CIRCULATION ELEMENT

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 State of California General Plan Guidelines require a Circulation Element to address the following issues at a minimum:

- Major thoroughfares
- Transportation Routes \
- Terminals
- Other local public utilities facilities

Public facilities and services are required to be addressed in a General Plan, but is not one of the seven required elements. Instead, these topics are often included in the Land

Use or Circulation Element. In this case, public facilities (such as the school and town hall) are discussed in the Land Use Element and public services, including water, solid waste and utilities are included within this Circulation Element.

Similarly, energy does not require its own element, but is also closely linked with land use and circulation issues. According to the General Plan Guidelines, an Energy Element should address both energy efficiency and energy conservation along with energy generation facilities. Further, more recent regulations require local jurisdictions to do their part to reduce greenhouse gas emissions and policies for complying with AB 32 should be included in a General Plan.

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

B. EXISTING CONDITIONS

Roads and Traffic

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

In the City, there are approximately miles of paved, impermeable roadway, the majority of which are narrow, local streets, with the exception of Trinity, Main and Edwards that wind through the Planned Development / Mixed Use district and provide access to the Harbor and beaches. These heavily traveled streets should be kept well maintained, and where necessary, widened and paved. However, it should also be recognized that wider, straighter ~~more improved~~ streets often result in faster traffic speeds, which is an issue of local concern. Most of the roads around the City are minimally improved and inadequate to handle significantly more development. Some

streets have no gutters or sidewalks—this is to preserve the small village character desired by the residents and sought after by visitors. These undeveloped right-of-ways have advantages; there are high absorption and drainage potentials for surface runoff from adjacent paved areas. However, certain locations could be appropriate for traffic calming improvements (such as street intersection bulb-outs) and plantings, should funding become available.

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

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

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

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

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

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

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

Many roads in the Trinidad area embody the character of this unique coastal area, due to the spectacular views of the ocean that can be seen while driving down these roads. Scenic Dr., Stagecoach Rd., Patrick's Point Dr., and Edwards Street are four such roads that are considered the main scenic routes in the Trinidad Planning Area. Although these routes have not been state or regionally dedicated, they are still scenic and may be locally designated.

Energy, Greenhouse Gasses and Climate Change

The State of California has taken significant steps to combat climate change through legislation. The one most pertinent to local jurisdictions is AB 32, passed in 2006. This Assembly bill instituted a mandatory limit on greenhouse gas (GHG) emissions – reducing emissions in California to 1990 levels by the year 2020, or 25% below

forecasted levels. The bill also directs the California Air Resources Board (CARB) to establish a mandatory reporting system to track and monitor emission levels and requires CARB to develop various compliance options and enforcement mechanisms.

Although a comprehensive emissions inventory and targets have not been completed for Trinidad, a Climate Action plan has been developed to provide measures and recommendations for reducing GHG emissions in Trinidad. Since 1990, transportation has been one of the fastest-growing sources of GHG emissions, and is the largest sector emitting CO_2, the most prevalent GHG. This is especially true in Trinidad, where there is no industry or power generation or other large producers of GHG. In addition, because Trinidad is mostly a bedroom and destination community, with few connecting corridors, automobiles are the dominant means of transportation. For this reason, reduction of GHG emissions in Trinidad is closely tied to traffic patterns, and is therefore included within the Circulation Element.

Public Services (note that this is copied from the Public Services section below)

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 (currently the City contracts with the Sherriff's Office for police services), street maintenance, cemetery maintenance, and a storm drain system. The City also provides support for the community organizations such as the Volunteer Fire Department, the Trinidad Branch of the Humboldt County Library and others. Private companies own the electric, gas, telephone, cellular, and cable services, though they are regulated by the Public Utilities Commission. Public facilities, such as buildings and parks are discussed in the Land Use Element.

Increasing land use conflicts and issues have resulted in a recent increase in the development of additional land use ordinances, including a Views and Vegetation ordinance, 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.

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 rather than during traditional commuter peak hours. Many of the visitors travel by car from other areas into Trinidad for fishing and vacation during summer and peak fishing seasons. Though welcome, this influx of people can, at times, place a burden on Trinidad's circulation, car speeds, and parking facilities—particularly on Trinity Street.

Speeding and blind driveway intersections on Edwards Street is a current issue of significant concern in town. Though much of Trinidad's traffic is generated by tourism, which is inherently auto based, Trinidad is small enough that it could be a very walkable community for both residents and visitors. .

The biggest area of congestion is at Trinidad Elementary School when parents are dropping off and picking up their children. Special events such as the Fish Festival also cause traffic congestion and parking problems. Sometimes opening days of fishing or crabbing seasons or holiday weekends also cause congestion in the Harbor area. There is a general consensus that a problem exists with the Freeway entrance/exit area, where seven access ways converge, and not every direction has a stop sign. Solutions that have been discussed include a redesign of the intersection, additional stop signs, and limiting the amount of directional signage.

