Posted: September 10, 2010

City of Trinidad

NOTICE AND CALL OF A MEETING OF THE

TRINIDAD PLANNING COMMISSION

The Trinidad Planning Commission will hold a regularly scheduled monthly meeting on

WEDNESDAY SEPTEMBER 15th, 2010, AT 7:00 P.M.,

in Town Hall at 409 Trinity Street.

The following items will be discussed:

I. ROLL CALL

II. APPROVAL OF MINUTES – August 18, 2010

III. APPROVAL OF AGENDA

IV. ITEMS FROM THE FLOOR

V. AGENDA ITEMS

Discussion / Decision / Public Hearing / Action

1. Trinidad 2010-07: Grading and Coastal Development Permit for revegetation and erosion control measures on a site that was illegally cleared. Located within the Tsurai Study Area, on the bluff below the Old Wagon Road Trail; APN: 042-102-39

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

VI. STAFF REPORT

VII. COUNCIL LIAISON

VIII. ADJOURNMENT

PLEASE DO NOT REMOVE OR COVER UP

APPROVAL OF MINUTES FOR:

August 18, 2010 PC:

Supporting Documentation follows with: 5 PAGES

City of Trinidad

MINUTES OF THE REGULARLY SCHEDULED MONTHLY MEETING OF THE TRINIDAD PLANNING COMMISSION
WEDNESDAY, August 18, 2010

I. CALL TO ORDER/ROLL CALL

Commissioners Present: Fraser, Henderyckx, Johnson, Rothell
Commissioners Absent: none
Council Liaison Bhardwaj was present.
Staff Albright, Parker and Caldwell were present

II. APPROVAL OF MINUTES – July 21, 2010.

Corrections/Comments:

-Due to the change in Planning Commissioners, there is no quorum to approve the 03/17/2010 minutes. They will remain in the files in draft form, not approved. If the public wants to comment, an addendum can be attached or comments may be noted in the Public Comment section.
-Page 2/6: Commissioner Fraser recused herself.
-Page 2/6: clarification in the public comments section. LACO representative how they derived the 2.5% view obstruction from the Huff residence.
-Page 2/6: Modify "edition" to "addition."
-Page 4/6: clarify that water usage is 32 gallons per day from the laundry at 100% of capacity.
-Page 5/6: Amend 15,000 gallon tank to 1,500 gallon tank.
-Page 5/6: Amend EDU to ADU.
-Page 5/6: $4,200 not for stabilization, but just for assessment

***Motion* (Fraser/Henderyckx) to approve as amended. Passed unanimously.**

III. APPROVAL OF AGENDA

***Motion* (Fraser/Rothell) to approve. Passed unanimously.**

IV. ITEMS FROM THE FLOOR

Tom Odom commented on requirement for cultural monitors. He believes they should be reconsidered under policy 69 as the requirements are too much. Cultural monitor requirements should be added to the General Plan rules and regulations. Commissioner Johnson responds that it is an action in the July minutes and they are looking into it.

V. AGENDA ITEMS

1. Lake 2010-03: Design Review and Coastal Development Permit for a 964 907 sq. ft. single-story addition to an existing 1,500 sq. ft., single-story, 2-bedroom, single-family residence. The project will also require approval of a Variance to allow an ADA ramp to extend into a required side-yard setback. Located at 740 Edwards Street; APN: 042-041-24.

   Last month there was no quorum so this agenda item is continued from the June and July meetings.

T. Parker gives an overview of the project with clarification that even though it has not been included in the staff report, which was not revised since the last meeting, a ninth condition was agreed upon by the applicant at the request of the Tsurai Ancestral Society that a cultural monitor would be onsite during.

The revised application doesn't increase the house in bulk, but brings it forward. The house has been also been scaled back by 15 feet since the original design. The house is 2403 sq. ft., designed to meet the 25% floor to area standard, and designs over 2000 sq. ft. do not require a variance. 2000 square feet is a pretty meager area, this may be an opportunity to review these policies in the Zoning Ordinance.

Commissioner Johnson recognizes that Trinidad doesn't have a set of ADA compliance regulations, and Trinidad still must comply with state and federal laws. He and Parker discuss the possibility of the project's approval with a variance and outcome of that when ADA regulations are updated. Parker states that the variance would mean the building is not nonconforming, but the process might get muddied; when providing for the ADA requirements, conditions should be clearly outlined and issues addressed to avoid confusion.

Commissioner Fraser recused herself from the quorum last month and will continue to do so. There is still a majority of the Commission, and they will vote on this project tonight.

Public Comment

LACO (agent)

Gives an updated powerpoint presentation which includes 6 exibits: G, H, I, C and 2: south and east/west elevations representations. They also note that the bathroom is the expanded ADA bathroom, not a new bathroom.

The percentages of views delineated in the photos are discussed.

Terry Huff (neighbor)

In design review, views that are valuable are those of the harbor, head, and coastline. The photos take into account the total view and do not represent the values of the impacted view.

Commissioner Johnson

The photos represent two different surfaces and stop at the horizon.

LACO

Laco clarifies that one approach is on a horizontal scale from left to right. The second is an area approach (from the horizon down). There was no definition of significance of views, so this is why they showed percentages in the photos.

Commissioner Comment

None.

Public Comment and Response

McClellen (resident)

Speaks on behalf of Doran (neighbor) stating that the most significant view from his house is of the harbor, and asks the Commission to review what views are being eliminated.

Jim Cuthbertson (resident)
States that the house has been reduced to 17 feet. If someone would like to add on to it in the future, it reduces the views again. Is there some policy in place to solve these problems?

T. Parker
If the house is modified in the future, the applicants must go through this process again. Perhaps the policy will be reviewed to consider incremental view loss and significant view blockage over time.

Tom Oden
Believes this should be figured out between neighbors. Would like to see this issue solved so it doesn't happen again—suggests a view eavesment to be attached to property.

LACO
Reminds the Commission that the height and frontage of the house have been reduced by 2 feet.

Terry Huff (neighbor)
Comments that his view is diminished by several surrounding houses and that his coveted view is of Camel Rock and the coastline.

Bob Lake (resident)
Responds to Huff stating that Huff has five windows and a door window and that the impact occurs at the furthest right window, not the others. After giving a brief history of the house and their relationship as neighbors, he states that he has been compromising since the first design based on Huff's requests. This design is based on medical needs and his and his wife's quality of life.

Commissioner Comments

Commissioner Rothell has mixed feelings about the project.

Commissioner Henderyckx
He walked around the properties to look for himself. He knows it's expensive to revise plans and appreciates the efforts to compromise. He also understands that everyone wants the best view possible from their properties.

Commissioner Johnson
Notes that this is a difficult decision, especially for such a small neighborhood. Clearly Lake has the right to develop his property. There are a few issues:
- ADA compliance must be balanced with the variance
-the view ordinance must be modified.

The view protection ordinance is ambiguous and there should be criteria to assess the impact to public and private views. There is little guidance on the

matter. (He reads app B guidelines of the design criteria.) Commissioner Johnson reemphasizes that the definition of "significant" must be addressed. However, the fundamental issues are straightforward. He searched design criteria and sees no reason where Lake's request to increase the size of his house does not meet the design criteria and conditions.

Commissioner Johnson sees no reason not to approve the project as presented. All parties are appreciated for doing their due diligence in trying to compromise.

By all reasonable definitions, design review criteria, data, and study of the view impacts, along with the requested additions, he recommends approval of the project.

***Motion* (Henderyckx/Rothell) to approve project. Passed 3-1.**

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

More maps are presented to the Commission. Additions will be made from background reports but the actions are revised from their "should" and "shall" states. Parker beseeches the Commission for input. She will take it via email, phone, fax, or handwritten notes. The policies that affect ordinances in the future are the most important.

The Commission discusses bike routes and the County's bike master plan. Parker agrees to make background documents (walkability study, climate action plan, traffic, etc.) available at City Hall.

