DISCUSSION AGENDA ITEM #3

SUPPORTING DOCUMENTATION FOLLOWS WITH: 13 PAGES

3. **Morgan 2010-06**: Modification of an existing Conditional Use Permit for the Trinidad Bay Bed and Breakfast to remove a previous condition placed on the original project approval in 1985 that all laundry must be done off-site. Located at 560 Edwards Street; APN: 042-101-07

Filed:	July 8, 2010
Staff:	Trever Parker
Staff Report:	July 9, 2010
Hearing Date:	July 21, 2010
Commission Action:	

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO:	2010-06
APPLICANT (S):	Michael Morgan
AGENT:	NA
PROJECT LOCATION:	560 Edwards Street
PROJECT DESCRIPTION:	Modification of an existing Conditional Use Permit for the Trinidad Bed and Breakfast to remove two conditions previously placed on the original project approval in 1985 that (1) a commercial linen service must be used, and (2) that the use permit will be suspended if the septic system were to fail.
ASSESSOR'S PARCEL NUMBER:	042-101-07
ZONING:	PD – Planned Development
GENERAL PLAN DESIGNATION:	PD – Planned Development
ENVIRONMENTAL REVIEW:	Categorically Exempt from CEQA per § 15305 of the CEQA Guidelines exempting minor alterations in land use limitations.

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 within that time. Furthermore, this project ~~is~~ ___ / **is not _X_** appealable to the Coastal Commission per the City's certified LCP, but may be appealable per Section 30603 of the Coastal Act.

STAFF COMMENTS:

Because of the nature of this request, most of the staff report discussion items do not apply, and so this is an abbreviated form of a staff report.

Background

The Bed and Breakfast was originally converted from a single-family residence in 1985 by previous owners of the property. According to file information, the project was rather controversial at the time, and residents were adverse to the idea of a commercial establishment in this location. Conditional Use Permits do not expire (unless written as such) and run with the land, meaning they transfer to new property owners. Only two conditions were placed on the original issuance of the Use Permit: (1) that "a commercial linen service must be used;" and (2) that "if the septic system fails, this permit shall be discontinued until the system is brought up to standards or replaced; a compliance check shall be made by the City Building Inspector." The applicant is requesting that both conditions be removed at this time. A discussion from staff's perspective is included below under 'sewage disposal.' Also see the letter submitted by the applicant for additional reasoning and support.

SITE CHARACTERISTICS:

The subject property is located on the corner of Trinity and Edwards Street. It is developed with a large residence and outbuildings that have previously been approved for use as a bed and breakfast. The site is generally flat, and access is from Edwards Street. The project will not result in any changes to the physical characteristics of the site.

ZONING ORDINANCE/GENERAL PLAN CONSISTENCY

A bed and breakfast is an allowable use with the granting of a use permit in the PD zone (§17.36.020). A use permit to run a 5-bedroom bed and breakfast was granted by the City in accordance with the certified Local Coastal Plan (LCP) in 1985. The proposed project will not change any structures or the use of the property that would affect zoning, setbacks, etc.). This request could be considered a change in the intensity of the use, but still meets the requirements of the LCP. Because the Use Permit was granted with conditions imposed by the Planning Commission at that time, the Planning Commission is also the body with the authority to modify that use permit by removing the conditions requested. The Use Permit findings are included below, but they should be considered just in terms of removing the conditions, not the existing use.

SLOPE STABILITY:

The property where the proposed project is located is outside of any areas designated as unstable or questionably stable based on Plate 3 of the Trinidad General Plan.

SEWAGE DISPOSAL:

Condition 1

When looking at all the facts surrounding the situation, this condition seems to be somewhat unreasonable. I can find no evidence that this condition was based on any real data or professional recommendation. There was quite a bit of involvement in this project from the County Division of Environmental Health (DEH), and they never had any objections (thought they did have concerns) with the project and did not recommend this condition. Further, the septic system was upgraded in 1989 to add a larger tank and additional leachlines. It still does not meet current standards were a new system for a new business to be installed today. However, it is functioning properly according to documentation submitted by the applicant showing pumping and inspections records from Steve's Septic Service. The current owner has the system inspected and pumped annually in order to protect it. The property does not appear to use significantly more water than neighboring properties. In addition, there would be no restriction on the property owner taking the laundry to his adjacent property and doing the wash there. There would also be no restriction on the owner paying some other nearby resident to do the laundry, so the amount of water going in to the ground is really unenforceable is that is the major concern. Although DEH did have some concerns since the system is undersized for the use, they determined that they had no objections to the removal of the condition to use a commercial laundry service as long as a record of an annual wet weather season inspection of the system is provided to DEH.

Condition 2

The second condition placed on the project that the business must cease if the septic system fails is covered by other laws. If the system were to fail the County Division of Environmental Health (DEH) would take immediate enforcement action. This situation is also covered by the City's recent OWTS Management Program ordinance. I don't see how it adds any more protection or enforcement ability having this condition in place. However, this condition was a recommendation of the DEH as part of the referral process for the use permit processing in 1985. Conditions may have been different then and the County did not have as many options for enforcement. But at this point, the DEH has no issue with removing this condition.

LANDSCAPING AND FENCING:

There is no landscaping or fencing associated with this project.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

Because the project will not alter any structures, and will not change the topography of the site by more than 2 feet, no Design Review is required.

USE PERMIT FINDINGS:

The following findings, as may be revised, are required in order to approve this project. As usual, the findings are written in a manor to allow approval of the project, but if the Planning Commission disagrees with any of the findings, or public testimony presents conflicting information, then the findings should be reworded accordingly.

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 use of the site as a bed and breakfast has already been established. The removal of the conditions relating to the septic system will alter the use.

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: There is no evidence that utilizing the existing septic system for laundry will adversely affect the function of the system.

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 project will not affect traffic or parking.

3. *The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;* Response: The proposed project will not involve any emissions. Other legal safeguards are already in place to project public health and the environment should the OWTS fail or malfunction.

4. *Treatment given, as appropriate, to such aspects as landscaping, screening, open space, parking and loading areas, service areas, lighting and signs;* Response: The proposed removal of conditions will not affect any of these items.

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: Removal of individual trees is exempt from CEQA per § 15301 of the CEQA Guidelines exempting minor alterations to existing facilities.

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:* Response: The project is not located between the sea and the first public road, therefore the following findings are **not** applicable.

1. *The development provides adequate physical access or public or private commercial use and does not interfere with such uses.*

2. *The development adequately protects public views from any public road or from a recreational area to, and along, the coast.*

3. *The development is compatible with the established physical scale of the area.*

4. *The development does not significantly alter existing natural landforms.*

5. *The development complies with shoreline erosion and geologic setback requirements.*

PLANNING COMMISSION ACTION:

Based on the above analysis, the project is consistent with the City's Zoning Ordinance and General Plan and other policies and regulations, and the necessary findings for granting approval of the project can be made. The Planning Commission agreed with staff's recommendation and found that the Use Permit Findings could be made, and approved the project with the following motion:

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 findings in this staff report and approve the project as submitted.