Parking is an issue that tends to come and go as being perceived a problem. When the sport fishing industry was more prevalent, prior to recent restrictions and shorter seasons, trucks with boat trailers would park all over town, leading to a lack of available parking for residents and other tourists. Currently, parking is not considered a major 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 road and traffic issues in the City, including:

- street lights and development east of 101
- pedestrian safety on Scenic Drive
- pedestrian access around the City entrance, including the freeway underpass and Westhaven drive
- ~~fewer or~~ lower street lights in town
- slow~~ing~~~~ed~~ traffic on Trinity Street and Edwards
- lack of visibility and defined spaces for multiple users along Edwards Street
- public transportation improvement
- a decrease in street signage
- walking tour of Trinidad with benches and trail markers
- alternative modes of transportation

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

2. Relationship to Regional Circulation Plans

There are several regional and county planning documents that should be considered when planning for traffic circulation in and around the City. This includes the Humboldt County General Plan Circulation Element and background document "Moving Goods and People (2002). This also includes the Humboldt County Association of Governments (HCAOG) regional planning efforts, including the 2008 Regional Transportation Plan Update, the 2008 Regional Pedestrian Needs Assessment and the 2004 Regional Bicycle Transportation Plan Update.

C. TRAFFIC

1. Patterns

The traffic-carrying function of Trinidad streets is well established. One main route provides access between the freeway interchange and the boat harbor: Main to Trinity to Edwards Streets. All other city streets primarily provide access to residential lots. The location of existing and planned land use does not require non-residential related traffic on these local streets. As mentioned in a previous section, much of the traffic in Trinidad is generated from outside City limits, a significant portion coming from tourists and visitors to the City's many scenic and coastal resources. Also, many residents from outside town, such as from the Westhaven area, come to Trinidad to shop or bring their kids to school.

Hwy 101 is only route that connects Trinidad with towns to the north or south, which 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.

Streamline Planning Consultants analyzed traffic counts performed by the County of Humboldt or Streamline Planning Consultants from Friday, June 26, 2009-July 2, 2009, and May 26, 2010-July 6, 2010. The vehicle volumes provide information regarding direction and volume of traffic, peak hours, and average daily traffic. Although the data does not provide a whole year's worth of information, traffic scenarios, trends, and conditions can be speculated. The traffic counter was located on Edwards Street, southwest of Van Wycke Street. This portion of Edwards Street provides sole vehicular access to the harbor, beach and head.

For the week of June 25-July 2, 2009, an estimated 11,191 vehicles accessed the harbor or beach. Morning peak hours throughout the weeks were from 10:30 am-11:59 am, most likely because half-day fishing trips often end in that time-slot. Evening peak hours varied but fell between 12:15 pm-1:30 pm, 1:30-2:45 or 2:15pm-3:30 pm. The majority of cars were passenger cars; pick-up trucks were the second most prevalent vehicle. Car to truck usage is most likely explained by the gas efficiency and affordability of passenger cars; commuter cars are most likely driven by tourists, visitors, carpoolers, and those that work at the harbor. It can be speculated that the pick-up trucks are driven by a majority of fishermen to haul fishing-related materials and boats.

More data was collected in 2010 because of the longer sport salmon season. In that data collection time period, the most traffic occurred over the weekend of May 29-30, the opening weekend of salmon season. During the week of June 25-July 1, 2010, an estimated 9,429 vehicles accessed the harbor or beach. A comparison of weeks June 25-July 1, 2009 and June 25-July 1, 2010 showed that traffic counts were similar, averaging a difference of 388 vehicles per day. Historically fishing seasons tend to increase the traffic in Trinidad, however they have not had a drastic impact on the traffic in the past two years because of short seasons, poor fishing and bad weather, but this may not always be the case. On average, during the summer, the harbor receives 49.8% of Trinidad's traffic during the weekends and 36.5% of Trinidad's weekday traffic.

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 in the Harbor area, and along Trinity and Main Streets, particularly Saunder's shopping center.

4. Intersections

Several intersections were studied in the Trinidad Walkability Study.

5. Policies

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 maintain safe speeds compatible with pedestrian safety and circulation and preserve the residential character of Trinidad.

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

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-2.2 Construct all road maintenance and improvements in accordance with a Pavement Management System Plan and the standards established by the City Engineer. This should be updated annually or as needed to ensure roadway improvements are designed to improve circulation in Trinidad and to meet the projected travel demands.

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-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-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.

CIRC-2.9 Pursue funding to study and construct an appropriate traffic control option at the Trinidad/Highway 101 Intersection.

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. Commercial establishments require parking for both employees and customers. As of 2009, ___on-street parking spaces exist in Trinidad in the Mixed Use / Commercial zone. See Figure___. 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 continue to be an option;
- Parking spaces are also needed for other types of vehicle storage, such as boats and recreational vehicles;
- More visitor parking is needed—especially near public access points, such as 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;
- 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 periodic circulation and parking studies in order to stay abreast of potential new opportunities and problems

CIRC-3.3 Develop and enforce an ordinance for keeping alleyways unobstructed at all times for public and emergency vehicles.