The issue of the future regarding energy and communications is discussed. Parker states that the energy element has now been called out of the circulation element, but could be a subsection.

Commissioner Johnson would like insight from other jurisdictions. Parker has been using Fort Bragg's elements as reference as they have been certified by the Coastal Commission.

The Commissioners would like to see sustainability, Trinidad's position as 6th greenest in the State, local services, aging, and transportation addressed in the document.

Commissioner Johnson suggests that the Commissioners submit their comments to Parker before the next discussion.

Parker will put together a reference list of background documents for the Commission in the next few weeks. She will make hard copies available in City Hall or on the website.

Staff Report

The City Council did not approve the Morgan recommendation. They are also writing a letter re: Moss Landing and a new policy for reviewing county projects. Steve and

Richard will read the projects and decide if they go to City Council meetings. All the money has been allocated for the OWTS repairs.

City Council Liaison

Kathy Bhardwaj (City Council Liaison)

Left early due to illness.

- **Meeting adjourned at 9:19pm (Johnson).**

Submitted by:

_____

Sarah Caldwell

Approved by:

_____

Richard Johnson

Planning Commission Chair

AGENDA ITEM #1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 12 PAGES

1. Trinidad 2010-07: Grading and Coastal Development Permit for revegetation and erosion control measures on a site that was illegally cleared. Located within the Tsurai Study Area, on the bluff below the Old Wagon Road Trail; APN: 042-102-39.

Filed:	NA
Staff:	Trever Parker
Staff Report:	September 7, 2010
Hearing Date:	September 15, 2010
Commission Action:	

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO:	2010-07
APPLICANT (S):	City of Trinidad
AGENT:	NA
PROJECT LOCATION:	Within the Tsurai Study Area, below the Old Wagon Road Trail and 351 Wagner Street.
PROJECT DESCRIPTION:	Grading Permit and Coastal Development Permit for revegation of an illegally cleared site and Best Management Practices erosion control measures to stabilize the area prior to winter rains.
ASSESSOR'S PARCEL NUMBER:	042-102-39
ZONING:	SE – Special Environment
GENERAL PLAN DESIGNATION:	SE – Special Environment
ENVIRONMENTAL REVIEW:	The project is categorically exempt from CEQA per §15304 of the Guidelines allowing minor alterations to land and statutorily exempt per § 15269(c) exempting actions taken to prevent an emergency.

APPEAL STATUS:

Planning Commission action on a Coastal Development Permit, Design Review, a Variance or a Conditional Use 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 **_X_ is** ~~___is not~~ appealable to the Coastal Commission per the requirements of §30603 of the Coastal Act.

SITE CHARACTERISTICS:

The project is located on property owned by the City of Trinidad known as the Tsurai Study Area. It is located on the bluff just below the Old Wagon Road Trail and property known as 351 Wagner Street. The site was heavily vegetated with both native and nonnative plants until it was illegally cleared. The site slopes fairly steeply towards the ocean to the south and is in an area of known instability. The site is considered a sensitive area due to its cultural significance and instability. Though the site is owned by the City, the Coastal Conservancy holds an easement over the land for preservation of cultural resources and public access.

STAFF COMMENTS:

The purpose of the project is to restore the site, revegetate it and stabilize the disturbed areas prior to the commencement of the rainy season. On June 17th, 2010, the City was made aware that an approximately half acre area just below the edge of the bluff was cleared of small trees and other existing vegetation without City permission or appropriate permits. Most the vegetation was chipped and dispersed over the site, but approximately 1,000 sq. ft. of area of bare soil was left exposed. Tree stumps and roots were not removed.

The City hired LACO Associates, who has completed previous work on this site, to do an investigation of the cut, assess the risks and make recommendations for restoration and stabilization of the site. LACO submitted a report to the City on August 6, 2010 that outlined recommended measure to accomplish this. Some of the work requires a Coastal Development Permit to be issued by the City.

The City Council, at their meeting of August 11th, 2010 found that an emergency situation exists based on the findings in the LACO report and authorized City staff to move forward with the restoration project before the rainy season begins.

GRADING & ZONING ORDINANCE / GENERAL PLAN CONSISTENCY

The project is located in an area zoned Special Environment (SE). The project will not alter land contours such that Design Review is required. Although this project will only entail minor grading and installation of small, temporary structures, it still meets the definition of 'development' (§17.08.200), and because it is located within the SE Zone, there are no exemptions from Coastal Development Permit requirements. There are also no exceptions from grading permits in the SE Zone (§15.16.040)

The purpose of the SE zone is to protect natural resources by limiting development and ensuring that it is properly designed and sited. In addition, the project is located in an area of known instability, based on Plate 3 of the General Plan. The purpose of the project is to improve soil and bluff stability and to revegetate the site thereby protecting cultural and natural resources and improving public safety, which is consistent with the requirements of the zone.

Grading permits are issued by the Planning Commission, but it is up to the City Engineer to ensure that all the provisions of the grading ordinance 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, or is not in conflict with the provisions of this chapter, the Trinidad zoning title and general plan."* A condition of approval has been included in this staff report that the City Engineer must review the project plans and make this finding prior to work commencing.

LACO Associates has provided report that describes the risks and recommendations for actions to stabilize the site. A detailed project description and site plan / topographic maps, generally meeting the requirements of §15.16.060, can be found in the appendices of the LACO report. The work proposed is fairly simple and will be done by hand and under the recommendation and supervision of a geologist and cultural monitor. Further, a potential emergency situation exists if the rainy season were to start prior to stabilization. The project specifications within the LACO report address the conditions and requirements included in §15.16.080, addressing such issues as erosion control, minimizing vegetation disturbance and clean up of excavated materials. The main portion and recommendations of the LACO report (6 p.) has been provided for review; the appendices are available at City Hall, or by request.

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.

SLOPE STABILITY:

The project is located in an area of known instability. However, the purpose of this project is to stabilize and revegetate the bluff to reduce the risk of erosion and landslides in the coming winter. The only soil disturbance will be to plant new vegetation and install erosion control devises such as silt fences. These actions will be taken on the recommendation and under supervision of a certified geologist.

ALQUIST PRIOLO ZONE:

The project does not fall within an Alquist-Priolo Fault Hazard Zone.

SEWAGE DISPOSAL:

There is no sewage disposal associated with this project.

LANDSCAPING AND FENCING:

The project involves revegetation of the site and installation of exclusionary fencing to protect the site until the vegetation is reestablished.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

The project meets the definition of 'Development' but will not alter any structures or ground contours and therefore does not require Design Review and View Protection Findings to be made as well as approval of a Coastal Development Permit 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 should be approved with a motion 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 conditions below:

CONDITIONS

1. The City Engineer will review the project plans and make the following finding: *"the proposed grading will not adversely affect the drainage or lateral support of other properties in the area, and will not be detrimental to the public health, safety or the general welfare, or is not in conflict with the provisions of this chapter, the Trinidad zoning title and general plan."* Responsibility: City Manager to ensure prior to work commencing.

