



NOTICE AND CALL OF A MEETING OF THE  
**TRINIDAD PLANNING COMMISSION**

The Trinidad Planning Commission will hold a regularly scheduled monthly meeting on  
**WEDNESDAY September 18<sup>th</sup>, 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** – August 21, 2019  
– September 4, 2019

**III. APPROVAL OF AGENDA**

**IV. ITEMS FROM THE FLOOR**

**V. AGENDA ITEMS**

**Discussion / Decision / Public Hearing / Action**

1. General Plan Update: Discussion of (a) updated draft Land Use Element and (b) December 2012 draft Noise and Public Safety Element

**VI. COUNCIL REPORT**

**VII. STAFF REPORT**

**VIII. FUTURE AGENDA ITEMS**

**IX. ADJOURNMENT**

*The meeting packets can be accessed at the following link:*  
<http://trinidad.ca.gov/document-library/pc-meeting-packets-2019>

**MINUTES OF THE REGULAR MEETING OF THE TRINIDAD PLANNING COMMISSION**  
**WEDNESDAY, AUGUST 21, 2019**

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

Commissioners Present: Graves, Lake, Johnson, Stockness

Commissioners Absent: Kelly

City Planner Staff: Parker

City Staff: Zetter, Naffah

**II. APPROVAL OF MINUTES**

*July 17, 2019*

*Motion (Johnson/Stockness) to approve as submitted. Passed (4-0).*

**III. APPROVAL OF AGENDA**

*No formal motion to approve the agenda. Approval made by acclamation.*

**IV. ITEMS FROM THE FLOOR**

There were no items from the floor.

**V. AGENDA ITEMS**

1. General Plan Update: Discussion of (a) next steps and schedule, (b) Introduction chapter and vision statement (c) water service policies of the Circulation Element, (d) Service Area and Sphere of Influence policies and priorities (Land Use Element).

*Staff report*

Planner Parker summarized the agenda memo, which included a summary of issues discussed at the joint Planning Commission / City Council meeting on July 31, 2019. Topics included answers to the specific Planning Commissioner questions, public outreach, scheduling, climate change, community change, introduction chapter and vision statement, and water service policies. The emphasis for this meeting will be to review the Introduction chapter and vision statement, and, if time, water policies.

Parker explains that she has updated the Introduction based on current information as well as Coastal Commission comments. In addition, Commissioner Kelly provided an executive summary of the general plan that Parker edited and added to the section regarding the 'current general plan.' Commissioner Kelly also provided an alternative vision statement that included a much more succinct vision along with several "strategic goals" that are intended to be carried through the whole general plan and be used to help interpret policies and other guidance.

*Commissioner Questions/Comments*

Commissioner Graves suggests holding off on the public comment portion of the hearing until after Commissioner discussion for general plan discussions.

Commissioner Lake requests that Commissioners be given an opportunity ask questions and bring up non-agenda issues at some point during the meeting, such as during "Items from the Floor." She wants to ensure that the general plan update schedule is available to the public. She

suggests having a 1-click location for accessing general plan update documents on the City's home page. All the background documents and draft elements should be in that easily accessible location.

The discussion moves on to the Introduction. There was some confusion regarding the attachment that included Commissioner Kelly's suggested vision statement, because some of the text was cut off. Planner Parker explained that the material that had been cut off was the executive summary, which had already been incorporated into the text of the Introduction.

Commissioner Lake points out that General Plan 2010 should now be 2020. She also notes that acronyms are used and written out inconsistently throughout the document. Parker suggests that each element have its own list of acronyms for ease of use, and that she will ensure that they are written out only the first time they are used and used consistently.

Commissioner Johnson wants to ensure that all the background documents listed on page 6 are made available on the City's website. He also clarifies whether all the Coastal Commission staff comments have been addressed. Parker confirms that is the case for the Introduction.

Parker brings the Commission's attention to a highlight on page 6 where the Coastal Commission staff recommended that overlapping / cross-referenced policies just be listed rather than written out multiple times, noting that the Planning Commission made a conscious decision to write them out in each section they apply in the current draft for ease of use by the public. Commissioner Lake's preference is to just follow the Coastal Commission recommendations, even if they are not mandatory. The other Commissioners generally agree with that, but in this case, prefer the policies to be written out each time.

The Commission discusses the new "Plan Highlights" section and several edits are made for clarification.

The Commission then discusses the Vision Statement. There is a general consensus that Commissioner Kelly's version is preferred. Some changes to the wording and order of the strategic goals are discussed.

#### *Public Comment*

S. Laos (Trinidad Rancheria) refers to staff's suggestions that a flyer be mailed to City residents regarding the general plan update to encourage participation. She suggests that the mailing include a broader area, since City decisions affect areas outside the City, and people outside the City are also part of the community. She also expresses her preference for Kelly's version of the Vision Statement.

D. Cox (Trinidad Resident) comments that the public notices/agendas should specifically state what part of the general plan will be discussed at each meeting, so the public can be prepared.

E. Weinreb (Greater Trinidad Resident) suggests providing a link to the packet materials, because they can be hard to find.

#### *Commissioner Discussion*

Planner Parker suggests that she can add a link to the packet on the agenda. Commissioner Lake would also like to see a general plan update schedule posted around town. Parker warns that the

schedule often changes, so that could cause confusion; it would have to be a short-term schedule and clearly state that it is subject to change.

***Motion (Johnson/Lake) to accept Commissioner Kelly's Vision statement as amended.***

***Motion (Lake/Johnson) to pass the Introduction chapter, as amended, on to the City Council for review. Motion passed unanimously (4-0).***

*Commissioner Discussion*

The Commission requests that staff include the amended Introduction in the next Planning Commission packet.

The Commission moves on to discuss water service policies. Planner Parker explains that water policies are included in two different elements. The Land Use Element includes policies related to the City's service area, and the Circulation Element includes policies related to the water plant/system and water service in general.

Commissioner Lake is strongly in support of keeping the City's water right on Mill Creek and having Mill Creek designated as a Critical Water Supply by the County.

Commissioner Johnson suggests that the Planning Commission should put off further discussion of water policies until some of the pending GHD reports, including one on Luffenholtz Creek flows and one on alternative water sources, are available. Commissioner Graves opines that the City needs a Plan B. Commissioner Stockness agrees, stating that hooking up to HBMWD should be explored. Commissioner Lake states her strong opposition to HBMWD water for the City. Stockness clarifies that she meant a hook-up for users outside City limits.

A discussion ensues regarding an upcoming presentation by County Supervisor and Greater Trinidad Area resident S. Madrone and Westhaven CSD President D. Hankin that will discuss tapping into springs in upper Luffenholtz and rainwater catchment.

Commissioner Lake states that Goal LU-8 should be written for residents only. Planner Parker notes that section applies to the entire water service area, not just City limits. There is a brief discussion about annexation and how formation of service district might work.

*Public Comment*

D. Cox (Trinidad Resident) states that the City needs to ensure water service for residents first. She is not in favor of a district.

E. Weinreb (Greater Trinidad Area Resident) states that no one in Westhaven wants to hook up to HBMWD water.

S. Laos (Trinidad Rancheria) notes that Westhaven CSD obtained a grant to find and repair leaks in their water system.

*Commissioner Discussion*

Commissioner Graves summarizes his conversation with County planning staff regarding an investigation into possible illicit water diversions on Luffenholtz Creek.

Commissioner Johnson notes an error in table 3 of the water demand assessment. Commissioner Graves expresses his concern regarding the amount of water loss in the City's system.

**VI. COUNCIL REPORT**

There was no Council report.

**VII. STAFF REPORT**

There was no staff report.

**VIII. FUTURE AGENDA ITEMS**

Commissioner Stockness noted that septic and parking capacity are both concerns for ADUs, and suggests that parking needs to be further discussed.

Commissioner Lake states that the Coastal Commission staff comments on the draft general plan should be forwarded to the City Council. She notes that "correspondence" used to be part of the Council agenda, and they should be receiving City correspondence.

**IX. ADJOURNMENT**

Next meeting regularly scheduled meeting is September 18, 2019. Meeting has been adjourned at 8:20 pm.

**Submitted by:**

**Trever Parker  
City Planner**

**Approved by:**

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**John Graves  
Planning Commission Chair**

**MINUTES OF THE SPECIAL MEETING OF THE TRINIDAD PLANNING  
COMMISSION  
WEDNESDAY, SEPTEMBER 04, 2019**

**I. CALL TO ORDER/ROLL CALL (5:00 pm)**

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

**II. APPROVAL OF AGENDA**

*No formal motion to approve the agenda. Approval made by acclamation.*

**III. ITEMS FROM THE FLOOR**

Commissioner Lake expresses frustration that the packet was not posted on the City's website until Tuesday. She also took exception to the agenda memo being addressed to the Planning Commission. She also stated that the Coastal Commission staff wrote a letter stating that the Van Wycke Trail closure and designating 20 a minute parking zone on the bluff both require a CDP; she is concerned that the City has overstepped its authority on projects that require a CDP. Lastly, she opined that the Planning Commission meetings should be on Tuesdays, in order to be consistent with the City Council.

In response to Lake, Commissioner Graves advised that he has suggested, both to the City Clerk and City Manager, the City implement a two-step process regarding the posting of the packets/agendas. Furthermore, he expressed a preference to keep the meeting dates as they are unless the Council wants it changed.

In response to Lake, City Planner Parker stated the packet material does reference the specific meeting packet where the previous material can be found. She also confirmed that a website link was provided on the agenda, as requested at the previous meeting. Furthermore, Parker noted that having two meetings a month already makes it difficult to put packet material together quickly, and that the City Manager prefers having the meetings on different days of the week, as there are more opportunities to have special meetings.

S. Laos (Trinidad Rancheria) stated she found the referenced material without a problem.

**IV. AGENDA ITEMS**

- a. General Plan Update: The following items will be discussed: current status, schedule and public outreach; Introduction Chapter; Land Use Element; Coastal Commission comments.

*Staff report*

City Planner Parker stated she wants to obtain guidance from the Planning Commission before she makes substantial edits to the General Plan based on the Coastal Commission staff comments. Parker provided a revised Chapter 1: Introduction for a final review that was edited and voted on by the Planning Commission at the previous meeting. She also provided the Land Use Element with some notes regarding the California Coastal Commission staff's comments. She pointed out that the CCC staff's comments were suggestions, meaning that change is not always necessary.

*Commissioner Comments/Questions:*

Commissioner Graves noted he is in agreement with the CCC staff that the document should not include the verbiage "should." He suggested that since the CCC has total control over the City, he recommends that the City take their suggestions quite literally. He opined the City should accept what they are proposing, as it will be the path of least resistance. He advised the direction he would give is to incorporate everything the CCC staff is recommending.

Parker advised that while she does generally agree with that approach, she stressed that switching everything back will be time consuming. She also noted that in some cases the City is trying to avoid certain verbiage, such as 'should' versus 'shall,' and that the Planning Commission has made conscious choices to do things a certain way. She stated that the Planning Commission should be careful of what the City may be committed to. Parker suggests adding the verbiage such as "if funding allows to certain programs."

Graves agrees with Parker adding language like "if funding allows." He concluded he supports everything that Parker has provided thus far. He wants to find a way to make the process simpler for the Commission and public.

Parker stated that sometimes it unclear if something is a program, initiative, policy or principle. LU-1b.4 is examined as an example, with Parker noting that it should probably be a program, but under what policy. Lake commented that the General Plan and ordinances should be periodically reviewed regardless of policy. She thinks that LU-1b.4 can be removed from the General Plan. There is general agreement with this. Lake reminded the Commission that regulations need to be updated when new state laws are put into effect anyway. Parker explained that there are likely quite a few policies and programs that could/should be removed, because things have kept being added over the many years of updates, and it's probably time to pare some down.

Kelly questioned why the City would have its own General Plan, when the City is in the Coastal zone and the CCC already has a plan in place. She asks why not just adopt the Coastal Act. Parker clarified for Kelly that the CCC does not have a plan, but instead the Coastal Act and regulations. She further advised there are matters that are not covered by the Coastal Act, such as noise, housing, etc. The idea is that the General Plan should be tailored to the City, as the Coastal Act is not as comprehensive. Lake added that cities are not governed by the CCC, as they are sovereign. She opined that we don't want to give up our rights to an appointed body.

Graves reminded the Commission, public, and staff that the letter the City received is from CCC staff, and the CCC does not always follow recommendations made by their staff. Kelly

stated she agrees with both Lake and Graves' comments and noted that none of the CCC staff's comments stuck out to her in a way that seems problematic at this point.

*Commissioner Stockness arrives to the meeting and Graves debriefs Stockness.*

Parker confirmed that she will follow the CCC staff recommendations to the best of her ability, re-categorize as much as she can, while also changing the language. Parker did, however, mention that she does have questions for the CCC staff. Furthermore, she wants to keep the General Plan update moving.

Commissioner Lake made a formal request of staff to obtain a copy of the existing General Plan. She also wants a copy of the Coastal Act policies that are being referenced.

Parker advised that when she makes updates to the General Plan, she will put any removed information/policies into a different document, to ensure that there is a record of what has been removed so it can be put back if needed.

