

Filed: July 26, 2011
Staff: Trever Parker
Staff Report: August 3, 2011
Hearing Date: August 17, 2011
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2011-03

APPLICANT (S): Department of Transportation – CalTrans, Dist. 3

AGENT: NA

PROJECT LOCATION: Undercrossing on U.S. Highway 101. Located within State of CA and City of Trinidad Rights-of-Way at the Westhaven Drive-Hwy 101 undercrossing, southbound off-ramp and Park-and-Ride adjacent to Patrick’s Point Drive.

PROJECT DESCRIPTION: Grading Permit and Coastal Development Permit to conduct geotechnical drilling and trenching to perform an earthquake fault study to obtain data to be used in the design of a proposed seismic retrofit of the Hwy 101 undercrossing.

ASSESSOR’S PARCEL NUMBER: State of CA & City of Trinidad Rights-of-Way

ZONING: NA

GENERAL PLAN DESIGNATION: NA

ENVIRONMENTAL REVIEW: The project is categorically exempt from CEQA per §15301 of the CEQA Guidelines allowing maintenance and minor alteration of existing facilities, including highways and streets.

APPEAL STATUS:
Planning Commission action on a Coastal Development Permit, Design Review, Variance, Conditional Use Permit or Grading Permit 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 requirements of §30603 of the Coastal Act or the City’s certified LCP.

SITE CHARACTERISTICS:

The project will occur along Westhaven Drive at the underpass between the US Highway 101 on- and off-ramps and at the Park and Ride parking lot. The project will occur in both State and City rights-of-way. This is the main entrance to town. The area is generally flat or gently sloped and is entirely paved.

STAFF COMMENTS:

The purpose of the project is to conduct geotechnical drilling and perform an earthquake fault study for the seismic retrofitting of the Westhaven Drive undercrossing. Drilling will consist of vertical mud rotary soil borings located in or around the vicinity of the bent and abutment locations of the existing structures. Four boreholes of 4-inch diameter rotary borings will be drilled at an estimated depth of 100 feet.

Geotechnical drilling and trench construction are required for the fault investigation because the area is located within an Alquist-Priolo Fault Hazard area. This investigation will determine the location of the Trinidad earthquake fault. Approximately four boreholes will be drilled to a max depth of 20 feet. Up to three trenches three feet wide, 15-feet deep, and 100-200 feet long could be excavated. If this occurs, approximately 1,425 square feet of ground will be disturbed. Therefore a grading permit / coastal development permit is required to be approved by the Planning Commission.

Truck or trailer mounted drill rigs will drill the borings. A water tender truck will accompany the drill rig. A geologist or engineer will be in charge of the overall drilling operation at the site and the drilling will be conducted "with the utmost sensitivity to the surroundings." The project will take an estimated four weeks to complete.

GRADING & ZONING ORDINANCE / GENERAL PLAN CONSISTENCY

The project is located in an un-zoned area and within State and City rights-of-way. The project will not permanently alter land contours such that Design Review is required. Although this project will only entail minor drilling and trenching, the City's Grading and Zoning ordinances require a permit if more than 1,000 sq. ft. in surface area or more than 50 cu. yds. of soil will be disturbed. In addition, the project is located within the fault hazard zone, based on the State of CA Alquist-Priolo Fault Hazard Maps. The purpose of the project is to identify the location of the fault and conduct studies necessary for a seismic retrofit and thereby improve public safety.

The information required to be submitted by the grading ordinance as part of an application has been received. The Grading Permits are issued by the Planning Commission, but it is up to the City Engineer to ensure that all the provisions have been met. The findings that are required to be made by the Engineer (§15.16.070) are that the proposed grading will not adversely affect the drainage or lateral support of other properties in the area, and will not be detrimental to the public health, safety or the general welfare and is not in conflict with City ordinances. The City Engineer has

reviewed the project and has recommended approval on the condition that an Encroachment Permit be obtained, to be approved by the City Engineer, that addresses traffic control during the project and repaving after its completion. This condition has been included.

The Trinidad General Plan and Zoning Ordinance protect importance public coastal views from roads, trails and vista points and private views from inside residences located uphill from a proposed project from significant obstruction. The project does not have the potential to block private views.

Utilities are shown on the plans and will not be disturbed by the project.

SLOPE STABILITY:

The project is not located in an area of known instability. The purpose of this project is to retrofit a public road based on the study's findings. Only minor grading is required and surface contours will not be altered.

ALQUIST PRIOLO ZONE:

The project falls within the Alquist-Priolo Fault Hazard Zone, but the project consists of the required fault study.

SEWAGE DISPOSAL:

There is no sewage disposal associated with this project.

LANDSCAPING AND FENCING:

No major vegetation removal will occur.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

The project meets the definition of 'Development' and but will not permanently alter any structures or ground contours and therefore does not require Design Review and View Protection findings per §17.60.030 of the Zoning Ordinance.

PLANNING COMMISSION ACTION

Based on the above analysis, the proposed project can be found to meet the requirements of the Trinidad Grading Ordinance. Provisions of the Zoning Ordinance and General Plan can be met. If the Planning Commission agrees with staff's analysis, then the project can be approved with the following motion:

Based on the information submitted in the application included in the staff report and public testimony, I move to adopt the information and findings in this staff report and approve the project as conditions below:

PLANNING COMMISSION ALTERNATIVES

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

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

CONDITIONS

1. Caltrans shall submit an application for an encroachment permit prior to work commencing that addresses traffic control and repaving after project completion. The City Engineer shall be given an opportunity to review and approve the encroachment permit. *Responsibility: City Engineer to verify prior to work commencing.*

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4017
FAX (530) 741-4457
TTY 711

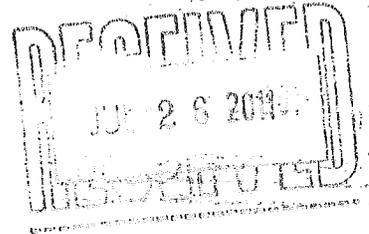


*Flex your power!
Be energy efficient!*

June 21, 2011

City Clerk
City of Trinidad
P.O. Box 390
Trinidad, CA 95570

COPY



RE: Coastal Permit Application for Geotechnical Surveys at U.S. Highway 101/Trinidad Road Undercrossing

Caltrans is proposing to conduct geotechnical drilling and perform an earthquake fault study at the intersection of U.S Highway 101 and Trinidad Road. The purpose of the project is to obtain subsurface geotechnical data to be used in studies for a proposed seismic retrofit of the Trinidad Road Undercrossing on U.S. Highway 101.