CIRC-3.4 Insure that a surfaced parking area for an adequate number of vehicles is provided for each primary and secondary residence as part of an application for new construction or an addition.

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-3.6 Reduce parking requirements for the Mixed Use Zone to allow existing structures to be utilized for commercial uses.

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-3.8 Implement the parking-in-lieu mechanism in a manner that reduces the impacts of the project providing the fees.

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 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 Redwood Transit System, but there are only six stops per day on the weekdays and no weekend service. Since the formation of this bus route, the City has participated in the program and provided bus stops. This gives residents some options for taking the bus. According to the 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: 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 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.

Program CIRC-4.1.1: Provide bus 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.

Program CIRC-4.1.3: Public transportation should support access to social services and mitigate the impacts of service changes to social service clients.

CIRC-4.2 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.

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.

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 with signage connecting Main Street to 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~~ that allows Trinidad residents and visitors reasonable access to the City and its views but also preserves the characteristics of Trinidad and the surrounding area

Alternative Transportation Policies

CIRC-5.1 Provide for and develop pedestrian and bicycle facilities to serve the transportation and recreational needs of the residents. Where feasible, these can include benches and attractive, secure and accessible bike parking, etc. This may require seeking grant funding, volunteer efforts, or developing conditions for private development proposals.

CIRC-5.2 Provide safe and convenient pedestrian access to all areas of the City through routine maintenance and repair of sidewalks on the main arterial routes, so that visitors are encouraged to park vehicles in a centralized area and walk.

1. More streetscapes and examples
2. Intersections

Program CIRC-5.2.1: The City's Capital Improvement Plan shall include an assessment of the needs of bicycles and pedestrians and allocate funds consistent with the goal of increasing the safety, functional efficiency, and capacity of pedestrian and bike routes. The level of service and quality of service for pedestrians and bicycles shall be increased when expanding roadway capacity for motorized circulation. Road resurfacing projects should provide improved access and safety for bicycles.

CIRC-5.3 Continue to update the City's Trails Plan, where necessary, to encourage pedestrian and / or non-motorized vehicular access to appropriate areas open to the public.

Program CIRC-5.3.1: Published design standards, such as the Caltrans Highway Design Manual or equivalent, shall be used by the County Public Works Department for the design and construction of pedestrian and bicycle paths. All new hard surfaced walkways shall be wheelchair accessible. Existing hard surfaced walkways should be improved to be wheelchair accessible when funding is available or when development projects occur on adjacent parcels.

Program CIRC-5.3.2: Use traffic calming measures, where appropriate, as a means of providing safe pedestrian and bicycle access. Traffic calming measures include, but are not limited to, roundabouts, chicanes, curb extensions, and traffic circles.

Program CIRC-5.3.3: The County shall review land development along and adjacent to designated pedestrian and bicycle routes to ensure that adjacent new development is consistent with established right-of-ways and compatible with the safety and capacity of the corridor.

Program CIRC-5.3.4: Encourage the placement of secure, weather-protected bicycle storage facilities at bus stops, businesses, and public buildings.

CIRC-5.4 Promote horseback riding as a form of recreation and transportation by providing equestrian trails, where feasible.

G. Energy

Energy consumption and production are closely linked to the physical development of land. Land use development policies strongly impact how much energy is consumed, and zoning and development strategies can affect the ability to develop and transport future energy resources. Humboldt County actually produces a majority of its own energy, and some natural gas as well. There are also several potential local energy sources that are as yet mostly untapped, including wind, wave, biomass, solar and micro-hydroelectric. Conservation and increased efficiency are also ways in which to essentially boost energy production.

In 2003, the Redwood Coast Energy Authority (RCEA) was formed as a joint powers authority (JPA), representing seven municipalities, including Trinidad, and Humboldt County. As a JPA, RCEA is governed by a board composed of a representative from each jurisdiction. RCEA's mission statement is:

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

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

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

Goal CIRC-6 Reduce dependence on non-renewable energy and materials.

CIRC-6.1 The City shall encourage energy efficiency and use reduction in new and existing development and shall set an example by improving its own energy efficiency wherever feasible. (PUBL-25)

CIRC-6.2 Energy Conservation Measures in Buildings: Continue to require structures to comply with State energy conservation standards and encourage owners of existing dwellings to retrofit with energy-saving features.

> *Program CIRC-6.2.1*: Require retrofitting of energy-saving features in existing dwellings as a part of any permit process ~~the City's Housing Rehabilitation~~

~~Program~~ by providing information, technical assistance, and other incentives or conditions of approval when appropriate.

Program CIRC-6.2.2: Review and revise the Zoning and Subdivision Ordinances to incorporate standards for energy-efficient development, including site orientation, building design, use of materials, landscaping, solar access, and solar space and water heating.

CIRC-6.3 Development Review Process: Make energy conservation an important criterion in the development review process.