2. The City Engineer shall ensure that all of the requirements and specifications of the Trinidad Grading Ordinance have been met. *Responsibility: City Engineer to verify during inspections.*

3. Work will be limited to that recommended by LACO Associates for stabilizing the site. *Responsibility: City Engineer to verify during inspections.*

LACO ASSOCIATES
ENGINEERS · GEOLOGISTS · ENVIRONMENTAL CONSULTANTS

LEONARD M. OSBORNE · CE 38573
DAVID N. LINDBERG · PG 5581/CEG 1695
CHRISTOPHER J. WATT · PG 7588/CEG 2415
FRANK R. BICKNER · PG 7428
RONALD C. CHANEY, Ph.D · CE 29027/GE 00934

August 6, 2010

7342.00

City of Trinidad
Post Office Box 390
409 Trinity Street
Trinidad, California 95570

Attention: Steve Albright

Subject: Limited-Scope Slope Stability and Erosion Potential Assessment with Recommendations for Immediate Erosion Control;
Tsurai Study Area, Trinidad, California
Assessor Parcel Number 042-102-039

Dear Mr. Albright:

Presented in this report are the results of our preliminary, limited-scope slope stability and erosion potential assessment, and recommendations for erosion mitigation, conducted at the location of recent vegetation removal within the Tsurai Study Area on lands currently owned by the City of Trinidad (Figure 1). A preliminary site reconnaissance performed by a Professional Geologist from LACO Associates (LACO) with representatives from the Tsurai Ancestral Society, the Yurok Tribe, and the City of Trinidad was conducted on July 15, 2010. An additional site characterization with Certified Botanist, Prairie Moore of National Resources Management Corporation (NRM) was conducted on July 27, 2010 to characterize existing conditions from surface evidence and discuss a re-vegetation and erosion control plan for the site. NRM's revegetation recommendations are included as Appendix A. Rob McConnell, Heritage Preservation Officer of the Yurok Tribe Environmental Program was contacted on August 3, 2010 regarding recommended native plants. As of the date of this report, Mr. McConnell has not responded. On August 4, 2010, a topographic survey was performed by LACO in preparation of an erosion control plan and re-vegetation plan. Due to the sensitive nature of the site, no subsurface boreholes or test excavations were conducted as part of our scope. The slopes and underlying sediments within and adjacent to the Tsurai Study Area have been extensively studied in the past by LACO and others. These unpublished client reports have been utilized to form the basis of our recommendations.

Based on our site reconnaissance, review of previous client reports and historic aerial photographs, it is our opinion that the recent removal of vegetation has not contributed

significantly to the immediate instability of the coastal bluff slope. However, the erosion potential of surficial sediments has increased significantly due to the lack of ground cover and the creation of bare soil areas. If remained unchecked, the anticipated slope erosion likely to occur during the ensuing wet season may increase the potential for long-term slope instability, resulting in localized debris sliding and/or translational/rotational slides. Sediment and slide debris derived from localized slope failures within the affected area has the potential to deliver material to the slopes below, including the Sebring residence located at the toe of the bluff slope.

In summary, it was concluded that a revegetation plan consisting of native shrubs and trees, in conjunction with Best Management Practices erosion control measures would be the most cost effective method for preventing sediment mobilization and delivery to the slopes below. Removal of invasive plant species will also be necessary to allow the native flora to become established. The revegetation plan can be implemented in such a manner to compliment and meet the final goals of the Tsurai Management Plan. Additionally, we recommend that the work be conducted promptly, prior to the onset of the late Fall/Winter wet season to limit the potential for soil erosion to occur.

SITE AND GEOLOGIC CONDITIONS

Vegetation clearing that recently occurred within a half-acre portion of the Tsurai Study Area appeared to primarily consist of the removal of Cascara trees and various shrubs. Clearing on the slopes appear to have been performed using hand labor, based on the minimal ground disturbance. The majority of branches were chipped and dispersed over a portion of the site. All Cascara roots and stumps appear to have remained in place. Freshly cut downed woody debris remains along the eastern edge of the disturbed area. In general, much of the ground remains covered with wood chips and cut plant remains. Bare soil areas of less than about 1,000 square feet are limited to the western edge of the disturbed site.

Based on the ground surface exposures, the in-place soils consist of disturbed, loose silty sand that are generally non-cohesive and non-plastic. Some of the loose soil may be side cast fill material derived from original grading of the former roadway currently occupied by the Wagner Street Trail. Exposures elsewhere along the coastal bluffs reveal the subsoils to consist of marine terrace deposits composed of soft silt (ML) grading downward to medium dense poorly graded sand (SP) with varying amounts of fine gravel. The terrace deposits are typically weak to moderately cemented, resulting in slope angles that generally exceed the angle of repose for sand and gravel. At depth the terrace deposits are in direct contact with Franciscan Formation bedrock.

The depth of the underlying bedrock is unknown. However, based on the slope geometry within the project site, the depth to bedrock is likely in excess of 50 feet. Elsewhere within the Trinidad Bay area, the underlying Franciscan Formation consists primarily of mélange containing large, disparate blocks of resistant metamorphosed basalts (oceanic crust), chert, and sandstone within a matrix of highly sheared argillites containing abundant clay ("blue goo") with minimal internal strength. Exposed bedrock outcrops at the base of the bluff along the back edge of Old Home Beach (commonly referred to as "Indian" beach) below the project site consists of dark gray, deeply weathered Franciscan Formation composed of sub-rounded gravel to cobble-sized clasts within a silty clay matrix and is consistent with exposures of mélange along the western edge of Old Home Beach.

Franciscan Formation mélange is particularly prone to slumping due to its relatively low internal shear strength and direct exposure to wave and tidal action. Continual removal and landward retreat of the toe slope ultimately results in destabilization of the mid-slope areas. As the toe slope retreats and becomes over-steepened, lateral spreading of the clay-rich mélange in the seaward direction ensues resulting in slumping of the overlying marine terrace deposits, as it is actively occurring along the slopes immediately above Old Home Beach. Slumping and lateral displacement of the underlying mélange appears to generally be the principal driving mechanism for coastal bluff failure. However, evidence for past shallow debris slides and rotational failures are also common within the overlying terrace deposits throughout the Trinidad Bay area.

Much of the edge of the coastal bluff crest above the Tsurai Study Area is characterized by coalescing, arcuate shaped head scarps having likely formed in response to shallow, translational/rotational debris slides. Consequently, the upper portion of the bluff has become increasingly steep over time resulting in bluff crest retreat which has the potential to deliver sediment to the slopes below. This geometry is readily apparent within the project site where a cross-sectional view of the bluff face reveals a concave slope profile consisting of a steep upper bluff face that descends to the transportation mid-slopes where the slope angle decreases. The area of disturbance within the project site coincides with the steep upper bluff face.

Evidence for recent landsliding within the project site, however, is not readily apparent. The road prism occupied by the Wagner Street Trail appears to have maintained its geometry for quite some time with the exception of minor slumping and dry raveling resulting from surface erosion. Landslide head scarps, if present, are heavily muted and degraded indicating a lack of recent slope instability.

FACTORS AFFECTING LANDSLIDE HAZARDS

The most common landslide triggering mechanism is water, both the degree to which a slope or portion of slope has become saturated and the cumulative effects of successive wetting and drying on soil structure. The resulting conclusion is that groundwater and surface runoff have significant destabilizing effects on presently stable slopes under drained conditions. The shear strength can be effectively reduced to zero by tension cracks that form as a result of soil shrinking and swelling caused by repeated cycles of wetting and drying. Tension cracks can also accelerate failure by channeling water directly to the slip surface (failure plane) or may pose an even greater risk when allowed to fill with water, whereby the resulting hydrostatic head exerts force in all directions.

The driving shear stress may be increased due to the weight added when water displaces air in soil pore spaces. The net result is a destabilized slope where the buoyant force exerted on soil particles due to increased groundwater pore pressure reduces the intergranular stresses, therefore reducing the resisting shear strength. Aside from seasonal fluctuations in groundwater elevation, the controllable causes of a rising groundwater surface include the following: 1) infiltration of runoff from impervious surfaces such as roofs, patios, and driveways; 2) discharges from leachfield septic systems; 3) over-irrigation of landscaping, and; 4) reduced evapotranspiration resulting from vegetation removal. The net effect of vegetation clearing is a decrease in root strength and reduction in rainfall interception resulting in an increase of surface runoff. Improperly controlled surface run-off can incise gullies perpendicular to the slope, which will tend to reduce the overall slope stability. For this reason, if a slope is to be stabilized, it is equally important to control surface runoff in such a manner that eliminates formation of gullies.

RECOMMENDATIONS

Several courses of action, as outlined below, are recommended to maintain the current stability of the slope and avoid potential erosion of the upper bluff face during the ensuing wet season. A topographic site map with proposed erosion control measures is attached as Figures 1 and 2 (Appendix B). Best Management Practices (BMPs) and erosion control installation methods are included as Appendix C. Additionally, Appendix D includes a Preliminary Cost estimate for erosion control measures.

