



Posted: October 12, 2018

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

The Trinidad Planning Commission will hold a regularly scheduled monthly meeting on  
**WEDNESDAY OCTOBER 17<sup>th</sup>, 2018, 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 - September 11, 2018  
- September 19, 2018
- III. APPROVAL OF AGENDA
- IV. ITEMS FROM THE FLOOR
- V. AGENDA ITEMS

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

- 1. Hazeleur 2018-08. Design Review and Coastal Development Permit to accommodate the remodeling of an existing 640 sq. ft. accessory structure that was previously utilized as living space. Remodeling includes the addition of a 142 sq. ft. second story to the existing accessory structure, resulting in a total residential floor area of 2,141 sq. ft. No increase in the number of bedrooms is proposed. Located at: 513 Trinity Street; APN: 042-101-001
- 2. General Plan Update: Update and discussion of current status, next steps and review of a new draft Conservation, Open Space and Recreation Element.

VI. COUNCIL REPORT

VII. STAFF REPORT

**VIII. FUTURE AGENDA ITEMS**

**IX. ADJOURNMENT**

**MINUTES OF THE SPECIALLY SCHEDULED MEETING OF THE**  
**TRINIDAD PLANNING COMMISSION**  
**Tuesday, September 11, 2018**

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

Commissioners Present: Graves, Stockness, Johnson

Commissioners Absent: None

Staff: Planner Parker

**II. APPROVAL OF AGENDA**

*Motion (Johnson/Stockness) to approve the agenda.*

*Passed unanimously (3-0).*

**III. ITEMS FROM THE FLOOR**

There were no items from the floor.

**IV. AGENDA ITEMS**

1. General Plan Update: Update and discussion of current status, next steps and review of new draft Introduction Chapter and draft Land Use Element.

*Staff Report*

Parker explains the purpose of the element and the changes that have been incorporated since the previous 2009 draft. Updates have focused on recent public input, data from the 2016 climate change report prepared by GHD, and incorporating recommendations from the Coastal Commission's LCP update guide. She provides a summary of the general plan update process to date, the LCP grant timelines and next steps. She also provides a quick overview of the introduction chapter.

*Commissioner Comments/Questions*

Commissioner Johnson is concerned about the timeline and wonders how many times the Planning Commission should review this material. Commissioner Graves suggests going through the document section by section rather than line by line, and there is general agreement.

Commissioner Johnson asks for clarification regarding coastal-dependent, coastal-related and non-coastal development. Parker explains that the definitions are dictated and prioritized by the Coastal Act. There is a discussion about the Coastal Commission certification process. Commissioner Graves notes that he has a fresh set of eyes reviewing these documents; overall he feels that the Introduction was clear and well done.

The following edits were made to the Introduction chapter:

- add "sensitive coastal resource" and "public trust lands" in the glossary

- change “view from the Memorial Lighthouse” to “view from the top of the bluff” in the vision statement
- add Tribal Governments to the discussion about planning outside of City limits

Moving on to the Land Use Element, Commissioner Graves asks if there are still several vacant lots in the City. Parker responds that there are a surprising number of them. Commissioner Johnsons asks about the origin of the max lot coverages and people per acre specified for each land use. Parker responds that the State’s general plan laws now require identification of people per acre rather than number of dwellings or units per acre. The lot coverage is a commonly used measure, and it will help protect leachfields and minimize stormwater runoff. Commissioner Johnson requests further clarification on the people per acre standard.

There is a discussion about the Harbor Area and policies. Parker notes that the Rancheria is still in the application process to put the property into Tribal Trust. However, the City’s harbor policies still have usefulness; they would be used by the Coastal Commission in its federal consistency determination on the Trust transfer for example. Also, the City will still be able to provide input on projects and policies in that area.

Commissioner Johnson requests clarification as to what “priority areas” are in LU-1d.2.1. There is a discussion regarding sea level rise adaptation strategies, such as relocating structures as suggested in LU-1d.5.2.

There is a discussion about the statements and policies regarding short-term rentals and whether they are still relevant. It is decided to leave them for now. A similar discussion occurs regarding accessory dwellings.

Commissioner Johnson notes that the Land Trust has acquired the horse pasture parcels, which is one of the three large, vacant Commercial/Planned Development lots left in the City.

Commissioner Graves suggests that “sportfishing” be added to LU-4.4. Parker responds that she thinks that policy is intended for commercial fishing, because sportfishing could interfere as well.

Commissioner Graves inquiries as to who updates the Sphere of Influence report. Parker responds that she thinks it is LAFCo, but will look into it. A discussion of the service area and sphere ensues.

Commissioner Johnson points out that LU-9.8 is not applicable to Trinidad as written and needs work; it should address the Trinidad quarry. The City’s Planning Area is discussed.

The following corrections were made to the figures.

- Figure 1
  - Mill Creek is difficult to see
  - The Cox merger does not show up
  - Something happened with the easement for the Saunder's Park to create a new strange parcel line. The Land Trust is looking into it.
- Figure 2
  - Tsurai area has the wrong symbol
  - Change "facility" to property
  - Get rid of symbols; they are confusing

*Public Comment*

There was no public comment.

*Commissioner Discussion*

There was no further discussion.

**V. STAFF REPORT**

Staff had nothing new to report.

**VI. FUTURE AGENDA ITEMS**

No future agenda items were discussed.

**VII. ADJOURNMENT**

*The meeting was adjourned at 6:50.*

**Submitted by:**

**Trever Parker**

Acting Secretary to the Planning Commission

**Approved by:**

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**John Graves**

Planning Commission Chair

**DRAFT**  
**MINUTES OF THE REGULAR MEETING OF THE TRINIDAD PLANNING**  
**COMMISSION**  
**WEDNESDAY, SEPTEMBER 19, 2018 AT TRINIDAD TOWN HALL, 409 TRINITY**  
**STREET**

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

Commissioners Present: Graves, Johnson, Stockness  
Commissioners Absent: None  
Staff: Planner Parker, Trever

**II. APPROVAL OF MINUTES**

*August 29, 2018*

Additions:

Page 2 of 7 – “**Commissioner Johnson** explains he had ex parte communication with P. Flesher of the Trinidad Civic Club.” This was changed from **Commissioner Graves**.

Page 2 of 7 – “A. Lindgren (130 Lindgren) explains she would like to see a peace park built at the former site of the TML consisting of benches and flowers. She notes the Axel Lindgren Trail is in poor condition and would offer **financial** help to see the trail restored.” This has been updated to include the word “financial.”

Page 3 of 7 – Commissioner Graves requested clarification of THPO - Tribal Historic Preservation Officer

***Motion (Johnson/Stockness) to approve the minutes with the changes.***  
***Passed unanimously (3-0).***

**III. APPROVAL OF AGENDA**

***Motion (Stockness/Johnson) to approve the agenda.***  
***Passed unanimously (3-0).***

**IV. ITEMS FROM THE FLOOR**

There were no items from the floor.

**V. AGENDA ITEMS**

1. WILSON 2018-07: Lot Merger, Design Review, Use Permit and Coastal Development Permit to construct a 532 sq. ft., 1-bedroom, single-story, secondary dwelling unit northeast of the existing residence. The second unit will utilize the existing septic system, which will be expanded. Located at 33: Berry Rd.; APNs: 515-331-048

*Staff Report:*

Planner Parker summarizes the staff report. Parker explains that the adjacent parcel is currently vacant, thus there is no need to merge the parcels to build another residence on the properties. However, to utilize the same septic system for both residences it will require a lot merger. Parker explains that these properties were also part of a lot line adjustment and an annexation into the city

around 1998, so there are some conditions put on that lot line adjustment that still apply and have been incorporated into the project. Parker explained that Public Works had concerns about some redwoods that have been planted within the undeveloped portion of the City right-of-way. In addition, Public Works will need to determine whether a new water connection is required (likely). Additionally, they are paving the driveway apron to minimize dust on Berry Rd and building permits will be required at that time. Furthermore, grading, drainage and erosion control will be addressed.

Parker describes the existing site conditions and the proposed project. The septic design is not final, but a condition has been included that a Health Department permit is required. The project is modest in size and all the zoning standards such as setbacks, height and parking are met. Views are not likely to be impacted.

Due to the fact that there is a lot of fill on the site, from the construction of Hwy 101, and due to steep slopes on the northern part of the parcels, a soils study was required in 1998, and the project will be required to incorporate all the recommendations from that report. The City Building Inspector may require updated information as well. A biological report was not required for the project, because the rare species that was noted to possibly occur in the area is no longer in the rare plant database.

Parker explains that in terms of the lot merger/lot line adjustment, the city does not have a specific process for a simple lot merger, so it is being brought to the Planning Commission to discuss. The findings required for a lot line adjustment can be made, as it will not create any violations by merging the parcels. All utilities can be accessed and parking is off Berry Road. Parker explained that the city engineer had no comment on the merger. Staff recommendation is for approval. The project can be found to meet the requirements of the City's zoning ordinance, other municipal codes, and general plan policies.

#### *Commissioner Comments/Questions*

Commissioner Stockness states that she is concerned about the gravel driveway and whether the two parking spaces will be paved. Parker clarified that only the driveway apron, approximately 12 to 15 feet from the Berry Road pavement, is going to be paved.

Stockness states that she is concerned about the redwood trees, as they can have a negative impact on the pavement and thinks they should be taken out. She also advised that she is concerned about the 20 year old geological report by Walter, as geologic changes occur over time. Graves notes that he had the same concern.

Commissioner Johnson requested clarification on which condition addressed the Building Inspector's request for a R2 soils report. Parker advised that the Inspector has yet to review the 1998 soils report for conformance, but condition number 3 allows him to require additional information as needed.

Johnson explaining that on the surface this project appears fairly simple, but there are a number of site limitations and conditions that need to be met. The Planning Commission does not receive

follow-up information as to whether all conditions on projects were met. He wants to ensure that they are met for this project.

Commissioner Graves requested to know who is the responsible party that determines if all the conditions for approval have been met. Parker explained that she creates a checklist with all the conditions, and each must be initialed by the responsibly party when they are completed. Parker noted that she does not necessarily see the final checklist but works with the Building Inspector on conditions compliance and is confident they are followed through with. Stockness requested a copy of the final checklist.

Johnson notes that there appears to be an error in Table 1 in regards to the “main level” square footage. Parker responded that an update will be made. Johnson also noted an error in the stormwater specifications on page 5: “The project was reviewed under the City’s stormwater ordinance, and it is exempt, because it does create or replace more than 2500 sq. ft. of impervious surface,” Parker clarified that it should be “does not.”

Johnson and Stockness requested clarification on the septic design, which Parker provided, noting that the final design is not available yet.

#### *Public Comment*

The architect / agent for the project (Bonnie Oliver) provided further clarification regarding the current septic design. In response to concerns regarding the age of the soils report, Oliver suggests that an update or addendum to the 2015 soils report prepared for the primary, adjacent residence may suffice. She also noted that the number of conditions is not problematic.

#### *Commissioner Discussion*

Commissioner Stockness requests clarification as to what permits are being approved. Parker explained that as part of the approval they will be approving a lot merger, use permit, the design review, and the coastal development permit. Parker also clarified that the project is outside the Coastal Commission appeal area.

***Motion – (Johnson/Stockness) to approve the project as it is consistent with the city’s LCP and other applicable regulations; moves to adopt the information and design review and use permit findings in the staff report and approves the project as submitted and conditioned therein and revised at the meeting.***

***Passed unanimously (3-0).***

2. GENERAL PLAN UPDATE: Update and discuss of current status, next steps, and review of new draft Conservation and Open Space Element. This will be further discussed at the Special Planning Commission meeting on Tuesday, October 2<sup>nd</sup>, 2018.

#### *Staff report:*

Planner Parker states that the Conservation, Open Space and Recreation Element incorporates two of the seven the State’s required elements: conservation and open space. This is an important element for the city, as conservation covers a lot of key considerations; in addition, recreation is a

big part of the coastal element. It has had substantial updates and reorganization since the previous draft from March 2010. Parker advised that sea-level rise considerations have been added along with recent public input and the Coastal Commission's LCP Update Guide. Parker clarified that the recreation section, in particular, was lacking in regards to ensuring public access.

Parker advised that staff are working to improve the outdated figures in the General Plan, but updating the GIS has taken more time than anticipated. In addition, Parker noted that several of the figures had not previously received much review and comment. Therefore, she included the old figures to the Commission's attention for additional input, prior to making updates and suggests starting the discussion with those.

#### *Commissioner Comments/Questions*

Commissioner Johnson questioned why Trinidad's GIS is different from the county. Parker clarified that the only information used from the County is parcel data. The County does not maintain detailed information on City parcels, such as zoning, slope stability, etc. So the City has to have its own GIS.

Commissioner Graves notes that slopes greater than 15% need to be added to the map and would like to know what the 15% is based on. Parker explained that there are new digital elevation models that would be generating this data. It was noted that there are policies in the conservation policies that use 15% as a cut off for any additional development. Parker discussed how the stability designations of Figure 9a are based on the existing Plate 3.

Figure 6 is discussed. Parker notes that the figure is fairly simple, but staff is having trouble with the watershed / planning area boundaries. She explains that for the Prop 50 watershed planning project, the City generated detailed stream and watershed boundary information for the southern half of the planning area. But the northern half of the planning area is still based on the 1978 mapping lines, and reconciling the two is problematic. She requests input from the Commission on whether they water to use old or new data or a combination.

Commissioner Stockness inquired as to what watershed is most at risk. Parker advised that the figure is not risk based. But she noted that Luffenholtz Creek is the most critical, as it is the city's water source and the largest in the planning area; it has been designated as a critical water supply area by the County.

There was a discussion of the layout of the map and whether Driver Road and other areas of Westhaven that are in the Little River watershed should be included in the planning area. The inclusion of Driver Road was agreed upon by the council. The Commission also generally agreed that the figure should reflect the current watershed boundaries.

Johnson requested clarification if there are any ramifications to Westhaven if there are any updates. Parker advised that there are no ramifications as it does not give the city any land use controls. It will just ensure with the County that Trinidad will see referrals from the County for Westhaven projects.

Stockness opined that the City needs to write in the General Plan that Trinidad needs to see the referrals for Westhaven projects (Graves agreed). Parker explained that it is already a policy in the land use element, but it would be good to write a letter to the County to remind them once the City adopts the new map.

Johnson agreed that the City needs to tighten up its coordination with the County. He suggested that the City of Trinidad develop a MOU (memorandum of understanding). Graves agreed that he would like a MOU for all types of project adopted as well, as there is a substantial amount of construction in Westhaven. Rather than make an official recommendation at this time, the Planning Commission requested Planner Parker to bring up the issue with the City Manager and Mayor.

Parker redirected the discussion back to the figures. Figures 7a and 7b reflect environmental sensitive habit areas (ESHAs) and open space. However, Parker advised that she doesn't think they are useful in their current form, as there is not a good data set for ESHAs. Parker suggested a couple of options for moving forward. Graves opined that biological reports should be required on a case by case basis.

Johnson posed the question of whether there would be any ESHAs, other than streams or wetlands. Parker advised that there would be, such as the coastal shrub, the bluffs, etc., but they aren't currently mapped, and it would take an on-site survey to determine them. Johnson advised that the text already requires a biological report on a case-by-case basis. Parker noted that it would be up to staff to determine whether a biologist needs to visit the site. The usefulness of figures 7a and 7b are discussed, and it is generally agreed to keep them, but add a disclaimer that the maps don't shall all ESHAs.

Graves recommended that a projector be used at the Planning meetings if there are maps being discussed.

Parker began a discussion regarding Figure 8. She notes that, as it, it is very busy and likely confusing. However, the overall take away from the map is that Trinidad is an extremely biologically diverse area, justifying the need for biological reports. Parker discussed how the determination on whether or not a biologist needs to survey the areas needs to be made.

Johnson and Parker discussed how the figure is difficult to interpret, as there needs to be clarity on what the size of the circles are based on. Graves thinks that it should be used for illustrative purposes, but to put a disclaimer that the data may not be current.

Moving on to figures 9a and 9b Parker explained that 9a is missing some data, and contains other data that is not a topic in the Conservation Element (e.g. faults). Graves notes that it would be beneficial to know the source of the maps. Parker advised that Streamline created the map based on data from the County GIS, and also digitized data from previous Trinidad plans and reports.

#### *Public Comment*

Do. Cox (436 Ocean) advised that the online maps are not the same as those that the Commission are reviewing. Cox added that that the spelling of McConnahas Mill Creek needs to be updated, because it does not include an 's.'

*Commissioner Discussion*

Continuing with Figure 9b, Planner Parker advised that this figure is intended to be geared toward representing soil limitations, but it needs updating. Parker noted that the recent NRCS soil survey data was not fully available at the time, and she is not sure where the other dataset came from.

Johnson advised for Figures 9a and 9b, it would be beneficial to be able to zoom in in order to view specific parcels.

Stockness wanted to discuss Figure 10 and trail signage. Johnson suggests keeping the numbering for trail markers, in case one goes missing. Johnson also noted there is no longer a Chamber of Commerce kiosk, so the trail information is no longer readily available. Stockness suggested that the Lighthouse be included on the map; people often look for it. Parker noted that it may not be in its final location.

**VI. COUNCIL REPORT**

There is a brief discussion regarding the City Manager’s staff report stating that flows on Luffenholtz were getting near the point that the City may have to reduce its intake. Parker noted that the gage is new and may need better calibration, since it is not a dry year.

**VII. STAFF REPORT**

Parker advised that there is not anything new to report, and her current priority is the general plan update. Parker noted that the Coastal Commission approved the CalFire LCP amendment with modifications, thus it will be brought to the Council. Parker also noted that the NEPA Environmental Assessment for the Rancheria hotel is publically available.

Based on comments regarding the number of conditions included on the Wilson project, Parker asked if the Commission would like more of those requirements requirement completed before a project goes to hearing. She noted that it could slow down projects, but Trinidad processes applications much more quickly than most jurisdictions. Graves advised that he just wants assurance that all the conditions are being met after Planning Commission approval.

**VIII. FUTURE AGENDA ITEMS**

Upcoming permits include raising the tsunami siren and removal of the Fulkerson trees (723 Van Wycke). The general plan will also continue to be on the agenda.

**IX. ADJOURNMENT**

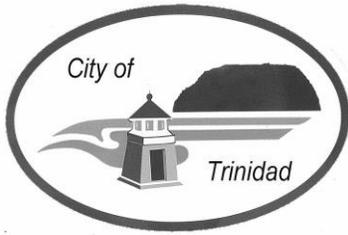
Meeting was adjourned at 7:45 pm.

**Submitted by:**  
Angela Zetter  
Administrative Assistant

**Approved by:**  

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**John Graves, Chair**



Filed: August 17, 2018  
Staff: Trever Parker  
Staff Report: October 8, 2018  
Commission Hearing Date: October 17, 2018  
Commission Action:

## STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2018-08

APPLICANT (S): William and Karen Hazeleur

AGENT: NA

PROJECT LOCATION: 513 Trinity Street

PROJECT DESCRIPTION: Design Review and Coastal Development Permit to accommodate the remodeling of an existing 640 sq. ft. accessory structure that was previously utilized as living space. Remodeling includes the addition of 142 sq. ft. second story to the existing accessory structure, resulting in a total residential floor area of 2,141 sq. ft. No increase in the number of bedrooms is proposed.

ASSESSOR'S PARCEL NUMBER: 042-101-001

ZONING: PD - Planned Development

GENERAL PLAN DESIGNATION: PD - Planned Development

ENVIRONMENTAL REVIEW: Categorically Exempt from CEQA per § 15301 of the CEQA Guidelines exempting alterations of and additions to existing structures.

### APPEAL STATUS:

Planning Commission action on a coastal development permit, variance, conditional use permit, or design review application will become final 10 working days after the date that the Coastal Commission receives a "Notice of Action Taken" from the City unless an appeal to the City Council is filed in the office of the City Clerk at that time. Furthermore, this project is X / ~~is not~~ appealable to the Coastal Commission per the City's certified LCP, and **may be** appealable per Section 30603 of the Coastal Act.

## **SITE CHARACTERISTICS:**

The property is located at the southeast corner of Trinidad and West Streets. Access to the property is from West Avenue, though the parcel faces Trinity Street. The lot is zoned PD - Planned Development. Parcels to the north, south and west are also zoned PD, with the exception of the Eatery, which is zoned C - Commercial. Parcels to the east are zoned UR - Urban Residential. The surrounding parcels include a mix of commercial and residential uses. The approximately 7,200 sq. ft. lot contains a 1,360 sq. ft. 3-bedroom primary residence on the northwest portion of the property. The lot also contains an 640 sq. ft. detached accessory structure in the southeast corner containing both storage and living area of unknown status. Two parking spaces are provided in the driveway to the north of the accessory structure, and one space in the carport attached to the east side of the residence. The lot is generally flat. There is an existing septic system south of the residence that is connected to both structures.

## **STAFF COMMENTS:**

As you are likely aware, there are several garages and other accessory structures in town that have been converted into accessory dwellings or living spaces both legally (prior to current zoning requirements) and illegally. The statuses of many, including this one, are unknown. Very little file information exists regarding this property. The current owner has presented credible information, based on what the previous owner told him and his own observations, that much of the structure has been used as living space and possibly even a second unit in the past. However, it has been vacant for at least a year.

Referrals were sent to the Building Inspector, City Engineer, Public Works and the County Health Department (DEH) for this project. DEH noted that one of the bedrooms in the main structure would need to be modified so it would no longer qualify as a bedroom. They also noted that there is some area for a reserve field on the property, but not a lot. However, because the project will not encroach on the new system, nor is it adding a bedroom to the property, DEH regulations do not require any upgrades to the existing system.

