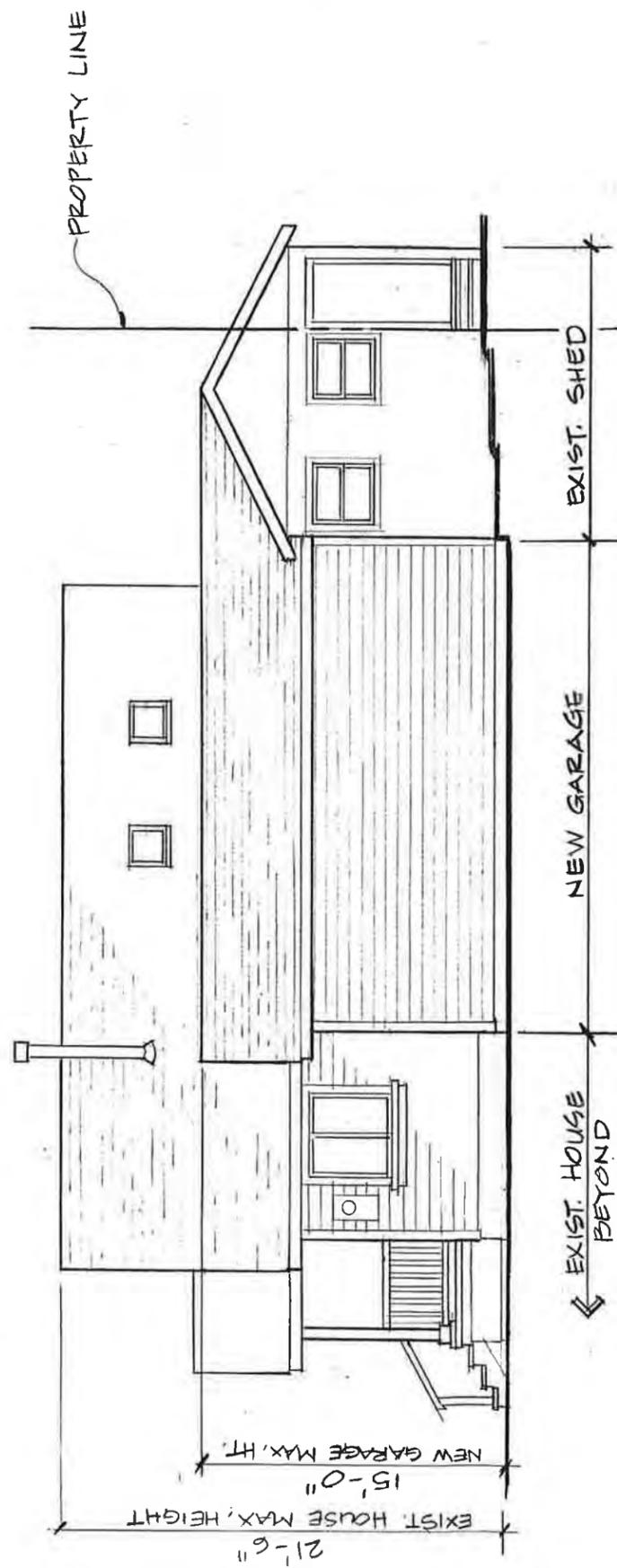
- 1942 aerial photo (one page)
- Plans (four 11"x17" pages)





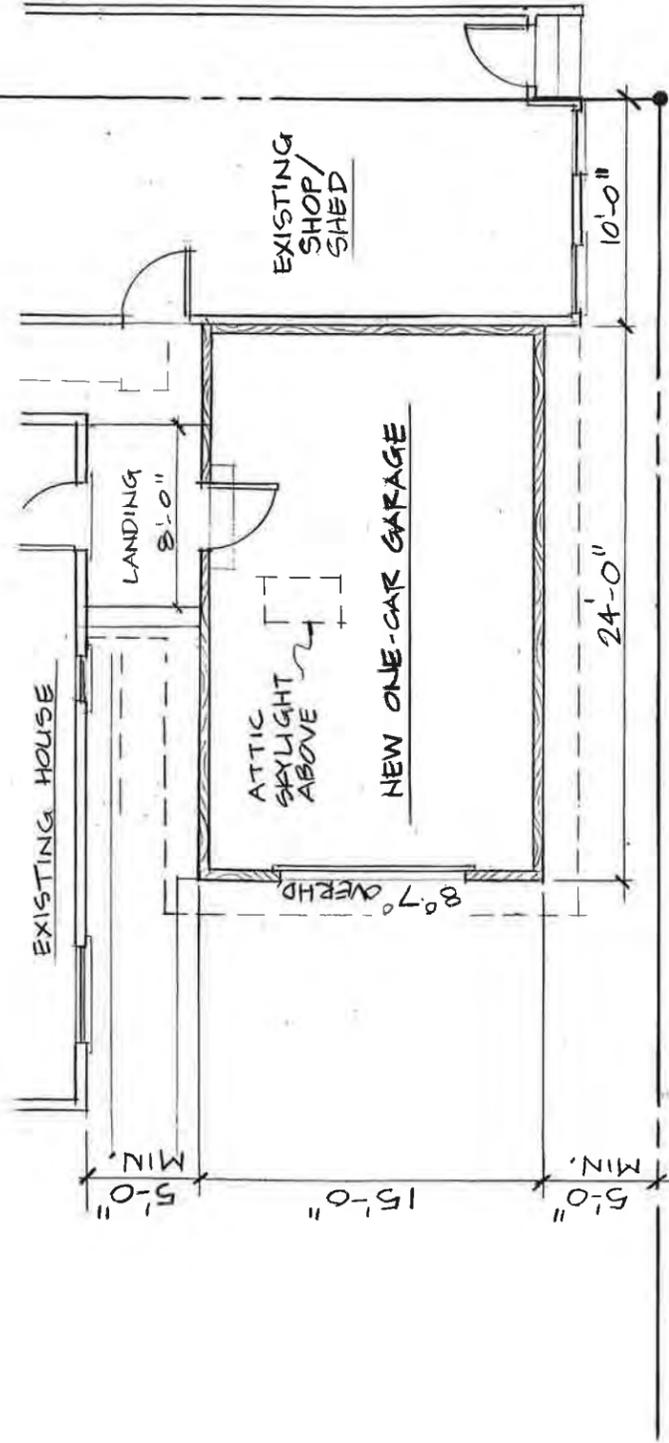
EAST ELEVATION

SCALE: 1/8" = 1'-0"



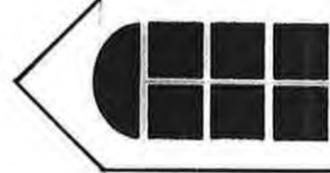
NORTH ELEVATION

SCALE: 1/8" = 1'-0"



GARAGE FLOOR PLAN

SCALE: 1/8" = 1'-0"



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A.P.N. 042-041-017

NEW GARAGE

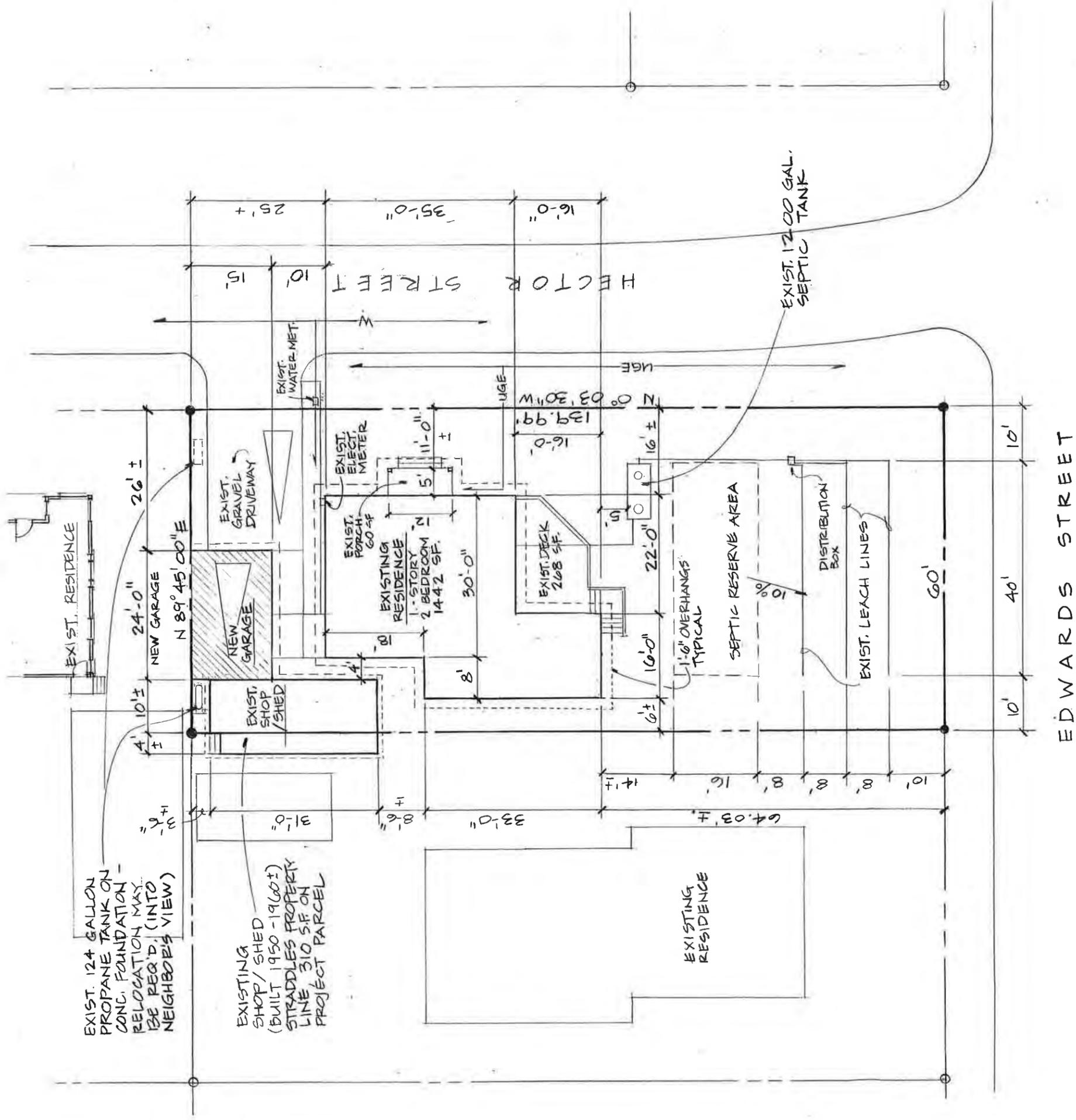
FOR

DAVID & SHARON WINNETT

AT: 586 HECTOR STREET
 TRINIDAD, CA 95570

DATE: 5/2/19

SHEET A2



EXIST. 124 GALLON PROpane TANK ON CONC. FOUNDATION - RELOCATION MAY BE REQ'D (INTO NEIGHBOR'S VIEW)

EXISTING SHOP/ SHED (BUILT 1950-1960±) STRADDLES PROPERTY LINE 310 SF. ON PROJECT PARCEL

EXISTING RESIDENCE

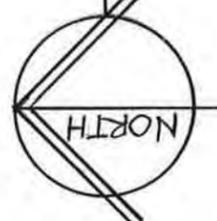
EXIST. 1200 GAL. SEPTIC TANK

EDWARDS STREET

VAN WYKE

OPTION "B" SITE PLAN

SCALE: 1" = 20'-0"



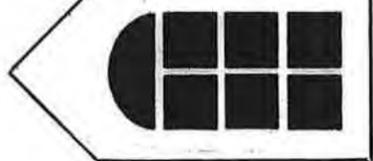
PLOT PLAN DATA

LOT AREA: 9008 SF. ±
 # OF BEDROOMS: 2
 PROPOSED = EXISTING
 UNCONDITIONED AREA:
 EXISTING: 1442 SF
 UNCONDITIONED AREAS:
 NEW GARAGE: 360 SF
 EXIST. SHOP: 310 SF
 EXIST. PORCH: 60 SF
 EXIST. DECK: 268 SF
 TOTAL: 998 SF

LOT COVERED W/ STRUCTURES:
 2.7% (APPROX.)

NOTE

1. PROJECT IS WITHIN THE COASTAL DEVEL. ZONE
2. NO TREES ARE TO BE REMOVED.



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A.P.N. 042-041-017

NEW GARAGE

FOR

DAVID & SHARON WINNETT

AT: 586 HECTOR STREET
 TRINIDAD, CA 95570

DATE:
5-2-19

SHEET
A3



Filed: January 15, 2019
Staff: Trever Parker
Staff Report: May 9, 2019
Hearing Date: May 15, 2019
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2019-03

APPLICANT (S): CAL FIRE

AGENT: Stein Coriell, SHN

PROJECT LOCATION: NA

PROJECT DESCRIPTION: Grading and Coastal Development Permit for installation of approximately 5,400 linear feet (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.

ASSESSOR'S PARCEL NUMBER: Patricks Point Drive right-of-way

ZONING: NA

GENERAL PLAN DESIGNATION: NA

ENVIRONMENTAL REVIEW: Categorically Exempt from CEQA per § 15303 of the CEQA Guidelines exempting new construction of small structures, including "water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction."

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.

BACKGROUND:

The history of this project goes back several years. The CAL FIRE Trinidad Station previously obtained its potable water through a collection and treatment system on Martin Creek. However, possibly due to upstream development, that source has become polluted and unreliable. CAL FIRE attempted several solutions, including expansion of the collection cistern, improvements to the filtration system and even digging a new well. None of these actions worked, and the station has had to rely on trucked and bottled water for domestic use ever since.

Therefore, CAL FIRE applied to the Humboldt Local Agency Formation Commission (LAFCo) in 2009 for a service extension from the City of Trinidad water system. CAL FIRE then approached the City for approval of the water line extension. The City Council approved the request, "subject to successful negotiation of a services agreement, payment of any required fees and assumption of all financial responsibility, as well as CAL Fire's ability to secure all necessary permits and rights of way," at their October 2012 meeting.

After obtaining their funding authorization, CAL FIRE again approached the City in 2014 to start discussions about the required design, engineering, environmental analysis and permitting. At this point, Coastal Commission staff became involved, and it was determined that amendments to both the County and City LCPs would be required. It took time to develop language that everyone could agree on that would allow the extension but limit it to prevent growth-inducement and other impacts. The Planning Commission approved the LCP amendment on August 16, 2017, the City Council approved on September 13, 2017 and it was submitted to the Coastal Commission as an application to amend the City's LCP. The County conducted a similar and concurrent process. The Coastal Commission ended up making some modifications to the approved amendments, which were accepted by the City Council on December 12, 2018. And the amendment became effective on February 8, 2019.

Need for the Project

There is a clear, documented need for potable water service at the Fire Station. CAL FIRE has documented the water quality problems with their existing system, including sedimentation and contamination related to homeless encampments nearby. Water conservation measures are already in place. Three test borings for wells were drilled onsite in 2007 but came up dry. Sand filtration and other water treatment options have been attempted with unsatisfactory results. Currently, bottled and/or trucked-in water is used for drinking and the existing, questionable water is used for everything else, including showers.

The CAL FIRE Trinidad Station provides an essential public service. The Station has an initial attack direct protection area of over 375,000 acres and interfaces with numerous

state, federal and local agencies. The Trinidad State Fire Station is the only “Amador” station in the Humboldt Del Norte Unit, which requires it to be open year-round. The station is contracted to serve as the primary fire department for Humboldt County Service Area 4. The station also provides emergency services to the City of Trinidad and the Trinidad Rancheria properties at no cost. The Cal Fire Engine is routinely first to the scene to calls in the City of Trinidad, often by several minutes, due to its close proximity and being professionally staffed 24 hours per day.

PROPOSED PROJECT

The entire project includes installation of approximately 5,400 linear feet of new 1.5-inch diameter HDPE water pipe beneath Patricks Point Drive. Only the first 600 feet or so of water line is within City limits. The County will be permitting the remainder of the line, which is within their jurisdiction. The water line will be installed using horizontal directional drilling to minimize ground disturbance. Access pits of approximately 4 feet by 6 feet by 5 feet deep are needed every approximately 1000 feet for the drill rig. Excess materials removed by drilling will be temporarily stockpiled and then transported to an approved off-site disposal site. The project includes a variety of industry standard safety provisions as well as BMPs to minimize erosion and dust generation and to implement a traffic control plan. A detailed project description and construction plans are attached.

Project referrals were sent to Public Works, the City Engineer, Building Inspector, County Community Development Department and California Coastal Commission. The Building Inspector noted that no building permit is required for the project. The County recommended approval and is processing a concurrent application. Public Works staff requested clarification as to the meter location and noted that a meter and backflow prevention device would be required at the tie-in the existing water main at Main Street. The City Engineer had a number of comments and requests for additional details on the plans, which were revised and resubmitted. The City Engineer had only a few minor comments on the revision. A condition has been included that all the City Engineer’s requirements will need to be met prior to construction and that construction can not begin until sigh-off from the City Engineer.

LCP / GENERAL PLAN CONSISTENCY

The approved LCP amendment added language to specifically allow a water connection to the Trinidad Fire Station, even though it is outside the City’s service area, as long as certain conditions are met. Policy 26b was added, which states:

“Water service may be extended to the CAL FIRE Trinidad Fire Station located at 923 Patrick’s Point Drive if the service line extension (i) is sized so as not to exceed provision of the minimum

amount of water needed to serve the fire station for domestic water use; (ii) will not remove capacity necessary to serve future development within the City; (iii) will not impair fire protection services in the City; (iv) is designed and conditioned in such a way that it will not service additional parcels/be growth inducing; and (v) is found to be in conformance with the resource protection policies of this plan."

In addition, policy 27(a) was added, which states:

Water service extensions shall not remove water system capacity needed to serve Coastal Act priority uses within the North Trinidad Service Area described in policy 26.

Each of the limitations and requirements is addressed further below.

26b.(i): sized so as not to exceed provision of the minimum amount of water needed to serve the fire station for domestic water use.

The 2009 'Preliminary Feasibility of Connecting' report prepared by Winzler and Kelly for the LAFCo approval of the water line included an assessment of the size of the water line that would be needed for the project. It was determined that a 1-inch line would suffice. LAFCo ended up approving a 1.5-inch water line to provide more leeway for error. A 1.5-inch water line was not considered large enough to serve additional connections. The current California Water Code (§64573) requires new water mains, serving multiple parcels, to be a minimum of 4 inches. The proposed water line meets the definition of a "user service line," not a "water main."

In addition, the applicant's agent has recently provided a more detailed assessment regarding the water line sizing that takes into account the variability in water pressure at the connection to the City's water main and the length of time it would take to fill up CAL FIRE's water tank. That report shows that the 1" is not adequate to supply the peak or average daily demand of the fire station at the lower range of water pressures. Therefore, the 1.5" line is needed.

26b.(ii): will not remove capacity necessary to serve future development within the City.

Several water supply assessments have been completed for this project. In addition to the feasibility study conducted by Winzler and Kelly in 2009 for LAFCo, GHD (formerly Winzler and Kelly) prepared an updated report in March 2017. That report included current City water use and supply information and accounted for the increased staffing at the Trinidad Fire Station. The station will continue to use their existing water source for irrigation, fire suppression and truck maintenance; the City's water will only be used for domestic, indoor use.