- Cover all bare soil areas with biodegradable woven coconut fiber mats; the existing wood chips should be collected and placed on the top of the fiber mats as an added measure of soil moisture retention; the remaining downed woody debris should also be chipped and placed on top of the woven mats, or hauled offsite. The coconut fiber mats will provide optimum conditions for early growth of vegetation, prevents moisture loss from soil, controls soil erosion much more effectively than wood chips alone, and will

not require the use of mechanized equipment for installation. Holes can be cut into the mats to allow for planting. Excess woodchips should then placed around the new vegetation to help retain soil moisture. The mats are designed to be used in conjunction with vegetation and typically have longevity of several years prior to biodegrading.

- Install fiber rolls (straw waddles) at the upper slope break along the outboard edge of the Wagner Street Trail within the affected area; additional fiber rolls should be installed mid-slope within the affected area to reduce the velocity of surface runoff and minimize the potential for gullying.
- Install a silt fence along the edges and lower elevations of the affected area to prevent the migration of sediment-laden water to the slopes below. Silt fencing is most effective when used in combination with erosion controls mentioned above.
- Implement a re-vegetation plan for replanting of the area with native trees and shrubs; replanting with native vegetation would also help control the spread of invasive species, particularly Himalaya berry and pampass grass, and would contribute to the long-term stability of the slope face. The re-vegetation plan should be prepared by a Certified Botanist and be implemented prior to the ensuing wet season in conjunction with the erosion control plan. All replanted native species will require irrigation until the Fall season rains begin. Monitoring and maintenance for up to 5 years will also be required to verify success of the revegetation plan. NRM is readily available to prepare a re-vegetation plan and monitoring plan with recommendations for vegetation type, size, spacing, and maintenance. An estimated cost for preparing this document is approximately $1,500.
- Invasive species removal and control will be necessary to allow the native vegetation to become established. The initial phase of removal will be required to occur immediately prior to the placement of the erosion control measures. Ongoing invasive species removal will be necessary until the re-vegetated native species become established.
- Limit public access to the site. A physical barrier such as the temporary fencing should remain in-place until the native vegetation becomes re-established. A long-term solution should consist of a split rail fence and/or a native vegetation barrier along the outboard edge of the Wagner Street Trail. The native vegetation barrier should consist of low-lying shrubs consistent with the current vegetation height restrictions along the Wagner Street Trail easement.
- Due to the cultural significance of the site, a cultural monitor should be present at all times that work is being performed.

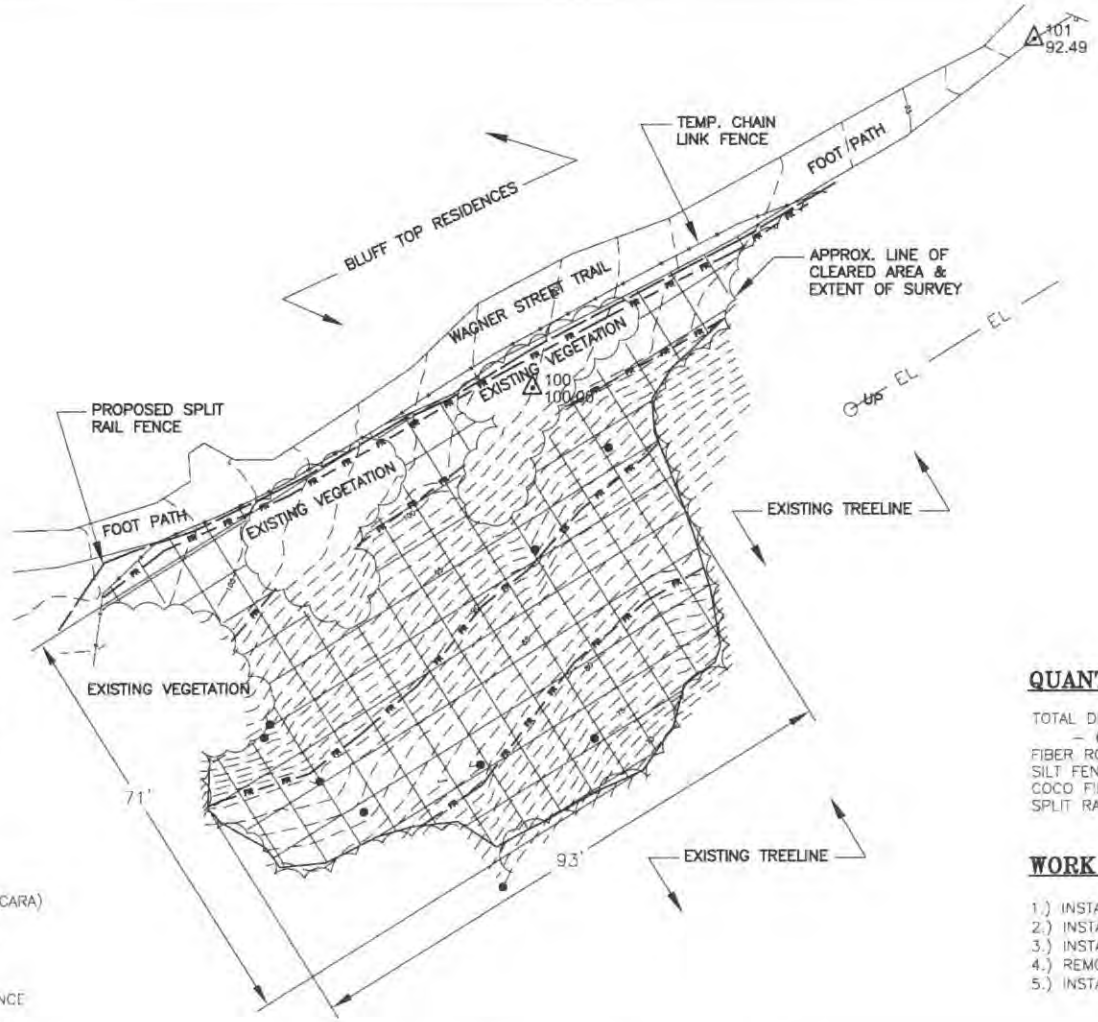
Please contact our office if you have any questions, or if you would like to discuss the implementation of our recommendations.

Sincerely,
LACO ASSOCIATES

Giovanni A. Vadurro
PG 7437, Exp. 5/31/11

GAV:pls

Attachments
P:\7300\7342 City of Trinidad\7342.00 Tsurai Village VegetationRemoval & Erosion Potential\08 Geology\Reports\7342 Site Conditions Report of Findings.doc



LEGEND

- CONTOUR (INTERVAL 1')
- UP — UTILITY POLE
- CONTROL POINT
- ACCESS SIGN
- TREE STUMP (MAINLY CASCARA)
- TEMP. CHAIN LINK FENCE
- EL — ELECTRIC POWER LINE
- PROPOSED SPLIT RAIL FENCE

EROSION CONTROL BMP'S

- FR — FR — FIBER ROLLS
- SILT FENCE
- COCONUT FIBER MAT

EROSION CONTROL PLAN
SCALE: 1" = 20'

QUANTITIES (APPROX.)