Kelly thanked staff for the list of general plan elements provided, showing the progress the City has made for each section of the General Plan. Kelly questioned the need to include *rocks*, *beaches*, and *ocean* in the vision statement of the Introduction. Commissioner Stockness stated she requested the information to included, because she prefers the General Plan be descriptive. Commissioner Lake agreed, and suggested adding *sea stacks* and *bay*. Parker suggested that *beaches* and *rocks* be removed, and instead include the *Pacific Ocean*. Commissioner Stockness stated she would like both *Pacific Ocean* and *beaches* to be included. Parker stated she can include *Trinidad Bay* after the addition of *Pacific Ocean*, and change *offshore rocks* to *sea stacks*.

#### *Public Comment*

S. Laos (Trinidad Rancheria) had the following comments:

S. Laos requested clarification on page 5 in the section Open Space. She questioned if the Open Space refers to just the City limits or Planning Area. Parker clarified it is in reference to the City zoning designation. Laos also requested the examination of the California Coastal National Monument document, in order to obtain the definition regarding the near and off-shore rocks.

S. Laos commented that the Rancheria is in support of the designation of "Harbor Zone" for the harbor area referred to on page 10. However, she also noted that the bottom of page 10 references several large developable lots, including the two vacant lots (that make up the horse pasture) are now owned by the Land Trust. She clarifies that there isn't an intent to develop the property and so those probably should be taken out of the discussion. Parker advises that she is aware, but has not updated the information yet.

S. Laos advised that on page 11 the information needs to be updated to show that the parcels the Rancheria own are developed and the parcel owned by the City is un-developed. Laos also stated, that in general, the Rancheria is in favor of most of the City's goals, because whether it is transferred into trust or not, there needs to be plan in place; the Rancheria will

continue to manage the harbor consistent with these goals. She also mentioned that the Rancheria is working on a marine plan.

*Commissioner Comments/Questions:*

Planning Commissioners, S. Laos (Trinidad), and Parker had a collective discussion regarding policies LU-4.3 (both of them) and LU-3.5. It was noted that most of the policies are written such that the property owner is the responsible party, and LU-4.3 (1<sup>st</sup> one) is inconsistent with that. It is generally agreed that the City and the Rancheria should work together on coordinating parking and shuttle service, but the Rancheria (owner) would have primary responsibility. Laos requested clarification as to the intent of LU-4.3 (2<sup>nd</sup> one), and it was generally agreed that it should be worded to primarily prevent further subdivision. Laos also opined that LU-4.5 reads like a mandate and questioned how the City could enforce something like that. Lake suggested it be reviewed by CCC staff.

**V. STAFF REPORT**

Parker advised that she is currently working on staff reports for the City Council's September 10<sup>th</sup> meeting.

**VI. ADJOURNMENT**

The next regularly scheduled meeting is September 18, 2019. The meeting was adjourned at 6:30 pm.

**Submitted by:**

**Angela Zetter  
Administrative Assistant**

**Approved by:**

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**John Graves  
Planning Commission Chair**



## MEMORANDUM

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**TO:** Trinidad Planning Commission

**FROM:** Trever Parker, City Planner

**DATE:** September 13, 2019

**RE:** General Plan Agenda Item – Land Use, Noise & Safety

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I have started incorporating the Coastal Commission staff comments into the Land Use Element based on our discussion at the last meeting. I only had a couple of days to work on them, so this is a first cut. I have reorganized Section B as requested and added two new sections – one for sustainable development and one for priority land uses. I have also recategorized some of the programs and policies as suggested by Coastal Commissions staff, and as seemed appropriate for consistency. I have added some explicit subjects and shalls. Finally, I added language from the Coastal Act as suggested by Coastal Commission staff. These policies are noted with their corresponding Coastal Act section reference in the comments. Although I have not made a concerted effort to identify policies that should not be part of the certified LUP, I did identify a couple where I thought that may be the case. So, I added the City symbol to those as described in the Introduction chapter and previously discussed to see how it would look.

There are a couple of things that I have not yet done. One is to make all the references to “harbor” or “harbor area” consistent. I would like to get some input from the Commission on that first. There are 64 occurrences of the word “harbor” in the Land Use Element. Some are generic references to harbors, not just Trinidad. But Trinidad Harbor is referred both as Trinidad Harbor and the Harbor Area, with capitalization being inconsistent as well. I highlighted the “harbors” within the document, so they can be easily found (note that where text is highlighted with a comment, the yellow highlight won’t show up). The main question would be to consider whether “area” should be part of the official reference to the harbor.

Another task that isn’t done is to revise and reorganize the climate change policies. That will take some research, as well as moving some of the policies over to the Safety Element. In addition, City staff are working on a coastal hazards assessment as part of the LCP update grant, which will be available soon. It would make more sense to further develop and discuss those policies once the hazards assessment is available.

Note that I only provided pages 1-18 of the Land Use Element, because I have not worked on Section D (Land Use Outside of City Limits) since the last meeting. That section should wait until the water reports are available anyway. I also did not include the Coastal Commission comment letter of July 5, but it might be useful to have as a reference (available at the end of the August 21, 2019 packet).

*Attachments*

- Revised Land Use Element (pages 1-18)
- Noise and Public Safety Element (PC Approved December 2012)

## **CHAPTER 2: LAND USE ELEMENT**

### **A. Introduction**

1. Purpose
2. Background

### **B. Land Use Designations Within City Limits**

1. Land Use Map and Zoning Designations
2. **Sustainable Development**
3. **Priority Uses**
4. Residential Land
5. Commercial Land
6. Harbor Area
7. **Aquaculture**
8. **Publically Owned Lands**

### **C. Development Outside City Limits**

1. Sphere of Influence
2. City Service Area
3. Planning Area

## **A. INTRODUCTION**

### **1. Purpose**

The Land Use Element is the heart of the General Plan because it has the broadest scope of the required elements, and it provides an overview of the long-term development and sustainability goals and policies of the City. The Land Use Element provides the primary basis for City decisions on development applications.

The Land Use Element establishes policies and programs to create the general framework for the future pattern of growth, development, and sustainability in Trinidad, CA. These regulations strive to conserve natural resources and the scenic character of the land, protect wildlife habitat and cultural resources, contribute to the character of the community, and adequately serve the health, safety, and needs of the citizens. Land use decisions must take into consideration the relationship of adjacent land uses to fully integrate proposed land uses with existing natural and physical environments.

### **2. Background**

The City of Trinidad is located in Humboldt County, approximately 25 miles north of Eureka, and 300 miles north of San Francisco. The City was founded in the 1850's as a supply center for the gold rush and, being incorporated in 1870, is one of California's oldest cities; it is also one of the State's westernmost Cities. Trinidad has only about one square mile of land area and a year-round population of 367 residents (2010 census) and 200 residences making it one of California's smallest cities as well. Though

small in area, the City of Trinidad provides commercial services to surrounding rural areas, in particular the Westhaven area, which has a population of around 1,200 people. The closest towns to Trinidad are McKinleyville, six miles to the south and Orick, sixteen miles to the north.

The City of Trinidad falls within the ancestral territory of the Yurok People. The Tsurai village site (perched on the ocean bluffs on the south side of the City) dates as far back as 800 A.D. and was occupied until the early 1900's. In 1775, the Spanish "discovered" and named Trinidad. Visitors were mainly limited to fur traders until the Gold Rush. In the 1850's, Trinidad became a supply port for the inland gold rush and at one point may have had 3,000 people living there; the population plummeted when other inland routes to the gold camps were established. After gold, the logging industry sustained settlers and thrived, especially while the railroad operated in Trinidad from 1911-1948. Salmon fishing also became an important industry during this time.

The area's physical setting, regional and national economic and social changes, and individual and governmental agency development have blended to create the community we see today. The original street pattern, laid out by a ship captain in 1850, remains today, though only a few original buildings exist as a result of large fires in 1911 and 1928. Although fishing and lumber remain important to the local economy, Trinidad is now a quaint seaside town that thrives on tourism and recreation, including sportfishing.

## **B. LAND USE DESIGNATIONS WITHIN CITY LIMITS:**

### **1. Land Use Map Designations and Zoning-**

Figure 24 shows the land use designations for all properties in the City. The goals, policies and programs in this element are to be considered in relation to this map. The Trinidad General Plan has defined development options based on finite space and environmental constraints. The City is mostly built-out unless surrounding areas are annexed into City limits or in the unlikely event that a sewer system is constructed. There are still a number of vacant parcels in town, and development needs to be carefully reviewed and controlled to ensure sustainability and compatibility with the community. The purpose of the following land use categories are described relative to the development density or intensity, and the types of activities or land uses permitted, primarily within the Trinidad City limits. State law requires that maximum densities for residential uses be specified for each designation. Overlay zones that include additional requirements beyond these base zones in certain areas may be utilized in the City's Zoning Ordinance improve implementation of the General Plan.

**Goal LU-1a: To provide a compatible mix of land uses that provide for the needs of residents, businesses and visitors.**

### Suburban Residential (SR)

The Suburban Residential Designation is intended to provide for single-family residential development at low-densities suited to the physical capacity of the land and consistent with the density of nearby development. These areas are generally located east of the freeway or along Scenic Drive, where public water systems are available or could be made available upon annexation. There may be soil limitations for foundations and sewage disposal systems in these areas. SR parcels generally have larger lots and maintain a rural feel with large setbacks, low lighting and no curbs or sidewalks. An accessory dwelling on a lot may be appropriate if the development design is consistent with neighborhood character and the lot has sufficient area to meet the sewage disposal requirements for each dwelling.

Maximum Density: One single-family dwelling per 20,000 square feet, with up to one accessory dwelling as appropriate and if all applicable regulations can be met, or up to 8.5 persons per acre. Maximum lot coverage of 20% allowed.

### Urban Residential (UR)

The Urban Residential Designation provides areas for moderate residential development and encapsulates the central portion of town that is most densely developed. This area allows the highest density of residential use (not including mixed use), taking into consideration neighborhood characteristics, community design policies, and soil capacity for individual septic systems. Although this is the most densely developed zone, development will not be allowed to impact the small-town character of Trinidad. There is little potential for more subdivision in the UR Zone based on current regulations. A limited number of accessory dwelling units may be allowed if carefully reviewed for OWTS compliance and neighborhood compatibility.

Maximum Density: One single-family dwelling per 8,000 square feet with up to one accessory dwelling unit if all applicable regulations can be met, or up to 21 persons per acre. Maximum lot coverage of 40% allowed.

### Commercial (C)

The Commercial Zone provides for the commercial services that meet the convenience and retail needs of residents and visitors. Uses serving the commercial fishing industry are also appropriate. Design of structures avoids the typical franchise or highway commercial design and incorporates design elements sensitive to the small-town atmosphere of the City. Signage is not to be designed to be seen from the freeway. Off-premise signs are limited to non-advertising directional signs and public informational signs. High wastewater producing uses are limited based on septic system capability.

Maximum Density: No new residential dwelling units allowed. Maximum lot coverage of 65% allowed.

### Visitor Services (VS)

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

Such visitor services and accommodations have direct access to a primary collector street. Design of structures avoids the typical franchise or highway commercial design and incorporates design elements sensitive to the small-town atmosphere of the City. Development does not create conflicts with nearby residential areas and is located near convenience shopping facilities and / or recreational destinations. Limitations that might apply to uses of a site include sewage disposal and off-street parking.

Maximum Density: One caretaker dwelling per existing parcel. Maximum lot coverage of 65% allowed.

#### Mixed Use (MU)

The Mixed Use designation is applied to either primarily residential areas along main streets where limited commercial activity may be appropriate, subject to special integrating design, or they are areas where design flexibility is needed to adapt an appropriate mix of commercial and/or residential uses to the site and to surrounding uses. This includes residential and commercial establishments along Trinity and Main Streets and three large, vacant parcels with some limitations. This designation replaces the previous 'Planned Development' designation. The intent of the designation is that limited commercial uses, including visitor accommodations and services, recreational uses, offices, gift shops, food establishments, and personal services may be appropriate when such uses are designed to minimize conflicts with adjacent residentially designated properties. Uses allowed in the Public and Community (PC) designation are also appropriate if they are consistent with the intent of the MU designation. Design of structures avoids the typical franchise or highway commercial design and incorporates design elements sensitive to the small-town atmosphere of the City. Residential uses can be individual structures, clustered multifamily building(s) with up to four dwelling units each, or mixed with commercial uses. Limitations that might apply to uses of a site include sewage disposal, riparian setbacks, off-street parking, lighting, noise, and mixed use densities. The MU designation is not intended for campgrounds or R.V. parks.

Maximum Density: One residential dwelling unit per 8,000 square feet of lot area whether combined with a business or not. Commercial and visitor accommodations are allowed to the extent that they can be adequately served by an OWTS. Maximum lot coverage of 65% allowed.

#### Harbor (H)

The **Harbor category-designation** is intended to provide an area in which a mixture of limited commercial, industrial and recreational uses can occur in the existing Trinidad **Harbor** area. This is a new designation, not part of the previous General Plan. The intent is to provide for the continuation of a mix of activities which support the **Harbor's** function as a commercial and recreational fishing port and to protect and reserve parcels on, or adjacent to, the sea for coastal-dependent and coastal-related uses. Incidental and appurtenant commercial activities are intended to be subordinate to the coastal-dependent uses.

Maximum density: No new residential dwelling units allowed other than a caretaker unit.

