



City of Trinidad Comprehensive Plan

2008

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ONE

Introduction

1.0 INTRODUCTION

1.1 Overview

The 2008 City of Trinidad Comprehensive Plan (Plan) provides Trinidad, Colorado, with a broad policy tool for guiding decisions concerning land use and future growth. The Plan is prepared in accordance with Colorado State statutes that authorize the City of Trinidad Planning and Zoning Commission to develop a master plan for its physical development. Per C.R.S. 31-23-207, the City of Trinidad Comprehensive Plan is needed for “guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality and its environs.”

The Plan builds upon and succeeds the 2000 City of Trinidad Comprehensive Plan as the master plan for the City of Trinidad. The Plan is a direct result of citizen involvement aimed at updating a planning document that embodies the city’s vision for its future growth and development.

1.2 The Planning Process

The project formally began with a community workshop held on November 28, 2007, in the General Purpose Room located in the Sullivan Student Center at Trinidad State Junior College. The purpose of the community workshop was to introduce the project and actively engage the general public in the Plan update. A Plan Opinion Questionnaire to identify growth and development issues and general attitudes concerning life in Trinidad since 2000 was distributed at the workshop and subsequently to the Trinidad –Las Animas County Economic Development membership and other community residents. An executive summary of the questionnaire results is included as Appendix B.

Information critical to the planning effort was collected, compiled, and categorized into a Project Bibliography (Appendix A). Technical information from the 2000 City of Trinidad Comprehensive Plan was updated, and several maps (Environmental Conditions, Neighborhoods, and Land Use) were converted to Geographic Information System software using data provided by the Emergency 911 Task Force. Two new maps were also created: Transportation and Community Facilities.

Using information from the first community workshop, questionnaire results, updated technical analyses and background mapping, the Plan Direction map and text were updated. The draft Plan Direction was presented in a second public workshop held February 27, 2008 at Trinidad State Junior College. During the workshop, attendees reviewed the revised Plan Direction and completed a questionnaire, expressing their relative preferences for each planning direction.



Concurrently, five task groups were meeting regularly to provide additional input on the Plan update: 1) the Nonresidential Architectural & Landscaping Task Group 2) the Parking Task Group 3) the Commercial Signage Task Group 4) the Protection of Residential Neighborhoods Task Group and 5) the Trails, Linear Parks & Open Space Task Group. Each task group was comprised of several citizens and led by a member of the Planning and Zoning Commission. The Planning and Zoning Commission were also instrumental in guiding the Plan update process, holding three work sessions in November 2007, February 2008 and April 2008.

Based on comments collected during a third community workshop held April 23, 2008, a summary of modifications was prepared and a public hearing held with the Planning and Zoning Commission concerning the adoption of the Plan, in accordance with C.R.S. 31-23-208. A copy of the Adoption Resolution is included as Appendix C.

1.3 Use of the Plan

The Plan is considered an advisory document only and is not binding on the zoning discretion of Trinidad. Although advisory, the Plan is the basis for regulatory measures inclusive of development code updates and project review recommendations. The Plan serves as the foundation for future intergovernmental agreements, capital improvement programming, and detailed studies and programs. The Plan is also a community database and can be used as supporting documentation for pursuing grants for community development activities.

The Plan should be consulted by City staff, the Planning and Zoning Commission, and the City Council when considering development proposals, updating land use regulations, working on intergovernmental issues, outlining work programs, preparing annual budgets, and reviewing progress toward meeting identified goals. The Plan should also be used to guide residents, landowners, and project applicants concerning land planning and community development objectives within and surrounding Trinidad.

Following this Introduction, Chapter Two: Environment and Natural Resources, Chapter Three: Population and Land Use, Chapter Four: Recreation and Community Resources, and Chapter Five: Transportation and Utilities establish the fundamental background information and mapping for the Plan.

The “Plan Direction,” found in the Chapter Six, outlines four basic planning districts within Trinidad: Established, Transitional, Redevelopment, and Growth. The basic planning districts should be used in conjunction with the City of Trinidad Planning and Zoning Code, and the City of Trinidad Official Zoning Map,



Chapter 1: Introduction

to guide the appropriate location, character, type and intensity of new development.

A fifth planning district is also established as a part of the Plan update: Corridor Planning Areas. This district should be used as a starting point for discussion regarding inter-jurisdictional planning with Las Animas County.

Plan goals and objectives, expressed as “General Directions” and “District Directions” are followed by “Policies” that articulate the directions as statements of public policy. “Actions” list one or more measures that can be taken by city staff, the Planning and Zoning Commission, or the City Council, as appropriate, to support the directions and policies. Each action is denoted by a checkbox and includes a timeframe for completion: short-term (one to three years), midterm (three to five years), long-term (five years and beyond), or ongoing.

Chapter 7: Implementation provides additional detail regarding the implementation of the Plan using regulatory and legislative tools, along with a recommended plan monitoring and evaluation approach.





TWO

Environment and Natural Resources

2.0 ENVIRONMENT AND NATURAL RESOURCES

2.1 Overview

The City of Trinidad is located in southeastern Colorado along the banks of the Purgatoire River. The city lies in a unique geographical setting where the Southern Rocky Mountains meet the high plains of Eastern Colorado. The Culebra Range of the Sangre de Cristo Mountains lies to the west and south of Trinidad. Raton Pass, 14 miles south of Trinidad, provides access across the mountains into New Mexico.

A description of the environmental conditions and resources found within Trinidad is followed by a discussion of environmental constraints to urban growth and development. Environmentally constrained areas are depicted on the Environmental Conditions Map.

2.2 Climate

The climate within Trinidad and the surrounding area is highly variable due to the area's varied terrain and altitudes. Temperatures are characteristic of a high altitude, dry continental climate. Trinidad's warmest month is July with an average maximum temperature of 86.8 degrees Fahrenheit, while the coldest month is January with an average minimum temperature of 18.9 degrees Fahrenheit. The annual average precipitation is 15.14 Inches, with average annual snowfall of 43.4 inches.

2.3 Geology and Topography

Located in the foothills of the Sangre de Cristo Mountains, Trinidad has widely varying terrain, including the steep side slopes of the surrounding mesas and tablelands, the moderate relief found throughout much of the city, and the relatively flat bottomlands formed by the river. Elevations range from 5960 feet above sea level within Trinidad to 6465 feet at Simpson's Rest.

The Pierre Shale formation underlies most of the land within Trinidad. This is a sedimentary deposit originating from a large inland sea that occurred during the Cretaceous Age.

Most of the hills surrounding the city are underlain by the Raton and Vermejo formations. These formations originated as the marshy edges of an ancient inland sea and contain shale, sandstone and siltstone.



The area's extensive coal beds were formed as sediments and organic matter from the marsh were gradually deposited over time. Beaches were formed between the marshes and the sea, creating what is now visible as sandstone caps. These sandstone caps form Simpson's Rest and many of the other landforms surrounding Trinidad.

2.4 Soils

There are three major categories of soil units within Trinidad. The first category consists of well-drained loams, which are all considered highly suitable for development. The most predominant loam soil within the city is the Wilid-Kim complex. This is a clay loam found throughout most of the western side of town, between Simpson's Rest and Interstate 25. It is also found on the east side of the highway, in a narrow band along Main and Commercial streets. The Manzano loam is found in a band adjacent to the Wilid-Kim complex running along the west edge of the Purgatoire River floodplain. The Manzano is also a well-drained soil, classified as a clay loam. The Baca silt loam is found primarily in the southern parts of Trinidad, in the Allendale and Fishers Peak area, with smaller deposits found along Santa Fe Trail and west of the interstate highway near Exit 11. The Capulin soil complex is also found in this area, most of it in property north of Wal-Mart. Capulin soils are also found in scattered deposits north of downtown, in the Piñon Terrace and Cougar Canyon subdivisions and near Garfield Street. They consist of clay or gravelly loams.

The Fort, Wilid, and Haversid soil types are also well-drained loams and are all found primarily north of Highway 239 along Interstate 25. The Fort soil is a sandy loam, the Wilid is a silty loam, and the Haversid is a silt loam. The Haversid soil is also found on the west side of town, north of Robinson Avenue. The Fort soils are also found in the northeast part of town.

The second soil category consists of soils with relatively shallow depths to bedrock. The most predominant one is the Midway-Ildefonso-Kim complex, which is found in the Central Neighborhood southeast of Main Street. This complex is also found within the developed property west of the Exit 11 interchange, and between I-25 and the remnants of the Santa Fe Trail, north of Saddle Road. Only the Midway soils, which comprise 45 percent of the complex, have shallow bedrock. These are clay loams with hard shale approximately 19 inches below the surface. The Ildefonso soils comprise 45 percent of this complex and consist of excessively drained gravelly loams. The Kim soils are clay loams constituting only 10 percent of the complex.



The Louviers clay loam unit is found on the west side of the College and Arizona neighborhoods, at the base of Simpson's Rest and Prospect Point. This soil unit consists of 18 inches of clay and silty-clay loams over soft shale bedrock. The side slopes and top of Simpson's Rest have a soil complex that includes Louviers, Rombo, and Travessilla soils. These soils all have clay or sandy loams over shallow bedrock. Another soil complex, the Louviers-Sarcillo-Trag complex, is found along the eastern side of the Oak Street Neighborhood, running along Portland Avenue Canyon. Most of this complex has about 16 inches of clay over bedrock. Adjacent to this complex, running along Oak Street, is the Limon-Gaynor silty clay loam complex. Approximately 30 percent of this complex consists of the Gaynor soil type with 30 inches of clay loam over soft shale. The remainder is the well-drained, silty clay loam Limon soil.

The third major category consists of sandy loams found in the Purgatoire River floodplain. These include the Las Animas loam, the Hoehne fine sandy loam, and the Riverwash soil unit. The Las Animas and Riverwash units have high water tables and all three of the units experience occasional or frequent flooding. These soils units are considered unsuitable for buildings or septic systems.

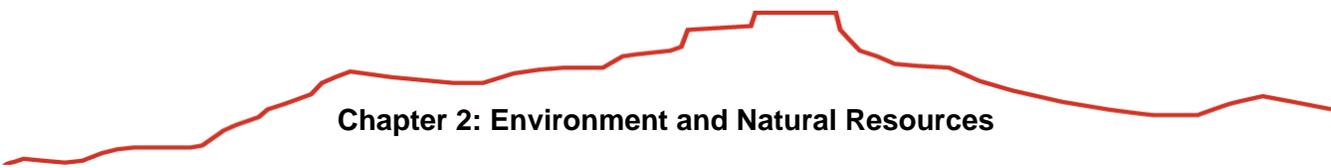
2.5 Vegetation

Located between two major ecosystems, the Southern Rocky Mountains and the Eastern Plains, Trinidad has both the piñon and juniper vegetation prevalent in the mountains and the open grasslands associated with the plains. The wooded foothills in and around Trinidad are dominated by the Piñon-Juniper vegetation association, with piñon pines and juniper forming the overstory and various shrubs and grasses comprising the understory, such as mountain mahogany, Indian ricegrass, sideoats, grama grass, and little bluestem. Most of the sloping areas surrounding Trinidad have this association, including the Simpson's Rest area, Fishers Peak, and Prospect Point. Large stands are also found within the city, such as the area between the Garfield Neighborhood and Allendale and the steep hillside east of the Oak Street Neighborhood. Stands of scrub oak are also found in the hillsides around Trinidad.

Open grasslands are found to the north of Trinidad as the Purgatoire River valley widens toward the Arkansas River. Understory species found in the grasslands include western wheatgrass, needleandthread, bottlebrush squirreltail, sand dropseed, and galleta. Overstory is dominated by sagebrush, four-winged saltbush, and greasewood.

The riparian corridor along the Purgatoire River creates another major vegetation association. Cottonwood, alders, and willows are the dominant overstory species





Chapter 2: Environment and Natural Resources

in the riparian corridor. Understory species include sedges, cattails, inland saltgrass, and other water-tolerant species. Numerous non-native species are also found within the area, particularly within Trinidad's established neighborhoods. Trees include honey locust, plum, crabapple, willow, Scotch pine and ponderosa pine. Cottonwoods are found as street trees throughout the city. Typical shrubs include lilac, berberis, Siberian peashrub, creeping junipers, and honeysuckle.

2.6 Wildlife Resources

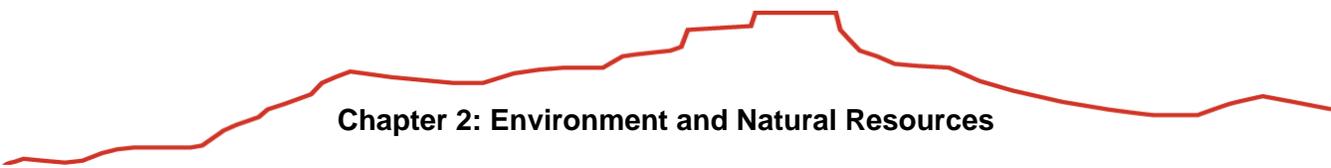
Due to its location between two geographic provinces, Trinidad has a unique set of geographic conditions that create one of the most diverse wildlife populations in the state. The Colorado Division of Wildlife lists 98 species of birds found in Las Animas County and 43 mammal species. Federal threatened or endangered species in the county include the lynx, American peregrine falcon, bald eagle, piping plover, least tern, Mexican spotted owl, southwestern willow flycatcher, western snowy plover, and whooping crane. Typical mammal and bird species found within city limits include black bear, mountain lion, mule deer, elk, and Merriam's turkey. The Trinidad area has the highest concentration of black bear in the state due to the high quality habitat. Human conflict with bears is thus a significant problem inside as well as outside city limits. The second largest elk herd in the state is found outside the city, mostly in the high country to the west.

Within Trinidad, the riparian corridor along the Purgatoire River and its side canyons provide the most diverse and productive habitat. A wide variety of bird species use these corridors, as well mammals such as mule deer and black bear. The vegetated hillsides on the outskirts of town, particularly oakbrush areas, also provide key habitat. Preserving the riparian corridor and as much of the vegetated hillsides as possible will help protect wildlife populations. Preserving the vegetated side canyons is also important, since they function as movement corridors, linking the vegetated hillsides with the Purgatoire riparian corridor.

2.7 Water Resources

The Purgatoire River is the major drainage way for Trinidad, with ten tributaries contributing to the city's drainage area. The Purgatoire River flows to the northeast, draining into the Arkansas River downstream of La Junta. The Trinidad Dam, located upstream of the city, controls 671 square miles of the Purgatoire River watershed. Trinidad is also affected by 90 square miles of the Purgatoire River drainage basin below the dam. The nature of the Purgatoire River changes drastically as it leaves the mountains for the plains. Upstream of Trinidad, within the headwaters, the streambed slopes several hundred vertical





Chapter 2: Environment and Natural Resources

feet per mile, compared to 29 vertical feet per mile in the city. The river valley upstream of Trinidad is narrow, varying in width from a few hundred feet to about one-fourth mile. The Purgatoire River at Trinidad is characterized by a wide streambed with low banks. The majority of its tributaries are ephemeral with narrow channels.

The main source of runoff in the Arkansas River basin is snowmelt, with high runoff occurring from early June through July. Heavy rains in the warmer times of the year can also contribute some to this flow. In the Purgatoire River basin, three small reservoirs in the Trinidad area provide stormwater detention, one in Carbon Arroyo, one in Fishers Peak Basin, and one in Piñon Canyon. In addition to these small reservoirs, Trinidad Lake provides flood control, irrigation, sediment control, and recreation. The lake was built by the U.S. Army Corps of Engineers in 1978 and is located three miles southwest of Trinidad.

2.8 Water Quality

The portion of the Purgatoire River upstream of Interstate 25 has been classified by the State of Colorado as a cold water stream and a source of public water supply. This portion of the river should support agriculture, class 1 coldwater aquatic life (trout and other coldwater species), and primary contact recreational uses, such as swimming. The portion east or downstream of Interstate 25 is considered a warm water stream, with its principle use being agriculture. The state has designated it as a stream that should support agricultural uses, secondary contact recreational uses, such as boating, and class 2 warm water aquatic life. Class 2 aquatic life is considered to be aquatic populations that are limited by factors other than the chemical or physical quality of the water, such as stream flow.

The highly erodible soils found in the vicinity of Trinidad contribute to relatively high loads of sediment, dissolved solids, and heavy metals in the Purgatoire River, primarily downstream of city limits. High concentrations of sulfate and manganese in the river below Trinidad preclude its use as a drinking water source. Sedimentation in Trinidad Lake was reported to be an issue in the 1987 Section 208 Water Quality Plan.

2.9 Air Quality

In general, the air quality in Trinidad is good and is in attainment of state air quality guidelines. The Colorado Department of Public Health and Environment's Air Pollution Control Division has conducted particulate monitoring in the past. The monitoring was discontinued after a review of the data showed that levels of



particulates were below the standard and declining. The Air Pollution Control Division has issued stationary sources construction and operating permits for several industries in the Trinidad area. The sole operating permit within city limits is the Trinidad Municipal Power Plant, which is used only during emergencies. The plant uses diesel fuel and natural gas for generating power, and is in compliance with its emission permit, reissued in 2005. The other facilities with permits are located outside city limits, including several gravel pits, natural gas wells, coal bed methane sites, and a concrete batch plant.

Problems can arise from portable sources, such as asphalt or batch plants that set up temporary operations and create emissions before the state can regulate them. Nonpoint sources of air pollution, which are not regulated by the state, can also contribute to air quality problems. Fugitive dust from gravel and dirt roads is the chief nonpoint air quality problem, occurring predominantly outside city limits. Mitigation efforts, such as watering roads, primarily undertaken by gas companies, have helped reduce problems with fugitive dust.

2.10 Environmental Constraints

Many of the environmental conditions described above can create limitations to development, either individually or in combination with each other. Soil and topographic conditions, for example, can combine to create geologic hazards. Topography, vegetation, and climate can combine to create wildfire hazards. Environmental hazard areas are those areas where development should not occur.

For the purposes of the Comprehensive Plan, some of the major environmental constraints were identified and mapped. The constraints shown on the map consist of steep slopes, high water table, and the 100-year floodplain. These constraints are discussed below in more detail. Also discussed are several other issues that also pose constraints to development, but were not included on the constraints map due to the lack of detailed map data. These include wildlife habitat and wildfire and mine hazards.

2.10.1 Steep Slopes

Development on steep slopes can be hazardous due to the potential for stability problems, and can create aesthetic issues from road construction and grading. Roads and driveways built into steep slopes create large scars on the landscape that are difficult to mitigate. The thin soils over shale bedrock found throughout portions of Trinidad are particularly hazardous when combined with steep topography.



A slope analysis was conducted to identify areas constrained by steep slopes. While City subdivision regulations generally do not permit development on grades in excess of 8 percent, slopes over 15 percent are considered developmentally constrained. Slopes over 30 percent are considered hazard areas.

West of I-25 steep slopes areas are confined to the base of Simpson's Rest and Prospect Point and to the small arroyos crossing the undeveloped industrial land south of El Moro Road. The side slopes of Simpson's Rest and Prospect Point, along the edges of the College and Piñon Canyon neighborhoods, transition from shallow slopes (under 15 percent) at the base, to areas of 15 to 30 percent slopes above the base, to slopes over 30 percent on the sideslopes.