TOTAL DISTURBED AREA
– 6,092 SF (0.14 ACRE)
FIBER ROLL – 365 LF
SILT FENCE – 180 LF
COCO FIBER MAT – 4,685 SF
SPLIT RAIL FENCE – 155 LF

WORK SEQUENCE

1.) INSTALL SILT FENCE
2.) INSTALL COCONUT FIBER MAT
3.) INSTALL FIBER ROLLS
4.) REMOVE TEMP. FENCE
5.) INSTALL SPLIT RAIL FENCE

0' 10' 20'
SCALE: 1"=20'

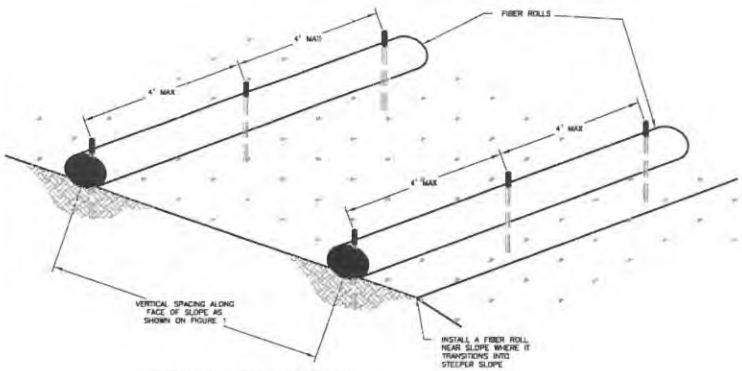
LACO ASSOCIATES
CONSULTING ENGINEERS
21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

NO.	REVISION	BY	CHK	DATE

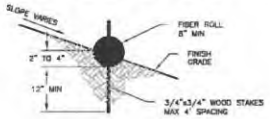
EROSION CONTROL PLAN & TOPOGRAPHIC MAP OF PORTION OF TSURAI STUDY AREA

CITY OF TRINIDAD, CA
P.O. BOX 390 TRINIDAD, CA 95570

SCALE	AS NOTED
DRAWN	JAL/MTR
CHECK	PVT
APPVD	MDN
DATE	8/05/2010
JOB NO.	7342.00
SHEET	1 OF 2



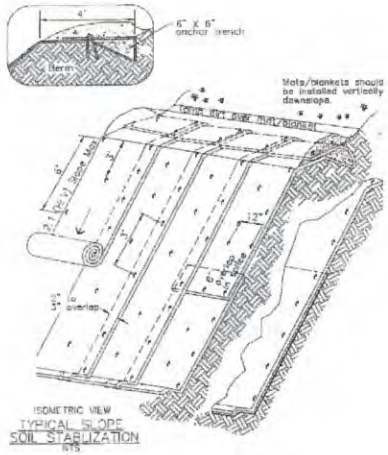
TYPICAL FIBER ROLL INSTALLATION



ENTRENCHMENT DETAIL

A FIBER ROLL DETAILS

N.T.S.



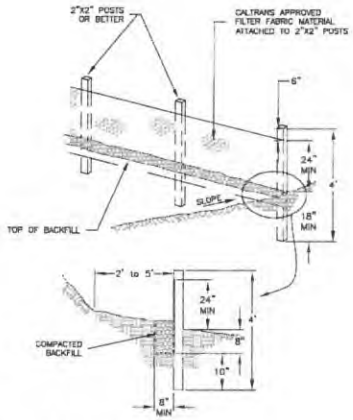
NOTES:

1. Slope surface shall be free of rocks, clods, sticks and grass. Mats/blankets shall have good soil contact.
2. Lay blankets loosely and stake or staple to maintain direct contact with the soil. Do not stretch.
3. Install per manufacturer's recommendations.

N.T.S.

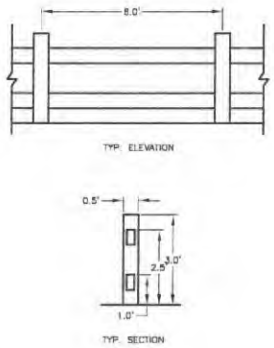
C TYP. SOIL STABILIZATION DETAILS

N.T.S.



B SILT FENCE DETAILS

N.T.S.



D SPLIT RAIL FENCE DETAIL

N.T.S.

LACO ASSOCIATES
CONSULTING ENGINEERS
21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

NO.	REVISION	BY	CHK	DATE

EROSION CONTROL PLAN
EROSION CONTROL BMP'S DETAILS

CITY OF TRINIDAD, CA
P.O. BOX 390 TRINIDAD, CA 95570

SCALE	AS NOTED
DRAWN	JAL/MTR
CHECK	PVT
APPVD	MDN
DATE	8/05/2010
JOB NO.	7342.00
SHEET	2 OF 2

AGENDA ITEM #2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 15 PAGES

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

CITY of TRINIDAD

MEMORANDUM

TO: Trinidad Planning Commission

FROM: Trever Parker, City Planner

DATE: September 10, 2010

RE: General Plan agenda item

I have not had a chance to work on the General Plan since the last meeting. I have been focused on finishing a first draft of my thesis to turn in the beginning of the HSU semester. Bob and I also teach a class at HSU, and we have been busy with that. I have also been working on finishing up Clean Beaches work, as the grant is over this December. But I included the General Plan on the agenda so we can talk about it if we want to. I haven't gotten comments from anyone except Jennifer, who gave me here notes at the last meeting. I did provide some policy guidance for the Circulation Element in this packet to help in your review and assessment of that portion of the General Plan. We also have a new Planning Commissioner, and we can get her up to speed as to where we are at in the update process.

- The analysis, approval, and regulation of future liquid and solid waste facilities. (CI)
- The compatibility of nearby land uses with existing solid waste and liquid waste facilities and with sites reserved for future facilities. (O)
- The relationship between the distribution of land uses and the local capital improvements program and guidelines for the timing and siting of capital improvements.
- The protection and future productivity of mineral resource lands, including significant mineral deposits classified or designated by the California Geological Survey.
- General plan designations to allow local governments to comply with §65583 regarding the provision of low and moderate income housing. (H)

Technical Assistance

The following state agencies may provide information or assistance for the preparation of the land use element:

- Coastal Commission
- Coastal Conservancy
- Department of Conservation
- Department of Forestry and Fire Protection
- Department of Health Services, Division of Drinking Water
- Department of Housing and Community Development
- Department of Transportation (Caltrans), including district offices
- Department of Water Resources
- Energy Commission
- Environmental Protection Agency
- Integrated Waste Management Board
- Public Utilities Commission
- Office of Emergency Services
- Office of Planning and Research
- Technology, Trade and Commerce Agency

CIRCULATION ELEMENT

The circulation element is not simply a transportation plan. It is an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications. By statute, the circulation element must correlate directly with the land use element. The circulation element also has direct relationships with the housing, open-space, noise and safety elements.

The provisions of a circulation element affect a community's physical, social, and economic environment as follows:

- Physical—The circulation system is one of the chief generators of physical settlement patterns and its location, design, and constituent modes have major impacts on air quality, plant and animal habitats, environmental noise, energy use, community appearance, and other environmental components.
- Social—The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves, on community cohesion, and on the quality of human life. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled.
- Economic—Economic activities normally require circulation for materials, products, ideas, and employees, thus the viability of the community's economy is directly affected by the circulation element. The efficiency of a community's circulation system can either contribute to or adversely affect its economy.

No city or county can ignore its regional setting. The local planning agency should coordinate its circulation element provisions with applicable state and regional transportation plans (see §65103(f) and §65080, et seq.). Likewise, the state must coordinate its plans with those of local governments (§65080(a)). The federal government is under a similar obligation (Title 23 USC §134).

Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized:

- Coordination of planning efforts between local agencies and Caltrans districts.
- Preservation of transportation corridors for future system improvements.
- Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure.

These areas of emphasis are addressed through Caltrans' Intergovernmental Review (IGR), Regional Planning, and System Planning programs. One of the

program's major purposes is to resolve transportation problems early enough in the local land use development process to avoid costly delays to development. Coordinating state and local transportation planning is a key to the success of a circulation element. For more information on coordination, contact your Caltrans District Office's IGR coordinator.

Court Interpretations

Three California appellate cases have addressed the subject of correlation between the circulation and land use elements: *Concerned Citizens of Calaveras County v. Board of Supervisors (1985) 166 Cal.App.3d 90, Twain Harte Homeowners Association v. Tuolumne County (1982) 138 Cal.App.3d 664*, and *Camp v. County of Mendocino (1981) 123 Cal.App.3d 334.*

The *Concerned Citizens* court defined the term "correlated" as follows:

"'Correlated' means 'closely, systematically, or reciprocally related . . . .' [Webster's Third New International Dictionary (1981) p. 511]." Section 65302 therefore requires that the circulation element of a general plan, including its major thoroughfares, be closely, systematically, and reciprocally related to the land use element of the plan.