#### Open Space (OS)

Open Space lands include, ~~but are not limited to,~~ public agency open space lands, ~~including Trinidad State Park parklands,~~ the Tsurai Management Area, Trinidad Head, beaches, ~~and Environmentally Sensitive Habitat Areas (ESHAs), though not all ESHAs are included within the OS designation, and near and off-shore rocks. This designation also applies to areas lying seawards of the mean high tide line.~~ The purpose of the OS designation is to preserve the natural and scenic character of these lands, including protecting wildlife habitat and cultural resources. Limited recreation and land management activities are appropriate uses; commercial timber harvesting is not an appropriate use. Limited development of appropriate technology, (such as micro-hydro power turbines in riparian areas) and cultural and interpretive elements may be allowed as long as they are not detrimental to sensitive coastal resources.

Maximum Density: No residential dwelling units allowed.

#### Special Environment (SE)

The Special Environment (SE) designation is applied to portions of otherwise developable properties to limit development due to hazards or sensitive resources such as steep slopes and riparian areas. Public and private open space, wildlife habitat, and low intensity recreational uses, including public access to and along the shoreline, are the intended uses. The SE designation restricts alteration of land and vegetation, allowing limited development, based on an appropriate study or report, only if reasonable use of the property would otherwise be prohibited. On parcels where only a portion is designated SE, development shall only occur outside of the SE area if feasible. The SE area shall not be subdivided or utilized in calculating required minimum parcel area or density. It is intended that development not be visible from public viewpoints more than necessary and that it have a natural appearance. Public Access dedications along beaches and trails will be required as appropriate, and open space easements may also be required to protect sensitive resources as conditions of development approvals.

Maximum Density: One residential dwelling unit per lot (only after resolution of all constraints following site-specific analysis).

#### Public and Community (PC)

The Public and Community (PC) land use designation includes publicly owned lands ,exclusive of those maintained primarily as open space, and lands owned by religious or other non-profit organizations; these properties are used for education, religious worship, community meetings, and related activities. This designation replaces the previous 'Public and Religious' designation. Public agency ownerships include, but are not limited to schools, public parking areas, utility and public service substations, fire stations, public buildings, parks and recreation facilities, and cemeteries. Public or private community facilities shall be compatible with nearby uses and should be located adjacent to streets that offer convenient access.

Maximum Density: No new residential dwelling units allowed other than one caretaker unit per lot.

**Goal LU-1b: Promote development and conservation of land in Trinidad according to the pattern shown on the Land Use Designations Map.**

Land Use Map Policies

~~LU-1b.1 The Land Use Map (Figure 1) designates specific land use areas. Place all new development into appropriately designated areas so that land use conflicts can be minimized. The City shall implement the Land Use Map by approving development and conservation projects consistent with the land use designations and ensure consistency between the General Plan/LUP and the **Implementation Plan**.~~

~~LU-1b.2 Densities and uses specified under each General Plan designation are further defined by language and regulations included in the corresponding Zoning designation.~~

~~LU-1b.2.3 Some properties include existing land uses that are nonconforming to their land use designations. Do The City shall not allow legally established existing land uses to increase their existing degree of nonconformity.~~

~~Program LU-1b.3.1:~~ In deciding on any permit application to alter a nonconforming use, the City shall exercise discretion in determining whether a nonconforming use is compatible with a given area, including, but not limited to, the attitudes of the nearby property owners to the nonconforming use.

~~LU-1b.4 The Planning Commission will periodically review the Zoning Ordinance and recommend amendments to it, as necessary, to allow adequate response to current or ongoing issues, identified shortcomings or conflicts, and to ensure compliance with State and other applicable laws.~~

~~LU-1b.5 Revise the Zoning Ordinance to provide more refined Design Review Guidelines that objectively address the design, size, bulk, and scale of new development and ensure that new and remodeled buildings are compatible with and enhance the character of the neighborhoods in which they are located. Base the revisions on policy guidance contained within the Community Design element of this General Plan.~~

**2. Sustainable Development**

Sustainable development is a strategy by which communities seek to balance environmental protection, economic development, and social objectives and to meet the needs of today without compromising the quality of life for future generations. Sustainable development and smart growth are often used interchangeably. Smart

growth is development that is environmentally sensitive, economically viable, community-oriented, and sustainable. However, smart growth is focused on densely developed, transit-oriented and mixed-use communities. Because of Trinidad's rural nature and reliance on septic systems, this type of smart growth is not an option for Trinidad. Instead, Trinidad will focus on things such as living within its means by ensuring adequate services exist for new development, reducing its carbon footprint, embracing more efficient alternative technologies, encouraging green building techniques and low impact development (LID), and protecting ESHAs and other natural areas.

**Goal LU-24e: Preserve and maintain the natural and community environments by promoting sustainability in development patterns.**

#### Sustainable ~~Land Use~~Development Policies

LU-2.1 Except as other provided in this General Plan/LUP, new residential, commercial, or industrial development shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Commented [TP1]: Coastal Act §30250

~~LU-24e.24~~ In order to ensure adequate services and infrastructure for development, the City shall only approve new ~~or increased buildings development~~ if it has been demonstrated that the development will be served with adequate water and wastewater treatment. Lack of adequate services to serve the proposed development are grounds for denial of the development.



~~LU-24e.35~~ In order to minimize impacts on air quality and green-house gasses, the City shall ensure new ~~and revised~~ development: (1) ~~be is~~ consistent with State reduction targets; (2) ~~be is~~ consistent with any requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development; and (3) minimize ~~s~~ energy consumption and vehicle miles traveled to the extent feasible.

~~LU-24e.47~~ The City shall ~~E~~ensure that all new parcels (1) have adequate area to provide for anticipated uses or structures; (2) ~~P~~provide adequate setbacks from nearby septic tanks, wells, nearby slopes and streams; ~~and;~~ (3) ~~D~~demonstrate sufficient area for adequate sewage disposal requirements prior to any ~~intensification or addition to existing uses~~ new development.

LU-2.5 Land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Commented [TP2]: Coastal Act §30250

~~LU-24e.63~~ The City shall incorporate fundamentals of low-impact-development (LID) technologies into the requirements of the City implementation plans and or conditions of approval for new development.

~~Program-LU-24e.78.1: As part of this program,~~ The City shall require accurate and current septic information as part of any development application, including subdivisions. OWTS upgrades may be required based on the proposed development. Uses with large quantities or high strength discharges are subject to more stringent reviews and requirements. ~~Encourage the County to adopt a similar program in the Trinidad-Westhaven area.~~

LU-2.8 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this General Plan/LUP. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Commented [TP3]: Coastal Act §30254

#### Other Initiatives for Sustainable Development

- ~~Provide~~ education and / or incentives to property owners to incorporate LID alternatives into new and existing development where it will not negatively impact any OWTS. (CONS-1c.1, CD-##)
- ~~LU 1c.1~~ Continue to investigate and adopt appropriate policies encouraging green building technologies and uses that reduce negative impacts on the environment from both existing and new development (CD-##).
- ~~LU 1c.2~~ Encourage, both inside and around the City, principles of smart growth and mixed-use development concepts where feasible, both inside and around the City, to improve circulation and reduce the need for auto use.
- ~~LU 1c.6~~ Encourage, through City implementing ordinances, sustainability and alternative technologies. This includes, but is not limited to, community agriculture, solar wind and micro-hydro power, rainwater collection and LID.

~~LU 1c.8~~ Maintain an Onsite Wastewater Treatment System (OWTS) Management Program, consisting of an ordinance and guidelines, in compliance with the CA OWTS Policy and the North Coast Basin Plan, that includes regular inspections, maintenance, and pumping requirements to assure that State and federal water quality standards are met. (CIRC-11.1/ CONS-1b.6)

**Goal LU-1d: Assess, plan for, and adapt to the impacts from climate change through appropriate land use controls to maintain community character and**

**resources.**

**Climate Change Planning Policies**

**LU-1d.1** Update and continue to reevaluate land use patterns and zoning requirements to minimize risks from climate change effects, including sea level rise, global warming, precipitation patterns, and wildfire risks.

**LU-1d.2** Establish shoreline management plans to address long term sea level rise.

*Program LU-1d.2.1* Create policies that require a management plan for priority area that are subject to sea level rise hazards.

**LU-1d.3** Limit new development in hazard areas.

*Program LU-1d.3.1* Restrict or limit construction of new development in zones or overlay areas identified as hazardous.

**LU-1d.4** Develop a plan to remove or relocate structures that become threatened.

*Program LU-1d.4.1* Require new development authorized through a CDP that is subject to wave action, erosion, or other hazards to be removed or relocated if it becomes threatened in the future.

**LU-1d.5** Plan ahead to replace loss of access and recreation areas.

*Program 1.d.5.1* Protect existing open space adjacent to the coast.

*Program 1.d.5.2* Plan for removal of structures that limit inland migration of beaches.

**LU-1d.6** Foster efforts to better understand impacts of sea level rise.

*Program 1.d.6.1* Support research on impacts to recreation and public beach access.

**Commented [TP4]:** I have not yet tried to address this section based on the Coastal Commission staff comments.

**Commented [TP5]:** On page 7 of Attachment A of the Coastal Commission comments, there are comments specific to the LU Element. They note that these are taken directly from the Climate Change Vulnerability Report and Adaptation Response (April 2016) and need to be further developed in general.

**Commented [TP6]:** Change to a program (what policy?), or an 'Other Initiative.'

**Commented [TP7]:** Change to a program (what policy?), or an 'Other Initiative.'

**Commented [TP8]:** If that's not what the above policy does, then it should be amended, and this could be deleted.

**Commented [TP9]:** Coastal Commission suggests moving hazard policies to the safety element, but could be in both places.

**Commented [TP10]:** Seems like this regulates development, so should be a policy.

**Commented [TP11]:** Other Initiative

**3. Priority Uses**

The Coastal Act prioritizes certain land uses over others. In enacting the Coastal Act, the State Legislature defined the basic goals of the state for the Coastal Zone in § 30001.5 of the Coastal Act. This section is intended to carry out those goals and prioritized uses enumerated in the Coastal Act.

**Goal LU-3:**

**(a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.**

**(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.**

**(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.**

**(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.**

**(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.**

**LU-3.1 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.**

**Commented [TP12]:** Coastal Act §30213

**LU-3.2 Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.**

**Commented [TP13]:** Coastal Act §30220

**LU-3.3 Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.**

**Commented [TP14]:** Coastal Act §30221

**LU-3.4 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.**

**Commented [TP15]:** Coastal Act §30222

**LU-3.5 Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.**

**Commented [TP16]:** Coastal Act §30222.5

**LU-3.6 Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.**

**Commented [TP17]:** Coastal Act §30223

**LU-3.7 Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.**

**Commented [TP18]:** Coastal Act §30224

**LU-3.8 Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing**

and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Commented [TP19]: Coastal Act §30234

LU-3.9 The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

Commented [TP20]: Coastal Act §30234.5

LU-3.10 Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Commented [TP21]: Coastal Act §30255

**42. Residential Land (Urban Residential, Suburban Residential)**

The residential areas of Trinidad have mostly been built-out, particularly in the UR Zone. Homes are typically located on local and collector streets rather than on the busier arterial streets (see Circulation Element). Trinidad’s residential development is diverse, as further described in the Community Design Element. Residents have expressed a desire to maintain Trinidad’s small-town character, continue to protect public and private coastal views, and to embrace green and appropriate technology in both new and existing residences.

Home businesses (Home Occupations) have occurred throughout the City in recent years, especially as a result of personal computers and internet services. The primary review criteria mandate that they do not impact adjacent residential uses. Short Term Rentals (STRs), or vacation rentals, have also become more numerous in the community, prompting concerns over their impacts on the community. While short-term vacation rentals provide important visitor-serving accommodations and economic benefits to the City, an increase in the number and density of short-term vacation rentals have adversely affected the small-town atmosphere of the City and the character of residential neighborhoods.

**Goal LU-42: Provide adequate land to accommodate the housing needs of all income groups while maintaining the character of existing residential areas and keeping the small town feel and coastal views that residents and visitors enjoy.**

Residential Land Policies

LU-42.1 Accessory dwelling units (ADUs) shall only be allowed when ~~are a valuable source of affordable housing in Trinidad. However, they need to be carefully regulated to ensure that sewage disposal and other requirements can be met, and they may not be appropriate on all residential lots.~~ Program LU-2.1.1: Maintain ADU regulations consistent with State ADU laws, Coastal Act requirements, environmental constraints, service limitations and community character.

~~LU-2.2 Review Trinidad's View Protection Criteria, and revise them as necessary to provide clearer guidance and reduce community conflicts while still protecting important public and private coastal views (CD-1.2.1).~~

~~LU-42.23~~ Home Occupations are allowed in Residential or Mixed Use areas to the extent that they do not impact the residential character of the neighborhood.

~~Program LU-2.3.1: Specify limitations and permitting requirements for Home Occupations in the City Zoning Ordinance.~~ Some of the issues that need to be considered when decided whether to allow a Home Occupation include:

- Determining the suitable density of residential and commercial uses;
- Providing sufficient sewage-disposal systems and adequate water services;
- Minimizing nuisance impacts such as noise;
- Limiting traffic and providing off-street parking / loading.