Since the project is located within the local coastal jurisdiction of the City of Trinidad, we are requesting a Coastal Permit in order to proceed with the project. Enclosed please find the following items to facilitate processing of the permit:

- Application to the City of Trinidad
- Project information sheet
- Aerial maps of proposed project
- Check for processing fee of \$1,500.00

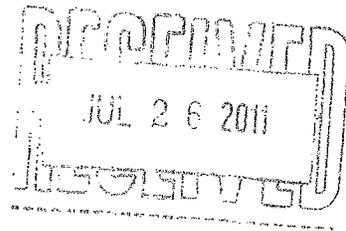
If you have questions or need additional information, please feel free to contact me at (530) 741-4215.

Sincerely,

Adele Pommerenck
Associate Environmental Planner

Enclosures

Application for Coastal Permit
City of Trinidad



GEOTECHNICAL INVESTIGATION
Department of Transportation – Caltrans District 1
U.S. Highway 101 at Trinidad Road Undercrossing

Project Location

The proposed project is located at the Trinidad Road Undercrossing on U.S. Highway 101 (post mile 100.7) in the City of Trinidad.

Project Description

The project proposes to conduct geotechnical drilling and perform an earthquake fault study at the Trinidad Road Undercrossing. The purpose of the project is to obtain subsurface geotechnical data to be used in studies for a proposed seismic retrofit of the Trinidad Road Undercrossing on U.S. Highway 101.

Geotechnical drilling will be performed and will consist of vertical mud rotary soil borings located in or around the vicinity of the bent and abutment locations of the existing structures. Four boreholes will be drilled, as shown on the attached layout (Figure 1). The boreholes will consist of 4-inch diameter rotary borings at an estimated depth of 100 feet.

A fault investigation will be conducted to determine the location of the Trinidad earthquake fault. This investigation includes geotechnical drilling and trenching. Approximately four boreholes will be drilled to a maximum depth of 20 feet. Up to three trenches could be excavated, as shown on the attached layout (Figure 2). The proposed trenches will be approximately three feet wide and excavated to a maximum depth of 15 feet. The trenches will be between approximately 100 feet and 200 feet in length. If all three trenches are excavated, there would be approximately 1425 square feet of ground disturbance.

Description of Equipment to be Used

Rubber tired (truck or trailer mounted) drill rigs will be used to drill the borings. A tender truck carrying water and other drilling supplies will accompany the drill rig. A three-person crew will operate the unit. A geologist or engineer will be in charge of the overall drilling operation at the site. Borings will consist of 4-inch diameter rotary borings at an estimated depth of 100 feet. The proposed drilling will be conducted with the utmost sensitivity to the surroundings.

Estimated Start and Completion Date

It is estimated that it will take approximately four weeks to complete the drilling. Drilling would commence as soon as the permit is obtained from Trinidad.

Name and Address of the Owner of Property

The proposed project is within Caltrans right-of-way and on the city streets within Trinidad. Caltrans would obtain right-of-entry permits from the City of Trinidad.