GHD's 2017 water assessment shows that the City has ample capacity to serve the Trinidad Fire Station. That report indicated that the small percent of water that will be used by the Station would not impact the City's ability to supply water to vacant lots in the City when they are developed in the future. The City Engineer also found that it would not affect the City's storage capacity or ability to fight fires. Since that memo was written however, it has been recognized that the maximum production capacity of that was used was based on theoretical maximums based on the pump specifications, and the actual treatment capacity of the water plant is substantially less.

GHD recently conducted a Water Treatment Plant Production Rate Test and Analysis, and their findings are detailed in a May 1, 2019 memo. It was found that maximum production rates are affected by a number of factors. Production is particularly limited when turbidity is high, but that is in the winter when demand is lower. Overall, the analysis found that there is a monthly surplus production capacity of approximately 48,000 gpd (gallons per day) to 62,000 gpd, depending on the month. There are a number of limitations and caveats on these numbers though. For example, increasing production would require increased staff time and maintenance costs. And because of the age of the plant, how it's been pieced together and improved over the years, and its complexity, increases in production can impact other components of the system in somewhat unpredictable ways. However, there are also some minor and larger improvements that could be made to the system to potentially increase capacity as well.

A preliminary assessment of potential water use with build-out within City limits was presented to the Coastal Commission in a letter dated January 17, 2018 (attached) in response to their request for additional information to process the LCP amendment. That assessment estimated that, with maximum build-out under the City's existing land use regulations, there would be an additional demand of an average of 10,167 gpd, or 15,087 gpd peak daily usage. Because the maximum production rate is higher in the summer, during peak demands, the remaining production capacity year-round after City build-out would be around 38,000 gpd. The estimated peak daily demand for the CAL FIRE station is estimated to be 2,000 gpd, with an average daily demand of 1,000 gpd, which equates to approximately 3.8% of the City's remaining peak daily capacity, and only 2.1% of the average daily capacity in the winter.

The City Engineer has submitted a written finding that the City's provision of water to the CALFIRE station will not remove capacity necessary to serve future development within the City as long as certain conditions are included in the approval (see email from Steve Allen, dated May 8, 2019). All of the City Engineer's suggested conditions have been included at the end of this staff report.

26b.(iii): will not impair fire protection services in the City.

According to the March 2017 water supply assessment by GHD: “The City currently operates two 150,000 gallon storage tanks, for a total of 300,000 gallons of storage. Out of the total storage, approximately 180,000 gallons is reserved for fire flows (estimated as 2 hours of supply at 1500 gpm). Ideally, this volume would be kept in storage for availability during a fire. During peak water use in the summer, demands can be met by the maximum feed rate supplied by the pumps. It is not anticipated that storage would be a limiting factor to connection of the fire station to the City’s water system.” An assessment of whether the City’s current capacity for fire flows would meet current standards has not been done. However, because the fire flows are based on storage capacity, and the provision of water to the CALFIRE station will not affect the City’s storage capacity, then the proposed connection to the CAL FIRE station would not impair existing fire protection flows in the City.

In addition, the City Engineer has submitted a written finding that the City’s provision of water to the CALFIRE station will not impair fire protection services within the City as long as certain conditions are included in the approval (see email from Steve Allen, dated May 8, 2019). All of the City Engineer’s suggested conditions have been included at the end of this staff report.

26b.(iv): is designed and conditioned in such a way that it will not service additional parcels/be growth inducing.

As described under (i) above, the proposed 1.5-inch water line is the minimum necessary to provide potable water to the Trinidad Fire Station. It is not large enough to provide water to other users. In addition, it would not be legal for someone to hook-up to the new water line without approval. The project includes water meters both at the connection to the water main on Main Street, and a second meter at the Fire Station. Discrepancies in the readings would indicate if any illicit connections have been made, or if there is a leak in the pipe. A condition of approval has been included that CALFIRE shall sign an acknowledgment that no additional connections are allowed without City approval. Therefore, the proposed water connection will not be growth-inducing.

26b.(v): is found to be in conformance with the resource protection policies of this plan.

The project will take place within the already paved portion of Patricks Point Drive. The portion in the City is not within any mapped resource areas or areas of soils limitations, and will not cross any water courses. A horizontal directional drill feasibility evaluation (July 2016) was prepared for this project by a registered engineering geologist. No significant limitations or hazards were found, and the recommendations of that report have been included as a condition herein. Since the majority of the construction will take place within County jurisdiction, they were considered a Lead Agency for the purposes of CEQA. The County determined that the project was exempt per CEQA Guidelines §15303(d) exempting new construction of small structures including water connections.

27(a) *Water service extensions shall not remove water system capacity needed to serve Coastal Act priority uses within the North Trinidad Service Area described in policy 26.*

Staff does not interpret this as applying to the individual connection for the CAL FIRE station, because it was not included in the more specific criteria for the CAL FIRE connection. However, like for City build-out water demand, some rough calculations were made for the potential demand from the Commercial-Recreation zoned parcels within the City's northern (but as yet unserved) service area. These calculations are also presented in the letter to the Coastal Commission along with the build-out calculations and showed that demand would be a little under 10,000 gpd during peak usage. It should be noted that these were very rough calculations and should not be relied on for assessing future connection requests. However, that data shows that the amount of water used by CAL FIRE would not affect the City's ability to serve this northern area, even when considering build-out demand in the City.

LCP / ZONING ORDINANCE CONSISTENCY

The project will occur completely within the Patricks Point Drive right-of-way, and therefore has no associated zoning. Zoning Ordinance §17.60.030 requires Design Review approval for projects that will alter land contours; however, this project does not involve any new structures or changes in land contours. Therefore, Design Review is not required.

The City's grading ordinance requires a grading permit for any excavation or fill (or combination) that disturbs 1000 sq. ft. of area of 50 cu. yds. of material. It is not clear whether these thresholds would be reached within the City of Trinidad portion of the project, but they will for the entire project. And the project meets the definition of development in the Coastal Act and City's LCP. The City does not have a separate process for a CDP, so the grading permit process and standards are being used to process this application.

Grading Permits are issued by the Planning Commission, but it is up to the City Engineer to ensure that all the provisions have been met. The findings that are required to be made per (§15.16.070) are that *"the proposed grading will not adversely affect the drainage or lateral support of other properties in the area, and will not be detrimental to the public health, safety or the general welfare, or is not in conflict with the provisions of this chapter, the Trinidad zoning title and general plan."* As described above, the City Engineer did have several comments on the project. Therefore, a condition of approval has been included that the final plans must be approved by the City Engineer at the time of or prior to issuance of an Encroachment Permit. According to the Engineer, with the proposed conditions of approval, all applicable requirements will be met, and he has recommended approval.

The Trinidad General Plan and Zoning Ordinance protect importance 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 does not have the potential to block public or private views.

SLOPE STABILITY:

Although the right-of-ways are not mapped, the project does not pass through areas designated as unstable or questionable stability based on Plate 3 of the Trinidad General Plan within City limits. However, the Mill Creek drainage corridor, outside City limits, is mapped as being of questionable stability. Mill Creek runs through a culvert under Hwy 101 and Patricks Point Drive, so would not be affected by the proposed project. In addition, a feasibility report that included a geotechnical analysis was prepared for the project. The submitted plans have been designed in accordance with the recommendations of that report. In addition, any other applicable recommendations have been incorporated into the project through a condition of approval.

ALQUIST PRIOLO ZONE:

The project does fall within an Alquist-Priolo Fault Hazard Zone. However, the regulations do not apply to this project since it does not involve a subdivision, or human occupied structures.

SEWAGE DISPOSAL:

There is no sewage disposal associated with this project.

LANDSCAPING AND FENCING:

It is not anticipated that any vegetation removal will be required within the project area. There may be minor and temporary vegetation disturbance resulting from construction activities along the shoulder within the road right-of-way, but no major vegetation removal will occur.

STAFF RECOMMEDATION:

Based on the above analysis, the amendment can be found to be consistent with the City's Zoning Ordinance and General Plan and other policies and regulations of the LCP. The

amendment will serve to support an important public need and will not negatively impact the City's ability to provide water to users within the City, and all the necessary findings can be made. If the Planning Commission agrees with staff's analysis the amendment may be recommended to the City Council with the following motion:

Based on application materials, information included in this Staff Report, and based on public testimony, I move to adopt the information and findings in this staff report and approve the project as submitted and as conditioned herein:

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. Add 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 cannot be made and giving the reasons for the inability to make said Finding(s).

ATTACHMENTS

- Detailed Project Description (11 pages)
- Construction Plans (only including section within City limits) (6 pages)
- Water line sizing memo (w/out attachments) (3 pages)
- Email from Steve Allen, City Engineer, recommending approval (1 page)
- Excerpt from a letter to the Coastal Commission from the City showing build-out calculations and potential demand from the northern C-R zoned parcels (2 pages)
- Excerpt from the May 1, 2019 Water Treatment Plant Production Rate Test and Analysis memo showing surplus and conclusions (2 pages)

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 issuance of an encroachment permit.*

2. The applicant is responsible for negotiating a services agreement with the City, payment of any permit and hook-up fees and assumption of financial responsibility, and for securing all necessary approvals and permits needed to construct the water line, including from Humboldt County. *Responsibility: City Clerk prior to issuing an encroachment permit.*
3. The final plans must be approved by the City Engineer at the time of or prior to issuance of an Encroachment Permit. *City Clerk to verify prior to issuing an Encroachment Permit.*
4. An encroachment permit is required for any work within the City right-of-way. *City Clerk to verify prior to issuing an Encroachment Permit.*
4. Any and all applicable recommendations of the July 2016 Horizontal Directional Drill Feasibility Evaluation shall be met by the applicant and contractor. *City Engineer to verify prior to signing an Encroachment Permit.*
5. The applicant and contractor are responsible for ensuring all provisions of the City's grading ordinance are met to the satisfaction of the City Engineer and that any other requirements of the City Engineer are met to his satisfaction. *Responsibility: City Engineer to ensure prior to and during construction.*
6. CALFIRE shall sign an acknowledgement of the following:
 - a. Service is only to serve the fire station for domestic water use; it is not intended or sized for fire flows.
 - b. Recognize that the City has an obligation to prioritize service of parcels inside City limits. Should water availability be temporarily reduced due to drought, water line breaks, or other emergency situations, the supply to CALFIRE's line could be shut off until adequate capacity is available to serve all users within City limits, including storage capacity. The City shall attempt to notify CALFIRE of any such emergencies and potential interruptions to service as soon as possible. The City shall also attempt to restore service as soon as possible.
 - c. No other connections to the water line between its connection with Patrick's Point Drive and the CALFIRE station are allowed without City approval.

City of Trinidad Water Service Extension to CAL FIRE Trinidad Fire Station

Project Description

November 2018

Introduction

On behalf of CAL FIRE, SHN Engineers & Geologists has prepared this project description for the CAL FIRE Humboldt-Del Norte Unit Trinidad Fire Station, located at 923 Patrick's Point Drive (Assessor's parcel number 515-241-011), in the community of Trinidad, in Humboldt County, California (Figure 1). The fire station is located approximately ½ mile north of the City of Trinidad sphere of influence (SOI). It is within County Service Area Number Four (CSA4), which provides year-round fire protection service from McKinleyville to Orick. The proposed project is located within the California Coastal Zone and requires coastal development permits (CDPs) from both the City of Trinidad and the County of Humboldt.

Background

CAL FIRE staffs the fire station year-round and responds to the City of Trinidad for all medical, traffic accident, structural, and wildland fire dispatches at the same time the Trinidad Volunteer Fire Department is dispatched. Because the fire station is very close to the City of Trinidad and is staffed, CAL FIRE's engine is usually on-scene faster than the Volunteer response. CAL FIRE is and has been providing this service at no cost to the City, clearly demonstrating a public service and public good to the City, as well as surrounding areas.

Existing site features at the CAL FIRE Trinidad Station (fire station) are shown on Figure 2. Currently, the fire station uses nearby surface water from Martin Creek to supply water for drinking, equipment cleaning, irrigation, and fire suppression. CAL FIRE has documented evidence that this water supply is unreliable and potentially unsafe, and therefore, the fire station is looking for an alternative potable water supply.

The proposed extension of City of Trinidad water service to the fire station was initiated as early as 2009, with a preliminary feasibility evaluation, conducted by Trinidad City Engineer Winzler & Kelly, and submitted to Humboldt Local Agency Formation Commission (LAFCo). The evaluation was to determine the potential water demand from the fire station, the available water supply from the City of Trinidad, and the infrastructure necessary to make the connection. Results found that the fire station's estimated peak demand of 800 gallons per day is less than 1% of the City of Trinidad's available capacity and that the City has available water supply and could provide the fire station with potable water.

In May 2010, Humboldt LAFCo determined that a Cortese-Knox-Hertzberg Act, Section 56133 exemption was applicable for the water service extension, given that the service in question involves a public service provider. Consequently, on May 19, 2010, Humboldt LAFCo approved CAL FIRE's application, and passed and adopted Resolution 10-07 determining that a LAFCo exemption applies for the water service extension from the City of Trinidad to serve the fire station; therefore, the proposed service extension does not require LAFCo approval.

However, in response to a CAL FIRE request, the California Coastal Commission (CCC) indicated in a summary email on July 11, 2014, that any such extension of water service would be inconsistent with the current Local Coastal Programs (LCP) of both the City of Trinidad and Humboldt County. The project parcel is outside of (directly adjacent to, on the north side of) the City of Trinidad's City service area/City service limit line (Figures 3

and 4). Therefore, amendments to the City of Trinidad's General Plan and Humboldt County's Trinidad Area Plan first need to be locally adopted and then certified by the CCC before CDPs for the proposed project could be found to be LCP-consistent and approved. The City and the County are almost finished updating their respective LCPs with the CCC to allow the extension of water service to the Humboldt-Del Norte Unit Trinidad Fire Station.

Proposed Project

The proposed water line will serve only the fire station. Once potable water has been extended to the site from the City of Trinidad, the station will continue to use the existing surface water supply for equipment cleaning, irrigation, and fire suppression, thus limiting the potable water demand to indoor water use. Engineered plans have been prepared by SHN for the installation of a 1.5-inch diameter high density polyethylene (HDPE) water line beneath Patrick's Point Drive (approximately 5,400 linear feet), and for the connection to the existing 10,000-gallon tank at the facility (approximately 600 linear feet). It is proposed that the water line beneath Patrick's Point Drive will be installed using horizontal directional drilling (HDD) to a meter at the station, and the connection from the meter at Patrick's Point Drive to the existing facility water tank will be installed using open trenching.

Horizontal Directional Drilling

Approximately 5,400 linear feet of 1.5-inch HDPE fused water pipe will be installed by HDD beneath Patrick's Point Drive. The typical depth of the new water line will be 5 feet minimum below ground level. HDD entry/exit pits will be located approximately every 300 to 700 feet along the new pipe alignment. HDD runs will vary between 300 and 700 feet in length, depending upon the contractor's equipment capabilities and suitable locations for the entry/exit pits. The contractor, in coordination with the City of Trinidad and the County of Humboldt as applicable, will determine the length of the individual runs and the exact locations of the HDD entry and exit pits based on materials, equipment used for the installation, proximity to underground utilities, and proximity to existing surface features such as driveways, signs, and vegetation. Approximately 10 HDD entry/exit pits will be needed. The pits will be approximately 4 feet by 6 feet in size, and approximately 5 feet deep (5 cubic yards each). Isolation valves and valve boxes will be installed approximately every 1,000 feet, at locations used for HDD entry/exit pits. Although the exact locations of HDD entry/exit pits are unknown, all entry/exit pits will be located in the paved roadway and/or on the shoulder, within the County right-of-way. Vegetation removal will be limited to the minimum necessary to accomplish the work and no substantial vegetation impact is anticipated. Soils excavated from the HDD entry and exit pits will be temporarily stockpiled in staging areas along Patrick's Point Drive (up to 4 feet by 8 feet area at each staging area) or offsite at a CAL FIRE-approved spoils stockpile area. The locations of the staging areas will correspond with the locations of the HDD entry/exit pits, to be determined by the contractor. The HDD process may be initiated from either direction, or both. Once the first drill pass has been completed, additional passes may be made to enlarge the borehole, until a borehole of sufficient size is made to accept the new pipe. As soon as each entry/exit pit is no longer needed, it will be backfilled and the ground surface will be restored to pre-project conditions. Valve boxes will be installed to provide access for operation of the isolation valves.

Cutting materials generated by the HDD operation will be removed from the borehole by pumping drilling fluid (bentonite) into the borehole. The return of these materials will be contained in the entry and exit pits and then pumped into a recovery unit. The recovery unit will remove cuttings from the drill fluid. The separated cuttings would then be transported offsite to an approved disposal site. Alternatively, the contractor may choose not to use a recovery unit, and would transport the drilling and cutting fluid offsite to an approved disposal site. Sediment controls will be implemented to prevent drilling fluids from migrating off site. There is a risk of

uncontrolled release of drilling fluids (hydraulic “frac-out”) during HDD. During drilling operations, the drilling mud fluid level will be monitored in the entry and exit pits to prevent overflow or loss of returns associated with frac-out. The entry and exit pits will be encircled with straw wattles and cleaned out with a vacuum truck to prevent the release of the drilling mud. This will be done during drilling, reaming, and pipe pull back.

As part of the HDD operation, tracer wire will be installed with the new pipe so that the HDD progress can be monitored from the surface and the installed pipe may be located from the surface in case future access is necessary.

Equipment to be used for HDD will consist of the following:

- A directional drilling rig of sufficient capacity to perform the bore, reaming, and pullback of the pipe
- A drilling fluid mixing, delivery, and recovery system (if fluid recycle is deemed appropriate by the contractor) of sufficient capacity to complete the installation.
- Drilling fluid storage and recycling system to remove solids from the drilling fluid when the fluid is reused (if fluid recycle is deemed appropriate by the contractor).
- A surface monitoring tracking system.
- Vacuum trucks of sufficient capacity to contain 150 percent of the drilling fluid volumes in use.
- Equipment and materials necessary and adequate to contain and clean unplanned drilling fluids release during hydraulic fractures at all times when drilling operations are underway.
- Trained and competent personnel to operate the systems.
- A tracking system with suitable technology for adding a down-hole pressure monitor for measuring drilling fluid pressures in the annulus of the borehole directly behind the cutting head (use of the down-hole pressure sub will be determined necessary if repeated incidental releases of drilling fluid to the environment occur.)

The following project requirements are included in the project specifications Section 33 05 23.13 Horizontal Directional Drilling:

- 1.3(A) Prior to beginning work, the contractor shall submit a comprehensive work plan detailing the procedure and schedule to be used to execute the project.... (B) The work plan shall include, at a minimum, the following elements:... (5) A proposed typical project site layout showing locations for drilling equipment and support systems; mud recovery equipment and tanks or pits, if included; sediment and environmental controls; source of water for construction operations; equipment trailers and support machinery; site security and boundary fencing; traffic control through the construction site for vehicles, bicycles, and pedestrians; and pipe storage, pipe staging during pull-in, fusion welding, and equipment storage areas.... (8) Environmental protection plan and hydraulic fracture contingency plan for preventing, responding to, correcting, and cleaning of fluids associated with hydraulic fracturing or unplanned drilling fluid release, including monitoring of fluid pressures and visual observations along the drill alignment for potential hydraulic fractures.... (11) Listing of proposed disposal sites for drilling fluids and cuttings; and methods of handling, transport, and disposal of drill fluids and cuttings.
- 2.2(B) All equipment shall be in good, safe condition with sufficient supplies, materials, and spare parts on hand to maintain the system in good working order for the duration of this project.
- 2.2(C) All stationary equipment shall be placed on and within a containment structure that will prevent the escape of fuel, oil, hydraulic fluid, and other potential contaminants that result from accidental equipment leaks or malfunctions.
- 3.2(A)(3) The required piping shall be assembled in a manner that does not obstruct adjacent roadways or public activities. The contractor shall erect temporary fencing to secure the entry and exit staging areas.