"In its more concrete and practical application, the correlation requirement in subdivision (b) of [Government Code] §65302 is designed to insure that the circulation element will describe, discuss and set forth 'standards' and 'proposals' respecting any change in demands on the various roadways or transportation facilities as a result of changes in uses of land contemplated by the plan. (See *Twain Harte Homeowners Assn. v. Tuolumne County (1982) 138 Cal.App.3d* at p. 701 and *Camp v. County of Mendocino (1981) 123 Cal.App.3d* at p. 363.) The statutory correlation requirement is evidently designed in part to prohibit a general plan from calling for unlimited population growth in its land use element, without providing in its circulation element, 'proposals' for how the transportation needs of the increased population will be met."

After defining "correlated," the *Concerned Citizens* court described a situation where correlation does not exist:

"We conclude the [Calaveras County] general plan cannot identify substantial problems that will emerge with its state highway system, further report that no known funding sources are available for improvements necessary to remedy the problems, and achieve statutorily mandated correlation with its land use element (which provides for substantial population increases) simply by stating that the county will solve its problems by asking other agencies of government for money. To sanction such a device would be to provide counties with an abracadabra by which all substance in §65302's correlation requirement would be made to disappear."

The *Concerned Citizens* decision appears to have limited its search for evidence of correlation to Calaveras County's circulation element. By contrast, the *Twain Harte* case (which originated in a different appellate district) indicates that the courts may look beyond the circulation element to supporting documents (e.g., other sections of the general plan) when such evidence is not readily apparent (*Twain Harte, supra*, at p. 701). To be on the safe side, local governments should provide explicit evidence of correlation in both their circulation and land use elements.

The *Twain Harte* case indicates that the courts will not automatically presume the existence of correlation simply because a local government has adopted both its circulation and land use elements. Although general plans, as legislative enactments of the police power, will be presumed valid by the courts (if they are reasonably related to promoting or protecting the health, safety, or welfare, and are not arbitrary and capricious), such plans must nevertheless be in substantial compliance with state law. (See *Camp* at p. 348 and *Buena Vista Gardens Apartments Association v. City of San Diego Planning Department (1985) 175 Cal.App.3d 289, 298.*) In other words, the courts will review a plan for its actual compliance with the requirements of the state's general plan statutes. In this case, the court used the *General Plan Guidelines* to help determine compliance.

Rohn v. City of Visalia (1989) 214 Cal.App.3d 1463 discusses the limits on road exactions relating to the circulation element. In *Rohn*, the court overturned a street dedication requirement on the basis of inadequate nexus evidence, based on the U.S. Supreme Court's *Nollan* decision on regulatory "takings" (*Nollan v. California Coastal Commission (1987) 107 SCt. 3141*). Since the dedication requirement was supported in part by the city's general plan but not by empirical evidence of a need for the required dedication, this case shows that the general plan by itself is not armor against a takings claim.

If the circulation element is to be an effective basis for exactions, it must be based upon traffic studies that are sufficiently detailed to link land uses and related demand to future dedications. Additionally, ad hoc road exactions must be roughly proportional to the project's specific impacts on the road system (*Erhlich v. City of Culver City (1996) 12 C4th 854* and *Dolan v. City*

of Tigard (1994) 114 SCt. 2309). The circulation element alone may be an insufficient basis for exactions otherwise. This issue is discussed in greater detail in Chapter 9.

Relevant Issues

Mandatory circulation element issues as defined in statute are:

- Major thoroughfares
- Transportation routes
- Terminals
- Other local public utilities and facilities

In addressing the above mandatory issues, cities and counties may wish to consider the following topics. The list below was derived from the mandatory issues and also includes possible local optional issues. It is not meant to be all-inclusive.

- Streets and highways
- Public transit routes, stops, and terminals (e.g., for buses, light rail systems, rapid transit systems, commuter railroads, ferryboats, etc.
- Transit-oriented development
- Private bus routes and terminals
- Bicycle and pedestrian routes and facilities
- Truck routes
- Railroads and railroad depots
- Paratransit plan proposals (e.g., for jitneys, car pooling, van pooling, taxi service, and dial-a-ride)
- Navigable waterways, harbors (deep-draft and small-boat), and terminals
- Airports (commercial, general and military)
- Parking facilities
- Transportation system management
- Air pollution from motor vehicles
- Emergency routes

Ideas for Data and Analysis

The following suggestions are meant to stimulate thinking rather than encompass all of the research areas that may go into preparing or amending a circulation element. Not all of these suggestions will be relevant in every jurisdiction.

Major thoroughfares and transportation routes

- Assess the adequacy of the existing street and highway systems and the need for expansion, improvements, and/or transportation system management as a result of traffic generated by planned land use changes. (L)
- Analyze existing street and highway traffic conditions. (N)
- Determine current street and highway capacities.
- Determine existing traffic volumes (using peak-rate flows).
- Determine the levels of service of existing streets and highways.
- Determine the abilities of streets and highways to accommodate local bus transit services. (N)
- Analyze projected street and highway traffic conditions. (N)
- Estimate the number of trips generated by proposed land uses.
- Make assumptions about the routes of such trips.
- Make assumptions about the modal split (i.e., estimate the percentages of trips by transit, passenger car, van pools, etc.).
- Project future traffic volumes on existing streets and highways (using peak-rate flows) by adding together current traffic volumes and the estimated marginal increase in volumes resulting from planned land use changes.
- Determine the effects of projected traffic volumes on existing street and highway capacities.
- Determine the future levels of service of existing streets and highways.
- Review traffic projects pertinent to local planning that are proposed within neighboring jurisdictions.
- Review pertinent regional transportation plan and project funding priorities under the regional transportation improvement program.
- Compare projected with desired levels of service.
- Analyze the potential effects of alternative plan proposals and implementation measures (related to transportation and/or land use) on desired projected levels of service.
- Analyze the potential effects of alternative plan proposals and implementation measures (related to transportation) on residential land uses.
- Analyze the adequacy of emergency access and evacuation routes. (S)
- Analyze historical data and trends with regard to

Useful Definitions: **Circulation Element**

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Collector: A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Expressway: A highway with full or partial control of access with some intersections at grade.

Freeway: A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade). Streets and Highways Code §23.5, in part, states that "Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access."

Local Scenic Highway: A segment of a state or local highway or street that a city or county has designated as "scenic."

Local Street: A street providing direct access to properties and designed to discourage through-traffic.

Level-of-Service: According to the Transportation Research Board's 1985 Highway Capacity Manual Special Report 209, level-of-service is a qualitative measure describing the efficiency of a traffic stream. It also describes the way such conditions are perceived by persons traveling in a traffic stream. Level-of-service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety. Measurements are graduated, ranging from level-of-service A (representing free flow and excellent comfort for the motorist, passenger, or pedestrian) to level-of-service F (reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, sidewalks, etc.). Levels-of-service can be determined for freeways, multi-lane highways, two-lane highways, signalized intersections, intersections that are not signalized, arterials, and transit and pedestrian facilities.

National Scenic Byway: A segment or a state or Interstate highway route that the United States Forest Service has designated as a scenic byway or which another federal agency has designated as a national scenic and recreational highway.

Official County Scenic Highway: A segment of a county highway the Director of Caltrans has designated as "scenic."

Official State Scenic Highway: A segment of a state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of Caltrans.

Paratransit: Transportation systems such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

Recreational Trails: Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by physically handicapped people, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

Scenic Highway Corridor: The visible area outside the highway's right-of-way, generally described as "the view from the road."

Transit: Urban and suburban rail, bus systems, and ferryboats.

automobile accidents.