~~LU-2.4.: Specify limitations and permitting requirements for all short term rentals in the City Zoning Ordinance. Impose conditions on any permit to operate a vacation rental that address the following at a minimum:~~

- ~~Requirement to maintain a business license and pay transient occupancy taxes;~~
- ~~Adequacy of the OWTS and notification to guests regarding proper operation;~~
- ~~Occupancy, parking, traffic, lighting and noise and other standards to minimize nuisances;~~
- ~~Strong enforcement provisions.~~

### **53. Commercial Land (Commercial, Visitor Services, Mixed Use)**

Many of the commercial establishments in the City are dispersed near the freeway interchange and along Main, Trinity and Edwards Streets, as well as in the Harbor area. The current businesses in town include restaurants, a gas station, various small retail and service shops and a grocery store. These businesses attract residents and visitors year-round to the City. The sales tax and bed tax revenue generated by businesses in the City is an important component of City revenues.

Additional commercial and visitor-serving areas can be found just outside the City, mostly along Patrick's Point Drive, several campgrounds and R.V. parks as well as Trinidad State Beach and Patrick's Point State Park. The Trinidad Rancheria operates a casino located south of the City on Scenic Drive and owns the Trinidad Pier and Harbor area, including the boat launch, restaurant and a vacation rental. Based on the Coastal Act, the Harbor Area has been redesignated to a Harbor land use designation and zone rather than general commercial to better protect coastal-dependent and coastal-related land uses. The summer months brings an influx of tourists to the City to enjoy the many coastal amenities found in Trinidad.

There are no vacant parcels designated as Visitor Services. During the adoption of the existing General Plan, it was determined that these parcels, in conjunction with others

outside City limits, were sufficient to accommodate future visitor needs. However, many of the R.V. spaces in the City are now used for long-term tenancy. Trinidad Bay Trailer Courts is now designed by the California Department of Housing and Community Development as purely a mobile home park.

The City encourages tourism and supports the efforts of local businesses to ensure City revenues do not decline and that essential services for residents are provided. Most property owners within the planning area want to maintain the small-town feeling of Trinidad and support only a small increase of businesses that cater to local needs and a small to moderate increase in specialty shops catering to visitors. The City, whenever necessary, attempts to minimize adverse impacts to the small-town atmosphere caused by visitors. This is accomplished, in part, through land use regulations.

There are ~~four~~two large, vacant, MU designated parcels in town. These parcels include the vacant lot behind Murphy's Market, ~~the two lots that make up the horse pasture~~ and one to the southeast of Hidden Creek R.V. Park on the eastern edge of town. These parcels represent the primary development potential remaining in Trinidad.

**Goal LU-3: Promote the economic vitality of the commercial district while maintaining the historic, civic, cultural, and commercial core of the community without marring resources, views, or rural characteristics of the area**

Compatibility with surrounding land uses: LU-3.1 — The City's Commercial and Mixed Use designated areas provide for a mix of local as well as tourist-related, goods and services in a manner that is compatible with surrounding land uses.

Enhance town character: LU-3.2 Convenience shopping facilities are located near the freeway interchange. Gift shops, smokehouses, tackle shops, restaurants and other visitor related businesses can be located along primary collector streets provided they are compatible with nearby residences. The compatible blending of these types of businesses with the community enhances the seaside character of the town.

Commercial Land Policies

LU-53.13 As part of any review of an application for new development, the City shall ~~C~~carefully analyze ~~commercial-proposed~~ uses with high-use sewage disposal needs as to adequacy to provide for year-round needs without impacting groundwater or increasing seepage to the bluff area.

LU-53.24 The City shall ensure that Ccommercial accommodations ~~need provide~~ adequate buffers from adjacent residential areas and ~~must~~ have convenient access to a primary collector street.

**64. Harbor Area**

The Trinidad Harbor Area has had a varied and colorful history in the past, supporting first a Native American population, then furring, gold mining supply, logging, whaling and fishing. It also serves as the last safe harbor north of Humboldt Bay (20 mi. south) until Crescent City (50 mi. north). In 1946 the Hallmark family purchased the lands around the harbor and constructed a fishing pier. The commercial and fishing industry continued to increase for the next 40 years with a peak of up to 150 commercial salmon fishermen and at least 300 sport fishermen during the salmon season. In 2000 the Trinidad Rancheria purchased the property. The decline of commercial salmon fishing in recent years is due to dwindling fish stocks, increased operating costs, added government restrictions and recent listing of several salmon species on the Endangered Species list. Primary activities now are the winter Dungeness crab commercial season and summer sport fishing.

The property area is approximately 10 acres in nine individual parcels with ocean frontage both on the Pacific Ocean and Trinidad Bay. Most of the parcels are owned by the Trinidad Rancheria, but there is also a City-owned parcel as well. The site is improved with: a boat sling launcher, tackle/bait and gift shop, a pier, skiff dock and rental, water taxi service to transport boat owners to boat moorings, a vacation rental, and a restaurant. The City owns the land under the pier and mooring field to hold in trust for the people of the State. These lands were granted to the City by the State; the City leases these tidelands to the Trinidad Rancheria. The Rancheria has applied to transfer their harbor ownership into Tribal Trust. Trinidad Bay is also a State designated Area of Special Biological Significance and State Water Quality Protection Area. As such, it is subject to special discharge prohibitions and high water quality standards.

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

The harbor area experiences significant congestion at times. The congestion is most severe on summer weekends when ocean conditions are favorable for boating, but can occur throughout the year when the weather is nice or special events occur. This indicates that there is not a lot of potential for additional development in the Harbor Area without further impacting parking. The number of people visiting Trinidad Harbor puts a strain on other services that are provided there, including maintenance of the public restrooms and refuse management. The parking, restrooms and public access to the shore and trails are all provided free to users.

People in Trinidad are generally strongly opposed to any kind of offshore energy development as well as onshore support facilities. Opinions regarding aquaculture development are more mixed.

Being the only low-lying area in the City, the Harbor Area is the most at risk from tsunamis and sea-level rise. A tsunami siren has been installed in the Harbor Area as well as signage indicating the tsunami hazard zone. The City and other agencies and organizations provide public educational materials for residents and visitors on what to do if an earthquake or tsunami occurs. Because of uplift occurring in the Trinidad area, sea level rise is not expected to inundate large areas, with a maximum projection of about 30 cm by 2065. Sea level rise is more of a threat to bluff stability through increased wave action and toe erosion. Both sea level rise and tsunamis are also discussed in the Public Safety Element.

**Goal LU-64: Encourage a mixture of commercial fishing, recreational boating and fishing, mixed coastal dependent / compatible commercial and visitor-serving uses consistent with coastal access policies while protecting the Trinidad Head ASBS.**

#### Harbor Area Policies

**LU-64.1** Coastal-dependent and coastal related uses ~~are shall be~~ given priority in the harbor area.

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

**LU-64.2** ~~As part of the review for any application for~~ ~~Ensure any intensification or addition to existing uses~~ ~~new development proposed~~ in the harbor area, ~~the City shall require that it~~ is accommodated with adequate sewage disposal, water, parking, access and other public services.

*Program LU-6.2.1* The property owner is encouraged to create a long-range plan for the orderly development of the Harbor Area into the future.

*Program LU-6.2.2-4* The property owner, with coordination of the City, should enter into a water service agreement for the provision of additional services necessary for future coastal-dependent and coastal-related uses as allowed by the general plan designation prior to approval of any intensification or addition to existing uses.

~~Program LU-6.3-2.1~~ As part of an application for any ~~intensification or addition to existing uses~~ ~~new development~~, ~~the City shall~~ require the property owner to identify suitable leach field reserve areas for septic systems for existing and future uses or show proof that the existing system is adequate ~~and shall~~ ~~protect~~ existing and reserve leachfield areas from adverse activities and development.

~~Program LU-6.4.2.2~~ Prior to approval of an application for any intensification or addition to existing uses, the City shall require the property owner to identify and offer to dedicate areas reserved for public access to the pier, Launcher Beach, Trinidad Beach, Trinidad Head and public trails as necessary and appropriate to protect public access.

~~Program LU-6.5.4.2.3~~ As part of an application for any intensification or addition to existing uses, the City shall require the property owner to identify suitable public parking for public access to all of these areas.

Program LU-6.5.1 Provide a minimum thirty-five public parking spaces overall, in addition to that necessary for on-site uses.

Program LU-6.5.2.4.3 ~~Encourage the property owner to~~ develop a parking plan to accommodate all the uses in the **harbor** area with an emphasis on coastal access.

Program LU-6.5.3 Coordinate with the property owner on the development of a parking plan that includes the City-owned parcel in the **harbor** and to provide ~~Offsite parking within walking distance and/or shuttle service may be appropriate (CIRC-2.4).~~

~~LU-6.64.3~~ Subdivisions of land within the **Harbor** Area shall not be allowed, except for lease purposes or public access dedications. The Harbor area is intended to be retained and managed under one ownership. Intensification or addition to existing uses Approval of new development in the **harbor** area ~~will~~ shall require merger of existing lot lines. ~~Subdivision is only allowed for lease purposes or public access dedications.~~

~~LU-6.74.8~~ Dredging or filling of coastal waters ~~shall~~ is to be consistent with provisions of Coastal Act 30233 limiting development to, among other requirements, new or expanded commercial fishing facilities, maintenance of previously dredged depths in the **harbor**, and public recreational piers.



~~LU-6.84.9~~ Ensure new development ~~and additions to existing development~~ within the Harbor Area are evaluated for potential impacts to the Trinidad Head ASBS and that any impacts are mitigated to the maximum extent feasible.

~~LU-6.94.10~~ Onshore support facilities for off-shore energy development are not consistent with commercial and sport fishing, tourism, community residential uses or the environmentally sensitive habitats of Trinidad, and as such, are not allowed. The City also opposes offshore energy development that could interfere with commercial or sport fishing or pose a rise to coastal resources.

~~LU-6.104.14~~ As part the review for an application for new development, the City shall ~~E~~ensure that any aquaculture facilities proposed within the **Harbor** Area do not interfere with existing recreational boating facilities and existing coastal-dependent industry, including fishing or with the public's right of access to the sea and that any aquaculture

**Commented [TP22]:** CC staff recommended this as a program, but I think it is important enough to keep as a standard of review for development.

**Commented [TP23]:** CC staff commented that this policy may conflict with the Coastal Act. Section 30001.2 states: "The Legislature further finds and declares that, notwithstanding the fact electrical generating facilities, refineries, and coastal-dependent developments, including ports and commercial fishing facilities, offshore petroleum and gas development, and liquefied natural gas facilities, may have significant adverse effects on coastal resources or coastal access, it may be necessary to locate such developments in the coastal zone in order to ensure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the state." And §30260 states: "Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible."

development protects the water quality and ecological integrity of the Trinidad Head ASBS.

*Program LU-6.10.1 4.11.4:* Most types of aquaculture would not be appropriate in Trinidad due to the discharge prohibition into the ASBS and for the potential to negatively impact fishing and recreation in Trinidad's small harbor. Should aquaculture be proposed, the City will work closely with other regulatory agencies, including the SQRCB and Coastal Commission to review any permits.

#### Other Initiatives

- ~~LU-4.4~~ Commercial fishing has special needs, and other uses should not detract from these facilities.
- ~~LU-4.5~~ Public launching facilities are recognized as an important aspect of the harbor area. These facilities are to be kept in working order in conjunction with other allowable uses in the Harbor designation.
- ~~LU-4.6~~ The property owner is encouraged to provide an improved, safer, method for refueling boats than the current hand carrying method. The fueling system shall include an emergency response plan in case of a fuel spill.
- ~~LU-4.7~~ The property owner is also encouraged to construct a non-discharging fish-cleaning station.

#### **75. State and Federally Owned Lands**

For Trinidad's small size, it has a high proportion of State and other publicly owned lands. State lands within City Limits include Trinidad Beach State Park, Trinidad School and playing field, the Humboldt State University Telonicher Marine Laboratory and the underwater portion of Trinidad Harbor; CalTrans owns and manages Hwy 101 and the interchange right-of-way. Some of these State properties are still subject to the City's Local Coastal Plan and approval of Coastal Developments Permits by the City (including the State Park, Elementary School and CalTrans right-of-ways). Federal lands include the Coast Guard facility (lighthouse), and National Oceanographic and Atmospheric Administration (NOAA) weather station on Trinidad Head. In addition, the Trinidad Rancheria (Bureau of Indian Affairs) is located adjacent to the City on the southeast, and the BLM manages the offshore rocks as the California Coastal National Monument. The 13-acre Coast Guard property on the southern end of Trinidad Head was recently transferred to the Bureau of Land Management (BLM). And that land has now been included in the California Coastal National Monument.

State and Federal agencies may acquire, develop, manage, or dispose of land and make land use decisions. Such activities can have a major effect on local development. Local jurisdictions such as Humboldt County, Trinidad Rancheria, and the Trinidad

Union School District also manage land and make land use decisions affecting the City. Figure 2 shows where existing governmental facilities and land holdings are located. It is in the City's best interest to work cooperatively with those agencies that manage land in and around the City to further community goals. The City will seek to acquire any land within City Limits that may be disposed of by an agency if such acquisition will benefit the City.