East of the Interstate, areas of steep slopes are found interspersed throughout the neighborhoods. The steep slopes tend to follow the various canyons and arroyos or run along the base of major hills, such as Reservoir Hill. There is a large hilly area between Southside Park and Allendale that would be difficult to develop due to the extensive slopes over 15 percent, with some over 30 percent. East of Allendale is another steep hill with 15-30 percent slopes at the base and over 30 percent slopes at the higher elevations. Several areas of steep slope also exist in the Cougar Canyon neighborhood.

2.10.2 Geologic Hazards and Soil Constraints

The most serious constraint to development posed by soils is the frequently flooded soils in the Purgatoire River floodplain. These soils are considered unsuitable for development due to the high water table and flooding. The soils with shallow bedrock are not shown as a development constraint, because development is possible if proper precautions are taken. Drilling into the bedrock to anchor foundations or excavation into the bedrock may be necessary. Precautions also need to be taken to drain water away from structures since bedrock generally does not absorb rainfall. The soils over shale or soft shale would be the most difficult to develop due to potential movement or swelling of the shale.

There is also the potential for mine subsidence due to the extensive underground coal mining that has occurred in the area. The primary area of concern is the mined lands south of Allendale and east of the Exit 11 Interchange area. Future annexation and expansion of city limits should only occur in areas that either has not been mined or that have been reclaimed. Housing development should not occur in any area with existing or historic mine workings due to the potential for



subsidence or other safety hazards, unless appropriate mitigation has occurred. More detailed information on mine subsidence is available through the Colorado Division of Reclamation Mining and Safety's Subsidence Information Center.

2.10.3 Floodplains

Flooding poses a considerable threat to the City of Trinidad. The Purgatoire River flooded six times in the 100 years prior to the Trinidad Lake dam construction in 1978, causing extensive damage. The 100-year floodplain follows the Purgatoire River through the city, varying in width from approximately 1000 feet at the western city limits, narrowing to 800 feet in the Central-Downtown, and widening again to 2200 feet at the eastern city limits. The FEMA Flood Insurance Map prepared in 1984 also shows the 100-year floodplain extending along Piñon Canyon between Kansas and Colorado avenues and Arizona Avenue and State Street. The floodplain also extends along Portland Avenue Canyon approximately 600 feet and along the entire length of Prospect Canyon within city limits. Since the floodplain maps were updated after the construction of Trinidad Lake dam, new map updates are not anticipated in the near future.

Most of the floodplain area is relatively undeveloped or used for the railroads. Exceptions to this are the Riverside Neighborhood along Linden Avenue and the northernmost block of Commercial Street. An area below Trinidad State Junior College is also considered part of the Purgatoire River floodplain, including portions of College, University, and Short Streets, between Prospect and Nevada. The City should continue to request an updated hydrology study and floodplain maps from FEMA to be certain the 1984 maps are accurate and reflect current flood management thinking and technology.

2.10.4 Wildfire Hazards

Although there is currently no wildfire hazard mapping available specifically for Trinidad, wildfire hazards are a concern, particularly in the undeveloped, vegetated areas within and immediately adjacent to city limits. The Exit 11 area and Allendale are particularly vulnerable to wildfires since they are surrounded by vegetated hillsides. The potential for wildfires near Simpson's Rest and Prospect Point is also a concern, since a fire could rapidly spread into the city's developed neighborhoods. The industrial park near El Moro Road also has some wildfire potential.

Mutual aid agreements for fire protection between the county and city reduce the potential for major wildfire damage. The State Forester is available to work with developers to mitigate fire hazards in new developments. Certain new planned



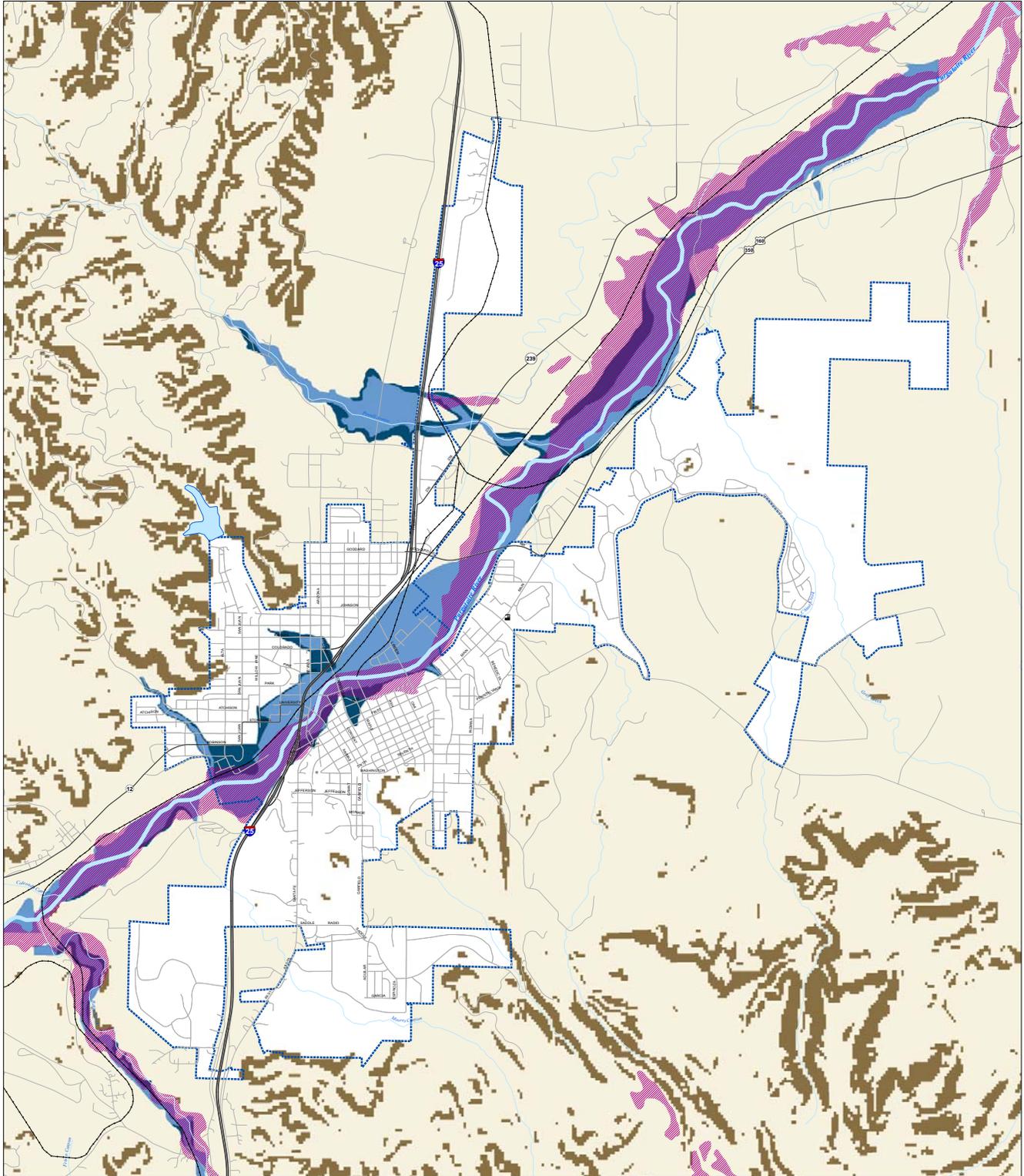
unit developments, such as Cougar Canyon, require a wildfire mitigation plan. All new subdivisions and planned unit developments are required to prepare a wildfire mitigation plan to reduce the risk of fire, and new development in existing subdivisions should be encouraged to consider wildfire hazards in their site planning.

2.10.5 Sensitive Wildlife Habitat

Although wildlife habitat was not included on the Environmental Conditions map due to the unavailability of site specific habitat maps, measures to protect wildlife should be taken to protect the existing quality of life for Trinidad residents. Preserving the riparian corridor of the Purgatoire River would be the most beneficial action to maintain a diverse wildlife population. It is also important to preserve the vegetated movement corridors that connect the Purgatoire River to the undeveloped highlands surrounding the city. There has been conservation easements placed on prime wildlife areas outside of Trinidad. Efforts to preserve wildlife habitat such as using conservation easements will benefit the community as a whole by encouraging continued populations of both game and non-game species, with associated benefit to Trinidad's tourist economy by allowing continued hunting and wildlife viewing.



Environmental Conditions



Trinidad Comprehensive Plan

DISCLAIMER: This map is for general planning purposes only and is subject to updates and changes. Any user should check with the City of Trinidad prior to use to be sure that the data shown is current. Because of the scale of the map, any user should not rely on this map for the exact definition of any boundary or division line shown on said map.

This map is based on information from numerous sources and the accuracy of which is not guaranteed by the City of Trinidad. The City of Trinidad is not responsible and shall not be liable to the user for damage of any kind arising from the data or information shown on this map.



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Revised April 17, 2008

Legend

- Slope over 15%
- Hydro Soil
- 100 Year Flood Boundary
- 500 Year Flood Boundary
- City of Trinidad Boundary
- Municipal Power Plant
- Stream
- Purgatoire River
- Lago Vista Lake
- City of Trinidad Boundary
- Las Animas County
- Railroad
- Interstate 25
- US or State Highway
- Road



THREE

Population and Land Use

3.0 POPULATION AND LAND USE

3.1 Overview

Trinidad has a current population of approximately 9,500 residents. Trinidad's population has experienced the boom and bust cycles typical of many Colorado communities.

3.2 Population

Historic Population: 1870 - 2000

2000	9,078
1990	8,580
1980	9,663
1970	9,901
1960	10,691
1950	12,204
1940	13,233
1930	11,732
1920	10,906
1910	10,204
1900	5,345
1890	5,523
1880	2,226
1870	562

Source: U.S. Bureau of Census

Average Annual Percent Population Change: 1870 - 2000

1990 - 2000	5.80%
1980 - 1990	-11.21%
1970 - 1980	- 2.4%
1960 - 1970	- 7.39%
1950 - 1960	-12.40%
1940 - 1950	- 7.78%
1930 - 1940	12.79%
1920 - 1930	7.57%
1910 - 1920	6.88%
1900 - 1910	90.91%
1890 - 1900	- 3.22%
1880 - 1890	148.11%
1870 - 1880	296.09%

Source: Plan Tools, LLC





Chapter 3: Population and Land Use

Since 2000, Trinidad's population has increased and stabilized, growing at 3.87 percent between 2000 and 2006.

Population Trend: 2000 - 2006

2000	2001	2002	2003	2004	2005	2006
9,078	9,254	9,418	9,481	9,344	9,327	9,429

Source: Colorado State Demography Office

Trinidad has a relatively diverse mix of housing choices at a variety of price points, offering single family homes, duplexes, apartments and manufactured housing.

Type of Housing Stock

Single Family Detached	72%
Single Family Attached/Two Units	8%
Multi-Family	15%
Mobile Homes	5%

Source: U.S. Bureau of Census; Plan Tools, LLC

According to the Colorado Department of Local Affairs, vacancy rates average approximately 10 percent. However, City staff dispute these estimates, who believe the vacancy rate is significantly lower than 10 percent due to the high demand for housing in Trinidad that is driven by oil and gas industry workers. The 2010 Census should resolve the issue.

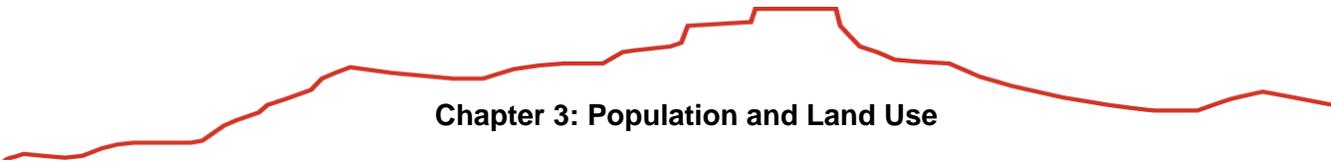
Vacancy Rate

	<u>Housing Units</u>	<u>% Vacant</u>
2000	4,126	10.30%
2001	4,156	9.14%
2002	4,195	8.32%
2003	4,234	8.53%
2004	4,267	10.59%
2005	4,276	10.94%
2006	4,297	10.40%

Source: Colorado Department of Local Affairs

An additional concern is the age of Trinidad's residential housing, with the majority of the housing stock over 50 years old.





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Age of Housing Stock

<u>Years Constructed</u>	<u># Units</u>
2000 – 2006	171
1990 –1999	352
1980 –1989	495
1970 –1979	539
1960 –1969	296
1950 –1959	378
1940 –1949	317
1939 or Earlier	1,876

Sources: U.S. Bureau of Census; Plan Tools, LLC

Trinidad has been experiencing relatively slow but stable residential and non-residential growth over the past several years.

Building Permits

	<u>New Residential</u>	<u>New Non-Residential</u>	<u>All</u>
2000	44	3	452
2001	55	7	481
2002	53	10	649
2003	42	3	422
2004	18	4	386
2005	23	3	379
2006	26	8	453
2007	46	12	509

Source: City of Trinidad

While still maintaining its mining heritage and history as a ranching center, Trinidad is also supported by education, medical, government and tourism sectors of the economy.



Top Ten Largest Employers

Employer

Pioneer Natural Resources
Burlington Northern-Santa Fe Railroad
Purgatoire Valley Construction
Trinidad School District No. 1
Trinidad State Junior College
City of Trinidad
Mt. San Rafael Hospital
Las Animas County
Wal-Mart Stores, Inc.
Trinidad State Nursing Home

Source: Colorado Dept. Labor and Employment/Plan Tools LLC

3.3 Land Use

The City of Trinidad covers approximately 10.76 square miles of land area and is the county seat of Las Animas County, Colorado's largest county. How land is used in Trinidad is important for understanding the current built environment and future development options.

Four major land use “character” components are described—edges and entrances, town form, neighborhoods, and views and landmarks. In addition, maps are referenced that delineate neighborhoods and identify existing land use.

3.3.1 Edges and Entrances

Contained within the foothills of the Sangre de Cristo Mountains, the City of Trinidad is a relatively compact city with clear edges and a strong historic core.

Entering the city from the north along Interstate 25, the surrounding landscape is largely rural. The first sign of the community is the Industrial Park and rest area at El Moro Road interchange. Approximately two miles south of El Moro Road the setting becomes more urban, with Trinidad's entry sign quickly followed by several exit ramps into town.

The arrival into Trinidad from the south is similar in that the Exit 11 commercial development appears several miles before the downtown core, followed by mostly undeveloped land. Santa Fe Trail Drive, paralleling the interstate until the



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Exit 11 interchange, provides an alternate entry into the city. At the intersection of Santa Fe Trail Drive/Nevada Avenue and Main Street, one gets a first glimpse into historic Trinidad. This is an important transition, where the road changes from a mixture of rural residential and auto-oriented commercial uses to an historic downtown street. New landscaping and pedestrian amenities in this area associated with improvements to the nearby I-25 interchange will help reinforce this point as an entry into historic downtown Trinidad.

From the east, US Highway 160 is another key entryway into the city, rural in character until passing the Cougar Canyon entry sign and several highway oriented-commercial and industrial uses near Adam Road. The highway's character remains predominantly agricultural transitioning to industrial as it enters Trinidad's urbanized northeastern neighborhoods. Here the highway's name changes to Main Street and the land use character transitions to a mixture of residential and commercial uses.

The key transition point for east Main Street is the intersection with Capitol Hill Avenue, where the roadway curves and the historic downtown becomes visible. This intersection could also be developed as an important entry into the downtown, particularly if land uses and street treatments south of Capitol Hill Avenue were developed over time to reinforce the historic downtown development patterns. The stretch of Main Street between Capitol Hill Avenue and Walnut Street has a varied character, with several old structures as well as some newer, auto-oriented commercial buildings, such as a gas station. In contrast to the historic, pedestrian-oriented street patterns found further into the core on Main Street, this stretch is very auto-oriented with few sidewalks and numerous curb cuts within the blocks.

The other primary entrance into Trinidad is State Highway 12 from the Trinidad Lake area. This highway also remains largely rural in character until close to city limits, at Jansen, with auto-oriented commercial development quickly transitioning to residential development along Robinson Avenue. From this point, Highway 12 becomes a series of local streets winding through west Trinidad until linking with its new intersection at Nevada Avenue near the Purgatoire River and the Central-Downtown neighborhood. As with the Santa Fe Trail Drive entry into town, new landscaping and pedestrian amenities associated with improvements to the nearby I-25 interchange will help reinforce this point as an entry into Trinidad's historic downtown core.

3.3.2 Town Form

Trinidad's history combined with its unique location determines much of its town form. The city straddles the Purgatoire River and the railroad, with historic



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neighborhoods on both sides. In general, the city's street layout is a modified grid in that it has a geometric layout with changes in the grid orientation to respond to topography. Two noted exceptions are the Reserve at Fisher's Peak and Cougar Canyon neighborhood layouts, which respond to topography with curved streets. The numerous arroyos entering the city also help determine the town form. The arroyos provide natural breaks between neighborhoods and add linear open spaces throughout the city.

City blocks are relatively small, ranging from 250 by 220-foot blocks found in the downtown to 550 by 350-foot blocks found in some of the neighborhoods west of the Purgatoire River. Many of the neighborhoods have alleys through the blocks, allowing for garages to be away from the streets. In addition, many streets are narrow by modern standards, adding to historic character.

The city's older blocks are divided into relatively small lots that run perpendicular to the street. This results in homes that are oriented perpendicular to the street, in contrast to newer neighborhoods, such as in Cougar Canyon and the Reserve at Fisher's Peak, where homes run parallel to the street. The perpendicular building orientation, coupled with the narrow streets and sidewalks, adds visual interest, with more variety to the streetscape than parallel lots.

Most of the city's industrial areas lie along the river corridor, between I-25 and Highway 160, reinforcing the separation of the city's neighborhoods into east and west sides. The challenge is to ensure adequate access from one side to the other for vehicles, pedestrians and bicyclists.

Immediately across the Purgatoire River from the downtown, between the interstate and the river, is the city's highway-oriented business area. Although this section of the city is in transition, with its entrance/exit ramps and highway overpasses undergoing reconstruction, it is well buffered from the historic town core by the river. The advantage of this layout is that the highway-oriented uses are contained by the river and highway, without a sense of sprawl into the downtown or neighborhoods. A new crosswalk at Nevada Avenue and Animas Street/University Street has recently improved pedestrian access into this area, where the Colorado Welcome Center and several new fast food restaurants are located.

3.3.3 Neighborhoods

The Central-Downtown Neighborhood

The Central-Downtown neighborhood is the historic core of Trinidad, centered by Main and Commercial Streets and encompassing the majority of the platted



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original town site. Within the Central-Downtown neighborhood is the Corazon de Trinidad Historic District, which translates to “the heart of Trinidad,” with over 36 square blocks of residential and commercial structures considered historically significant by the National Trust for Historic Preservation. Part of its historical significance arises from the numerous brick streets found throughout the district.