The Building Inspector had no comments at this stage. The City Engineer requested additional information to be shown on the site plan, including utilities and the edge of pavement. Revised site plans were provided by the applicant. Public Works requested that a minimum 8' driveway apron be paved at the street interface to minimize tracking of sediment onto the City street; this has been included as a condition of approval.

### ***Potential Conflicts of Interest***

There are no potential conflicts of interest. No Commissioner lives or owns property within 300 (the Stockness property is almost exactly 500) feet from the project site.

## ZONING ORDINANCE / GENERAL PLAN CONSISTENCY

The property where the project is located is zoned PD – Planned Development. The purpose of this zone is for "residential areas where limited commercial activity may be appropriate, subject to special integrating design, or they are areas where design flexibility is needed to adapt appropriate uses to the site and to surrounding uses." There are no principally permitted uses in the PD Zone; all uses require a Use Permit. Allowable uses include single- and multi-family dwellings, motels, gift shops, restaurants, professional offices, personal services, retail sales, rest homes and day cares. Since no new use is being proposed, a Use Permit is not required in this case.

The proposal includes remodeling a detached accessory structure to use for living space. The structure has been used as both storage and living space in the past, though it is not known how much square footage was devoted to each. According to the applicant, it had a bedroom, full bath, and some kitchen facilities. The interior has since been gutted to allow for construction of a new foundation and this remodeling project. The proposal also includes construction of a 142 sq. ft. second story "bonus room" on the accessory structure. The square footages are summarized in Table 1 below.

**TABLE 1 - AREAS**

	EXISTING	PROPOSED
LOT AREA	7,200 sq. ft.	<b>7,200 sq. ft.</b>
FLOOR AREA		
Primary Residence	1,359 sq. ft.	1,359 sq. ft.
Detached Living Space	320* sq. ft.	783 sq. ft.
<b>Total Living Area</b>	1,679 sq. ft.	<b>2,142 sq. ft.</b>
Storage/Shed	320* sq. ft.	120 sq. ft.
Carport/Concrete Driveway	546 sq. ft.	546 sq. ft.
FOOTPRINT (w/ garage/storage)	2,545 sq. ft.	<b>2,665 sq. ft.</b>
FLOOR TO LOT AREA RATIO		
<b>Total Living Area</b>	23.3%	<b>29.8%</b>
Total Footprint	35.3%	37.0%

\*Since it is not known how much of the detached structure would have been counted as living space in the past, half of the square footage was used.

In addition to, but separate from this project, the applicant is proposing to construct an 8 ft. by 15 ft. storage shed to the west of the existing accessory structure. Because the shed is under 120 sq. ft. no building permit, design review or coastal development permit is required. Because there is limited area on the lot for a reserve leachfield should the existing one fail, DEH was concerned about the increased building footprint. Therefore, staff required that the owner sign a statement acknowledging that the shed may need to be

relocated or removed should that area be needed for construction of a reserve leachfield in the future. The square footage of the shed is included in the “proposed column of Table 1.

### ***Residential Living Space Inside of an Accessory Structure***

The Planning Commission has previously approved several types of living spaces inside detached accessory structures such as garages, including bedrooms, offices, workshops, art studios and even a temporary caretaker unit; so this request is not inconsistent with past precedence. However, due to the lack of clarity in the zoning ordinance, the Planning Commission recently adopted policy guidance with standard conditions for approving detached living spaces. In addition, the Planning Commission also adopted definitions for 'kitchen' and 'wet bar.' Both of these new policies are applicable to the proposed project.

The proposed wet bar inside the detached accessory structure has been designed to be consistent with the new City policy. In addition, the space will be reviewed by the City's Building Inspector as part of the building permit process to ensure that it is so. The standard conditions developed as part of the City's Detached Living Space Policy have been included as conditions on this project. Both policies have been attached to this staff report.

### ***PD Zone Requirements***

The minimum lot size allowed in the PD zone is a little confusing. But for planned developments with less than five dwelling or commercial units, 8,000 sq. ft. is the minimum lot size (§17.36.030). The maximum density is one dwelling per 8,000 s.f. (§17.36.040). The subject parcel is 7,200 sq. ft., smaller than the minimum lot size. However, §17.64.020 of the City's nonconforming uses and structures regulations allows that a legal, nonconforming lot "*shall be considered a legal building site for uses permitted in the pertinent zone... provided all other requirements of this title and other applicable city ordinances and standards can be satisfied.*"

When 8,000 sq. ft. is the minimum lot size, the PD zone requires minimum yards of front 20 ft., rear 15 ft., side 5 ft. and street-side 15 ft. (§ 17.36.060). The zoning ordinance defines lot frontage as the narrowest street frontage for corner lots (§17.08.410). Therefore, the parcel faces Trinity to the west. Section 17.56.110 allows eaves and overhangs to extend 2.5' into side yards and 4' into front, street-side and rear yards. Decks and stairways, landings, balconies and uncovered porches are allowed to extend up to eight feet into front, rear or street-side yards and three feet into side yards.

The existing residence does not meet the required front or street-side setbacks (7 ft. on the street-side and 11 ft. in the front, less for the front porch and steps). However, it is a legal nonconforming structure, and no changes to that building footprint are proposed. The existing accessory structure does not meet the required residential rear or side setbacks. However, according to zoning ordinance §17.56.090, accessory structures are only subject to the front and street side setbacks, which are met. Consistent with similar determinations and approvals in the past, converting the building to living space does not change the detached, subordinate nature of the structure, and so it would still meet the definition of an accessory structure. Therefore the project would not create any zoning ordinance conflicts or nonconformance in terms of setbacks.

The maximum height allowed in the PD zone, by §17.36.060 (average ground level elevation covered by the structure to the highest point of the roof), is 25 feet, except that the Commission may require a lesser height in order to protect views. The maximum allowable height for accessory structures in the PD zone (§17.56.090) is 25 ft. As shown on the plans, the maximum height of the proposed second story addition is approximately 20.5 ft.

The open space requirements of the PD zone (§17.36.070) do not apply to the proposed project but are met anyway. In addition, the detailed application requirements of §17.36.080 do not apply, since the lot is not vacant, and the development is a not a true "planned development."

### ***Other LCP Issues***

The Trinidad General Plan and Zoning Ordinance protect important public coastal views from roads, trails and vista points and private views from inside residences located uphill from a proposed project from significant obstruction. Due to the location of the project in an area that typically does not have ocean views, there is minimal potential for view impacts. However, because a second story has been added, it is possible. The neighbors have been notified of the project, and, I understand, the applicant has spoken to his closest neighbors as well.

The Zoning Ordinance (§ 17.56.180) requires 2 off-street parking spaces other than any garage spaces for single-family dwellings. There are three parking spaces shown on the plot plan, two on the gravel driveway and one in the carport. Other than the size requirement of 8.5' wide by 18' long, individual parking spaces do not have paving or other requirements.

No grading is required for the project. This site is already connected to services and utilities as shown on the site plan, and these will not change. Exterior materials will be fiber cement lap siding of Galveston grey with white vinyl windows.

### **SLOPE STABILITY:**

The project site is not mapped as being unstable or of questionable stability on Plate 3 of the General Plan. The project is located outside of the City's slope stability map for areas mapped "unstable" or "questionable stability" and is also located outside of the Alquist-Priolo Fault Zone. Therefore, no geologic study is required by the Zoning Ordinance.

### **SEWAGE DISPOSAL:**

The existing 3-bedroom septic system was built in 2009 as a replacement (repair) of the previous system. As noted above, in response to a referral for this project, DEH required that one of the bedrooms in the primary structure be converted into another use. The applicant has proposed to add permanent shelving in the closet of the smallest bedroom,

which is being used as an office anyway. A condition has been included that the Building Inspector review that as part of the building permit process. The City's standard requirement for a deed restriction has also been included as a condition.

An inspection in 2016 showed the existing septic system to be working fine. Because the system was installed as a repair, no reserve area was included in the design. DEH noted that there is limited, but available room for a reserve area south of the existing system. The applicant has submitted all the necessary paperwork for issuance of an OWTS Operating Permit. The proposed project does not require further upgrades to the septic system.

#### **LANDSCAPING AND FENCING:**

This project does not involve any changes in landscaping or fencing.

#### **DESIGN REVIEW / VIEW PROTECTION FINDINGS:**

The project proposes addition of a second story and an increase in living space within an existing accessory structure that will alter the external profile of the building and residential square footage on the property. Therefore, Design Review findings must be approved. Recommended Design Review / View Preservation Findings are written in a manner to allow approval, without endorsing the project. However, if public hearing information is submitted or public comment received indicating that views, for instance, may be significantly impacted, or the structure proposed is obtrusive, the findings should be reworded accordingly.

#### **Design Review Criteria**

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

- D. *Plant materials should be used to integrate the manmade and natural environments to screen or soften the visual impact of new development, and to provide diversity in developed areas. Attractive vegetation common to the area shall be used.* Response: The proposed development is consistent with the existing and surrounding mixed use neighborhood. Vegetative screening can be found to be unnecessary.
- E. *On-premise signs should be designed as an integral part of the structure and should complement or enhance the appearance of new development.* Response: No signs are proposed as part of this project.
- F. *New development should include underground utility service connections. When above ground facilities are the only alternative, they should follow the least visible route, be well designed, simple and unobtrusive in appearance, have a minimum of bulk and make use of compatible colors and materials.* Response: The site is already connected to utilities, and no changes are proposed.
- G. *Off-premise signs needed to direct visitors to commercial establishments, as allowed herein, should be well designed and be clustered at appropriate locations. Sign clusters should be a single design theme.* Response: No off-premise signs are proposed as part of this project.
- H. *When reviewing the design of commercial or residential buildings, the committee shall ensure that the scale, bulk, orientation, architectural character of the structure and related improvements are compatible with the rural, uncrowded, rustic, unsophisticated, small, casual open character of the community. In particular:*
1. *Residences of more than two thousand square feet in floor area and multiple family dwellings or commercial buildings of more than four thousand square feet in floor area shall be considered out of scale with the community unless they are designed and situated in such a way that their bulk is not obtrusive.* Response: The total residential floor area is proposed to be 2,142 sq. ft., 7% above the maximum guideline. However, because the square footage is split between two buildings, the bulk does not appear excessive. Another measure the Planning Commission uses is a 25% floor-to-lot area ratio. Because the lot is less than 8,000 sq. ft., and the residence is greater than 2,000 sq. ft., the floor-to-lot area ratio will increase from 23.3% to 29.8%, which is above the guideline. However, no increase in building footprint is proposed (other than the shed, which does not need permits).
  2. *Residential and commercial developments involving multiple dwelling or business units should utilize clusters of smaller structures with sufficient open space between them instead of a consolidated structure.* Response: NA

## **View Protection**

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

- B. *Structures, including fences over three feet high and signs, and landscaping of new development, shall not be allowed to significantly block views of the harbor, Little Trinidad Head, Trinidad Head or the ocean from public roads, trails, and vista points, except as provided in subdivision 3 of this subsection.* Response: The project, due to its location and minimal change in building profile, has minimal potential to block views. Neighbors have been notified and given an opportunity to comment on the project.
- C. *The committee shall recognize that owners of vacant lots in the SR and UR zones, which are otherwise suitable for construction of a residence, are entitled to construct a residence of at least fifteen feet in height and one thousand five hundred square feet in floor area, residences of greater height as permitted in the applicable zone, or greater floor area shall not be allowed if such residence would significantly block views identified in subdivision 2 of this subsection. Regardless of the height or floor area of the residence, the committee, in order to avoid significant obstruction of the important views, may require, where feasible, that the residence be limited to one story; be located anywhere on the lot even if this involves the reduction or elimination of required yards or the pumping of septic tank wastewater to an uphill leach field, or the use of some other type of wastewater treatment facility; and adjust the length-width-height relationship and orientation of the structure so that it prevents the least possible view obstruction.* Response: The project does not involve a vacant lot.
- D. *If a residence is removed or destroyed by fire or other means on a lot that is otherwise usable, the owner shall be entitled to construct a residence in the same location with an exterior profile not exceeding that of the previous residence even if such a structure would again significantly obstruct public views of important scenes, provided any other nonconforming conditions are corrected.* Response: There was no residence that was destroyed by fire associated with this project.
- E. *The Tsurai Village site, the Trinidad Cemetery, the Holy Trinity Church and the Memorial Lighthouse are important historic resources. Any landform alterations or structural construction within one hundred feet of the Tsurai Study Area, as defined in the Trinidad general plan, or within one hundred feet of the lots on which identified historical resources are located shall be reviewed to ensure that public views are not obstructed and that development does not crowd them and thereby reduce their distinctiveness or subject them to abuse or hazards.* Response: The proposed project is not within 100 feet of the Tsurai Study Area, Holy Trinity Church, the Memorial Lighthouse or the Cemetery.

## STAFF RECOMMENDATION

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

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

## PLANNING COMMISSION ALTERNATIVES

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

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

## CONDITIONS OF APPROVAL

1. The applicant is responsible for reimbursing the City for all costs associated with processing the application. *Responsibility: City Clerk / Building Inspector prior to building permits being issued.*
2. Based on the findings that community values may change in a year's time, approval of this Design Review is for a one-year period starting at the effective date and expiring thereafter unless building permits have been issued or an extension is requested from the Planning Commission prior to that time. *Responsibility: City Clerk prior to building permits being issued.*
3. Recommended conditions of the City Building Inspector shall be required to be met as part of the building permit application submittal. *Responsibility: Building Inspector prior to building permits being issued.*
4. In accordance with Public Works requirements, the application shall pave a driveway apron a minimum of 8 ft. from the pavement of West Street. The applicant shall obtain an Encroachment Permit for any work within the City right-of-way. *Responsibility: Building Inspector prior to building permits being issued.*

5. The applicant is responsible for submitting proof that a statement on the deed, in a form approved by the City Attorney, has been recorded indicating that any increase in the number of bedrooms above a total of three bedrooms, or number of dwelling units above one, will require City approval of adequate sewage disposal capabilities and other applicable standards. *Responsibility: City Clerk to verify prior to final inspection.*
6. The detached living space shall operate as an extension of an be dependent on the principal use, and it shall not be used or rented separately from the primary structure. *Responsibility: Property owner to ensure on an ongoing basis.*
7. No kitchen, as defined by Planning Commission Policy adopted April 18, 2018 is allowed in the accessory living space; a wet bar is allowed. *Responsibility: Building Inspector prior to building permits being issued.*
8. A separate mailing address and utility meters for the detached living space / accessory structure are prohibited. *Responsibility: City Clerk to ensure on an ongoing basis.*
9. Applicant to agree to periodic inspections / walk-throughs by the City Building Inspector with 24-hour notice. *Responsibility: Property owner to ensure on an ongoing basis.*

#### **ATTACHMENTS**

- Existing and proposed site plans, floor plans and elevations (5 pages)
- Detached living space policy
- Kitchen and wet bar definition (2 pages)

# PLANNING COMMISSION POLICY



## Definition of a Kitchen

Adopted April 18, 2018

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### **Purpose**

This policy provides guidance to City of Trinidad staff for determining whether a kitchen exists in a space based on the improvements contained therein. It shall be used when reviewing permit applications, checking plans, investigating complaints and inspecting buildings. The provision of a kitchen is one of the factors used to determine whether a structure is considered to be a dwelling unit and for determining the number of units within a structures or allowed on a given site. These guidelines shall be used by all staff in determining whether a space contains a kitchen.

### **Background**

Staff, citizens, the Planning Commission, and the Council have spent quite a bit of time in recent years over concerns and disagreements about the difference between a second dwelling unit and a detached living space, and whether any secondary cooking facilities should be allowed on a property that is only authorized to have one dwelling unit. The City Council has directed the Planning Commission and Planning Staff to develop clear policy recommendations regarding these issues.

The presence or absence of a kitchen is often used by jurisdictions to determine whether a second unit exists. The City's code does not have a definition of kitchen, and the building code definition is vague. The building code requires a dwelling unit to have food preparation facilities, but does not define what those are. There is nothing in Trinidad's codes (or the State's) that prohibits a single-family dwelling from having two kitchens. However, the Planning Commission has put limitations on the creation of a kitchen for specific projects.

There are a number of reasons that one dwelling may have multiple kitchens. Full outdoor kitchens, for example, have become popular. Sometimes an upper or lower story or a recreation/ game room will have a partial kitchen or wet bar installation for convenience. Some people may want separate cooking facilities if someone has allergies or religious restrictions on what they can eat or how food is prepared. Also, a second kitchen or supplemental cooking facilities could be important for someone who does a lot of food prep such as smoking, canning and other types of preserving.

### **Definitions & Policies**

**Kitchen:** A kitchen means an area within a structure that is used or designed to be used for the preparation or cooking of food and that contains one or both of the following:

1. Cooking appliances or rough in facilities for such appliances including, but not limited to: ovens, convection ovens, stoves, stove tops, built-in grills or microwave ovens or similar built-in appliances, 240 volt electrical outlets or any gas lines. OR
2. A sink less than 18 inches in depth with a waste line drain 1.5 inches or greater in diameter AND a refrigerator exceeding five (5) cubic feet in capacity or space opening with an electrical outlet that may reasonably be used for a refrigerator exceeding five (5) cubic feet in capacity.
3. A kitchen may have more than one sink, stove, oven or refrigerator in the same room.

Wet bar: A single sink with a waste drain line no greater than 1.5 inches in diameter and an under counter refrigerator no greater than 5 cubic feet in size. A wet bar shall not include a refrigerator in excess of 5 cubic feet in size or a kitchen sink greater than 2 square feet in size or a gas or electric range, stove top and/or oven (but may include a microwave oven). A single-purpose fridge larger than 5 cu. ft., such as a wine cooler, is acceptable, as long as no 240 volt electrical outlets are required.

Exceptions: Notwithstanding the criteria above, the following shall not be considered to be a kitchen:

- A. Gas lines and/or electrical outlets of 240 volts in a residential garage, barn, workshop or similar structure, if an operable garage door is provided and the space is unconditioned as defined in the adopted model codes. A garage may contain a refrigerator or freezer but cannot contain any cooking appliances.
- B. One laundry/utility room in a dwelling unit. The laundry room may include utility hook-ups for gas or electric laundry appliances and may include a utility sink with a sink depth 18 inches (18") or greater and/or a full size refrigerator or freezer. A laundry room shall not contain cooking appliances.
- C. An "outdoor kitchen" that is placed in an unenclosed area that may be roofed but is open on at least two sides and exposed to weather.
- D. Any room where the City Manager or his/her designee determines that the room, by its design, clearly cannot reasonably be used as a kitchen. In considering whether a room is a kitchen that would designate a structure as a dwelling unit, the City Manager or his / her designee may also consider but not be limited to, whether or not the structure has a full bathroom and/or potential sleeping area. When an exception is made pursuant to this section, it shall be documented by a Deed Restriction and/or an Agreement to be signed by the property owner and recorded to inform future property owners of restrictions on the use of a building and future permit requirements for any change in use.

Number of Kitchens: There shall be only one kitchen per approved dwelling unit unless an exception to this policy is granted by the Planning Commission. In granting an exception, the Planning Commission shall ensure that adequate measures, such as a deed restriction or other limitations, are included to ensure that the structure is not converted for use as a second dwelling unit.

# PLANNING COMMISSION POLICY



## Detached Living Space Standard Conditions

Adopted April 18, 2018

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### **Purpose**

This policy provides guidance to City of Trinidad staff and the Planning Commission for setting standards for improvements to and the use of detached living spaces. It shall be used when reviewing permit applications, checking plans, investigating complaints and inspecting buildings. These guidelines shall be used by all staff in determining whether a detached living space is being used consistent with City regulations and policy.

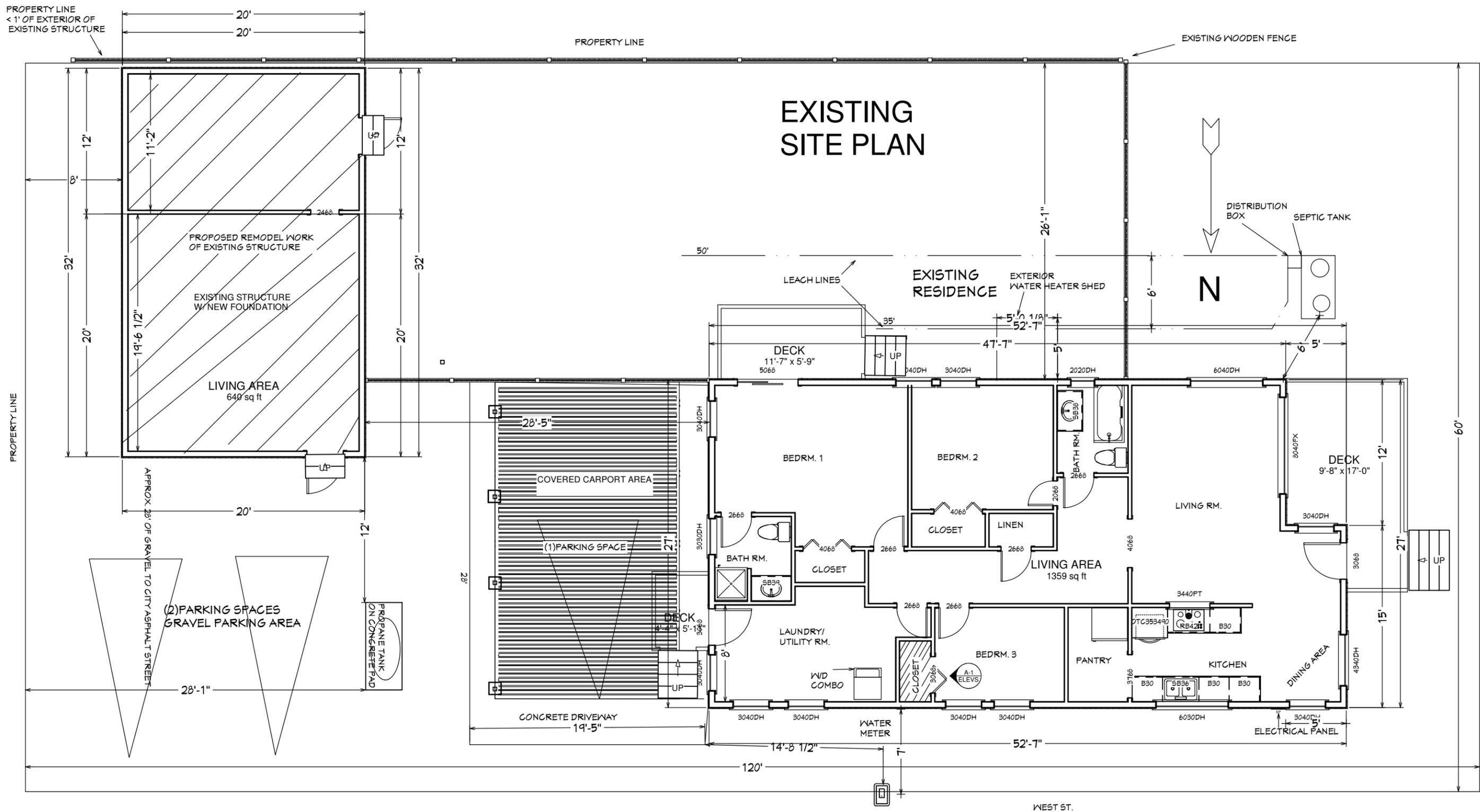
### **Background**

The City has a history of allowing existing, detached structures to be converted into living space as an economical alternative to an addition. These spaces can and have been used for a variety of legitimate, single-family, residential uses. However, there are financial incentives, as well as reasons of simple personal convenience, for owners or residents to convert a detached bedroom/living space into its own complete dwelling unit.