The property owners in the City have opposed acquisition of residential areas for expansion of HSU's Telonicher Marine Laboratory at the west end of Edwards Street. State properties are exempt from paying property taxes so additional property acquisition by State agencies would also mean a gradual erosion of the City tax base, and it would affect the residential character of the town. Further, Section 30519(b) of the Coastal Act reserves CDP authority over State University lands in the Coastal Zone to the Coastal Commission rather than the local LCP. The Marine Laboratory is an important asset to the community for teaching, research and exhibits and is a partner with the City to achieve marine resource goals, but should not be allowed to reduce the importance of, or adversely affect, the fishing industry or the residential community.

**Goal LU-75: Ensure that State owned lands are managed such that they are compatible with, and do not detract from Trinidad's coastal village character.**

#### State and Federally Owned Lands Policies

**LU-75.1** Development on lands of Trinidad State Beach and Trinidad School playing field, and any other State properties within City Limits, except the Telonicher Marine Lab, are subject to coastal development permit / design review approval from the City as required by the CA Coastal Act and the City's certified Local Coastal Program. In lieu of individual development proposals, the City may approve an appropriate Management Plan addressing specific future development activity on those lands.

**Program LU-75.1.12** Work with federal agencies owning and managing property within the City to ensure appropriate consultation and coordination with the City.

#### **D. DEVELOPMENT OUTSIDE OF CITY LIMITS**

Land use decisions outside City limits affect the City in a variety of ways. Traffic and upstream pollution or disturbance are good examples. Land use designations differ from City designations in the lands under County jurisdiction surrounding the City. Since the City's Planning Area is under Humboldt County jurisdiction, the land use categories shown in Figure 4 correspond to the existing Humboldt County General Plan (~~Framework Plan 1984 Humboldt 21<sup>st</sup> Century, October, 2017~~). ~~Note that these land use designations may change as a result of the current update of the County General Plan.~~ There are ~~four~~ **three** different areas outside the City that have been designated based on their relationship to City Planning.

**NOISE & SAFETY ELEMENT**

**A. PURPOSE ..... 1**

**B. NOISE ELEMENT ..... 2**

**1. NOISE ENVIRONMENT ..... 2**

**EXISTING CONDITIONS ..... 2**

**TRAFFIC NOISE..... 2**

**AIRCRAFT NOISE ..... 3**

**SENSITIVE RECEPTORS ..... 3**

**2. NOISE ELEMENT POLICIES ..... 5**

**C. SAFETY ELEMENT ..... 6**

**1. SAFETY ENVIRONMENT ..... 6**

**EARTHQUAKES..... 6**

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**A. PURPOSE**

The Noise Element is one of the seven required elements of a general plan. “The purpose of the noise element is to limit the exposure of the community to excessive noise levels and that the noise element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels” (Governor’s Office of Planning and Research, State of California General Plan Guidelines, October 2003, p. 87). State law specifically requires that the noise element show noise contours for highways and freeways, and primary arterials and major local streets, and “include implementation measures and possible solutions that address existing and foreseeable noise problems, if any” (Government Code Section 65302(f)).

The Safety Element is another of the seven required elements of a general plan. “The aim of the safety element is to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes,

landslides, and other hazards. The safety element must identify hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and other entitlement permits” (Governor’s Office of Planning and Research, State of California General Plan Guidelines, October 2003, p. 90).

## **B. NOISE ELEMENT**

### **1. Noise Environment**

Trinidad is a small community with minimal traffic and noise pollution, and the intent of the residents is to maintain those characteristics. Appropriate standards for maximum short-term noise levels vary with the type of land use and time of day. Acceptable daytime levels in industrial and commercial areas are typically based on a combination of health and nuisance considerations and typically do not exceed 85 dBA. In residential areas, standards are typically set to avoid the perception of nuisance, such as noise levels that block normal conversation. Noise level above 66 dBA requires raised voices to be heard at a distance of three feet. Indoor noise levels between 50 and 60 dBA can disturb sleep.

Other than Highway 101, other factors that influence the noise levels in Trinidad are low flying coast guard helicopters, emergency sirens, and on-site construction. Between wind and waves, Trinidad also has some substantial natural contributors to ambient noise levels. Noise can also come from private residences, commercial areas, tourists, etc. Excess noise complaints can be made to the proper authorities. Implementation measures and possible solutions include, but are not limited to: restricted operating hours, protective building design, and installing sound barriers.

#### ***Existing Conditions***

##### **Traffic Noise**

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. The primary source of noise from automobiles is high-frequency tire noise, which increases with vehicle speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks generate wind noise. Trinidad is primarily affected by Hwy 101, only a small portion of which runs through City limits. Differences in elevation can amplify or dampen noise levels; for example, noise from a thoroughfare in a trough or valley between residential areas will be reflected upward and focused while noise from an elevated thoroughfare may dissipate. On flat ground, a buffer (such as a sound wall or dense vegetation) will greatly reduce noise escaping to surrounding areas. Background studies for the Humboldt County General Plan update indicate that Hwy 101 noise in the Trinidad area is not an issue; the highest noise levels are through Arcata, Eureka and McKinleyville, which all have substantially higher Average Daily Traffic Counts (ADTs), generally at least double. According to personal communication with CalTrans personnel in January 2001, the Highway 101 intersection noise contour is far below the threshold that would necessitate a noise reduction project.

City streets do not have high levels of traffic, and cars are generally moving at speeds less than 30mph. Trucks do have to drive through town to make deliveries to the harbor area, utilizing Main, Trinity and Edwards Streets.

### **Aircraft Noise**

The California Division of Aeronautics is in charge of enforcing airport noise regulations for all airports within the state. The noise standards require that no residences, schools, hospitals or places of worship be within a Noise Impact Area. The California Airport Noise Standards (California Code of Regulations, Title 21) Division 2.5, Chapter 6, Section 5012 of Title 21 establishes that 65 dBA CNEL is the acceptable level of aircraft noise for persons living near an airport. Airport noise studies are performed for the Arcata Airport Master Plan, and the most recent study indicates that airport noise is not an issue in Trinidad. Aircrafts do occasionally fly over Trinidad, but their impact is minimal.

### **Stationary Noise Sources**

On May 16 and August 23, 2012, City of Trinidad staff took noise readings at specific locations to address noise-compatible land use regulations. Planning staff informally surveyed community members and City employees to determine stationary noise sources in town in order to determine the most appropriate points to take noise readings. The results (Table NO-1) indicate that Trinidad does not have many substantial noise sources. In addition to Hwy 101, the main sources of noise are equipment such as refrigeration units by the market, the gas station and the marine lab. Other substantial noise sources include tourists, wind and waves. Note that the following noise readings were taken on an unusually calm days for wind and waves, though the lack of excess noise in the readings makes the readings more accurate. The results and locations are also presented in Figure 16.

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### **Sensitive Receptors**

Sensitive receptors are those that are most affected by noise. The California *General Plan Guidelines* lists schools, churches, convalescent homes, and sensitive wildlife habitat as sensitive receptors that should be identified in the General Plan. Residential areas in general are also noise receptors and must be considered in land use planning and noise generators. Other than residential areas, Trinidad has few sensitive receptors; these include Trinidad Elementary, and two churches, all of which are located near the central part of the town.

**Table NO-1: Trinidad Noise Readings**

City of Trinidad Noise Readings				
		Reading (dB)		
Station	Time	Average	Max	Notes
May 16, 2012				
corner of Frontage Rd & Westhaven Dr	4:59pm	66	73	
Murphy's Market (@ refrigeration units)	5:05pm	80		
Murphy's Market (50 ft south)	5:07pm	59		
View Ave, southwest (kitty-corner) of Murphy's Market	5:06pm	55		
Ocean Avenue (AT&T substation)	5:10pm	40		multiple bird species chattering
Lighthouse, located on Edwards St (1° collector)	5:15pm	48		wind calm; ocean flat
Marine Lab (at the pumps)	5:20pm	63		pumps humming
State Beach (parking lot)	5:24pm	60		light wind
Seascape Restaurant	5:27pm	53		low tide; no waves; wind <5
Chevron Station (refrigeration unit)	5:35pm	55	60	max included car noise
Chevron Station (50 ft from propane tank)	5:37pm	64		
Patricks Point Dr (recycling area)	5:43pm	60	70+	max occurred during recycling activities
August 23, 2012				
State Beach (parking lot)	6:22pm	65		high tide; ocean 5-10
Trinidad Head - NOAA station (southern)	6:44pm	67		no wind
Trinidad Head - NOAA station (southern) @ 15ft	6:45pm	48		no wind
Trinidad Head - NOAA station (northern)	6:51pm	43		no wind
Trinidad Head - cellular facility (@ gate)	6:47pm	45		no wind

**Noise and Land Use Compatibility Guidelines**

The California *General Plan Guidelines* include guidelines for noise-compatible land use. The existing General Plan contains a table, Noise and Land Use Compatibility Guidelines, that is consistent with the current state guidelines. The following table addresses acceptable exterior/interior levels for stationary sources to assess impacts of new development or new sources of noise onto adjacent uses:

**Table NO-2: Land Use Noise Compatibility Matrix**

NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING STATIONARY SOURCES						
Land Use	Exterior			Interior		
Noise Level Description	7AM-7PM	7PM-10PM	10PM-7AM	7AM-7PM	7PM-10PM	10PM-7AM
<b>Residences, Transient Lodging, Commercial, Nursing Homes</b>						
<b>Hourly L<sub>eq</sub></b>	55 dB	50 dB	45 dB	45 dB	40 dB	40dB
<b>Maximum</b>	75 dB	75 dB	70 dB	65 dB	65 dB	60 dB
<b>Auditoriums, Theaters, Libraries, Schools, Churches</b>						
<b>Hourly L<sub>eq</sub></b>	55 dB	55 dB	50dB	40 dB	40 dB	40dB
<b>Maximum</b>	75 dB	75 dB	50dB	60 dB	60 dB	60dB

NOTE:  $L_{eq}$  = The energy equivalent level, defined as the average sound level over time on the basis of sound energy. dB-Decibel = A unit used to express the relative intensity of a sound as it is heard by the human ear.

## 2. Noise Element Policies

### **Goal NO-1: Regulate noise based on zoning and activity while protecting the quality of life of residents, visitors and wildlife of Trinidad**

*NO-1.1* Existing and potential incompatible noise levels in problem areas shall be reduced through operational or source controls where the City has responsibility for such controls. Land use planning, subdivision review, building code enforcement, and other administrative means shall be utilized as needed.

*NO-1.2* New projects in the Mixed Use/downtown area, through site design and the use of the best available building technology, shall minimize the potential noise conflicts between commercial and residential uses.

*NO-1.3* Noise created by new or proposed stationary noise sources or the expansion or alteration of an existing use shall be mitigated so as not to exceed noise level standards in Table NO-1 at adjacent land uses.

*NO-1.4* The City shall identify and evaluate potential noise problem areas on a continuing basis.

*NO-1.5* New development shall be designed and constructed to meet levels listed in chart.

*Program NO-1.5.1* Consider applying noise standards to residential units in the Zoning Ordinance.

*NO-1.6* The City shall lessen noise increases along the city's arterial and collector roads through project design of streets (including providing buffers to the extent feasible and screening), coordination of routing, and other traffic control measures if needed. (city of seal beach)

*NO-1.7* Back-up generators are a pronounced source of noise. Generator noise shall be determined and included in the City Noise Ordinance.

*NO-1.8* Noise from quarries and associated truck traffic shall also be included in the Noise Ordinance.

## **C. SAFETY ELEMENT**

### **1. Safety Environment**

California has a beautiful natural environment. Unfortunately, the spectacular natural features also present Californians with many potential natural hazards. Like much of the rest of the state, the Trinidad is susceptible to earthquakes, fires, landslides, and other natural disasters.

According to Government Code § 65302 (g), a Safety Element is for the protection of the community from any unreasonable risks associated with the effect of seismically-induced surface rupture, ground shaking, ground failure, tsunami, slope instability, subsidence, liquefaction and other seismic hazards, flooding, wildland and urban fires.

A report entitled “Environmental Conditions and Constraints” (Environmental Research Consultants) dated May 1976 identified such hazards and incorporated their analysis into the General Plan policies. Geologic conditions have not changed over the intervening years, though our knowledge about them has increased. For this General Plan update, two additional related reports were prepared: (1) Geologic and Seismic Characteristics of Trinidad (Kristen Martin, Streamline Planning Consultants, 2007); and (2) Soil Characteristics of the Trinidad Area, CA (Sam Polly, Streamline Planning Consultants, 2009) In addition, multiple, site specific geologic studies have been done since that time. There is no indication that more data is necessary. Changes to the existing General Plan consist primarily of including updated information (such as identification of the Alquist-Priolo Special Study Zone) or policies that improve the notification and restricts development to address these issues.

#### ***Earthquakes***

A portion of the Trinidad area lies within a Special Study (Fault Rupture) Zone, as designated by the State Division of Mines and Geology under the Alquist-Priolo Act of 1972 (Fig. 9a). The zone encompasses about 60 acres, or 19% of the land within City limits. The purpose of the Zone is to ensure that local development patterns do not create seismic hazards; any new development of structures for human occupancy would be required to undergo a geologic study before a building permit would be issued. According to the Alquist-Priolo Act, no buildings may be constructed within 50 feet of any active fault in the zone. Trinidad is affected because there has been development within the boundary of the Alquist-Priolo zones. Much of the undeveloped land also falls in or near this zone. There are two fault zones within Trinidad shown on Fig. 17, the Trinidad head fault zone and the Anderson Ranch fault zone. The City has developed a list of parcels located in the Alquist-Priolo zone to use during the review of development proposals and/or become part of overlay zoning.