Terminals

- Evaluate the use of existing transportation terminals. (L)
- Evaluate the need for new or relocated transportation terminals. (L)

Local public utilities and facilities

- Assess the adequacy and availability of existing community water, sewer, and drainage facilities and the need for expansion and improvements. (L)
- Assess existing and projected capacity of treatment plants and trunk lines.
- Examine trends in peak and average daily flows.
- Determine the number and location of existing and proposed power plants, oil and gas pipelines, and major electric transmission lines and corridors. (L)
- Assess potential future development of power plants. Consider such factors as the demand for transmission facilities, the transport and storage of hazardous materials, and local transportation im-

pacts of current and future power plant developments. (L, S)

Transit

- Examine trends in transit use and estimates of future demand.
- Determine existing and projected levels-of-service for transit.
- Assess the needs of people who depend on public transit.
- Assess the number and distribution of households without an automobile.
- Assess the transportation needs of special groups within the population and the extent to which such needs are being met (e.g., the disabled and the elderly).
- Assess the adequacy of existing transit routes, services and facilities and the need for expansion and improvements.
- Review the regional transportation improvement program.

Private buses

- Evaluate private bus company services.
- Identify the private bus routes within the local jurisdiction.
- Evaluate the transportation needs that are or are not being met by private bus companies.
- Examine private bus company plans to provide bus service in the future.

Bicycles and pedestrians

- Assess the adequacy of existing bicycle routes and facilities and the need for new ones.
- Examine trends in bicycle usage.
- Assess adequacy of pedestrian routes and the need for new ones.
- Assess historical data and trends with regard to bicycle and pedestrian accidents.

Truck routes

- Identify existing truck routes. (N)
- Determine needed changes in truck routes.

Railroads

- Inventory rail lines and facilities and assess plans for expansion and improvements. (L, N)
- Determine transportation needs that are or are not being met by railroads.
- Identify abandoned railroad rights of way which could be preserved for future transportation corridor use. (L)

Paratransit

- Inventory existing paratransit services, uses, and routes.
- Identify the needs served by paratransit.
- Determine future paratransit needs.

Navigable waterways, ports, and harbors

- Assess the adequacy of navigable waterways and port and harbor facilities, including the need for expansion and improvements. (L, O)
- Examine historical data on the use of facilities and vessel registrations.
- Project future demand based on new or expanded economic activities and recreational trends.
- Project future needs for navigable waterways and port and harbor facilities.
- Review plans for improvements by harbor and port districts.

Airports

- Assess the adequacy of and safety hazards associated with existing aviation facilities (general, commercial, and military) and the need for expansion and improvements.
- Inventory potential safety hazards posed by airport activities to surrounding land uses. (N)
- Inventory potential safety hazards to aircraft passengers posed by existing or proposed land uses near airports.
- Assess the provisions of any airport land use plan prepared pursuant to Public Utilities Code §21675. (N)
- Describe existing facilities.
- Assess the adequacy of ground access to airports, based on existing and projected passenger and cargo load.

Parking facilities

- Assess the adequacy of existing on- and off-street parking, particularly in urban and commercial areas. (L)

- Assess the effects of parking policies (i.e., off-street parking standards, on-street parking restrictions, graduated parking fees, etc.) on congestion, energy use, air quality, and public transit ridership.
- Assess the need for bicycle parking.

Transportation system management

- Analyze existing and projected transportation system levels of service. (L)
- Identify existing and proposed modes of transportation.
- Analyze the projected effects on the transportation system of construction improvements versus the projected effects of transportation system management.
- Compare the costs of construction improvements versus the costs of transportation system management.
- Analyze high-occupancy vehicle (HOV) lane usage and vehicle occupancy counts.

Air pollution from motor vehicles

- Estimate air quality impacts. (CO, L)
- Analyze air quality trends.
- Assess existing air quality, pursuant to air quality district plans
- Estimate air quality impacts of motor vehicle trips generated by land use changes and new thoroughfares, based on regional air quality and transportation plans.
- Identify and evaluate measures that will reduce the air quality impacts of motor vehicle trips, consistent with regional air quality and transportation plans. (CO, L)

Ideas for Development Policies

The circulation element should contain objectives, policies, principles, plan proposals, and/or standards for planning the infrastructure that supports the circulation of people, goods, energy, water, sewage, storm drainage, and communications. These development policies should be consistent with regional air quality and transportation plans. With this and the above ideas for data and analysis in mind, cities and counties may wish to consider development policies for the following:

- The development and improvement of major thoroughfares, including future acquisitions and dedications, based on proposed land use patterns and projected demand. This may include a street and highway classification system. (L)
- The location and design of major thoroughfares in new developments. (N)
  - Consideration of street pattern (curvilinear, grid, modified grid, etc.).
- The design of local streets (including, but not limited to, width, block size, and accommodation of parking and bicycle and pedestrian traffic).
- Level-of-service standards for transportation routes, intersections, and transit.
  - Separate level-of-service standards for bicycle and pedestrian traffic or integrated level-of-service standards that consider multiple modes.
- Enhanced circulation between housing and workplaces. (L)
- The scheduling and financing of circulation system maintenance projects.
- The location and characteristics of transportation terminals. (L)
- The development, improvement, timing, and location of community sewer, water, and drainage lines and facilities. (L, CO)
- The current and future locations of:
  - Oil and natural gas pipelines.
  - Power plants.
  - Major electric transmission lines and corridors. (DIA) (L)
- The acquisition of necessary public utility rights-of-way. (L)
- Preferences for financing measures to expand and improve public utilities.
- Standards for transportation and utility-related exactions.
- Assistance to those who cannot afford public utility services.
- The mix of transportation modes proposed to meet community needs.
- The development and improvement of transit and paratransit services.
- Transit and paratransit assistance.
- The roles of railroads and private bus companies in the transportation system. (N)
- The development and improvement of rail and private bus facilities and services.
- The encouragement of railroad and private bus company services.

- Transit-oriented development strategies. (L)
  - Identify transportation nodes suitable for future transit-oriented development.
  - Adjust traffic level-of-service requirements (traffic congestion standards) around transit-oriented developments to promote transit ridership.
- The preservation of abandoned railroad rights of way for future transportation corridor use. (L)
- The development and improvement of bicycle routes and walkways.
- Proposed truck routes. (N)
- Policies supporting truck route regulations. (N)
- The safety of the traveling public, including pedestrians and bicyclists.
- The development and improvement of port, harbor, and waterway facilities. (L, CO)
- The development and improvement of aviation facilities. (L)
- The mitigation of aviation-related hazards (including hazards to aircraft and hazards posed by aircraft). (L, N)
- The consistency of the general plan with the provisions of any airport land use plan (§65302.3). (L, N)
- Strategies for the management of parking supply such as increased parking fees, graduated parking fees, metered on-street parking, and staggered work schedules.
- Strategies for the control of parking demand such as improved transit service, amenities for bicyclists, and subsidized rideshare vehicles.
- Transportation system management policies.
- The respective roles of the private sector and various public agencies in developing, improving and maintaining circulation infrastructure.
- The identification, development and maintenance of evacuation and emergency access routes. (S)
- Measures that reduce motor vehicle air pollution, consistent with the regional air quality and transportation plan policies. (L, CO)

Technical Assistance

The following agencies may provide information or assistance in the preparation of the circulation element:

- California Department of Transportation (Caltrans), including district offices, the Division of Aeronautics, and the Division of Transportation Planning
- California Public Utilities Commission
- Regional Transportation Planning Agency (RTPA) or Metropolitan Planning Organization (MPO)

For assistance regarding software to estimate transportation-related air quality impacts, contact the California Air Resources Board's Technical Support Division or the California Energy Commission's PLACE^{3}S Program.

HOUSING ELEMENT

Unlike the other mandatory elements, the housing element is subject to detailed statutory requirements regarding its content and must be updated every five years. The housing element is also subject to mandatory review by a state agency. This reflects the statutory recognition that the availability of housing is a matter of statewide importance and that cooperation between government and the private sector is critical to attainment of the state's housing goals.