Program CIRC-6.3.1: Adopt a solar access ordinance which would require development applications to be reviewed for potential energy conservation measures and designs including site orientation, building design and use of materials, landscaping, and solar access.

Program CIRC-6.3.2: Include a section on energy-efficient features in the Design Review Guidelines.

Program CIRC-6.2.3: Obtain PG&E assistance in reviewing commercial buildings and major subdivisions during the design and approval process to incorporate energy-efficient design suggestions into the plans.

CIRC-6.4 Alternative Energy: Encourage the development and use of alternative sources of energy such as wind, solar, and waves to meet Trinidad~~Fort Bragg~~'s energy needs.

Program CIRC-6.4.1: Revise the zoning ordinance ~~Coastal LUDC~~ to allow alternative energy facilities for onsite use as a conditional use in all zones within the City. Solar energy facilities for on-site use shall be allowed as a permitted use in all zoning districts.

Goal CIRC-7~~OS-7~~ Improve air quality.

~~CONS-#~~*CIRC-7.1* Participate in Regional Planning to Improve Air Quality: Continue to cooperate with the North Coast ~~Mendocino County~~ Air Quality Management District (~~M~~NCAQMD) in implementing the *Regional Clean Air Plan*.

~~CONS-#~~*CIRC-7.2* Air Quality Standards: Seek to comply with State and Federal standards for air quality.

Program CIRC-7.2.1~~OS-7.2.1~~: Adopt a plan and timelines to reduce greenhouse gas emissions for City operations through the establishment and implementation of a Greenhouse Gas Reduction Action Plan.

Program CIRC-7.2.2 ~~OS-7.2.2~~: Consider adopting a plan and timeline to eliminate emissions from the City's ~~transportation sector~~vehicles by replacing internal combustion vehicles with zero emission vehicles (ZEV) to maintain compliance with AB 32, the California Global Warming Solutions Act passed in September 2006.

Program CIRC-7.2.3 ~~OS-7.2.3~~: Review new project proposals for consistency with ~~M~~NCAQMD regulations and guidelines.

Program CIRC-7.2.4 ~~OS-7.2.4~~: Revise the ~~Coastal LUDC~~Zoning Ordinance to require that all new woodburning stoves and heaters meet current EPA standards for woodburning devices. Do not allow woodburning devices in commercial or industrial development ~~(except for use in operating the existing or an upgraded powerhouse on the Georgia-Pacific property solely for processing forest products)~~.

~~*Program OS-7.2.5:* Work with the Mendocino County Air Quality Management District to ensure that all new industrial projects include Best Available Control Technologies (BACTs) to control emissions of air pollutants to the maximum extent permitted by law.~~

~~Program OS-7.2.6: Require that proposed new asphalt plants undergo an air quality analysis that includes analysis of emissions, dispersion modeling, risk analysis, and mitigation required to reduce pollution and risk.~~

Program CIRC-7.2.5~~OS-7.2.7~~: Include thorough dust control provisions in the Grading Ordinance.

Program CIRC-7.2.6~~OS-7.2.8~~: The City will prohibit unpaved driveways of more than 50 feet and unpaved roads in all new development or less if they have the potential to contribute sediment to the Trinidad Head ASBS. Permeable pavement is encouraged in appropriate circumstances.

G. PUBLIC SERVICES

The purpose of this section is to identify the essential public facilities, buildings, and services and to describe policies and programs that will ensure that the existing and future population of Trinidad is provided the best and most appropriate level of public services and infrastructure. Included in this section are policies regarding City water service, regulation of septic systems, 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. There is no local landfill since the Cummings Road landfill reached capacity. Other alternatives are currently being pursued.

In 1989, the state passed Assembly Bill (AB) 939 that mandated cities and counties to reduce their waste by 25 percent by 1995 and 50 percent by the year 2000. In June of 1992, a Source Reduction and Recycling Element (SRRE) 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 Clerk is currently responsible for completing the requirements under that element.

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

Goal CIRC-~~8~~8~~6~~: 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~~8.1 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~~8.1.1: Identify opportunities and constraints for reducing waste, considering in particular carbon-intensive consumer goods utilized in the City that have viable alternatives. Based on this study, develop an effective waste reduction ordinance for the City of Trinidad that limits or bans specified carbon-intensive consumer goods.

CIRC-~~6~~8.2 Continue to contract for solid waste disposal and recycling services in a manner that meets the needs of the residents in the area. Consider entering into a

formal Franchise Agreement with the solid waste disposal service provider that gives residents the most access to services.

CIRC-~~6~~8.3 Maintain an integrated waste management plan 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~~8.4 Maintain and improve programs included in the City's Source Reduction and Recycling Element to reduce litter and other illegal solid waste disposal and to minimize the amount of wastes requiring disposal.

Program CIRC-~~8~~6.4.~~1~~0 As part of the above “Element’, develop a program that allows collection and reuse of yard waste and discourages dumping such wastes over the bluff top.