CONDITIONS OF APPROVAL

1. The property owner shall have the septic system inspected annually during the wet weather season and the results provided to DEH each year. This inspection schedule may be modified under implementation of the City's OWTS Management Program with written approval from DEH.

2. The owner recognizes that if the septic system fails, steps will be taken by the City and / or DEH to rectify the situation, which may include suspension of the Use Permit or temporary closure of the business until the system is repaired to the satisfaction of DEH.

(7 PAGES)

APPLICATION #: 2010-06

APPLICATION TO THE CITY OF TRINIDAD
TO BE COMPLETED BY THE APPLICANT

(1) TYPE OF APPLICATION (Check One Category)

Use Permit MODIFICATION	X	Rezone	____
Variance	____	Subdivision	____
Design Review	____	Grading Permit	____
Lot Line Adjustment	____	Other	____

(2) NAME OF PROPERTY OWNER: MICHAEL MORGAN

MAILING ADDRESS: PO BOX 1115 TRINIDAD CA 95570

PHONE #: 677 0101

(3) NAME OF APPLICANT / AGENT (If Different):

MAILING ADDRESS:

PHONE #:

(4) SITE LOCATION:

AP#:

STEET ADDRESS: 560 EDWARDS ST

(5) PROJECT PROPOSAL: LETTER SUBMITTED

STATEMENT OF APPLICANT UNDERSTANDING

I UNDERSTAND THAT TEN (10) COPIES OF PLANS AND SUPPLEMENTAL INFORMATION ARE REQUIRED TO ACCOMPANY THE APPLICATION AND THAT A PRE-APPLICATION REVIEW PRECEDES FORMAL ACCEPTANCE OF THE APPLICATION. I ALSO UNDERSTAND THAT INCOMPLETE APPLICATION SUBMITTALS MAY CASUE DELAY IN PROCESSING THE APPLICATION REQUEST. I HEREBY CERTIFY THAT THE ABOVE AND ALL ACCOMPLANYING INFORMATION AND PLANS ARE TRUE AND CORRECT, AND THAT THE CITY PERSONNEL ARE AUTHORIZED TO ENTER UPON THE DESCRIBED PROERTY AS RESONABLY NECESSARY TO EVALUATE THE PROJECT. FURTHER, I REVIEWED THE ATTACHED INFORMATION TO THE APPLICATION FORM AND UNDERSTAND THE APPLICATION PROCESS DESCRIBED THERIN.

_____

Signature of Applicant / Agent

IF THE APPLICANT / AGENT IS NOT THE OWNER OF RECORD:
I AUTHORIZE THE APPLICANT TO FIULE THIS APPLICATION AND TO REPRESENT ME IN ALL MATTERS CONCERNING THE APPLICATION.

_____

Signature of Owner of Record

A FILING FEE IS REQUIRED TO ACCOMPANY THIS APPLICATION.

TO BE COMPLETED BY CITY STAFF:

Receipt #: _____ Receipt Amount: _____

Account: _____ Received By: _____

City of Trinidad

Date: _____

May 21, 2010

City of Trinidad
Att: Stephen Albright, City Manager
Re: 1985 B&B Use Permit

Steve:

Let me first of all thank you for your patience in this matter. Your professional perspective of understanding and assisting in this unexpected and difficult situation has been invaluable.

I would like the city to review and remove both use permit conditions imposed on my bed and breakfast business at 560 Edwards Street back in 1985 — copies of your letter and the Kirk's Application #85-2 attached. During this review process, I would like relief from complying with the condition that a commercial linen service be used.

As you know, I am in the process of "saving" my small business, the Trinidad Bay Bed & Breakfast. At risk of foreclosure in April, I filled for protection under Chapter 11 to complete a reorganization. This was a difficult decision as it impacts my life as well as our town for many years to come.

The B&B's loan servicer misrepresented their foreclosure position on my property at 462 View a few weeks before announcing proceedings against the B&B. Consequently, I felt I had no choice except to file for protection. 462 View St. was in escrow with an approved appraisal, financing and needed 2 weeks to close. The loan servicer told my agent and I we would have a full 30 days to close, but auctioned the property anyway. It was then re listed at $60K less. I can only hope that my buyer will get to purchase and receive some benefit in this unfortunate circumstance.

I did not want a similar outcome for the B&B. Most likely, it would have been converted back into a private residence and listed cheaply. The City would loose not only on reduced annual property tax revenue but also the large percentage of Transient Occupancy Tax revenue which the B&B contributes to its budget. My Innkeeper would loose his home and he and I would loose our major source of income. Trinidad's visitors would loose one of their favorite places to stay and tourists would have no similar nightly lodging in town.

I welcome the challenge of fighting for this important Trinidad business and for all the people, businesses, and visitors it supports in our little community. I was not anticipating what I see as an undue burden of a new to me restriction on our doing laundry there.

Per your letter: 1) that a "commercial linen service be used;" and 2) that in the "event of a septic system failure this permit will be discontinued until the system is brought up to standards or replaced."

The first condition seems unfair, outdated, and is a financial and ecological burden to my business. This is especially true now that Trinidad does not have a laundry facility in town, and that there isn't even a county service that can accommodate our high quality B&B linens. The second one seems silly, of course the business wouldn't operate if the septic failed - how could it?

As stated, I would like temporary relief from complying with the linen service condition. This can reasonably be granted given our past years of septic system performance and maintenance and our responsible business operations and financial contributions. As we've done annually, not part of any restriction, we will pump our septic system June 1st. Evidence of such maintenance can be provided from our system servicer Steve's Septic.

During review, I'd like consideration of the following points:

Equity of Treatment — I'm not aware of any other business or residence with such restrictions. Many homes may do similar amounts of laundry or more with older, water wasting machines.

Financial and Environmental Burdens — Driving to McKinleyville several times a week to wash our room's laundry is an undue financial burden. Not only would this impose substantial new financial costs for the B&B during our reorganization, it would also cost the environment in truck emissions during hours of additional transportation. All that with no real or demonstrated benefit to our local environment or economy. *Our cost would increase $8.00-$12.00 per each load for laundry service not including transportation costs.*

Conservation — I purchased and use new high efficiency machines for conservation of water and electricity. Our clothes washer uses 8 gallons of water per load over an hour. When full, and everyone is checking out, that amounts to 32 gallons over 4 or more hours of laundry. If required, I'm willing to do some laundry at my home to mitigate any perceived threats to our current system with similar machines.

Performance & Maintenance — Our septic system performance and its maintenance beyond what is required further demonstrates our commitment to the environment over the past 4 years. I've been told our grey water tank, pumped at the same time, is separate from our waste tank.

Per your letter suggesting that I *"file an application with the City for Planning Commission to review (after 25 years) the applicability of the conditions to the permit"*, please consider this letter and attachments as my application for such a review.

Thank you again for your assistance and patience.