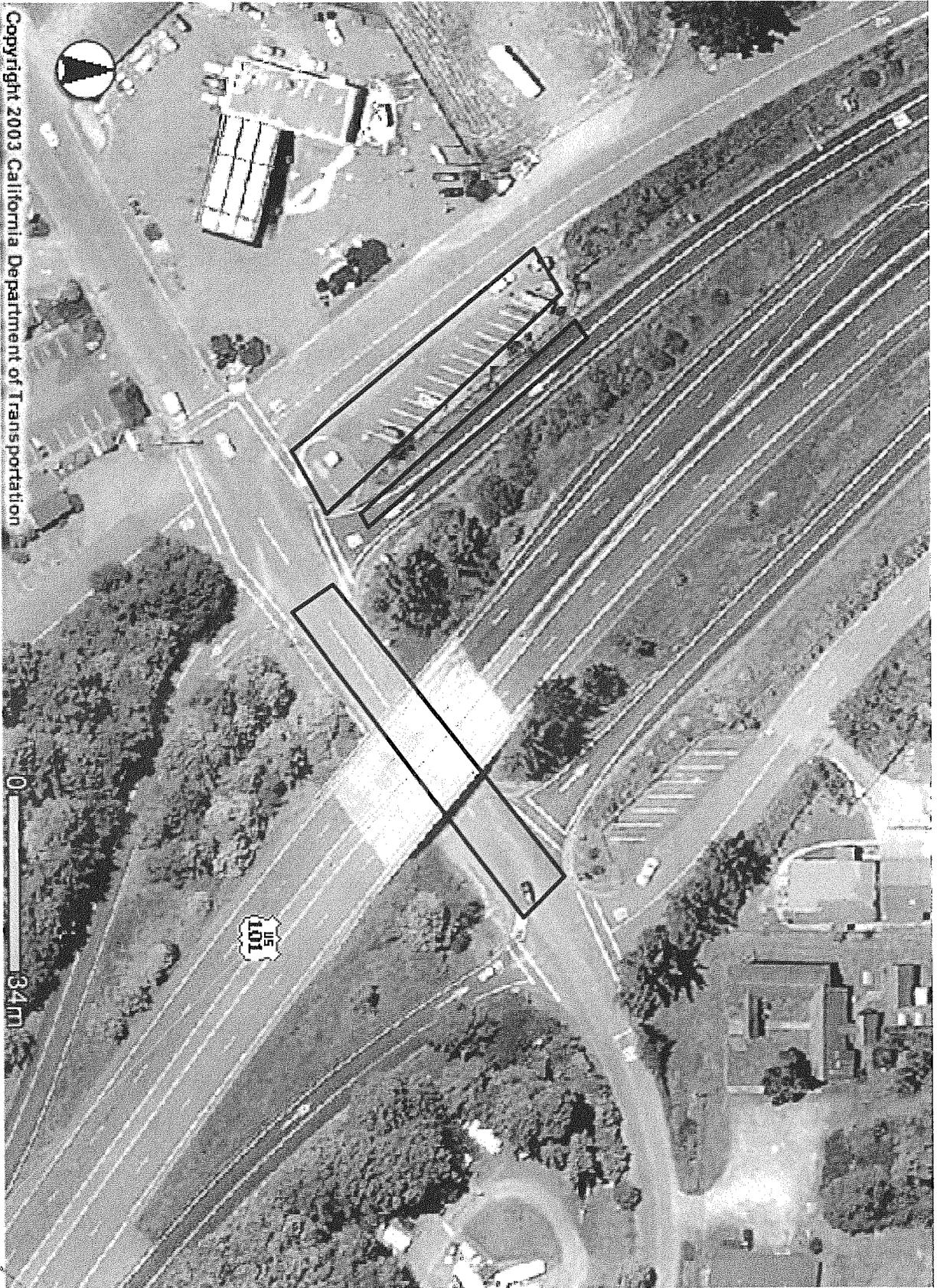


Figure 2 Aerial photograph of Trinidad Undercrossing. The borings and trenches proposed as part of the fault investigation will occur within the areas enclosed by the black rectangles.

RECEIVED
MAY 9 2 2003
MARRIOTT

HUMBOLDT
 JUL 26 2011

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
Caltrans	L.R. ASHLEY	B.C. HARWELL	
	CHECKED BY	DATE REVISED	



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	HUM	101	100.71		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

HUMBOLDT SEISMIC RETROFIT
DRILLING LOCATIONS
TRINIDAD ROAD UC

BORDER LAST REVISED 7/2/2010

USERNAME => s133450
 DGN FILE => tr1n1ddsdet1sm1c3.dgn

RELATIVE BORDER SCALE
 IS IN INCHES

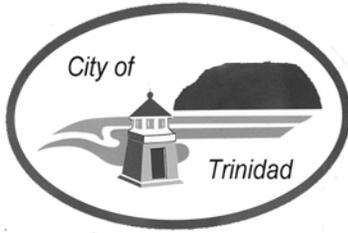


UNIT 0000

PROJECT NUMBER & PHASE

0000000001

LAST REVISION DATE PLOTTED => 08-DEC-2010
 00-00-00 THE PLOTTED => 15:27



Filed: August 1, 2011
Staff: Trever Parker
Staff Report: August 4, 2011
Commission Hearing Date: August 17, 2011
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2011-04

APPLICANT (S): Trinidad Museum Society

AGENT: Charles Netzow

PROJECT LOCATION: 400 Janis Ct.; entrances to Museum / Park property adjacent to Patrick's Point Drive and Main Street on North Coast Land Trust property.

PROJECT DESCRIPTION: Design Review for placement of two directional / identifying signs for the Trinidad Museum. These 2-sided, hand painted, 36" x 18" signs will point the way to the Museum from the street entrances.

ASSESSOR'S PARCEL NUMBER: 042-051-34

ZONING: C – Commercial / PR – Public and Religious

GENERAL PLAN DESIGNATION: C – Commercial / PR – Public and Religious

ENVIRONMENTAL REVIEW: Categorically exempt per CEQA Guidelines §15311 allowing placement of accessory structures, including on-premise signs.

APPEAL STATUS:

Planning Commission action on a coastal development permit, a variance or a conditional use permit, and Design Assistance Committee approval of a 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 requirements of Section 30603 of the Coastal Act.

SITE CHARACTERISTICS:

The museum property is owned by the Humboldt North Coast Land Trust and located on the parcel north of the Chevron Station. Access to the museum is via a driveway on Patricks Point Drive or a concrete walkway off Main Street that runs between the Chevron and Windan Sea businesses. Surrounding land uses include a Chevron station and other commercial development to the south, Patricks Point Dr. and Hwy 101 to the east, a vacant Planned Development (mixed use) parcel to the west and a residence and the Trinidad Cemetery to the north and northwest.

STAFF COMMENTS:

The applicant has submitted a photo of the sign, two photos of the prospective sign locations, and a site plan that shows the property layout and proposed sign locations. The signs are 30" wide by 18" high (4.5 sq. ft.). Two signs will be mounted on either side of redwood 4"x4" posts giving it a double-sided appearance. The top of the signs will be 36" above grade, plus or minus 4".

ZONING ORDINANCE/GENERAL PLAN CONSISTENCY

The property where the signs will be placed is currently zoned C - Commercial. (The Planning Commission and City Council approved a rezone/redesignation of this property from C to PR – Public and Religious, conditioned that it would not become final until a Local Coastal Plan Amendment is approved by the CA Coastal Commission. The City was not going to file an application for an LCP amendment until funding for the Community Center was secured but the project never moved forward. Therefore, the property is still zoned Commercial. There are few differences in the regulations of the two zones, it is more of a technical difference and the PR is more appropriate for public uses.)

According to the Zoning Ordinance §17.56.160, Signs, *on-premise signs are permitted* in PD, VS and C zones. These directional, on-premise signs will be located in the Commercial Zone, and are subject to the sign regulations and design review. They conform to the applicable requirements: the signs are on-site, less than fifty square feet, will not exceed the height of the building, do not project of the public rights-of-way, and do not rotate, blink or flash. Double-sided signs are only counted once for square footage. Each sign is 4.5 sq. ft. in size, which is well under the allowed square footage for this property.

SLOPE STABILITY:

The site is generally flat and is outside any areas of known instability.

SEWAGE DISPOSAL:

The septic tank and leach field area on the north end of the property will not be affected.

LANDSCAPING AND FENCING:

Native trees and other landscaping will not be altered in the positioning of the signs.

DESIGN REVIEW:

Application materials show the sign locations and design. Recommended Design Review/View Preservation Findings are written in a manner to allow approval, without endorsing the project. However, if public hearing information is submitted or public comment received indicating that views, for instance, may be significantly impacted, or the structure proposed is obtrusive, the findings should be reworded accordingly.