The following structures in the Central Downtown Neighborhood are listed on the National Register of Historic Places:

<i>Baca House</i>	<i>300 block of Main St.</i>	<i>Listed 02/26/1970</i>
<i>Bloom House</i>	<i>300 block of Main St.</i>	<i>Listed 02/26/1970</i>
<i>Carnegie Public Library</i>	<i>202 N. Animas St.</i>	<i>Listed 04/14/1995</i>
<i>East Street School</i>	<i>206 East Street</i>	<i>Listed 12/19/2007</i>
<i>First Baptist Church</i>	<i>809 San Pedro St.</i>	<i>Listed 01/28/2000</i>
<i>First Christian Church</i>	<i>200 S. Walnut St.</i>	<i>Listed 11/07/1995</i>
<i>First Methodist Episcopal Church</i>	<i>216 Broom Street</i>	<i>Listed 08/07/2005</i>
<i>Jaffa Opera House</i>	<i>100-116 W. Main St.</i>	<i>Listed 02/07/1972</i>
<i>Nichols House</i>	<i>212 East Second Street</i>	<i>Listed 02/26/1970</i>
<i>Trinidad Post Office</i>	<i>301 E. Main St.</i>	<i>Listed 01/22/1986</i>
<i>Zion’s German Lutheran Church</i>	<i>510 Pine St.</i>	<i>Listed 10/25/2006</i>

Source: National Park Service

Much of the Central-Downtown neighborhood is comprised of the downtown commercial district, which extends from the west end of Main Street east to Oak Street and north to the river. Commercial and Main are the primary retail streets. The smaller streets between Commercial Street and the former railroad depots,



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such as Elm and Plum, are lined with various commercial uses. This area has a strong potential for development into a pedestrian-oriented retail area due to the narrow streets, the sidewalks, the zero-setback development pattern, and the historic character of the buildings.

Animas Street, between Main Street and the river, is largely civic in character with the City Hall facilities, Carnegie Library and Sebastiani Gymnasium, which is used for special events. Animas Street is also an important entry into the downtown due to its bridge over the Purgatoire River and the location of the Colorado Welcome Center immediately west of the river. The bridge has a pedestrian scale emphasized through the use of historic street lamps. After crossing the river toward downtown, the visitor is greeted by an historic train set and the impressive public buildings lining Animas Street. Views of a grocery store parking lot detract from this entry, the appearance of which could be screened by new landscaping.

The Purgatoire River, Main Street, and Commercial Street all combine to provide strong edges and a sense of place to the Central-Downtown neighborhood. The Church Street area between Animas Street and Commercial Street and between Main Street and the river is also well defined but has an entirely different character, with older structures such as the Holy Trinity Church mingling with the modern architecture of the International Bank building.

The scale of the downtown's historic structures and their zero-setback relationship to the street also adds considerably to the pedestrian environment. Main Street, from Animas Street to Maple Street, is fortunate to have an almost continuous façade of buildings of two or more stories, giving the streetscape a strong sense of containment. Many of the buildings have retail on the first floor and dwellings and/or offices on upper floors. Future development along Main Street and Commercial Street should be of similar height, design, and exterior materials as existing structures and should have a similar relationship to the street.

Considerable improvements have been made to enhance the pedestrian environment along Main, Commercial, and Animas Streets, as well as some of the side streets. These include historic streetlights, clocks, street trees, benches, trash receptacles, flower boxes and brick pavers along the sidewalks. The pavers range from narrow paver strips to the entire sidewalk.

As the city grows and demand for retail increases, additional redevelopment of vacant lots and surface parking lots into commercial buildings compatible with adjacent development will expand the downtown's pedestrian quality. The block of Main Street west of Animas Street, for example, has several vacant lots and buildings set back from the sidewalk. The pedestrian-oriented shopping street could extend to the west end of Main Street if buildings compatible with the





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downtown's historic context were built on the vacant lots. Extending the historic character of Main Street to its intersection with Nevada Avenue would create a dramatic entry into the downtown either from Santa Fe Trail Drive or the reconstructed I-25 interchange off ramp.

Future planned improvements to the Central-Downtown neighborhood include the installation of adequate storm drainage, replacement of sidewalks, curb and gutter, installation of period style lighting, and construction of retaining walls in vaulted areas along East Main Street between Maple and Walnut Streets, and along West Main Street from Animas Street to Santa Fe Trail Drive.

South of Main Street, the Central-Downtown neighborhood gradually transitions to residential uses. First Street between High Street and Walnut Street acts primarily as a service street for Main Street, with numerous parking lots and some commercial structures. The blocks between First and Second Streets are dominated by civic functions, including the County Courthouse, the Social Services building, and the School District building. The historic Courthouse, in particular, with its outstanding views to the north and its traditional setting within a large lawn, creates a strong, civic focal point for the area south of Main Street. This is countered by a collection of large, historic homes along Second Street. The homes represent a variety of historic styles popular around the turn of the century, including Queen Anne, Victorian, Craftsman, and Romanesque.

The rest of the Central-Downtown neighborhood along Third and Fourth Streets and portions of First and Second Streets consist of historic homes, mostly small bungalows compared to those found near the Courthouse. The narrow streets, particularly Convent Street, the brick pavement, the sidewalks, small setbacks, and mature trees all add to the historic character of the neighborhood.

Capitol Hill Neighborhood

The Capitol Hill neighborhood is centered on Main Street as it bends north between Engle Street and Grey Creek Road. This portion of Main Street is very different in character than the downtown portion of Main Street because it contains a mixture of residences, automotive-oriented commercial uses, and industrial uses including the Trinidad Power Plant, and it does not have the pedestrian amenities found within the Central-Downtown neighborhood.

The Capitol Hill neighborhood southeast of Main Street is dominated by a series of arroyos and steep hills, which divide the neighborhood into several smaller enclaves. Lying between Engleville and Hospital Canyons, Benedicta Avenue provides the primary access to Mount San Rafael Hospital and the Colorado State Nursing Home. Both of these institutions are on relatively large campuses with





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mature landscaping, giving the neighborhood a green, open feeling. Adjacent to the hospital is the new office of the South Central Council of Governments.

Below the hospital along Goodale and Benedicta Avenues is a small group of single-family and duplex tract houses, several of which were designed and built by engineering students from Trinidad State Junior College. This area also has some mature landscaping and sidewalks, which add to its visual character. Lying between Hospital Canyon and Portland Avenue, Capitol Hill Avenue is the primary entrance into another single-family residential neighborhood southeast of Main Street. These are mostly older homes and bungalows, transitioning to newer homes along Indiana and Washington Avenues.

Piñon Terrace Neighborhood

The Piñon Terrace neighborhood lies northeast of Highway 160 and the Capitol Hill neighborhood. Traveling northeast along Main Street toward Adam Road, the east side of the highway is primarily industrial in character. The main entry to the Piñon Terrace neighborhood is at Adam Road, with commercial uses at this intersection transitioning to custom residential home development as the road rises to an open terrace overlooking the Purgatoire River valley. Adam Road ties into Corundum Road which links the Piñon Terrace neighborhood with the developing Cougar Canyon neighborhood to the north. The Piñon Terrace neighborhood also includes the Trinidad Catholic Cemetery, which is accessible from East Main Street and Prosser Road.

Cougar Canyon Neighborhood

Cougar Canyon is Trinidad's newest neighborhood, a master planned community that is currently under development. The 1483 acre site located northeast of the Piñon Terrace neighborhood is bounded by terraced buttes containing a broad valley divided by Grey Creek and numerous arroyos. The centerpiece of the neighborhood is an 18 hole golf course by Nicklaus Design with a clubhouse and restaurant. The January 2008 issue of Golf Magazine named the Cougar Canyon Golf Links one of its annual "Top 10 New Courses You Can Play". (Golf)

Over 1700 homes, an RV park, a hotel and restaurant, community recreation center, several neighborhood and mini-parks, and connection to a 3,000 acre open space area with an eight mile trail system are planned for the Cougar Canyon neighborhood. Housing choices in the covenant –controlled community will include single family detached custom and patio homes, and single family attached townhomes. An opportunity exists to connect the Cougar Canyon neighborhood to other Trinidad neighborhoods either via an extension of the River Walk trail or





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improvement of SH 160/East Main Street with a dedicated bike lane or detached sidewalk.

Oak Neighborhood

The Oak neighborhood is centered on Denver Street and is bounded by Reservoir Hill to the west and a steep ridge to the east. Portland Avenue Canyon bisects the neighborhood. On the west side of the canyon, between First Street and Seventh Street, the houses transition from older bungalows on narrow lots to newer, post-World War II homes with a variety of styles and materials, such as wood siding, asphalt shingles, and aluminum siding. The street treatment also transitions from a curb and gutter design with a parkway and sidewalk to no curb or sidewalks.

After the intersection with Eighth and Denver Streets, the neighborhood transitions to a more rural character. The houses are a mixture of new structures, including modular homes and older ranch buildings converted to residential use. Traveling south on Oak Street, the landscaping also transitions from mature street trees near Fourth Street to younger specimens near Seventh Street and gradually to mature native trees such as cottonwoods, south of Eighth Street.

The area south of Obregon Street is characterized by relatively low housing density and the open space provided by Reservoir Hill and Portland Avenue Canyon. The houses east of Portland Avenue Canyon, along Portland Avenue, Baltimore Avenue, and Indiana Avenue, are also relatively new with many modular homes.

Garfield Neighborhood

The Garfield neighborhood lies immediately south of the Central-Downtown neighborhood, bounded by Reservoir Hill to the east and Carbon Canyon to the west. Reservoir Hill rising above the city streets dominates the visual character of the neighborhood. The Garfield neighborhood includes the Coach John Gagliardi Sports Complex, a community park. The Eckhart School on Pierce Street also provides neighborhood recreational facilities.

Like several other Trinidad neighborhoods, the Garfield neighborhood is divided by topography into smaller enclaves. The area south of Fourth Street, between Chestnut and Commercial Streets, is characterized by mature landscaping and older bungalows, some of which are larger two-story homes. Much of this enclave has a traditional street cross-section with park strip and sidewalk.

A second residential enclave lies west of Fisher's Peak Arroyo, centered on Garfield Avenue. This area, primarily single-family homes with some duplexes,



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also has older, bungalow-style architecture, mature trees, and a sidewalk/park strip street section.

South of Jackson Street the houses change to newer ranch houses and modular homes, with no park strip or sidewalk. The undeveloped land and native vegetation west of Garfield Avenue gives this area a more rural character, with opportunities for infill development.

Carbon–Santa Fe Neighborhood

The Carbon–Santa Fe neighborhood lies to the southwest of the Central-Downtown neighborhood and is centered on Santa Fe Trail Drive. The area west of Santa Fe Trail Drive is more rural in character, with scattered homes set back from the road and several older commercial structures lining the road. Also situated between I-25 and Santa Fe Trail Drive is the Trinidad Municipal Golf Course, which provides a large, open space with mature trees. This portion of the neighborhood also includes two motels off the interstate access road. The motels are considerably lower in elevation than the rest of the neighborhood and thus do not influence its character.

Carbon Arroyo forms the eastern edge of the neighborhood, and has a much different character. The primary residential streets are Carbon Place and Carbon Avenue. Carbon Place is located along Carbon Arroyo, separated from the rest of the neighborhood by the arroyo's steep slope. Carbon Place has no sidewalks and is surrounded by native vegetation. Carbon Avenue and its side streets have newer homes, including a series of brick duplexes owned by the Trinidad Housing Authority. This neighborhood appears to be from the 1950s and 1960s, with sidewalks adjacent to the street and newer structures, including modular and manufactured homes. Most of the houses are oriented parallel to the street, in contrast to the Central-Downtown neighborhood where most of the homes are perpendicular to the street. The setbacks and lots also tend to be larger than found in the Central-Downtown neighborhood.

In 1980, the Carbon-Arroyo Area Project was undertaken to consider improvements to the Carbon Arroyo area. The Carbon-Arroyo Development Plan consists of a land use plan, public improvement plan and open space plan. The plans call for housing redevelopment and open space conservation, with significant modification to the existing street system. Core goals of the plan include the provision of affordable rental housing, street paving with curbs and gutters, landscaping in the arroyo and hillside erosion control. With a new sewer line installed in Santa Fe Trail Drive between Saddle Road and Main Street, a fresh opportunity exists for final implementation of the Carbon-Arroyo Development Plan. Since the plan's adoption, another improvement consideration would be to





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connect the Carbon–Santa Fe neighborhood to the Coach John Gagliardi Sports Complex via a trail along Carbon Arroyo.

Allendale–Fisher’s Peak Neighborhood

The Allendale–Fisher’s Peak neighborhood is located predominantly east of Santa Fe Trail Drive, extending south and east of the Carbon–Santa Fe and Garfield neighborhoods. The character of Santa Fe Trail Drive in this neighborhood is largely rural residential, except for the new Legacy Assisted and Independent Living Development on the west side of Santa Fe Trail Drive.

There are two distinct residential areas within this neighborhood. The Allendale subdivision, originally developed to house mineworkers, consists of a series of small, one-story or one-and-a-half-story homes on relatively small lots. The subdivision was developed with a limited number of house plans, and thus many of the homes are similar to each other. Variations over time, however, have given the homes considerable individuality. The street layout has a combination of curved and straight and relatively narrow streets. Most of the neighborhood has relatively mature landscaping and sidewalks adjacent to the street. The Fisher’s Peak neighborhood addition is another subdivision, similar to Allendale but with larger lots and homes.

The second residential area includes the Reserve at Fisher’s Peak, Peak Meadows, and Eagle Rock, all relatively new subdivisions. These subdivisions have larger lots and homes than are found in Allendale and Fisher’s Peak. The Reserve at Fisher’s Peak, set in a more rural environment, is surrounded by the wooded foothills of Fisher’s Peak, and offers both views of the eastern plains and the Sangre de Cristo mountain range

Exit 11

The Exit 11 neighborhood is located primarily along the west side of the interstate highway, at the southernmost tip of the city. The Exit 11 neighborhood consists almost entirely of undeveloped land, except for the area immediately adjacent to the Exit 11 interchange, which has been developed with three hotels (two new), a “big box” retail store, and several automotive retail uses. This commercial area is relatively flat and open with outstanding views of the Sangre de Cristo mountain range. Though the large area of undeveloped land is focused around a small mesa, with arroyos on the east and west sides, it is ideal for additional retail development due to its immediate access to I-25. This area has some relatively steep topography, with scattered stands of piñon-juniper vegetation.



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West Highway Neighborhood

Extending north of the Purgatoire River and west of I-25, the West Highway neighborhood is transected by the Burlington Northern Santa Fe Railroad and Highway 12, which winds through several neighborhood streets. Highway 12 provides the primary access to Trinidad Lake State Park and the oil and methane gas production sites in Las Animas County. One significant concern associated with the oil and gas production activity is heavy truck traffic traveling through residential areas between I-25 and SH 12. Robinson Avenue, San Juan Street, Arizona Avenue, Nevada Avenue and Goddard Avenue all have truck volumes of ten percent or greater of average daily traffic. Central Park, a major community recreational facility, is broadly framed by Highway 12 and the Burlington Northern Santa Fe Railroad. South of the railroad tracks, along Boulevard Street, is a small enclave of older, more deteriorated houses, surrounded by mature cottonwoods and other native floodplain vegetation. To the west of Central Park are a mobile home park and a series of residential blocks centered on Highway 12/Robinson Avenue. Two older brick buildings on Alta Street, north of Robinson Avenue, house a church rectory and sanctuary, formerly Mount Carmel Catholic Church. The Trinidad Community Foundation plans to redevelop this site as a cultural/recreation/event center.

At Arthur Street the neighborhood stretches to the north, centered on Prospect Canyon. This area is more sparsely developed. The houses are newer relative to the College neighborhood to the east. Prospect Point rising to the north dominates the visual character of the neighborhood.

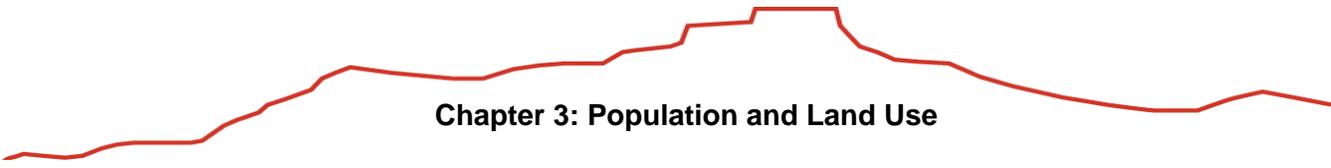
West of Ute Street, at the end of Stonewall and Atchison Avenues, are several large multifamily structures, as well as a single-family subdivision, Trinidad Heights. With many of the homes in this subdivision relatively new, landscaping is limited to lawns and small trees and shrubs. The roads are wider and more curvilinear than found in other parts of town, with sidewalks along the street edge. Reconstruction of Atchison Avenue is needed from the intersection of Navajo Street to Cheyenne Street. The 2006 Parks Advisory Board Master Plan also identified a need for a neighborhood park in this area.

The eastern edge of the neighborhood between the river and the interstate highway consists primarily of auto-oriented retail uses, and is currently undergoing significant change due to highway reconstruction activity.

College Neighborhood

The College neighborhood extends north of Highway 12 along Stonewall Avenue to Colorado Avenue and is divided into two sections: Upper College and Lower





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College. The larger Upper College area extends west from Trinidad State Junior College to the city limits. The Lower College area is generally east of Trinidad State Junior College. Separating the Upper and Lower College areas, along the hillside on Fourth Avenue, are a series of multifamily structures.

The Upper College area is characterized by its outstanding stock of historic homes, particularly those found along Colorado Avenue. This street, with its boulevard treatment, historic streetlights, and large street trees, has a very strong historic character. Many of the homes are of the Craftsman style popular in the early twentieth century and are relatively large, some two or three stories. Several Trinidad State Junior College buildings are also important historic structures, as is Zion's Lutheran Church on Prospect Street near Pine Street. The Aultman House, at 711 Colorado Avenue was recently listed on the National Register of Historic Places.

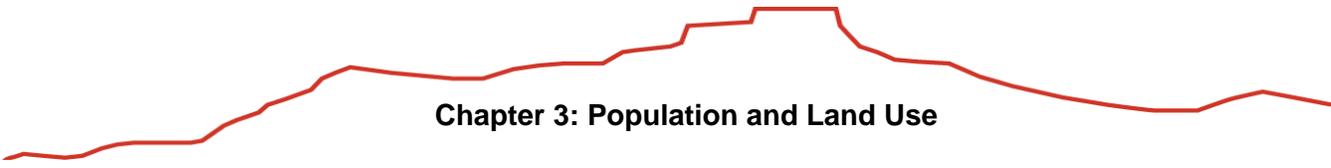
The Lower College area is dominated by the commercial buildings found along lower Arizona Avenue and Nevada Avenue. The northernmost block of Commercial Street, near the intersection with Colorado Avenue, has some older commercial buildings built up to the sidewalk. This area relates more to I-25 than to Trinidad State Junior College in terms of character and land use, and is significantly impacted by the I-25 reconstruction project. Pine Street will be closed to Commercial Street at Arizona Avenue, requiring a redesign of local traffic circulation, which will impact several neighborhood businesses. I-25 improvements will also include the construction of sound walls bordering the eastern edge of the Lower College neighborhood. Traffic calming improvements along Nevada Avenue and Arizona Avenue are budgeted in 2008 by the City of Trinidad to ensure that safe speeds are maintained.