Mike Morgan, Owner Trinidad Bay Bed & Breakfast

Cc: Trever Parker, City Council

CUSTOMER'S ORDER NO.	PHONE	DATE

NAME

ADDRESS

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RET'D	PAID OUT

QTY.	DESCRIPTION	PRICE	AMOUNT
		TAX	
RECEIVED BY		TOTAL	

All claims and returned goods MUST be accompanied by this bill

9154

THANK YOU

STEVE'S SEPTIC SERVICE
#1 IN THE #2 BUSINESS !
1810 Murray Road, McKinleyville, CA 95519
(707) 839-2270 / Fax: (707) 839-2112
E-mail: ssslle2112@sbcglobal.net

June 1, 2010

Trinidad Bed & Breakfast
(707) 677-0840 phone
(707) 677-9374 fax
Attn: Jason

Following is a schedule of all services done by Steve's Septic Service.

11/29/00: Pumped 2 small tanks

12/03/01: Pumped grey water tank and small septic tank

02/06/03: Pumped full load from grease and septic tank

08/02/05: Pumped 1200 gallon septic tank and 800 gallon grey water tank

08/10/06: Pumped 1200 gallon septic tank and grey water tank on yearly schedule

08/16/07: Pumped septic tank and grey water system on yearly schedule

07/25/08: Pumped 1500 gallons from septic tank on yearly schedule

08/13/09: Pumped 1500 gallons from septic tank and grey water tank on yearly schedule

Please feel free to call the office at any time should you have any questions.

Thank you,

Teresa Green

Teresa Green
Owner

CITY OF TRINIDAD
P.O. Box 390
409 Trinity Street
Trinidad, CA 95570
(707) 677-3876
Fax: (707) 677-9517

Steve Albright, City Manager

March 23, 2010

Mike Morgan, Owner
Trinidad Bay Bed and Breakfast
P. O. Box 849
Trinidad, CA 95570

Dear Mike:

This letter is in response to your request to officially notify you of the conditions that were placed on the Use Permit for the Trinidad Bay Bed and Breakfast in 1985. Those conditions transfer with the property from owner to owner and are still in affect.

Two conditions were listed in the Minutes for the Trinidad Planning Commission Meeting where the Use Permit was conditionally approved in 1985:

1) **that a "commercial linen service be used;" and**
2) **that in the "event of a septic system failure this permit will be discontinued until the system is brought up to standards or replaced."**

As you are aware, an oral and written citizen complaint was filed by a local resident stating that you are in violation of your permit conditions because you are not using a commercial linen service. In personally discussing this complaint with you, you advised me that you were not aware of the condition.

In response to the complaint and in an effort to assist you to come into compliance with the conditions of the permit, I would suggest that you have at least two options. First, you could simply comply by using a commercial linen service for the laundry requirements of the bed and breakfast inn. Second, you could file an application with the City for the Planning Commission to review (after 25 years) the applicability of the conditions to the permit. If you were to initiate a request to alter the conditions, it would give you an opportunity to justify any changes to the business that would give cause for the condition to be changed.

Please respond within the next 30 days to either notify me that the condition is being met or that you intend some other course of action. Thanks for your cooperation.

Sincerely,

Steve

Stephen Albright, City Manager
City of Trinidad

cc: Trever Parker

Phone 677-0223 (Area Code 70

City of Trinidad

P.O. Drawer N Trinidad, California 95570

Notice of Action Taken

Applicant Paul & Carol Kirk Application # 85-2

Address 560 Edwards Street AP # 42-101-07

The City of Trinidad has reviewed the application for

Conditional Use Permit on May 8, 1985.

The Planning Commission/City Council

_____ Approved

XXX Conditionally approved

_____ Disapproved

the application. Any conditions placed on the approval are attached. This decision may be appealed to the City Council/Coastal Commission. Appeals shall be filed in the office of the City Clerk within 10 days of the date the Coastal Commission receives a Notice of Action Taken. For details of appeal procedure, contact the City Clerk.

Sincerely,

Merilea

Merilea Partch
City Clerk

Conditions set on approval: A commercial linen service must be used. If the septic system fails this permit shall be discontinued until the system is brought up to standards or replaced. A compliance check shall be made by the City Building Inspector.

Findings by the Planning Commission/City Council: This proposed use is appropriate siting Section 7.09 of the Trinidad Zoning Ordinance, Conditional Use Permit Findings A. through D. (pages 33-34).

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DISCUSSION AGENDA ITEM #4

SUPPORTING DOCUMENTATION FOLLOWS WITH: 27 PAGES

4. General Plan Update: Discussion of the Draft Circulation Element, General Plan Update.

CIRCULATION ELEMENT

A. Purpose
B. Existing Conditions
1. Issues of Local Significance
C. Traffic
1. Patterns
2. Volumes
3. Truck Traffic
4. Intersections
D. Parking
E. Public Transit
F. Alternate Modes of Transportation
G. Public Services
1. Solid Waste and Recycling
2. Stormwater System
3. Transmission Facilities
4. Wastewater Disposal / Onsite Wastewater Treatment Systems
5. Water

A. 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, 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 "an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications."

The overall purpose of the Circulation Element, as outlined by the State of California General Plan Guidelines is to:

- coordinate the transportation and circulation system with planned land uses;
- promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- make efficient use of existing transportation facilities;
- protect environmental quality; and
- promote the wise and equitable use of economic and natural resources.

This 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 affects associated with single cars; where the focus of the public service policies to ensure provision of adequate services into the future while conserving natural resources.

This Element also addresses the following issues of local significance:

- Traffic and Circulation Patterns;
- Seasonal traffic patterns, and
- Pedestrian safety.

Parking

- On- and off-street parking supply;
- Handicapped parking.

Alternate Modes of Transportation:

- Public Transportation;
- Trails;
- Bike routes.

B. EXISTING CONDITIONS

Located 15 to 25 miles from the Eureka-Arcata area, 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 public services, employment, and commercial areas. Highway 101 also facilitates visitor access to Trinidad.

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., and Patrick's Point Dr., are three 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. The City adopted a Scenic Highway Element as part of the General Plan in 1975, but is limited in that it~~it only~~ contain~~ed~~s policies that would only be enacted if any routes became part of the State scenic highway program.

In the City, there are approximately ___ miles of paved, impermeable roadway, the majority of which are narrow, collector streets, with the exception of Trinity, Main and Edwards that wind through the Planned Development/Mixed Use district and provide access to the Harbor. Heavily traveled streets should be kept well maintained, and where necessary, widened and paved. However, it should also be recognized that wider better streets often result in faster traffic speeds. Most of the roads around the City are minimally improved, inadequate to handle any more development on adjacent County lands, and are low priority for improvement/repair on the County Road Improvement

List. 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.

1. Issues of Local Significance

Traffic in the City of Trinidad is unique in that it experiences heavier, peak periods during weekends and over the summer when there are a high number of tourists. 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 is a current issue of significant concern in town. The City has applied for a grant to develop solutions for this project. Trinidad is small enough that it could be a very walkable community, but there are several existing constraints, including the tourism, which is inherently based on auto traffic.