- 3.2(D)(1) During the drilling, reaming, or pullback operations, the contractor shall make adequate provisions for handling the drilling fluids, or cuttings at the entry and exit pits. Drilling fluids shall not be discharged into the surrounding environment. When the contractor's provisions for storage of cuttings on site are exceeded, these materials shall be hauled away to a suitable permitted disposal site. The contractor shall conduct directional drilling operation in such a manner that drilling fluids are not forced from the borehole into surrounding soil. After completion of the directional drilling work, the entry/exit pits, any access monitoring holes, and any accidental release of drilling fluids ("frac-out") locations shall be restored to original conditions as shown in the plans. The contractor shall comply with all permit provisions.
- 3.2(D)(2) Pits constructed at the entry or exit points and access areas shall be so constructed to completely contain the drill fluid and prevent its escape to the adjacent upland or waterways.
- 3.2(D)(7) Any accidental release of drilling fluids (such as, "frac-out") shall require an immediate stop of drilling and report to CAL FIRE and oversight agencies. The contractor shall control the fluid discharge and thoroughly clean up the released fluid to all permit requirements, before resuming drilling activities.
- 3.2(D)(8) All drilling fluid used shall comply with state, federal, and local environmental regulations; no exceptions.
- 3.2(G) After completion of the directional drilling work, the entry and exit pits, any accidental drilling discharge locations, and any access monitoring holes shall be backfilled and existing surfaces, restored. Equipment shall be de-mobilized, and the work site cleaned up and restored to the pre-project condition.
- 3.3(A) Contractor shall be responsible for complying with all local, state, and federal regulations pertaining to the project.
- 3.3(B) The HDD operation is to be conducted in a manner that eliminates the discharge of water, drilling mud, and cuttings to adjacent waterways or drainage features and land areas involved during the construction process. During the course of drilling operations, the construction site, the HDD alignment, and adjacent areas shall be checked frequently by the contractor for signs of unplanned leaks or seeps.
- 3.3(C) In the event that a hydraulic drilling fluid fracture, inadvertent returns, or return losses occurs during pilot hole drilling, reaming, or pull-back operations, contractor shall cease drilling, and implement the hydraulic fracturing (hydro-fracture) contingency plan. Equipment (vactors, shovels, etc.) and materials (such as, groundsheets, hay bales, booms, and absorbent pads) for cleanup and contingencies shall be provided in sufficient quantities by the contractor and maintained throughout HDD activities at all drill sites for use in the event of inadvertent leaks, seeps, or spills.

Open Trenching

Open trenching will be used to install the approximately 600 linear feet of pipe at the fire station parcel. The trench would be approximately 1½ feet wide and 2½ feet deep (total 85 cubic yards). Following open trench pipe installation and connection to the existing facility water tank, the trench will be backfilled and the ground surface will be restored to pre-project conditions.

Equipment to be used for open trenching will consist of a backhoe or mini excavator, skid steer loader, dump truck, and service vehicles.

BMPs and Contractor Requirements

The following project requirements are included in the General Notes on Sheet G-3 of the project plans:

- 3. The contractor shall prepare a detailed traffic control plan for all work areas and shall submit the plan to the City and County for discussion and approval at the preconstruction meeting. The traffic control plan shall comply with all required permits and other guidelines listed on these plans and in the specifications. The contractor shall clearly show on the traffic control plan how the contractor intends to position all signs and other traffic control devices throughout the work area during all phases of construction. The traffic control plan shall conform to the requirements of the Caltrans MUTCD (California Manual on Uniform Traffic Control Devices) Part 6 “Temporary Traffic Control.”
- 13. The contractor shall take effective action to prevent the formation of an airborne dust nuisance. All construction shall be performed in such a manner as to comply with the standards established by the North Coast Unified Air Quality Management District for airborne particulates.
- 14. The contractor shall maintain all streets and sidewalks, and all other public right-of-way in clean, safe, and usable condition throughout the execution of the work. All spills of soil, rock, construction debris, etc. shall be removed immediately from publicly owned property. All adjacent property, public or private, shall also be maintained in a clean, safe, and usable condition. The contractor shall provide for safe, unobstructed access to private property adjacent to the work site, and safe passage of public traffic through the work zone during the construction period.
- 15. The contractor shall employ standard best management practices (BMPs) for erosion control, including but not limited to, implementing construction during the dry season, removal of the minimum amount of vegetation necessary to accomplish the work, and placement of straw bales or coir rolls downstream during construction.

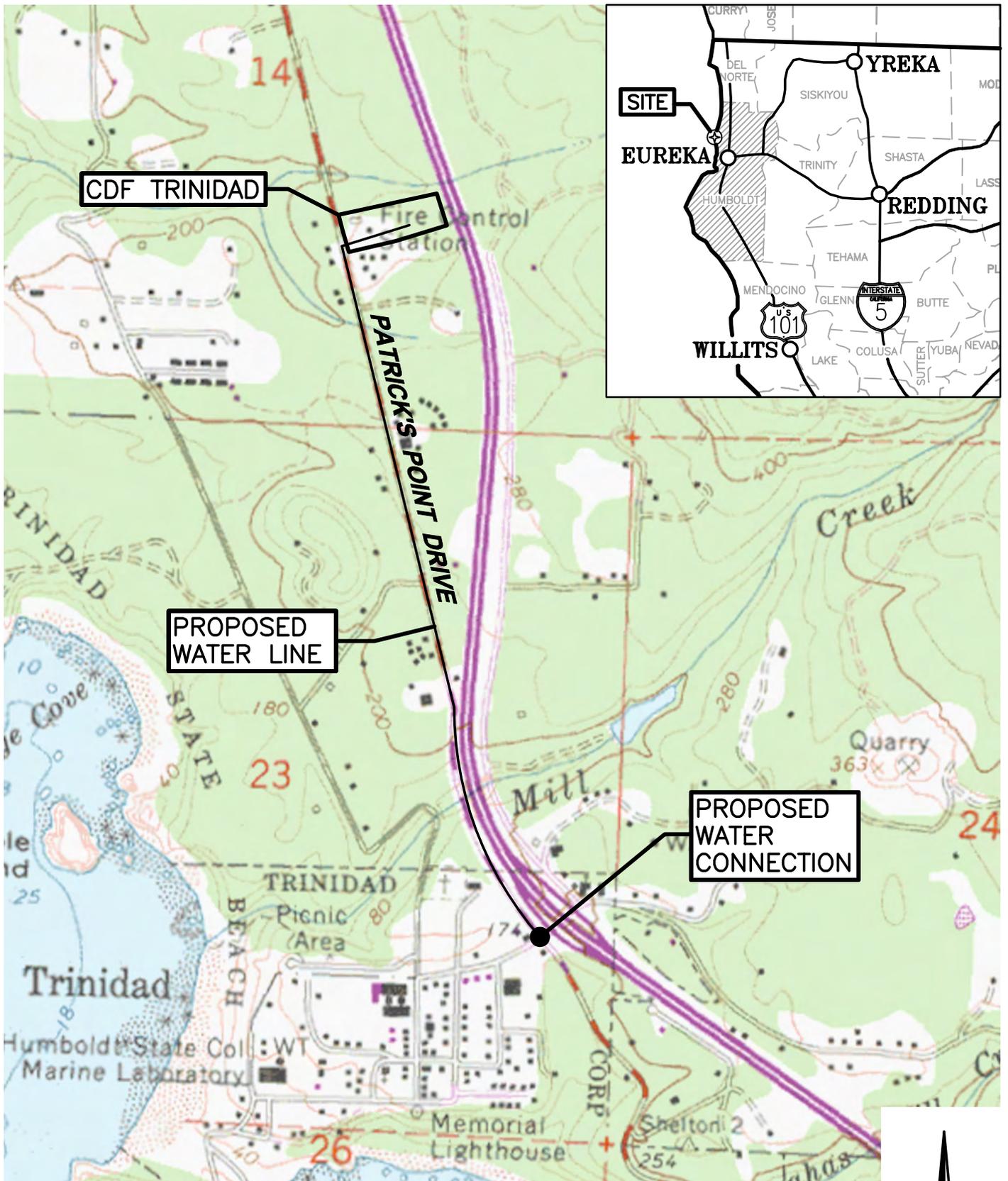
Timing of Construction

CAL FIRE plans to construct the project during the dry season. Construction is anticipated to take approximately 4-6 weeks.

Attachments: Figure 1: Site Location Map
Figure 2: Enlarged Site Plan
Figure 3: Trinidad General Plan Land Use
Figure 4: Trinidad Area Plan Land Use Designations

1

Site Location Map



SOURCE: TRINIDAD
USGS 7.5 MINUTE QUADRANGLE



CDF Trinidad Fire Station
Trinidad, California

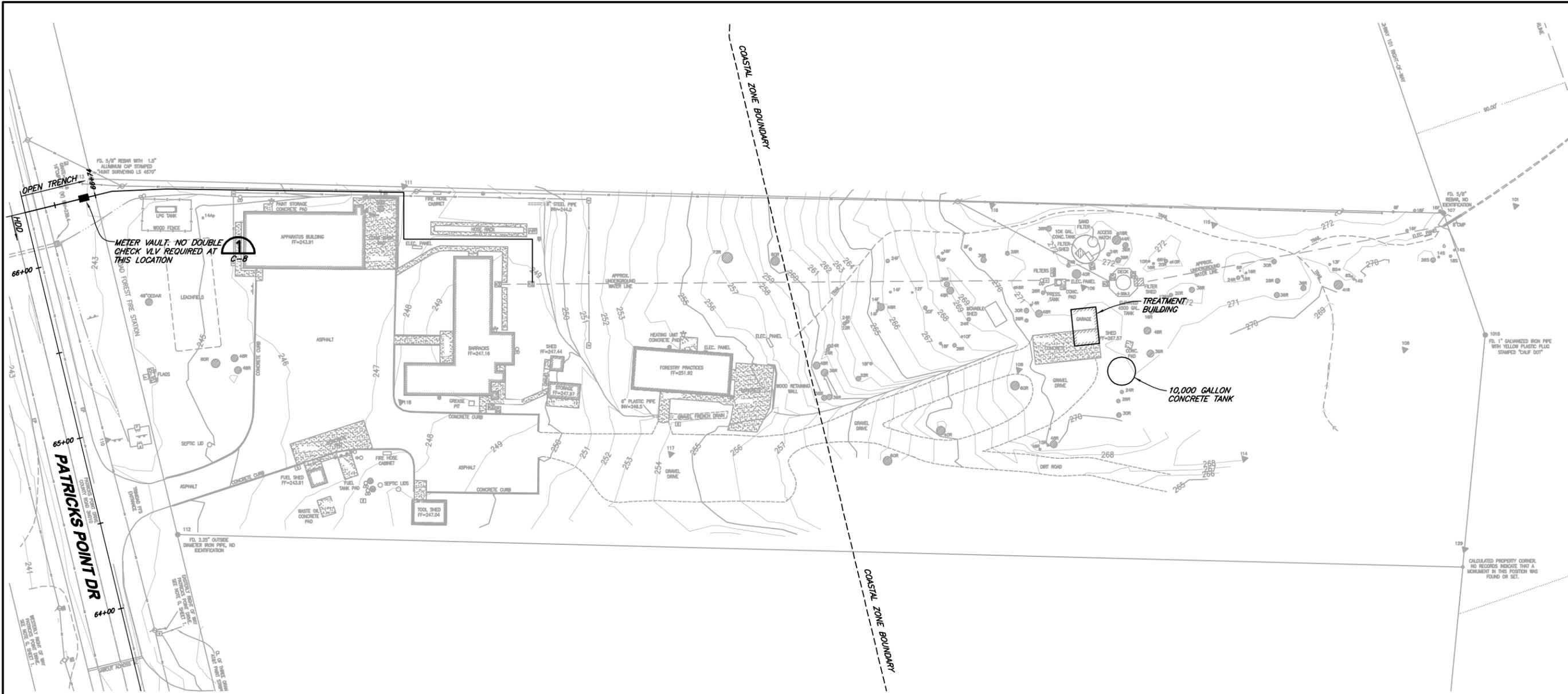
Site Location Map
SHN 015070
August 2015
015070-LCTN
Figure 1

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2

Enlarged Site Map

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1" = 30'

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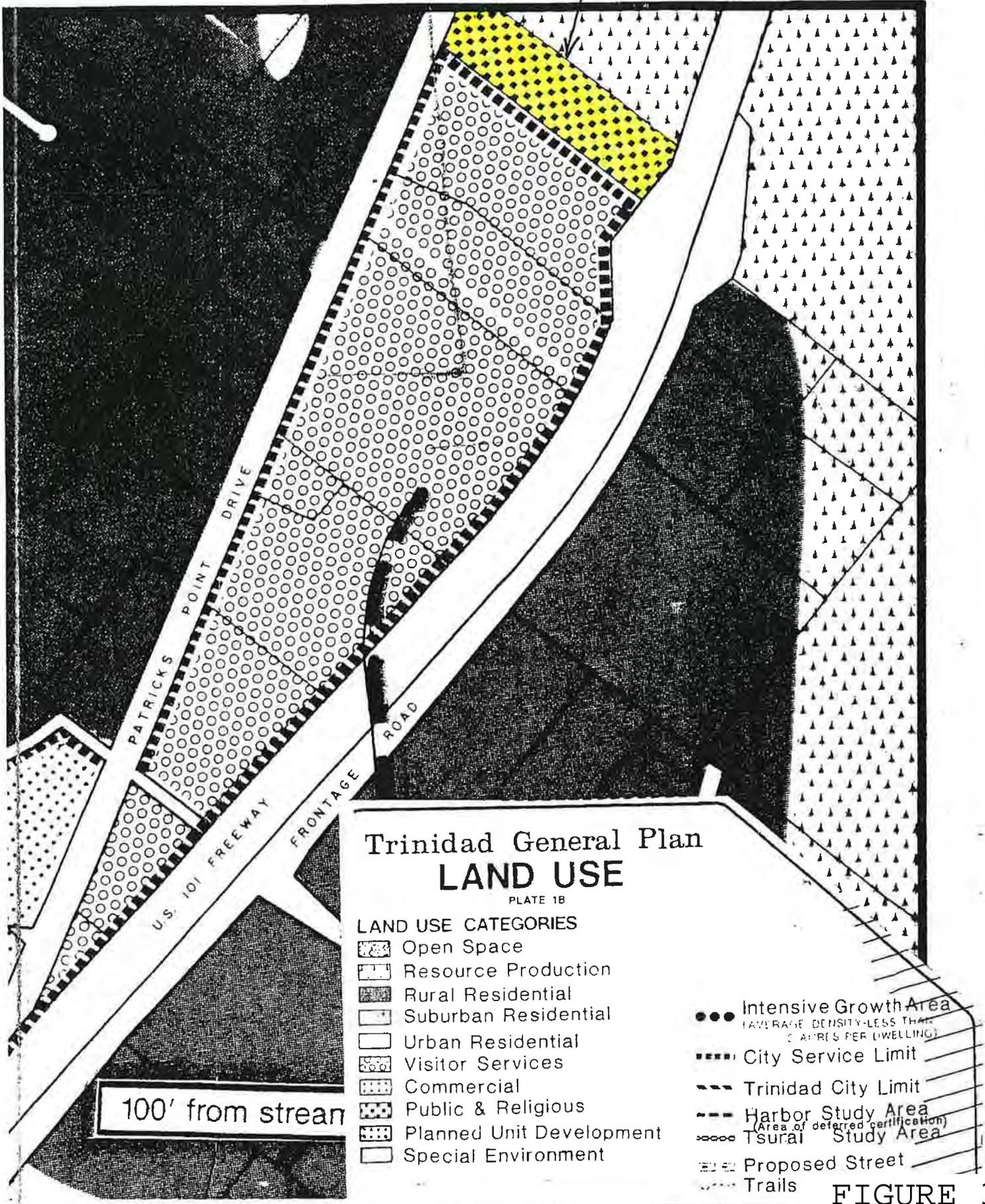
 CONSULTING ENGINEERS & GEOLOGISTS, INC. WWW.SHN-ENGR.COM 812 W. WABASH AVE. EUREKA, CA. 95501 WWW.SHN-ENGR.COM 707-441-8855		VERIFY SCALES BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, USE INDICATED SCALES ACCORDINGLY	
DESIGN	J.S.O.	CAL FIRE TRINIDAD FIRE STATION WATER SYSTEM UPGRADES TRINIDAD, CALIFORNIA ENLARGED SITE PLAN	
DR	CDN		
CHK	K.J.N.		
APVD	APVD		
SHEET	C-7		
SEQ	10		
DATE	03/2018		
PROJ. NO.	015070		
NO.	DATE	REVISION	BY

FIGURE 2



Trinidad General Plan Land Use

Project parcel



Trinidad General Plan LAND USE

PLATE 1B

LAND USE CATEGORIES

- Open Space
- Resource Production
- Rural Residential
- Suburban Residential
- Urban Residential
- Visitor Services
- Commercial
- Public & Religious
- Planned Unit Development
- Special Environment

- Intensive Growth Area
(AVERAGE DENSITY-LESS THAN 20 UNITS PER ACRE)
- City Service Limit
- Trinidad City Limit
- Harbor Study Area
(Area of deferred certification)
- Tsurai Study Area
- Proposed Street
- Trails