Design Review Criteria

- A. *The alteration of natural landforms caused by cutting, filling, and grading shall be minimal. Structures should be designed to fit the site rather than altering the landform to accommodate the structure.* Response: The signs will be mounted with 4"x4" posts, which will require minimal ground disturbance.
- B. *Structures in, or adjacent to, open space areas should be constructed of materials that reproduce natural colors and textures as closely as possible.* Response: The project is not located in or adjacent to any open space zoned 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: The signs are fairly small and simple, and have been designed to direct visitors to the museum which is set far back from any streets. The signs will be handpainted and are in character with other nearby development.
- D. *Plant materials should be used to integrate the manmade and natural environments to screen or soften the visual impact of new development, and to provide diversity in developed areas. Attractive vegetation common to the area shall be used.* Response: Screening would interfere with the intent of the signs, and can be found to be unnecessary due to the small scale of the project proposal.
- 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: The signs have been designed to provide identification and direction to the Museum for visitors and have been kept fairly small and simple in design.
- 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 project does not require new utilities.

- G. *Off-premise signs needed to direct visitors to commercial establishments, as allowed herein, should be well designed and be clustered at appropriate locations. Sign clusters should be a single design theme.* Response: No off-premise signs are associated with this project.
- H. *When reviewing the design of commercial or residential buildings, the committee shall ensure that the scale, bulk, orientation, architectural character of the structure and related improvements are compatible with the rural, uncrowded, rustic, unsophisticated, small, casual open character of the community. In particular:*
1. *Residences of more than two thousand square feet in floor area and multiple family dwellings or commercial buildings of more than four thousand square feet in floor area shall be considered out of scale with the community unless they are designed and situated in such a way that their bulk is not obtrusive.*
 2. *Residential and commercial developments involving multiple dwelling or business units should utilize clusters of smaller structures with sufficient open space between them instead of a consolidated structure.*
- Response: The proposed project involves no dwellings or buildings.

View Protection

- A. *Structures visible from the beach or a public trail in an open space area should be made as visually unobtrusive as possible.* Response: The project site is not readily visible from a beach, public trail or open space area.
- 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 signs will be mounted at approximately 3 ft in height. But because of their size and location, they do not have the potential to significantly block views.
- C. *The committee shall recognize that owners of vacant lots in the SR and UR zones, which are otherwise suitable for construction of a residence, are entitled to construct a residence of at least fifteen feet in height and one thousand five hundred square feet in floor area, residences of greater height as permitted in the applicable zone, or greater floor area shall not be allowed if such residence would significantly block views identified in subdivision 2 of this subsection. Regardless of the height or floor area of the residence, the committee, in order to avoid significant obstruction of the important views, may require, where feasible, that the residence be limited to one story; be located anywhere on the lot even if this involves the reduction or elimination of required yards or the pumping of septic tank wastewater to an uphill leach field, or the use of some other type of wastewater treatment facility: and adjust the length-width-height relationship and orientation of the structure so that it prevents the least possible view obstruction.* Response: The proposed project does not involve residential construction.

- 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, Trinidad Cemetery, Holy Trinity Church or the Memorial Lighthouse.

STAFF RECOMMENDATION

Based on the above analysis, the proposed project can be found to meet the Design Review and View Protection findings. Provisions of the Zoning Ordinance and General Plan can be met. If the Planning Commission agrees with staff's analysis, and the public does not bring up additional issues, the proposed motion might be similar to the following:

Based on the information submitted in the application included in the staff report and public testimony, I move to adopt the information and findings in this staff report and approve the project as submitted and as conditioned below.

PLANNING COMMISSION ALTERNATIVES

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

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

PROPOSED CONDITIONS

1. The applicant is responsible for reimbursing the City for all costs associated with processing the application. *Responsibility: City Clerk to place receipt in conditions compliance folder prior to signs being placed..*



NOT TO SCALE

AP# 051-042-33

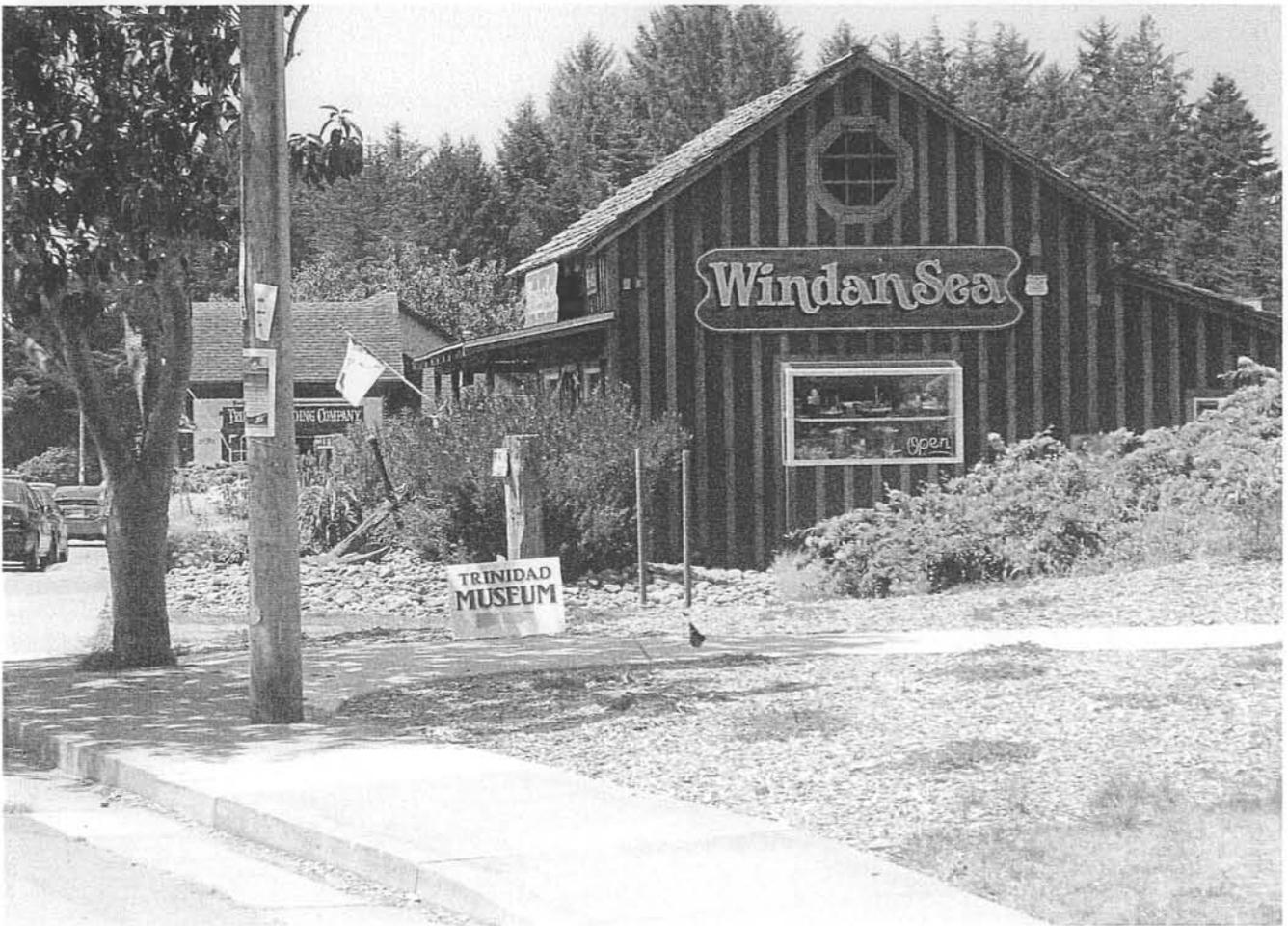
APPLICANT: CHARLES NETZOW
FOR TRINIDAD COASTAL LAND TRUST.