Staff, citizens, the Planning Commission, and the Council have spent quite a bit of time in recent years over concerns and disagreements about the difference between a second dwelling unit and a detached living space, and whether any secondary cooking facilities should be allowed on a property that is only authorized to have one dwelling unit. This policy document is just one piece of the larger issue. It is intended to provide consistency and clarity for residents, applicants and staff alike. The standard conditions listed below have been developed for use by the Planning Commission in approving any application for a detached living space. In addition, these standards shall be applied to existing detached living spaces to the extent lawfully allowed.

### **Standard Conditions for Detached Living Spaces**

1. An accessory living space shall operate as an extension of and be dependent upon the principal use and shall not be a separately functioning dwelling unit.
2. A "kitchen," as defined by Planning Commission Policy, is prohibited within a detached living space that contains a bedroom or full bathroom.
3. Property owner to sign and record a deed restriction limiting the number of bedrooms and units on the property to that approved by the City.
4. Owner to agree to periodic inspections/walk-throughs by the City Building Inspector with 24-hour notice.
5. Separate mailing addresses are prohibited for a detached living space.
6. Separate utility meters for electricity, water, and other utility services are prohibited for a detached living space.



WILLIAM HAZELEUR  
PH. # 530-351-4818

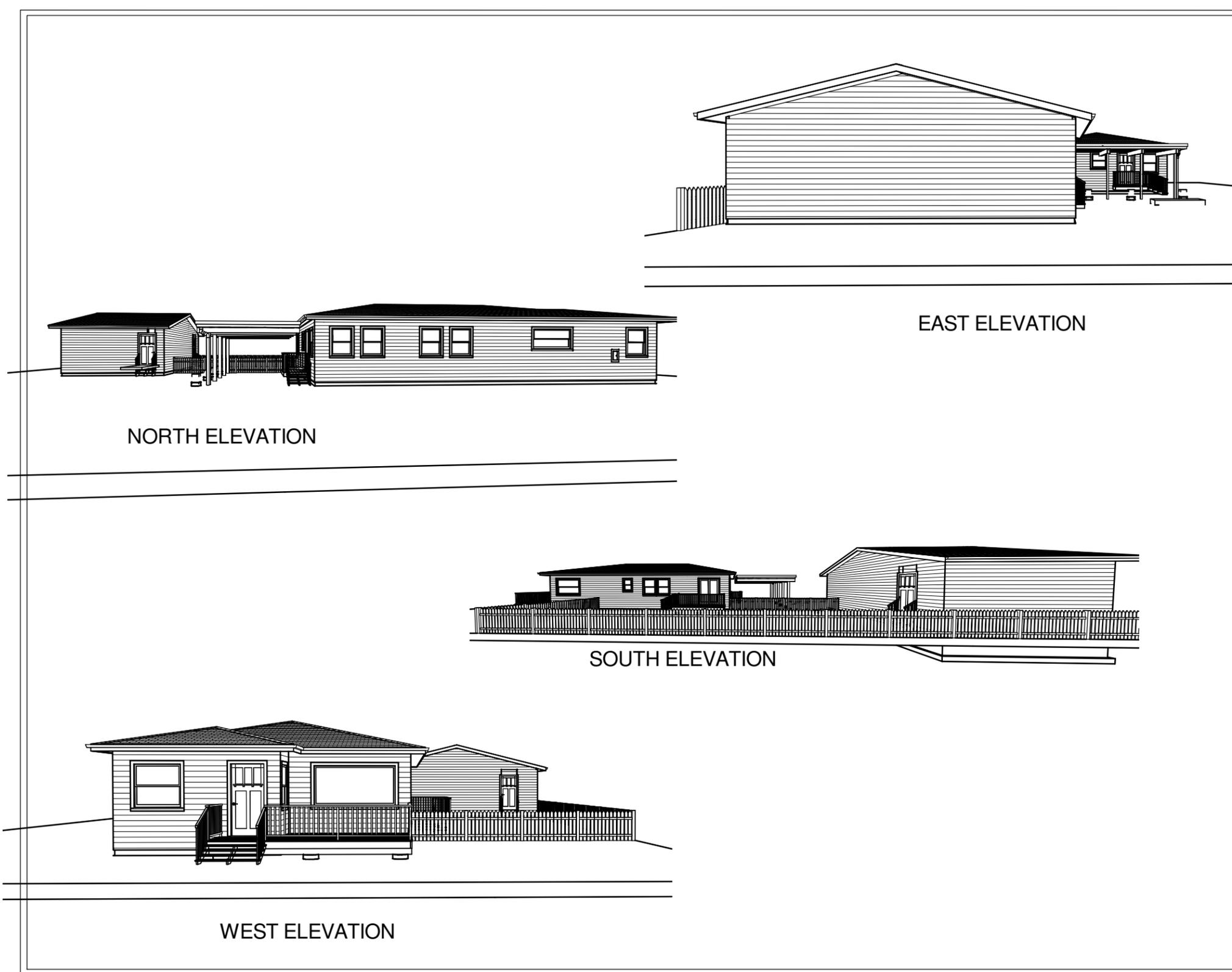
DATE  
9/27/2018

EXISTING SITE PLAN  
513 TRINITY ST. TRINIDAD, CA 95570  
APN 042-101-01

LOT AREA: 7200 SQ FT  
EXISTING CONDITIONED AREA: 1371 SQ FT  
PROPOSED REMODEL OF UN-CONDITIONED DETACHED STRUCTURE: 640 SQ FT  
PROPOSED ADDITION 3 BEDROOM RESIDENCE: 142 SQ FT

SCALE 1/8 in : 1 ft.

SHEET  
A-1



NORTH ELEVATION

EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

NO.	DESCRIPTION	BY	DATE

SHEET TITLE:  
EXISTING ELEVATIONS

PROPOSED SECONDARY UNIT  
513 TRINITY ST TRINIDAD  
APN 042-10-1-01

WILLIAM HAZELEUR  
530-351-4818  
DRAWN BY A-S CO.

DATE:

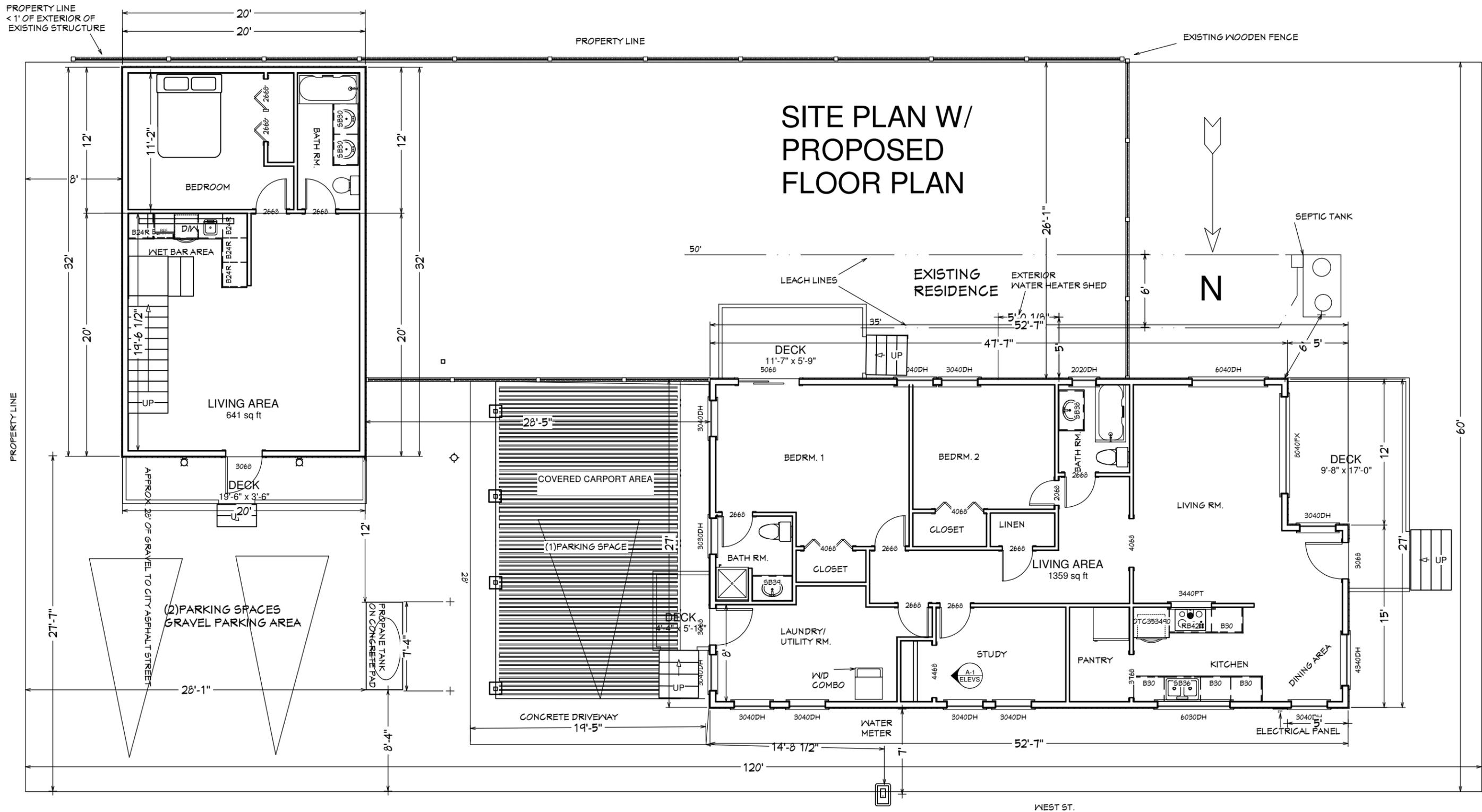
9/28/2018

SCALE:

N.T.S.

SHEET:

**A-2**



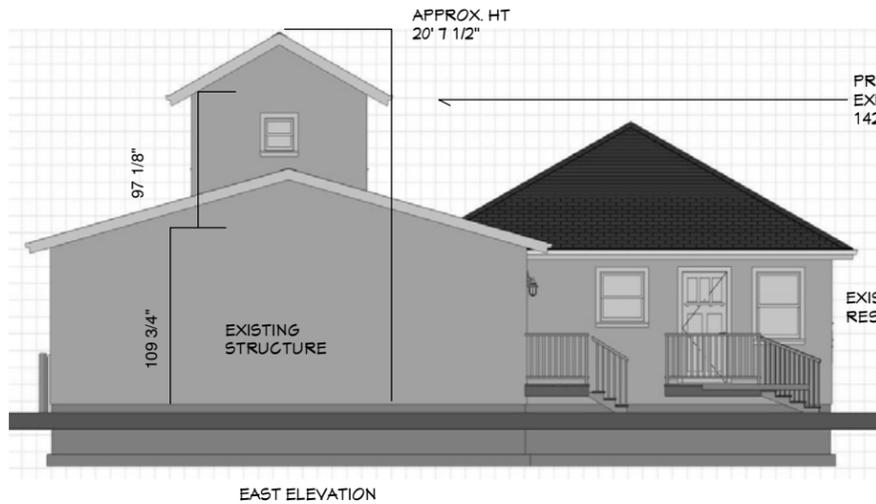
WILLIAM HAZELEUR  
 PH. # 530-351-4818  
 DATE  
 9/27/2018

PROPOSED REMODEL  
 513 TRINITY ST. TRINIDAD, CA 95570  
 APN 042-101-01

**A-1 ELEVS**  
 REMOVED CLOSET DOORS ADD BUILT-IN SHELVING TO CONVERT BEDROOM TO STUDY

SCALE 1/8 in : 1 ft.

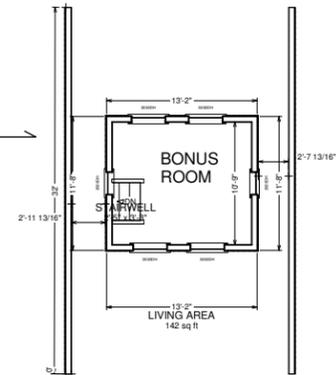
**SHEET  
 A-3**



PROPOSED ADDITION OVER EXISTING STRUCTURE 142 SQ. FT.

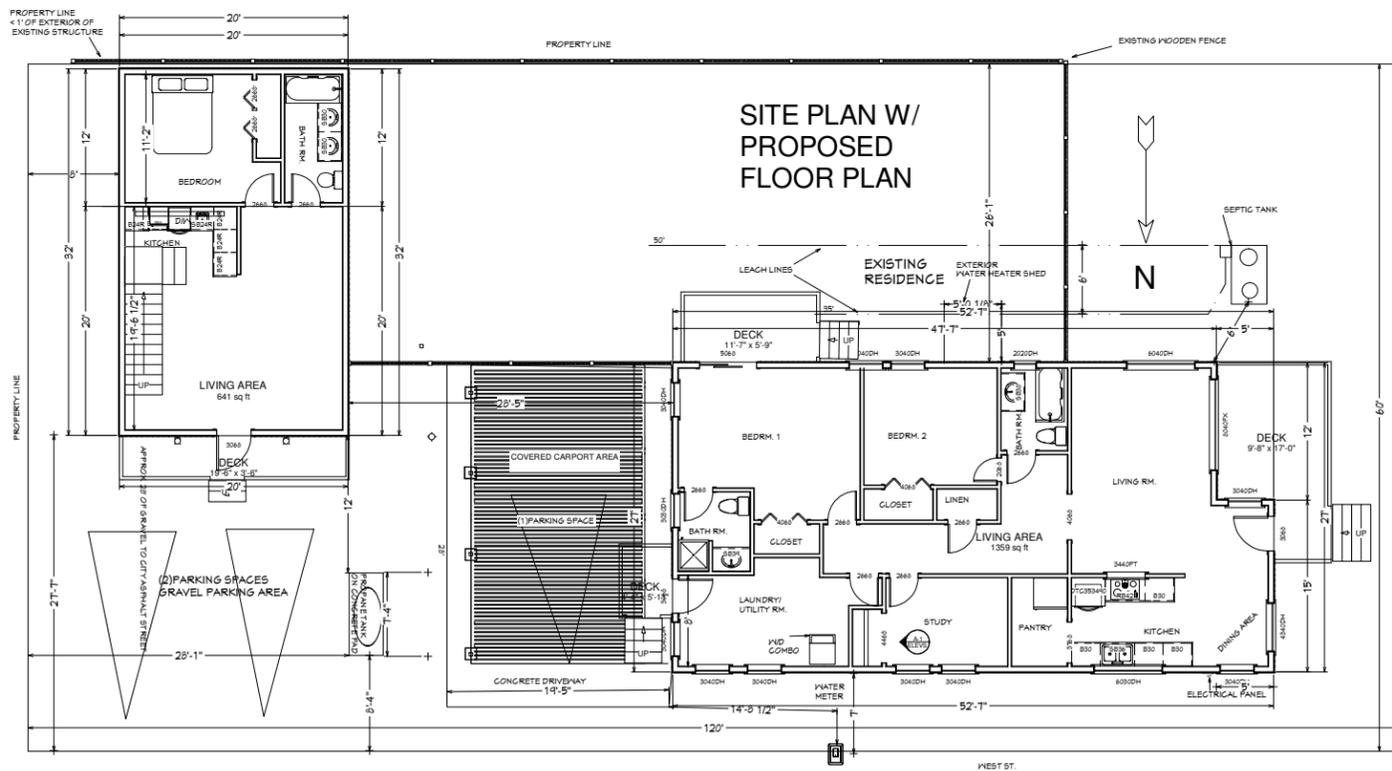
EXISTING RESIDENCE N.T.S.

ROOFING MATERIAL TO BE ASPHALT SHINGLES  
EXTERIOR SIDING WILL BE FIBER CEMENT LAP SIDING, CURRENT COLOR: GALVESTON GRAY  
WHITE VINYL WINDOWS



2nd Floor

NEW CONSTRUCTION OF 142 SQ. FT. SECOND STORY ADDITION



SITE PLAN W/ PROPOSED FLOOR PLAN



REMOVE CLOSET DOORS, ADD BUILT-IN SHELVING



WILLIAM HAZELEUR  
PH. # 530-351-4818  
DATE 9/27/2018

PROPOSED REMODEL  
513 TRINITY ST. TRINIDAD, CA 95570  
APN 042-101-01

SCALE 1/8" = 1'-0"

NO.	DESCRIPTION	BY	DATE

SHEET TITLE:  
FLOOR PLANS

PROPOSED SECONDARY UNIT  
513 TRINITY ST. TRINIDAD,  
CA 95570  
APN 042-101-01

WILLIAM HAZELEUR  
PH. # 530-351-4818  
DRAWN BY: A-S CO.

DATE:

9/28/2018

SCALE:

1/16 in. = 1ft.

SHEET:

**A-4**





## MEMORANDUM

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**TO:** Trinidad Planning Commission

**FROM:** Trever Parker, City Planner

**DATE:** October 10, 2018

**RE:** General Plan Update - Circulation, Energy and Public Services Element

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The Circulation, Energy and Public Services Element incorporates only one of the seven State required elements but does include several important topics that must be addressed in a General Plan. These include transportation, energy use and public services. Similar to the previous elements, I have updated the Circulation Element based on recent public input, the climate change report and the Coastal Commission's LCP Update Guide. This element did not require as many changes as the Land Use and Conservation elements. That is partly because the previous draft was more recent. Also, a lot of the topics addressed in the Circulation Element are not coastal issues.

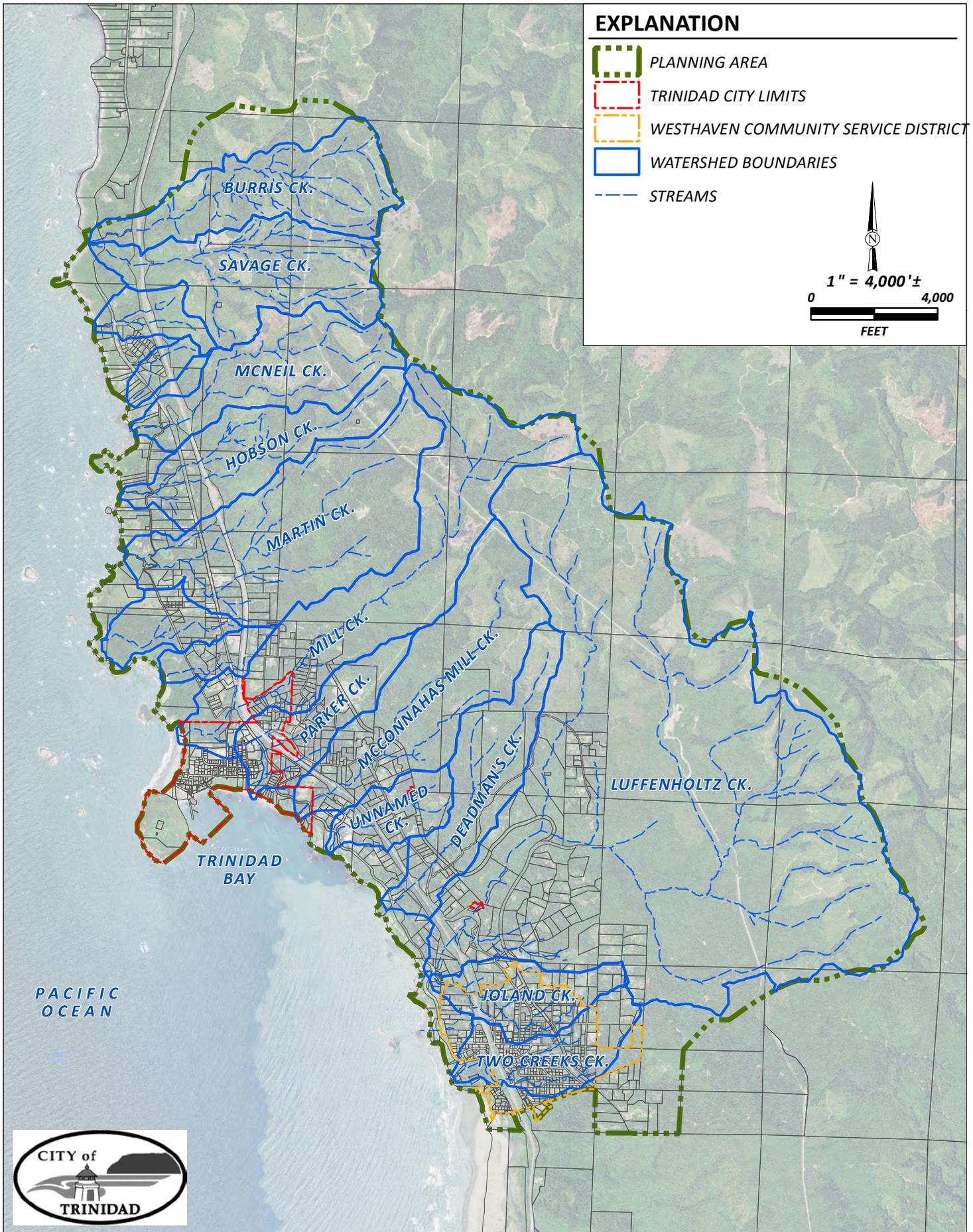
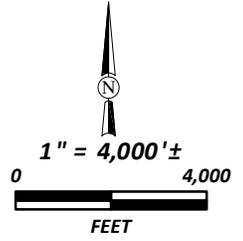
Once again, I do not have updated figures for this element. I did provide you with the previous figures for context. Although they do have some errors, in general, they are in much better shape than the conservation element figures. Note that Figure 12 was reserved for proposed street improvements.