100' from stream

FIGURE 3

4

Trinidad Area Plan Land Use Designations

MAP 4

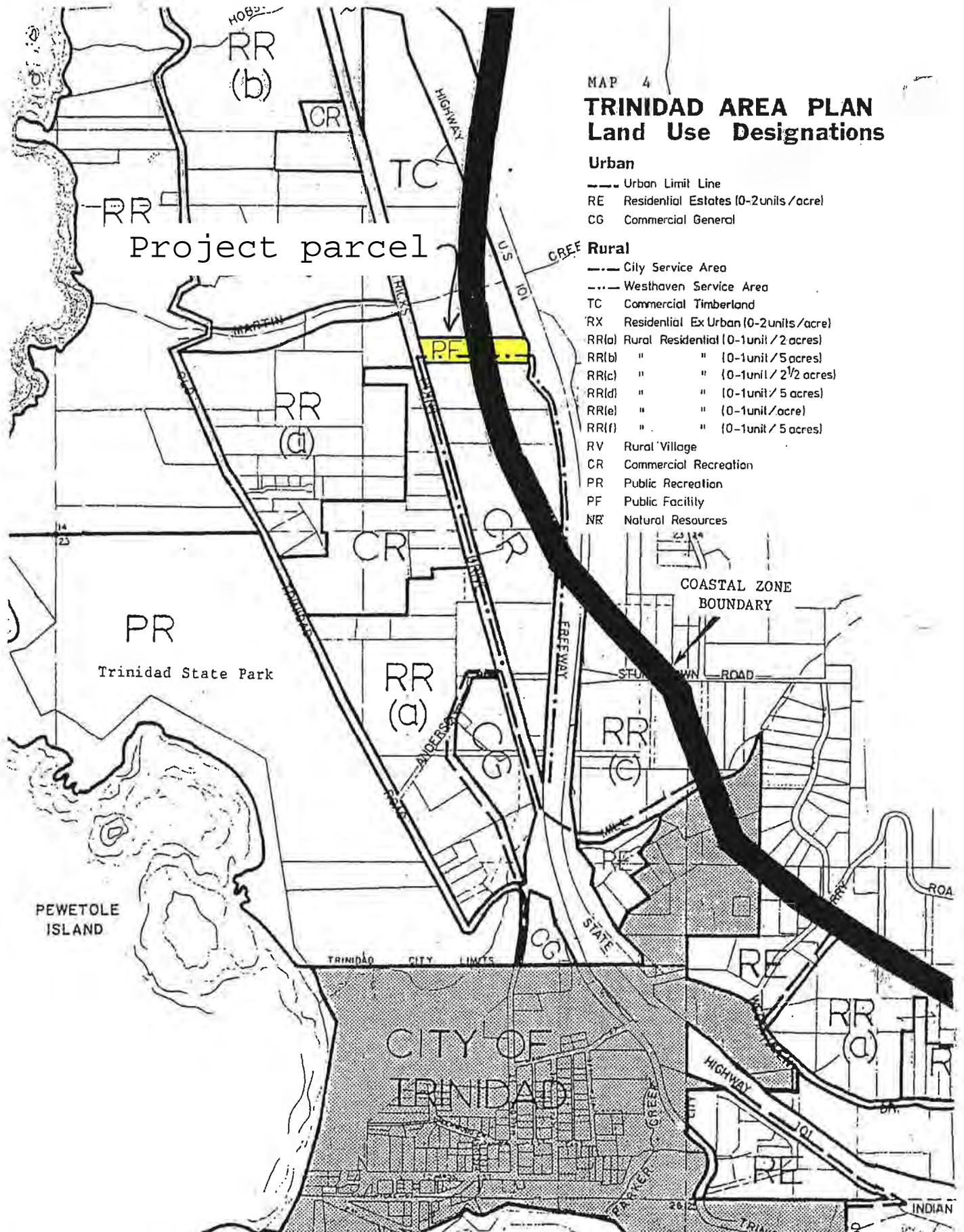
TRINIDAD AREA PLAN Land Use Designations

Urban

- Urban Limit Line
- RE Residential Estates (0-2units/acre)
- CG Commercial General

Rural

- City Service Area
- Westhaven Service Area
- TC Commercial Timberland
- RX Residential Ex Urban (0-2units/acre)
- RR(a) Rural Residential (0-1unit/2 acres)
- RR(b) " " (0-1unit/5 acres)
- RR(c) " " (0-1unit/2 1/2 acres)
- RR(d) " " (0-1unit/5 acres)
- RR(e) " " (0-1unit/acre)
- RR(f) " " (0-1unit/5 acres)
- RV Rural Village
- CR Commercial Recreation
- PR Public Recreation
- PF Public Facility
- NR Natural Resources



CAL FIRE TRINIDAD FIRE STATION WATER SYSTEM UPGRADES TRINIDAD, CALIFORNIA



PREPARED BY:



APRIL 2019

APPROVALS

BOB BRONKALL
DEPUTY DIRECTOR
COUNTY OF HUMBOLDT—DEPARTMENT OF PUBLIC WORKS

DATE

JOSH WOLF
GHD
CITY OF TRINIDAD—CITY ENGINEER

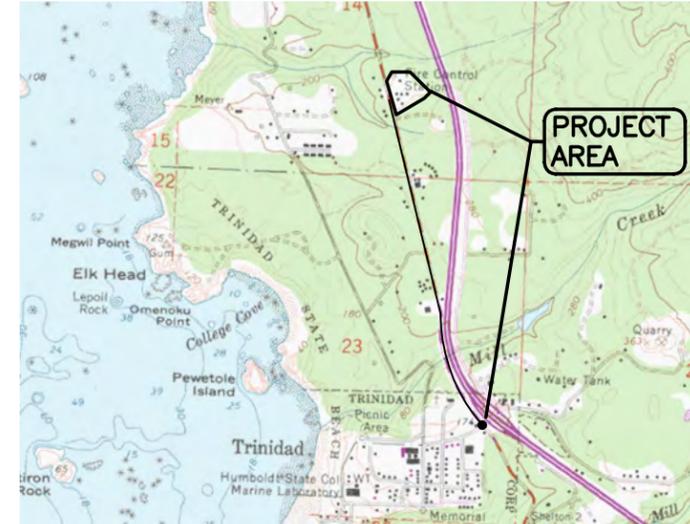
DATE

JARED S. O'BARR
SHN CONSULTING ENGINEERS & GEOLOGISTS, INC.
PROJECT ENGINEER

DATE

INDEX OF SHEETS

SEQ	SHEET	TITLE
1	G-1	COVER
2	G-2	STANDARD ABBREVIATIONS AND LEGENDS
3	G-3	NOTES AND SPECIFICATIONS
4	C-1	OVERALL SITE PLAN
5	C-2	PLAN AND PROFILE
6	C-2.1	ENLARGED PLAN
7	C-3	PLAN AND PROFILE
8	C-4	PLAN AND PROFILE
9	C-5	PLAN AND PROFILE
10	C-6	PLAN AND PROFILE
11	C-7	ENLARGED SITE PLAN
12	C-8	DETAILS
13	C-9	DETAILS



VICINITY MAP

NTS

SAVED: 4/8/2019 2:44 PM CNEWELL, PLOTTED: 4/8/2019 2:46 PM CHRIS D. NEWELL
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CONSULTING ENGINEERS & GEOLOGISTS, INC.
 WWW.SHN-ENGR.COM
 812 W. WABASH AVE.
 EUREKA, CA. 95501
 707-441-8855



BY

REVISION

DATE

NO.

DSGN JSO
 DR CDN
 CHK KJN
 APVD

CAL FIRE
 TRINIDAD FIRE STATION WATER SYSTEM UPGRADES
 TRINIDAD, CALIFORNIA
 COVER

SHEET
G-1

SEQ

DATE 04/2019

PROJ. NO.
015070



ABBREVIATIONS

A	ABN — ABANDON	G	GA — GAS	R	RC — RADIUS
ABS — ACRYLONITRILE-BUTADIENE-STYRENE	GB — GAGE	RC — RELATIVE COMPACTION	GALV — GALVANIZED	RCP — REINFORCED CONCRETE PIPE	
AC — ANCHOR BOLT, AGGREGATE BASE	GM — GAS METER	RD — ROAD	GIP — GALVANIZED IRON PIPE	RD — ROAD	
ACP — ASPHALTIC CONCRETE	GPD — GALLONS PER DAY	RDCR — REDUCER	GM — GAS METER	RWD — REDWOOD	
ACI — AMERICAN CONCRETE INSTITUTE	GPH — GALLONS PER HOUR	REF — REFER OR REFERENCE	ADJ — ADJUSTABLE	REF — REFER OR REFERENCE	
AGGR — AGGREGATE	GPM — GALLONS PER MINUTE	REINF — REINFORCED, REINFORCING OR REINFORCE	AGGR — AGGREGATE	REINF — REINFORCED, REINFORCING OR REINFORCE	
AISC — AMERICAN INSTITUTE OF STEEL CONSTRUCTION	GRD — GRADE OR GROUND	REOQ — REQUIRED	AISC — AMERICAN INSTITUTE OF STEEL CONSTRUCTION	REOQ — REQUIRED	
AL — ALUMINUM	GSP — GALVANIZED STEEL PIPE	RET — RETURN	AL — ALUMINUM	RET — RETURN	
ALT — ALTERNATE	GV — GATE VALVE	RH — RIGHT HAND	ALT — ALTERNATE	RH — RIGHT HAND	
AP — ANGLE POINT	GYP — GYPSUM	RM — ROOM	AP — ANGLE POINT	RM — ROOM	
APPROX — APPROXIMATELY		RO — ROUGH OPENING	APPROX — APPROXIMATELY	RO — ROUGH OPENING	
ARCH — ARCHITECTURAL	H	RSP — ROCK SLOPE PROTECTION	ARCH — ARCHITECTURAL	RSP — ROCK SLOPE PROTECTION	
ASTM — AMERICAN SOCIETY FOR TESTING & MATERIALS	HB — HOSE BIBB	RT — RIGHT OR RING TIGHT	ASTM — AMERICAN SOCIETY FOR TESTING & MATERIALS	RT — RIGHT OR RING TIGHT	
AUTO — AUTOMATIC	HDPE — HIGH DENSITY POLYETHYLENE	R/W — RIGHT OF WAY	AUTO — AUTOMATIC	R/W — RIGHT OF WAY	
AUX — AUXILIARY	HDR — HEADER	RWL — RAIN WATER LEADER	AUX — AUXILIARY	RWL — RAIN WATER LEADER	
AT — AT	HDW — HARDWARE		AT — AT		
B	HMA — HOT MIX ASPHALT	S	BC — BEGIN CURVE	SL — SEWER	
BCR — BEGIN CURB RETURN	HOR — HORIZONTAL	SL — SLOPE	BCR — BEGIN CURB RETURN	SL — SLOPE	
BD — BOARD	HP — HORSEPOWER, HIGH POINT	SCHED — SCHEDULE	BD — BOARD	SCHED — SCHEDULE	
BFV — BUTTERFLY VALVE	HR — HOUR	SCSD — SCOTIA COMMUNITY SERVICES DISTRICT	BFV — BUTTERFLY VALVE	SCSD — SCOTIA COMMUNITY SERVICES DISTRICT	
BK — BOOK OR BACK	HT — HEIGHT	SD — STORM DRAIN	BK — BOOK OR BACK	SD — STORM DRAIN	
BLDG — BUILDING	HW — HOT WATER	SDMH — STORM DRAIN MANHOLE	BLDG — BUILDING	SDMH — STORM DRAIN MANHOLE	
BM — BENCH MARK, BEAM	HWR — HOT WATER RETURN	SECT — SECTION	BM — BENCH MARK, BEAM	SECT — SECTION	
BMP — BEST MANAGEMENT PRACTICE	HWS — HOT WATER SUPPLY	SF — SQUARE FOOT/FEET	BMP — BEST MANAGEMENT PRACTICE	SF — SQUARE FOOT/FEET	
BO — BLOW OFF		SHT — SHEET	BO — BLOW OFF	SHT — SHEET	
BOT — BOTTOM		SIM — SIMILAR	BOT — BOTTOM	SIM — SIMILAR	
BRG — BEARING		SP — SPACE OR SPACES	BRG — BEARING	SP — SPACE OR SPACES	
BTWN — BETWEEN		SPEC — SPECIFICATIONS	BRG — BEARING	SPEC — SPECIFICATIONS	
BV — BALL VALVE		SQ — SQUARE	BV — BALL VALVE	SQ — SQUARE	
BVC — BEGINNING OF VERTICAL CURVE		SQ FT — SQUARE FOOT	BVC — BEGINNING OF VERTICAL CURVE	SQ FT — SQUARE FOOT	
BW — BACK OF WALK		SQ IN — SQUARE INCH	BW — BACK OF WALK	SQ IN — SQUARE INCH	
BWV — BACKWATER VALVE		SS — SANITARY SEWER	BWV — BACKWATER VALVE	SS — SANITARY SEWER	
C		SSCO — SANITARY SEWER CLEAN OUT	C	SSCO — SANITARY SEWER CLEAN OUT	
CARV — CHANNEL (STRUCTURAL SHAPE)		SSMH — SANITARY SEWER MANHOLE	CARV — CHANNEL (STRUCTURAL SHAPE)	SSMH — SANITARY SEWER MANHOLE	
CATV — CABLE TELEVISION		SST — STAINLESS STEEL	CATV — CABLE TELEVISION	SST — STAINLESS STEEL	
CB — CATCH BASIN		STA — STATION	CB — CATCH BASIN	STA — STATION	
CEIL — CEILING		STD — STANDARD	CEIL — CEILING	STD — STANDARD	
CFM — CUBIC FEET PER MINUTE		STL — STEEL	CFM — CUBIC FEET PER MINUTE	STL — STEEL	
CFS — CUBIC FEET PER SECOND		STR — STRUCTURAL	CFS — CUBIC FEET PER SECOND	STR — STRUCTURAL	
CHEM — CHEMICAL		STRUCT — STRUCTURE	CHEM — CHEMICAL	STRUCT — STRUCTURE	
CI — CAST IRON		SUSP — SUSPENDED	CI — CAST IRON	SUSP — SUSPENDED	
CIP — CAST IRON PIPE		SW — SIDEWALK	CIP — CAST IRON PIPE	SW — SIDEWALK	
C.I.P. — CAST IN PLACE		SWPPP — STORM WATER POLLUTION PREVENTION PLAN	C.I.P. — CAST IN PLACE	SWPPP — STORM WATER POLLUTION PREVENTION PLAN	
CJ — CONSTRUCTION JOINT		SYMM — SYMMETRICAL	CJ — CONSTRUCTION JOINT	SYMM — SYMMETRICAL	
CLR — CLEAR			CLR — CLEAR		
CL — CENTERLINE		T	CL — CENTERLINE	T	
CMP — CORRUGATED METAL PIPE		TAN — TANGENT	CMP — CORRUGATED METAL PIPE	TAN — TANGENT	
CMU — CONCRETE MASONRY UNIT		T&B — TOP AND BOTTOM	CMU — CONCRETE MASONRY UNIT	T&B — TOP AND BOTTOM	
CTSK — COUNTERSINK		T&G — TONGUE AND GROOVE	CTSK — COUNTERSINK	T&G — TONGUE AND GROOVE	
COL — COLUMN		TBC — TOP BACK CURB	COL — COLUMN	TBC — TOP BACK CURB	
CONC — CONCRETE		TBM — TEMPORARY BENCH MARK	CONC — CONCRETE	TBM — TEMPORARY BENCH MARK	
CONT — CONTINUOUS OR CONTINUED		TBW — TOP BACK WALK	CONT — CONTINUOUS OR CONTINUED	TBW — TOP BACK WALK	
COORD — COORDINATE		TC — TOP OF CURB	COORD — COORDINATE	TC — TOP OF CURB	
CPLG — COUPLING		TCE — TEMPORARY CONSTRUCTION EASEMENT	CPLG — COUPLING	TCE — TEMPORARY CONSTRUCTION EASEMENT	
CRS — COLD ROLLED STEEL		TEL — TELEPHONE	CRS — COLD ROLLED STEEL	TEL — TELEPHONE	
CTR — CENTER		TELEM — TELEMETRY	CTR — CENTER	TELEM — TELEMETRY	
CTS — COPPER TUBE SIZE		TEMP — TEMPERATURE OR TEMPORARY	CTS — COPPER TUBE SIZE	TEMP — TEMPERATURE OR TEMPORARY	
CU — CUBIC		TFC — TOP FACE CURB	CU — CUBIC	TFC — TOP FACE CURB	
CU FT — CUBIC FEET		THD — THREAD	CU FT — CUBIC FEET	THD — THREAD	
CV — CHECK VALVE		TOC — TOP OF CONCRETE	CV — CHECK VALVE	TOC — TOP OF CONCRETE	
CW — COLD WATER		TOG — TOP OF GRADE	CW — COLD WATER	TOG — TOP OF GRADE	
CY — CUBIC YARD		TOS — TOWN OF SCOTIA	CY — CUBIC YARD	TOS — TOWN OF SCOTIA	
D		TOW — TOP OF WALL	D	TOW — TOP OF WALL	
d — DEGREE (ANGLE)		TP — TURNING POINT, TOP OF PAVEMENT OR TELEPHONE POLE	d — DEGREE (ANGLE)	TP — TURNING POINT, TOP OF PAVEMENT OR TELEPHONE POLE	
d — PENNY (NAIL SIZE)			d — PENNY (NAIL SIZE)		
DB — DISTRIBUTION BOX		U	DB — DISTRIBUTION BOX	U	
DBL — DOUBLE		UBC — UNIFORM BUILDING CODE	DBL — DOUBLE	UBC — UNIFORM BUILDING CODE	
DF — DOUGLAS FIR		UOS — UNLESS OTHERWISE SPECIFIED	DF — DOUGLAS FIR	UOS — UNLESS OTHERWISE SPECIFIED	
DI — DROP INLET OR DUCTILE IRON		UG — UNDERGROUND	DI — DROP INLET OR DUCTILE IRON	UG — UNDERGROUND	
DIA — DIAMETER		UTIL — UTILITY	DIA — DIAMETER	UTIL — UTILITY	
DIAG — DIAGONAL			DIAG — DIAGONAL		
DIM — DIMENSION		V	DIM — DIMENSION	V	
DIMJ — DUCTILE IRON MECHANICAL JOINT		V — VOLT	DIMJ — DUCTILE IRON MECHANICAL JOINT	V — VOLT	
DIP — DUCTILE IRON PIPE		VAC — VACUUM	DIP — DUCTILE IRON PIPE	VAC — VACUUM	
DET — DETAIL		VAR — VARIES	DET — DETAIL	VAR — VARIES	
DWG — DRAWING		VCP — VERTICAL CURVE	DWG — DRAWING	VCP — VERTICAL CURVE	
DW — DRIVEWAY		VCF — VETRIFIED CLAY PIPE	DW — DRIVEWAY	VCF — VETRIFIED CLAY PIPE	
E		VERT — VERTICAL	E	VERT — VERTICAL	
(E) — EXISTING		VG — VALLEY GUTTER	(E) — EXISTING	VG — VALLEY GUTTER	
EA — EASTING OR EAST		VPI — VERTICAL POINT OF INTERSECTION	EA — EASTING OR EAST	VPI — VERTICAL POINT OF INTERSECTION	
EC — END CURVE			EC — END CURVE		
ECR — END CURB RETURN		W	ECR — END CURB RETURN	W	
EF — EACH FACE		W — WATER OR WIDE FLANGE	EF — EACH FACE	W — WATER OR WIDE FLANGE	
EFL — EFFLUENT		W/ — WITH	EFL — EFFLUENT	W/ — WITH	
EG — EXISTING GRADE/GROUND		WM — WATER METER	EG — EXISTING GRADE/GROUND	WM — WATER METER	
ELEV — ELEVATION		WP — WORK POINT	ELEV — ELEVATION	WP — WORK POINT	
ELEC — ELECTRIC OR ELECTRICAL		WS — WATER SURFACE, WATER STOP	ELEC — ELECTRIC OR ELECTRICAL	WS — WATER SURFACE, WATER STOP	
ELEV — ELEVATION		WWF — WELDED WIRE FABRIC	ELEV — ELEVATION	WWF — WELDED WIRE FABRIC	
ENGR — ENGINEER			ENGR — ENGINEER		
EP — EDGE OF PAVING		X	EP — EDGE OF PAVING	X	
EQ — EQUAL		XFMR — TRANSFORMER	EQ — EQUAL	XFMR — TRANSFORMER	
EQUIP — EQUIPMENT			EQUIP — EQUIPMENT		
ER — EDGE OF ROAD		Y	ER — EDGE OF ROAD	Y	
EVC — END OF VERTICAL CURVE		YD 2 — YARD	EVC — END OF VERTICAL CURVE	YD 2 — YARD	
EW — EACH WAY		YD 3 — SQUARE YARD	EW — EACH WAY	YD 3 — SQUARE YARD	
EWEF — EACH WAY, EACH FACE			EWEF — EACH WAY, EACH FACE		
EXC — EXCAVATE		Q	EXC — EXCAVATE	Q	
EXP — EXPOSED OR EXPANSION		Q — QUANTITY	EXP — EXPOSED OR EXPANSION	Q — QUANTITY	
EXP JT — EXPANSION JOINT			EXP JT — EXPANSION JOINT		
EXST — EXISTING			EXST — EXISTING		
EXT — EXTERIOR			EXT — EXTERIOR		
F			F		
F — FLANGE			F — FLANGE		
FC — FLEXIBLE COUPLING			FC — FLEXIBLE COUPLING		
FCA — FLANGED COUPLING ADAPTER			FCA — FLANGED COUPLING ADAPTER		
FD — FLOOR DRAIN			FD — FLOOR DRAIN		
FDC — FIRE DEPARTMENT CONNECTION			FDC — FIRE DEPARTMENT CONNECTION		
FDN — FOUNDATION			FDN — FOUNDATION		
FF — FINISH FLOOR			FF — FINISH FLOOR		
FG — FINISHED GRADE			FG — FINISHED GRADE		
FH — FIRE HYDRANT			FH — FIRE HYDRANT		
FIG — FIGURE			FIG — FIGURE		
FIN — FINISH			FIN — FINISH		
FIP — FEMALE IRON PIPE			FIP — FEMALE IRON PIPE		
FL — FLOW LINE			FL — FLOW LINE		
FLG — FLANGE			FLG — FLANGE		
FLR — FILTER			FLR — FILTER		
FO — FIBER OPTIC			FO — FIBER OPTIC		
FOC — FACE OF CONCRETE			FOC — FACE OF CONCRETE		
FT — FOOT OR FEET			FT — FOOT OR FEET		
FT2 — SQUARE FEET			FT2 — SQUARE FEET		
FT3 — CUBIC FEET			FT3 — CUBIC FEET		
FTG — FOOTING			FTG — FOOTING		
FUT — FUTURE			FUT — FUTURE		