There is a general consensus that a problem exists with the Freeway entrance/exit area, where six access ways converge. Consequently, the City designated a 'Gateway Committee' and applied for grant funding to study the issues and alternatives available at this location. The alternatives could 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 issue 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 issues in the City, including:

- street lights and development east of 101
- slowed traffic on Trinity Street
- public transportation improvement
- a decrease in street signage
- walking tour of Trinidad with benches
- alternative modes of transportation

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.

Hwy 101 is only route that connects Trinidad with towns to the north or south, with limits the opportunities for alternative transportation. This is particularly a problem since Trinidad is a bedroom community and most residents are either retired or commute south to McKinleyville, Arcata or Eureka to work. The 2000 Census shows that 66.5% of people in Trinidad drive alone to work. Each person drives an average of 39.5 miles per day and 14,417.5 miles per year. Reducing the need for vehicle miles traveled would reduce energy consumption, reduce greenhouse gas emissions and make it easier for people, particularly elderly and disabled to live in Trinidad.

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 current average daily traffic (ADT) count is approximately 8,800 and on the north side of the Trinidad exit, ADT is 5,100. Streamline Planning Consultants recorded traffic counts for in 2009 for major city streets in Trinidad (in ADT):

- Edwards St: ~1290
- Main St: ~3170
- Trinity St: ~2500

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.: ~1600

The Humboldt County Needs Assessment (2003) revealed there to be four main trip generators in the City: (1) Trinidad Market, Post Offices and other services within

Saunder's Shopping Center; (2) Trinidad Elementary School; (3) public beaches, Trinidad Head and coastal trail system; and (4) Hidden Creek RV Park.

3. Truck Traffic

Currently, Trinidad has no defined truck routes, although through-truck traffic naturally uses Main Street.. There seems to be no truck traffic problems though, excluding traffic counts, traffic destination studies have not been performed. It can be presumed that much of the truck traffic crossing through town is serving businesses such as the Seascape Restaurant at the pier, Trinidad Eatery, Chevron gas station and Murphy's Market.

4. Intersections

Goal CIRC-1: Provide and maintain a transportation system that promotes pedestrian safety of Trinidad residents and visitors

Traffic Policies

CIRC-1.1 Maintain the current street configurations. Maintain or reduce current paving or undeveloped right-of-ways and widths of streets with the exception of Main, Trinity and Edwards Streets. This will to maintain safe speeds compatible with pedestrian safety and circulation and preserve the residential character of Trinidad. ~~(CIRC-2)~~

CIRC-1.2 Both sides of Main Street and Trinity Street shall have continuous sidewalks. Edwards Street should have a sidewalk on at least one side of the street, providing linkage to pedestrian trails. Parking should be limited to one side of Edwards Street. ~~(CIRC-4)~~

CIRC-1.3 A minimum amount of street frontage for each lot has and continues to be required in the City for new occupancies and new or existing vacant lots.

CIRC-1.3 Install sidewalks where necessary for pedestrian safety. Limiting sidewalk installation and street improvements helps retains the present undeveloped right-of-ways and will preserve its rural character.

Goal CIRC-2: 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 while reducing miles traveled in vehicles

CIRC-2.1 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-2)~~

CIRC-2.2 ~~To meet the projected travel demands,~~ Construct all road maintenance and improvements ~~shall be constructed~~ in accordance with a~~the~~ Pavement Management System Plan, which shall be updated annually, and the standards established by the City Engineer. These roadway improvements are designed to improve circulation in the Trinidad and to meet the projected travel demands. ~~(CIRC-3)~~

CIRC-2.3 Any new or existing lot in the City intended for a new residential occupancy shall have at least 25 feet of frontage on a publicly dedicated road. On lots, when a private right-of-way serves as access to more than one dwelling, the right-of-way should be at least 25 feet wide and shall be offered to be dedicated to the public. Gated communities shall not be allowed within City limits. ~~(CIRC-5)~~

CIRC-2.4 New subdivisions outside of City limits or annexations within the intensive development area should require streets offered to be dedicated to the public, not private roads. These roads should be improved to the County's road improvement standards for dedicated public streets prior to finalizing approval. All subdivision streets shall be adequately paved. Gated communities should not be allowed. ~~(CIRC-6)~~

CIRC-2.5 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 or other obstacles. ~~(CIRC-7)~~

CIRC-2.6. Scenic Drive, Stagecoach Road, Patrick's Point Drive north of the intersection with Stagecoach Road, and Edwards Street are the four scenic routes in the planning area. ~~Scenic Drive is limited to one lane in certain areas but it should be considered a scenic road because of the spectacular views of the coast. (CIRC-8)~~

CIRC-2.7 Provide a~~A~~ second access road from the Quarry Road area to Westhaven Drive ~~shall be provided~~ when the County or City approves land divisions in this area. The Land Use Map FIGURE ___ indicates one possible alignment. ~~(CIRC-9)~~

CIRC-2.8 Require ~~S~~significant development proposed within the City or County that will access the Trinidad/ Highway 101 intersection ~~shall be required~~ to assess the impacts to this intersection and adjacent road capacities and provide design improvements as mitigation. ~~(CIRC-10)~~

CIRC-2.9 ~~The City shall continue to p~~Pursue funding to study and construct an appropriate traffic control option at the Trinidad/Highway 101 Intersection. ~~(CIRC-11)~~

CIRC-2.10 Participate in programs and otherwise encourage the reduction of vehicle miles traveled in order to reduce greenhouse gas emissions and energy consumption.

Program CIRC-2.10.1: Create a Car Pooling Program for the residents of Trinidad to reduce individual miles traveled to work

Program CIRC-2.10.2: Implement a School Ridesharing Program to reduce the number of cars being used to transport children to school.

Program CIRC-2.10.3: Promote Ridesharing through outreach and education in order to decrease reliance on individual transport

D. PARKING

Parking in Trinidad is provided both by on-street parking as well as off-street parking for residences and commercial areas. Handicapped parking is also available for visitors and residents. Handicapped spots can be found in the Planned development/ Commercial zone:

- west of the lighthouse (1)
- Trinidad Eatery parking lot (1)
- West of town hall on the street (1)
- Trinidad Elementary School parking lot (1)
- East of the Trinidad Elementary School on the street (2)
- Murphy's Market parking lot (2)

Commercial establishments require parking for both employees and customers. As of 2009, [redacted] on-street parking spaces exist in Trinidad in the Mixed Use / Commercial zone. The City Council occasionally appoints a Parking Committee to assess parking sufficiency. Recommendations from the Ad Hoc Parking Committee (14 October 1999) address parking issues in and near properties zoned PD (since revised to MU). Though no "parking crisis" was found and any minor problems can 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 be an option, but that has been subject to controversy and needs to be readdressed;
- 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 between Van Wycke Street and the Memorial Lighthouse. Time limits, such as designating a 2-hour parking limit along the south side of Edward Street, or impacts to adjacent residential areas should be considered;
- A curb adjacent to the Memorial lighthouse property needs painted red;
- Street improvements on the East side of Hector Street should be required to provide additional parking when the land is developed; and,
- Exempt existing residential lots designated Planned Development (now MU) along Main, Trinity, and Edwards Streets from commercial off-street parking requirements.