Program CIRC-~~6~~8.4.~~2~~1: Provide no- or low-cost compost bins to residence and business owners

Program CIRC-~~6~~8.4.~~3~~2: Implement or support training workshops to effectively educate the community of composting techniques and benefits

Program CIRC-~~6~~8.4.~~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~~8.4.~~5~~4: Provide composting incentives to businesses

CIRC-~~6~~8.5 Investigate options for a permanent location for the recycling center that may include screening from adjacent properties. Update the recycling center to accommodate additional materials as technology becomes available to recycle them.

CIRC-~~6~~8.6 Work with local business to promote recycling opportunities and to educate people regarding recycling options.

2. Stormwater System

The City has an old and incomplete stormwater drainage system. 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 parking area in the Harbor 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 Harbor Area mainly has limited stormwater runoff from the parking facility near the harbor and Trinidad Head. Figure 15~~#~~ 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 stormwater 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-9~~7~~: Maintain and improve the City's stormwater treatment system to reduce polluted runoff into the surrounding environment

Stormwater System Policies

CIRC-~~7~~9.1 Undertake improvements to the City's stormwater drainage system to minimize the volume and loading of stormwater-related pollutants entering Trinidad Bay. Such improvements may include re-direction of drainage paths and installation of bio-retention and infiltration components where feasible. (CONS-30)

CIRC-~~7~~9.2 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~~9.3 Implement 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-5.1.2)

GOAL CONS-10~~8~~: Minimize stormwater runoff and the introduction of pollutants into the waters in and around the City from new and existing development:

Development & Stormwater Policies

CIRC-10.1~~7.4~~ 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. 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-10.2~~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-10.3~~7.6~~ Limit the use of curb drains to avoid conveying runoff directly to the City's stormwater conveyance system.

CONS-10.3~~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-10.4~~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)

3. Transmission and Utility Facilities

Private companies own the electric, gas, telephone, cellular and cable services, though they are regulated by the Public Utilities Commission. Pacific Gas and Electric (PG&E) is the only provider that has a facility (a substation) within the City. There is also a cellular installation utilized by several providers located on Trinidad Head. Many of the overhead utility lines in town have already been undergrounded either through requirements for new development or utilizing available funding from PG&E for such activities in scenic areas. Propane fuel is provided by individual private propane tanks, as there are no natural gas lines in the Cityn. 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-11~~9~~: Ensure that the transmission of utilities shall meet consumer needs, energy efficiency goals, and not change the character of the City

Transmission and Utility Policies

CIRC-11.1~~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~~11.2 Encourage energy efficiency and use reduction in new and existing development and shall set an example by improving the City's own energy efficiency wherever feasible.

CIRC-11.3~~8.4~~ Use renewable energy to reduce greenhouse gas emissions.

Program CIRC-~~8.4~~11.3.1: Install solar photovoltaic systems in public buildings and consider renewable energy generation options in any future municipal buildings

Program CIRC-~~8.4~~11.3.2: Support installation of a public charging station for electric vehicles; possibly at the fuel cell research at the HSU TML.

Program CIRC-~~8.4~~11.3.3: Adopt the 2010 California Green Building Standards for use in any new and remodeled construction that requires a building permit

Program CIRC-~~8.4~~11.3.4: Engage in community outreach to inform people of financial aid options and long-term benefits of utilizing alternative energy sources

Program CIRC-~~8.4~~11.3.5: Provide incentives as available for installation and utilization of alternative energy sources

CIRC-11.4~~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-~~8~~11.5 It is intended that development on Trinidad Head be kept to a minimum, with passive recreation and scientific study being the only allowable uses. Phase out the cellular facility and encourage the providers to find an alternative location or utilize new technology to provide the same services. (CONS-14.2)

CIRC-~~8~~11.6 Regulate lighting in the City to prevent light pollution while protecting public safety where necessary.

Program CIRC-~~8~~11.6.1: Require that lighting in commercial areas be kept to the minimum necessary for safety and minimize light spillage from the property

Program CIRC-~~8~~11.6.2: 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~~11.6.3: 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-12~~9~~: Accommodate the wastewater production while protecting the health, natural resources, property values and tourism

Wastewater Disposal / OWTS Policies

CIRC-~~9~~12.1 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-~~9~~12.2 Coordinate the development review process with the Onsite Wastewater Treatment System Management Program to require accurate and current septic information as part of any development application, including subdivisions. OWTS upgrades may be required based on the proposed development. Uses with large quantities or high strength discharges are subject to more stringent reviews and requirements.

CIRC-~~9~~12.3 Pursue grant funding to monitor and implement projects within the City's entire Planning Area to reduce pollution from onsite wastewater treatment systems. Trinidad encourages Humboldt County to participate to the maximum extent possible. Project goals include determining what areas and which onsite wastewater treatment systems are contributing the most pollution and offering financial incentives or other assistance to help landowners fix problems. The City and County should consider the feasibility and desirability of forming a Septic Maintenance District from Trinidad to Moonstone. (LU-9.6.1)

CIRC-~~9~~12.4 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 and to a number of properties outside City limits. Potable water for the City system is currently supplied from Luffenholtz Creek. The water system includes an infiltration gallery 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 dependent 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~~ is expected to increase modestly due to new development in the Trinidad area in the upcoming years, hence a plan needs to be developed to plan for and accommodate, or not, 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 previously lost a large amount of its water, approximately 40%, through leaks or unmetered users. A large leak was recently found along the main line in Scenic Drive, which gives the City somewhat more leeway for future water service.