CURVE DATA

R	— RADIUS
L	— LENGTH
Δ	— (DELTA)
T	— (TANGENT)

UTILITIES LEGEND

PROPOSED	EXISTING	
		GATE VALVE
		PLUG VALVE
		BALL VALVE
		BUTTERFLY VALVE
		AUTOMATICALLY OPERATED VALVE (P= PNEUMATIC, E= ELECTRIC, S= SOLENOID, H= HYDRAULIC, D= DIAPHRAGM ACTUATOR)
		3-WAY VALVE
		GLOBE VALVE
		ANGLE VALVE
		PRESSURE REGULATING VALVE
		PRESSURE RELIEF VALVE
		CHECK VALVE
		AIR OR VACUUM RELEASE VALVE
		AIR AND VACUUM VALVE
		COMBINATION AIR VALVE
		FLOW METER
		HOSE BIBB (NF= NON-FREEZE)
		REDUCER
		FIRE HYDRANT
		DROP INLET
		MANHOLE
		SEWER CLEAN OUT OR SEWER LATERAL
		UNDERGROUND ELECTRICAL
		OVERHEAD ELECTRICAL
		FIBER OPTIC LINE
		CABLE TELEVISION
		JOINT UTILITIES
		UNDERGROUND TELEMETRY LINE
		OVERHEAD TELEMETRY LINE
		UNDERGROUND TELEPHONE LINE
		OVERHEAD TELEPHONE LINE
		FIRE WATER LINE
		STEAM LINE
		WATER LINE
		SANITARY SEWER LINE
		STORM DRAIN LINE
		GAS LINE
		FORCE MAIN AND DIRECTION OF FLOW
		CULVERT
		POLE MOUNTED ROADWAY LUMINAIRE
		NOT USED
		ITEM TO BE ABANDONED IN PLACE
		WATER SERVICE— WM-1= SINGLE WM-2= DUAL
		PULL BOX AND DESIGNATION
		SIGN AND DESIGNATION

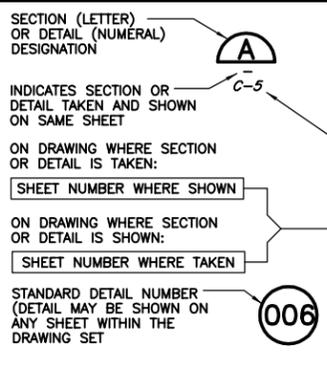
NOTES

- CONTACT THE ENGINEER FOR SYMBOLS NOT LISTED.
- THIS IS A STANDARD SHEET, THEREFORE, SOME SYMBOLS OR ABBREVIATIONS MAY APPEAR ON THIS SHEET WHICH DO NOT APPEAR ON THE PLANS.
- SITE AND UTILITY SYMBOLS SHOWN ON THIS SHEET ARE NOT INTENDED TO REPRESENT THE PHYSICAL SCALE OR SHAPE OF ANY ITEMS. WHERE LARGE-SCALE PLANS ARE PRESENTED, THE SYMBOLS SHOWN HEREON MAY BE REPLACED BY DETAILS MORE SUITED TO THE DRAWING SCALE.

TOPOGRAPHIC LEGEND

PROPOSED	EXISTING	
		P.I. (POINT OF INTERSECTION)
		TEMPORARY BENCH MARK
		FINISH GRADE ELEVATION
		ELEVATION OF ORIGINAL GROUND
		RADIAL POINT
		FLOW LINE AND DIRECTION
		TOP OF CUT
		TOP OF FILL
		TOE OF CUT OR FILL
		CONTOUR LINE
		CONCRETE (IN PLAN)
		CONCRETE (IN SECTION)
		PAVEMENT
		ROCKS
		STUMPS
		TREES
		ROADS
		UTILITY POLE (PP=POWER POLE, TP= TEL POLE, JP=JOINT POLE)
		GUY WIRE
		FENCE
		BOUNDARY LIMITS, W/DESIGNATION
		CENTERLINE
		MARSH
		WETLAND
		SPRING
		TEST PIT AND DESIGNATION
		EXPLORATION BORE HOLE
		PROPERTY CORNER
		SURVEY MONUMENT
		CONTROL POINT
		DRIVEWAY

DETAIL AND SECTION DESIGNATION



VERIFY SCALES

BAR IS ONE INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, INDICATE SCALES ACCORDINGLY

CONSULTING ENGINEERS & GEOLOGISTS, INC.

WWW.S

GENERAL NOTES:

1. ALL WORK BASED ON THESE PLANS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE FOLLOWING:
 - a. CITY OF TRINIDAD STANDARD PLANS AND SPECIFICATIONS
 - b. HUMBOLDT COUNTY STANDARD PLANS AND SPECIFICATIONS
 - c. THE CONTRACT PLANS AND SPECIFICATION
 IN THE ABSENCE OF PLAN AND SPECIFICATION DEFINITION, THE MORE STRINGENT SHALL GOVERN IN CASE OF CONFLICT
2. AS USED IN THESE DRAWINGS

OWNER: CAL FIRE
 ENGINEER: SHN CONSULTING ENGINEERS & GEOLOGISTS, INC.
 OWNER'S REPRESENTATIVE: MICHAEL DUGGAN
 CONTRACTOR: FIRM CHOSEN TO PERFORM THE WORK
3. THE CONTRACTOR SHALL PREPARE A DETAILED TRAFFIC CONTROL PLAN FOR ALL WORK AREAS AND SHALL SUBMIT THE PLAN TO THE CITY AND COUNTY FOR DISCUSSION AND APPROVAL AT THE PRECONSTRUCTION MEETING. THE TRAFFIC CONTROL PLAN SHALL COMPLY WITH ALL REQUIRED PERMITS AND OTHER GUIDELINES LISTED ON THESE PLANS AND IN THE SPECIFICATIONS. THE CONTRACTOR SHALL CLEARLY SHOW ON THE TRAFFIC CONTROL PLAN HOW THE CONTRACTOR INTENDS TO POSITION ALL SIGNS AND OTHER REQUIRED TRAFFIC CONTROL DEVICES THROUGHOUT THE WORK AREA DURING ALL PHASES OF CONSTRUCTION. THE TRAFFIC CONTROL PLAN SHALL CONFORM TO THE REQUIREMENTS OF THE CALTRANS MUTCD PART 6 "TEMPORARY TRAFFIC CONTROL."
4. IF THE CONTRACTOR WISHES TO USE WATER FROM THE CITY OF TRINIDAD WATER DISTRIBUTION SYSTEM DURING THE COURSE OF THIS PROJECT, THE CONTRACTOR SHALL OBTAIN AND ATTACH A DOUBLE CHECK VALVE AT THE POINT WHERE THE CONTRACTOR CONNECTS TO THE CITY WATER SYSTEM (I.E. AT A HYDRANT, WATER SERVICE, BLOW-OFF, ETC.). THE DOUBLE CHECK VALVE SHALL BE TESTED AND CERTIFIED BY EITHER A CERTIFIED TESTER OR THE CITY OF TRINIDAD PUBLIC WORKS DEPARTMENT AND APPROVED BY THE ENGINEER PRIOR TO USE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND PROTECTION OF THE DOUBLE CHECK VALVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING ARRANGEMENTS WITH THE CITY FOR OBTAINING AND PURCHASING THE WATER, AND FOR PAYMENT FOR ALL WATER USED.
5. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DISPOSAL SITES AND SHALL PAY ANY AND ALL COSTS INVOLVED. WHEN ANY MATERIAL IS TO BE DISPOSED OF OUTSIDE THE PROJECT WORK AREA, THE CONTRACTOR SHALL OBTAIN BOTH A WRITTEN AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CONTRACTOR AND A COPY OF THE PERMIT THAT ALLOWS MATERIAL DISPOSAL AT THE SUBJECT SITE. THE AGREEMENT SHALL GRANT THE CONTRACTOR PERMISSION TO USE THE PRIVATE PROPERTY AS A DISPOSAL SITE AND SHALL ABSOLVE THE CITY AND/OR COUNTY OF ALL RESPONSIBILITY FOR CONSEQUENCES OF SUCH USAGE. THE PERMIT COPY SHALL BE OBTAINED FROM THE PROPERTY OWNER, THE HUMBOLDT COUNTY BUILDING DEPARTMENT, THE CITY OF TRINIDAD BUILDING DEPARTMENT, OR OTHER REGULATORY AGENCY AS APPROPRIATE. BOTH THE AGREEMENT AND PERMIT SHALL BE FILED WITH THE ENGINEER PRIOR TO THE USE OF THE PROPERTY, AND THE CONTRACTOR SHALL OBTAIN PERMISSION FROM THE ENGINEER TO DISPOSE OF THE MATERIAL AT THE PROPOSED LOCATION DESIGNATED IN THE AGREEMENT AND ON THE PERMIT BEFORE ANY MATERIAL IS DISPOSED OF ON SAID PROPERTY.
6. DISPOSAL OF NON-FRIABLE ASBESTOS-CONTAINING MATERIALS SHALL BE IN AN APPROVED LANDFILL IN ACCORDANCE WITH LOCAL, COUNTY, AND STATE GUIDELINES.
7. THE CONTRACTOR SHALL NOT COMMENCE WORK AT A SPECIFIC SITE UNLESS THE OWNER HAS BEEN PROVIDED 48-HOUR MINIMUM NOTICE, AND HAS APPROVED INITIATION OF THE WORK. IF WORK AT THAT SITE HAS BEEN DISCONTINUED, IT SHALL NOT BE RESUMED UNTIL THE OWNER HAS AGAIN GIVEN APPROVAL.
8. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR VERIFICATION OF THE EXISTENCE, LOCATION, AND DEPTH OF UTILITIES IN ALL CONSTRUCTION ZONES. EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. NEITHER THE OWNER NOR THE ENGINEER MAKES A CLAIM AS TO THE ACCURACY AND COMPLETENESS OF THE UTILITIES SHOWN. THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES IN THE PLANS OR CONFLICTS DISCOVERED IN THE FIELD. IN THE CASE OF CONNECTION TO EXISTING FACILITIES:
 - a. EXPOSE THE EXISTING FACILITY.
 - b. VERIFY LOCATION, SIZE, AND ELEVATION.
 - c. NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
 - d. INCORPORATE CORRECTIONS INTO CONTRACT RECORD DRAWINGS.
9. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMATIC. THEY DO NOT SHOW OR DESCRIBE EVERY OFFSET, DIMENSION, SECTION, OR COMPONENT REQUIRED TO COMPLETE THE PROJECT. THE CONTRACTOR SHALL CHECK EXISTING IN-FIELD CONDITIONS AT ALL WORK LOCATIONS BEFORE BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE AND THE ENGINEER FOR ADDITIONAL DETAILS OR CLARIFICATION.
10. ALL MATERIALS INCORPORATED INTO THE WORK, THE METHOD OF INSTALLATION, AND CONSTRUCTION TECHNIQUES SHALL BE APPROVED BY THE OWNER. TESTING PROCEDURES SHALL CONFORM TO THE CONTRACT DOCUMENTS AND THE OWNER'S SPECIFICATIONS. THE OWNER MAY REQUIRE ADDITIONAL TESTS TO BE PERFORMED, AT THE EXPENSE OF THE OWNER, ON CERTAIN MATERIALS OR SPECIFIC ITEMS OF WORK. IF THE ITEM OR MATERIAL DOES NOT MEET THE REQUIRED CRITERIA, THE CONTRACTOR WILL BECOME RESPONSIBLE FOR THE EXPENSE OF THE TEST, REPLACEMENT OR REPAIR OF THE NON-CONFORMING ITEM OF WORK, AND SUBSEQUENT RE-TESTING.
11. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE EXECUTION OF THE WORK, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY, AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY, AND HOLD OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH PERFORMANCE OF THE WORK ON THIS PROJECT (EXCLUDING LIABILITY ARISING FROM THE NEGLIGENCE OF THE OWNER OR ENGINEER.)
12. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY AND THE SCHEDULING OF ALL WORK PERFORMED BY HIS SUBCONTRACTORS, WITHOUT EXCEPTION.
13. THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM THE FAILURE TO DO SO. ALL CONSTRUCTION SHALL BE PERFORMED IN SUCH A MANNER AS TO COMPLY WITH THE STANDARDS ESTABLISHED BY THE NORTH COAST UNIFIED AIR QUALITY MANAGEMENT DISTRICT FOR AIRBORNE PARTICULATES.
14. THE CONTRACTOR SHALL MAINTAIN ALL STREETS AND SIDEWALKS, AND ALL OTHER PUBLIC RIGHT-OF-WAY IN CLEAN, SAFE, AND USABLE CONDITION THROUGHOUT THE EXECUTION OF THE WORK. ALL SPILLS OF SOIL, ROCK, CONSTRUCTION DEBRIS, ETC. SHALL BE REMOVED IMMEDIATELY FROM PUBLICLY OWNED PROPERTY. ALL ADJACENT PROPERTY, PUBLIC OR PRIVATE, SHALL ALSO BE MAINTAINED IN A CLEAN, SAFE, AND USABLE CONDITION. THE CONTRACTOR SHALL PROVIDE FOR SAFE, UNOBSTRUCTED ACCESS TO PRIVATE PROPERTY ADJACENT TO THE WORK SITE, AND SAFE PASSAGE OF PUBLIC TRAFFIC THROUGH THE WORK ZONE DURING THE CONSTRUCTION PERIOD.
15. THE CONTRACTOR SHALL EMPLOY STANDARD BEST MANAGEMENT PRACTICES (BMPs) FOR EROSION CONTROL, INCLUDING BUT NOT LIMITED TO, IMPLEMENTING CONSTRUCTION DURING THE DRY SEASON, REMOVAL OF THE MINIMUM AMOUNT OF VEGETATION NECESSARY TO ACCOMPLISH THE WORK, PLACEMENT OF STRAW BALES OR COIR ROLLS DOWNSTREAM DURING CONSTRUCTION, PLACEMENT OF SEDIMENT REMOVAL BMPs AT DRAINAGE INLETS DOWNSTREAM OF ALL CONSTRUCTION SITES.
16. BACKFILLING OF PROJECT COMPONENTS SHALL NOT PROCEED UNTIL THE OWNER'S REPRESENTATIVE HAS OBSERVED AND ACCEPTED THE INSTALLATION. COMPACTION OF BACKFILL SHALL PROCEED ACCORDING TO THE REQUIREMENTS PROVIDED ON THESE PLANS. PAVING SHALL NOT COMMENCE UNTIL COMPACTION TESTING AND ALL UNDERGROUND WORK IS COMPLETE.
17. AT LEAST 48-HOURS ADVANCE NOTICE SHALL BE PROVIDED TO THE OWNER WHEN REQUESTING OBSERVATION OR TESTING OF INSTALLED PROJECT COMPONENTS. THE OWNER'S REPRESENTATIVE MUST BE PRESENT WHEN ASPHALT CONCRETE PAVING OR PORTLAND CEMENT CONCRETE IS BEING PLACED.
18. THE OUTSIDE EDGES OF CONCRETE COLLARS ASSOCIATED WITH ALL MANHOLE FRAMES/LIDS, UTILITY BOXES, AND SURVEY MONUMENTS THAT ARE LOCATED WITHIN THE LIMITS OF PAVING SHALL BE FLUSH WITH THE FINISH PAVING GRADE.
19. ALL PUBLIC PEDESTRIAN FACILITIES, INCLUDING, BUT NOT LIMITED TO, SIDEWALKS, DRIVEWAYS, AND CURB RAMPS SHALL BE ADA COMPLIANT.
20. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY DEVIATIONS OR CHANGES FROM THESE PLANS, UNLESS SPECIFICALLY APPROVED BY THE ENGINEER IN WRITING.
21. THE CONTRACTOR SHALL NOT BEGIN EXCAVATING UNTIL ALL EXISTING UTILITIES HAVE BEEN MARKED IN THE FIELD. THE CONTRACTOR SHALL NOTIFY EACH APPLICABLE ENTITY AT LEAST 48 HOURS PRIOR TO COMMENCING WORK. CALL UNDERGROUND SERVICE ALERT (USA) TWO WORKING DAYS BEFORE DIGGING AT 811 FOR LOCATES.
22. PRIOR TO ENTERING SERVICE, THE ENTIRE WATER SERVICE PIPE MUST BE DISINFECTED IN ACCORDANCE WITH THE LATEST VERSION OF AWWA C651. BEFORE THE DISINFECTION PROCEDURE THE CONTRACTOR SHALL PRESSURE TEST THE ENTIRE WATER SERVICE LATERAL ACCORDING TO SECTION 306-8.9.2-HYDROSTATIC PRESSURE TEST, OF "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (THE "GREENBOOK"), MOST RECENT EDITION. MINIMUM TEST PRESSURE SHALL BE 150 PSIG.