The current Uniform Building Code (UBC) released by the California Building Standards Commission put Trinidad in “zone 4,” which has the highest standards for earthquake safety. The UBC sets standards for the seismic design of all structures in volume 1, chapter 16, division 3, sections 1624 through 1634, including “zone 4” properties. The

City continues to utilize the most recent standards and version of the UBC for the building permit process.

### **Ground shaking**

Ground shaking is not an earthquake itself but the land's response to the readjustment of the strain in the earth's crust. Earthquakes originating inside or outside a planning area may cause ground shaking within that area. The degree of hazard depends on the severity of the shaking and the susceptibility of the buildings to damage. The severity of the shaking and the susceptibility of the buildings to damage, in turn, depend on geologic materials and structural conditions. Therefore, local geologic conditions such as depth to bedrock and groundwater, as well as building height and the type and age of construction, all affect the degree of hazard.

The earthquake hazard maps are not forecasts of the ground shaking that will occur in specific earthquake scenarios. However, they can be used to generally identify those areas which are most and least susceptible to violent ground shaking. Series of maps at a scale of 1:24,000 show regulatory zones around surface traces of active faults in California and are produced under the authority of the Alquist-Priolo Earthquake Fault Zoning Act for planning and controlling construction in these zones. Other scenarios and information are available at Earthquake Shaking Potential for California (California Geological Survey) 2008 which shows the relative intensity of ground shaking and damage in California from anticipated future earthquakes. Trinidad has been mapped in a region that is near major, active faults and will on average experience stronger earthquake shaking more frequently than several other areas in California. This intense shaking can damage even strong, modern buildings.

### **Unstable Slopes/Landslides**

According to the Slope Stability Geologic and Seismic Characteristics of Trinidad Background Report (Streamline Planning, 2007), much of the area along the sea cliffs and coastal streams is unstable or of questionable stability. These and other unstable areas have been designated as Open Space or Special Environment on the previous Land Use Map and have been similarly designated.

Figure 9a illustrates the conditions of slope stability within and around Trinidad. The City transferred this information to its data base and developed a list of parcels that fall in the "questionable stability and unstable zone" category. This has been used during review of development proposals and will become part of overlaying zoning. Review of development proposals by qualified professionals is required by Zoning Ordinance provisions.

Unstable areas that were once designated Resource Production are now Special Environment (SE). SE designations and zoning requirements control development and other activities on in areas affected by hazards or environmental sensitive areas.

Steep slopes and unstable geologic material create erosion and landslide hazards in some of the Trinidad area. Coastal bluffs are especially subject to these hazards due to

continuous wave erosion. Development should be located far enough from the edge of the bluffs so that structures are not in danger of being undercut by wave activity in the design life of the project. Development should also be restricted in areas dominated by the Franciscan Complex, as these clay-rich materials are susceptible to earth flows and debris flows.

The *Geologic & Seismic Characteristics of Trinidad, CA* (Streamline Planning Consultants, 2007), states that slope failures triggered by ground shaking are likely to occur in areas where the water table is high and steep slopes exist, such as along terrace margins and road cuts. Any of the landslide types described under “stability characteristics” can be caused or accelerated by seismic shaking. According to the Division of Mines & Geology “*Planning Scenario in Humboldt and Del Norte Counties for a Great Earthquake on the Cascadia Subduction Zone*” (1995), which does not provide a detailed damage assessment for Trinidad, most of Highway 101 in Humboldt County would be closed for at least three days under a great earthquake scenario. It is reasonable to assume that landslides would be responsible for closing the portion of highway that runs through Trinidad.

### **Surface Rupture**

Surface rupture commonly occurs during earthquakes in California because the earthquakes originate near the earth’s surface. Ground on one side of the fault moves relative to ground on the other side, and any structures built across the fault trace will be deformed or destroyed. Displacement can be vertical, horizontal, or a combination of both. Displacement may vary from a few inches to several feet.

### **Erosion**

As previously mentioned, the Franciscan bedrock that underlies Trinidad is composed of pieces of relatively resistant rock within a matrix of sheared, unstable material. Area geology is characterized by outcroppings of this material, especially at the coastline, and by the poorly consolidated alluvial deposits that cover the surfaces of the marine terraces. These different materials are subject to erosion and various types of slope failure.

Erosion of coastal bluffs is a concern because the coastline is continuously eaten away by ocean waves, particularly at high tide and during the winter storm season. In addition, sea level may be rising at an approximate rate of 1 mm per year, thus intensifying the effects of wave erosion (Streamline Planning Consultants, 2007). Evidence of past cliff retreat is seen in areas such as College Cove. This small bay was “carved” out of weak Franciscan matrix material, and according to aerial photographs, the shoreline retreated at a rate of 0.4 m per year between 1942 and 1974. Cliff retreat has also been documented as actively occurring at the Tsurai Village site located in the City of Trinidad in the Engineering Geologic Assessment of the Tsurai Village (LACO Associates, 2004).

**Tsunamis and Seiches**

Tsunamis (earthquake induced surges of ocean water) are a possible hazard in the Trinidad area. The Humboldt County coast is well known for frequent earthquakes due to the proximity of the Cascadia Subduction Zone. Areas less than 20 feet above Mean Lower Low Water\*, except lands devoted to harbor improvements and public access facilities, have been designated as Open Space or Special Environment to reduce or prevent damage to from tsunamis. \*Tides are most commonly *semi-diurnal* (two high waters and two low waters each day), and the two low waters on a given day are typically not the same height (the daily inequality), comprising the *higher low water* and the *lower low water*.\*

**Flood Hazards**

The only flood hazard zone available is mapped by the County. This zone is located on Mill Creek on the eastern edge of the City boundary. The area extends about 1,640 feet up Mill Creek from its intersection with Highway 101 and 350 feet downstream from the intersection. FEMA did not map flood areas for Trinidad because its steep slopes render the risk of flooding is generally nonexistent. FEMA and the City of Trinidad have an agreement that flood insurance is unnecessary in this area, and thus Trinidad and its surrounding State beaches are not included on the National Flood Insurance Maps. Though no flood zones are mapped in Westhaven, some areas may have potential for flooding, but it would probably be more related to a storm drainage issue. For further information, flood zones can be viewed on County of Humboldt's web GIS portal ([gis.co.humboldt.ca.us/](http://gis.co.humboldt.ca.us/)).

**Fire Hazards**

Trinidad is susceptible to wildfires, urban fires, and wildland-urban interface fires where the two areas meet. The California Department of Forestry and Fire Protection ([http://www.fire.ca.gov/fire\\_prevention/fhsz\\_maps/fhsz\\_maps\\_humboldt.php](http://www.fire.ca.gov/fire_prevention/fhsz_maps/fhsz_maps_humboldt.php)) has mapped areas of significant fire hazards, ranging from moderate to very high, and based on fuels, terrain, weather and other relevant factors. The eastern portion of the City of Trinidad—mostly along Westhaven Dr.—and the eastern rim of the Trinidad Planning Area boundary have a high fire rating. A vast majority of the rest of the Planning Area has a moderate fire rating (Fig. 18). An alternate fire rating map exists in the Humboldt County Master Fire Protection Plan, August 2006, which is being used as the basis for the Humboldt County General Plan, and those zones are also mapped in Figure 18.

The City of Trinidad is built out and natural conditions exist primarily on the edges and bluffs. Westhaven has extensive tree, brush and grass cover and this vegetation coverage—combined the influence of wind and steep slopes—contribute to the fire hazard probability, but the relative humidity of the area is a lessening factor. The majority of Open Space zones within the City limits are not mapped at all on CAL FIRE's fire hazard map, but a small section of the Open Space zone and the entirety of the Special Environment zone are mapped with a high fire risk on the County's fire plan maps.

The Pacific Ocean to the west and the street grid in Trinidad act as a fire break within City limits. Highway 101, Scenic Road, and Westhaven Road are the major roads that contribute to fuel breaks within the Planning Area. The major fire breaks tend to run north to south, but smaller, secondary roads and streets run west-east and have the ability to break fire paths.

For the 9.9 square miles of the Trinidad Planning Area, there are two volunteer fire departments—one in Trinidad proper and the other in Westhaven. CalFire is also stationed on Patrick Point Drive and they respond to emergencies like wildland and structure fires, floods, earthquakes, hazardous material spills, and medical aids. Mutual aid agreements exist between all of the stations, continuing the agreement from the 1980s generated from a fire in Trinidad State Park that threatened residences along Underwood Drive.

Structural Fires demand immediate response from a combination of onsite and Fire Department resources in order to minimize injury and damage. Fire suppression devices such as extinguishers and sprinklers are important for initial response, reduce fire insurance premiums, and satisfy operations requirements for certain types of businesses. These devices are encouraged in new and renovated non-residential buildings and in all residential structures with more than four units, even when not required by fire and building code. Buildings near forested areas should consider using materials such as non-flammable perimeter vegetation and roofing material to prevent exposure to wild land fires. The City and Trinidad Volunteer Fire Department should continue to take an active role in reviewing new development for compliance with fire safety standards.

The City will continue to incorporate requirements to ensure that driveways, turn-arounds and other access ways have sufficient state-standard width, vertical clearance, and turn-around space for fire-fighting vehicles ([osfm.fire.ca.gov/](http://osfm.fire.ca.gov/)). Roadways should have an all-weather surface. Road grades should not exceed the Fire Department's maximum slope standards for emergency access. The City should maintain fire hydrant space so that no residential structure is more than 500 feet from a hydrant and no commercial structure is more than 300 feet from a hydrant. Each hydrant should have adequate fittings and be capable of providing adequate water flows to meet Fire Department standards. All buildings should have adequate lighting, street numbering, and access to ensure rapid response.

The City's water supply is provided via Luffenholtz Creek and stored in two 150,000 gallon redwood tanks as part of the filtration process. Based on the *Evaluation of Luffenholtz Creek Diversion Capacity – Trinidad Water System & Proposed Moss Minor Subdivision Project* by LACO Associates in 2009, the available creek flows in Luffenholtz Creek exceed the average and maximum day demands of the Trinidad water system. The evaluation also reported that the City also uses less than 75% of the water available during dry weather flows, implying that there is an adequate supply or storage of water for fire suppression needs. Turbidity is an issue, however. Trinidad's water treatment plant cannot process raw water during periods of elevated turbidity.

Prolonged elevated turbidity can impact the City's water supply and water reserves for emergency fire suppression (*Trinidad-Westhaven Integrated Coastal Watershed Management Plan (ICWMP)*, City of Trinidad, May 2008). The City is currently working on developing plans and obtaining funding to improve the existing water system to address the concerns noted above, particularly because turbidity standards have increased. Future water supply needs are already assessed for development in the City, especially because it is built out, but proposed subdivision projects in the Planning Area require a water supply assessment.

Westhaven has its own water supply. The Westhaven Community Service District (WCSD) is the second largest water supplier in the Trinidad Planning Area and obtains its water from local springs and a groundwater well (City of Trinidad, *Trinidad-Westhaven Integrated Coastal Watershed Management Plan (ICWMP)* (May 2008)) Water is stored in a 100,000 potable water storage tank used to supply the entire water system. The Westhaven Fire Department draws water from that supply and thus far, the water supply has been more than adequate for fire suppression needs to date.

### **Hazardous Materials**

State of California legislation AB294B (Tanner) and Government Code Section 41500 et seq. requires that cities adhere to countywide hazardous waste management plans and apply local implementation of applicable actions of the County plan in the General Plan.

There are several sources of hazardous materials that can affect Trinidad. Fuel oil spills are a constant threat from towing, parking and operation of fleet vehicles, visitor/resident/patron parking and delivery vehicles. Business and household hazardous waste has a tendency to accumulate in and around residential areas in the form of cleaners, solvents, lubricants, paints, and adhesives. Machinery/appliance leaks from businesses or construction sites can potentially be uncontained. If these materials are not properly disposed of or recycled they present a serious threat to the health and well-being of the residents and the environment.

The State Water Resources Control Board (State Water Board), under its Resolution No. 74-28, designated certain Areas of Special Biological Significance (ASBS) in the adoption of water quality control plans for the control of wastes discharged to ocean waters. Areas to the north and south of Trinidad Head were designated as ASBS because of the fluctuating presence of bull kelp beds, *Nereocystis luetkeana*. Since 1983, the California Ocean Plan has prohibited the discharge of both point and nonpoint source waste to ASBS. The Trinidad Pier was constructed in 1946 and its Douglas-fir piles were treated with creosote and the decking was pressure treated. Creosote is composed of a mixture of chemicals that are potentially toxic to fish, other marine organisms and humans. Since construction, the pier has deteriorated, leaching chemicals into the water. However, the pier location is not listed on the current Hazardous Waste and Substance Site List at the Department of Health and Human Service, Agency for Toxic Substances & Disease Registry, or by the California Department of Toxic and Substance Control, Hazardous Waste and Substance Site List. The pier is also currently being rebuilt (2012) and will combat chemical leaching by

being constructed of cast-in-steel-shell (CISS) concrete piles and pre-cast concrete decking, respectively.

### **Air Quality**

Emissions of pollutants from motor vehicles, industrial uses, and other sources can be injurious to people's health. Policies and programs to protect the City's air quality are included in the Circulation element.