Piñon Neighborhood

The Piñon neighborhood is located between Simpson's Rest and the College neighborhood, generally west of State Street to the city limits. This single-family residential neighborhood is similar to the College neighborhood in terms of its historic homes. Most of the streets in this neighborhood are lined with excellent examples of relatively large, pre-World War I architecture, primarily Craftsman style. Colorado Avenue, which forms the southern edge of the Piñon neighborhood, and Alta Street both have a center boulevard with historic streetlights.

The blocks in the Piñon neighborhood are some of the largest in the city, approximately 550 by 350 feet, and have alleys and relatively narrow lots. Most of the blocks have sidewalks and a tree lawn between the sidewalk and street. This layout is contrasted by the area along Piñon and Willow Streets, which have a





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more rural feeling to them with scattered houses, many newer than the Craftsman houses to the south.

One exception is a large, red house and outbuildings on Piñon Street north of G Street, which appears to have been an old, rural estate. There are few cross streets north of G Street, and thus this area, confined by the slopes of Piñon Canyon, is lacking the regular blocks found in the rest of the Piñon neighborhood. Simpson's Rest rises to the east of Piñon Canyon, forming a focal point for the Piñon neighborhood.

Arizona Neighborhood

The Arizona neighborhood, transected by Arizona Avenue, lies between Simpson's Rest and I-25. The neighborhood extends south to Colorado Avenue and north to the city limits, and has more variety in land use and character than the Piñon neighborhood. It is primarily a single-family neighborhood with some high-density housing, and includes the South Central Council of Government's Early Learning Center and the H. R. Sayre Senior Center.

The Arizona neighborhood has some older, pre-World War I homes, located mostly south of White and Godding Avenues and west of San Luis Street. These streets tend to have mature trees, sidewalks, and tree lawns, and the homes are generally one-story, with some two-story structures. The newer areas appear to date from the 1940s and 1950s, transitioning to more recent developments along and near North Avenue. Commercial uses are found on North Avenue near I-25 and within occasional parcels scattered throughout the neighborhood.

Kit Carson Park is the primary park facility available to this neighborhood, located at the southern end between Kansas and Topeka Avenues. Simpson's Rest is another important open space resource. The access road is located in the County and extends from North Avenue west past the Masonic Cemetery and is used by the public for running and walking. The top of the mesa is also accessible to the public. Simpson's Rest also adds to the visual character, creating a strong edge. A need has been expressed for a mini-park to serve the City View Heights subdivision area.

Riverdale Neighborhood

The Riverdale neighborhood is situated east of I-25 to the Purgatoire River, with a small portion of extending south of the river between Chestnut and Gordon Streets. Elm Street is planned for extension from Oak Street to Linden Avenue in an effort to reduce traffic congestion on Main Street by providing an east-west alternate route. The Riverdale neighborhood extends north to Highway 239, and





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includes a shopping center, the only large commercial development within the neighborhood.

A small residential enclave exists on Linden Avenue between the Burlington Northern Santa Fe Railroad and the Purgatoire River. This older subdivision has a gridded street layout, alleys, and sidewalks along the street. The homes are a mix of ages and conditions. As the area is zoned industrial, there is a need to rezone this residential enclave to protect it from adjacent and proposed new industrial uses.

Industrial Park Neighborhood

The Industrial Park neighborhood stretches north along the east side of I-25 from US Highway 239 to the El Moro Road interchange. This predominantly undeveloped area has rolling terrain, sloping towards the east and transected by several arroyos. The railroad corridor bisects the neighborhood, running north to south.

The Industrial Park neighborhood is named for Trinidad's Industrial Park at El Moro Road. Phase 1 of the Trinidad Industrial Park, approximately 115 developable acres, is substantially built out. Phase 2 (approximately 105 developable acres) has been annexed by the City with infrastructure complete and lots available for sale.

3.3.4 Views and Landmarks

Much of Trinidad has excellent views of the mesas and mountains surrounding the city. Fisher's Peak and Simpson's Rest are key landmarks, forming the backdrop for most of the city. The Sangre de Cristo mountain range is visible in the distance from the southern portion of town. Man-made elements, such as the lighted "Trinidad" sign atop Simpson's Rest, the Schneider Brewery tower and the Holy Trinity Church spire, are also important landmarks, visible from outside the city and from many of Trinidad's neighborhoods.

Viewpoints are key places from which the public can see panoramic views of the city and surrounding landscape. Simpson's Rest is both a landmark and an important viewpoint, since it is accessible to the public and provides a spectacular vista of the entire community. Fisher's Peak is not as easily accessible but also provides a viewpoint for those who hike to the summit.

The Ave Maria Shrine behind the hospital also provides an excellent view of the valley. Reservoir Hill is another viewpoint, accessible to the public and with views in all directions. The top of Maple Street is a high point within the Oak





Chapter 3: Population and Land Use

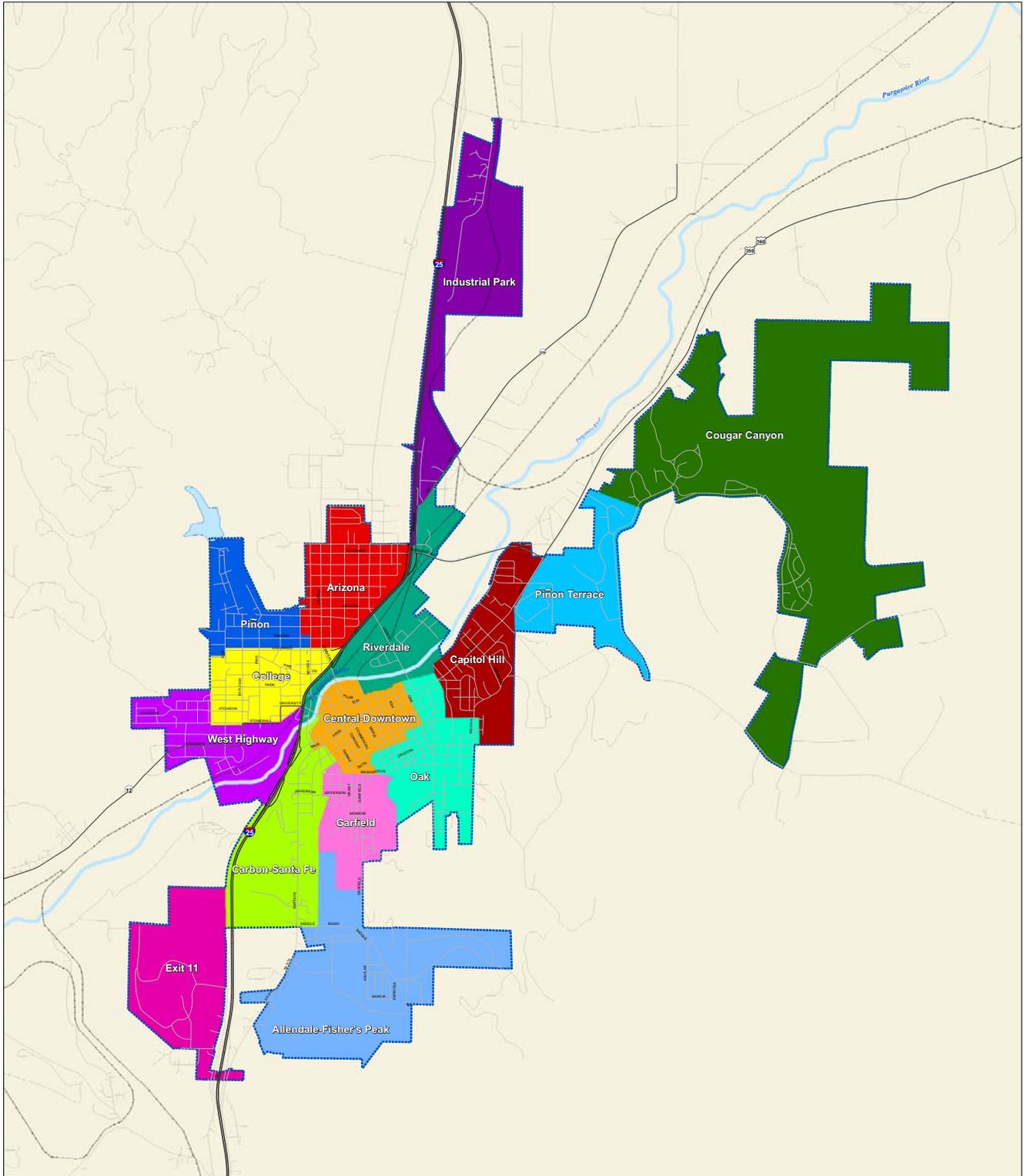
neighborhood, looking out towards the downtown and across to Simpson's Rest. The Trinidad State Junior College and the Trinidad High School campuses also are key viewpoints with panoramic views of the valley. The new Cougar Canyon subdivision will have homes topping several of its mesas that will offer outstanding views of the Purgatoire River valley, Spanish Peaks, and Fisher's Peak.

View corridors are linear spaces through which major landmarks are visible. Many of Trinidad's streets are view corridors, since Simpson's Rest and Fisher's Peak are visible throughout the city. The important view corridors to be considered for preservation would be those that are most used by the public, such as the downtown streets, especially those with public buildings.

Many of the cross streets in the downtown are also view corridors, oriented toward either Fisher's Peak or Simpson's Rest. Animas Street is an important view corridor due to its public buildings and its view of Fisher's Peak. Chestnut and Maple Streets are important view corridors, with the County Building lying between them and the spectacular views of both Fisher's Peak and Simpson's Rest. Commercial Street is another key view corridor due to its view of Simpson's Rest. Fisher's Peak is also slightly visible from portions of Commercial Street. Streets with views toward the Holy Trinity Church are also considered key view corridors. The view up Elm Street, for example, is terminated by the church, giving the street a very dramatic, enclosed feeling.



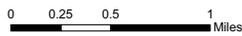
Neighborhoods



Trinidad Comprehensive Plan

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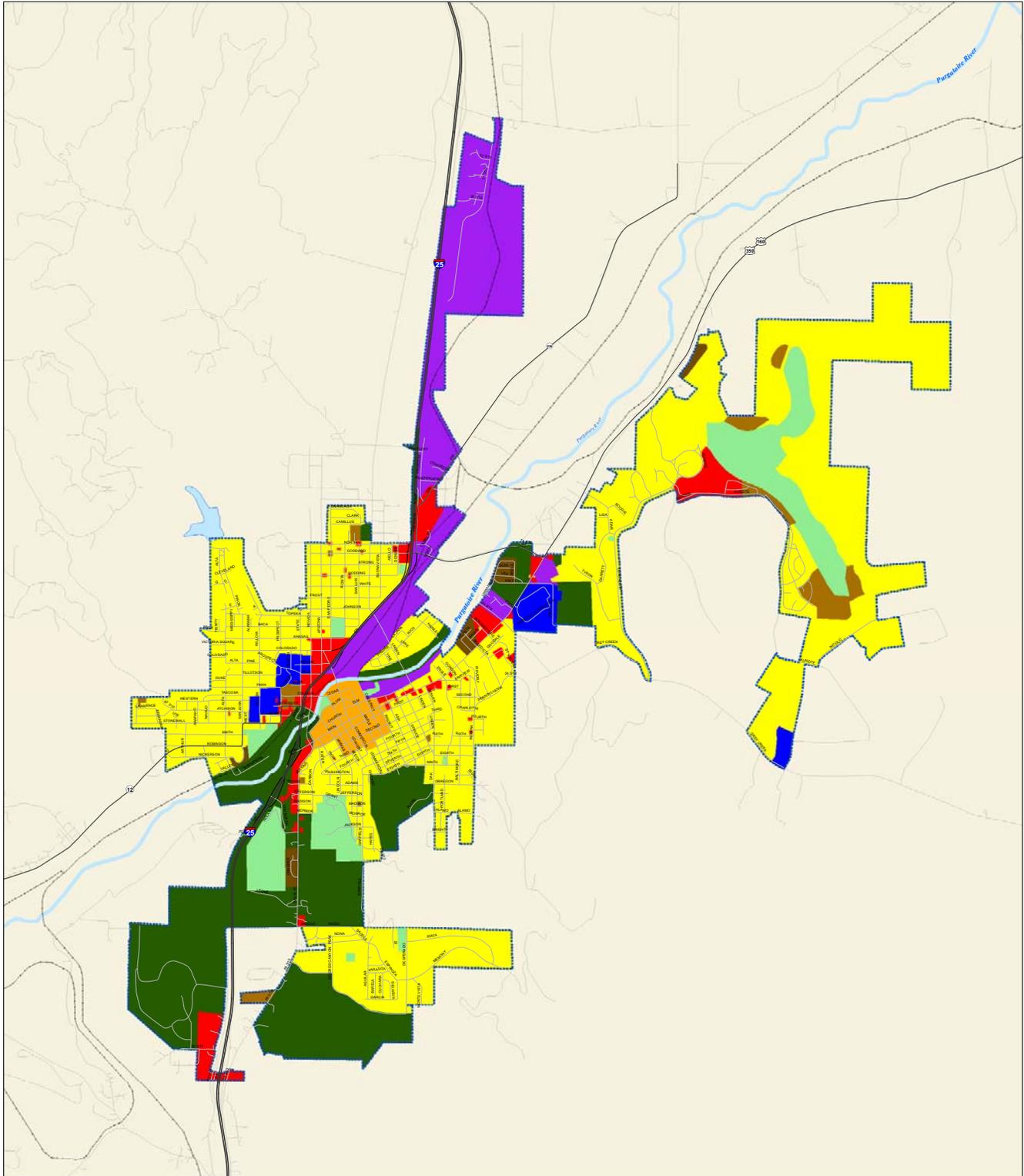


Revised April 17, 2008

Legend

Allendale-Fisher's Peak	Exit 11	Purgatoire River
Arizona	Carfield	Lake
Capitol Hill	Industrial Park	City of Trinidad Boundary
Carbon-Santa Fe	Oak	Las Animas County
Central-Downtown	Pinon	Railroad
College	Pinon Terrace	Interstate 25
Carfield	Riverdale	State Highway
Carbon-Santa Fe	West Highway	Road
Exit 11		
Cougar Canyon		

Existing Land Use



Trinidad Comprehensive Plan

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Legend

- | | | |
|---|--|---------------------------|
| ■ General Commercial | ■ Mobile Home Residential | Railroad |
| ■ General Industrial | ■ Institutional | Purgatoire River |
| ■ Central Historic Mixed | ■ Parks & Recreational | Lake |
| ■ Single Family Residential | ■ Open/Rural | City of Trinidad Boundary |
| ■ Multi-Family Residential | | Law Animas County |
| | | Interstate 25 |
| | | US or State Highway |
| | | Road |



FOUR

Recreation and Community Resources

4.0 RECREATION AND COMMUNITY RESOURCES

4.1 Overview

Recreational opportunities include surrounding public lands, local parks, and trails. Five recreational classifications are identified for Trinidad: Mini Parks, Neighborhood Parks, Community Parks, District Parks, Linear Parks/Trails, and Regional Open Space. Funds to develop or improve parks will be available in the next few years through the assessment and collection of the parkland fee. It is anticipated that these monies, coupled with Capital Projects funds, will be used as matching funds to grant-making entities to develop or improve parks as prioritized by the Park and Recreation Advisory Board, and as approved by the City Council.

4.2 Parks and Recreation

Mini parks provide places within walking distance of a neighborhood for supervised play for young children and unstructured activities for residents. Mini parks are small, ranging from 1500 square feet to two acres in size, are located within 1/4 mile of the residents that they serve, and typically include live ground cover, trees, playground equipment, contemplative garden and/or other active or passive recreation opportunities for the neighborhood. Ideally, one acre of improved park should be provided for every 200 dwelling units in central locations.

Two mini parks owned by the City offer playgrounds for children, one on Denver Street near Buena Vista Street in the Arizona neighborhood and the other on Portland Avenue near Eighth Street in the Oak neighborhood. The general condition of the Denver Mini Park is not of the standard of other parks in the City's parks and recreation system, and improvements to this park should be a high priority. Two additional mini parks are planned for future improvement: a 1.6 acre site dedicated in the Eagle Rock Phase 1 subdivision, and a .8 acre Park in the Piñon Terrace neighborhood.

Centennial Field and Sanders Park, each just a little over an acre in size, are separated by State Street in the College neighborhood. Each park has an open field used for youth football and soccer. Centennial Park is owned by Trinidad R-1 School District, and Sanders Park is owned by Trinidad State Junior College. Trinidad State Junior College also owns the TSJC Xeriscape Park, built in 2004 at Pine Street and State Street, and the TSJC Tennis Courts along Fourth Avenue near Pine Street, with the only two functioning tennis courts currently in Trinidad.



4.2.1 Neighborhood Parks

Neighborhood parks are places for recreation and social gatherings, typically two to five acres in size, and located within ½ mile of the residents that are to be served. At a minimum, a neighborhood park should include a multiple-use lawn area, a picnic area, playground equipment, landscaping, lighting, signage, access to trails, and/or community gardens, plus a pavilion or a court game facility.

Trinidad has three developed neighborhood parks: Kit Carson Park, Los Nino's Park and Cimino Park. A future neighborhood park is planned on a 6.6 acre site dedicated in the Reserve at Fisher's Peak subdivision.

Kit Carson Park is a 5.7 acre park located at the corner of Kansas Avenue and San Pedro Street in the Arizona neighborhood. The park, with its statue of Kit Carson, an enclosed picnic area and a new playground and restroom, is frequently used. Concerts are held at the band shell in the park during the summer.

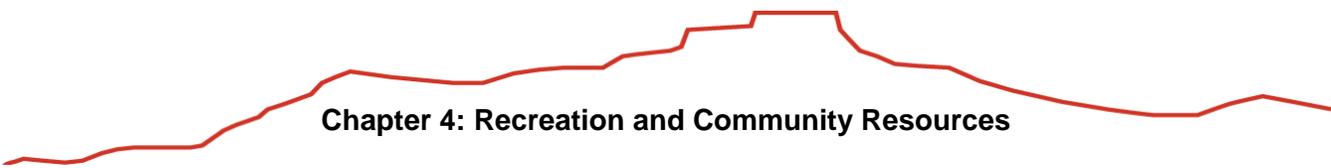
Built in 2002, Los Nino's Park is a 3.4 acre park located at the north end of Chestnut Street, adjacent to the River Walk trail in the Riverdale neighborhood, and offers two playgrounds, one regulation soccer field and one practice soccer field, and one outdoor basketball court. Additional facilities needed to complete the park include restroom facilities, adequate off street parking, and handicap accessibility.