GENERAL NOTES CONTINUED:

23. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW THE MANUFACTURER'S PRODUCT INFORMATION CUT SHEETS INDICATING DIMENSIONS FOR ALL MANUFACTURED AND PRECAST ITEMS PROPOSED FOR USE.
24. ALL EQUIPMENT SHALL BE INSTALLED PER MANUFACTURERS' RECOMMENDATIONS.
25. BASE MAPPING FROM CAL FIRE.
26. THE CONTRACTOR SHALL SUBMIT AN ENCROACHMENT PERMIT APPLICATION, OBTAIN AND PAY FOR AN ENCROACHMENT PERMIT FROM THE CITY OF TRINIDAD PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES WITHIN THE CITY LIMITS.
27. THE CONTRACTOR SHALL SUBMIT AN ENCROACHMENT PERMIT APPLICATION. OBTAIN AND PAY FOR AN ENCROACHMENT PERMIT FROM HUMBOLDT COUNTY PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES WITHIN HUMBOLDT COUNTY RIGHT OF WAY.
28. THE CONTRACTOR SHALL SUBMIT A COPY OF THE FINAL "AS-BUILT" PLANS AT THE CONCLUSION OF CONSTRUCTION TO THE OWNER, CAL FIRE TRINIDAD FIRE STATION, STATE OF CALIFORNIA; TO THE PUBLIC WORKS DEPARTMENT OF HUMBOLDT COUNTY; AND TO THE PUBLIC WORKS DEPARTMENT OF THE CITY OF TRINIDAD. THE FINAL "AS-BUILT" PLANS SHALL BE REVIEWED FOR COMPLETENESS BY THE ENGINEER PRIOR TO SUBMITTAL TO THESE AGENCIES.

GENERAL ORDER OF WORK:

1. THE CONTRACTOR SHALL SUBMIT A PROPOSED INTERIM CONSTRUCTION SCHEDULE TO THE ENGINEER WITHIN 5 DAYS AFTER EXECUTION OF THE CONTRACT SHOWING THE ORDER HE INTENDS TO CONSTRUCT ALL PORTIONS OF THIS PROJECT. THE ENGINEER SHALL PROVIDE EITHER APPROVAL OF THE CONTRACTOR'S SCHEDULE OR A LIST OF PROPOSED CHANGES TO THE SCHEDULE PRIOR TO CONSTRUCTION, AND THE CONTRACTOR SHALL ABIDE BY THAT APPROVED SCHEDULE THROUGHOUT THE COURSE OF THE PROJECT UNLESS OTHERWISE AGREED TO BY THE ENGINEER.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO THOROUGHLY EXAMINE THE JOB SITES, THE CONTRACT SPECIFICATIONS, AND THESE PLANS PRIOR TO SUBMITTING HIS BID. NO ADDITIONAL PAYMENT SHALL BE MADE BY THE OWNER FOR ANY EXPENSE THE CONTRACTOR MAY INCUR AS A RESULT OF HIS FAILURE TO ADEQUATELY ACQUAINT HIMSELF WITH THE EXTENT OF THE WORK TO BE DONE, THE GENERAL SITE CONDITIONS, OR THE REQUIREMENTS OF THE PLANS, CONTRACT DOCUMENTS, GENERAL PROVISIONS, SPECIAL PROVISIONS, AND REFERENCED SPECIFICATIONS (AWWA, CALTRANS, OSHA, ETC).
3. PRIOR TO ANY PAYMENTS BEING MADE CONTRACTOR SHALL SUBMIT TO ENGINEER A COMPLETE SCHEDULE OF VALUES FOR ALL LUMP SUM BID ITEMS. NO PAYMENTS SHALL BE MADE UNTIL ENGINEER HAS APPROVED THE SCHEDULE OF VALUES.

SURVEY NOTES:

1. SURVEY INFORMATION FOR THIS PROJECT WAS PROVIDED BY THE TECHNICAL SERVICES SECTION OF THE DEPARTMENT OF FORESTRY AND FIRE PROTECTION OF THE STATE OF CALIFORNIA, AND IS PRESENTED IN A PLAN SET NAMED PATRICK'S POINT DRIVE TOPOGRAPHIC SURVEY DRAWN BY G. JACKSON AND REVIEWED BY J. GAWRONSKI, DATED JANUARY 2015.
2. BEARINGS AND DISTANCES SHOWN THEREON ARE GRID, BASED ON FOUND CALTRANS SURVEY CONTROL ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, EPOCH 2004.69, ZONE 1, AS SHOWN ON SHEET 2 AND 4 OF 14 OF THE "RECORD OF SURVEY, MONUMENT CONTROL MAP" AS FILED IN BOOK 7 OF SURVEYS AT PAGE 30 ON OCTOBER 2, 2009 IN THE RECORDS OF HUMBOLDT COUNTY.
3. ELEVATIONS SHOWN THEREON ARE BASED ON A NATIONAL GEODETIC SURVEY BENCHMARK IN A MONUMENT WELL STAMPED "T 1405 1988" LOCATED APPROXIMATELY 1/4 MILE SOUTHERLY FROM TRINIDAD FIRE STATION ON WEST SIDE OF PATRICK'S POINT DRIVE. ELEVATION=253.31 FEET ON THE NORTH AMERICAN VERTICAL DATUM OF 1988.
4. PATRICK'S POINT DRIVE RIGHT OF WAY IS APPROXIMATE, UNCERTAINTIES IN LINES AND CORNERS RESULT FROM UNCERTAINTIES IN REFERENCE MONUMENTATION, RECORD DESCRIPTIONS, IN PLATS, AND RANDOM ERRORS IN MEASUREMENT.

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NO.	

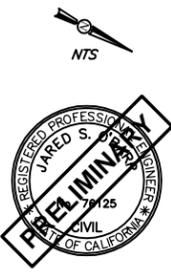
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DR	CON
CHK	KJN
APVD	

CAL FIRE
 TRINIDAD FIRE STATION WATER SYSTEM UPGRADES
 TRINIDAD, CALIFORNIA
NOTES AND SPECIFICATIONS

SHEET	G-3
SEQ	
DATE	04/2019
PROJ. NO.	015070



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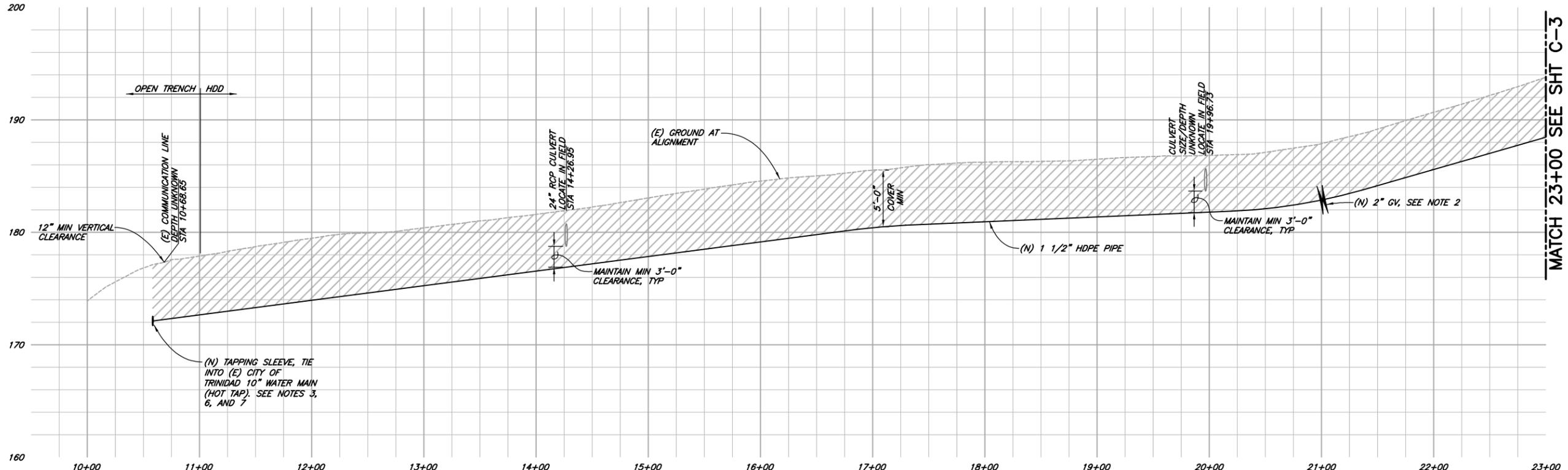
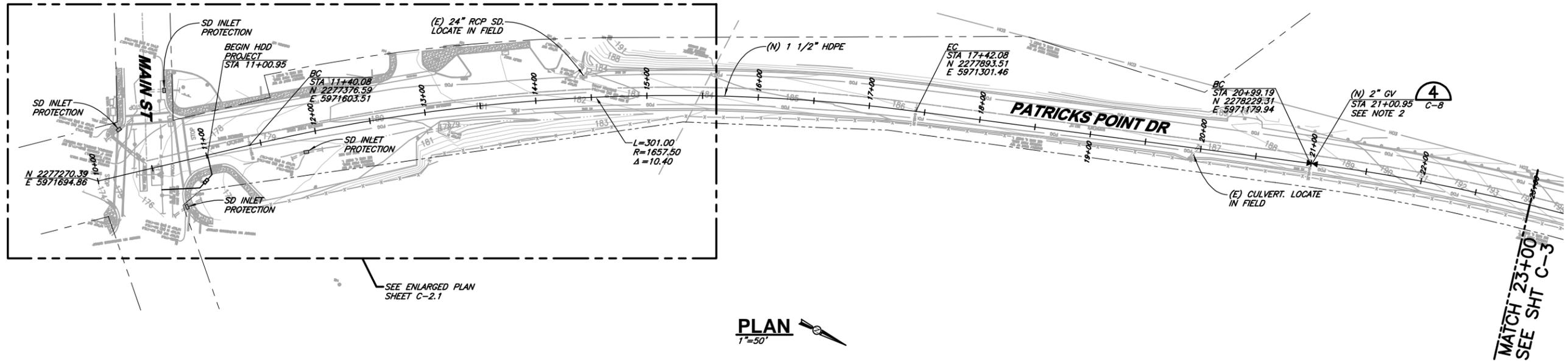


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DR	CON	
CHK	KJN	
APVD		
NO.	DATE	REVISION

CAL FIRE
 TRINIDAD FIRE STATION WATER SYSTEM UPGRADES
 TRINIDAD, CALIFORNIA
OVERALL SITE PLAN

SHEET	C-1
SEQ	
DATE	04/2019
PROJ. NO.	015070

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NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING LENGTH OF RUN AND LOCATIONS OF ENTRY/EXIT PITS, SUBJECT TO ENGINEER'S APPROVAL, BASED ON MATERIALS, EQUIPMENT USED FOR THE INSTALLATION, PROXIMITY TO UNDERGROUND UTILITIES, AND PROXIMITY TO EXISTING SURFACE FEATURES SUCH AS DRIVEWAYS, SIGNS, AND VEGETATION. ALL ENTRY/EXIT PITS AND PIPELINE ALIGNMENT MUST BE WITHIN THE PATRICK'S POINT DRIVE RIGHT OF WAY.
2. GATE VALVES SHALL BE INSTALLED AT APPROXIMATELY EVERY 1,000 FEET. LOCATION SHOWN ON PLANS IS APPROXIMATE. FINAL LOCATION SHOULD BE COORDINATED TO OCCUR AT ENTRY/EXIT PIT LOCATIONS. CONTRACTOR SHALL PULL #10 AWG, SINGLE STRAND, COPPER COATED STEEL WIRE WITH BLUE INSULATION INTO BORE HOLE SIMULTANEOUSLY WITH 1 1/2" HDPE WATER LATERAL PIPE, CONTINUOUS BETWEEN EACH ENTRY AND EXIT PIT.
3. MAINTAIN WATER SERVICE TO EXISTING USERS AT ALL TIMES DURING CONSTRUCTION.
4. COORDINATE ALL WORK WITH CITY OF TRINIDAD PUBLIC WORKS DEPARTMENT.
5. COMPLY WITH PERMIT CONDITIONS BY CITY OF TRINIDAD, HUMBOLDT COUNTY, AND OTHER OVERSIGHT AGENCIES.
6. CONTRACTOR SHALL POTHOLE AT MAIN STREET TIE-IN LOCATION TO VERIFY (E) WATER MAIN MATERIAL AND DIAMETER FOR PROPER SIZING OF THE TAPPING SLEEVE, AND SHALL HAVE ALL COMPONENTS AND APPARATUS NECESSARY FOR TIE-IN BEFORE BEGINNING THE TIE-IN WORK.
7. BEFORE TIE-IN TO EXISTING TRINIDAD POTABLE WATER MAIN AND TO CAL FIRE TRINIDAD ONSITE PIPE, CONTRACTOR SHALL PRESSURE TEST AND DISINFECT THE NEW WATER LATERAL, SEE GENERAL NOTE 22, SHEET G-3.

PROFILE
SCALE: 1"=50' H
1"=5' V

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Call before you dig.
Contractor shall call
Underground Service Alert at
811 two working days prior
to excavation.
Landline: 1-800-227-2600



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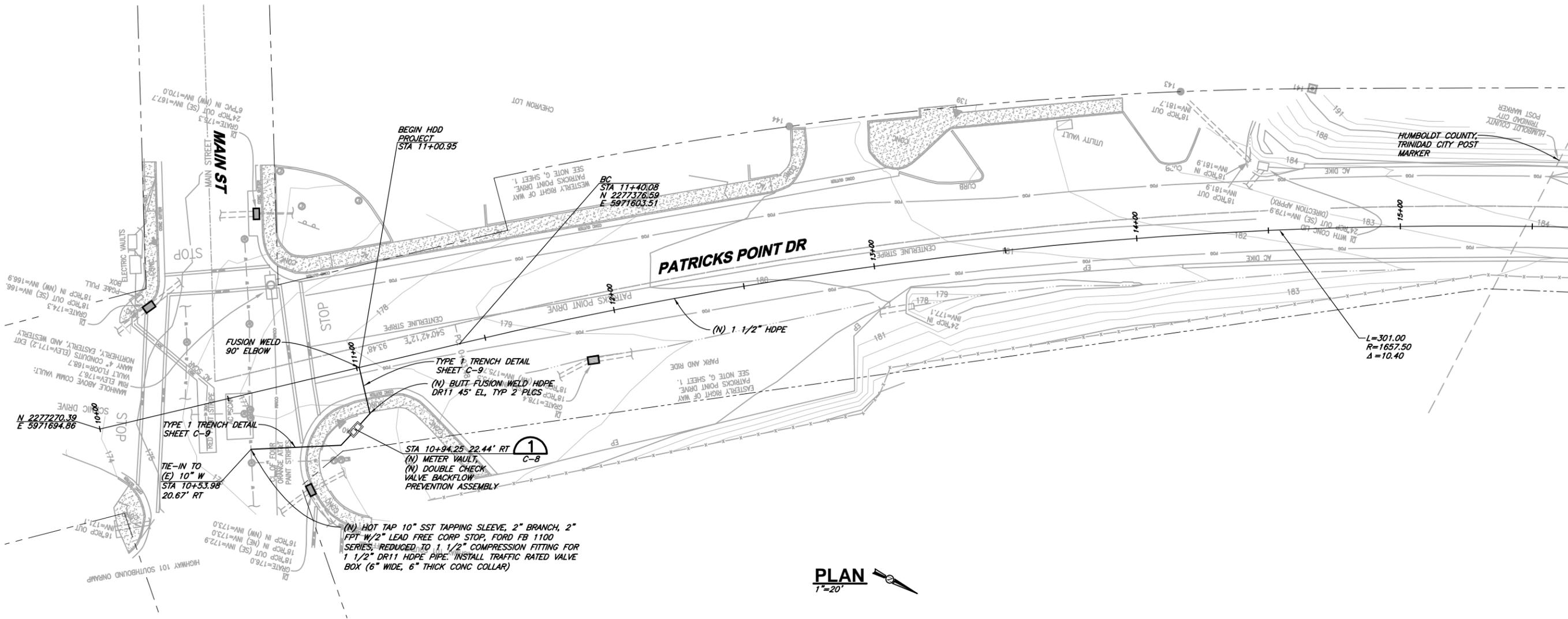
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 APVD

CAL FIRE
 TRINIDAD FIRE STATION WATER SYSTEM UPGRADES
 TRINIDAD, CALIFORNIA
PLAN AND PROFILE

SHEET
C-2
 SEQ
 DATE **04/2019**
 PROJ. NO.
015070

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PLAN
 1"=20'



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<p>DR: CN</p>	<p>REVISION:</p>
<p>CHK: KJN</p>	<p>DATE:</p>
<p>APVD:</p>	<p>NO.:</p>
<p>CAL FIRE CAL FIRE TRINIDAD, CALIFORNIA</p>	
<p>TRINIDAD FIRE STATION WATER SYSTEM UPGRADES</p>	
<p>ENLARGED PLAN</p>	
<p>SHEET C-2.1</p>	
<p>SEQ</p>	
<p>DATE 04/2019</p>	
<p>PROJ. NO. 015070</p>	



Reference: 015070

April 5, 2019

Ms. Trever Parker
P.O. Box 390
Trinidad, CA 95570

Subject: Cal Fire Trinidad Water Line Sizing Justification

Dear Ms. Parker:

This letter contains line sizing information for the Trinidad Cal Fire Station domestic water lateral.

The Cal Fire station is located at 923 Patrick's Point Drive. Domestic potable water for the station was historically supplied by a subsurface creek intake on the opposite side of U.S. Highway 101. The domestic water system was plagued with an unreliable supply of exceedingly poor quality. Therefore, Cal Fire has sought and obtained preliminary approval for potable water supply from the City of Trinidad's distribution system. Since the existing supply at the station is unsuitable for domestic use, the facility is temporarily being supplied with domestic water from a local water delivery service.

A 2009 Feasibility Analysis by the city engineer (Appendix A) concluded that the water system for the City of Trinidad has sufficient available capacity to meet the station's demands (peak of 2.2 gpm), and this additional demand was estimated at approximately 1% of the available supply. In the feasibility analysis, a preliminary pipe line sizing was presented, which concluded that a 1-inch supply line was sufficient to meet the potable water demand while complying with minimum residual pressure standards.

On May 19, 2010, the Humboldt Local Area Formation Commission (LAFCo) adopted resolution 10-07 (Appendix B) approving the extension of water service to the Cal Fire Trinidad Station. Item 3 of the resolution states: "The water line extension shall be a 1.5" diameter pipe size."

On September 28, 2016, Cal Fire prepared a memorandum that summarized the function and water use characteristics of the Trinidad State Fire Station (Appendix C).

In March 2017, the city engineer updated demand information from the Cal Fire station and estimated average day demands at 1,000 gpd and peak hour demands at 2.75 gpm (Appendix D); however, no additional assessment was completed for water line sizing.

The 2009 analysis assumed a pressure of 80 psi at the tie-in point with the city's distribution system. No calculation appendix was included in the analysis; however, it appears that minor losses in supply line were not considered.

Since the preliminary analysis was conducted by the city engineer, the design plans

for the water line extension have been completed, and additional installation details have been determined. With this design, flow calculations have been updated to include the pipe pressure class, quantity and type of fittings, and appurtenances. Additionally, supply pressures at the tie-in point were verified with the water treatment operator.