## **2. Disaster Preparedness**

California State Law requires that all cities and counties adopt a Comprehensive Emergency Plan. The purpose of this plan is to outline policies and procedures with respect to significant events occurring within or threatening the community which would require the deployment of extraordinary resources for the protection of life and property.

The City has an adopted *City Emergency Plan*. The purpose of this plan is to ensure that the City will be prepared to respond effectively in the event of emergencies to save lives, restore and protect property, repair and restore essential public services, and provide for the storage and distribution of medical, food, water, shelter sites, and other vital supplies to maintain the continuity of government.

State Highway 101 to the north and south, Westhaven Drive to the east and south, and Patrick's Point Drive to the north are considered evacuation routes from the planning area in the event of a major disaster. Due to the slippage potential on Scenic Drive, this road is considered only as a last resort. Stagecoach Road is not recommended for designation due to its narrow width. Trinity Street, Edwards Street, and Main Street are essential to through-City evacuation. These routes should be kept passable in major emergencies recognizing that the type and location of the disaster will determine which routes will be most needed and available for use. There are no evacuation route signs, but in the event of an emergency, Trinidad's small size makes for an obvious flow of traffic out of town.

Trinidad's street pattern is adequate for emergency vehicle access. Most streets and alleys can accommodate large emergency vehicles and have done so to date. Streets such as Pacific and Azalea are being updated in 2012 to accommodate emergency vehicles.

Since serious flooding to the north (Big Lagoon, Klamath River) and south (Little and Mad Rivers) of the planning area can effectively cut off vehicle access, large vacant lands should be designated for points of refuge or as emergency helicopter landing areas. Further, the City should coordinate its disaster preparedness planning with surrounding jurisdictions for mutual assistance.

Training in the Standardized Emergency Management System (SEMS) implementation, is necessary to receive reimbursement from the State of California for disaster response related costs. This training includes instruction about the Incident Command System (ICS), which is used to manage emergency incidents or non-emergency events.

The applications for the incident command system (ICS) include:

- Fires, hazardous materials (HAZMAT), and multi-casualty incidents.
- Multi-jurisdiction and multi-agency disasters.
- Wide area search and rescue missions.
- Pest eradication programs.
- Oil spill response and recovery incidents.
- Single and multi-agency law enforcement actions.
- Air, rail, water, and ground transportation accidents.
- Planned events (celebrities, parades, concerts).
- Private sector emergency management programs.
- State or local major natural hazards management.

Adequate shelter and continued operation of essential services, including communications, medical treatment, water delivery, fire and police services, and key transportation facilities are vital for responding to emergencies. These facilities and services need to be located and designed to withstand disaster impacts and have backup systems, such as emergency generators and water storage (including private and open water sources), that allow for their continuous operation during emergencies. These critical facilities should not be located in areas with high physical hazards. Critical facilities should be designed to be functional at peak capacity, following a magnitude 7.7 earthquake.

The Humboldt County Sherriff's Office is contracted with the City of Trinidad for police response. A possible constraint to police response may lie in adequate staffing to meet the response needs of both the existing and future population. Police response can be and is assessed at contract renewal dates.

Tsunami signs have been approved by the City for installation. Other safety hazards in the home and unpreparedness for an earthquake or other disasters can all be reduced by providing information to the general public. Hazard reduction information is particularly effective when presented in the schools. Public safety officials should continue to work with school administrators to ensure that this important information is reaching students and that frequent fire drills are conducted to illustrate appropriate disaster response at school.

### **3. Safety Element Policies**

#### **Hazards & Safety Policies**

#### **GOAL SAF-1: Reduce and minimize impacts of development on bluff tops and shoreline features and other areas that can contribute to hazardous conditions.**

**SAF-1.1** New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction

of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

**SAF-1.2:** All ocean-front and bluff top development shall be sized, sited and designed to minimize risk from wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.

**SAF-1.3** Limit development on the bluff face and within the bluff retreat setback because of the fragility of this environment and the potential for resultant increase in bluff and beach erosion due to poorly-sited development.

**SAF-1.4** Require that development in areas with identified slope stability constraints to be subject to supervision and certified by a geologist, geotechnical engineer, or engineering geologist to eliminate or minimize hazards.

**SAF-1.5** Land divisions, including subdivisions, lot splits, lot line adjustments, and conditional certificates of compliance which create new shoreline or bluff top lots, shall not be permitted unless the subdivision can be shown to create lots which can be developed without requiring a current or future bluff or shoreline protection structure. No new lots shall be created that could require shoreline protection or bluff stabilization structures at any time.

**SAF-1.6** Minimize, to the maximum feasible extent, alterations to cliffs, bluff tops, faces or bases, and other natural land forms in the Coastal Zone. Permit alteration in landforms only if erosion/runoff is controlled and either there exists no other feasible environmentally superior alternative or such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.

**SAF-1.7** Coastal bluff management considerations address vegetation management, scenic vistas, trail maintenance, and unauthorized activities such as 'piped discharges' of stormwater runoff, disposal of grass and yard wastes over the bank, carving into bluff faces and trespassing on sensitive areas. Public education, combined with ordinance provisions, is the best method for addressing these concerns.

**SAF-1.8** City and County Zoning Ordinances should require a use permit for timber harvesting (as defined in the Forest Practices Act) within or nearby unstable lands or lands of questionable stability.

**Goal SAF-2: Reduce the risk of loss of life, personal injury, and damage to property resulting from seismic hazards.**

**SAF-2.1** The City shall utilize its Alquist-Priolo (Fault Rupture) Study Zone to identify parcels that must comply with the provisions of the State Alquist-Priolo Act and comply with conditions of project approval to mitigate for potential seismic hazards for structures.

*Program SAF-2.1.3* Monitor and review existing critical, high priority buildings to ensure structural compliance with seismic safety standards.

*Program SAF-2.1.4* Provide information to the public on protection or damage reduction from earthquakes.

*SAF-2.2* Continue to comply with State law regarding reinforcing unreinforced masonry structures.

*SAF-2.3* Require professional inspections of site development during construction on those sites specified in soils, geologic, and geotechnical studies as being prone to moderate or high levels of seismic hazard.

*Program SAF-2.2.1* Require monitoring, repair, stabilization, or avoidance of active or potentially active landslides, areas of soil creep, or areas with possible debris flow as a condition of project approval.

*SAF-2.4* Structures, septic tank systems, access roads, and driveways shall not be located on unstable lands, as defined by the Soils Limitations Map (Fig. 9). Structures, septic tank systems and driveways should only be permitted on lands of questionable stability (or when outside the City within 100 feet upslope of unstable lands or lands of questionable stability) if analysis by a registered geologist, or civil engineer with soils expertise indicates that the proposed development will not significantly increase erosion, slope instability or sewage system failure.

*SAF-2.5* Volunteer Fire Department personnel, the California Department of Forestry, and the City and County Building Inspectors should warn property owners to inspect flues and chimneys for damage after moderate and large earthquakes prior to their use. Occupied structures that appear to have been seriously damaged should be inspected and evacuation required if they are found unsafe and until such time that the problem has been remedied.

*SAF-2.6* Minimize development in areas subject to tsunamis.

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

*SAF-2.8* Review development proposals to ensure that new development is not in an area subject to tsunami damage and if such development is otherwise allowable that it is designed to withstand tsunami damage.

*Program SAF-2.8.1* Identify and map potential tsunami inundation zones for land use planning.

*Program SAF-2.8.2* Review and update tsunami preparation response policies/practices to reflect current inundation maps and design standards, and submit these updated policies to the Coastal Commission for certification.

*Program SAF-2.8.3* Allow the necessary testing to ensure the tsunami siren and other public hazard warning technology is properly functioning.

*Program SAF-2.8.4* Develop a local response plan and/or participate in any regional effort to develop and implement workable response plans for distribution of information on tsunami alerts, watches, and warnings, to appropriate emergency responders and City personnel.

*Program SAF-2.8.5* Develop and implement a tsunami educational program for residents, visitors, and people who work in the susceptible areas.

### **Goal SF-3 Reduce the risks from flooding.**

*SAF-3.1* Ensure adequate standards for development in the 100-year floodplain.

*Program SAF-3.1.1* Maintain and update as necessary the zoning and building code standards and restrictions for development in identified floodplains and areas subject to inundation by a 100-year flood.

*Program SAF-3.1.2* Ensure all development in flood prone areas meet Federal, State, and local requirements.

*SAF-3.2* Continue to maintain effective storm water flood drainage systems and regulate construction to minimize flood hazards.

*Program SF-3.2.1* Create a Storm Drain Master Plan.

*SAF-3.3* Require, as determined by City staff, analysis of the cumulative effects of development upon runoff, discharge into natural watercourses, and increased volumes and velocities in watercourses and their impacts on downstream properties. Include clear and comprehensive mitigation measures as part of project approvals to ensure that new development does not cause downstream flooding of other properties.

### **Goal SAF-5 Reduce fire hazards.**

*SAF-4.1* To ensure urban fire safety, the City shall enforce the Uniform Building and Uniform Fire Codes (UBC & UFC) currently in effect.

*SAF-4.2* Upgrades to the City's water supply system shall consider needs from future abatement purposes. Other sources of water, including open-water areas, should

be identified for fire-fighting personnel. Fire hydrant spacing and other safety features shall be considered in review of new development projects.

**SAF-4.3** Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.

**SAF-4.4** Continue to implement an effective and environmentally-sound vegetation management and weed abatement program.

**Goal SAF-5 Protect life and property from adverse effects of the transportation, storage, treatment, and disposal of hazardous materials.**

**SAF-5.1** Manage activities within the City that transport, use, store, or dispose of hazardous materials in a responsible manner which protects public health and safety.

**SAF-5.2** Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses, households and construction sites within the City.

**SAF-5.3** Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous household materials.

**SAF-5.4** Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.

Emergency Preparedness & Services Policies

**Goal SAF-6 Ensure emergency preparedness.**

**SAF-6.1** Maintain an updated Emergency Plan.

**SAF-6.2** New and renovated structures, as well as streets, driveways, and alleyways, shall be designed to provide adequate entry and exit by emergency vehicles and personnel. This includes visible street numbering, emergency vehicle turn-arounds, accessible building entry points and stairways, lighting, and interior evacuation routes.

*Program SAF-6.2.1:* Establish an emergency evacuation route system that assesses and indicates street identification, street widths, and grade standards for the evacuation route system for all hazards.

**SAF-6.3** Work with Green Diamond Resource Company, or the current owner of the timberland to the east of the City, to provide access to residents to logging roads as an alternative route to Hwy 101 in the case of an emergency that compromises Hwy 101. (CIRC-1.9)

**Goal SAF-7 Maintain effective police services.**

SAF-7.1 Consider the impacts on the level of police services of large development proposals in the environmental review and planning process. (City planning suggestion)

SAF-7.2 Utilize shared resources to provide/improve police response. (ft bragg)

*Program SAF-7.2.1:* Periodically review police needs in the City.

**Goal SF-8 Maintain an effective medical emergency response system.**

SAF-8.1 Ensure that residents are provided the shortest response time available for emergency medical response.

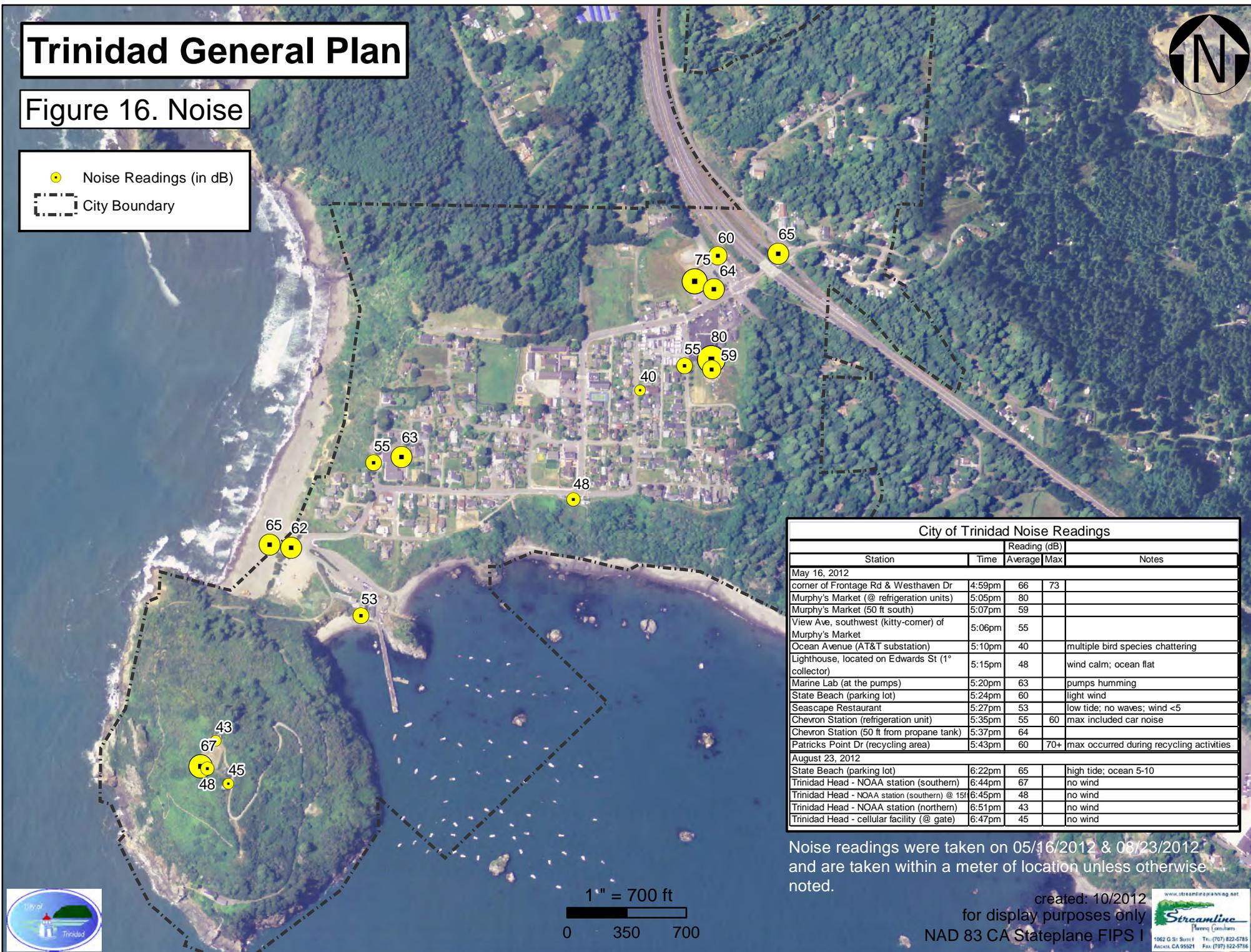
*Program SAF-8.1.1* Periodically review the emergency medical response system.