Housing element law requires local governments to adequately plan to meet their existing and projected housing needs including their share of the regional housing need. Housing element law is the state's primary market-based strategy to increase housing supply. The law recognizes the most critical decisions regarding housing development occur at the local level within the context of the general plan. In order for the private sector to adequately address housing needs and demand, local governments must adopt land-use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development for all income groups.

Statutory Requirements

The housing element requirements listed below are derived from Article 10.6 of the Government Code, §65583 through §65590. The housing element must be comprehensively revised at least every five years to reflect the results of the required periodic review. Section 65588 establishes the timetable for these revisions. Local governments may address these requirements in any format they deem most meaningful to meet the community's needs. A housing element, regardless of its format, must clearly identify and address, at a minimum, each of the statutory requirements, as follows:

- Quantifying projected housing needs. This is accomplished through the regional housing needs allocation (RHNA) process pursuant to §65584. The city or county's share of the RHNA, as determined

Circulation Element

Circulation does not simply address the issues relating to Transport 'it is an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications'. According to Statute the circulation plan must correlate directly to the Land Use of the City. A circulation plan, in other words, must ensure the free movement of groups and individuals between the different Land Uses present within a City. Although not statutory the Circulation Element also has direct links with 'housing, open-space, noise and safety elements' (Governors Office of Planning and Research, 2003). The following table identifies the statutory elements relating to Circulation.

Land Use	Transport Routes	Transport Terminals	Utilities Easements

'The circulation element should contain objectives, policies, principles, plan proposals, and/or standards for planning the infrastructure that supports the circulation of people, goods, energy, water, sewage, storm drainage, and communications' (Governors Office of Planning and Research, 2003). The circulation element seeks to provide adequate facilities and services which are easily accessible to all of society not simple those who can gain access to a vehicle. All new policies must adhere to the regional air quality and transportation plans.

The table below presents suggested policies from the state in relation to public opinion on what they believe policy should address.

Recommended Policy by state	Community Issues addressed
1. Ensure good 'design of local streets (including, but not limited to, width, block size, and accommodation of parking and bicycle and pedestrian traffic)'.	➢ Create Speed Bumps ➢ Minimize signs ➢ Keep the City a family friendly place
2. The development and improvement of transit and paratransit services. 3. Enhanced circulation between housing and workplaces. 4. The location and characteristics of transportation terminals. 5. The development and improvement of bicycle routes and walkways.	➢ Keep congestion down
6. The acquisition of necessary public utility rights of-way. 7. The development, improvement, timing, and location of community sewer, water, and drainage lines and facilities. 8. Assistance to those who cannot afford public utility services.	➢ Create Community Sewer System ➢ Water Supply ➢ Community Design ➢ Sewage disposal

9. The development and improvement of port, harbor, and waterway facilities.	➢ Further Development of business District. ➢ Harbor Improvements
Other important policy guidance (not suggested by the public)	
10. The identification, development and maintenance of evacuation and emergency access routes. 11. Measures that reduce motor vehicle air pollution, consistent with the regional air quality and transportation plan policies. 12. Strategies for the control of parking demand such as improved transit service, amenities for bicyclists, and subsidized rideshare vehicles. 13. Establish policies requiring linkages between past and future development projects through a network of parks, open space, and bicycle and walking paths.	

Circulation – revised policy

The General Plan currently provides policies in this element relating to; Traffic, Pedestrian and Cycle facilities, public transit and parking. Public access policy is further addressed in the 'Development Options' section. The list of policies in this section are detailed and largely fulfill the requirements of both the public and the State Guidelines. The major issue is implementing the policy set down by this element. There is little evidence that efforts have been made to improve the existing cycle facilities or attempt to create a more direct route to Eureka.

Policy does not currently address the issue of 'providing access for all demographics of society'. Policy needs to encourage the promotion of public transit and increase access to the current bus facilities via the creation of new bus stops. Policy could also seek to extend the Dial a Ride service that currently operates in Arcata and Eureka but not Trinidad.

Existing Policy is concerned with maintaining the existing network of paths and trails as they are. There is no policy that designates where improvements could be made to the system. At present the Harbor area is not fully accessible via foot due to poor signage and a low quality walkway along Edwards Street.

There is a need to create policy which promotes sustainability in the town.

Policy already identified in General Plan	Suggestions for improvement
1. Ensure good 'design of local streets (including, but not limited to, width, block size, and accommodation of parking and bicycle and pedestrian traffic)'.	
➢ Any new or existing lot in the City intended for a new occupancy should 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).	No Suggestion.
➢ 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).	Where possible, provide a pedestrian network linking annexed property to the Commercial Zone via the use of off road paths. If this is not possible offer safe access via road.

2. Enhanced circulation between housing and workplaces.	
➢ 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 (Circ-4).	Possible revision to include wood chipped path down Edwards Street. Providing a continuous artery down to the Harbor. (Replace single white line).
3. The development and improvement of bicycle routes and walkways.	
➢ The City shall provide for pedestrian and bicycle amenities such as benches and attractive, secure and accessible bike parking, where feasible. This may include seeking grant funding, volunteer efforts, or a requirement for private development proposals (Circ-21).	The creation of Bike lanes and off road bicycle access should be encouraged. Emphasis should be put on an easily identifiable, all encompassing route's.
➢ The City shall 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 pedestrians are encouraged to park vehicles in a centralized area and walk (Circ-22).	Along with quality assurance pedestrian routeway's should be sign posted to ensure their maximum use.
4. The location and characteristics of transportation terminals.	
➢ No policy currently exists.	1. Encourage the use of sustainable forms of Transport by providing bus facilities in the major commercial and mixed use development areas. location's could include the Harbor and along Trinity Street, outside townhall. 2. Ensure information for bus times and services is provided at bus stops. Disperse pamphlets at local amenities to encourage the use of the Transit system. 3. Consider the relocation of the Park and Ride which should incorporate bus facilities within it. (Possible location; North of Chevron Garage).

5. The development and improvement of transit and paratransit services.	
➢ The City should attempt to work with the Humboldt Transit Authority to encourage a more direct route into Eureka, with fewer stops in the McKinleyville area (circ-19).	1. Encourage the extension of the 'Dial a Ride' service to cover the Trinidad area. Service should provide for all those who are unable to use the existing bus service. 2. Increase frequency of the current bus service via the promotion of new routes which promote tourist use. (Eg: Westhaven to Trinidad along Scenic Drive). 3. Attempt to integrate the existing services provided by the Redwood Bus Line with those of the Cherry Heights Casino.
4. The identification, development and maintenance of evacuation and emergency access routes.	
➢ New and renovated structures, as well as streets, driveways, and alleyways, shall be designed to provide adequate entry and exit by emergency vehicles and personnel. This includes visible street numbering, emergency vehicle turn-arounds, accessible building entry points and stairways, lighting, and interior evacuation routes (.	1. Identify the existing emergency access routes and ensure they are in an accessible condition. Ensure that any new development takes account for emergency vehicle access.
➢ Establish policies requiring linkages between past and future development projects through a network of parks, open space, and bicycle and walking paths.	
1. The public shall have unimpaired access to trails. A formal pedestrian trail system shall be marked out around Trinidad. The system shall include the beaches, the existing Trinidad Beach State Park trails, and ascend 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. (Refer to the Circulation Plan map for delineation of the trail system.) The system shall be advertised in visitor information and mapped at the visitor information center. Trail connections to the	1. Create clearly identifiable, area sensitive signs to advertise the Trinidad trail system. Higher volumes of users will increase safety and encourage tourism. 2. Provide public park facilities

State Park should also be identified (Rec-5). 2. The City Council shall develop ordinances and policies to ensure unobstructed public access to all Trinidad Trails. Vehicles, vegetation, or other obstructions shall not be allowed to block or hinder pedestrian access to trails (Rec-9).	that can be incorporated into the trail system. (possible location: Plot directly North of Marine Lab).