PROJECT : ERECT 2 DOUBLE SIDED DIRECTIONAL
SIGNS FOR THE TRINIDAD MUSEUM.

ATTACHMENTS: PHOTOGRAPH OF SIGNS.

NOTE : • ALL SITE IMPROVEMENTS SHOWN ARE
EXISTING.

- 2 POSSIBLE LOCATIONS SHOWN
- MAIN ST LOCATION



MAIN ST. LOCATION # 1

#1 or #2 TO BE CHOSEN BY APPLICANT.



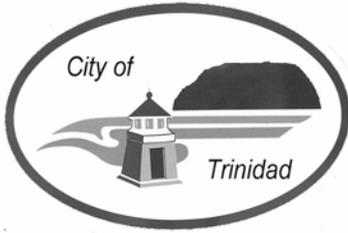
PATMICKS POINT DMUE LOCATION



MAIN ST LOCATION # 2

1 OR # 2 TO BE CHOSEN BY APPLICANT.





Filed: July 27, 2011
Staff: Trever Parker
Staff Report: August 2, 2011
Commission Hearing Date: August 17, 2011
Commission Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2011-02a

APPLICANT (S): Trinidad Rancheria

AGENT: NA

PROJECT LOCATION: 1 Bay Street (Harbor Area)

PROJECT DESCRIPTION: Conditional Use Permit and amendment to previously approved Design Review to install a tsunami warning siren near the Seascape vacation rental. The existing siren, as approved, is mounted on the ground on a concrete slab. However, due to hazardous sound levels at its existing elevation and to improve sound propagation, it is proposed to place the siren on a 35 ft. pole as originally requested.

ASSESSOR'S PARCEL NUMBER: 042-071-08

ZONING: C - Commercial

GENERAL PLAN DESIGNATION: C – Commercial

ENVIRONMENTAL REVIEW: Categorically Exempt from CEQA per the CEQA Guidelines §15303 exempting construction of small structures and/or §15311 exempting placement of accessory structures.

APPEAL STATUS:

Planning Commission action on a coastal development permit, a variance or a conditional use permit, and Design Assistance Committee approval of a 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 tsunami warning siren is located on parcel 042-071-08, which is in the Trinidad Harbor area near the end of Bay Street. The siren will be placed in the same location as it is currently; the pole will be placed where the existing concrete slab is adjacent to the driveway to the west of the vacation rental that sits above the Seascope Restaurant. The entire property currently contains the Seascope restaurant and appurtenant facilities, the two residences used as vacation rentals and most of the paved parking area associated with Trinidad Harbor. This parcel, along with the adjacent ones, is owned by the Trinidad Rancheria. Portions of the site are relatively flat, with areas to the southwest becoming steep.

STAFF COMMENTS & PROJECT BACKGROUND:

A few of you were on the Commission when this project originally came to the City early this year, but not all, so I will provide all the background information. The siren is permanent, and will serve as a warning for tsunamis. Large earthquakes of distant or local origin can cause tsunamis which can be very damaging in California. The frequency of occurrence for such events is considered relatively high. The following are some excerpts from the grant proposal funding the installation of the tsunami siren:

This project, Improved Tsunami Warning Systems for Northern California's Remote Coastal Communities, augments the existing siren warning systems along the coast of northern California. The Project area includes two counties, Del Norte County and Humboldt County, and one tribal nation, the Smith River Rancheria.

The coastal and offshore areas of Del Norte and Humboldt Counties are among the most seismically active areas in the United States. The Project area targets the tsunami hazard concentrated in low-lying coastal communities and communities near the estuaries of large rivers. Populated areas are isolated from each other and from regional urban centers. Roads, communication links, and critical lifelines connecting populated areas are extremely vulnerable to disruption from strong shaking, tsunami inundation, and other likely effects of a large Cascadia earthquake.

The project will cost-effectively improve advance warning time within populated communities along California's north coast. Expanding the number of siren locations and adding remote activation capability to the existing system is appropriate and effective technology, as the local population already understands and is responsive to the long-standing system. The counties and tribes have also acquired donated siren units, and project funding will focus on new siren installation (12 new locations) and acquisition/installation of remote activators throughout the system (19 total locations).

As a result of the system expansion proposed by this project, coverage of resident, working and recreating populations by the siren warning systems be significantly raised; from 16 to 95 percent in Del Norte County; from 50 to 100 percent on the Smith River Rancheria of the Totowa Tribe; and from 16 to 79-84 percent in Humboldt County. Additionally, wider siren coverage will free first responders from general public notification duties and allow them to

concentrate on assisting with evacuation of special needs populations. Finally, installation of remote activators will save lives by greatly reducing the time between tsunami warning and siren activation. The Improved Tsunami Warning Systems for Northern California's Remote Coastal Communities Project (Project) augments the existing Tsunami Warning Siren Systems in California's two northern-most coastal counties.

The counties' siren notification systems are one component of a larger comprehensive public warning program. County and local tsunami contingency plans include a tsunami sign warning system, public education seminars/presentations, coastal tsunami hazard mapping, tsunami evacuation route identification and mapping, and related citizen public education and preparedness support actions. As with any emergency notification system, an informed public is the key to its successful use, as the message received must be clearly understood and then acted upon to be effective. The local populace within the project area is familiar with and responsive to siren activation.