I was able to get you some updated figures from the conservation element (first set of figures). We were not able to reproduce the Prop 50 watershed mapping results, as those tools are no longer available. However, newer, better tools are, so we reran the analysis to include the entire planning area. It was a very interesting process. We need to get some updated stormwater system data from GHD in order to perfect the watershed lines within City limits, but everything else should be quite accurate. The data sources include some high resolution coastal lidar data, as well as the USGS topo data for more eastern areas. We also did some Google ground-truthing for culvert locations. It looks like we will want to make some adjustments to the Planning Area boundary based on the new watershed mapping.

I am still working on figuring out what to include on Figures 7a and b to make them as useful as possible. Figure 8 turned into Figures 8a, b and c so that you can see all the individual species, where previously they overlapped. Figure 9a has been updated to include slopes greater than 15% and eliminate unnecessary data. Figure 9b has all the NRCS soils mapping units and numbers. We still need to categorize the soils with limitations, so we can color them on the map. Figure 10 has been updated. I will continue to provide you with updated figures as we complete them.

**EXPLANATION**

-  PLANNING AREA
-  TRINIDAD CITY LIMITS
-  WESTHAVEN COMMUNITY SERVICE DISTRICT
-  WATERSHED BOUNDARIES
-  STREAMS



City of Trinidad  
 General Plan  
 Trinidad, California

August 2018

Watersheds  
 Trinidad General Plan (DRAFT)  
 SHN 016105.006

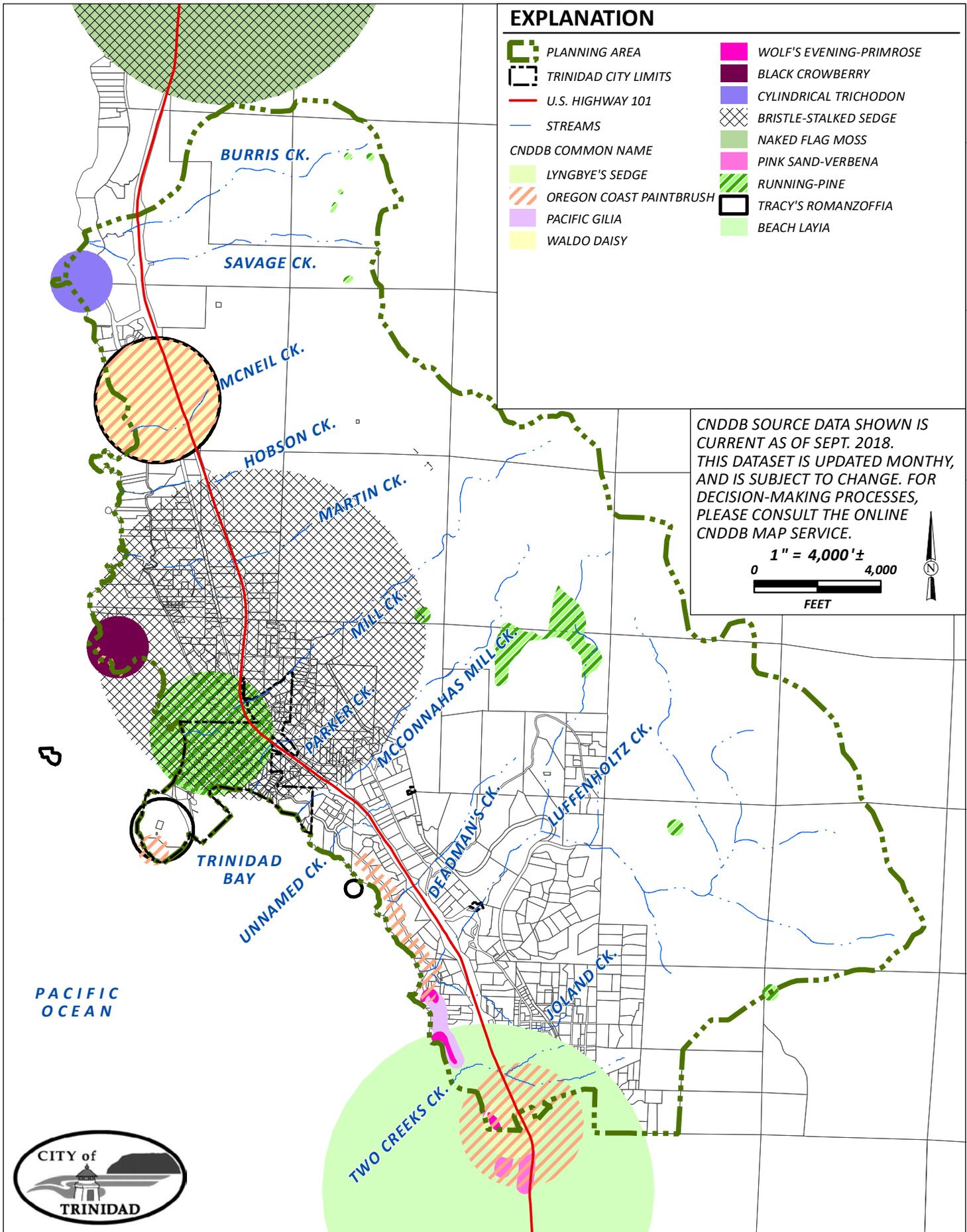
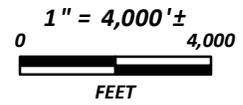
Figure 6

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# EXPLANATION

- |   |  |
|---|--|
|  PLANNING AREA            |  WOLF'S EVENING-PRIMROSE |
|  TRINIDAD CITY LIMITS    |  BLACK CROWBERRY        |
|  U.S. HIGHWAY 101        |  CYLINDRICAL TRICHODON  |
|  STREAMS                 |  BRISTLE-STALKED SEDGE  |
| CNDDDB COMMON NAME  |  |
|  LYNGBYE'S SEDGE         |  NAKED FLAG MOSS        |
|  OREGON COAST PAINTBRUSH |  PINK SAND-VERBENA      |
|  PACIFIC GILIA           |  RUNNING-PINE           |
|  WALDO DAISY             |  TRACY'S ROMANZOFFIA    |
|   |  BEACH LAYIA            |

CNDDDB SOURCE DATA SHOWN IS CURRENT AS OF SEPT. 2018. THIS DATASET IS UPDATED MONTHLY, AND IS SUBJECT TO CHANGE. FOR DECISION-MAKING PROCESSES, PLEASE CONSULT THE ONLINE CNDDDB MAP SERVICE.



\\Arcata\Projects\2016\016105A-CityOfTrinidad\GIS\Projects\GenPlanUpdate\2018\ USER: jsousa DATE: 10/2/18, 11:24AM



**SH**  
Consulting Engineers  
& Geologists, Inc.

City of Trinidad  
General Plan  
Trinidad, California  
October 2018

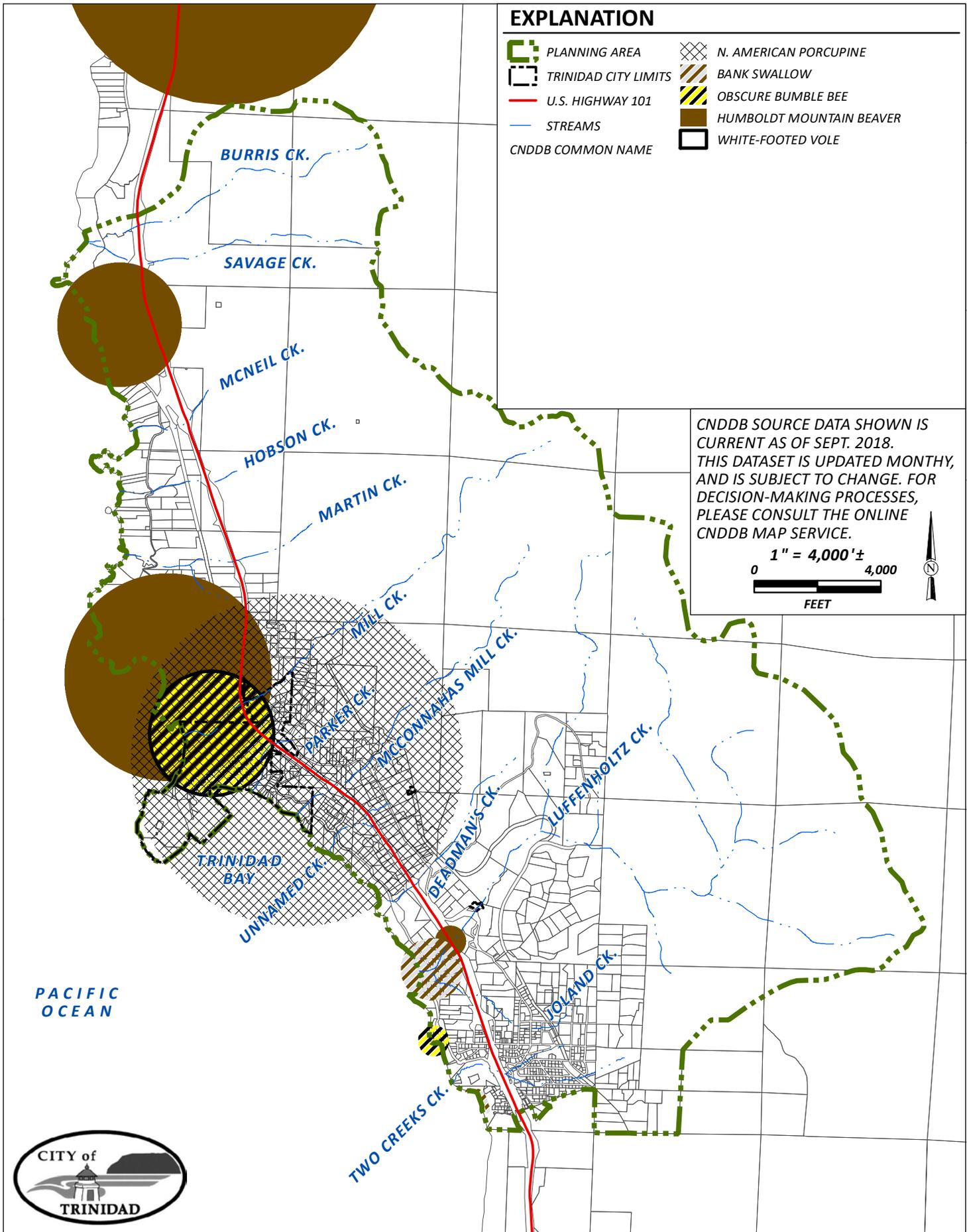
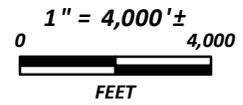
Special Status Plant Species  
Trinidad General Plan (DRAFT)  
SHN 016105.006  
GP2018\_Fig8a\_SpecStatPlantSpecies

Figure 8a

# EXPLANATION

- |  |  |
|--|--|
|  PLANNING AREA        |  N. AMERICAN PORCUPINE    |
|  TRINIDAD CITY LIMITS |  BANK SWALLOW             |
|  U.S. HIGHWAY 101     |  OBSCURE BUMBLE BEE       |
|  STREAMS              |  HUMBOLDT MOUNTAIN BEAVER |
| CNDDDB COMMON NAME   |  WHITE-FOOTED VOLE        |

CNDDDB SOURCE DATA SHOWN IS CURRENT AS OF SEPT. 2018. THIS DATASET IS UPDATED MONTHLY, AND IS SUBJECT TO CHANGE. FOR DECISION-MAKING PROCESSES, PLEASE CONSULT THE ONLINE CNDDDB MAP SERVICE.



PACIFIC OCEAN



City of Trinidad  
General Plan  
Trinidad, California

Special Status Terrestrial Animal Species  
Trinidad General Plan (DRAFT)  
SHN 016105.006

October 2018

GP2018\_Fig8b\_SpecStatAnimalSpecies

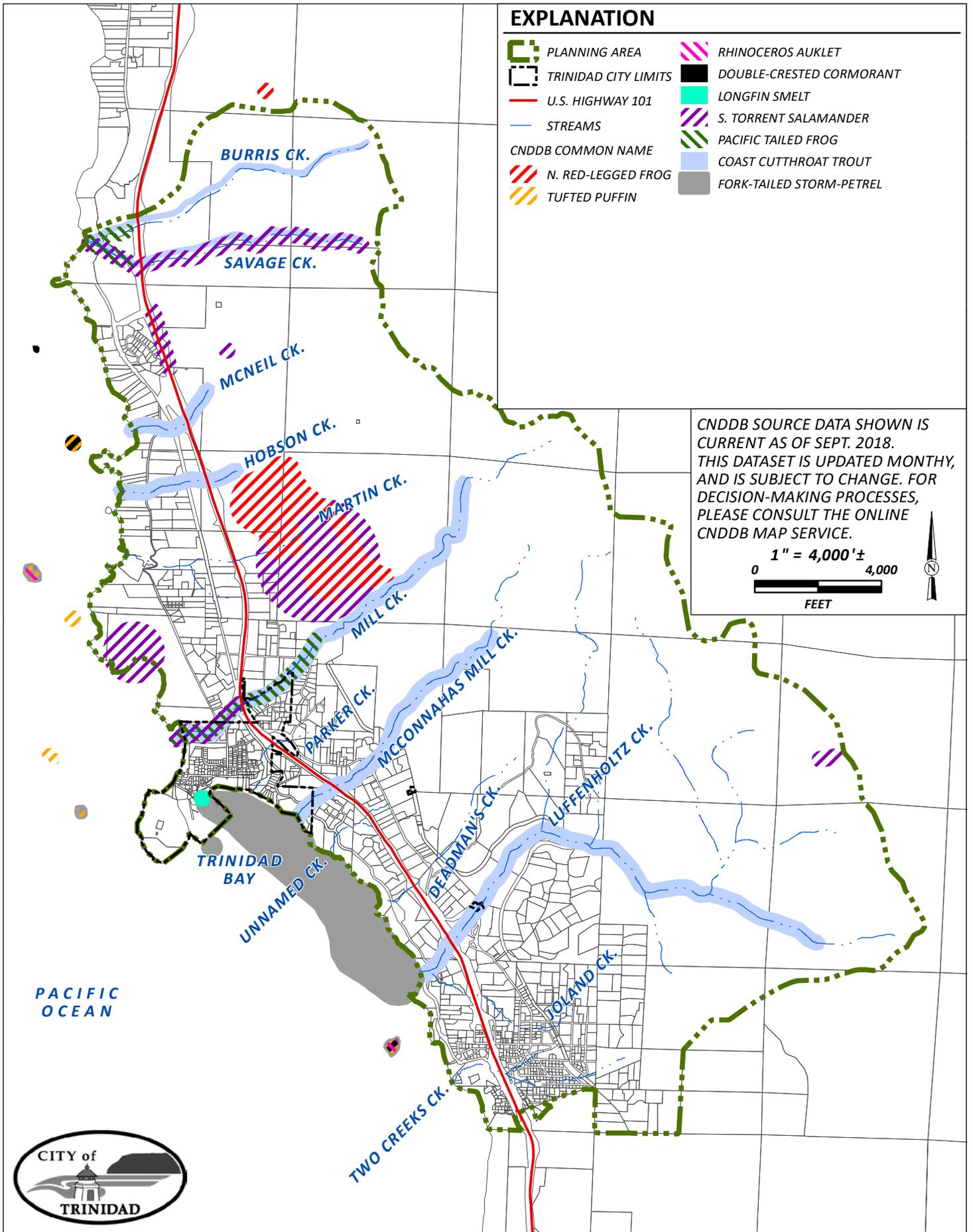
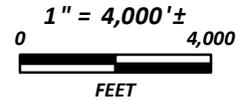
Figure 8b

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# EXPLANATION

- |   |                      |   |                          |
|---|----------------------|---|--------------------------|
|  | PLANNING AREA        |  | RHINOCEROS AUKLET        |
|  | TRINIDAD CITY LIMITS |  | DOUBLE-CRESTED CORMORANT |
|  | U.S. HIGHWAY 101     |  | LONGFIN SMELT            |
|  | STREAMS              |  | S. TORRENT SALAMANDER    |
| CNDDDB COMMON NAME  |                      |  | PACIFIC TAILED FROG      |
|  | N. RED-LEGGED FROG   |  | COAST CUTTHROAT TROUT    |
|  | TUFTED PUFFIN        |  | FORK-TAILED STORM-PETREL |

CNDDDB SOURCE DATA SHOWN IS CURRENT AS OF SEPT. 2018. THIS DATASET IS UPDATED MONTHLY, AND IS SUBJECT TO CHANGE. FOR DECISION-MAKING PROCESSES, PLEASE CONSULT THE ONLINE CNDDDB MAP SERVICE.



**SH**  
Consulting Engineers  
& Geologists, Inc.

City of Trinidad  
General Plan  
Trinidad, California

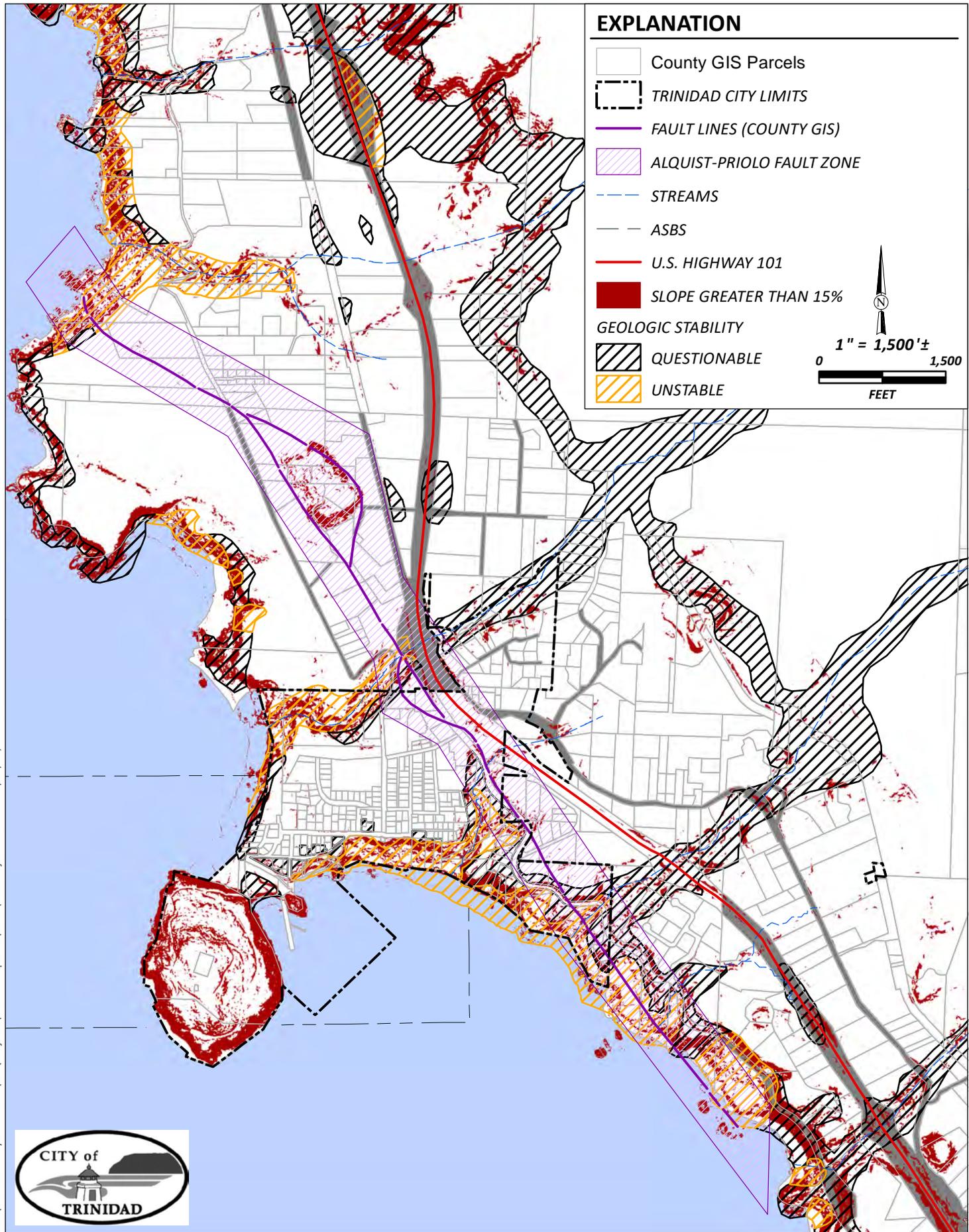
Special Status Aquatic and Pelagic/Marine Species  
Trinidad General Plan (DRAFT)