According to the operator, pressures at the tie-in location range from 55 psi to 94 psi; therefore, a range of supply scenarios was developed (Table 1). These scenarios consider the project design and the supply pressure range to estimate the maximum deliverable flow to the station's potable water storage tank. The pressure constraint is 20 psi at the station connection, according to California Water Works Standards Section 64602. Detailed calculations used for our analysis are provided in Appendix E.

**Table 1. Domestic Water Supply Scenarios
 Trinidad Cal Fire Station
 Trinidad, CA**

Pipe Diameter ¹	Pressure (psi) ²	Maximum Deliverable Flow (gpm) ^{3,4}	Tank Refill Time While Supplying Average Demand (hours)
1-Inch	55	0.5	.5
	75	2.8	79
	94	3.9	52
1.5-Inch	55	1.4	236
	75	7.4	25
	94	10.1	18

1. DR9 pipe
 2. psi: pounds per square inch
 3. gpm: gallons per minute
 4. maximum flow at station connection with 20 psi residual pressure
 5. Supply rate is less than the average demand of 1,000 gallons per day

From the updated calculations, the following conclusions are made:

- Neither the 1-inch or 1.5-inch line sizes can deliver the peak demand of 2.75 gpm at the low-pressure condition.
- The 1.5-inch line size can deliver the average day demand of 1,000 gpd at the low-pressure condition, whereas the 1-inch line cannot supply this demand at the low-pressure condition.
- Either line size can deliver the average and peak flows at the average and maximum tie-in pressures.

Reliable potable water supply is essential to the continued operation of the Cal Fire Facility.



Ms. Trever Parker

Cal Fire Trinidad Water Line Sizing Justification

April 5, 2019

Page 3

Draining of the 10,000-gallon potable water tank at the Cal Fire Station may occur on occasion for maintenance or for cleaning; therefore, refill times were calculated for each of the supply pressure and pipe diameter scenarios. The calculated times are presented in Table 1 and include filling coincident with supplying the station's average day demand of 1,000 gpd. At the lower supply pressure, the filling rate is either insufficient to meet demand or results in significantly long durations.

Based on the ability to supply the station's demands, the potential pressure range, and the time required to refill the potable water tank, it is recommended that the line size be no smaller than 1.5-inches in diameter.

Sincerely,

SHN



Jared O'Barr, PE
Senior Civil Engineer

JXO:ame

- Appendices:
- A. 2009 Water Line Extension Analysis (Winzler & Kelly)
 - B. Humboldt Local Area Formation Commission Resolution 10-07
 - C. Trinidad State Fire Station Memorandum September 28, 2016
 - D. 2017 Water Line Extension Analysis (GHD)
 - E. Detailed Calculations

Trinidad - CalFire water staff report

Steve Allen <Steve.Allen@ghd.com>

Wed 5/8/2019 5:04 PM

To: Trever Parker <tparker@shn-engr.com>;

Trever,

In our professional opinion, and based on the recent 'Water Treatment Plan Production Rate Test and Analysis' Memo (May 1, 2019), the City's provision of water to the CALFIRE station for domestic use will not remove capacity necessary to serve future development within the City and will not impair fire protection services in the City as long as the following conditions are incorporated into the approval:

1. CALFIRE shall sign an acknowledgment of the following:

a. Service is only to serve the fire station for domestic water use; it is not intended or sized for fire flows.

b. Recognize that the City has an obligation to prioritize service of parcels inside City limits. Should water availability be temporarily reduced due to drought, water line breaks, or other emergency situations, the supply to CALFIRE's line could be shut off until adequate capacity is available to serve all users within City limits, including storage capacity. The City shall attempt to notify CALFIRE of any such emergencies and potential interruptions to service as soon as possible. The City shall also attempt to restore service as soon as possible.

We support the following conditions also being included in the staff report:

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 issuance of an encroachment permit.

2. The applicant is responsible for negotiating a services agreement with the City, payment of any permit and hook-up fees and assumption of financial responsibility, and for securing all necessary approvals and permits needed to construct the water line, including Humboldt County. Responsibility: City Clerk prior to issuing an encroachment permit.

3. The final plans must be approved by the City Engineer at the time of or prior to issuance of an Encroachment Permit. City Clerk to verify prior to issuing an Encroachment Permit.

4. An encroachment permit is required for any work within the City right-of-way. City Clerk to verify prior to issuing an Encroachment Permit.

4. Any and all applicable recommendations of the July 2016 Horizontal Directional Drill Feasibility Evaluation shall be met by the applicant and contractor. City Engineer to verify prior to signing an Encroachment Permit.

5. The applicant and contractor are responsible for ensuring all provisions of the City's grading ordinance are met to the satisfaction of the City Engineer and that any other requirements of the City Engineer are met to his satisfaction.

Responsibility: City Engineer to ensure prior to and during construction.

Steven Allen, P.E.
Senior Civil Engineer

GHD

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718 Third Street Eureka CA 95501 USA | www.ghd.com

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reliable source of potable water as soon as possible. Therefore, a broad-scale approach was taken in addressing the requested information.

City Build-Out Scenario

To start, the City exported monthly water use data for all the accounts in the City for December 2016 to November 2017. The meters are read monthly, so we cannot ascertain peak hourly or daily usage. However, the data does represent actual rather than assumed water use. The City analyzed development potential of vacant lands in its draft Housing Element (December 2013). Table 18—Inventory of Land Available for Residential Development by Land Use Designation and Zoning District—is attached to this letter along with Figure 20 from that document showing the vacant parcels in Trinidad. The vacant (developable) lots in the City fall into only three zoning designations – Planned Development (PD), Suburban Residential (SR), and Urban Residential (UR). The only other vacant lots are zoned Open Space and Special Environment and are publically owned or held by the Trinidad Coastal Land Trust, and so are not considered developable. There are no vacant Commercial, Public and Religious, or Visitor Service zoned parcels in the City. Trinidad has no industrial or agricultural zoning designations.

I then separated the water accounts by zoning designation and calculated the average annual and peak monthly (July) water use per account for each of the three zones. I did not do any “clean-up” or manipulation of the data, other than to ensure that there weren’t multiple accounts for the same unit or property due to a change in ownership. There were accounts with 0 water use, which are assumedly vacant. And there were accounts with large, noticeable water leaks. However, I figured this represented the most realistic picture of actual, average water use available. Many of the properties that have multiple units or business have separate water accounts for each user, but not all (e.g. the 4-plex at 651 Parker Street). I did not try to divide out those extra units, because I figured it was better to overestimate average water use for this analysis, the results of which are presented in Table 1 below. The City’s water billing and meter reading software present water use in cubic feet, but I converted it to gallons per day to compare with the water system capacity information presented in GHD’s report.

Table 1 – Estimated Additional Water Use at Build-Out in Trinidad

Zoning	Potential Number of New Units After Build-out ¹	Average Water Use			Peak Water Use		
		Average Annual Water Use Per Unit (c.f./yr.)	Average Daily Water Use Per Unit (gpd)	Potential Additional Average Daily Water Use (gpd)	Average Peak (July) Monthly Water Use Per Unit (c.f./yr.)	Average Peak Daily Water Use Per Unit (gpd)	Potential Additional Peak Daily Water Use (gpd)
UR	10 ²	5650	115.8	1158	743	179.3	1793
SR	26 ²	8113	166.3	4323	1160	279.9	7277
PD ³	37	6181	126.7	4687	674	162.6	6017
Total				10,167			15,087

1. Based on the analysis conducted in the City’s December 2013 Draft Housing Element. See attached Table and Figure from that document.
2. Since the analysis in the Draft Housing Element was done, two SR properties have been developed, and two developed UR properties have been merged with vacant UR properties, reducing the development potential in each of those zoned by two.
3. Includes both commercial and residential uses.

According to the recent analysis conducted by the City Engineer, GHD, and submitted as part of the LCPA application (memo dated 30 March 2017), the City’s current available capacity under peak daily demand is 128,900 gpd. The average additional use after build-out would be 10,167 gpd, or 7.9% of the available peak day capacity. During the peak month, additional daily usage after build-out would be 15,087 gpd, or 11.7% of the available peak day capacity. With the additional build-out usage, the City’s available capacity would be reduced to 113,813 gpd, during the peak month of July, and the peak daily demand from the Trinidad CALFIRE Station (1985 gpd) would utilize 1.74% of that available capacity.

County Visitor Services Build-Out Scenario

The area being referred to in this request is a group of eight parcels designated CR— Commercial Recreation—in the Trinidad Area Plan, between Patrick’s Point Drive and Hwy 101 just south of the CALFIRE parcel. These parcels range from 0.63 acres to 11.23 acres (Humboldt County GIS). The smallest one is already developed with a residence and two others are developed with RV parks, leaving five vacant or underdeveloped parcels. Using the same data as described above, the City calculated the average water use of the two RV Parks located within the City. This was applied to each of those five parcels in order to determine a potential future water demand. The results are presented in Table 2 below.

	Average Monthly Water Use Per R.V. Park (c.f./yr.)	Average Daily Water Use Per R.V. Park (gpd)	Potential New R.V. Parks / Visitor Serving Uses	Potential Additional Daily Water Use (gpd)
Average	5985	1472	5	7359
Peak Month	6784	1637	5	8185

Even during the peak month, the estimated potential additional water use after development of visitor serving uses on the five vacant or underdeveloped CR parcels in the County would be 6.3 of the City’s existing peak day capacity. With the CALFIRE project and after build-out within the City, the potential additional 8,185 gpd peak usage would represent 7.3% of the City’s remaining capacity of 111,828 gpd.

Based on the above analysis, it can be seen that the City has ample water supply capacity to serve the Trinidad CALFIRE Station and maximum build-out under the existing LCP with as well as priority visitor serving uses of the TAP planning area within the City’s service area with a large margin of error. Please feel free to give me a call at 822-5785 or email me at



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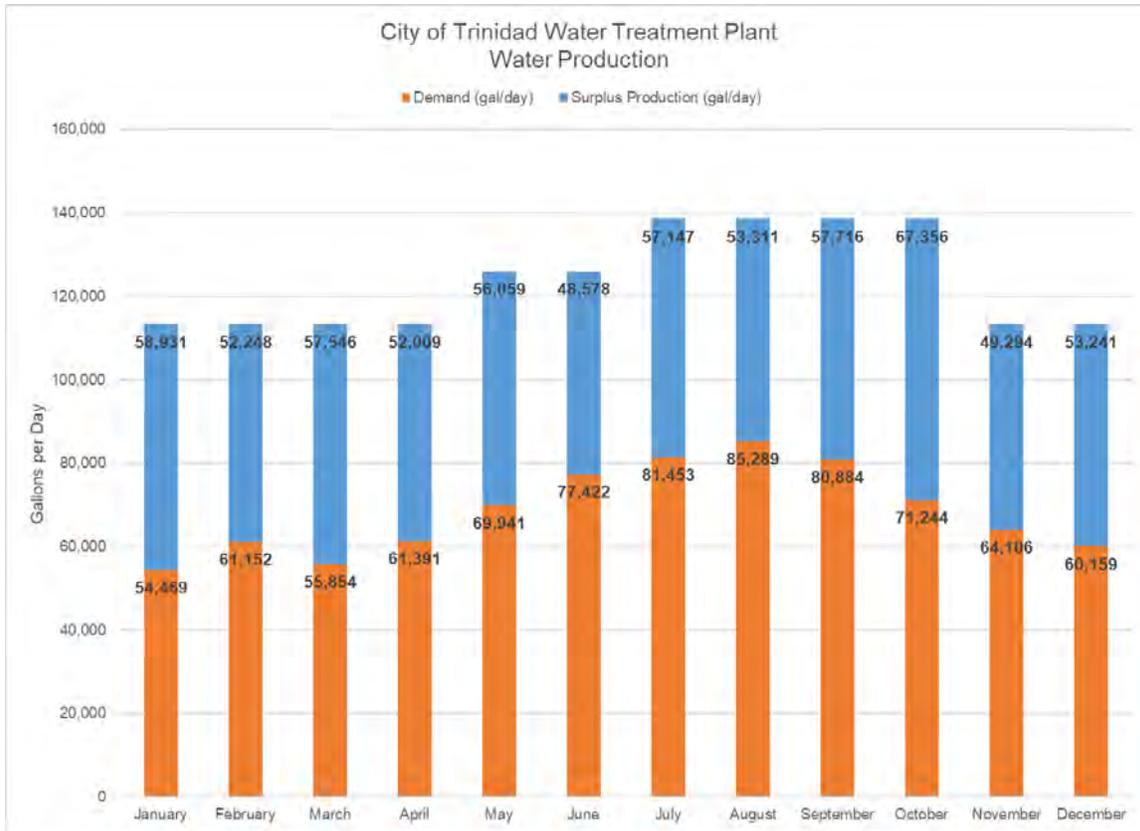


Figure 6. Theoretical Daily Production Surplus by Month.

It is important to keep in mind that these projected surplus capacities are approximate averages over typical months. Actual available surplus on any given day will depend on the actual characteristics at the time. The other factors evaluated (water right allocation, pump theoretical maximum rates, bypass flow rates, chlorine contact time, additive requirements, and pressure drop across the filter trains) do not appear to be limiting factors to water production rates.

8. Conclusions

The Trinidad Water Treatment Plant and treatment process was evaluated under multiple production rates to identify factors limiting production and to determine the theoretical effective maximum water production capacity of Trinidad's drinking water production facility under current conditions. Of all the factors evaluated, turbidity breakthrough in the filters (and associated filter backwash) and decreases in the wetwell water elevations were limiting factors. Turbidity breakthrough on the filters stops the production of water and necessitates the backwashing of the filters. This condition is most noticeable during the winter storm period when the turbidity of the raw water from the creek is higher. Faster pumping rates cause the filter trains to foul quicker and shorten the runtimes of the filters before they need to be backwashed. The flow rate of 105



gpm allowed for sufficient runtime on the filter trains and allowed enough time between backwash cycles to process and discard the backwash water.

When turbid water from the creek is drawn into the creek bed the suspended sediments clog the void spaces between the gravels and causes a restriction to subsurface flow. The restriction of creek water migrating through the creek bed gravels and subsequently flowing into the wetwell leads to the lower water levels in the wetwell. This condition is exacerbated during the higher pumping rates. Restrictions on the flow into the wetwell is exacerbated by higher raw water turbidity from the creek, especially during storm events.

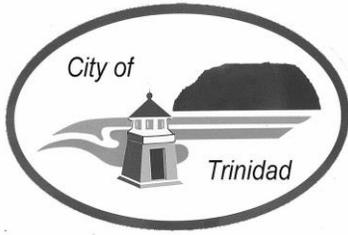
With a treatment plant production rate of 105 gpm and a maximum daily production run time that varied from 18 to 22 hours per day the daily maximum treatment plant production is between 48,578 and 67,356 gallons per day. This is much less than the City's annual allocation of water under the two appropriate permits of 337 acre-feet per year (just under 110 million gallons per year). Based upon a demand and production analysis, there is a theoretical surplus of up to approximately 48,000 gallons per day of supply to meet future service requests. How many and what type of service request can be accommodated will depend on how many and what type of requests there are as well as long term raw water supply characteristics, City water facilities characteristics, and operational practices.

It should be noted that current water demand are met with the existing water treatment plant staff and facilities. Increasing the pumping rates and total amounts of water produced will certainly require additional efforts in treatment plant staff time, pumping electrical costs, maintenance costs, monitoring costs, and chemical costs. While the increased water production rates are possible the increased costs associated with the increase should be considered. These impacts were not evaluated in this analysis.

The current City water system includes two water tanks. These tanks provide storage that allow the plant to be operated with minimal staffing and does not require multiple daily or night shifts to meet the daily demand. In the event of a break down at the plant or a break in a water line, there is typically capacity in the tanks to meet the existing daily demand while the problem is resolved. The existing surplus capacity may then be used to "catch up" and refill the storage tanks. This ability to handle emergency situations is decreased when the surplus supply is allocated to other customers and may make recovery difficult or limit service until the problem is resolved.

Future supply allocations should also consider the need for firefighting demand. The existing water tanks and supply lines currently serve the City's fire demand needs. It is not known if the existing system meets today's standards for fire protection flows. Any future supply allocations should include an analysis of storage and pipe system capacity to meet the fire demands of the new allocation.

Increased supply and demand through the existing system may impact the disinfection process of the water supply system. While the chlorine contact basin will certainly meet the chlorine contact time requirements, this evaluation did not consider the potential impacts on the chlorine residual or chlorine byproducts throughout the entire water delivery system. The operation of the water delivery system is very dynamic and City staff quite artfully operate the system to ensure a safe chlorine residual throughout the delivery system while minimizing the formation of chlorine byproducts. Any changes to the production, storage, and delivery of new water services should include an evaluation of the delivery and storage system with regards to disinfection and disinfection byproducts.



Filed: February 26, 2019
Staff: Trever Parker
Staff Report: May 2, 2019
Commission Hearing Date: May 15, 2019
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2019-04

APPLICANT / OWNER(S): Cheryl Gilmour

AGENT: NA

PROJECT LOCATION: 824 Edwards Street

PROJECT DESCRIPTION: Design Review and Coastal Development Permit to extend an existing, approximately 8' by 22' deck by 8' to the south and 4' to the east. The finished deck will be approximately 16' x 27' (430 sq. ft.) and will vary in height from the ground due to the slope of the property. New stairs will provide access to the deck from the south.

ASSESSOR'S PARCEL NUMBER: 042-081-35

ZONING: UR - Urban Residential

GENERAL PLAN DESIGNATION: UR - Urban Residential

ENVIRONMENTAL REVIEW: Categorically Exempt from CEQA per §15301 exempting additions to, and modifications of existing structures.

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 X / ~~is not~~ appealable to the Coastal Commission per the City's certified LCP and may be appealable per Section 30603 of the Coastal Act.

SITE CHARACTERISTICS:

The property is located on the north side of Edwards Street. It is currently developed with an approximately 60' x 30' single-story, single-family residence on the northwestern portion of the lot. The lot slopes to the south towards Edwards Street. Access is provided from Edwards. There is an ingress/egress easement along the eastern 25' of the lot that provides access to parcels to the north. The 3-bedroom septic system is located south of the residence and proposed deck expansion.

STAFF COMMENTS:

Referrals were sent to the Building Inspector, City Engineer, Public Works and the County Division of Environmental Health (DEH). The Building Inspector noted that two sets of construction plans, including the approved site plan and details for the stairs would be required to apply for the building permit. The City Engineer, Public Works staff and DEH had no comments or issues with the project. The septic system is discussed further in that section of the staff report.

This is a pretty simple project that will have minimal visual impacts, but only low decks up to 30" in height or decks inside fenced areas are exempt from design review.

Potential Conflicts of Interest

None known.

ZONING ORDINANCE / GENERAL PLAN CONSISTENCY

The property where the project is located is zoned UR – Urban Residential. The purpose of this zone is to allow relatively dense residential development; single-family residences are a principally permitted use. The minimum lot size allowed in the UR zone is 8,000 sq. ft. and the maximum density is one dwelling per 8,000 sq. ft. The existing 2-bedroom house was constructed in the late 1970's. The proposed project will not change the square footage.

The Urban Residential zone (§17.36.050) requires minimum yards of front 20', rear 15', and side 5' (§ 17.36.060). The parcel faces Edwards Street to the south. The existing residence doesn't meet the 15' rear setback (north) but meets all other required setbacks. Features such as decks, balconies and stairways are allowed to extend up to 8 ft. into a front yard setback. The proposed deck extension will meet all setbacks.