The Project goal is to save lives in the event of a significant tsunami through the following objectives: Additional sirens will increase penetration of warning notification to those who live, work and recreate in the tsunami inundation zones. Additional sirens and remote siren activation will free first responders from general public notification duties and allow them to concentrate on assisting with evacuation of special needs populations. Remote siren activation capability will also reduce the time between tsunami warning and siren activation and create system redundancy. Interoperability with NOAA systems will facilitate cooperation and coordination with federal and local emergency management partners.

Augmentation of current siren warning systems has already been identified as a priority by county, tribal and local plans, to be implemented as funding is identified and secured. The counties and tribes have acquired siren units surplus by a local utility, and this Project will focus on installing sirens at new locations and acquisition/installation of remote activators throughout the system.

The counties' proposed siren systems employ a proven method for notifying persons located in geographically-defined areas. The technology has been in use nationally for many years for address of various hazards. It utilizes standard, off-the-shelf radio receivers to receive the tsunami warning signal directly from the National Weather Service via the Emergency Alert System activation. Sirens are used in conjunction with other notification methods such as via public television and radio (Emergency Alert System), National Weather Service warnings (NOAA Weather Radio), community public alerting systems (Telephone Emergency Notifications Systems), and the planned use of public assets (police, fire, emergency medical services) to ensure the local government's ability to notify the public of impending danger.

The original proposal and engineering plans were to place this siren on a 35 ft. tall pole, buried 6 ft. in the ground. This is the same design and construction that has occurred up and down the north coast with the recent installations of similar sirens. In particular, you have probably seen the one that is now located at Clam Beach. One difference with the Trinidad siren is that the antennas and control equipment have been placed on the vacation rental and so will not be on the pole itself as in other locations.

The money to place the siren came from a grant through the Office of Emergency Services. Trinidad was a lower priority, and did not come up for funding until the end of the grant period. So by the time it came before the City, there was a time constraint to spend the grant money by March 2011. However, Del Norte County did not spend all of its allocated money, and therefore more funding has become available for remaining Humboldt County projects. One of these priorities is to place the siren in Trinidad on a pole to increase sound propagation and to reduce sound hazards from loud noise that can damage human hearing. At this point, there is a similar time constraint with money needing to be spent by September, but an extension has been requested.

Aesthetic concerns were brought up by several members of the public during the previous project review. As a compromise, the Rancheria proposed mounting the siren on the ground on a concrete slab instead of on the pole. Recently the siren was tested, and several sound readings were taken. This information is presented below. The results showed dangerous sound levels near the tsunami siren, including at the vacation rental, and from the Trinidad Head road. Sound levels in excess of 115 decibels have been found to permanently damage hearing, even over a short period of time. The siren noise level was turned down substantially to avoid this hazard, but reducing the volume also reduces the effectiveness and distance of the warning. Placing the siren on a pole will alleviate these hazards by getting it further away from where people could potentially be. Also, because the sound waves will form a cone around the pole, it will be louder at some angled distance from the pole than directly beneath it, further decreasing the hazard. In addition, the sound propagation to target areas, particularly to the south will be improved as there are fewer physical barriers to the sound waves at that height. Further, at its existing elevation, the siren is in an area of potential inundation from a tsunami, and placement on a pole will make it safer from such an event.

Below are the data notes and loudness comments for the Trinidad tsunami siren test activation on 19 July.

Decibel meter readings:

About 10 feet away from siren: 125 dB
Nearest building corner: 118-123 dB
Cottage porch: 100+ dB
Edwards St at Van Wycke St: 92-95 dB
Front of restaurant: 86 dB
Mid pier: 77 dB

Subjective reports:

State beach: heard
College Cove on beach: barely heard
Fox Farm/Westhaven Dr: heard in house
Light house: loud and clear
Casino lot: loud and clear
Tribal office: heard indoors
Houda Pt: not heard
Moonstone Beach: not heard

Baker Ranch: barely heard

Marine Lab: loud and clear in lot; both heard or barely heard inside

Murphy's Market area:

Inside Murphy's and other businesses: not heard

Parking lot: multiple reports -- heard, barely heard, and not heard

Another issue that came up at the hearings earlier this year was the decision to place the siren in this location. It was questioned how that decision was made and whether there were alternative locations that would have less aesthetic impacts such as in the Harbor parking lot, on Town Hall, or other locations. The following is an explanation from Dan Larkin, from the County Office of Emergency Services who is administering this program, regarding the decision to place it in its current location and why it is really the only feasible and logical location.

A general Trinidad siren location was identified in April 2008 as part of the initial Cal EMA grant application to NOAA and also in the County's subsequent application to Cal EMA in June 2008. These first "applications" were for nothing more than for us to be included in the more rigorous later official grant application process. It took over a year to work through the Cal EMA grant process, and the Trinidad site was included in the County's official participation application submitted in June 2009. Actual funding approval didn't come until late September 2009. During most of this process, no specific Trinidad site was considered – just a general location to cover the harbor and beaches. As part of simplifying the grant implementation process, it was known early-on that all potential siren sites had to be located on government property (local or tribal).

From the start of this process, the City of Trinidad contact for emergency management-related activities was Police Chief Ken Thrailkill. Chief Thrailkill was very involved with Homeland Security grant-related issues which I facilitate and, as a member of the Redwood Coast Tsunami Work Group, also involved with earthquake and tsunami-related issues. Although I no longer have email records of our conversations, I recall discussing with him on many occasions both verbally and in emails the placement of a siren near the Trinidad harbor. Chief Thrailkill was very supporting of the project. Concurrent with my conversations with Chief Thrailkill, I was also discussing the project with Mike Hostler and other Trinidad Rancheria representatives including Shirley Laos. They were also very supportive of the project. As the project timeline unfolded and the projected siren site was identified to be on Rancheria property, Chief Thrailkill became less involved in discussions. He remained supportive of the project concept until his departure later in 2010. (I also worked with Chief Thrailkill to acquire tsunami signs for the City during this same time frame.)