Cimino Park, completed in 2007, is the City's newest park, located on Modica Drive in the Central Downtown neighborhood. The two acre Cimino Park offers one playground, a water plaza, picnic areas, a pergola emulating a mineshaft in honor of the City's long history in coal mining, street trees and extensive landscaping, two (2) regulation bocce ball courts, restrooms and drinking fountains, an internal walkway system and access to the River Walk Trail. In 2007, Cimino Park won the Governors Award for Downtown Excellence in the Best Public Space category.

4.2.2 Community Parks

Community parks serve the entire city and are typically 5 acres or larger in size. Community parks are located within two miles of the residents that are to be served, generally on or near arterial streets at the edge of residential areas or in nonresidential areas to minimize the impact of organized recreational activities such as those that require lighted competition fields. At a minimum, a community





Chapter 4: Recreation and Community Resources

park should include an indoor recreation center, indoor or outdoor swimming pools, competitive and practice ball courts and fields, skate parks, and/or skating and hockey rinks, as well as landscaped areas, lighting, signage, trail access, restrooms, and off-street parking areas. Trinidad currently has two community parks: Central Park and the Southside Park.

Central Park is located at the corner of Smith Street and Stonewall Avenue in the West Highway neighborhood. The 14.9 park offers two playgrounds, a children's fishing pond, a walking trail, a football/soccer field, two T-ball fields and a baseball field with a large grandstand (Upper Field) used by Trinidad State Junior College and Trinidad High School. While this park is generally in good condition, several improvements are needed, including year around accessible restrooms, additional off-street parking and crosswalks for the lower fields and additional fencing adjacent to the railroad tracks. The City recently received a "Fishing is Fun" Grant to dredge the lake for improved shoreline fishing.

At 54 acres, Southside Park at the Coach John Gagliardi Sports Complex is the largest park in Trinidad. Located on Beshoar Drive in the Garfield neighborhood, Southside Park provides a disc golf course and four playing fields: one combination baseball/softball field, one softball field, and two Little League baseball fields, all with scoreboards.

The Coach John Gagliardi Sports Complex is also the location of Skate Park, named one of the top ten skate parks in the world by renowned skateboarder Tony Hawk, and the community center. The 16,000-square-foot community center provides a regulation-size gymnasium, locker rooms, an exercise room, a meeting room, and office space for City recreation staff. Seasonal programs at the center include basketball, wrestling, baseball, softball, football, and soccer. New façade, irrigation & landscaping for the community center are planned in 2008.

A new municipal outdoor pool will open in mid 2008 at the Coach John Gagliardi Sports Complex near the community center, replacing the old City pool on North Main Street. The new pool facility, to be named the Trinidad Family Aquatic Center, will have a six-lane lap pool, a plunge pool with a large aquatic slide and a wading pool with water play features. Future improvements to be considered for the Coach John Gagliardi Sports Complex include outdoor basketball and volleyball courts, horseshoe pits and walking trails.



4.2.3 District Parks

District parks are places for recreation that serve city residents as well as people who live outside of the community. District parks are typically located to take advantage of special natural settings, including lakes, forests, and other features, such as ridgelines, mesas and mountains. At a minimum, a district park should contain campsites, a lake with boat ramps, restrooms, educational signage, and off-street parking.

The Trinidad State Recreation Area, located 3 miles southwest of Trinidad off SH 12 and CR 18.3, is a 2,400-acre state park managed by the Colorado Department of Natural Resources Division of Parks and Outdoor Recreation. The State Recreation Area contains a 1,200-acre reservoir on the Purgatoire River that is managed by the U.S. Army Corps of Engineers. The reservoir, under peak water conditions, provides swimming, waterskiing, fishing, windsurfing, sailing, and power boating. The State Recreation Area also has a 62-unit campground with full-service hook-ups and showers, hiking trails, boat ramps, dock facilities, and a visitor center. The Trinidad State Recreation Area attracts about 200,000 visitors each year.

Monument Lake is located 36 miles west of Trinidad along SH 12. The 360 acre site has approximately 50 tent sites, 25 camper sites, 13 cabins, a motel, a restaurant and a small store and rental boats available. In 2008, the City will partner with the facilities lessee to facilitate upgrades and improvements to modernize the City's park and recreational facility at Monument Lake.

4.2.4 Linear Parks and Trails

Linear parks, typically in the form of trails, provide recreational opportunities and access that connect neighborhoods, parks, schools, businesses, open spaces, community facilities and areas outside of the city. Trail amenities often include exercise stations, water fountains, and educational signage.

Trinidad's linear parks consist of four miles of trails, highlighted by the Purgatoire River Walk. Over two miles of a 10 foot wide paved trail currently comprise the Purgatoire River Walk, extending between Kit Carson Trail/US 160 and Nevada Avenue in downtown Trinidad. The multiple use trail is designed for non-motorized recreational and commuter use. Future plans are to extend the River Walk trail west to tie into the Trinidad State Recreation Area.

In addition to the River Walk trail, one and one-half paved mile of trail surrounds the perimeter of Central Park, and a one-half mile sidewalk extends along both sides of Santa Fe Trail from Main Street heading south to Adams Street.



Future plans include extending the existing Purgatoire River Walk west along Interstate 25 as part of the reconstruction work being undertaken, and the extension of the east side of the Purgatoire River Walk to tie into the Cougar Canyon subdivision. In addition, the existing 5 foot wide sidewalk along Santa Fe Trail between Adams Street and Main Street could ultimately be extended to serve as a connection between the Coach John Gagliardi Sports Complex and the Purgatoire River Walk.

Other possible expansions of trail routes include extending a trail system into Prospect Canyon, Hospital Arroyo to the Ave Maria Shrine, along the North Side Arroyo to Simpson's Rest, and to Trinidad Lake State Park. Several parks are also within one mile of the existing trail system and could be tied into the trail network.

4.2.5 Regional Open Space

Regional open space may include natural areas, natural area buffer zones, areas of geological, archeological or historical significance, floodplains, wetlands, subsidence areas, and agricultural preservation areas. Access to and within such areas is generally limited to unpaved trails, and often include amenities such as educational signage, water stations, and off-street parking.

Simpson's Rest, located at the sandstone caps to the northwest of the city is named after George Simpson, a scout frontiersman who was buried at the top of the caps in 1885. Simpson's Rest is public open space owned and maintained by the City of Trinidad, offering visitors panoramic views of the city.

4.2.6 Golf Courses

In addition to the recreational amenities provided by the park system, two golf courses are located in Trinidad. Trinidad Municipal Golf Course, located along Nolan Drive just east of I-25, was built in 1918 and is reputed to be one of the top nine-hole courses in Colorado. The City is considering possible expansion of the municipal golf course from 9 holes to 18 holes. Cougar Canyon Golf Club, opened to the public in mid 2007, is an 18 hole, Nicklaus Design golf course located in the Cougar Canyon neighborhood.



4.3 Community Resources

Besides the services already described, Trinidad has several other community resources, including municipal offices, a public library, and schools.

4.3.1 Education

Education facilities include Trinidad State Junior College, schools operated by the Trinidad R-1 School District and Hoehne School District R-3, and two private schools.

Trinidad State Junior College, located at 600 Prospect Street, is a fully accredited two-year community college. TSJC awards the Associate of Arts, Associates of Science, Associate of General Studies, and Associate of Applied Science degrees.

The Trinidad R-1 School District operates four schools located in Trinidad, including Eckhart Elementary School (kindergarten through first grade), Fisher's Peak Elementary (second through fifth grade), the Trinidad Middle School (sixth through eighth grade) and the Trinidad High School. The Hoehne School District R-3 abuts Trinidad and includes the Piñon Terrace, Cougar Canyon neighborhoods. K-12 students in these areas attend school in Hoehne.

Grace Christian School (kindergarten through eighth grades) and Holy Trinity Academy (kindergarten through twelfth grades) are Trinidad's private schools, both of which are faith-based. Headstart and the Southern Colorado Council of Governments operate preschool programs.

4.3.2 Library

Listed on National Register of Historic Places, the Carnegie Public Library was established in 1882, although its building on North Animas Street was constructed in 1904. The Carnegie Public Library is a member of the Colorado Library Consortium, is open 55 hours per week, and contains 35,000 titles, including an extensive audio visual collection. Of particular note is the Historical Collection Room, which contains books, photographs and documents pertaining to the history of Trinidad, Las Animas County, and northern New Mexico. The Carnegie Public Library also has a summer reading program and several computers for Internet use. A close-captioned television and talking book tape recorders to assist persons with visual impairment s will be added in 2008, and a new library automation system will be implemented. Renovation of the lower level storage room to create a Young Adult Wing with up-to-date technology and space for relevant programming is also planned.



4.3.3 City Hall

The Trinidad City Hall is located at 135 North Animas Street. The City Hall serves as the municipal administrative offices. Exterior restoration of the building began in 2005, and 3 phases of the 4-phase project have been completed. The project consists of the full restoration and weatherization of the building's stone façade. Phase 4 consists of the building's alley side. Scheduled interior renovations include replacement of the aging heating and air conditioning equipment, upgrading the building temperature controls, revising the air distribution system to better match the current usage of the building and adding heating and cooling to uncomfortable areas or spaces not presently served by the existing system.

4.3.4 Emergency Services

Emergency services consist of law enforcement, fire protection, ambulance and dispatch.

Law Enforcement

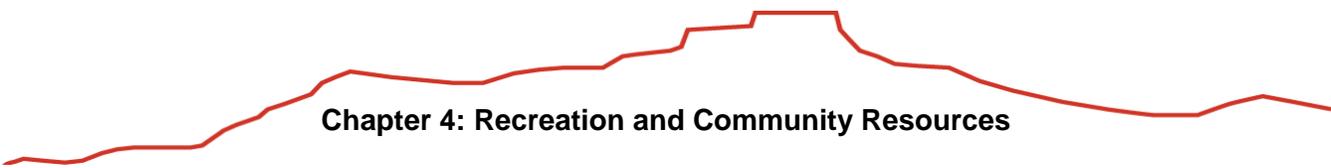
The City of Trinidad Police Department currently employs 23 police personnel, including 21 sworn officers. The department's fleet includes 16 patrol units (marked cars), four squad units (unmarked cars), one code enforcement truck, and one animal control truck. The Police department is currently located in the Garcia Justice Center at 2309 East Main Street.

Fire Protection

The City of Trinidad Fire Department provides fire services within the incorporated limits of Trinidad. Department staff includes a fire chief and 15 full-time firefighters, approximately half of which are dual-certified as firefighters and either paramedics, emergency medical technicians (EMTs), or emergency medical technicians in training (EMTIs). Nine firefighters are also certified as hazardous material technicians. Training for firefighters is provided through Trinidad State Junior College.

Two fire stations, located at 1101 Nevada Street (Fire Station Number 2) and at 1605 Santa Fe Trail (Fire Station Number 1), house three fire engines, one ladder truck, one mass casualty trailer and one hazardous material response vehicle, with the average response time to calls approximately five minutes. Fire department services include fire suppression, fire prevention, fire investigations, BTLs first response, hazardous material response, specialty rescue, and public education. The city currently has an ISO rating of 4.





Chapter 4: Recreation and Community Resources

Mutual aid agreements are in place between the City of Trinidad Fire Department and Fort Carson, the Fisher-s Peak Fire Protection District, and several fire protection districts located in Las Animas County. (City of Trinidad, Department of the Army, and Las Animas County)

Ambulance

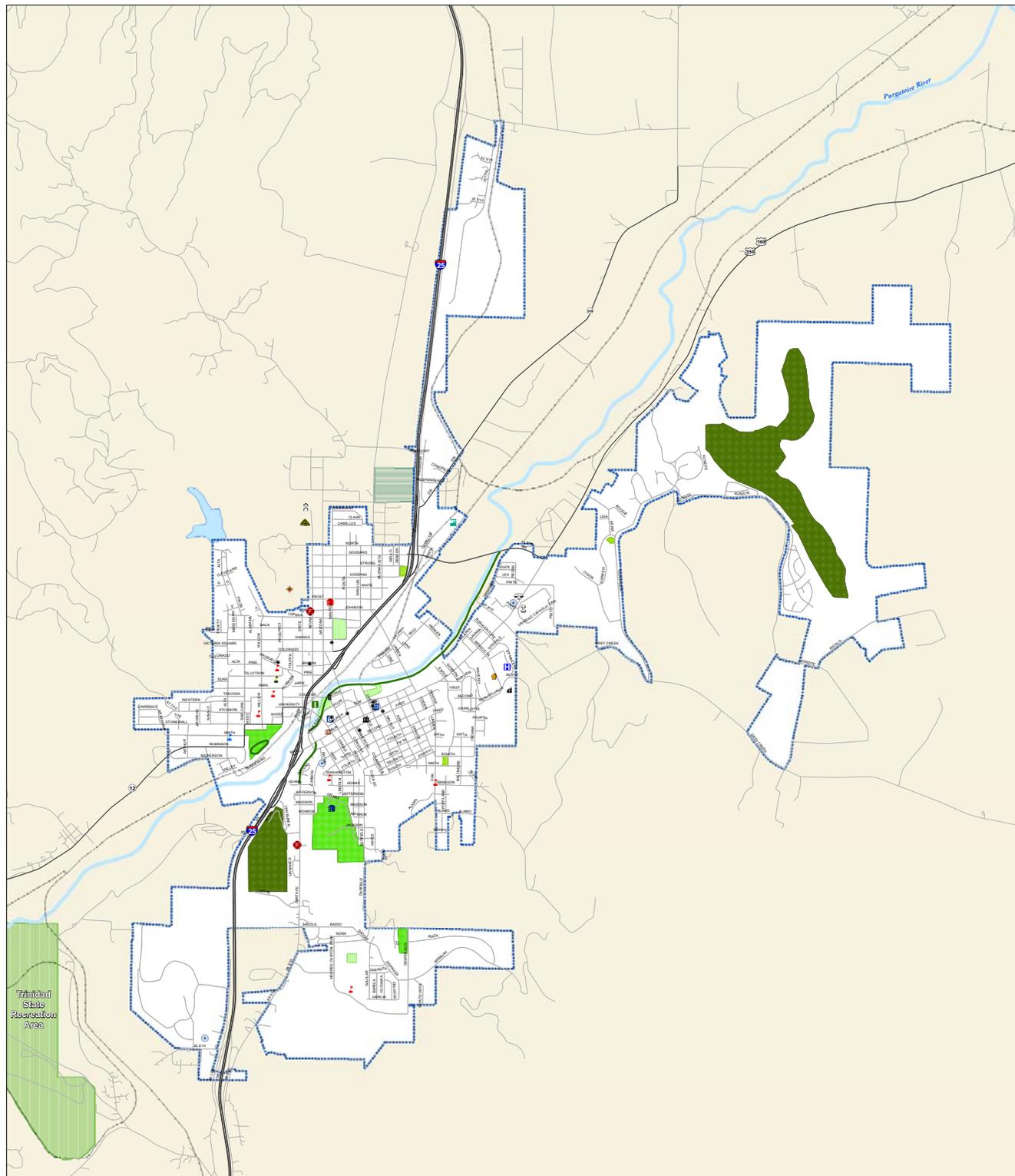
The Trinidad Ambulance District provides advance life support services, responding to approximately 2000 calls per year in Trinidad and Las Animas County. The ambulance facility located at the Garcia Justice Center at 2309 East Main Street houses four ambulances, and is supported by the QRT teams located throughout the County with additional equipment. Paid personnel include paramedics, EMT Basic and EMT Intermediate.

Dispatch

The City of Trinidad employs eight dispatchers. Dispatch handles calls from the police department, County sheriff's office, fire department, ambulance district and all rural and volunteer fire departments.



Community Resources



Trinidad Comprehensive Plan

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0 0.25 0.5 1 Miles



Legend

- | | | | | |
|-------------------------|-----------------------|--------------------------------------|------------------------------------|---------------------------|
| Public Library | County Court House | Nursing Home | Mini Park | Railroad |
| Cemetery | Fire Station | Police Station | Neighborhood Park | Purgatoire River |
| Ave Maria Shrine | Head Start School | Post Office | Community Park | Lake |
| City Hall | Hospital | School | District Park | City of Trinidad Boundary |
| Colorado Welcome Center | Justice Center | Trinidad State Junior College | Linear Park | Las Animas County |
| Community Center | Landfill | Waste Water Treatment Plant | Regional Open Space-Simpson's Rest | Interstate 25 |
| Senior Citizens Center | Old Stone Water Works | National Register Historic Structure | Golf Course | US or State Highway |
| | | Las Animas County Fairgrounds | | Road |



FIVE

Transportation and Utilities

5.0 TRANSPORTATION AND UTILITIES

5.1 Overview

Trinidad's ability to accommodate future urban growth and development is dependent on available infrastructure and service capacity. A review of Trinidad's infrastructure (roads, airports, water and sewer systems, etc.) and services (law enforcement, fire protection, library, recreation, etc.) is therefore important for understanding current and future development potential. Five major components are identified—transportation, utilities, emergency services, community resources, and recreation.

5.2 Transportation

Regional and local mobility are accomplished primarily through a network of roadways. Other forms of transportation include air, rail, and alternative forms of transportation such as transit, carpooling, and pedestrian and bicycle modes.

5.2.1 Roadways

Five street classifications for Trinidad are identified: interstate highway, principal arterials, minor arterial, major collector, and local.

Interstate Highway

Interstate Highway 25 (I-25) provides access into and through Trinidad, with linkages to the downtown business area and regional destinations. Interstate 25 extends north to Wyoming and south over Raton Pass to New Mexico.

Reconstruction of I-25 through Trinidad began in 2003. The multiple, closely-spaced interchanges along I-25 through Trinidad lacked adequate acceleration and deceleration lanes. Entrance and exit ramps were too short, shoulders too narrow, and the aging bridges not properly aligned.

Phase 1 of the project, completed in 2004, resulted in a new SH 12 segment connecting Main Street and the Welcome Center at Nevada Avenue. A small segment of existing Santa Fe Trail was realigned with the extension of SH12 to create a new, four-way intersection. The one-block segment of Santa Fe Trail from First Street to Main Street was converted into a one-way street with on-street parking on both sides of the travel lanes. Carbon Street between Main Street and Purgatoire Drive was closed. Main Street was also reconstructed from the existing I-25 Interchange to Nevada Avenue. The new extension provides a safe connection from SH 12 to I-25 via the Main Street interchange. This





Chapter 5: Transportation and Utilities

connection also guides motorists traveling from the west to downtown Trinidad, via Main Street, into the El Corazon de Trinidad Historic District.

Phase 2A is currently ongoing with approximately 1.3 miles of the I-25 northbound lanes from Van Buren Drive to Commercial Street realigned both horizontally and vertically to improve driver's safety. The Main Street and Commercial Street interchanges are being reconfigured to accommodate the shift in I-25 alignment, and the I-25 northbound viaduct and structures at Main Street and the Purgatoire River will be replaced. Street level improvements include replacement of the existing AMTRAK depot, construction of a paved parking area adjacent to the new depot, construction of a water quality detention pond, and improvements to Purgatoire River Park.

Phase 2B will follow Phase 2A, with southbound I-25 improvements, which includes the viaduct, the mainline bridge over the Purgatoire River, the Main Street overpass bridge, and entrance and exit ramps at the Main Street and Commercial Street interchanges. Work also includes removal of the southbound exit ramp at the Van Buren Drive interchange.