SAF-8.2 The City shall maintain a mutual aid agreement with CalFire to ensure rapid response to wildland fires within the Trinidad Planning Area.

# Trinidad General Plan

## Figure 16. Noise

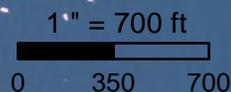
-  Noise Readings (in dB)
-  City Boundary



City of Trinidad Noise Readings				
Station	Time	Reading (dB)		Notes
		Average	Max	
May 16, 2012				
corner of Frontage Rd & Westhaven Dr	4:59pm	66	73	
Murphy's Market (@ refrigeration units)	5:05pm	80		
Murphy's Market (50 ft south)	5:07pm	59		
View Ave, southwest (kitty-corner) of Murphy's Market	5:06pm	55		
Ocean Avenue (AT&T substation)	5:10pm	40		multiple bird species chattering
Lighthouse, located on Edwards St (1° collector)	5:15pm	48		wind calm; ocean flat
Marine Lab (at the pumps)	5:20pm	63		pumps humming
State Beach (parking lot)	5:24pm	60		light wind
Seascape Restaurant	5:27pm	53		low tide; no waves; wind <5
Chevron Station (refrigeration unit)	5:35pm	55	60	max included car noise
Chevron Station (50 ft from propane tank)	5:37pm	64		
Patricks Point Dr (recycling area)	5:43pm	60	70+	max occurred during recycling activities
August 23, 2012				
State Beach (parking lot)	6:22pm	65		high tide; ocean 5-10
Trinidad Head - NOAA station (southern)	6:44pm	67		no wind
Trinidad Head - NOAA station (southern) @ 15'	6:45pm	48		no wind
Trinidad Head - NOAA station (northern)	6:51pm	43		no wind
Trinidad Head - cellular facility (@ gate)	6:47pm	45		no wind

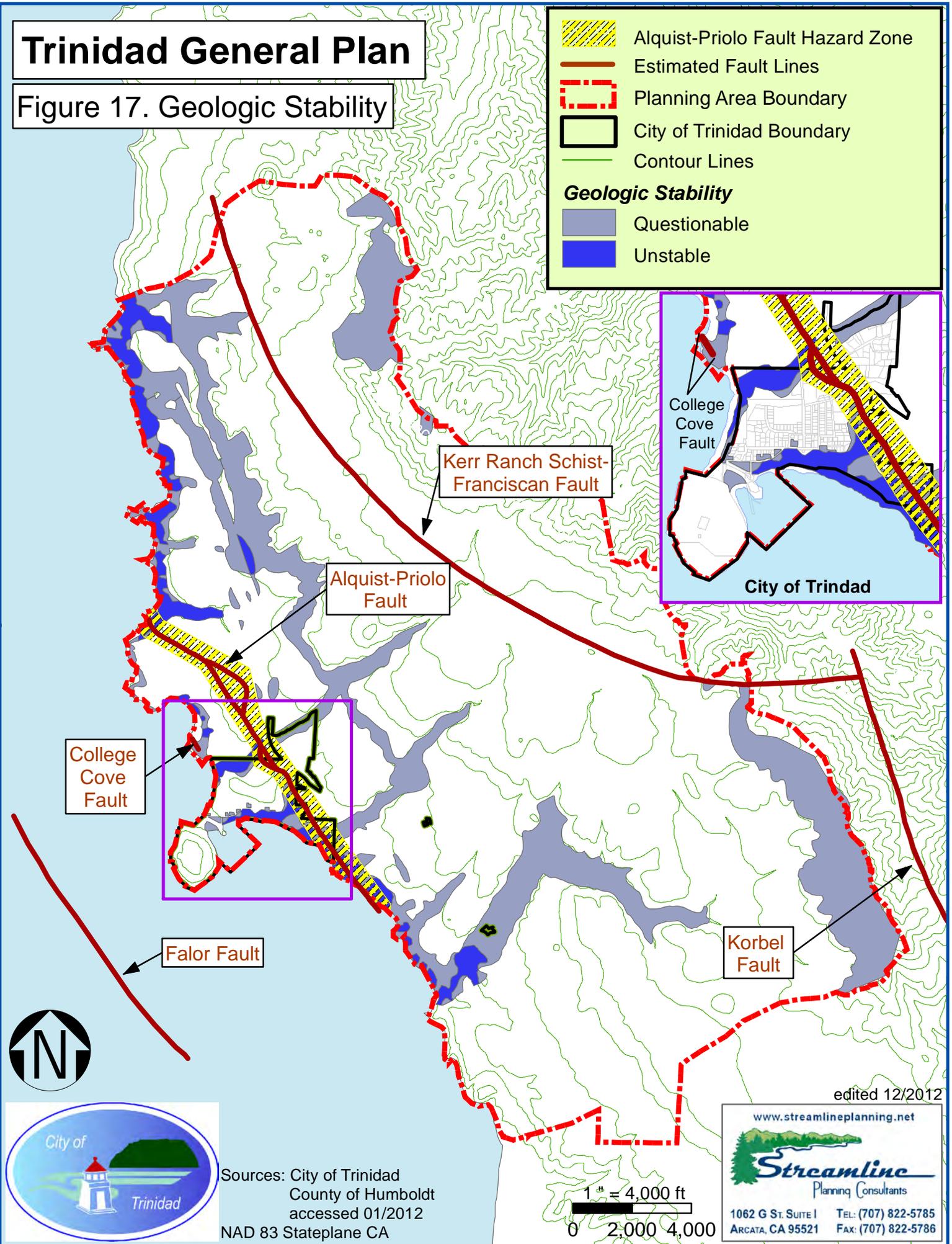
Noise readings were taken on 05/16/2012 & 08/23/2012 and are taken within a meter of location unless otherwise noted.

created: 10/2012  
for display purposes only  
NAD 83 CA Stateplane FIPS 1



# Trinidad General Plan

Figure 17. Geologic Stability



edited 12/2012



Sources: City of Trinidad  
County of Humboldt  
accessed 01/2012  
NAD 83 Stateplane CA

www.streamlineplanning.net

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# Trinidad General Plan

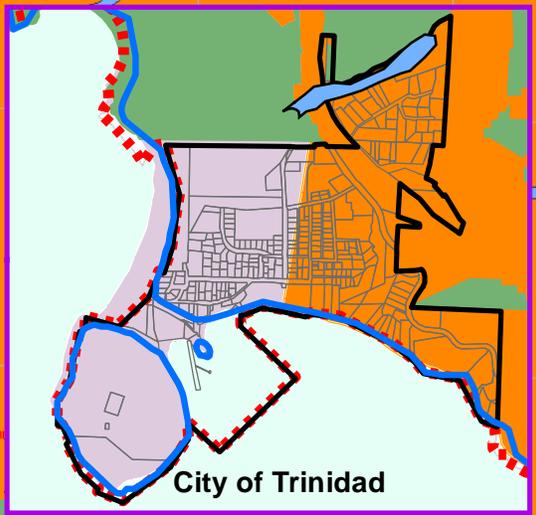
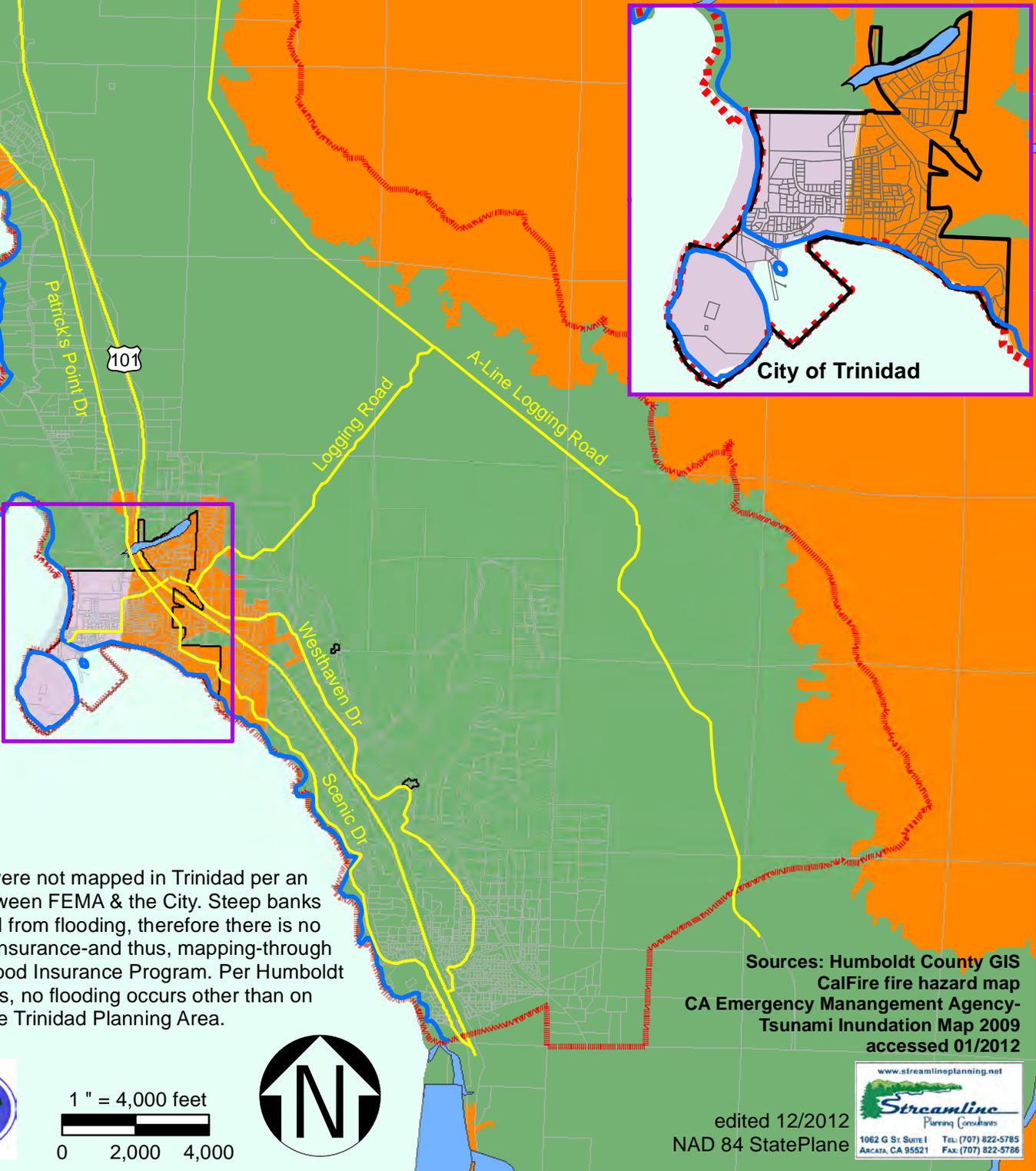
Figure 18. Hazards Map

-  Evacuation Routes
-  Tsunami Inundation Line
-  Flood zone\*

**fire hazard class**

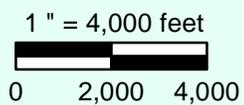
-  very high
-  high
-  moderate
-  low

-  City Boundary
-  Planning Area Boundary



\*Flood zones were not mapped in Trinidad per an agreement between FEMA & the City. Steep banks protect Trinidad from flooding, therefore there is no need for flood insurance-and thus, mapping-through the National Flood Insurance Program. Per Humboldt County GIS files, no flooding occurs other than on Mill Creek in the Trinidad Planning Area.

Sources: Humboldt County GIS  
 CalFire fire hazard map  
 CA Emergency Management Agency-  
 Tsunami Inundation Map 2009  
 accessed 01/2012



edited 12/2012  
 NAD 84 StatePlane

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