SHN 016105.006

October 2018

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Figure 8c



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City of Trinidad  
General Plan  
Trinidad, California

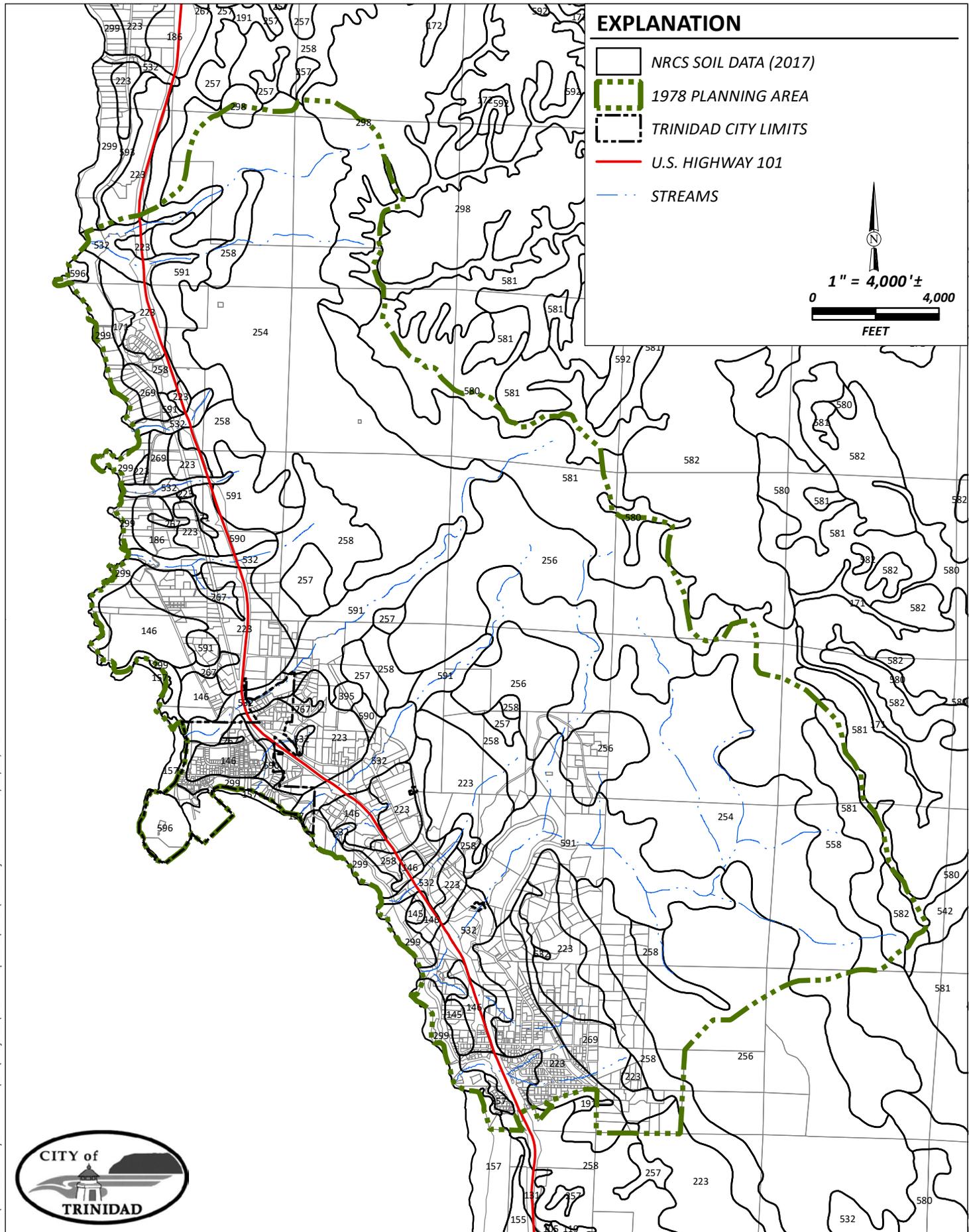
October 2018

Soil Conditions & Constraints  
Trinidad General Plan (DRAFT)  
SHN 016105.006

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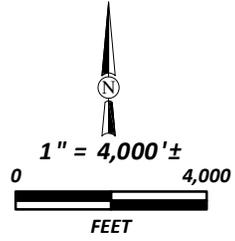
Figure 9a

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### EXPLANATION

-  NRCS SOIL DATA (2017)
-  1978 PLANNING AREA
-  TRINIDAD CITY LIMITS
-  U.S. HIGHWAY 101
-  STREAMS



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City of Trinidad  
 General Plan  
 Trinidad, California  
 August 2018

Soil Limitations  
 Trinidad General Plan (DRAFT)  
 SHN 016105.006  
 Figure 9b

**EXPLANATION**

- EXISTING TRAILS
- PROPOSED TRAILS
- EXISTING BENCHES
- PROPOSED BENCHES
- EXISTING BIKE RACKS
- PROPOSED BIKE RACKS
- ★ VISTA POINTS
- TRAIL MARKERS
- CA COASTAL TRAIL

1" = 400'±  
400  
FEET  
PHOTO SOURCE:  
GOOGLE, MAY 2016



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## **CIRCULATION, PUBLIC SERVICES & ENERGY ELEMENT**

### **A. Introduction**

1. Purpose
2. Background

### **B. Existing Conditions**

1. Roads and Traffic
2. Energy, Greenhouse Gasses and Climate Change
3. Public Services
4. Issues of Local Significance
5. Relationship to Regional Circulation Plans

### **C. Traffic**

1. Patterns
2. Volume
3. Truck Traffic
4. Intersections
5. Traffic Policies

### **D. Parking**

### **F. Alternative Modes of Transportation**

### **G. Energy**

### **H. Air Quality and Green House Gasses**

### **I. Public Services**

1. Solid Waste, Reduction and Recycling
2. Stormwater System
3. Transmission and Utility Facilities
4. Wastewater Disposal / Onsite Wastewater Treatment Systems
5. Water Service

## **A. INTRODUCTION**

### **1. Purpose**

The Circulation Element is a required element of the City's General Plan. Government Code Section 65302(b) states that a circulation element shall consist of: *"...the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan."* The California General Plan Guidelines describe the circulation element as *"a strategy addressing infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications."* Recent changes also require a circulation element to address environmental justice. In addition, a circulation element must: *"plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."* All users includes *"bicyclists, children,*

*persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."*

## **2. Background**

Public facilities and services are required to be addressed in a General Plan, but are not one of the seven required elements. Instead, these topics are often included in the Land Use or Circulation Element. In this case, public facilities (such as the school and town hall) are discussed in the Land Use Element and public services, including water, solid waste and utilities are included within this Circulation Element.

Similarly, energy does not require its own element, but is also closely linked with land use and circulation issues and included in this element as Item G. According to the General Plan Guidelines, an Energy Element should address both energy efficiency and energy conservation along with energy generation facilities. Further, more recent regulations require local jurisdictions to do their part to reduce greenhouse gas emissions and include policies for complying with AB 32. Since these topics are closely linked to climate change, the primary discussion for that is also included in the energy section. However, other aspects of climate change, such as sea level rise, shoreline erosion and water supply are discussed elsewhere.

This combined Element provides goals, objectives and policies that will help to control traffic volume and reduce traffic issues in Trinidad; it also provides information and guidance regarding the adequacy, provision and expansion of City's public services. Because the City is generally built-out, the focus of the transportation policies is to maintain a safe environment for vehicle and non-motorized transportation (e.g. pedestrians and bikes) and encourage alternative modes of transportation to help minimize the adverse effects associated with single-occupant, gas-powered cars. The main goal of the energy policies is to reduce greenhouse gas emissions. The focus of the public service policies is to ensure provision of adequate services into the future while conserving natural resources.

## **B. EXISTING CONDITIONS**

### **1. Roads and Traffic**

Located 15 and 25 miles north of Arcata and Eureka respectively, Trinidad and the surrounding roadway system are comparable to that of many rural communities. Trinidad residents are dependent on a single highway (U.S. Highway 101) for access to major services, employment, and commercial areas. Highway 101 also facilitates visitor access to Trinidad. Scenic Drive and Westhaven Drive provide access to some areas south of the City. Stagecoach Road and Patricks Point Drive provide access to the north. However, Hwy 101 is the only access for traveling more than a few miles north or south, including to the closest towns; this is true for autos, pedestrian and bicycle modes of transportation. There are also no east-west connections, with the Pacific Ocean to the west and private commercial timber land to the east. This condition puts

Trinidad and the surrounding communities at risk of being cut off in an emergency that compromises Hwy 101; a tsunami for example could cut off both north- and southbound routes.

In the City, there are approximately 6.27 miles of paved, impermeable roadway. The majority are narrow, local streets, with the exception of Trinity, Main and Edwards Streets that wind through the Planned Development / Mixed Use and Commercial district and provide access to the Harbor and beaches. These heavily traveled streets should be kept well maintained, and where necessary, paved. It should also be recognized that wider, straighter streets often result in faster traffic speeds, which is an issue of local concern. Most of the roads around the City are minimally improved and inadequate to handle significantly more development. Some streets have no gutters or sidewalks—this is to preserve the small village character desired by the residents and sought after by visitors. These undeveloped right-of-ways have advantages; there are high absorption and drainage potentials for surface runoff from adjacent paved areas. However, certain locations could be appropriate for traffic calming improvements (such as street intersection bulb-outs) and plantings, should funding become available.

Roadways tend to have a uniform classification system, which is defined below and shown on Figure 11.

**Highway:** A high-speed, limited access roadway serving primarily regional and county-wide travel. California State Department of Transportation (Caltrans) controls the design, operation, and maintenance of highways. Highway 101 provides the primary access into Trinidad.

**Arterial:** A medium-speed, medium capacity roadway that provides travel and access within the City and access to highways. Trinidad does not have any roads that would be considered arterials.

**Primary Collector:** A relatively low-speed, street that provides access within and between neighborhoods. Major Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to Arterial streets or the Highway. Main, Trinity and Edwards Streets are the primary collectors in Trinidad.

**Secondary Collector:** A relatively low-speed street that provides a connection between Arterials and Major Collectors and direct access to parcels. They handle a lower volume of traffic than Major Collectors.

**Local Street:** A low-speed, low-volume street that provides access to adjacent land. Local streets are designed for trips within neighborhoods and to Collector and Arterial streets, and not to serve through-traffic.

**Access Road:** A small road, such as a service road, that provides access to a limited area where cars or public are not normally allowed. The roadway on Trinidad Head is an example.

Many roads in the Trinidad area embody the character of this unique coastal area, due to the spectacular views of the ocean that can be seen while driving down these roads.

Scenic Dr., Stagecoach Rd., Patrick's Point Dr., and Edwards Street are four such roads that are considered the main scenic routes in the Trinidad Planning Area. Although these routes have not been state or regionally dedicated, they are still scenic and may be locally designated.

## **2. Energy, Greenhouse Gasses and Climate Change**

The State of California has taken significant steps to combat climate change through legislation. The one most pertinent to local jurisdictions is AB 32, passed in 2006. This Assembly bill instituted a mandatory limit on greenhouse gas (GHG) emissions – reducing emissions in California to 1990 levels by the year 2020, or 25% below forecasted levels. The bill also directs the California Air Resources Board (CARB) to establish a mandatory reporting system to track and monitor emission levels and requires CARB to develop various compliance options and enforcement mechanisms.

Although a comprehensive emissions inventory and targets have not been completed for Trinidad, a Climate Action plan has been developed to provide measures and recommendations for reducing GHG emissions in Trinidad. Since 1990, transportation has been one of the fastest-growing sources of GHG emissions in CA. It is the largest sector emitting CO<sub>2</sub>, the most prevalent GHG, which is especially true in Trinidad, where there is no industry or power generation or other large producers of GHG. This is exacerbated by the fact that Trinidad is fairly isolated with few services and is also a destination community. With few connecting corridors, automobiles are the dominant means of transportation. For this reason, reduction of GHG emissions in Trinidad is closely tied to traffic patterns and is therefore included within the Circulation Element.

## **3. Public Services**

The City's provision of public services can affect land use and development patterns in and around the City. Most residents have expressed a desire to maintain Trinidad's small-town, rural character. This indicates that public services should be kept to a minimum that adequately serves the needs of residents, and that encourages limited sustainable growth. Services provided by the City of Trinidad include land use regulation, administrative responsibilities associated with being an incorporated City, operation of the City water system, police protection (currently the City contracts with the Sherriff's Office for police services), street maintenance, cemetery maintenance, and a storm drain system. The City also provides support for the Volunteer Fire Department, the Trinidad Branch of the Humboldt County Library and others. Private companies own the electric, gas, telephone, cellular, and cable services, though they are regulated by the Public Utilities Commission. Public facilities, such as buildings and parks are discussed in the Land Use Element.

Increasing land use conflicts and issues have resulted in a recent increase in the development of additional land use ordinances, including a Views and Vegetation ordinance (2006-02), and OWTS Management Program (Ordinance # 2010-01), an STR Ordinance (2016-03) (replacing the VDU Ordinance (2014-01)) and an ADU

ordinance (2012-02) (not certified by the Coastal Commission). Major expenditures of the City have been limited to police protection, improving local streets, updating the water supply system on Luffenholtz Creek, and responding to increased State regulations.

#### **4. Issues of Local Significance**

Traffic in the City of Trinidad is unique in that it experiences heavier, peak periods during weekends and during the summer when there are a high number of tourists rather than during traditional commuter peak hours. Many of the visitors travel by car from other areas into Trinidad for fishing and vacation during summer and peak fishing seasons. Though welcome, this influx of people can, at times, place a burden on Trinidad's circulation, car speeds, and parking facilities—particularly on Trinity Street. Speeding and blind driveway intersections on Edwards Street are current issues of significant concern in town.

Though much of Trinidad's traffic is generated by tourism, which is inherently auto based, Trinidad is small enough that it is generally a very walkable community for both residents and visitors with a few exceptions. One of the areas with the most congestion is at Trinidad Elementary School when parents are dropping off and picking up their children. Special events such as the Fish Festival also cause traffic congestion and parking problems. Sometimes opening days of fishing or crabbing seasons or holiday weekends also cause truck or vehicle congestion, especially in the Harbor area. There is a general consensus that a problem exists with the Freeway entrance/exit area, where seven access ways converge, and not every direction has a stop sign. Solutions that have been discussed include a redesign of the intersection, additional stop signs, and limiting the amount of directional signage.

Parking is an issue that tends to come and go as being perceived a problem. When the sport fishing industry was more prevalent, prior to recent restrictions and shorter seasons, trucks with boat trailers would park all over town, leading to a lack of available parking for residents and other tourists. Currently, parking is not considered a major problem except during special events such as the Fish Festival.

In Trinidad, maintenance of the street system is an ongoing problem. The Pavement Management System Plan (2000) exists to address street management. The document outlines the pavement surface condition of roads in Trinidad, recommends repair actions, gives estimated repair costs, and prioritizes each section. This document, which is to be regularly updated, reflects both the needs and desires of the residents, as well as availability of funding.

Residents also expressed interest in other road and traffic issues in the City, including:

- bicycle and pedestrian safety on Scenic Drive
- coastal trail connections
- pedestrian access around the City entrance, including the freeway underpass and Westhaven drive

- lower and/or shielded or directed street lights in town (to balance public safety and light pollution)
- issues with speeding and how to slow traffic on Trinity Street and Edwards
- lack of visibility and parking spaces defined for the various users and modes of transportation (e.g. RV's, boat trailers, etc.) along Edwards Street
- public transportation improvement
- a decrease in street signage
- walking tour of Trinidad with benches and trail markers
- support for alternative modes of transportation

Trinidad Rancheria and CalTrans are currently working on a project to construct an interchange or other improvements on Highway 101 that would provide improved access to and connectivity within the Rancheria. This is an environmental justice issue for the Rancheria, but also has the potential to impact the City. An interchange will not only affect traffic patterns in and around town, but also facilitate development on the Rancheria property which will also have implications for the City of Trinidad.

Another issue that relates to circulation outside City limits is emergency access to the east. Due to factors such as severe winter storms and geologic hazards such as earthquakes, landslides and tsunamis, Trinidad could potentially be cut off from other population centers and services both north and south on Hwy 101. The only available routes to the east are logging roads, and there is interest by residents in obtaining emergency access, and this would require coordination with the Green Diamond Resource Company.

In addition to traffic issues, Trinidad residents express a strong desire to make the community more sustainable long-term. This includes energy efficiency and local self-reliance, such as local, community production of foods.

## **5. Relationship to Regional Circulation Plans**

There are several regional and county planning documents that should be considered when planning for traffic circulation in and around the City. An example of such a document is the Humboldt County General Plan Circulation Element (2017) and background documents (e.g. "Moving Goods and People" (2002)). This also includes the Humboldt County Association of Governments (HCAOG) regional planning efforts, including: the current versions/updates of the Regional Transportation Plan, Regional Transportation Improvement Program ; the Regional Pedestrian Plan; the Regional Bicycle Plan; the Regional Trails Master Plan and the Coordinated Public Transit Human Services Transportation Plan and the Transit Development Plan. Because of Trinidad's small size, it does not have a large impact on these regional planning efforts. However, Trinidad should continue to participate in HCOAG, and this Circulation Element is consistent with these plans and documents.

## **C. TRAFFIC**

### **1. Patterns**

The traffic-carrying function of Trinidad streets is well established. One main route provides access between the freeway interchange and the boat harbor: Main to Trinity to Edwards Streets. All other city streets primarily provide access to residential lots. The location of existing and planned land use does not require non-residential related traffic on these local streets. As mentioned in a previous section, much of the traffic in Trinidad is generated from outside City limits; residents from the surrounding areas depend on Trinidad shops and the elementary school. A significant portion of tourists and visitors also enter the City for its many scenic and coastal resources.

Hwy 101 is the only paved route that connects Trinidad with towns to the north or south, which limits alternative transportation options. A coastal trail exists, but it currently requires crossing a river and traveling by beach. In addition, most residents commute south at least 10 miles to McKinleyville, Arcata or Eureka. According to the 2016 American Communities Survey (which has a large margin of error for a town as small as Trinidad) 64.8% of Trinidad residents drove alone to work, 3.8% carpooled with one other person, and no one (0%) used public transportation, biked or walked to work; 31.4% of the population worked from home. Almost 7% of people took less than 10 minutes to get to work, but 37.6% drove for 30 minutes or more, which likely means driving to Eureka. Reducing these vehicle miles traveled would reduce energy consumption and thus, reduce greenhouse gas emissions.

Scenic Drive, Stagecoach Road, Patrick's Point Drive north of the intersection with Stagecoach Road, and Edwards Street are the four scenic and heavily-used roads in the planning area. These roads, with the exception of Edwards Street, are still used by the local Trinidad Elementary School bus, even with school bus route cutbacks. The current route extends as far north as the intersection of Patricks Point and Westgate Drives and goes as far south to the Crannel Road exit on Hwy 101.

## 2. Volume

Traffic counts on Highway 101 at the Trinidad exit are recorded by CalTrans and posted on their website (<http://traffic-counts.dot.ca.gov/index.htm>). South of the Trinidad exit the most current (2016) average daily traffic (ADT) count was approximately 9,100 and on the north side of the Trinidad exit, ADT was 4,600. Just south of Trinidad, at Sixth Avenue, the northern ADT was 9,100, indicating that almost half the northbound cars get off the freeway in Trinidad. Streamline Planning Consultants recorded traffic counts in 2009 for major city streets in Trinidad (in ADT):

- Edwards St: ~1,290
- Main St: ~3,170
- Trinity St: ~2,500

Stagecoach Road, Patrick's Point Drive, the east side of Frontage Road, Westhaven Drive, Fox Farm Road, Trinidad Scenic Drive and other county roads are secondary

collectors that provide access into the City from the surrounding County areas. These take the pressure off the major roads. Traffic counts were recorded by Streamline Planning Consultants in 2009 for county roads in the Trinidad area (in ADT):

- Westhaven Dr.: ~865
- Scenic Dr.: ~870
- Patrick's Pt. Dr.: ~1,600

The Humboldt County Pedestrian Needs Assessment (2008) revealed five main trip generators in the City: (1) the Shopping Center which currently houses the major shopping market, Post Office and other service industries; (2) the elementary school; (3) public beaches, Trinidad Head and coastal trail system; (4) Trinidad Pier and Harbor; and (5) the RV Park.

Streamline Planning Consultants, contract City Planners, analyzed traffic counts performed by the County of Humboldt and Streamline Planning Consultants from May 27, 2010 to July 5, 2010. The vehicle volumes provide information regarding direction and volume of traffic, peak hours, and average daily traffic during the early summer. Although the data does not provide an entire year's worth of information, summer traffic scenarios, trends, and conditions can be speculated. One traffic counter was located at the entrance to Trinidad and the other, on Edwards Street, southwest of Van Wycke Street. This portion of Edwards Street provides only vehicular access to the harbor, beach and Trinidad Head.

At the entrance to Trinidad, peak vehicle trips going east or west ranged from 240 to 348 per hour during the peak hours. The peak hours varied, but noon or 4pm were the most frequent peak times during the week, possibly corresponding with the lunch hour and tourist activity. Peak traffic during the weekends occurred most frequently at 1pm with a traffic average of 332 vehicle trips per hour. Total vehicle trips for the entire data collection period averaged 3,392 per day.