In the past, the City had the ability to hook-up users outside the City along the main water lines. 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-13~~0~~: Ensure that the City's water system, supply, and demand is ~~maintained and expanded~~managed for ~~-~~sustainability and the health and needs of residents

Water Policies

CIRC-13~~0~~.1 Prepare an annual water report to be presented to the City Council to keep the City up to date on the condition of the water system, need for improvements, level of use and capacity of the system.

CIRC-13~~0~~.2 Periodically assess the capacity of Luffenholtz Creek to provide domestic water, including existing and potential riparian rights and groundwater wells. Upgrade the City's water plant to improve efficiency, water quality and storage capacity as funding becomes available. (LU-8.1)

Program CIRC-13~~0~~.2.1 Maintain and upgrade the water system, as feasible and necessary. Develop a program for periodically upgrading existing distribution lines, including fire hydrants to current standards. Top priorities are repairing leaking lines and improving storage capacity at the treatment plant, and installing meters at currently unmetered public or other buildings.

CIRC-13~~0~~.3 Promote an effective water conservation program to minimize water consumption. Extend the City's conservation program to properties outside the City that are hooked up to the City's water system. Encourage the County to implement a similar program in the Trinidad-Westhaven area. (CONS-4.1)

Program CIRC-13~~0~~.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-13~~0~~.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-13~~0~~.3.3 Adopt a water efficiency landscape ordinance in accordance with AB 1881 and Dept. of Water Resources requirements.

Program CIRC-130.3.4 Promote the use of rainwater collection and greywater systems. Encourage the County to update their regulations to improve opportunities for greywater reuse.

CIRC-130.4 If capacity and / or storage is adequate, study the feasibility of forming a Water District that includes the area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, to allow for additional connections outside the City, as the system allows. Eventual annexation should be considered. An 'annexation agreement' (agreeing not to object to future annexation) with the City is a minimum requirement for providing any new connections outside of City limits. Areas to the north of the City should be part of such a district if services are to be provided there in the future. (LU-8.2)

CIRC-130.5 The existing commercial area on the west side of Patrick's Point Drive south of Anderson Lane and the area on the east side of Patrick's Point Drive north to the CalFire (CDF) station, should be included in the City service area / water district to allow for future consideration of water service. Annexation, or an annexation agreement, is a requirement for water service expansion, unless it is already part of a services district. (LU-8.3)

CIRC-130.6 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. (LU-7.1)

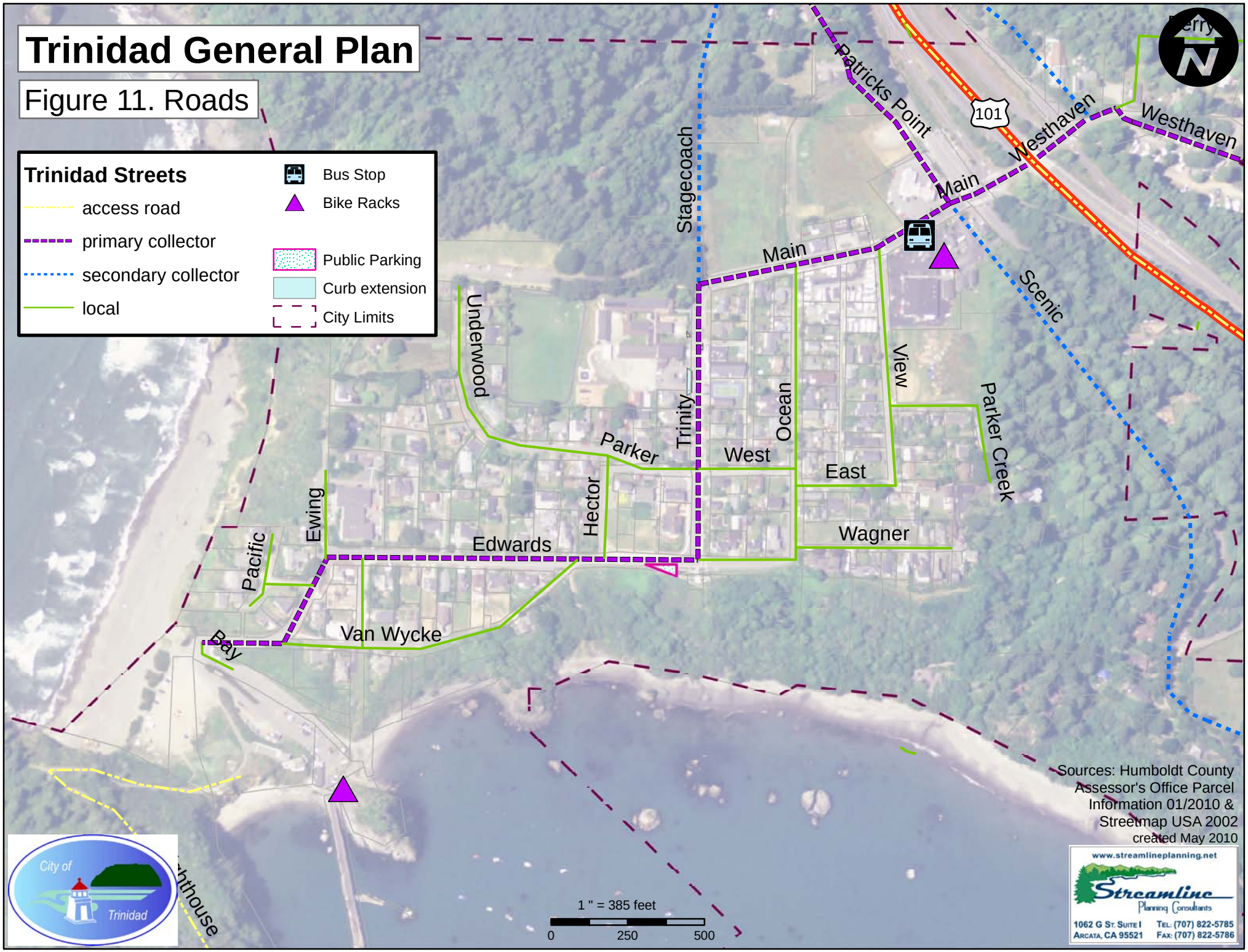
CIRC-130.7 Consider expanding City services to areas outside City limits only if it can be done without significantly increasing the costs to residents within City limits, or if it is a public health emergency; annexation is a prerequisite for any service expansions. (LU-7.2)