A third and final project phase scheduled to begin in mid-2009 will reconstruct I-25 from Van Buren Drive south to Sopris Road, remove the remaining portion of the Van Buren interchange, and construct a new interchange at milepost 12.

The reconstruction activity, scheduled for completion in 2011 will result in improved safety, access, and signage for motorists. Traffic counts on I-25 have declined as a result of construction, with annual average daily traffic at 10,100 vehicles at the Goddard Avenue interchange in 2006.



Chapter 5: Transportation and Utilities

Principal Arterial Streets

Trinidad's principal arterial streets are characterized by having right-of-way widths ranging from 60 to 100 feet. Principal arterial streets in Trinidad include:

Route Name	From	Direction	To
SH-12/Robinson Avenue	City Limits	East	San Juan Street
San Juan Street	Highway 12	North	Stonewall Avenue
Stonewall Avenue	San Juan Street	East	Prospect Street
Prospect Street	Stonewall Avenue	North	University Street
University Street	Prospect Street	East	Nevada Avenue
Nevada Avenue	University Street	South	Main Street
Kit Carson Trail	I-25	East	Main Street
SH-239	I-25	East	City Limits

Source: Felsburg Holt & Ullevig

Minor Arterial Streets

Trinidad's minor arterial streets are characterized by having right-of-way widths ranging from 60 to 80 feet, many with driveway cuts and on-street parking. Minor arterial streets in Trinidad include:

Route Name	From	Direction	To
Main Street	I-25	East	Kit Carson Trail
San Juan Street	Stonewall Avenue	North	Colorado Avenue
Colorado Avenue	San Juan Street	East	I-25
Commercial St.	Colorado Avenue	South	Fourth Street
Fourth Street	Commercial Street	West	Convent Street
Garfield Avenue	Fourth Street	South	County Road
Willow Street	Colorado Avenue	South	Pine Street
Pine Street	Willow Street	East	Arizona Avenue
Nevada Avenue	Colorado Avenue	South	University Street
Arizona Avenue	Colorado Avenue	North	North Avenue
Goddard Avenue	Nevada Avenue	East	I-25
Linden Avenue	North Avenue	South	Main Street
Freedom Road	I-25	South	Kit Carson Trail
Maple Street	Commercial Street	East	Elm Street
Elm Street	Commercial Street	East	Oak Street
Santa Fe Trail	Main Street	South	Exit 11
Ash Street	Elm Street	South	First Street

Source: Felsburg Holt & Ullevig



Chapter 5: Transportation and Utilities

Major Collector Streets

Trinidad's major collector streets are characterized by having right-of-way widths of 60 feet, driveway cuts, and on-street parking. Major collector streets within Trinidad include:

Route Name	From	Direction	To
Johnson Avenue	Nevada Avenue	East	Linden Avenue
Kansas Avenue	Alta Street	East	Arizona Avenue
San Juan Street	Topeka Avenue	South	Kansas Avenue
Alta Street	Baca Street	South	Pine Street
Willow Street	Pine Street	South	Park Street
Park Street	Willow Street	East	Prospect Street
Prospect Street	Park Street	South	University Street
Atchison Street	Shoshone Street	East	San Juan Street
First Street	Santa Fe Trail	East	Ash Street
Animas Street	Nevada Avenue	South	Grant Avenue
Grant Avenue	Animas Street	South	Monroe Street
Monroe Street	Grant Avenue	East	Garfield Avenue
Convent Street	First Street	South	Fourth Street
Jefferson Street	Santa Fe Trail	East	Garfield Avenue
Maple Street	First Street	South	Eighth Street
Eighth Street	Maple Street	West	Washington Avenue
Washington Avenue	Eighth Street	West	Garfield Avenue
Oak Street	Elm Street	South	Seventh Street
Seventh Street	Indiana Street	West	Maple Street
Benedicta Avenue	Main Street	South	Pennsylvania Avenue
Pennsylvania Avenue	Benedicta Avenue	West	Indiana Avenue
Indiana Avenue	Pennsylvania Avenue	South	Seventh Street
Saddle Road	Santa Fe Trail	East	County Road
County Road	Saddle Road	South	Garfield Avenue
Espinoza Street	Garfield Avenue	South	Garcia Street
Garcia Street	Espinoza Street	East	Aguilar Street
Aguilar Street	Garcia Street	North	Espinoza Street

Source: Felsburg Holt & Ullevig



Chapter 5: Transportation and Utilities

Local Streets

Local streets make up a large percentage of the total street mileage within Trinidad. The majority of these roads have rights-of-way ranging from 50 to 75 feet and are characterized by driveway cuts and on-street parking. Several incomplete street connections, offset block patterns, dead ends and jogs exist due to the transection of the grid by I-25, the presence of the railroad, the Purgatoire River, and hilly terrain.

Detached sidewalks are common in the older neighborhoods of Trinidad, while newer subdivisions have attached sidewalks. Alleys typically 16 feet in width transect many of the local streets in the original platted areas of the city and are generally well maintained.

Trinidad has a total of 77.03 of H.U.T. eligible miles, which are reported as four classifications: arterial streets, local streets. Non-eligible H.U.T. miles are reported as either maintained by others or not maintained.

MILES OF ROADS IN TRINIDAD				
Arterial Streets	Local Streets	Total H.U.T Eligible	Non-H.U.T. Eligible: Maintained by Others	Non-H.U.T. Eligible: Not Maintained
25.3 Miles	51.73 Miles	77.03 Miles	1.28 Miles	0.1 Miles

Source: Colorado Department of Transportation

Unique to Trinidad are its historic brick streets, the majority of which are found in the Corazon de Trinidad National Historic District which was accepted onto the National Register of Historic Places in 1972. In 1999 the *Trinidad Brick Street Study* was prepared, assessing a study area which included approximately 6.5 miles of brick streets located in the Historic District. The study included a brick street inventory, a street condition analysis, a determination of reconstruction priorities, and a summary of potential reconstruction costs.

A current concern and the subject of a truck study is the level of truck traffic on a number of Trinidad streets. The problem is especially acute in the College, Piñon and Arizona neighborhoods, where trucks are driving through residential neighborhoods to access SH 12. Twenty three trucking companies have been identified that currently travel within and through the community. A proposed truck route ordinance is planned for consideration in 2008. In addition, a possible





Chapter 5: Transportation and Utilities

intersection reconfiguration at Nevada Avenue and SH 12 to facilitate turning movements is being evaluated.

Road maintenance in Trinidad is provided by the Street and Bridge Department and consists of street sweeping, brick, concrete and asphalt repairs, snow removal and sanding, sign upgrades, and general right-of-way maintenance. The Street and Bridge yard and shop (City Garage) is located on Chestnut Street in the old Rio Grande Railway Station, which is slated for eventual rehabilitation. The maintenance of sidewalks, curb and gutter is the responsibility of property owners in Trinidad.

Funded roadway projects for 2008 include:

- Elm Street Extension - This project includes the design, engineering and construction of Elm Street from Chestnut Street to Linden Avenue. The intent is to reduce the traffic congestion on Main Street by providing an east-west alternate route. In July 2007, the City's Engineering Department developed an estimated cost of \$1,625,066 for the project. An Energy and Mineral Impact Assistance Program grant in the amount of \$812,533 was approved by the Colorado Department of Local Affairs in 2007, and Phase 1 of the project is funded in 2008 for \$480,705.
- Nevada & Arizona Traffic Calming - This \$50,000 project consists of designing and constructing improvements on Nevada Avenue & Arizona Avenue to ensure safe speeds are maintained.

Capital improvements are funded by a one cent sales tax, which is due for renewal in November, 2008. Future projects may include:

- West Main Street Improvements - This project includes the renovation of West Main Street from Animas Street to Santa Fe Trail Drive, and involves the installation of adequate storm drainage, replacement of sidewalks, curb and gutter, installation of period style lighting, construction of retaining walls in vaulted areas, and other associated improvements.
- East Main Street Improvements - This project includes the renovation of East Main Street from between Maple and Walnut Streets, and involves the installation of adequate storm drainage, replacement of sidewalks, curb and gutter, installation of period style lighting, construction of retaining walls in vaulted areas, and other associated improvements.
- Atchison Avenue Reconstruction - This project involves the reconstruction of Atchison Avenue from the intersection of Navajo Street to Cheyenne



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Street. The existing street section is an undefined split roadway with no curb delineations, a dual elevation cross section, and an unmarked drainage ditch running down the middle of the street. This road will continue to see increased traffic flows as construction of housing continues in this area.

- Industrial Park Street Improvements - This project would consist of street improvements within the existing Phase I portion of the park.

5.2.2 Airport

The Perry Stokes Airport, located 10 miles northeast of Trinidad off US Highway 350 (US 350), provides general aviation services, including hanger rental, tie downs, and fueling. Some of the airport's features include VASI, visual approach glide indicators, directional finder, rotating beacon, VOR runway light system and low frequency instrument landing system as well as a 5,500-foot hard surface runway and a 5,500-foot auxiliary runway.

Currently only chartered aircraft is available at Perry Stokes Airport. UPS is using the airport as a regional distribution center, with subcontractor Sundance flying into and out of the airport once a day. Aircraft operations are estimated at approximately 250 per month or 3,000 operations per year. Passenger air service is provided in Pueblo, Colorado Springs, Denver, and Albuquerque with connections worldwide. Trinidad-Las Animas County Economic Development has submitted grant applications for passenger air service between the Perry Stokes Airport and Denver International Airport.

5.2.3 Rail

The Burlington Northern Santa Fe (BNSF) railroad runs through the City of Trinidad, parallel to I-25 north of the city, crossing under the interstate at Exit 14A. Burlington Northern Santa Fe provides freight rail service the region, and shares track rights with the Union Pacific Railroad.

Passenger rail service is provided by Amtrak's Southwest Chief route through Trinidad. This route operates between Chicago and Los Angeles on a route that serves Trinidad and La Junta in Colorado. One eastbound and one westbound train stop in Trinidad daily. Amtrak currently operates from a temporary building constructed as part of the I-25 reconstruction project. A new permanent masonry structure is proposed.

Multiple at-grade crossings in Trinidad continue to be of concern. Noise, safety and access are issues when long trains stop or slow in the city, which sometimes block



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all cross-track movements for extended periods. This is not only disruptive to normal traffic patterns, but potentially dangerous for those needing emergency response from police, fire, or medical teams. Safety will be improved with completion of street level improvements associated with the I-25 reconstruction project.

5.2.4 Transit

The South Central Council of Governments (SCCOG) serves as the lead agency for local public transit service in Trinidad. The agency provides door-to-door demand-responsive and subscription transportation services weekdays to senior citizens, people with disabilities, and the general public. Fares are \$2.00 for the general public, \$1.00 for disabled riders and free for senior citizens over 60 years old.

Three other agencies also provide transit services. The Harry R. Sayre Senior Center provides general services to seniors age 60 and older, using one 15-passenger van and private vehicles. The Rocky Mountain SER – Southern Colorado Head Start preschool program operates fixed-route service based on the educational schedule of the Head Start program. The Trinidad State Nursing Home, a public convalescent nursing facility, provides transportation for resident's doctor trips, shopping, and other activities in three cars and one wheel-chair van.

Intercity transit service is operated by the Texas, New Mexico, and Oklahoma transit service (TNM&O). TNM&O is a subsidiary of Greyhound Lines that primarily operates on the I-25 corridor with most service terminating in Denver but some continuing north to Wyoming. In addition, TNM&O provides service on Highway 160 between Walsenburg and Alamosa. Currently, 11 buses serve this corridor daily.

5.2.5 Carpool

Carpooling is fairly common in the region. In 2000, approximately 17 percent of the workers in Las Animas County shared a ride with one of more other people on their trip to work. This is a high percentage, whereas in other parts of the state the rate typically averages around 12 percent.

5.2.6 Pedestrian and Bicycle

Safe pedestrian crossings and walkways and adequate areas for bicyclists to ride are important for Trinidad and for visitors. They are an amenity that can support the city's economic development and quality of life goals.



The Trinidad Riverwalk, in the Purgatoire River Valley through Trinidad provides a much-needed trail in the urban corridor. It is an important link in the Colorado Front Range Trail providing connections along the I-25 corridor. Several segments have been built recently, with more in the planning stages.

5.3 Utilities

Utility infrastructure consists of drainage, water, wastewater, natural gas, electricity, and solid waste. All utility infrastructure is owned by the city. However, several private entities provide products and services associated with the utility systems, such as the natural gas and electricity for the distribution systems, and refuse collection for the landfill.

5.3.1 Drainage

The city has eleven major drainage ways: Powell Arroyo, Piñon Canyon, Prospect Canyon, Moores Canyon, Carbon Arroyo, Fisher's Peak Arroyo, Portland Avenue Canyon, Hospital Canyon, Engleville Canyon, Gray Creek and the Purgatoire River.

Although the city has a storm drainage system in place, the major routing of these systems is directly in the drainage way channels. In addition, major streets serve as drainage conduits into the drainage channels. A fire at City Hall in 1980 destroyed some of the drain and sewer system charts, so currently the city's storm drainage collection system is only partially mapped.

A Master Drainage Study, prepared by RG Consulting Engineers, Inc. in September of 1999, indicates that the addition of curbs and gutters on the street sections would eliminate some localized flooding but would then cause the problem to move downstream, impacting downstream facilities. The Master Drainage Study identifies a number of problem areas for storm water drainage, such as undersized channels or box culverts and inadequate channel maintenance. It is critical that the impacts of future development on drainage be understood and quantified and that the city develops and enforces an effective drainage management system.

5.3.2 Water System

The City of Trinidad provides water service within its service area, which includes the city limits and a substantial part of the developed rural area outside the City. The service area extends east to the prison facility and the Piñon Canyon Maneuver Site. Currently, the city serves 3,540 residences and 440 businesses, of which approximately 550 accounts are rural customers. Maintained by the Utilities



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Department, the water system includes water supply, treatment, storage, and distribution. City policy stipulates water rates, plant investment fees, and line extensions, which are the responsibility of the developer.

North Lake and Monument Lake, located approximately 40 miles west of Trinidad, provide raw water storage for the city. North Lake, which serves as primary storage, contains approximately 4,300 acre-feet of water generated by flows from the North Fork stream, which are governed by senior water rights. Modifications to improve the safety of the North Lake Dam have been ongoing for several years.

Monument Lake is ancillary storage, containing approximately 1,400 acre-feet of water controlled by senior water rights. Both Monument Lake and North Lake have a pipeline that carries water from these reservoirs to the Trinidad Filtration Plant, located approximately two miles east of Monument Lake, which provides water treatment for the city and its service area.

The Trinidad Filtration Plant has a design capacity of 8.4 million gallons per day (MGD). Modifications needed to maintain the treatment operations in the future include: flocculation system upgrades, sludge collections and storage, chemical feed upgrades, filter media replacement and instrumentation and control upgrades. Additional treatment capacity will also be necessary to serve Trinidad in the future.

From the plant, treated water is delivered to the City of Trinidad from the Mountain Water System, a 36-mile transmission pipeline that has a hydraulic capacity of approximately 9 MGD. With future expansion of the water filtration plant's capacity, this transmission pipeline will need to be either replaced or paralleled to convey additional flow. Due to the potential of a water main break on this conduit, Trinidad is vulnerable to a major disruption in treated water supply.

Treated water is stored in several storage tanks with a total existing storage capacity of 9.46 million gallons. The primary tank is the Jansen storage tank, which holds 5 million gallons and supplies water to the North, South, and Allendale tanks through a series of pump stations. The excess storage capacity allows time to implement water treatment capacity upgrades.

Improvements to the water distribution system will be required to meet future needs. Recommended improvements include a second water main to the Industrial Park and a pipeline to extend from the Allendale pump station to Saddle Road.



5.3.3 Wastewater

The City of Trinidad Wastewater Treatment Plant (WWTP) is located at the north end of the city to the east of I-25 adjacent to the railroad tracks. Wastewater is treated through an activated sludge process. Final effluent water is discharged into the Purgatoire River and sludge is applied to a 99-acre, city-owned agricultural field adjacent to the treatment plant. The WWTP has a 2.0 MGD peak treatment capacity and a 1.2-MGD average flow.

The city owns and maintains two main sewer trunk lines, one on each side (north and south) of the Purgatoire River, that collect wastewater from approximately seven miles of variable diameter, older vitreous clay pipe and newer PVC pipe throughout the city. Wastewater originating from the north side of the Purgatoire River flows by gravity in a trunk line that runs directly to the WWTP.

There are nine lift stations within the wastewater collection system. The South Side lift station pumps wastewater siphoned from the southern trunk line to the WWTP. A new lift station is planned to replace the South Side lift station, increasing capacity 25 percent from an average daily flow of 650,000 gallons per day to an average daily flow of 812,000 gallons per day. Two additional lift stations that pump wastewater originating from the Industrial Park will also be replaced in 2008. All three lift station replacements are partially funded by a grant from the Colorado Department of Local Affairs.

Both the north and the south trunk-line sewers are capable of handling both current and projected flows. However, two areas along the trunk lines are subject to hydraulic overloading and require improvements in the future. These areas include the section of the northern line that runs along University between Prospect and State Street and the section of the southern line that runs adjacent to the river just west of East Main Street between Engle Street and Benedicta Avenue. Problems with manhole surcharges have also been identified by the Department of Health in both the north and south sewer pipe systems.

City policy stipulates sewer rates, plant investment fees, and line extensions, which are the responsibility of the developer. The ongoing I-25 reconstruction project will replace essential sewer pipe lines within the project area.

5.3.4 Natural Gas

In addition to the water and wastewater systems, Trinidad's gas distribution system is also municipally owned, with natural gas currently supplied by National Public Gas Company. Rates and charges for natural gas service are established by City ordinance.





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The primary point at which the city receives gas is located at the master meter station just east of the city limits. Trinidad's original gas pipeline infrastructure was constructed in 1951, and is comprised of 69 miles of both steel and polyethylene pipeline ranging from two to eight inches in diameter. (US DOT) High-pressure mains feed into regulator stations that lower the pressure to a level that is acceptable for distribution to residential uses. There are presently 3,630 residential and 500 commercial gas customers.