The harbor and beach are important access to Trinidad Bay for fishermen. The only other large boat launches with ocean access can be found 23 miles south in Eureka or 60 miles north in Crescent City. Traffic data was collected from May 27, 2010 to July 5, 2010 to capture the salmon sport-fishing season. During that time period, the most harbor traffic occurred over the weekend of May 29-30, the opening weekend of salmon season; there were over 2,000 vehicle trips per day. The majority of cars were passenger cars; pick-up trucks were the second most prevalent vehicle.

### **3. Truck Traffic**

Currently, Trinidad does not have defined truck routes, although through-truck traffic naturally uses Main Street. There are a few truck traffic problems, mainly centered on Edwards Street. But residents also complain when trucks utilize local streets such as Ocean and View. Truck noise, hours, size, speed, and lack of traffic calming structures are the major complaints. It can be presumed that much of the truck traffic crossing

through town is serving businesses such in the Harbor area, and along Trinity and Main Streets, particularly for the shopping center. Excluding traffic counts, traffic destination studies have not been performed.

#### 4. Intersections

As noted earlier, the intersection at the entrance of town has been identified as a problem for all users, including vehicles and pedestrians due to the number of accessways that converge here and the fact that not all of them have stop signs. There have also been issues noted with the intersection of Main, Stagecoach and Trinity, and Trinity and Edwards Streets, mainly due to speeding vehicles. Intersections will be impacted if and when large-scale development, or large subdivisions, or even incremental increased development come to fruition. Impact studies should be seriously taken into consideration and modifications made to intersections to protect public safety as necessary.

Several intersections were also analyzed in the Trinidad Walkability Study. Overall, because of its small size, most areas of Trinidad are accessible on foot. However, there are still some existing limitations. Not surprisingly, the main entrance intersection was identified as the one with the most problems. In addition, there are areas of low connectivity that make it difficult for pedestrians to get from one place to another. Solutions may include establishing walkways, traffic-calming measures, and additional trails and connectors, especially through residential areas. Installing benches on trails for respite may increase trail use as a viable alternative for avoiding exposure to dangerous intersections. Several policies focus on increased vehicular safety, traffic calming and slower speeds, and improved pedestrian and bicycle access.

#### 5. Traffic Policies

**Goal CIRC-1: Provide and maintain a traffic-flow design of the City for the efficient transport of goods, control of congestion, and preservation of the characteristics and small-town atmosphere of the City.**

*CIRC-1.1* Maintain the current street configurations. Maintain or reduce current paving or undeveloped right-of-ways and widths of streets with the possible exception of Main, Trinity and Edwards Streets. This will maintain safe speeds compatible with pedestrian safety and circulation and preserve the residential character of Trinidad.

*Program CIRC-1.1.1:* Do not require the use of vertical curbs, paved gutters, and sidewalks along secondary collectors and access roads as long as adequate drainage and public safety is provided.

*Program CIRC-1.1.2:* Ensure adequate widths to provide emergency vehicle access on all streets, alleys, and accessways.

**CIRC-1.2** Construct all road maintenance and improvements in accordance with a Pavement Management System Plan and the standards established by the City Engineer. Update this plan annually or as needed to ensure roadway improvements are designed to improve circulation in Trinidad and to meet the projected travel demands.

*Program CIRC-1.2.1:* Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.

**CIRC-1.3** Any land use that generates significant amounts of auto or truck traffic should have direct access to Trinidad's main route via Main, Trinity, and Edwards Streets, which connect Highway 101 to the Harbor.

**CIRC-1.4** Ensure that any new lots in the City have at least 25 feet of frontage on a publicly dedicated road. Gated communities that restrict public access shall not be allowed within City limits.

**CIRC-1.5** Private right-of-ways serving as access to more than one dwelling shall not be allowed to restrict public access by placement of a gate, signage or other obstacles.

**CIRC-1.6** Participate in the review process for any future proposal for a new Hwy 101 interchange. Request that CalTrans keep the City informed of any proposals and provide pertinent background information and studies.

**CIRC-1.7** Maintain open communication with Trinidad Rancheria and Humboldt County to ensure the City is informed of upcoming projects and allowed to provide input on development proposals.

**CIRC-1.8** Decrease individual reliance on vehicles by participating in regional programs and otherwise encourage the reduction of vehicle miles traveled in order to reduce greenhouse gas emissions and energy consumption.

*Program CIRC-1.10.1:* Promote Car Pool or Ridesharing programs through outreach and education

**CIRC-1.9** Ensure that roadway widths, including alleys and private accessways, are maintained to provide adequate emergency vehicle access.

## **D. PARKING**

Parking in Trinidad is provided both by on-street parking as well as off-street parking for residences and commercial areas. ADA accessible parking is also available for visitors and residents. Commercial establishments require parking for both employees and customers. On-street parking is needed for residents and visitors alike. On-street

parking is not significantly restricted in Trinidad; other than standard red curbs at driveways and intersections, the intersections at Main and Scenic, Main and Trinity, and Trinity and Edwards have additional red curbs due to the volume of traffic, including pedestrians, at those intersections. In addition, there are two 20 minute and two ADA accessible on-street spaces near Trinidad Elementary and Town Hall, and the south side of Edwards between Ocean Avenue and Trinidad Street is also designated as 20-minute parking. No parking is allowed along much of Edwards Street, particularly the ocean side, in order to maintain coastal views and safe pedestrian access. Although the Edwards Street right-of-way is 60 ft. wide, much of that is undeveloped and not available for parking. It is recognized that these incremental parking restrictions have resulted in an overall loss of public and street parking over the years. There are areas of undeveloped rights-of-way, such as along Hector Street, that could be used for additional public parking.

Off-street parking includes parking spaces, aisles, access drives and landscaped areas. Generally two off-street parking spaces are required for residences within City limits. The number of spaces required for businesses is based on square footage. The Planned Development zone (now MU) along Main, Trinity, and Edwards Streets includes a mix of parking requirements depending on the mix of uses. Currently a parking-in-lieu fee is also allowed in this zone by the zoning ordinance if parking requirements cannot be met; however, this system has been controversial and not well used.

Parking comes and goes as a significant community issue. While fishing has declined from its peak decades ago, boat trailers still take up a substantial amount of parking in the harbor area in the summer. And tourism in Trinidad has increased over the years, adding to the parking pressure in town, particularly between Memorial Day and Labor Day. The City Council occasionally appoints a Parking Committee to assess parking sufficiency. Recommendations from the most recent official report (14 October 1999) address parking issues in and near properties zoned PD (since revised to MU). Though no “parking crisis” was found other than minor problems that could be resolved by signage or ordinance revisions, the following recommendations were made:

- An alternative to parking, such as a payment of in-lieu fees, should continue to be an option.
- Parking spaces are also needed for other types of vehicle storage, such as boats and recreational vehicles.
- More visitor parking is needed—especially near public access points, such as along Edwards Street between Van Wycke Street and the Memorial Lighthouse.
- Consider time limits, such as designating a 2-hour parking limit along the south side of Edward Street, but impacts to adjacent residential areas need to be considered.
- Street improvements on the East side of Hector Street should be required to provide additional public parking when the land is developed.

Parking spaces can result in an increase of impermeable surfaces within the city and increased surface runoff. Sometimes they also conflict with septic system area requirements and slope stabilization. Parking in the City needs to be carefully managed to maximize efficiency and equitability.

**Goal CIRC-2: Develop adequate parking to meet the reasonable needs of all building and land users while retaining the City's characteristics and without establishing regulations that unnecessarily encourage automobile usage**

Parking Policies

*CIRC-2.1* Insure that sufficient parking facilities are provided for all land uses by requiring new developments to provide parking to meet their needs on-site or within close proximity to their sites.

*Program CIRC-2.1.1:* Conduct circulation and parking studies as needed to stay abreast of potential new opportunities and problems

*Program CIRC-2.1.2:* Allow flexibility in parking requirements to maximize efficiency. This may include, but is not limited to such things as tandem parking, in-lieu policies, or dual purpose parking that can fulfill multiple needs..

*CIRC-2.2* In-operable vehicles and other storage should not be allowed in required off-street parking spaces.

*CIRC-2.3* Provide public parking areas with 1- or 2-hour parking limits, when found necessary, along the South side of Edwards Street, or other areas, to provide public access to trails and vista points (CONS-10.19).

*CIRC-2.4* Develop a parking plan to accommodate all the uses in the harbor area with an emphasis on coastal access. Offsite parking within walking distance and/or shuttle service may be appropriate. (LU-4.3)

*CIRC-2.5* Consider partnering with landowners inside or near the City limits with large vacant or underutilized parcels, parking lots or shuttles (such as the Trinidad Rancheria) to accommodate parking for special events such as the Fish Festival and / or during times of peak use.

*CIRC-2.6* Provide parking for tourists in centralized locations that encourage walking around town.

*Program CIRC-2.6.1:* Pursue easements and agreements for use of underutilized spaces on developed property to provide additional parking, including those not currently developed as parking areas.

*CIRC 2.7* Increase enforcement of parking regulations.

## E. PUBLIC TRANSIT

Prior to the establishment of bus service in Trinidad in 1975, there was no real means of transportation for those that did not have access to an automobile, since there are no alternative routes to Hwy 101 for pedestrians or bicyclists to get to McKinleyville or other destinations south. Today, the Trinidad area is the northernmost stop of the Redwood Transit System. There are only six southbound and five northbound stops per day on the weekdays and four southbound and three northbound stops during the weekend. Since the formation of this bus route, the City has participated in the program and provided bus stops. This gives residents some options for taking the bus. According to the 2016 ACS, 0% of Trinidad residents use public transit as a way to travel to work, though this data is unreliable in a town as small as Trinidad (+ or – 26%). This low ridership problem has been attributed to the infrequent bus trips and the number of stops/time involved in a ride between Trinidad and Eureka. In talking with residents, many say they would ride the bus if it were more convenient. Transit schedules have improved over past few years.

Based on Trinidad demographics, transportation for seniors or disable persons is especially important since Trinidad has a large senior population. According to an American Association of Retired Persons (AARP) research brief by the Public Policy Institute, *Understanding Senior Transportation: Report & Analysis of a Survey of Consumers 50+*, “transportation is an essential part of the community infrastructure that individuals need to gain access to the goods, services, and social contacts that support their day-to-day existence and quality of life.” Transportation equates to mobility, independence, self-sufficiency, accessibility and safety. Transportation enables many senior adults to live independently and to stay connected with family, friends, and community resources. Alternatives to public transportation exist, however these options, such as taxis and dial-a-ride, are not nearly as cost-effective and can be cost-prohibitive.

**Goal CIRC-3: Maintain and improve a safe, effective, and sustainable public transportation system that interconnects the public, institutional, residential, commercial, and recreation areas.**

### Transit Policies

*CIRC-3.1* Work to improve and expand regional bus service via Humboldt Transit Authority (or other provider) to meet those transit needs that can be reasonably met, with particular emphasis on the needs of the elderly, disabled, low income, and college students. Support the regional bus service so as to continue to offer transit services, and to ensure that the financial stability of the transit system continues.

*Program CIRC-3.1.1:* Encourage the bus service to expand hours and increase trips between the towns so more individuals can utilize the service.

*Program CIRC-3.1.2:* Support a commuter route so the existing Trinidad-Eureka trips have consolidated stops and take less time.

*CIRC-3.2:* Public transportation should support access to social services and mitigate the impacts of service changes to social service clients.

*Program CIRC-3.2.1:* Promote a Trinidad dial-a-ride service for the elderly and disabled.

*CIRC-3.3* Encourage a shuttle system with a fixed route to the Trinidad Harbor. This would reduce individual vehicle use and provide easy access to the Harbor (CONS-10.20).

## F. ALTERNATE MODES OF TRANSPORTATION

The community desires transportation alternatives to the automobile and the same time, solutions to present-day congestion. Citizens want traffic in residential neighborhoods to be slower, less disruptive and less dangerous to pedestrians. Feasible alternatives to traditional automobiles are bicycle and pedestrian ways—including trails, paths, sidewalks, bike lanes and similar facilities—and facilities for alternative vehicles, such as charging stations or ecologically-friendly fuel stations, such as biodiesel or petroleum. Trinidad is open to offering their community resources that align with the Energy goals and Climate Action Plan goals found in the Land Use Element.

The City implemented a previous General Plan policy requiring that the City formalize its trail system. This system included the “beaches, the existing Trinidad Beach State Park trails, and ascends the bluff at Galindo Street to provide convenient pedestrian access from Edwards Street to the Harbor, the Old Wagon Road from Wagner Street to Parker Creek Trail, the private road extending from Scenic Drive along the East branch of Parker Creek to the beach, and the beach extending Southeasterly from Parker Creek to the City limits.” This was completed through the development of the “Trinidad Trails Plan.” This draft document describes each of the existing trails and their history and conditions. The City has approved trail marker descriptions so a uniform method for trail identification is implemented on all these trails.

The City also installed benches through a grant from the Air Quality Control Board to increase both pedestrian traffic and reduce local reliance on automobiles. The Trinidad Planning Commission established a priority ranking for locating benches. And the plan for placement of these amenities can be reviewed in the Trinidad Trails Plan.

The Humboldt County Association of Governments maintains a *Regional Bicycle Plan* for Humboldt County. The plan designates one Class III route (shared road with signs) from Highway 101 to the end of Edwards Street. The following are general policies related to pedestrian and bicycle facilities. Additional related policies are also found in the Recreation section.

**Goal CIRC-4: Provide a pedestrian, bike and equestrian-friendly environment that allows Trinidad residents and visitors reasonable access to the City and its views, but also preserves the characteristics of Trinidad and the surrounding area.**

Alternative Transportation Policies

*CIRC-4.1* Provide for and develop pedestrian and bicycle facilities to serve the transportation and recreational needs of the residents. Where feasible, these can include benches and attractive, secure and accessible bike parking, etc.

*Program CIRC-4.1.1:* Use traffic calming measures, where appropriate, as a means of providing safe pedestrian and bicycle access. Traffic calming measures include, but are not limited to, roundabouts, horizontal traffic diversions that create curves in the road, curb extensions, and traffic circles. These can be used to encourage the safety awareness and cycle and pedestrian education of drivers.

*Program CIRC-4.1.2:* Review land development along and adjacent to designated pedestrian and bicycle routes to ensure that adjacent new development is consistent with established right-of-ways and compatible with the safety and capacity of the corridor.

*Program CIRC-4.1.3:* Encourage the placement of secure, weather-protected bicycle parking and/or storage facilities at bus stops, businesses, and public buildings.

*CIRC-4.2* Provide safe and convenient pedestrian access to all areas of the City through routine maintenance and repair of sidewalks on the main arterial routes, so that visitors are encouraged to park vehicles in a centralized area and walk.

*Program CIRC-4.2.1:* Complete an assessment of pedestrian and bicycle needs as background information to prioritize allocation of funds consistent with the goal of increasing the safety, functional efficiency, interconnectivity, and capacity of pedestrian and bike routes. The level, design and quality of service for pedestrians and bicycles should be increased when expanding roadway capacity for motorized circulation. If road expansion is infeasible, the City should consider shared lane markings (sharrow). Road resurfacing projects should provide improved access and safety for bicycles.

*Program CIRC-4.2.2:* Published design standards, such as the Caltrans Highway Design Manual or equivalent, shall be used by the City Public Works Department for the design and construction of pedestrian and bicycle paths. All new hard surfaced walkways shall be ADA accessible. Existing hard surfaced walkways should be improved to be ADA accessible when funding is available or when development projects occur on adjacent parcels.

*Program CIRC-4.2.3:* Continue to update the City's Trails Plan, where necessary, to encourage pedestrian and / or non-motorized vehicular access to appropriate areas open to the public.

*CIRC-4.4* Install sidewalks only where necessary for pedestrian safety. Limiting sidewalk installation and street improvements helps retain the present undeveloped right-of-ways and will preserve its rural character.

*CIRC 4.5* Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds. (CD-9.5)

*CIRC-4.6* Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture. (CD-9.6)

*CIRC-4.7* Promote horseback riding as a form of recreation and transportation by providing equestrian trails, where feasible.

*CIRC-4.8* Support the Coastal Conservancy's Completing the California Coastal Trail project (SB 908) and encourage trails and connectors. (CONS-10-16)

*CIRC-4.9* Pursue opportunities to provide transportation corridor linkages for pedestrian trails and bike routes as well as scenic recreational routes. In particular, consider linkages to the Hammond Trail and Pacific Coast Bicycle Route (CONS-10.15)

## **G. ENERGY**

Energy consumption and production are closely linked to the physical development of land. Land use development policies strongly impact how much energy is consumed, and zoning and development strategies can affect the ability to develop and transport future energy resources. The majority of the energy consumed in the county is imported, with the exception of biomass energy and a small amount of natural gas, as per the findings of the Background Technical Report for the Humboldt County General Plan 2025 Energy Element dated October 2005. There are also several potential local renewable energy resources that are as yet mostly untapped, including wind, wave, biomass, solar and micro-hydroelectric. Conservation and increased efficiency are also ways in which to essentially boost energy capacity by reducing demand.

In 2003, the Redwood Coast Energy Authority (RCEA) was formed as a joint powers authority (JPA), representing seven municipalities, including Trinidad, and Humboldt County. A JPA is an entity where two or more public authorities work together to exercise a power common to them. As a JPA, RCEA is governed by a board composed of a representative from each jurisdiction. RCEA's mission statement is:

*The Redwood Coast Energy Authority's purpose is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient, and renewable resources available in the region for the benefit of the Member agencies and their constituents.*

As the regional energy authority RCEA implements prioritized energy sustainability strategies on a regional basis through a Comprehensive Action Plan for Energy. This action plan is maintained by the RCEA Board. The City will also implement energy sustainability strategies through policies, implementation measures, and standards contained in this Plan.

This Energy section promotes self-sufficiency, independence, and local control in energy management and supports diversity and creativity in energy resource development, conservation, and efficiency. This strategy can reduce the drain on the county's economy for energy, stimulate local businesses and the economy, and help the City meet greenhouse gas emission reduction targets.

### **Goal CIRC-5 Reduce dependence on non-renewable energy resources.**

#### Energy Policies

*CIRC-5.1* Encourage energy efficiency, use reduction and conservation in new and existing development and set an example by improving the City's own energy efficiency and conservation wherever feasible.

*Program CIRC-5.1.1:* Work with the RCEA to conduct energy audits on all City facilities and add recommended energy improvements into the City's capital improvement program utilizing RCEA to take maximum advantage of utility incentive programs to minimize project costs.

*Program CIRC-5.1.2:* Purchase or operate Energy Star® electrical equipment (considering life – cycle costs) to follow principals of energy efficient source reduction and resource recovery for its own operations and promote these principals in the community.

*Program CIRC-5.1.3:* Coordinate with the RCEA to educate and encourage property owners to conduct energy audits to reduce energy consumption through utilization of free programs sponsored by utilities and other incentives.

*Program CIRC-5.1.4:* Review and revise the Zoning and Subdivision Ordinances and Design Review findings to incorporate State energy standards for energy-efficient development. Consider encouraging LEED certification for new and renovated commercial structures and GreenPoint rating for residential dwellings. Provide information, technical assistance, and other incentives or conditions of approval when appropriate.

*Program CIRC-5.1.5:* Obtain assistance from community resources (such as RCEA) when reviewing commercial buildings and major subdivisions during the design and approval process to incorporate energy-efficient design suggestions into the plans.

*CIRC-5.2* Encourage small-scale, onsite renewable energy such as wind, solar, and micro-hydro in new and existing development, when it is consistent with environmental and scenic considerations, and set an example by utilizing renewable energy in City facilities where feasible.

*Program CIRC-5.2.1:* Conduct renewable energy feasibility studies for city facilities and program feasible projects into the City's capital improvement program. Update feasibility studies periodically as the renewable energy incentive and technology landscapes change and as new grant opportunities arise.

*Program CIRC-5.2.2:* Adopt a solar access ordinance which would require development applications to be reviewed for site orientation and to ensure that the development will not adversely impact solar access of neighboring properties by shading.

*Program CIRC-5.2.3:* Revise the zoning ordinance to allow alternative energy facilities for onsite use as a conditional use in all zones within the City. Solar energy facilities for on-site use shall be allowed as a permitted use in all zoning districts consistent with habitat values and aesthetic considerations.

*Program CIRC-5.2.4:* Work with RCEA to provide information, marketing, training and education to support renewable energy development.

*Program CIRC-5.2.5:* Investigate micro-hydro opportunities in Luffenholtz Creek during the wet season to provide energy for the water treatment plant (the City's largest municipal energy consumer).

*CIRC-5.3* Use renewable energy to reduce greenhouse gas emissions.

*Program CIRC-5.3.1:* Install alternative energy systems in public buildings and consider renewable energy generation options in any future municipal buildings.

*Program CIRC-5.3.2:* Support installation of additional public charging stations for electric vehicles and an alternative fuel station as these technologies become more widely available.

*Program CIRC-5.3.3:* Adopt the 2010 California Green Building Standards for use in any new and remodeled construction that requires a building permit

*Program CIRC-5.3.4:* Engage in community outreach to inform people of financial aid options and long-term benefits of utilizing alternative energy sources. Provide incentives as available for installation and utilization of alternative energy sources

## **H. AIR QUALITY AND GREENHOUSE GASSES**

Air quality in Humboldt County is generally better than in other parts of the state. Local measurements by the North Coast Unified Air Quality Management District (NCAQMD) reveal that the county currently meets all federal standards for air quality and all state standards except for one pollutant – airborne particles that are 10 microns in diameter and smaller (PM10). Continued review and refinement of national and state standards may require additional control technologies. Emissions of PM10 come from a number of sources including industry, agriculture and construction, but primarily road dust in the summer, and wood smoke in the winter. Natural sources include wildfires, sea salts and windblown dust.