Parking spaces result in an increase of impermeable surfaces within the city and increased surface runoff. Sometimes they conflict with septic system area requirements and slope stabilization.

Goal CIRC-3: 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-3.1 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.

CIRC-3.2 Conduct Pperiodic circulation and parking studies ~~should be done~~ in order to stay abreast of potential new opportunities and problems. ~~(CIRC-14)~~

CIRC-3.3 ~~The City shall d~~Develop and enforce an ordinance for keeping alleyways unobstructed at all times for public and emergency vehicles. ~~(CIRC-17)~~

CIRC-3.4 ~~All new residences and additions to existing residences shall provide~~ Insure that a surfaced parking area for at least two vehicles is provided for each primary residence as part of an application for new construction or an addition. ~~(CIRC-12)~~

CIRC-3.5 Vehicle or other storage should not be allowed in required off-street parking spaces; it conflicts with the parking needs of the neighborhood. ~~(CIRC-15)~~

CIRC-3.6 ~~P~~Reduce parking requirements for the Mixed Use Zone ~~shall be reduced~~ to allow existing structures to be utilized for commercial uses. ~~(CIRC-18)~~

CIRC-3.7 Public parking areas with 2-hour parking limits should be provided, when found necessary, along the South side of Edwards Street for public access to trails and vista points. ~~(CIRC-13)~~

CIRC-3.8 Implement ~~T~~the parking-in-lieu mechanism ~~should be implemented~~ in a manner that reduces the impacts of the project providing the fees. ~~(CIRC-16)~~

CIRC-3.9 Consider partnering with landowners inside or nearby to the City with large vacant parcels or with large parking lots to accommodate parking for special events such as the Fish Festival.

CIRC-3.10 Provide parking for tourists in centralized locations that encourage walking around town.

E. PUBLIC TRANSIT

Prior to the ~~1979 General Plan~~ establishment of bus service in Trinidad in _____, 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. Today,

Trinidad is the northernmost stop of the ~~Humboldt~~Redwood Transit System, but there are only six stops per day on the weekdays and no weekend service. ~~, and s~~ Since the formation of this bus route, the City has participated in the program and provide~~ding~~d bus stops. This gives residents ~~the option of walking, driving,~~ some options for taking the bus. According to the 2000 census, only 1.2% of Trinidad residents use public transit as a way to travel to work. 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.

Goal CIRC-4: ~~Develop~~Maintain and improve a safe, effective, sustainable and decent public transportation system that interconnects the public, institutional, residential, commercial, and recreation areas for the convenience of residents to improve ridership and as an opportunity to attract tourists

Transit Policies

CIRC-4.1 ~~The City shall w~~Work to improve and expand regional bus service via Humboldt Transit Authority (or other provider such as Trinidad Rancheria) to meet those transit needs that can be reasonably met, with particular emphasis on the needs of the elderly, handicapped, low income, and community college students. ~~(CIRC-19)~~

Program CIRC-4.1.1: Provide bas facilities in the major commercial and mixed use development areas including the Harbor and along Trinity Street to encourage ridership. Increase the number of stops to these areas at peak times of the day.

Program CIRC-4.1.2: Expand bus service by working with local providers to increase the frequency of trips between the towns to allow more individuals to utilize the service. Encourage a more direct route into Eureka with fewer stops in the McKinleyville area.

CIRC-4.2 ~~The City should s~~Support the regional bus service so as to continue to offer convenient, safe, and reliable transit services, and to ensure that the financial stability of the transit system continues. ~~(CIRC-19)~~

Program CIRC-4.2.1: Inform the public on bus services. Ensure information on bus times and service are provided at bus stops. Disperse pamphlets locally to encourage the use of the bus system.

CIRC-4.3 Create a tourist shuttle system with a fixed route to the Trinidad Harbor for visitors. This would reduce individual vehicle use and would be easy for visitors to use.

~~*CIRC-4.3* The City should collaborate with the bus service provider to encourage a more direct route into Eureka, with fewer stops in the McKinleyville area. (CIRC-20)~~

F. ALTERNATE MODES OF TRANSPORTATION

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 Plan describes each of the existing trails and their history and conditions. The City has approved trail marker descriptions so as uniform and equal method for trail identification is implemented on all these trails.

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

The Humboldt County Association of Governments published the *Regional Bicycle Facilities Plan 2000 for Humboldt County*, The plan designates one Class III route (shared road with signs) from Highway 101 to the end of Edwards Street. The City designated Ocean Avenue as a bicycle route; the signage connecting Main Street with 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-5: Provide a pedestrian, bike and equestrian-friendly environment which allows Trinidad residents and visitors reasonable access to the City and its views preserves the characteristics of Trinidad and the surrounding area

Alternative Transportation Policies

CIRC-5.1 ~~The City shall p~~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. This may require seeking grant funding, volunteer efforts, or developing conditions for private development proposals. ~~(CIRC-21)~~

CIRC-5.2 ~~The City shall p~~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. ~~(CIRC-22)~~

1. *More surveyscopes and examples*
2. *Intersections*

CIRC-5.3 ~~The City shall c~~Continue to update the City's ~~its~~ Trails ~~p~~Plan, where necessary, to encourage pedestrian and / or non-motorized vehicular access to appropriate areas open to the public. ~~(CIRC-23)~~

CIRC-5.4 ~~Horseback riding should be p~~Promote~~d~~ horseback riding as a form of recreation and transportation by providing equestrian trails, where feasible.

G. 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, but that does not encourage additional 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, street maintenance, cemetery maintenance, and a storm drain system. The City also provides support for the Volunteer Fire Department, Trinidad Elementary School, the Trinidad Branch of the Humboldt County Library and the Trinidad Museum. Private companies own the electric, gas, telephone, and cable services, though they are regulated by the Public Utilities Commission.

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, and OWTS Management Program and an ADU ordinance. 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.

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, the storm drain system and solid waste and recycling services.

1. Solid Waste, Reduction and Recycling

Humboldt Sanitation and Recycling currently contracts their services for garbage pick-up with residents, businesses and public service municipalities. 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. ~~disposed of in the~~ There is no local landfill since the Cummings Road landfill reached capacity. Other alternatives are currently being pursued. ~~A small portion of the collected waste is hauled and disposed out of state.~~

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) was adopted by the City as a further fulfillment of AB 939. This document serves as a guide to implement waste

reduction strategies. The City of Trinidad diverted 67 percent of their waste in the 1998-reporting year. The City continues to contract with an individual to complete 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 exotic 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.
~~The dumping of yard wastes over bluff tops and the banks of streams in the City should be curbed as it can provide impacts to bank stability, erosion, and introduction of exotic plant species, pests and chemicals into the natural environment. (CONS 14.67?~~

Goal CIRC-6: ~~Reduce and/or dispose of all types of refuse and recycle to preserve the natural surroundings of the area and health of the public~~ 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.