5.3.5 Electric

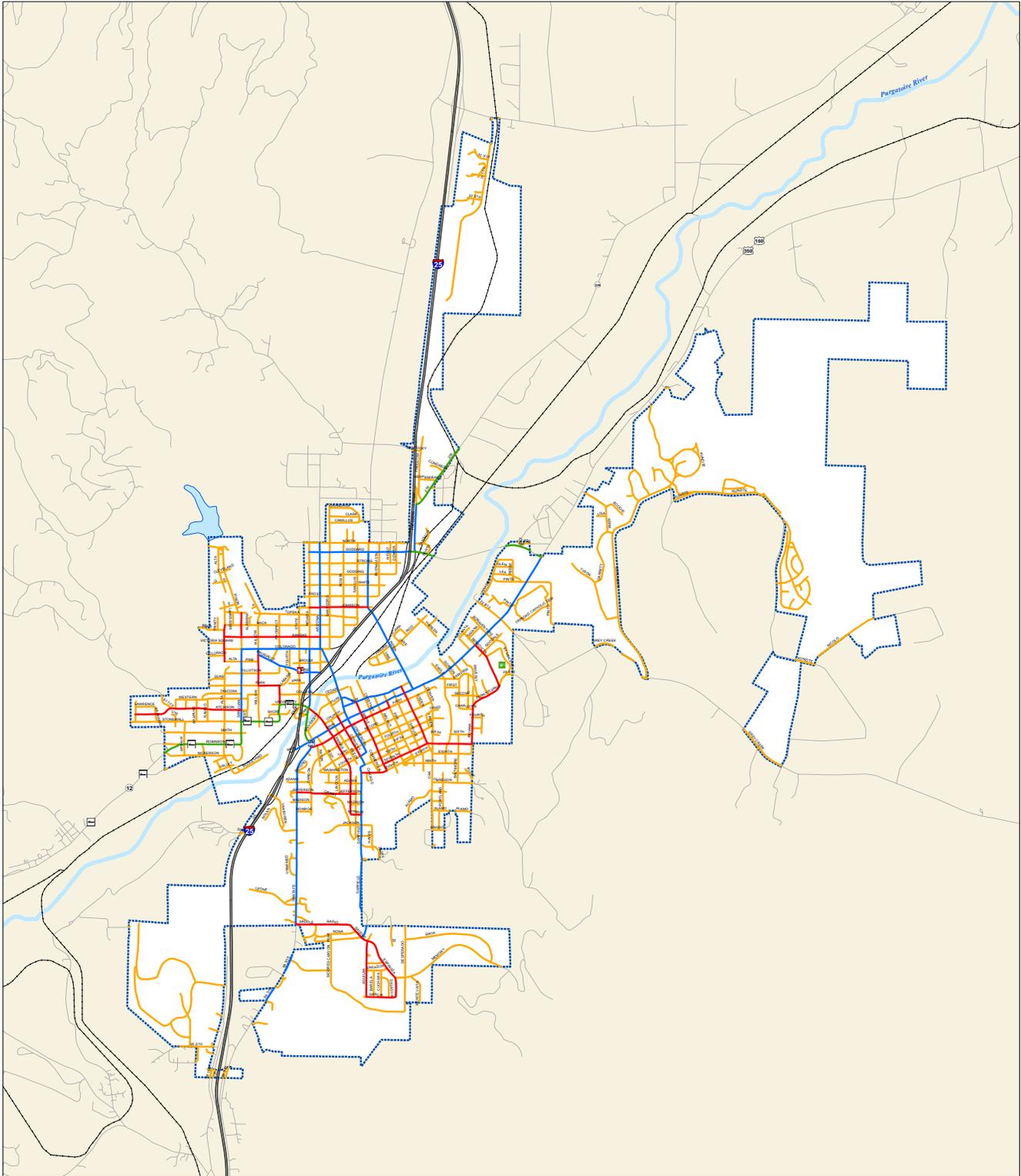
The City owns and maintains approximately 70 miles of an electric distribution system, serving over 4,600 customer accounts. Although it formerly generated its own power and still owns a power plant, the city purchases its power from the Arkansas River Power Authority. The City power plant is now used for emergency generation.

5.3.6 Solid Waste

Refuse service is provided by private contractors within Trinidad and the City-owned landfill located on State Street. The landfill has an estimated life of 25 years. Recycling is available at Las Animas County Rehabilitation Center on Congress Drive and through a drop-off program offered by US Disposal.



Transportation



Trinidad Comprehensive Plan

DISCLAIMER This map is for general planning purposes only and is subject to updates and changes. Any user should check with the City of Trinidad prior to use to be sure that the data shown is current. Because of the scale of the map, any user should not rely on this map for the exact definition of any boundary or division line shown on said map.

This map is based on information from numerous sources and the accuracy of which is not guaranteed by the City of Trinidad. The City of Trinidad is not responsible and shall not be liable to the user for damage of any kind arising from the data or information shown on this map.



0 0.25 0.5 1 Miles



Revised April 17, 2008

Legend

- | | | |
|--------------------|-----------------------|---------------------------|
| Principal Arterial | Amtrak Train Station | Railroad |
| Minor Arterial | Greyhound Bus Station | Purgatoire River |
| Major Collector | Helipad | Lake |
| Local Road | Truck Route | City of Trinidad Boundary |
| Other Road | Interstate 25 | Las Animas County |



SIX

Plan Direction

6.0 PLAN DIRECTION

6.1 Overview

As the heart of the Comprehensive Plan, the Plan Direction is a planning framework intended to broadly guide Trinidad’s community development activities. The Plan Direction consists of plan “directions”, policies and actions. Directions are the overarching set of community-wide goals and objectives for the City of Trinidad Comprehensive Plan. Each direction is supported by one or more policy statements, and where appropriate, one or more action items tied to specific timeframes for completion. Action items are denoted by a checkbox and include a timeframe for completion: short-term (one to three years), mid-term (three to five years), long-term (five years and beyond), or ongoing.

6.2 Plan Directions, Policies, Actions

6.2.1 General Directions

General directions are those not categorized into a development district, and are sorted into one four Plan elements: Physical Character and Environment, Services and Infrastructure, Community Character and Land Use, and Implementation.

Physical Character & Environment

Direction: Avoid development in environmentally sensitive, constrained, or hazardous areas, unless appropriate mitigation has occurred

Policy PCE-01: The natural topography in the City of Trinidad shall be retained to the greatest extent possible. Excessive cuts and fills to convert steep slopes to building sites shall be discouraged using clustering or other techniques to avoid the steepest portions of the site. If development in these areas is unavoidable, measures should be taken to minimize excessive cut and fills in the design of roads and building site layout.

Action(s)

- *Revise the Planning and Zoning Code to prohibit construction on slopes in excess of 15 percent and to require developers of property on slopes in excess of 8 percent to submit plans to minimize excessive cut-and-fill activity and the use of retaining walls prior to any construction. Timeframe: Short-term*

Policy PCE-02: Development in geologic subsidence areas shall be avoided. If development in the area is unavoidable, a hazard mitigation plan shall be



prepared and included as a condition of water service, annexation and/or project approval.

Action(s)

- *Revise the Planning and Zoning Code to require developers of property in geologic subsidence, designated floodplains, and wildfire hazard areas to submit plans to mitigate hazards prior to any construction. Timeframe: Short-term*

Policy PCE-03: Development in areas with Las Animas loam and/or Riverwash soil units shall be avoided. In particular, the installation of septic systems in these areas shall be discouraged. Where development is unavoidable, all building construction shall be designed to prevent damage due to high water tables.

Policy PCE-04: Development in designated floodplain areas shall be avoided. Where development is unavoidable, or redevelopment is desirable, all construction shall be designed to prevent damage due to flooding in accordance with FEMA guidelines. Development proposals within flood-prone areas and land shall be accompanied by plans for proper flood-proofing measures.

Action(s)

- *Create a Purgatoire River Flood Plain Management Board of qualified citizens and City staff to assure compliance with the National Flood Plain Insurance program. Timeframe: Mid-term*

Policy PCE-05: Development in wildfire hazard areas shall be discouraged. If development in a wildfire hazard area is unavoidable, a hazard mitigation plan shall be prepared and included as a condition of water service, annexation, and/or project approval.

Action(s)

- *Identify and map wildfire hazard areas for the City of Trinidad, particularly the undeveloped, vegetated areas within and immediately adjacent to city limits. Timeframe: Short-term*
- *Revise the Planning and Zoning Code to require a minimum of two access points in all new subdivisions consisting of more than 30 dwelling units for fire protection and other emergency services. Timeframe: Short-term*

Policy PCE-06: Efforts to maintain the natural protection of wildlife and water treatment processes provided by riparian areas shall be promoted. Activities that result in loss of wildlife dependent upon riparian areas shall be discouraged.



Action(s)

- ❑ *Establish an overlay district and promote conservation easements for the riparian corridor along the Purgatoire River and the vegetated movement corridors that connect the river to the undeveloped highlands. Timeframe: Midterm*

Policy PCE-07: The preservation of large, healthy indigenous trees shall be encouraged. The removal and/or topping of mature trees shall be discouraged.

Action(s)

- ❑ *Revise the Planning and Zoning Code to require developers of property with mature trees to submit plans to conserve important natural vegetation prior to any construction. Timeframe: Short-term*
- ❑ *Establish a Tree Board whose function will be to prepare and implement a Master Tree Plan. Timeframe: Short-term*

Policy PCE-08: The city shall encourage the preservation of non-developable open lands.

Action(s)

- ❑ *Prepare an open lands plan that identifies strategies to maintain a viable agricultural economy, protect scenic views, preserve natural resources and environmentally sensitive areas, and prevent urban sprawl through the use of conservation easements and other incentives and regulatory techniques. Timeframe: Short-term*

Direction: Protect surface and groundwater resources to maintain the integrity of the municipal water supply.

Policy PCE-09: Protect the surface and ground waters of the City of Trinidad from land uses and other activities that could impair the classified uses of these waters or degrade water quality.

Action(s)

- ❑ *Create an ordinance to establish the City of Trinidad Water Supply Protection District. Timeframe: Short-term*
- ❑ *Create a Watershed Protection Overlay District, with guidelines that discourage activities upstream of the water filtration plant that threaten water quality. Timeframe: Short-term*



- *Revise the Planning and Zoning Code to limit site coverage with impervious surfaces by requiring a higher percentage of on-site landscaping and the “green” design of parking areas that absorb, filter and percolate storm water runoff. Timeframe: Short-term*

Direction: Protect scenic view sheds within Trinidad.

Policy PCE-10: Protect the views of significant physical landmarks from land uses and other activities that could detract from Trinidad’s scenic qualities.

Action(s)

- *Revise the Planning and Zoning Code to establish a View Shed Protection Overlay District. Timeframe: Short-term*
- *Revise the Planning and Zoning Code to include standards for outdoor lighting that minimize light pollution and protect the visual clarity of the night sky. Timeframe: Short-term*
- *Revise the Planning and Zoning Code to prohibit new construction along hilltops and ridgelines, protecting the scenic quality of Trinidad’s skyline. Timeframe: Short-term*
- *Work with state and local land trusts and conservation organizations to permanently protect Fisher’s Peak from development. Timeframe: Mid-term*

Services and Infrastructure

Direction: Provide a safe, efficient multimodal transportation system.

Policy IS-01: The city shall maintain and improve its transportation system, consistent with available funding.

Action(s)

- *Annually prepare, adopt, and update a Capital Improvement Program that prioritizes major street needs. Timeframe: Ongoing*
- *Repair and maintain the brick streets, consistent with the priorities identified in the 1999 Trinidad Brick Street Study. Timeframe: Ongoing*
- *Establish a designated truck route to reduce truck traffic on residential and brick streets. Timeframe: Short-term*



- ❑ *Conduct a parking study to identify parking demand in the community. Timeframe: Short-term*
- ❑ *Revise the Planning and Zoning Code to address off-street parking requirements within the HP–Corazon de Trinidad Historical Preservation zoning based on the outcome of the parking study. Timeframe: Short-term*
- ❑ *Revise the Planning and Zoning Code to require new commercial developments to provide bicycle racks. Timeframe: Short-term*
- ❑ *Improve pedestrian safety with crosswalk ramps that meet ADA requirements. Timeframe: Short-term*
- ❑ *Explore traffic calming methods to reduce speeding along San Juan Street, Colorado Avenue, Nevada Avenue, Kansas Avenue, Arizona Avenue, Oak Street, Seventh Street (Indiana Avenue to Walnut Street), and Convent Street. Timeframe: Midterm*
- ❑ *Design and construct major infrastructure improvements through an annual Energy Impact Assistance matching grant application. Timeframe: Midterm*
- ❑ *Establish a “way-finding” sign program that directs visitors to public parking lots at key access points to the downtown area, and specifying whether a parking area is short-term or long term using signage with a common design theme and logo. Timeframe: Midterm*
- ❑ *Create a comprehensive bicycle and pedestrian trail system linking parks, arroyos, transportation corridors, and city-owned land, using Colorado Conservation Trust matching funds. Timeframe: Long-term*
- ❑ *Explore the formation of a parking authority to acquire land, finance improvements, and monitor parking conditions. Timeframe: Long-term*

Direction: Provide utility infrastructure and services to accommodate new growth and development cost effectively and equitably.

Policy IS-02: The city shall maintain and improve its utility infrastructure and services, consistent with available funding.

Action(s)

- ❑ *Continue to annually prepare, adopt, and update a Capital Improvement Program that prioritizes the improvement of basic utility infrastructure. Timeframe: Ongoing*



Policy IS-03: Annexation agreements shall be required prior to connection to the city's water and/or sanitary sewer system. Annexation agreements may include, but are not to be limited to, provisions concerning augmentation of water rights, extension and over-sizing of mains, and reimbursement policies.

Action(s)

- *Establish annexation criteria to be used in the creation of annexation agreements. Timeframe: Short-term*

Policy IS-04: All new development and redevelopment of existing properties shall be served by a public water system. All land development applications shall provide evidence of a water supply that is of adequate quality, quantity, pressure, and dependability to support the intended use and to provide fire protection. Land developers shall be required to pay all costs associated with their development of the water system.

Policy IS-05: All new development and redevelopment of existing properties shall be served by a public sanitary sewer system. All land development shall be required to provide evidence of adequate wastewater collection, treatment, and disposal with suitable capacity, quality of discharge, suitable point of discharge, and dependability. Land developers shall be required to pay all costs associated with their development of the wastewater system.

Direction: Require development to pay "fair share" for services and infrastructure.

Policy IS-06: Land developers shall pay the costs associated with new development.

Direction: Encourage and develop recreational opportunities for all residents of Trinidad.

Policy IS-07: The city shall endeavor to maintain and enhance a park, trails, and open space network throughout the community for active and passive recreational use.

Action(s)

- *Annually prepare, adopt, and update a Capital Improvement Program that prioritizes the parks and trail system needs. Timeframe: Ongoing*



- ❑ *Add additional recreational amenities to city parks, as needed, using annual Great Outdoors Colorado (GOCO) and Energy Impact Assistance matching funds. Timeframe: Ongoing*
- ❑ *Prepare a Trail, Linear Park and Open Space Master Plan. Timeframe: Short-term*
- ❑ *Install ADA compliant ramp and stair access to the Purgatoire Riverwalk at the Commercial Street bridge. Timeframe: Short-term*
- ❑ *Establish an Adopt a Trail Program and/or Friends of the Purgatoire River Trail group to provide citizen support for the local trail system. Timeframe: Midterm*
- ❑ *Establish a “way-finding” sign program that enables use of the trail system without a map and integrates environmental education interpretive signage. Timeframe: Midterm*
- ❑ *Work with landowners to purchase or negotiate easements that will ensure public access to trails, linear parks and open spaces. Timeframe: Midterm*
- ❑ *Work with landowners to improve the 100-acre open space parcel near Fisher’s Peak for passive recreational use. Timeframe: Midterm*
- ❑ *Redevelop existing small “tot” lots into playgrounds in established areas. Timeframe: Midterm*
- ❑ *Improve trail access to Fisher’s Peak and Simpson’s Rest through dedication of easements. Timeframe: Midterm*
- ❑ *Extend the Purgatoire Riverwalk south to Trinidad State Recreation Area and north to Cougar Canyon, using GOCO and other available funds. Timeframe: Long-term*

Policy IS-08: Encourage the preservation and enhancement of non-recreational green spaces, including tree lawns, medians, and cemeteries.

Action(s)

- ❑ *Install detached sidewalks in residential neighborhoods, where appropriate, and update repair/replacement policies that are enforceable and fair to property owners. Timeframe: Midterm*
- ❑ *Install medians in historic boulevards, where appropriate. Timeframe: Midterm*



Community Character and Land Use

Direction: Protect the character of existing residential neighborhoods.

Policy CCLU-01: The character of existing neighborhoods shall be protected through appropriate land use and building guidelines.

Action(s)

- *Update the Planning and Zoning Code to revise standards for land use, block patterns, lot size and building coverage, setbacks, mass, and height that are based on existing development patterns. Timeframe: Short-term*
- *Update the Planning and Zoning Code to strengthen home based business regulations, and consider requiring conditional use permits to regulate the placement of home based businesses in the HP-Historic District. Timeframe: Short-term*
- *Revise the City code for stored vehicles on residential properties, 1) requiring that vehicles must be registered and 2) limiting the number of unregistered vehicles that can be kept on a property that are not stored in a garage. Timeframe: Short-term*

Policy CCLU-02: New residential development shall be compatible with existing development and shall include variety consistent with existing neighborhoods in Trinidad.

Action(s)

- *Update the Planning and Zoning Code to include zoning standards that ensure compatibility of new and renovated residential structures with existing adjacent structures in terms of scale, architecture, and relationship to the street. Timeframe: Short-term*

Direction: Provide an adequate supply of housing for all income levels of Trinidad residents while considering land use compatibility.

Policy CCLU-03: An adequate supply of affordable housing (i.e., housing rent/and or mortgage payments do not exceed more than 30 percent of household income at prevailing wages) shall be available for Trinidad residents.

Action(s)

- *Work with the Colorado Department of Housing, local agencies and others to ensure that programs are made available to maintain an adequate supply of affordable housing. Timeframe: Ongoing*



- *Work with developers and builders of residential subdivisions to include a variety of lot sizes and housing styles. Timeframe: Ongoing*

Direction: Protect and promote the historic character of Main Street, Commercial Street, and other significant areas in Trinidad.

Policy CCLU-04: New development in the downtown shall be compatible with the existing historic structures and shall protect and enhance the integrity of the Corazon de Trinidad Historic District.

Action(s)

- *Create development guidelines for new nonresidential or mixed use buildings in the HP District that include “build –to” lines to maintain the continuous street wall of the historic structures. Timeframe: Short-term*
- *Update the Planning and Zoning Code to prohibit metal buildings, except small backyard storage sheds, in the HP District. Timeframe: Short-term*
- *Develop procedures for the careful removal, storage and replacement of brick materials whenever construction or repair activities occur on brick streets. Timeframe: Short-term*
- *Work with property owners along Main Street and Commercial Street to complete storefront facades. Timeframe: Midterm*

Direction: Enhance the overall appearance of Trinidad.

Policy CCLU-05: Address issues of declining maintenance in Trinidad's neighborhoods.

Action(s)

- *Increase the frequency of free landfill days, providing an opportunity for residents to improve property maintenance. Timeframe: Short-term*
- *Increase the level of code enforcement, improving resident compliance with property maintenance ordinances. Timeframe: Short-term*
- *Establish a task force of interested parties to develop a neighborhood dispute resolution process. Timeframe: Mid-term*
- *Engage civic associations, citizen groups and interested residents to adopt planted areas, establish community gardens, conduct neighborhood clean-up campaigns, and undertake urban forestry/beautification projects. Timeframe: Mid-term*



Policy CCLU-06: The appearance and commercial/industrial vitality of the highway corridors and other commercial areas shall be enhanced, and commercial “strip” development (i.e., highway business growth extending into rural areas) shall be discouraged.