Program CIRC-130.7.1 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-130.8 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.

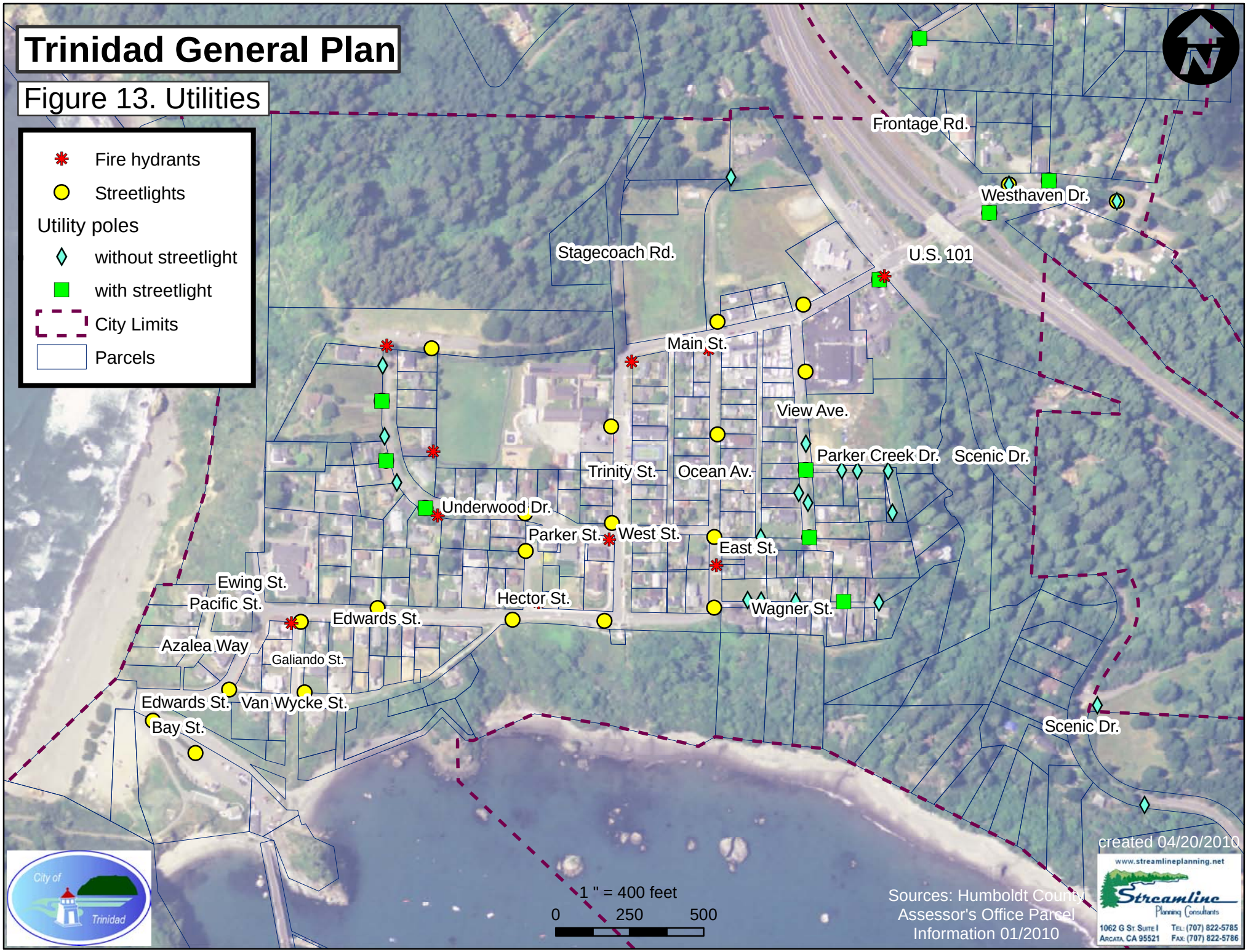
Trinidad General Plan