Waste & Recycling Policies

CIRC-6.1 ~~The City shall~~ Continue to contract for solid waste disposal and recycling services in a manner that meets the needs of the residents in the area. ~~The City should~~ Consider entering into a formal Franchise Agreement with the solid waste disposal service provider that gives residents the most access to services.

CIRC-6.2 Maintain an integrated waste management plant that utilizes a hierarchy that first emphasizes 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.

CIRC-6.3 ~~The City shall m~~Maintain and improve programs included in the City's Source Reduction and Recycling Element~~s~~ to reduce litter and other illegal solid waste disposal and to minimize the amount of wastes requiring disposal. ~~(CONS-9)~~

CIRC-6.4~~3~~ ~~The City shall, a~~As part of the above "Element~~s~~', develop a program that allows collection and reuse of yard waste and discourages dumping such wastes over the bluff top. ~~(CONS-10)~~

Program CIRC-6.4.1: Provide no- or low-cost compost bins to residence and business owners

Program CIRC-6.4.2: Implement or support training workshops to effectively educate the community of composting techniques and benefits

Program CIRC-6.4.3: 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)

Program CIRC-6.4.4: Provide composting incentives to businesses

CIRC-6.5~~4~~ ~~The City shall i~~Investigate options for a permanent location for the recycling center that may include screening from adjacent properties. ~~The recycling center should be u~~Update~~d~~ the recycling center to accommodate additional materials as technology becomes available to recycle them.

CIRC-6.6~~5~~ ~~The City shall w~~Work with local business to promote recycling opportunities and to educate people regarding recycling options. ~~(CONS-11)~~

CIRC-6.7 Implement waste reduction, re-use and recycling programs on a continuous basis Citywide to achieve waste diversion goals using the following criteria for program prioritization and selection:

(1) Achieves the maximum feasible reduction in volume and/or weight of waste requiring landfill disposal;
(2) Maximizes the economic value of materials heretofore discarded;
(3) Benefits the environment and health and safety of citizens;
(4) Is able to be implemented on a timely, practical, and cooperative basis;
(5) Lowers impacts to existing or planned waste diversion programs;
(6) Is supported by and is sustainable over the long-term by residents, businesses, and jurisdictions;
(7) Allows cost-effective achievement of the above criteria.

Program CIRC-6.7.1: Conduct a feasibility study as a preliminary step of developing a Waste Reduction Ordinance.

Program CIRC-6.7.2: Identify opportunities and constraints for reducing waste, considering in particular carbon-intensive consumer goods utilized in the City that have viable alternatives

Program CIRC-6.7.3: Develop an effective waste reduction ordinance for the City of Trinidad that limits or bans specified carbon-intensive consumer goods

CIRC-6.8 Recycling and Reuse of Solid Waste: Comply with State requirements to reduce the volume of solid waste through recycling and reduction of solid waste.

Program CIRC-6.8.1: Enact ordinances requiring recycling, reuse, and waste reduction, including recycling of green waste and construction debris.

Program CIRC-6.8.2: Require on-site areas for recycling in commercial, office, multi-family residential developments, and all municipal facilities.

Program CIRC-6 8.3: Continue to participate in the County's Integrated Waste Management Plan operated by the Humboldt Solid Waste Management Authority.

2. Stormwater System

The City has an old and incomplete stormwater drainage system. 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. The Humboldt State University (HSU) Telonicher Marine Lab (TML), and the Trinidad Rancheria Parking Facility are also located within the City of Trinidad Watershed. Stormwater from the HSU TML is also routed in a storm drain that parallels the City's water system and they discharge at the same location. The Trinidad Rancheria mainly has limited stormwater runoff from their parking facility near the harbor and Trinidad Head. Figure # shows the existing stormwater system in the City.

The Trinidad Kelp Beds Area of Special Biological Significance (ASBS) is located around Trinidad head and adjacent to these outfalls. Implementation projects that will reduce bacterial contamination in the waters at Trinidad Beach and Trinidad Bay Beach in addition to minimizing direct stormwater discharge into the ASBS region have been conceptually developed as part of an ongoing integrated watershed planning process. Stormwater treatment techniques utilizing infiltration and bio-retention swales are recommended to be incorporated into the system. Projects reducing direct stormwater discharge into the ASBS region and bacterial contamination in the bay and beach waters should also be encouraged.

The City has been awarded grant funding from the State (Prop 84) to implement stormwater system improvements. Proposed re-directed drainage paths will result in manageable runoff volumes suitable for the proposed treatment technologies. Some drainage will be diverted from Trinidad Bay Beach and re-routed to the Mill Creek drainage where it will be treated by similar techniques. This will reduce the volume and loading of pollutants at Trinidad Bay Beach and stabilize the volume or loading to Mill Creek by utilizing retention and infiltration. In addition to reducing bacterial contamination in stormwater runoff, the implementation projects will allow for the City of Trinidad, the HSU TML, and the Trinidad Rancheria to approach a zero direct discharge of stormwater, including up to a 100-year storm event.

Goal CIRC-7a: ~~Implement a~~ Maintain and improve the City's stormwater treatment system ~~that does not overload~~to reduce polluted runoff into the surrounding environment

Stormwater System Policies

CIRC-7.12 ~~The City's shall u~~Undertake improvements to the City's ~~its~~ stormwater drainage system to minimize the volume and loading of stormwater-related pollutants entering Trinidad Bay. Such improvements ~~should~~ may include re-direction of drainage paths and installation of bio-retention and infiltration components where feasible. (CONS-30)

~~*CIRC-7.3* The City shall develop and maintain an Onsite Wastewater Treatment System (OWTS) Management Program in compliance with the CA OWTS regulations that includes regular monitoring, maintenance, and pumping requirements to assure that State and federal water quality standards are met and polluted runoff, a minimum. (PUBL-13; CONS-6)~~

CIRC-7.2 Develop a comprehensive stormwater management program to minimize the volume and loading of stormwater-related pollutants entering Trinidad Bay. Such improvement should include re-direction of drainage paths and installation of bio-retention systems with infiltration components. (CONS-2.7)

CIRC-7.34 ~~The City shall pursue~~ Iimplementation of a comprehensive water quality monitoring plan for Trinidad Bay and its tributary streams in order to assess and reduce nonpoint source pollution entering the Trinidad Head Area of Special Biological Significance. (CONS-5.1.224)

~~*CIRC-7.5* The City should coordinate with relevant local groups and agencies to promote ecological awareness and identify and develop volunteer and educational opportunities for citizens interested in watershed restoration. (CONS-29)~~

~~*CIRC-7.6* The City shall support community education geared towards helping citizens reduce their impact on the surrounding watershed. The City should consider partnering with Trinidad Elementary School to support such education. (CONS-8)~~

~~*CIRC-7.7* The City shall seek representation on the Westhaven Watershed Council in order to provide support and input for the council's watershed improvement efforts. (CONS-27)~~

GOAL CONS-~~8~~7b: Minimize ~~increases in~~ stormwater /runoff and the introduction of pollutants into the waters in and around the City from new and existing development:

Development & Stormwater~~Water Quality~~ Policies

CIRC-7.41 ~~The City shall i~~Incorporate storm water runoff, erosion 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. ~~*CIRC-7.1(a)*~~ Specific water quality goals include, but are not limited to:

(1) Limit sediment loss resulting from construction.
(2) Limit the extent and duration of land disturbing activities.
(3) Replace native vegetation as soon as possible upon project completion.
(4) Maintain natural drainage conditions.
(5) Conform, wherever possible, to the natural topography of the area.