Because Trinidad does not have any industrial or agricultural land, stationary sources are not really an issue. Area-wide and mobile source emissions are addressed through General Plan policies that target specific sources. Transportation policies have been designed to reduce area-wide PM10 levels by reducing both the number of vehicle miles traveled and the number of vehicle trips. Grading and road maintenance policies also work to reduce particulates in dust. Incentives for energy efficient building construction will help reduce emissions related to residential and commercial energy consumption, including woodstove emissions.

California is the fifteenth largest emitter of greenhouse gases (GHGs) in the world, representing about two percent of worldwide emissions. In an effort to help curb global warming, new state laws regulating GHGs were enacted in 2006. Assembly Bill 32, the Global Warming Solutions Act, requires the state to implement a series of actions to achieve a reduction in GHG emissions to 1990 levels by 2020.

Through AB 32, the statewide cap for 2020 GHG emissions has been set at 427 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>E). Reducing GHG emissions to this level means cutting approximately 30% from business-as-usual emission levels projected for 2020, or about 10% from today's levels. On a per-capita basis, that means reducing our annual emissions of 14 tons of carbon dioxide for every person in California down to about 10 tons per person by 2020.

California's draft Climate Change Scoping Plan (June 2008) recommends 2 million metric tons carbon dioxide equivalent MMTCO<sub>2</sub>E reduction in GHG emissions by 2020 from local government actions. The Scoping Plan believes local government can directly influence:

- Energy. The energy used in local government buildings, equipment, and infrastructure as well as the amount of energy used by community businesses and residents through building codes, conservation programs, and other mechanisms.

- Waste and Recycling. Local government's own waste and recycling activities and the carbon footprint of their jurisdiction's waste and recycling operations through collection system adjustments and promotion of waste reduction and recycling.
- Water and Wastewater Systems. Water use in municipal operations and through community-wide water conservation and reclamation program efforts.
- Transportation. Increases in the carbon efficiency of government fleets and local transportation planning processes to increase the use of transit, carpooling, biking, and walking. New development can be planned and distributed in a carbon-efficient way.
- Design. Siting and design of new developments in a way that reduces greenhouse gases associated with energy, water, waste, and vehicle travel.

CEQA requires public agencies to identify the potentially significant effects on the environment of projects they intend to carry out, or approve, and to mitigate significant effects whenever it is feasible to do so. AB 32 establishes that GHG emissions cause significant adverse impacts to the environment, so the General Plan must include feasible mitigations to offset the GHG emissions associated with the Plan.

### **Goal CIRC-6 Improve air quality and reduce greenhouse gas emissions.**

#### Air Quality and GHG Policies

*CIRC-6.1* Continue to cooperate with the North Coast Air Quality Management District (NCAQMD) in implementing the *Regional Clean Air Plan*.

*CIRC-6.2* Seek to exceed State and Federal standards for air quality. Review new project proposals for consistency with NCAQMD regulations and guidelines.

*Program CIRC-6.2.1:* Revise the Zoning Ordinance to require that all new wood burning stoves and heaters meet current EPA standards for wood burning devices.

*Program CIRC-6.2.2:* Include thorough dust control provisions in the Grading Ordinance that achieve compliance with NCAQMD fugitive dust emission standards.

*Program CIRC-6.2.3:* Permeable pavement is encouraged in appropriate circumstances. Unpaved driveways of more than 50 feet and unpaved accessways in all new development are prohibited. Unpaved driveways of less than 50 feet are prohibited unless it is proven that they will not contribute dust or sediment to the Trinidad Head ASBS.

*CIRC-6.3* Lead by example and reduce greenhouse gas emissions from governmental operations consistent with the state Global Warming Solutions Act and subsequent implementing legislation and regulations.

*Program CIRC-6.3.1:* Adopt a plan and timelines to reduce greenhouse gas emissions for City operations through the establishment and implementation of a

Greenhouse Gas Reduction Action Plan or Climate Action Plan. As part of the Greenhouse Gas Reduction or Climate Action Plan, create greenhouse gas reduction measures in program areas. As part of this plan, recommend replacing internal combustion vehicles with zero emission vehicles (ZEV) to maintain compliance with AB 32, the California Global Warming Solutions Act passed in September 2006.

## H. PUBLIC SERVICES

The purpose of this section is to identify the essential public facilities, buildings, and services and to describe policies and programs that will ensure that the existing and future population of Trinidad is provided the best and most appropriate level of public services and infrastructure. Included in this section are policies regarding City water service, regulation of septic systems, solid waste and recycling services, and the storm water system.

### 1. Solid Waste, Reduction and Recycling

The City contracts with Humboldt Sanitation and Recycling for curb-side garbage and recycling pick-up within the City. Most refuse is transferred to a municipal transfer station and then hauled out of state where it is disposed in, for example, the Dry Creek landfill in Oregon. There is no local landfill since the Cummings Road landfill reached capacity. Other alternatives are currently being pursued.

In 1989, the state passed Assembly Bill (AB) 939 that mandated cities and counties to reduce their waste by 25 percent by 1995 and 50 percent by the year 2000. In June of 1992, a Source Reduction and Recycling Element (SRRE) (not to be confused with a General Plan Element) was adopted by the City as a further fulfillment of AB 939. This document serves as a guide to implement waste reduction strategies to meet the required 50% diversion rate. Because Trinidad is a small town, these amounts are significantly affected by what is happening on the survey dates. Annual diversion rates currently range from 52% to almost 70%. The City Clerk is currently responsible for completing the requirements under that element.

One recurring problem has been the dumping of yard wastes over bluff tops and the banks of streams in the City. These yard wastes can affect bank stability, cause erosion, and introduce invasive plant species and pests into the natural environment. Many communities utilize this yard waste, after it is collected, chipped and composted, as a soil amendment available to the community.

**Goal CIRC-7: Protect public health, conserve natural resources and enhance and protect the natural environment of Trinidad and the surrounding areas by properly reducing and disposing of waste and encouraging recycling and the wise use of resources.**

#### Solid Waste & Recycling Policies

**CIRC-7.1** Implement waste reduction, re-use and recycling programs on a continuous basis, City-wide, to achieve waste diversion goals. Utilize the following criteria for program prioritization and selection:

- (1) Achieve the maximum feasible reduction in volume and/or weight of waste requiring landfill disposal;
- (2) Maximize the economic value of materials heretofore discarded;
- (3) Benefit the environment and health and safety of citizens;
- (4) Implement on a timely, practical, and cooperative basis;
- (5) Lower impacts to existing or planned waste diversion programs;
- (6) Include support and sustainability over the long-term by residents, businesses, and jurisdictions;
- (7) Allow cost-effective achievement of the above criteria.

*Program CIRC-7.1.1:* Develop an effective waste reduction ordinance for the City of Trinidad that limits or bans specified carbon-intensive consumer goods such as Styrofoam or plastic-ware. Identify opportunities and constraints for reducing waste, considering in particular carbon-intensive consumer goods utilized in the City that have viable alternatives.

**CIRC-7.2** Continue to contract for solid waste disposal and recycling services in a manner that meets the needs of the residents, and with the solid waste disposal service provider that gives residents the most access to services and is feasible with budget constraints.

**CIRC-7.3** Maintain the Source Reduction and Recycling Element (or Integrated Waste Management Plan). Continue to use the Plan's hierarchy that lists, in order of importance, source reductions, followed by reuse and repair, recycling, composting, materials recovery, environmentally safe energy recovery, environmentally safe transformation, and as a last resort, landfill disposal.

*Program CIRC-7.3.1:* Investigate options for an appropriate, screened, permanent location for a recycling center that will accommodate technology upgrades in the recycling section of the Integrated Waste Management Plan.

**CIRC-7.4** Maintain and improve programs included in the City's Source Reduction and Recycling Element to reduce litter and other illegal solid waste disposal and to minimize the amount of wastes requiring disposal.

*Program CIRC-7.4.1:* Develop a program that allows collection and reuse of yard waste and discourages dumping such wastes over the bluff top. Create a local City facility (program) for compost disposal separate from existing solid waste collection provider (determine feasibility of pick-up service / drop-off facility). Consider partnering with the school, park / museum or community garden as community composting resources.

*Program CIRC-7.4.2:* As feasible, provide no- or low-cost compost bins to residence and business owners and provide composting incentives to businesses.

*Program CIRC-7.4.3:* Implement or support training workshops to effectively educate the community of composting techniques and benefits

*CIRC-7.5* Promote the diversion of construction waste by requiring contractors to recycle as much construction debris as feasible. Work with construction contractors to find methods and means to recycle construction waste.

*CIRC-7.6* Work with local business to promote recycling opportunities and to educate people regarding recycling options.

## **2. Stormwater System**

The City has an old and incomplete stormwater drainage system (Figure 15). The location, type and condition of parts of the components are unknown. Studies to date reveal that stormwater runoff originating in the northern portion of the City of Trinidad is routed through a series of roadside ditches, drain inlets, and culverts which discharge to the Mill Creek drainage. Stormwater originating in the central portion of the City of Trinidad watershed is also routed through a series of roadside ditches, drain inlets, and culverts to a storm drain outfall adjacent to the boat launch on Trinidad Bay Beach. Some areas, such as Wagner Street, have no curbs or drain inlets, so drainage is generally south towards the bluff areas or towards Parker Creek. Stormwater from the HSU Telonicher Marine Lab (Marine Lab) is also routed into the City's stormwater system and discharges to Trinidad Bay near the Rancheria's boat launching facility. The Harbor Area mainly has stormwater runoff from the parking areas.

The Trinidad Kelp Beds Area of Special Biological Significance (ASBS) is located around Trinidad Head and the Bay and is adjacent to these stormwater outfalls (Figure #). The SWRCB Ocean Plan prohibits all discharges to an ASBS unless an exception is granted by the SWRCB. In 2004 the SWRCB issued cease and desist discharge orders to the City, the Marine Lab and the Rancheria. The Marine Lab has received an exception for its discharge of seawater used in the labs and tanks. The Rancheria has eliminated discharge from the pier via construction of a new concrete pier with its own stormwater capture and treatment system. The Rancheria is currently working on eliminating discharge from the parking lot. The City is also working towards total elimination of its stormwater discharge via a phased stormwater improvement project that uses various Low Impact Development (LID) techniques to capture, treat, redirect and/or infiltrate stormwater runoff. All phases have either been constructed or have secured funding for construction.

The term LID refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat. LID techniques include the use of rain gardens (bioretention), infiltration, disconnected roof drains, pervious pavement and/or pavers,

and green roofs. Maintaining existing vegetation and planting new vegetation as a buffer to improve the quality of the stormwater discharged from the site should always be considered for construction projects. Projects reducing direct stormwater discharge into the ASBS region and bacterial contamination in the bay and beach waters should be encouraged.

**Goal CIRC-8: Maintain and improve the City's stormwater treatment system to reduce impacted runoff into the surrounding environment**

Stormwater System Policies

*CIRC-8.1* Develop a comprehensive stormwater management program to minimize the volume and loading of stormwater-related constituents of concern entering Trinidad Bay. Drainage paths may be elongated to reduce erosion potential and decrease sediment carrying capacity. Pipes may be replaced with meandering open ditches to increase infiltration, attenuation of constituents of concern and bioretention opportunities. (CONS-2.7)

*CIRC-8.2* Undertake improvements to the City's stormwater drainage system to minimize the volume and loading of stormwater-related constituents of concern entering Trinidad Bay. Such improvements may include Low Impact Development (LID) techniques such as re-direction of and elongation of drainage paths and installation of bio-retention and infiltration components where feasible to reduce constituents of concern from entering surface water.

*CIRC-8.3* Implement a comprehensive water quality monitoring plan for Trinidad Bay and its tributary streams in order to assess nonpoint source pollution entering the Trinidad Head Area of Special Biological Significance and track improvements over time. (CONS-5.1.2)

**GOAL CONS-9: Minimize stormwater runoff and the introduction of constituents of concern into the waters in and around the City from new and existing development:**

Development & Stormwater Policies

*CIRC-9.1* Incorporate storm water runoff, erosion and sediment control, and water quality considerations into the staff recommendations or implementation regulations for all Coastal Development or other discretionary permit application reviews. Applicants shall be responsible for any required monitoring. Specific water quality goals include, but are not limited to: (CONS-1c.2)

- (1) Limit erosion and sediment loss resulting from construction.
- (2) Limit the extent and duration of land disturbing activities.
- (3) Limit removal of existing vegetation to only what is necessary to construct projects

- (4) Upon project completion, replace non-native and invasive species as soon as possible, preferably with native plants.
- (5) Maintain natural drainage conditions.
- (6) Conform, wherever possible, to the natural topography of the area.

**CIRC-9.2** Encourage Low Impact Development techniques to preserve hydrologic function and maximize on-site infiltration of runoff, to the greatest extent practicable. In development where infiltration is precluded by site conditions, implement appropriate treatment control BMPs, such as filtration to reduce the adverse impacts on water quality from the stormwater runoff. (CONS-1b.9)

**CIRC-9.3** Limit the use of curb drains to avoid conveying runoff directly to the City's stormwater conveyance system. (CONS-1b.10)

**CIRC-9.4** The selection of appropriate BMPs to protect water quality shall be guided by the most recent version of the California Stormwater Quality Association (CASQA) *Stormwater BMP Handbooks*, or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address the constituents of concern generated by the development. A site specific infiltration rate may be required of the designer to assist with stormwater quality mitigation design and to facilitate the City's review of the proposed development. (CONS-1c.3)

### **3. Transmission and Utility Facilities**

Private companies own the electric, gas, telephone, cellular and cable services, though they are regulated by the Public Utilities Commission. Pacific Gas and Electric (PG&E) has a facility (a substation) within the City. There is also a cellular installation utilized by several providers located on Trinidad Head. Many of the overhead utility lines in town have already been undergrounded either through requirements for new development or utilizing available funding from PG&E for such activities in scenic areas. Propane fuel is provided by individual private propane tanks, as there are no natural gas lines in the City.

Verizon has a lease from the City for a cellular phone transmission facility on Trinidad Head, who in turn sublease to several other providers that also have antennas and other equipment on the site. The community has expressed a strong interest in removing the cellular facilities to restore Trinidad Head to more natural conditions. The Trinidad City Council has notified Verizon of its intention to not renew the lease. However, Verizon is still working on developing sites that will provide a similar level of service, and therefore, the City has extended the lease on an annual basis.

Some solar systems have been installed on private residences, and the City has implemented measures to help streamline the process for such installations such as exempting a certain number from design review and abbreviating the building permit process and costs. There has been interest in generating electricity from wave energy offshore. There is a significant amount of wind in Trinidad year-round, and wind energy

may be a good source of alternative energy if it can be installed without causing nuisance from noise and view blockage. Interest has also been expressed in micro-hydro power on local creeks that does not divert a significant amount of water and that can provide a reliable source of power in the winter when traditional power lines are often compromised. This should only be considered when negative impacts to fish can be avoided.

**Goal CIRC-10: Ensure that the transmission of utilities shall meet consumer needs and energy efficiency goals consistent with the character of the City.**

Transmission and Utility Policies

*CIRC-10.1* Coordinate land use planning with the location of existing and planned utilities and pipelines (including water, gas, sewer, electric and telephone) to ensure compatibility between land uses and transmission facilities to the extent possible.

*CIRC-10.4* Lines and cables shall not obstruct the coastal views, both public and private, for which Trinidad is known. The City should seek funding and otherwise take advantage of any programs that would accomplish undergrounding existing above-ground utility lines in town.

*CIRC-10.5* It is intended that development on Trinidad Head be kept to a minimum, with passive recreation such as hiking trails and vista points are allowable use. Phase out the cellular facility and encourage the providers to find an alternative location or utilize new technology to provide the same services. (CONS-14.2)

*CIRC-10.6* Regulate lighting in the City to prevent light pollution while maintaining lighting necessary for public safety.

*Program CIRC-10.6.1:* Require that lighting in commercial areas be kept to the minimum necessary for safety and minimize light spillage from the property

*Program CIRC-10.6.2:* Through design review or other ordinance provisions, require residential lighting to be contained on-site so as not to spill on to neighboring properties

*Program CIRC-10.6.3:* Require street lighting and other public safety lighting to be low in elevation and shaded or directed so as not to cause light pollution

#### **4. Wastewater Disposal / Onsite Wastewater Treatment Systems**

The City of Trinidad does not have a centralized sewer system, and instead relies entirely on individual on-site wastewater treatment systems (OWTS). It has been suggested that Trinidad eventually build a sewage treatment plant because lots are relatively small for systems, bacterial pollution is a problem in certain areas, and many of the City's systems are old, inadequate or malfunctioning when compared to existing

standards. However, residents and property owners inside and outside the City resist the idea of a sewer-treatment plant due to potential growth-inducing impacts in the area. Further, the high cost, and the presence of the ASBS likely make that option infeasible.

Because septic tanks are the most feasible type of individual wastewater disposal system available at the present time, residential land uses are limited to those types that are consistent with the community's development preferences and can best be adapted to the service constraints of septic tank systems. Only when individual disposal systems that can accommodate high wastewater discharge uses become feasible should the General Plan allow the consideration of high discharge commercial uses. The types of permitted commercial and residential uses and densities are limited to those recommended in this General Plan and subsequent Zoning Ordinance provisions. The County Division of Environmental Health serves as the City's Health Department and oversees construction permitting for new and modified OWTS.

The City has adopted a regulatory OWTS Management Program that requires all systems to be periodically inspected and maintained. It also requires system upgrades at the time of property transfers and improvements. The State has also adopted a statewide OWTS Policy that provides uniform design and construction standards and some maintenance oversight near waterbodies declared "impaired" under the Clean Water Act. Locally, those include Trinidad State Beach (Mill Creek), Luffenholtz Beach (Luffenholtz and Joland Creeks) and Moonstone Beach (Little River). The County has recently updated its OWTS policies and regulations, which have been approved as a Local Agency Management Program under the State's OWTS Policy.

**Goal CIRC-11: Accommodate the wastewater production while protecting the health, natural resources and property values in Trinidad.**

Wastewater Disposal / OWTS Policies

*CIRC-11.1* Maintain an OWTS Management Program, consisting of an ordinance and guidelines, in compliance with the State's OWTS Policy and the North Coast Basin Plan that include regular monitoring, maintenance, and pumping requirements to assure that State and federal water quality standards are met. (LU-1c.8, CONS-1b.6)

*Program CIRC-11.1.1:* As part of this program, 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.

*Program CIRC-11.1.2:* Encourage the County to adopt a similar program in the Trinidad-Westhaven area.

*CIRC-11.2* Pursue grant funding or a revolving loan program to monitor and implement projects within the City's entire Planning Area to reduce pollution from

OWTS. Encourage Humboldt County to participate to the maximum extent possible, though projects within the City boundaries are the first priority. Project goals include determining what areas and which onsite wastewater treatment systems are contributing the most pollution and offering financial incentives or other assistance to help landowners fix problems. Consider the feasibility and desirability of forming a Septic Maintenance District with the County that encompasses the area from Trinidad to Moonstone. (LU-9.6.1)

*CIRC-11.3* Ensure that development in the City does not exceed the treatment capacity of the soils and does not contribute to ground or surface water pollution.

## **5. Water Service**

The City of Trinidad operates a municipal water supply system that services the occupied parcels within the City and a number of properties outside City limits. Potable water for the City system is currently supplied from Luffenholtz Creek. The water system includes an infiltration gallery, water treatment plant and several storage tanks. The City also has some unused water rights on Mill Creek.

The Trinidad water system is now serving near its maximum number of metered connections at 323 (as of 2011) both inside and outside of City limits, including Trinidad Rancheria. The flow rate and quality of water is highly dependent on the weather. In the winter the water can be difficult to treat at times due to the high turbidity; the current filtration treatment system cannot meet the water quality requirements and occasionally shuts down, resulting in a significant drop in the storage tank levels. Several water treatment issues, including, bacterial contamination, water turbidity and chlorine contact time are important issues that the City needs to address in the near future.

To address current water system needs, the City's engineering firm completed a comprehensive water supply feasibility report in 2003 ("City of Trinidad Proposition 204 Water Supply Feasibility Study" by Winzler and Kelly – September 2003). The City continues to monitor and upgrade the water plant as feasible. Some current characteristics of the City's water plant are as follows:

- There is a limited available water supply based on the flow in Luffenholtz Creek
- Constant monitoring and adjustment of the current filtration system requires the oversight of an operator at all times (little automation.)
- The treatment plant is not able to treat all water at all times due to turbidity. The plant is shut down when treatment requirements cannot be met and storage reserves may not be enough to handle additional hookups or emergency services.
- The treatment system is currently limited by pump capacity. While there are 3 pumps each with a capacity of 120 gpm, only two are meant to be run at a time and the efficiency with two pumps running is less than one plus one. So the maximum capacity is 200 gpm with 2 pumps running.

- The filtration unit is limited to an over-all flow rate of 175 gpm based on state regulations.

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. The City has received a grant to add new turbidity meters and other monitoring equipment along with system controls to meet these new turbidity requirements along with cryptosporidium standards. Other planned improvements will include additional storage, which will provide water for fire suppression in the summer and allow additional settling time in the winter which will decrease the turbidity.

Demand for water is expected to increase due to new development in the Trinidad area in the upcoming years; hence, a plan needs to be developed for this increase in demand. There are several water supply concerns:

- If they have riparian water rights, many property owners in the area outside the City use coastal streams as a water source. However, California Department of Fish and Game is already concerned about shortages in Mill Creek and Luffenholtz.
- Expanding the current water supply at Luffenholtz Creek may be an option, though the watershed is located entirely outside of City limits. The City needs to coordinate with the County to ensure the creek is protected from development.
- In several areas, groundwater supply is highly variable. Wells in the area do not produce enough volume of water to meet the demand. Other concerns include contamination of wells from failed septic systems and use of pesticides and other chemicals.
- Additional water use in the Planning Area may overburden soil capacity septic tanks and increase ground and surface water pollution.
- The Trinidad Rancheria has proposed development plans for a substantial project; they anticipate using the Luffenholtz water supply.