The maximum height allowed in the UR zone, by Zoning Ordinance §17.36.06 (average ground level elevation covered by the structure to the highest point of the roof), is 25 ft.,

except that the Commission may require a lesser height in order to protect views. The project will not affect the height of the existing structure.

The Zoning Ordinance (§ 17.56.180) requires 2 off-street parking spaces other than any garage spaces for single-family dwellings. Each parking space is required to be 18 ft. long and 8.5 ft. wide. The existing driveway accommodates two parking spaces.

The Trinidad General Plan and Zoning Ordinance protect importance public coastal views from roads, trails and vista points and private views from inside residences located uphill from a proposed project from significant obstruction. Due to the location of the deck in relation to surrounding structures, there is minimal potential to block views from residences located behind the structure. Photos were provided in lieu of detailed elevations, because the increased deck size would not result in a significant change in the existing visual characteristics. Images from Google Street View also indicate that views will likely not be impacted. Neighbors have been notified so they can have a chance to provide input.

Only minimal soil disturbance will be required to accommodate the extended deck footings. This site is already connected to services and utilities, and these will not change. Exterior materials and colors also will not change.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

Because the project proposes changes to the external profile of the structure and is not exempt (§17.72.070.C) from a CDP, §17.60.030 requires Design Review and View Preservation Findings to be made. The required 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: Very little soil disturbance will be required to place new concrete footings.

- 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 located near 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 the existing structure and surrounding development.
- 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: No changes in landscaping are proposed at this time. The property is already landscaped.
- 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 signs are proposed as part of 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: No changes to the existing underground utilities are proposed.
- 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 proposed as part of 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.* Response: The square footage of the structure is not being altered.
 - 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.* Response: No such development is proposed.

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: This project is not visible from any open

space areas or public trails. It is visible from Edwards Street, but is located partially behind a hedge and will result in only a minor change.

- 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: Due to the small size of the project and its orientation in relation to the building, it has minimal potential to block 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: The project will not be located on a vacant lot, nor will it affect building height or square footage.
- 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 Holy Trinity Church, the Memorial Lighthouse, the Tsurai Study Area or the Cemetery.

SLOPE STABILITY:

The project site is not mapped as being “unstable” or of “questionable stability” on Plate 3 of the General Plan. The project is located outside of the Alquist-Priolo Fault Zone. Therefore, the finding can be made that no geologic study is required by the Zoning Ordinance.

SEWAGE DISPOSAL:

The 2-bedroom residence is served by a 3-bedroom septic system that was installed in 1978; a reserve area is located south of the existing leachfield. An inspection in 2013 showed that the lightly used system is in good condition. An OWTS permit was issued for the maximum allowed 5-year term. However, the permit expired in September last year. Therefore, a condition has been included that a renewal application along with a new inspection report be submitted as part of the building permit application.

LANDSCAPING AND FENCING:

This project does not involve any new landscaping or fencing.

STAFF RECOMMENDATION

Based on the above analysis, the project can be found to be consistent with the City’s Zoning Ordinance, General Plan, Coastal Act, and other applicable policies and regulations. Therefore, the necessary findings for granting approval of the project can be made. If the Planning Commission agrees with staff’s analysis, a proposed motion might be similar to the following:

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

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. Add 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 prior to building permits being issued.*
2. Based on the findings that community values may change in a year's time, approval of this Design Review is for a one-year period starting at the effective date and expiring thereafter unless the project has been initiated through issuance of a building permit or an extension is requested from the Planning Commission prior to that time. *Responsibility: City Clerk prior to building permits being issued.*
3. 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.*
4. Recommended conditions of the City Building Inspector shall be required to be met as part of the building permit application submittal. Grading, 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.*

5. The owner shall submit a OWTS Operating Permit renewal application that includes a new inspection report as part of the application for a building permit.
Responsibility: City Clerk prior to final sign-off of the building permit.

ATTACHMENTS

- Intro letter and photos (3 pages)
- Google Street View image (1 page)
- Plans (one 18" x 24" page or two 11"x17" pages)

Gilmour
824 Edwards St

Deck Design Details—

The Balusters are code compliant in that they are 42" high and the rails are less than 4" apart and will not allow a 4" sphere to pass between them.

A code compliant handrail will be installed on the west stair; the triangle space between the nosing space will not allow a 6" sphere to pass between.

Elevations—

The photographs show the deck from the southeast and from the south. The deck design increases the size of the deck by extending it eastward to line up with the eastern edge of the house proper. It will be extended another 8' into the yard to the south of the existing deck. The proposed deck will maintain the present elevation with 42" high deck railing, 4" rise steps with 18" tread in the northeast corner adjacent to the house. There will standard steps in the southwest corner of the deck to allow a second entrance and exit from the deck and from the house.

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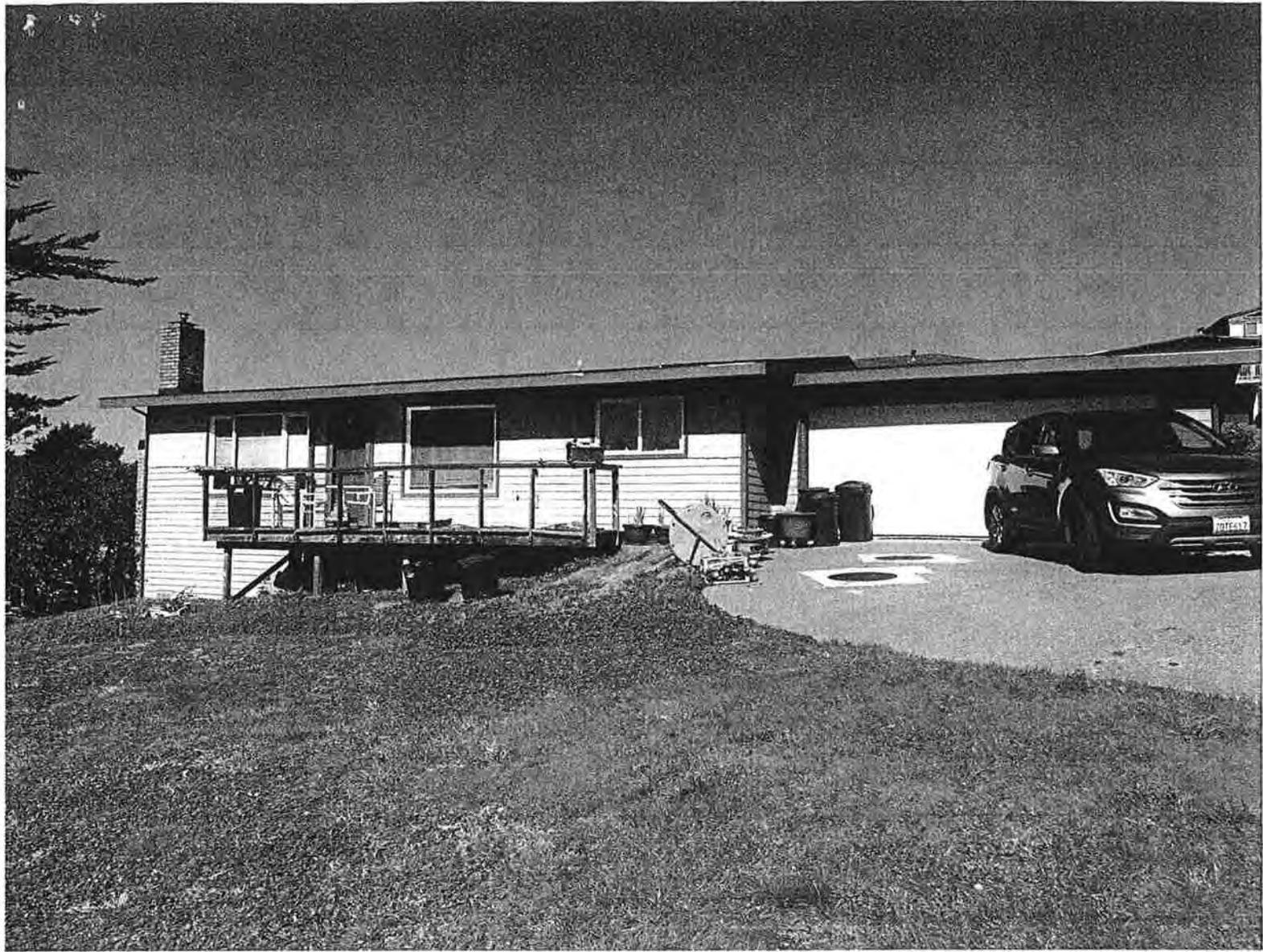
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CITY OF TRINIDAD

4-11-19

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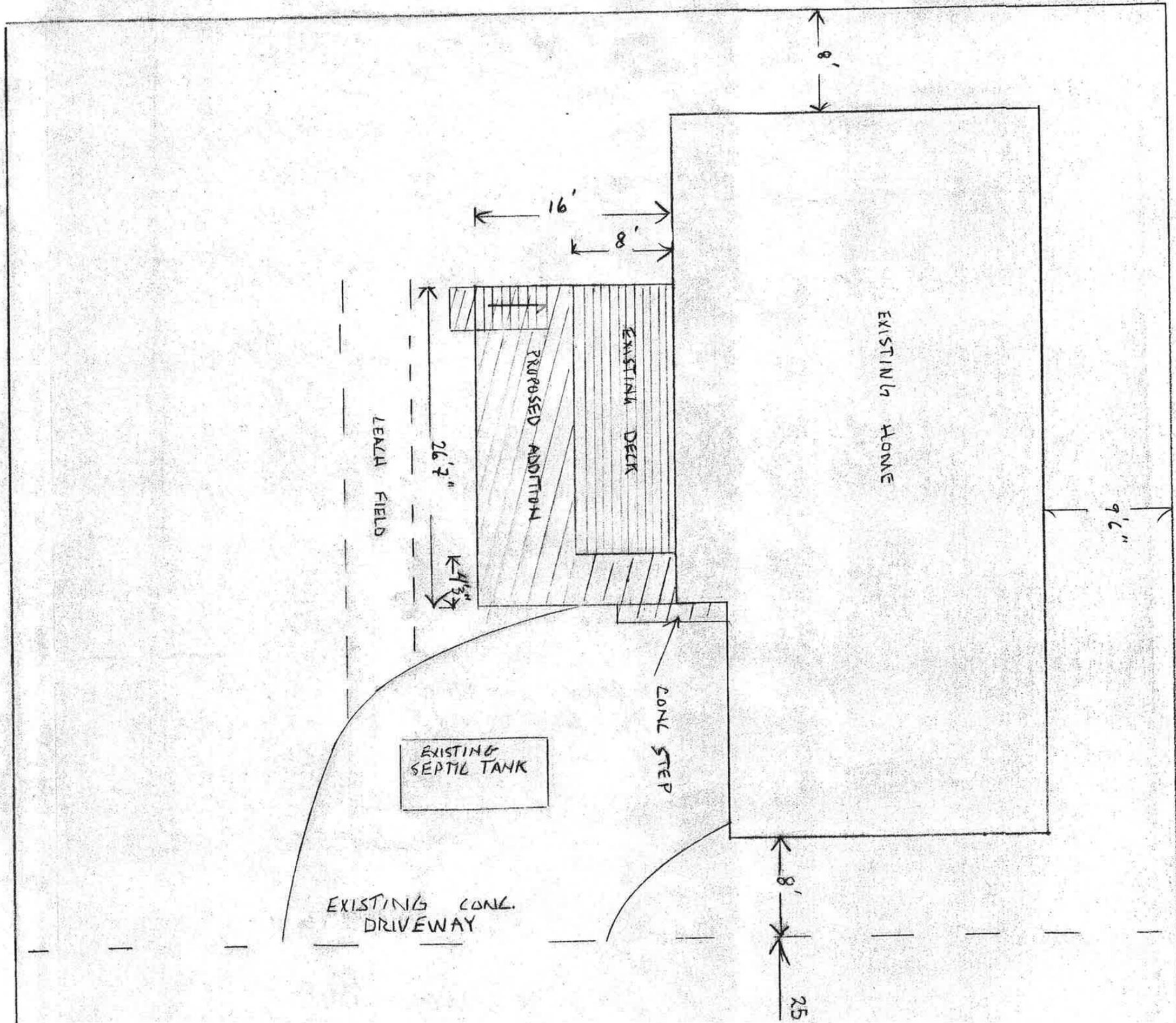
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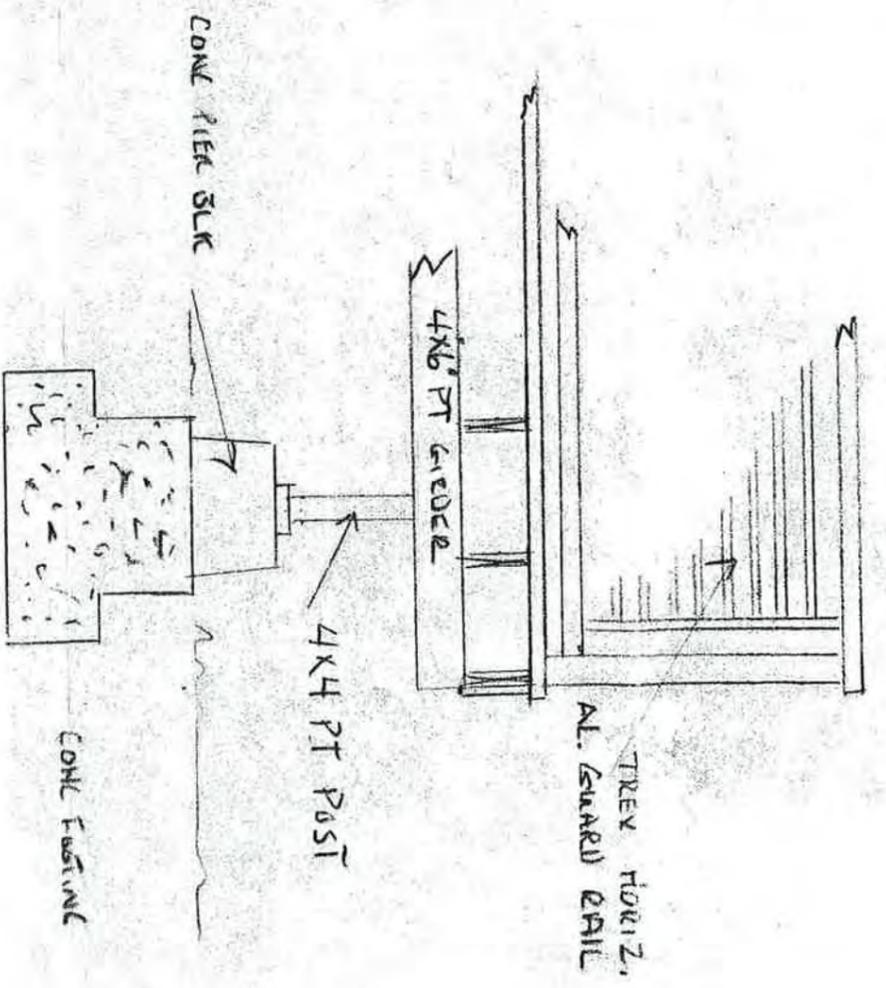
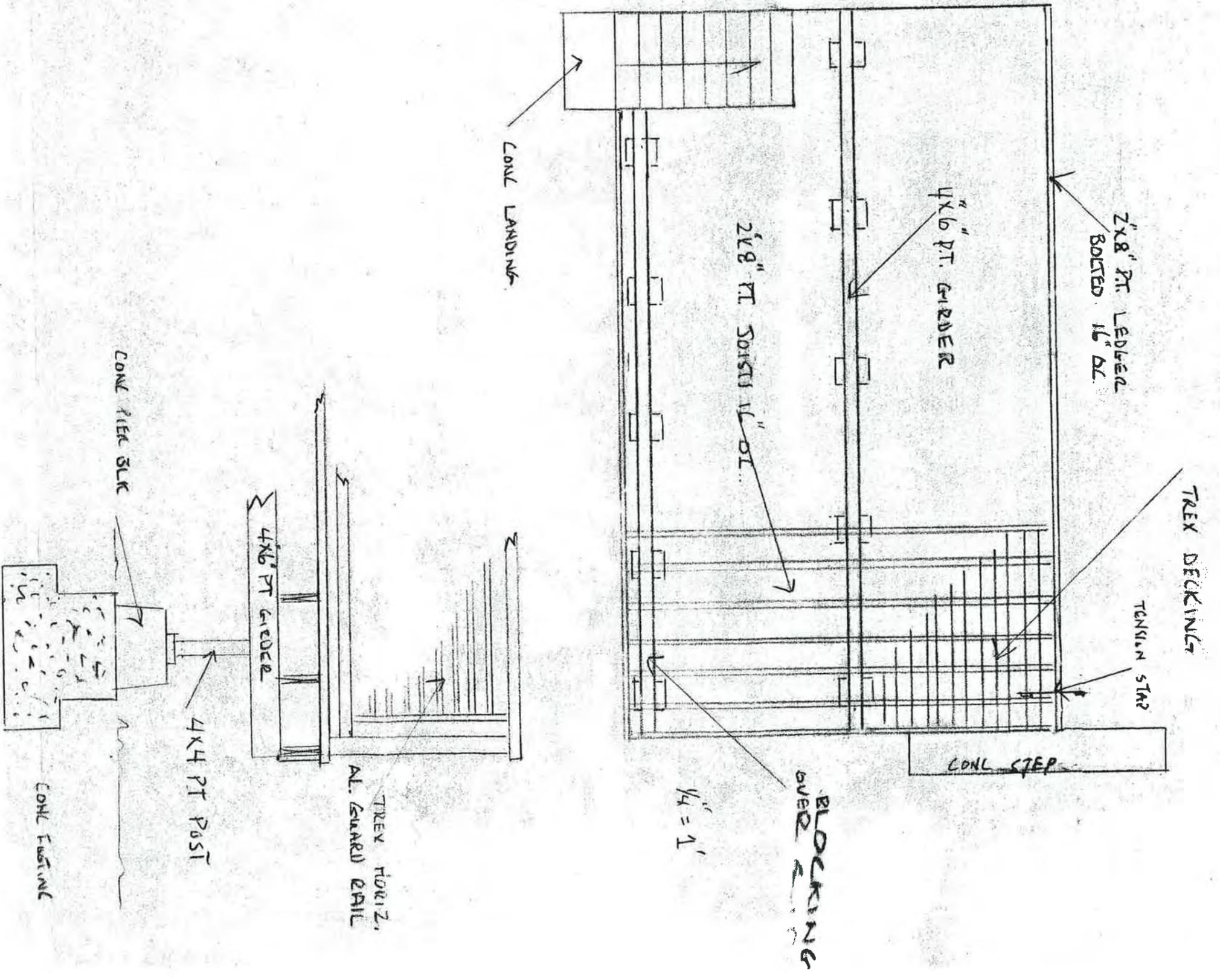




EDWARDS ST.



1/8"



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FEB 26 '19

CITY OF TRINIDAD

ADDRESS 824 EDWARDS ST. TRINIDAD
 OWNER CHERYL GILMORE
 SUBJECT DECK ENLARGEMENT
 APP # 42-041-43
 DATE 2-16-19