CONS-7.5 Maximize on-site infiltration of runoff, to the extent practicable, except where site conditions preclude infiltration. In development where infiltration is precluded, implement appropriate treatment control BMPs, such as filtration to reduce the discharge of polluted runoff.

CONS-7.6 Limit the use of curb drains to avoid conveying runoff directly to the City's stormwater conveyance system.

CONS-7.7 To the maximum extent practicable, design and site development to preserve or improve the infiltration, purification, and retention functions of natural drainage systems that exist on the site.

CIRC-7.8 The selection of appropriate BMPs to protect water quality shall be guided by the California Stormwater Quality Association (CASQA) *Stormwater BMP Handbooks* dated January 2003 (or the current edition), or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address the pollutants generated by the development. (WQ-5)

~~*CIRC-8.1* Consistent with section 30230 and 30231 of the Coastal Act, development shall not result in the degradation of coastal waters caused by the introduction of pollutants, or by changes to the landscape that adversely impact the quality, quantity, and flow dynamics of coastal waters. Development shall not discharge runoff in a manner that adversely impacts the biological productivity and the quality of coastal waters appropriate to maintain optimum populations of marine organisms and protect human health. (WQ-3)~~

~~*CIRC-8.2* New development shall be located close to existing roads and services and away from streams in order to limit the impacts of development on undisturbed areas. (CONS-1)~~

~~*CIRC-8.3* Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the maximum extent practicable. (WQ-1)~~

~~*CIRC-8.4* Development shall be designed and managed to minimize increases in runoff volume and peak runoff flow rate, to avoid detrimental water quality impacts caused by excessive erosion and sedimentation. (WQ-2)~~

~~**GOAL CONS-9: To improve water quality through the imposition and implementation of appropriate Best Management Practices (BMPs)**~~

~~Development & Best Management Practices Policies~~

~~*CIRC-9.1* All development shall incorporate Site Design and Source Control Best Management Practices (BMPs) to the maximum extent practicable, to minimize polluted runoff and water quality impacts resulting from the development. BMPs shall be selected to mitigate both construction phase and post-construction water quality impacts. Where required (see below), structural Treatment Control BMPs shall supplement Site Design and Source Control BMPS as necessary to protect coastal water quality. (WQ-4)~~

~~The definitions of Site Design, Source Control, and Treatment Control BMPs are as follows:~~

~~**Site Design BMPs:** Project design features that reduce the generation of pollutants or reduce the alteration of natural landscape features that protect water quality (e.g., minimizing impervious surfaces, or minimizing grading).~~
~~**Source Control BMPs:** Practices that reduce the entrainment of pollutants in runoff (e.g., covering trash receptacles, or minimizing the use of landscaping chemicals and irrigation).~~
~~**Treatment Control BMPs:** Structural systems designed to remove pollutants from runoff (using processes such as gravity settling, filtration, biological uptake, media adsorption, or any other physical, chemical, or biological process) and/or to reduce runoff volume and peak flow rates (using systems such as grassy swales, infiltration basins, detention ponds, or dry wells).~~

~~*CIRC-9.3* All development shall be evaluated by the City during the Coastal Development Permit (CDP) review process for potential adverse impacts to water quality. The applicant shall submit information that details how Site Design and Source Control BMPs will manage or mitigate polluted runoff and water quality impacts resulting from the development, consistent with Zoning Ordinance Section [redacted]. These proposed measures shall be submitted for review and approval as part of the CDP application, or prior to issuance of the CDP. (WQ-6)~~

~~*CIRC-9.4* All Coastal Development Permit approvals shall include conditions requiring the continued application, inspection, and maintenance of required BMPs as necessary to ensure their effective operation for the life of the development. (WQ-7)~~

3. Transmission Facilities

Private companies own the electric, gas, telephone, and cable services, though they are regulated by the Public Utilities Commission. Pacific Gas and Electric (PG&E) is the only provider that has a facility (a substation) within the City. 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. Gas is provided by individual private propane tanks. AT&T and Suddenlink are

the local providers for telephone and cable respectively. 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. This facility has become controversial in the last few years and the City Council has expressed that the City will not be renewing the lease in 2017 in the desire to have the facility removed and an alternative location found.

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.

Goal CIRC-8~~10~~: Ensure that the transmission of utilities shall meet consumer needs, energy efficiency goals, and not change the character of the City

Transmissions Policies

CIRC-~~10~~8.1 Lines and cables shall not obstruct the view 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~~8.2 ~~The City shall e~~Encourage energy efficiency and use reduction in new and existing development and shall set an example by improving the City's ~~its~~ own energy efficiency wherever feasible. ~~(CONS-12)~~

CIRC-~~10~~8.3 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-8.4 Use renewable energy to reduce greenhouse gas emissions.

Program CIRC-8.4.1: Install solar photovoltaic systems in public buildings and consider renewable energy generation options in any future municipal buildings

Program CIRC-8.4.2: Support installation of a charging station for electric vehicles and the fuel cell research at the HSU TML.

Program CIRC-8.4.3: Adopt the 2010 California Green Building Standards for use in new and remodeled construction

Program CIRC-8.4.4: Engage in community outreach to inform people of financial aid options and long-term benefits of utilizing alternative energy sources

Program CIRC-8.4.5: Provide incentives as available for installation and utilization of alternative energy sources

CIRC-8.5 It is intended that development on Trinidad Head be kept to a minimum, with passive recreation and scientific study being the only allowable uses. (CONS-14.2)

CIRC-8.6 Regulate lighting in the City to prevent light pollution while protecting public safety where necessary.

Program CIRC-8.6.1: Require that lighting in commercial areas be kept to the minimum necessary for safety and minimize light spillage from the property

Program CIRC-8.6.2: 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-8.6.3: Street lighting and other public safety lighting should 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 inside and outside the City property owners resist the idea of a sewer-treatment plant due to potential growth-inducing impacts in the area, it is also prohibitively expensive.

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.

Goal CIRC-911: Accommodate the wastewater production while protecting the health, natural resources, property values and tourism

Wastewater Disposal / OWTS Policies

~~CIRC-11.1 The General Plan land use designations shall be based on the use of individual wastewater disposal systems throughout the planning area.~~

CIRC-~~119~~.12 ~~The City shall d~~Develop and maintain an Onsite Wastewater Treatment System (OWTS) Management Program in compliance with the CA OWTS regulations and the North Coast Basin Plan that includes regular monitoring, maintenance, and pumping requirements to assure that State and federal water quality standards are met. Encourage the County to adopt a similar program in the Trinidad-Westhaven area. (LU-1c.8 / CONS-2.6)

CIRC-~~119~~.23 ~~The City shall c~~Coordinate the development review process with the Onsite Wastewater Treatment System Management Program to require accurate and current septic information as part of any ~~the~~ development application, including subdivisions. ~~The City may require appropriate~~ 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.