The lack of water has acted as a development constraint along with the use of septic systems. The City previously lost a large amount of its water, approximately 40%, through leaks or unmetered users. A large leak was recently found along the main line in Scenic Drive, which gives the City somewhat more leeway for future water service.

In the past, the City had the ability to hook-up users outside the City along the main water lines, with 101 properties being served outside City limits. However, more recent Local Agency Formation Commission (LAFCO) regulations, the agency in charge of boundary changes, prohibit expansion of services outside jurisdictional lines without requiring annexation. Exceptions may be made in the case of polluted wells or other emergency situations, and/or if the property owner is adjacent to the City and agrees to annexation. Additionally, because Luffenholtz Creek is near capacity, the City must retain water for additional connections and future uses inside the City

**Goal CIRC-12: Ensure that the City's water system, supply, and demand are managed for sustainability and the health and needs of users.**Water Service Policies

*CIRC-12.1* Periodically assess the capacity of Luffenholtz Creek to provide domestic water; include variables such as existing and potential riparian rights, groundwater wells, proposed developments, and impacts to water supply due to climactic change. (LU-8.1)

*Program CIRC-12.1.1:* Prepare an annual water report to be presented to the City Council to keep the City up to date on the condition of the water system, need for improvements, level of use and capacity of the system.

*CIRC-12.2* Upgrade the City's water plant to improve efficiency, water quality and storage capacity as funding becomes available. (LU-8.2)

*Program CIRC-12.2.1:* Develop a program for periodically upgrading existing distribution lines, including fire hydrants to current standards. Top priorities are repairing leaking lines and improving storage capacity at the treatment plant and installing meters at currently unmetered public or other buildings.

*CIRC-12.3* Promote an effective water conservation program to minimize water consumption. Extend the City's conservation program to properties outside the City that are hooked up to the City's water system. Encourage the County and/or Watershed Council to provide water education. Encourage the County to implement a similar program in the Trinidad-Westhaven area. (CONS-4.1)

*Program CIRC-12.3.1:* Pursue implementation of a progressive water rate structure to encourage water conservation. Periodically review and amend the water rate structure to ensure that it promotes water conservation. (CONS-1d.1.1)

*Program CIRC-12.3.2:* Adopt a water efficiency landscape ordinance in accordance with AB 1881 and Department of Water Resources (DWR) requirements. (CONS-1d.1.2)

*Program CIRC-12.3.3:* Promote the use of rainwater collection and greywater systems. Encourage the County to update their regulations to improve opportunities for greywater reuse (CIRC-11.3)

*CIRC-12.4* If capacity and / or storage is adequate, study the feasibility of forming a Water District that includes the area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, to allow for additional connections outside the City, as the system allows. Eventual annexation should be considered. An 'annexation agreement' (agreeing not to object to future annexation) with the City is a minimum requirement for providing any new connections

outside of City limits. Areas to the north of the City should be part of such a district if services are to be provided there in the future. (LU-8.2)

*CIRC-12.5* The existing commercial area on the west side of Patrick's Point Drive south of Anderson Lane and the area on the east side of Patrick's Point Drive north to the CalFire (CDF) station, should be included in the City service area / water district to allow for future consideration of water service. Annexation, or an annexation agreement, is a requirement for water service expansion, unless it is already part of a services district. (LU-8.3)

*CIRC-12.6* Depending on service capacity, the City's Sphere of Influence should be defined to include the City's water service connections, as well as all properties adjacent to the City's trunk line and those properties that are not zoned for timber production within the Luffenholtz and Mill Creek watersheds (refer to Fig. 4). The watersheds are to be included to provide directions and oversight on land use decisions that affect the City's Water Supply, including OWTS management. (LU-7.1)

*CIRC-12.7* Consider expanding City services to areas outside City limits only if it can be done without significantly increasing the costs to residents within City limits, or if it is a public health emergency; annexation is a prerequisite for any service expansions. (LU-7.2)

*Program CIRC-12.7.1:* In the event of a proposal to expand the City water system, prospective customers shall provide the necessary funds in whole or in part to defer the cost of system improvements through an agreement with the City. This policy shall be implemented by provisions of the City Water System Service Ordinance.

*CIRC-12.8* Do not allow connection to Humboldt Bay Municipal Water District unless there is a compelling public necessity and only when enforceable measures are included to assure that the general small-town community characteristic of the service area around the City does not adversely change.

*CIRC-12.9* Assess the effects of proposed development, such as the Trinidad Rancheria plans and subdivisions, on the reduction flow in Luffenholtz Creek. Address negative impacts or threats to the City's water supply as soon as possible. (LU-9.2.4)

*CIRC-12.10* Monitor land use activities and development projects within the Luffenholtz Creek watershed and oppose those activities and projects that may have adverse impacts on creek water quality and quantity (LU-9.2.3).

# Trinidad General Plan

Figure 11. Transportation



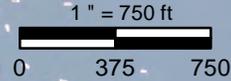
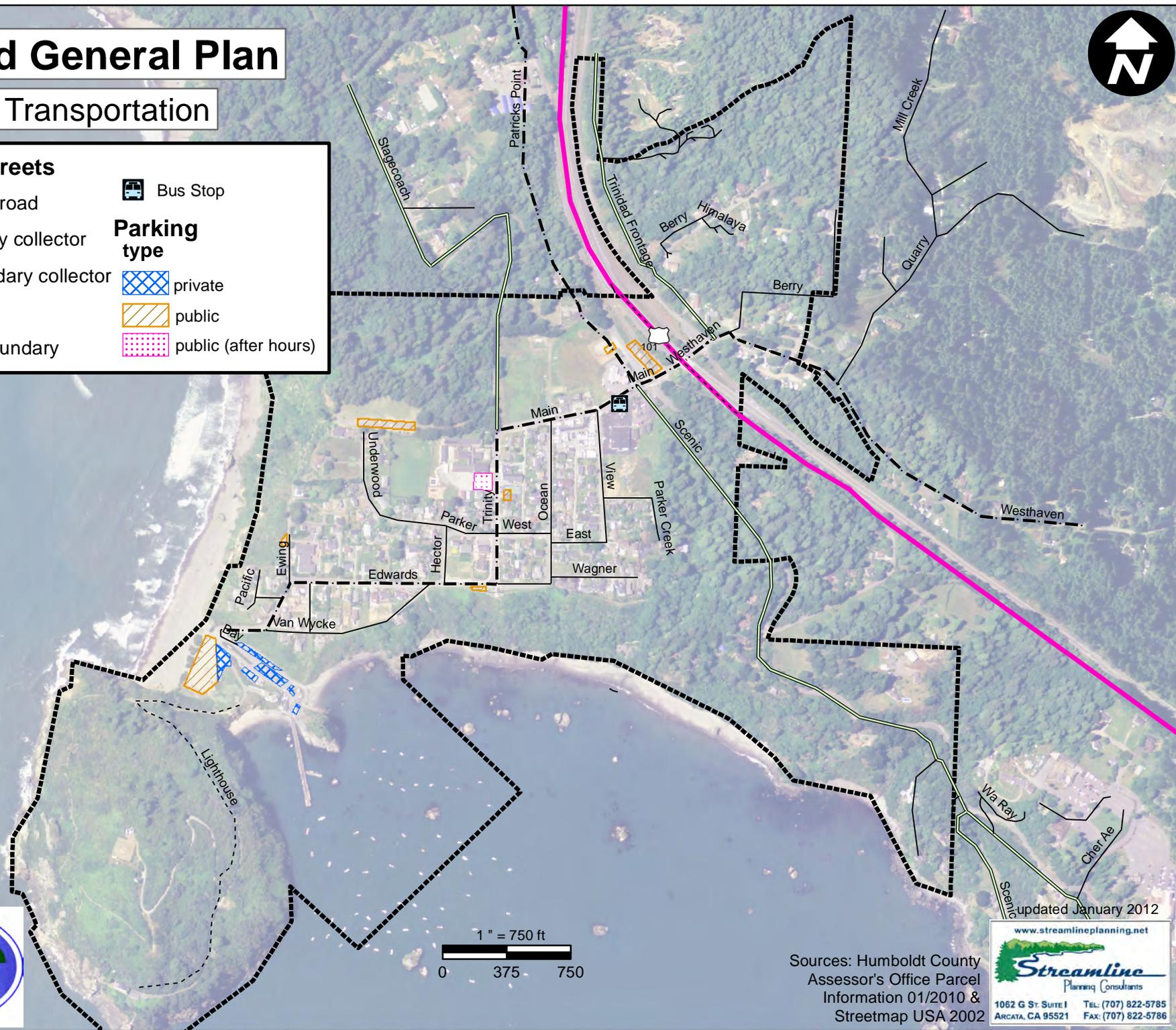
Trinidad Streets	
-----	access road
- - - -	primary collector
====	secondary collector
—	local
⬢	city boundary

Parking type	
	private
	public
	public (after hours)

	Bus Stop
--	----------



Sources: Humboldt County Assessor's Office Parcel Information 01/2010 & Streetmap USA 2002

updated January 2012

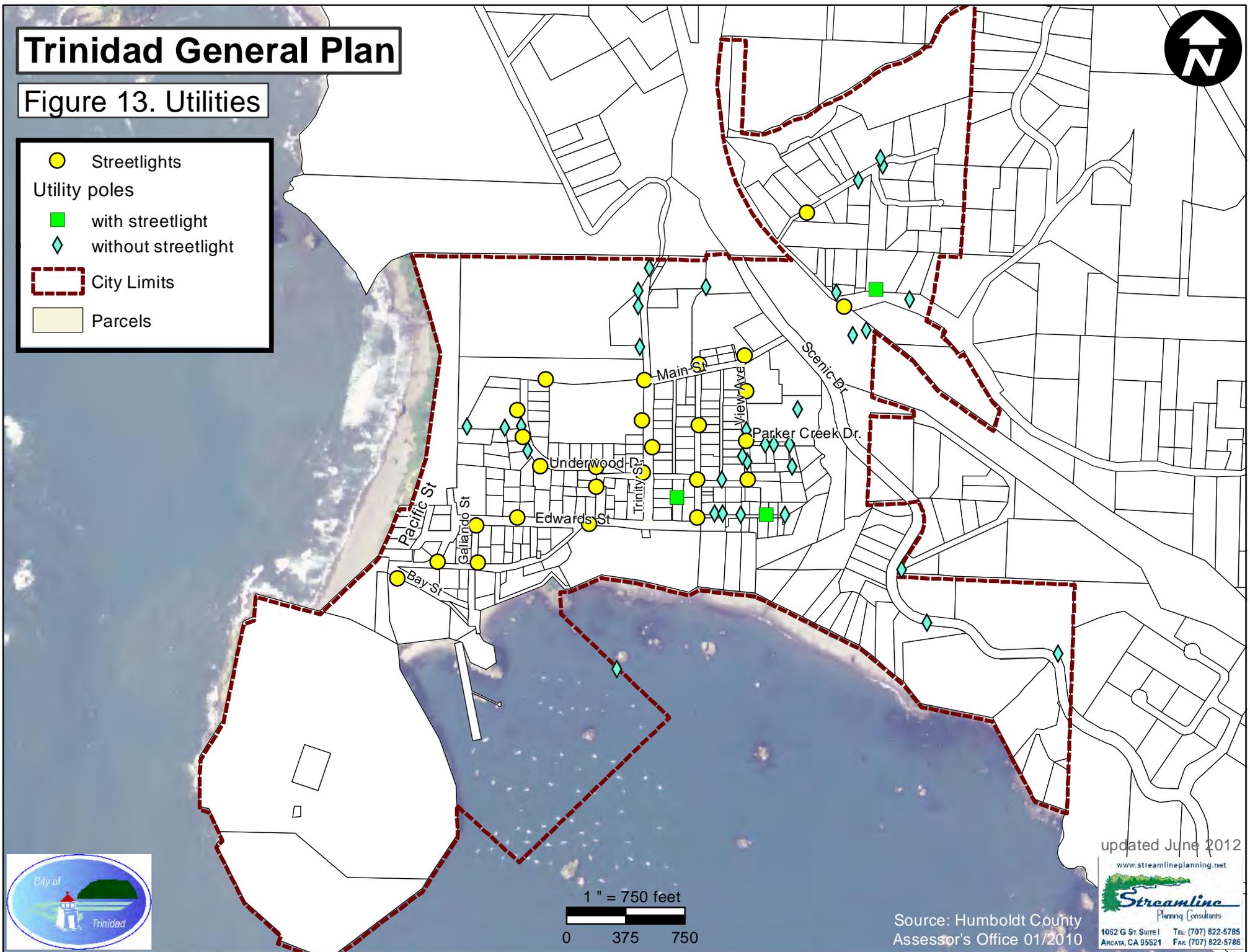
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 ARCATA, CA 95521 FAX: (707) 822-5786

# Trinidad General Plan

## Figure 13. Utilities

- Streetlights
- Utility poles
  - with streetlight
  - ◆ without streetlight
- ▭ City Limits
- ▭ Parcels



updated June 2012  
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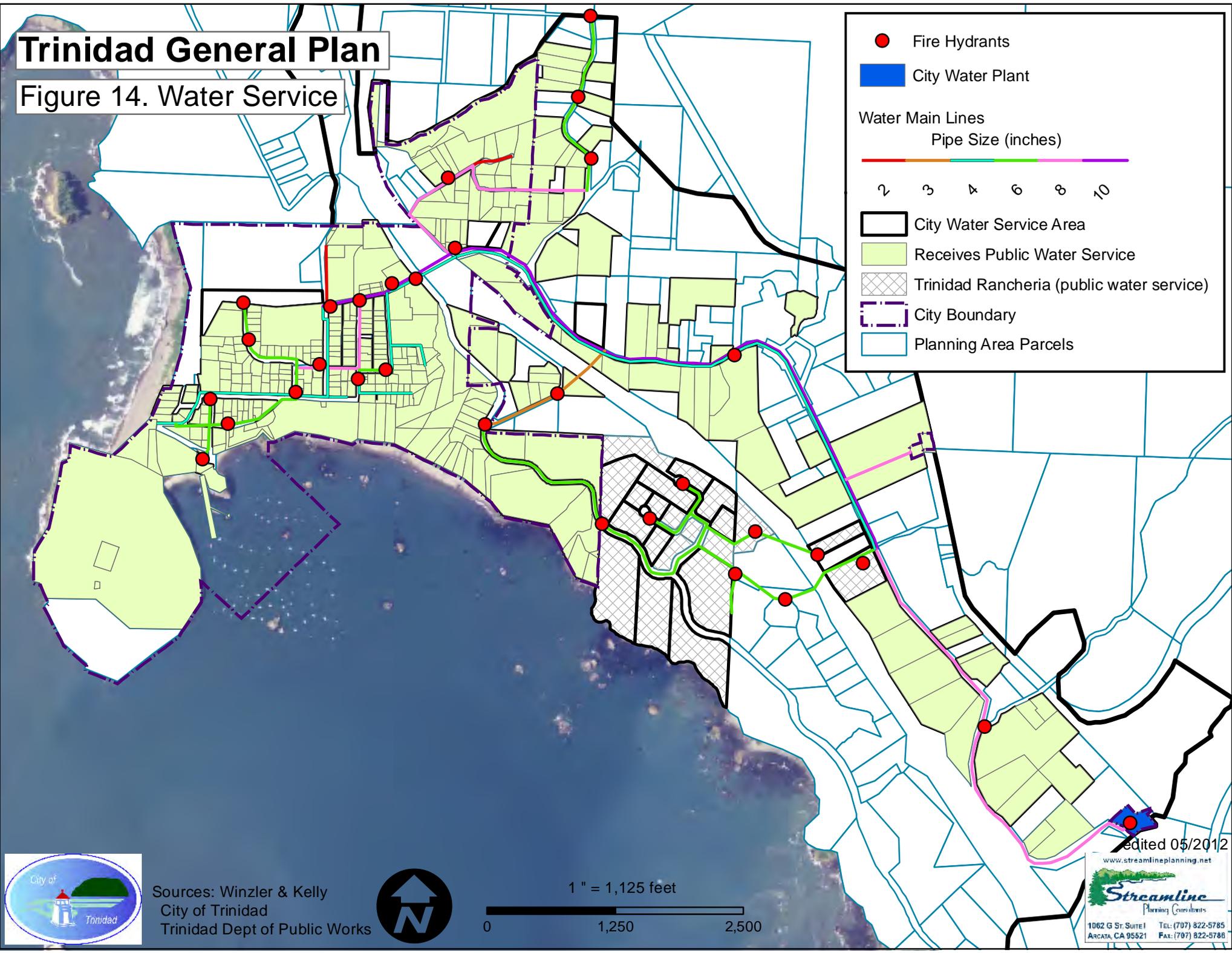


Source: Humboldt County Assessor's Office 01/2010

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# Trinidad General Plan

## Figure 14. Water Service



- Fire Hydrants
- City Water Plant
- Water Main Lines  
Pipe Size (inches)  
12 14 16 18 20 24 30
- ▭ City Water Service Area
- Receives Public Water Service
- ▨ Trinidad Rancheria (public water service)
- - - City Boundary
- ▭ Planning Area Parcels



Sources: Winzler & Kelly  
City of Trinidad  
Trinidad Dept of Public Works



1" = 1,125 feet  
0 1,250 2,500

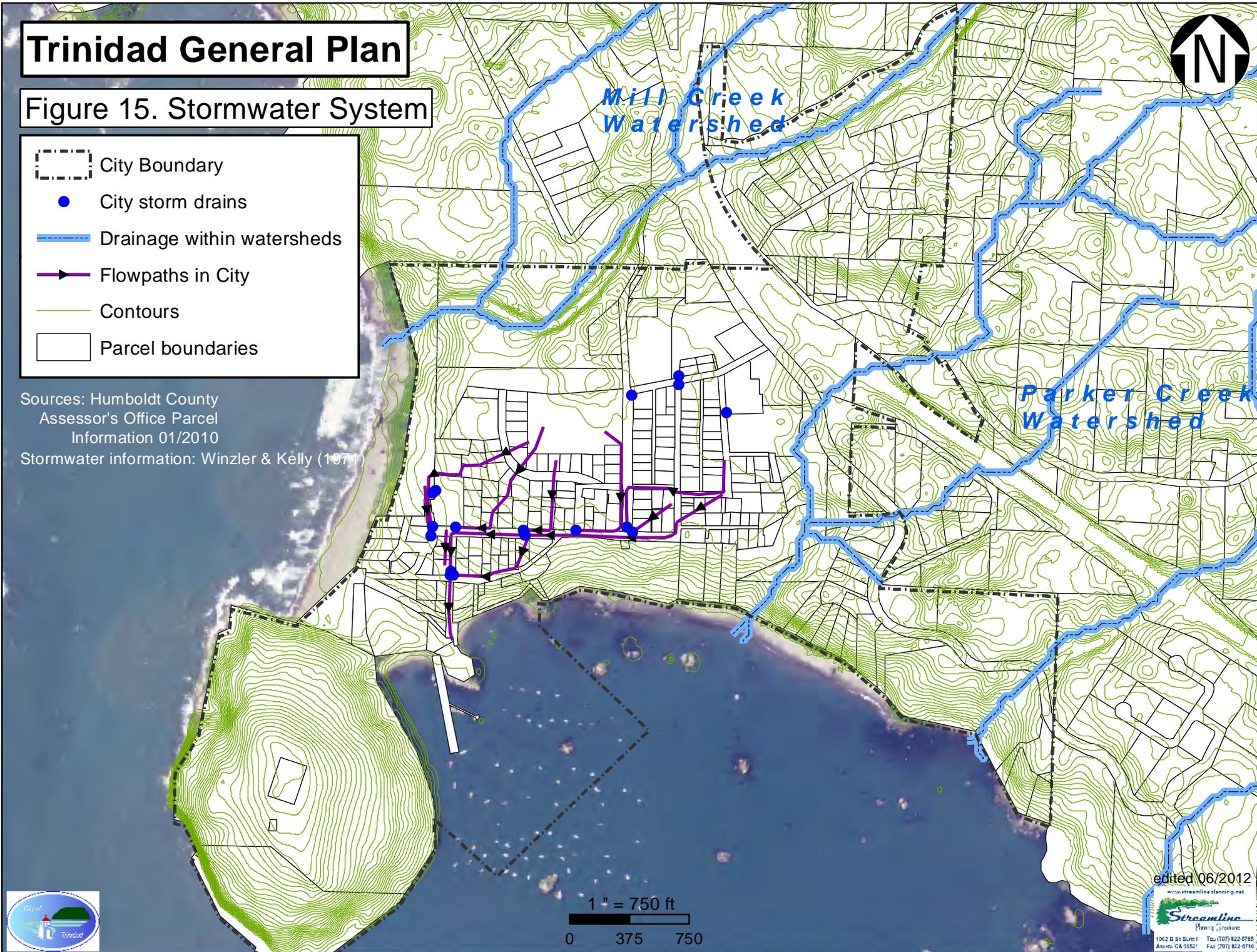
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# Trinidad General Plan

## Figure 15. Stormwater System

-  City Boundary
-  City storm drains
-  Drainage within watersheds
-  Flowpaths in City
-  Contours
-  Parcel boundaries

Sources: Humboldt County Assessor's Office Parcel Information 01/2010  
Stormwater information: Winzler & Kelly (1971)



1" = 750 ft  
0 375 750

edited 06/2012

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