Throughout the siren grant process, my primary RCTWG contact has been Troy Nicolini of the NWS. We have collaborated on almost all aspects of the siren site implementation process from first identifying general sites to funding estimates to specific locations to contractors / vendors. Troy and I also collaborated, along with others, to acquire the siren units themselves. Thus, we were very familiar with their capabilities and optimum placements. The bottom line for sirens is that, to be most effective, they have to be placed very near to where they must be heard. Specific siren site locations were also discussed

during RCTWG meetings where member comments were solicited and acted upon. At some point during this process, most likely in late 2009, it was determined by us, after continued discussions during RCTWG meetings, that the most optimum site at Trinidad to cover the harbor and beaches was the isthmus area between the City proper and Trinidad Head – the site had the most “positives” and fewest “negatives” of any coastal location. In fact, the location was an obvious choice, and no other possible location even came close to serious consideration (the firehall or townhall, somewhere on Trinidad Head, the lower end of Edwards St., and the harbor pier were all mentioned). The initial meeting to site a siren on Rancheria property was held in November 2009, and, by February 2010, initial planning efforts began for the chosen site.

ZONING ORDINANCE / GENERAL PLAN CONSISTENCY

The Harbor Study Area, consisting of parcels 042-071-08, -12, -13, -14, is an Area of Deferred Certification in the City’s Local Coastal Program (LCP). This means that the Coastal Commission has not certified the City’s zoning and land use designation of the parcels in this area. As a result, the City has not been given the authority to issue Coastal Development Permits (CDPs) in the Harbor Area and the Coastal Commission retains that jurisdiction. However, the City did legally adopt a General Plan and Zoning Ordinance that covers this area, and the City has land use authority other than for CDPs. Therefore, the City still has authority over Design Review, Use Permits and other development approvals in the Harbor Area. The Rancheria received a Coastal Development Permit Waiver from the Coastal Commission for the placement of the existing siren. Rancheria staff is currently working with Coastal Commission staff to determine whether a new Waiver will be required to place the siren on a pole in the same location.

The project will be located on a parcel that is zoned C – Commercial. The purpose of the C Zone is to provide for services that meet the needs of residents and visitors. Uses that serve the commercial fishing industry are also appropriate. The General Plan recognizes that fishing and tourism are major industries within the community and should be encouraged. The purpose of this project is to protect public safety by providing visitors and locals alike with an early warning system for an approaching tsunami hazard. This will improve functionality of the harbor area for the public and the structure is consistent with the intent and allowable uses of the zoning ordinance. The structure will be located on a large parcel, and regulations dealing with lot size, density and setbacks do not apply.

Height is an issue that warrants some consideration. Zoning Ordinance §17.44.070 limits building heights in the C zone to 25, except that a use permit may be issued for greater heights. Since §17.08.010 states that *“building’ shall include the word ‘structure’”*, then this height limit also applies to other structures besides buildings. The entire siren structure will be approximately 35 ft. tall – including a 35 ft. pole buried 6 ft. in the ground with the siren mounted on top of that. Zoning Ordinance §17.56.100 excludes *“chimneys, vents, flagpoles, conventional televisions reception antennas, ventilating air conditioning equipment, parapet walls and similar architectural and mechanical appurtenances”* from the height requirements. Staff has interpreted this to include utility poles as a similar appurtenance to those listed as it is an accessory use / structure to what already exists in the harbor. This

interpretation is supported by the fact that the City does not require a Use Permit for other utility poles in town as far as I know. However, due to the sensitivity of the area, previous controversies and the time limitations for the approval of this project, staff has included the use permit findings to allow a greater height in case it is found necessary. However, staff does not recommend that the use permit be required unless the Planning Commission disagrees with the above analysis or the public presents evidence to the contrary.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

Because the structure will be over 3 ft high, Design Review approval is required. 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 could be reworded accordingly. However, in this case, public safety considerations must also be made.

Design Review Criteria

- A. *The alteration of natural landforms caused by cutting, filling, and grading shall be minimal. Structures should be designed to fit the site rather than altering the landform to accommodate the structure.* Response: The location of the siren has been chosen to maximize sound lines of sight to Trinidad State Beach, the harbor area itself and the City's southern beaches. Removal of the concrete pad and placement of the pole will require little surface disturbance and will not significantly alter the ground surface.
- 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 located near to Open Space areas. The siren construction is for utility purposes and not modifiable. The pole is wooden and the siren is green, and the structure has been located to maximize public safety.
- 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: The siren construction is for utility purposes and not modifiable. The pole is wooden and the siren is green, and the structure has been designed and located to maximize utility and public safety.
- 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 structure will be located near the driveway to the vacation rental in an area that is already disturbed and developed. Plants would impact the existing driveway and would not be able to screen the entire pole or siren. 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: Required utilities have already been placed in an underground trench.
- 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.*
- H. *Residential and commercial developments involving multiple dwelling or business units should utilize clusters of smaller structures with sufficient open space between them instead of a consolidated structure.*
Response: No new buildings are proposed as part of this project.

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: Although the project site is located near to beaches and trails, the siren must be placed in an elevated location in order to heard for the greatest distance possible in order to maximize public safety. It also must be elevated in order to avoid the risk of hearing damage to people nearby. The siren are pole have a narrow profile and are located nearby to existing utility poles, a vacation rental and the harbor and not in a pristine area.
- 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 location has been chosen such that it maximizes public safety. The siren are pole have a narrow profile and are located nearby to existing utility poles, a vacation rental and the harbor and not in a pristine area.
- 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: No new buildings are proposed as part of this project.

- D. *If a residence is removed or destroyed by fire or other means on a lot that is otherwise usable, the owner shall be entitled to construct a residence in the same location with an exterior profile not exceeding that of the previous residence even if such a structure would again significantly obstruct public views of important scenes, provided any other nonconforming conditions are corrected.* Response: There was no residence that was destroyed by fire associated with this project.

- E. *The Tsurai Village site, the Trinidad Cemetery, the Holy Trinity Church and the Memorial Lighthouse are important historic resources. Any landform alterations or structural construction within one hundred feet of the Tsurai Study Area, as defined in the Trinidad general plan, or within one hundred feet of the lots on which identified historical resources are located shall be reviewed to ensure that public views are not obstructed and that development does not crowd them and thereby reduce their distinctiveness or subject them to abuse or hazards.* Response: The project is not located within 100 ft. of any of the listed sites. No new buildings or temporary structures are proposed.