~~CIRC-11.4 Uses with high year-round wastewater discharges shall not be permitted in areas where septic tanks are the method of wastewater disposal. Other uses with seasonally high discharges during the dry season, such as recreational vehicle parks and restaurants, can be allowed to have septic tanks if the septic tank system is capable of handling the seasonally heavy wastewater discharges and which follow a proper maintenance schedule.~~

~~CIRC-11.5 Subdivision and development proposals in the planning area shall be required to show sewage disposal capabilities. CA Ocean Plan and North Coast Basin plan standards shall be used to ensure that water quality and public health are protected. (CO-22)~~

~~CIRC-11.6 Onsite wastewater treatment systems shall be consistent with Regional Water Quality Control Board standards and the City's sewage disposal ordinance. Existing lots, which are smaller than the prescribed minimum lot size, shall only be developed when a permitted onsite wastewater treatment system can be provided.~~

CIRC-~~119~~.37 ~~The City should p~~Pursue grant funding to monitor and implement projects within the City's entire Planning Area to reduce pollution from onsite wastewater treatment systems. Trinidad ~~shall~~ encourages Humboldt County to participate to the maximum extent possible. Project goals ~~shall~~ 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. The City and County should consider the feasibility and desirability of forming a Septic Maintenance District from Trinidad to Moonstone. (LU-9.6.1~~CO-20~~)

CIRC-9.4 Encourage the County to update its regulations to make the installation of alternative wastewater treatment systems such as wetlands and greywater reuse systems more feasible.

5. Water Service

The City of Trinidad operates a municipal water supply system that services the occupied parcels within the City. Potable water for the City system is currently supplied from Luffenholtz Creek. The water system includes an infiltration gallery and water treatment plant.

The Trinidad water system is now serving near its maximum number of connections at 308 (as of 2003) both inside and outside of City limits. The flow rate and quality of water is highly depended on the weather. In the winter the water can be difficult to treat at times; the current filtration treatment system can not meet the water quality requirements and occasionally shuts down, resulting in a significant drop in the storage tank levels. Several water treatment issues, including water turbidity and chlorine contact time are important issues that the City needs to address in the near future.

To address current water system need, 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 report made a variety of findings and recommendations, a few of which are summarized below:

- There is a limited available water supply based on the flow in Luffenholtz Creek
- The treatment plant is not, and currently cannot be, operated 24 hours a day.
- 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. The plant is shut down when treatment requirements cannot be met and reserves may not be enough to handle additional hookups or emergency services.
- The treatment system is currently limited by pump capacity to a maximum flow rate of 230 gpm.
- Filtration unit is limited to an over-all flow rate of 295 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 are set to increase. Other 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 will increase in the Trinidad area in the upcoming years, hence a plan needs to be developed to plan for and accommodate this increase in demand. There are several water supply concerns:

- If they have the 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 hesitant to approve additional takings from it.
- 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 projected in Trinidad. 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 septic tanks and increase ground and surface water pollution.

This lack of water has acted as a development constraint along with the use of septic systems. The City does loose 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. However, more recent LAFCO regulations prohibit expansion of services outside jurisdictional lines without requiring annexation. Additionally, because Luffenholtz Creek is near capacity, the City must retain water for additional connections and future uses, though at this point, the City is not considering extending additional water hook-ups outside of City limits. 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.

Goal CIRC-1~~0~~2: Ensure that the City's water system ~~for the~~ is maintained and expanded for ~~enance,~~ sustainability~~,~~ and the health and needs of ~~the~~ residents

Water Policies

CIRC-1~~0~~2.1 ~~An annual water report shall be p~~Prepared an annual water report to be ~~and~~ presented to the City Council to keep the City up to date on the condition of the water system, need for improvements, ~~and~~ level of use and capacity of the system. ~~The report shall discuss capacity reserved for properties within City limits.~~

CIRC-10.2 The City is responsible for periodically assessing the capacity of Luffenholtz Creek to provide domestic water, including existing and potential riparian rights and groundwater wells. Upgrades to the City's water plant to improve efficiency, water quality and storage capacity will be completed as funding becomes available. (LU-8.1)

Program CIRC-102.2.1 ~~The City shall regularly m~~Maintain and upgrade the water system, as feasible and necessary. ~~The City shall d~~Develop a program for ~~to~~ periodically upgrading ~~e~~ existing distribution lines, including fire hydrants to current standards. Top priorities ~~should be~~ are repairing leaking lines and improving storage capacity at the treatment plant, and installing meters at currently unmetered public or other buildings.

CIRC-102.3 ~~The City shall p~~Promote an effective water conservation program to minimize water consumption ~~by households, businesses and in public buildings. This program should e~~Extend the City's conservation program to properties outside the City that are hooked up to the City's water system. Encourage the County to implement a similar program in the Trinidad-Westhaven area. ~~As part of the program, the City should consider the feasibility of offering incentives to residents and / or property owners to decrease water consumption~~ (CONS-4.1~~7~~)

Program CIRC-10.3.1 Implement a progressive water rate structure to encourage water conservation. Periodically review and amend the water rate structure to ensure that it promotes water conservation.

Program CIRC-10.3.2 Identify where losses are occurring in the City's water distribution system and pursue infrastructure improvement to reduce water leakage and increase storage capacity in the system.

Program CIRC-10.3.3 Adopt a water efficiency landscape ordinance in accordance with AB 1881 and Dept. of Water Resources requirements.

Program CIRC-10.3.4 Promote the use of rainwater collection and greywater systems. Encourage the County to update their regulations to improve opportunities for greywater reuse.

~~*CIRC-12.4* Any new subdivisions or developments within the City or in the Planning Area shall provide evidence that adequate water is available without affecting existing water systems.~~

CIRC-102.4~~5~~ ~~The City should~~ 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. ~~(SOI-3)~~ (LU-8.2)

CIRC-102.5~~8~~ 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 ~~south of~~ north to the ~~Division of Forestry property~~ 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. ~~(SOI-4)~~ (LU-8.3)

CIRC-102.6 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. 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. ~~(SOI-2)~~ (LU-7.1)

CIRC-10.7 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-102.7.1 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 Ordinance.

~~*CIRC-12.9* Water service shall not be provided within the North Trinidad service area until the City system has sufficient capacity. The size of the trunk line into the North Trinidad service area should only be large enough to serve the projected needs of development in the service area.~~

CIRC-102.810 Connection to Humboldt Bay Municipal Water District shall not be allowed 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-12.11* The City shall develop findings and standards that protect Luffenholtz and Mill Creek watersheds from activities that threaten their ecological and water quality integrity that will be used in approving projects within City limits and commenting on projects outside City limits. (CO-6)~~

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