Figure 11. Roads



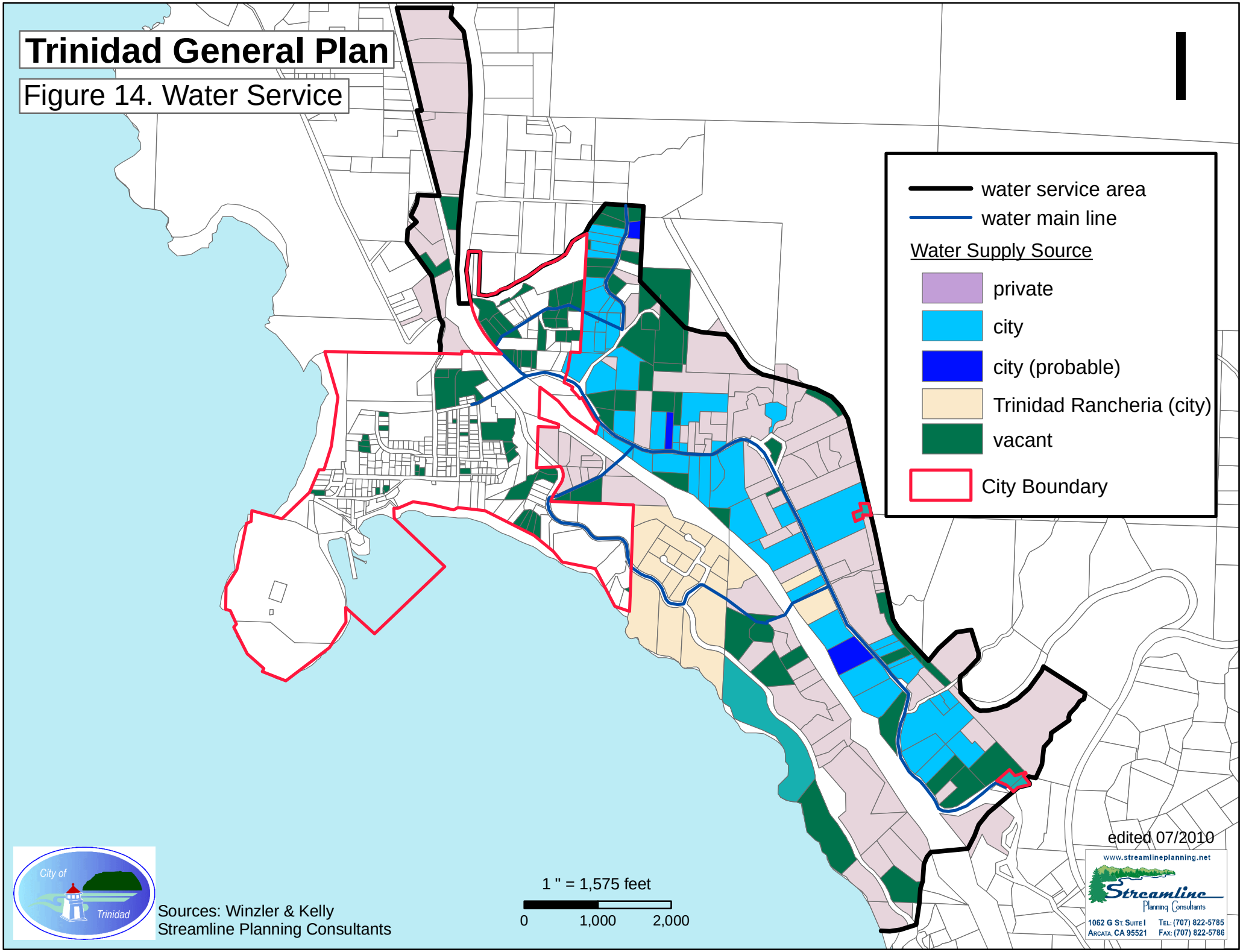
Trinidad General Plan

Figure 13. Utilities



Trinidad General Plan

Figure 14. Water Service



Trinidad General Plan

Figure 15. Stormwater System