USE PERMIT FINDINGS:

As described above, staff considers the siren an accessory use or structure to the primary uses and structures already existing on the lot. As such, it could be considered to fit into §17.56.100 as “*similar architectural and mechanical appurtenances*” that would not be included in the 25 ft. height limitation in the C zone. However, if the Planning Commission feels differently, or the public presents evidence that conflicts with staff’s interpretation, then a Use Permit may be granted for the taller height using the following findings:

- A. *The proposed use at the site and intensity contemplated and the proposed location will provide a development that is necessary or desirable for and compatible with the neighborhood or the community.* Response: The intent of the siren is to improve public safety by providing an early warning tsunami siren. The height of the structure is standard and necessary to maximize the sound distance, protect persons nearby from hearing damage and to protect the siren from tsunami damage.

- B. *Such use, as proposed, will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity or injurious to property improvements or potential development in the vicinity with respect to aspects including but not limited to the following:*
 - 1. *The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;* Response: The intent of the siren is to improve public safety by providing an early warning tsunami siren. The height of the structure is

standard and necessary to maximize the sound distance, protect persons nearby from hearing damage and to protect the siren from tsunami damage. The pole will be located in an area not generally accessible to the public and will not pose a hazard.

2. *The accessibility of the traffic patterns for persons and vehicles, and the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;*

Response: The proposed siren will not affect traffic or parking except during construction.

3. *The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;* Response: The siren will not emit glare, dust or odor, and will only emit noise in response to an official tsunami warning or regular testing.

4. *Treatment given, as appropriate, to such aspects as landscaping, screening, open space, parking and loading areas, service areas, lighting and signs;*

Response: No changes to landscaping or current loading areas are proposed.

- C. *That such use or feature as proposed will comply with the applicable provisions of this title, will be consistent with the policies and programs of the general plan and will assist in carrying out and be in conformity with the Trinidad coastal program.* Response: As discussed above, under the "Zoning Ordinance / General Plan Consistency" section, the proposed project can be found to be consistent with the City's Zoning Ordinance, General Plan and Local Coastal Program.

- D. *That the proposed use or feature will have no significant adverse environmental impact or there are no feasible alternatives, or feasible mitigation measures, as provided in the California Environmental Quality Act, available which would substantially lessen any significant adverse impact that the actions allowed by the conditional use permit may have on the environment.* Response: There will be no significant adverse environmental impact. The project is categorically exempt from CEQA per §15303 exempting construction of small structures.

- E. *When the subject property is located between the sea and the first public road paralleling the sea or within three hundred feet of the inland extent of any beach or of the mean high tide line where there is no beach, whichever is the greater, that:*

1. *The development provides adequate physical access or public or private commercial use and does not interfere with such uses.* Response: The project will not physically interfere with coastal access.

2. *The development adequately protects public views from any public road or from a recreational area to, and along, the coast.* Response: The location and narrow profile of the proposed siren will maximize public safety while minimizing view obstruction.

3. *The development is compatible with the established physical scale of the area.* Response: The siren is similar to an adjacent utility pole.

4. *The development does not significantly alter existing natural landforms.* Response: Only minimal ground disturbance will be required, and landforms and topography will not be altered.

5. *The development complies with shoreline erosion and geologic setback requirements.* Response: The pole will be located in a flat area will away from any bluff.

SLOPE STABILITY:

The siren will be located in an area that is designated as having “questionable stability” on Plate 3 of the General Plan. However, very little ground disturbance will be necessary to place the pole. It will be buried 6 ft into the ground in an area that is flat, already developed and adjacent to the existing vacation rental driveway. The applicant has submitted structural drawings and calculations that will be reviewed by the City’s Engineer and Building Official. In addition, because the Harbor is an area of Deferred Certification, the City’s authority is generally limited to land use and Design Review; the Coastal Commission issued a Coastal Development Permit waiver for the original sign installation, and a new one has been requested.

SEWAGE DISPOSAL:

The placement of a temporary sign does not require sewage disposal and will not affect the existing system.

LANDSCAPING AND FENCING:

This project does not involve any new landscaping or fencing.

STAFF RECOMMENDATION

Based on the above analysis, the siren can be found to be consistent with the City’s Zoning Ordinance and General Plan and other policies and regulations, and the necessary findings for granting Design Review approval of the project can be made. Staff recommends approval of the project as proposed. Though aesthetics may be negatively impacted, public safety will be more greatly protected. If the Planning Commission agrees with staff’s analysis, then the project may be approved with the following motion:

Based on the information submitted in the application, included in the staff report and public testimony, I move to adopt the information and findings in this staff report and approve the project as conditioned in this staff report.

PLANNING COMMISSION ALTERNATIVES

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

- A. Alter the proposed conditions of approval to address any specific concerns on the part of the Commission or the public.
- B. Delay action / continue the hearing to obtain further information.
 - In this case, the Planning Commission should specify any additional information required from staff or the applicant and / or suggestions on how to modify the project and / or conditions of approval.
- C. Denial of the project.

- The Planning Commission should provide a motion that identifies the Finding(s) that can not be made and giving the reasons for the inability to make said Finding(s).

CONDITIONS OF APPROVAL

1. The applicant is responsible for reimbursing the City for all costs associated with processing the application or to receive a waiver of fees from the City Council. *Responsibility: City Clerk to place receipt in conditions compliance folder prior to sign placement.*
2. The applicant shall submit documentation of approval or waiver of a Coastal Development Permit for the project from the Coastal Commission. *Responsibility: Building Official to confirm at time building permits are issued.*
3. Recommended conditions of the City Building Official shall be required to be met as part of the building permit application submittal. *Responsibility: Building Official to confirm prior to building permits being issued.*
4. Construction related activities are to occur in a manner that incorporates storm water runoff and erosion control measures in order to protect water quality considerations near the bluffs. Specific water quality goals include, but are not limited to:
 - a. Limiting sediment loss resulting from construction
 - b. Limiting the extent and duration of land disturbing activities
 - c. Replacing vegetation as soon as possible
 - d. Maintaining natural drainage conditions*Responsibility: Building Official to confirm at time building permits are issued and during construction.*
5. A qualified cultural monitor will be employed to be on-site during ground disturbing activities. *Responsibility: Building Official to confirm at time building permits are issued.*