Action(s)

- ❑ *Update the Planning and Zoning Code to include new standards for commercial signage. Timeframe: Short-term*
- ❑ *Create commercial development guidelines that encourage better definition of public spaces, cohesive building design, unified landscaping and signage, and improved access and parking layouts in commercial areas outside the historic district. Timeframe: Midterm*
- ❑ *Develop a coordinated public sign system with consistent materials, colors, and graphics, providing a visually unifying yet unique theme for the community. Timeframe: Midterm*
- ❑ *Develop and implement gateway design concepts using landscaping and signage to frame significant views and signify arrival into the community and the historic district. Timeframe: Midterm*
- ❑ *Erect new monument style City gateway signs in at least five locations: State Highway 12, Highway 160, north & south I-25, and Santa Fe Trail Drive. Timeframe: Midterm*

Direction: *Promote the progressive economic development of Trinidad.*

Policy CCLU-07: The city shall promote the economic vitality of downtown.

Action(s)

- ❑ *Work with the Trinidad–Las Animas County Economic Development Council and the Trinidad–Las Animas County Chamber of Commerce to identify strategies to attract new diverse industry to the area as well as to retain existing businesses. Timeframe: Short-term*
- ❑ *Work with the Trinidad–Las Animas County Economic Development Council and the Trinidad–Las Animas County Chamber of Commerce to explore formation of Community Development Corporations (CDCs) to acquire property and support local independent businesses. Timeframe: Short-term*



- ❑ *Work with the downtown business owners to identify strategies for focusing retail at street level, with professional services and residences on higher floors. Timeframe: Short-term*
- ❑ *Prepare a Downtown Master Plan that creates a vision for providing a wide spectrum of cultural, educational and entertainment experiences and land use functionality, integrating multiple modes of travel and stimulating economic revitalization. Timeframe: Mid-term*
- ❑ *Prepare a downtown business strategic plan and explore the creation of a Business Improvement District. Timeframe: Mid-term*

Implementation

Direction: Coordinate planning activities of mutual concern with Las Animas County.

Policy IMP-01: The city shall coordinate the policies within the Comprehensive Plan with the land use policies and regulations of Las Animas County.

Action(s)

- ❑ *Submit the adopted Comprehensive Plan for certification by Las Animas County. Timeframe: Short-term*
- ❑ *Establish an intergovernmental agreement with Las Animas County to cooperate on land use planning (such as joint development review, transitional zoning density, regional trails and recreation, regional transportation and the establishment of Corridor Planning Areas) and other matters of mutual, regional interest. Timeframe: Short-term*
- ❑ *Coordinate updates of the City of Trinidad Comprehensive Plan with updates to the Las Animas County Master Plan. Timeframe: Ongoing*

Direction: Ensure that all annexations conform to the adopted Three-Mile Area Plan.

Policy IMP-02: All annexations shall be in conformance with the provisions of Section 31-12 of the Colorado Revised Statutes. In particular, a community of interest shall exist between the City of Trinidad and any area proposed for annexation, with clear support by existing and/or potential city residents. The Three-Mile Area Plan shall be reviewed and updated annually, incorporating any municipal boundary adjustments and related three-mile area boundary adjustments as necessary.



Action(s)

- *Formally adopt the draft 2008 Three-Mile Area Plan, in compliance with C.R.S. 31-12-105(e). Timeframe: Short-Term*

Policy IMP-03: A fiscal impact report shall be completed and submitted by the developer concurrent with a petition for annexation. Fiscal impacts associated with an annexation shall be adequately offset by (a) increased tax base within the annexation area, (b) increased tax base elsewhere within the City of Trinidad, and/or (c) the overall economic benefit to the City of Trinidad.

Policy IMP-04: The City of Trinidad shall maintain its capability to provide adequate levels of service. Lands needed for public purposes (parks, trails, schools, fire stations, etc.) shall be dedicated to the City of Trinidad or another appropriate public entity. Municipal infrastructure shall be available for extension to the area proposed for annexation. Direct costs of services and infrastructure associated with an annexation shall be borne by the petitioner. All improvements shall be constructed in accordance with City of Trinidad or other appropriate public entity design standards, with performance surety in place.

Policy IMP-05: All annexation shall be consistent with sound land use planning principles, furthering the purposes of managing growth, ensuring compatibility between urban and rural development patterns, containing urban form, and protecting environmental resources. The existing and/or proposed land use associated with annexation shall be in conformance with the City of Trinidad Comprehensive Plan. All development associated with annexation shall be in compliance with applicable codes adopted by the City of Trinidad.

Direction: Ensure that extraterritorial subdivision development conforms to a major street plan.

Policy IMP-06: The Three-Mile Area Plan shall be filed with the Las Animas County Clerk as the Major Street Plan for the City of Trinidad, in conformance with the provisions of Section 31-23-212 of the Colorado Revised Statutes. All rights-of-way for major and minor streets shall be dedicated in accordance with City of Trinidad engineering design standards.

Action(s)

- *Prepare and file a certified copy of a major street plan with the Las Animas County Clerk. Timeframe: Short-term*



Direction: Zone land consistent with the Comprehensive Plan.

Policy IMP-07: The city shall periodically review and update its Planning and Zoning Code and Zoning Map to ensure compatibility with the objectives of the Trinidad Comprehensive Plan.

Action(s)

- ❑ *Update the Planning and Zoning Code to create new districts for highway commercial uses, and districts that distinguish between light and heavy industrial uses. Timeframe: Short-term*
- ❑ *Update the Zoning Map to be consistent with the Plan Direction, working with landowners to determine optional zoning districts for parcels that are either non-conforming or incompatible with the intent of the planning districts. Timeframe: Midterm*

Direction: Monitor the effectiveness of the Trinidad Comprehensive Plan.

Policy IMP-08: The City of Trinidad Comprehensive Plan shall provide a system of accountability. Techniques shall be established to monitor progress toward accomplishing Plan directions. Plan policies and strategies shall be evaluated and refined as necessary to accomplish Plan directions.

Action(s)

- ❑ *Prepare a set of indicators and a progress matrix to monitor the implementation of the directions, policies and actions of the Comprehensive Plan. Timeframe: Short-term*
- ❑ *Update the indicators and progress matrix on an annual basis as policies are reviewed, specific actions are achieved, and new strategies are identified. Timeframe: Ongoing*
- ❑ *Consider an update of the City of Trinidad Comprehensive Plan no later than five years from its adoption. Timeframe: Long-term*

6.2.2 District Directions

The Plan Direction also establishes four development districts generally consistent with Trinidad's four basic zoning districts: the Established District, Transitional District, Redevelopment District, and Growth District. In addition, Corridor Planning Areas are established for major entry corridors into Trinidad.



Established District

Description: Areas of the community where the character of land use is stable and few changes are anticipated in the immediately foreseeable future. The quality of structures is not expected to deteriorate into a sub-standard classification in the immediately foreseeable future. An Established District may also include certain vacant lands immediately contiguous to or part of a neighborhood.

Direction: Emphasize the renovation of existing structures, on-going property maintenance and strengthening downtown vitality in order to maintain stability.

Policy ED-01: Compatible land use within an Established District should be consistent with one of the following zoning districts: LDR–Low Density Residential, MDR–Medium Density Residential, HDR–High Density Residential, NS–Neighborhood Service, CC–Community Commercial, and HP–Corazon de Trinidad Historical Preservation.

Action(s)

- ❑ *Update the Planning and Zoning Code to recognize the integration of the Established District into the Plan Direction, and reclassify secondary level zoning districts as basic zoning districts. Timeframe: Short-term*
- ❑ *Update the Zoning Map to be consistent with the Established District boundaries shown on the Plan Direction, working with landowners to determine optional zoning districts for parcels that are either non-conforming or incompatible with the intent of the planning districts. Timeframe: Midterm*
- ❑ *Rezone the Roosevelt, South Chestnut and McCurdy South Addition areas for residential development. Timeframe: Short-term*

Direction: Promote rehabilitation or restoration of existing structures, particularly of a historic nature, in order to maintain the area's established character.

Policy ED-02: The city shall encourage the preservation and renovation of historic structures.



Action(s)

- ❑ *Identify sites for inclusion on the State and National Historic Register, and provide incentives for the renovation of historic buildings and other structures. Timeframe: Short-term*
- ❑ *Encourage historic building renovation through state and federal tax credit programs. Timeframe: Short-term*
- ❑ *Update the Planning and Zoning Code to allow accessory apartments in Established residential zoning districts, restricted to not exceed 75 percent of the square footage of the primary structure and required to provide off street parking. Timeframe: Short-term*

Direction: Target infrastructure improvements to help facilitate stability.

Policy ED-03: The city shall target where small-scale infrastructure improvements are needed that will address issues of declining or deferred maintenance within the Established District.

Action(s)

- ❑ *Annually prioritize small-scale infrastructure needs in the Established District. Timeframe: Ongoing*

Transitional District

Description: Areas that are undergoing or are anticipated to undergo land use change throughout the immediately foreseeable future which are a direct manifestation of plan implementation. : In a Transitional District, many existing uses could be changed to accommodate current development needs.

Direction: Encourage reinvestment and promote stabilization.

Policy TD-01: Compatible land use within a Transitional District should be consistent with one of the following zoning districts: O–Open, RE–Residential Estate, LDR–Low Density Residential, MDR–Medium Density Residential, HDR–High Density Residential, MHR–Mobile Home Residential, NS–Neighborhood Service, and CC–Community Commercial. In addition to these zoning districts, rezoning should be considered for new zoning districts created for highway commercial uses, and to distinguish between light and heavy industrial uses.

Action(s)

- ❑ *Update the Planning and Zoning Code to recognize the integration of the Transitional District into the Plan Direction, and reclassify secondary level zoning districts as basic zoning districts. Timeframe: Short-term*



- *Update the Zoning Map to be consistent with the Transitional District boundaries shown on the Plan Direction, working with landowners to determine optional zoning districts for parcels that are either non-conforming or incompatible with the intent of the planning districts. Timeframe: Midterm*

Direction: Target infrastructure improvements to help facilitate change.

Policy TD-02: The city shall target where small-scale infrastructure improvements are needed that will encourage reinvestment within the Transitional District.

Action(s)

- *Annually prioritize small-scale infrastructure needs in the Transitional District. Timeframe: Ongoing*

Redevelopment District

Description: Areas which will be subject to substantial changes of land use character. In a Redevelopment District, the forces of change are strong, with the need to reverse the process of decline with new development. The redevelopment aspects could include such techniques as the clearing and rebuilding of areas, the use or reuse of lands for new or different purposes, or rehabilitation of buildings for different uses.

Direction: Stimulate private and public sector investment, with a focus on high quality, mixed-use development

Policy RD-01: Compatible land use within a Redevelopment District should be consistent with one of the following zoning districts: O–Open, MHR–Mobile Home Residential, and PUD–Planned Unit Development. In addition to these zoning districts, rezoning should be considered to distinguish between light and heavy industrial uses.

Action(s)

- *Update the Planning and Zoning Code to recognize the integration of the Redevelopment District into the Plan Direction, and reclassify secondary level zoning districts as basic zoning districts. Timeframe: Short-term*
- *Rezone the Riverdale residential enclave for residential development. Timeframe: Short-term*
- *Update the Zoning Map to be consistent with the Redevelopment District boundaries shown on the Plan Direction, working with landowners to determine optional zoning districts for parcels that are either non-*



*conforming or incompatible with the intent of the planning districts.
Timeframe: Mid-term*

Direction: Target infrastructure improvements to help facilitate redevelopment.

Policy RD-02: The city shall target where small-scale infrastructure improvements are needed that will encourage new investment within the Redevelopment District.

Action(s)

- *Annually prioritize small-scale infrastructure needs in the Redevelopment District. Timeframe: Ongoing*

Growth District

Description: Neighborhood areas where the use of land is in the process of major change, primarily from vacant or rural character to a more intensive urban use. The majority of new development is expected to occur in a Growth District.

Direction: Encourage such site design techniques as density development, planned unit development, shopping centers, industrial parks or other such uses.

Policy GD-01: Compatible land use within a Growth District should be consistent with one of the following zoning districts: O–Open, RE–Residential Estate, LDR–Low Density Residential, MDR–Medium Density Residential, HDR–High Density Residential, PUD–Planned Unit Development, NS–Neighborhood Service, CC–Community Commercial, and I–Industrial. In addition to these zoning districts, rezoning should be considered for new zoning districts created for highway commercial uses, and to distinguish between light and heavy industrial uses.

Action(s)

- *Update the Planning and Zoning Code to recognize the integration of the Growth District into the Plan Direction, and reclassify secondary level zoning districts as basic zoning districts. Timeframe: Short-term*
- *Update the Zoning Map to be consistent with the Growth District boundaries shown on the Plan Direction, working with landowners to determine optional zoning districts for parcels that are either non-conforming or incompatible with the intent of the planning districts. Timeframe: Midterm*



Direction: Attract retail businesses

Policy GD-02: The City shall ensure that an adequate supply of land is zoned for quality community-scale commercial centers at appropriate locations.

Action(s)

- *Update the Planning and Zoning Code to encourage pedestrian oriented “lifestyle” shopping centers, mixed use development, “urban villages” and other innovative urban design forms to attract retail activity. Timeframe: Short-term*
- *Determine future locations for community retail uses to serve residents of the Cougar Canyon, Piñon Terrace, and Allendale-Fisher’s Peak neighborhoods. Timeframe: Short-term*

Direction: Achieve a broader mix of housing choices

Policy GD-03: The City shall endeavor to use its Growth District to provide housing choices that are not currently available in other development districts.

Direction: Target infrastructure improvements to help facilitate growth

Policy GD-04: The city shall target where infrastructure improvements are needed that will stimulate development activity within the Growth District.

Action(s)

- *Annually prioritize infrastructure needs in the Growth District. Timeframe: Ongoing*

Corridor Planning Area (CPA)

Description: Corridor Planning Areas correspond to the major gateways of Trinidad, including I-25, US Highway 160, and State Highway 12, where urban services are available or may become available.

Direction: Establish a consistent identity and community image for Trinidad.

Policy CPA-01: The aesthetic function of the I-25, US Highway 160, and State Highway 12 corridors shall reflect Trinidad as a unique community with a proud history and a bright future.



Action(s)

- *Update the Planning and Zoning Code to include a Corridor Overlay district that provides distinct landscape and architectural standards that unite the I-25, US Highway 160, and State Highway 12 corridor entrances into Trinidad while recognizing the different character of each corridor.
Timeframe: Midterm*

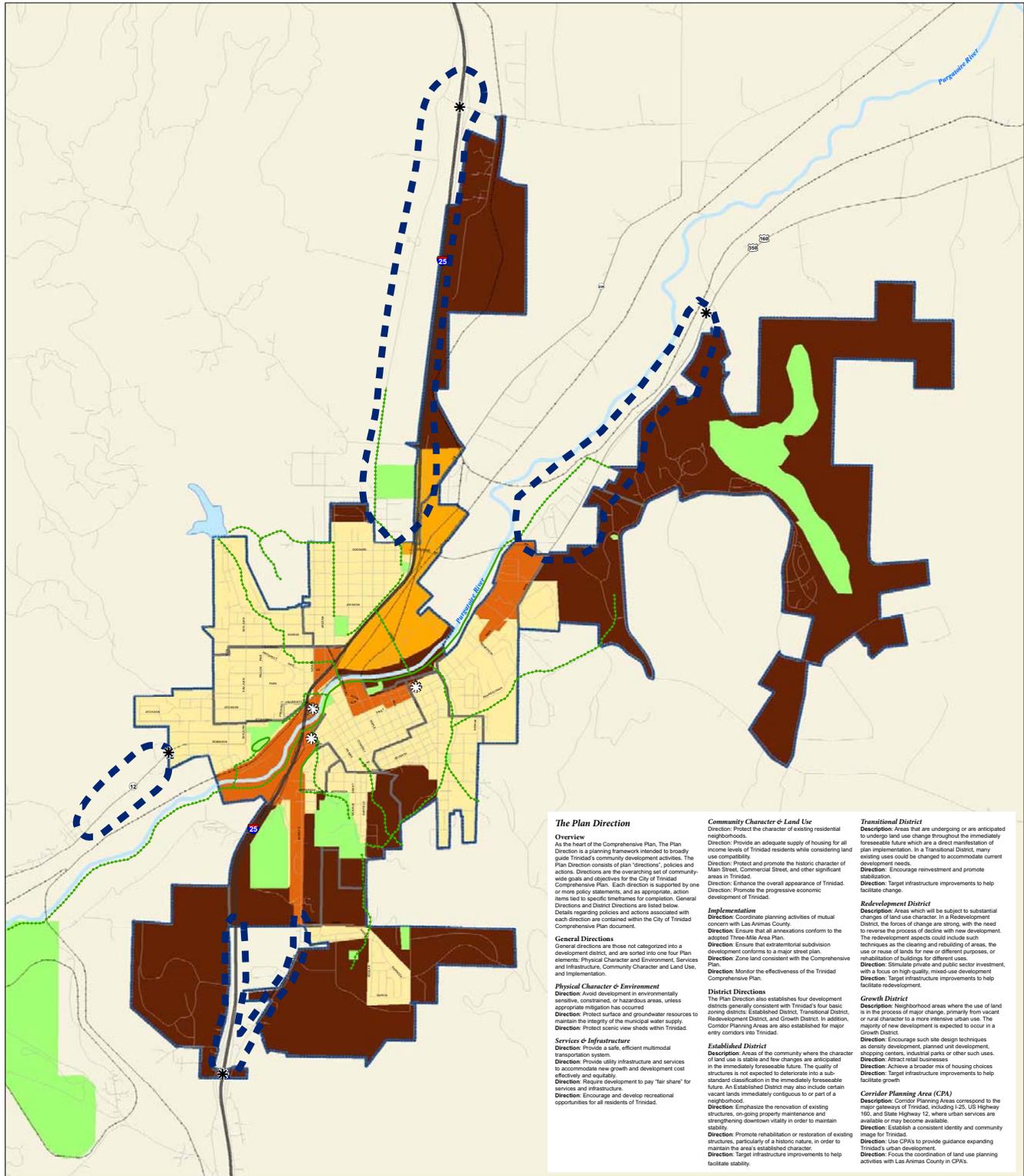
Direction: Use CPA's to provide guidance in expanding Trinidad's urban development.

Policy CPA-02: The City shall consider the annexation of land within CPA's.

Direction: Focus the coordination of land use planning activities with Las Animas County in CPA's.



Plan Direction



The Plan Direction

Overview
As the heart of the Comprehensive Plan, the Plan Direction is a planning framework intended to broadly guide Trinidad's community development activities. The Plan Direction consists of plan "directions", policies and actions. Directions are the overarching set of community-wide goals and objectives for the City of Trinidad Comprehensive Plan. Each direction is supported by one or more policy statements, and as appropriate, action items tied to specific timelines for completion. General Directions and District Directions are listed below. Details regarding policies and actions associated with each direction are contained within the City of Trinidad Comprehensive Plan document.

General Directions
General directions are those not categorized into a development district, and are sorted into one four plan elements: Physical Character and Environment, Services and Infrastructure, Community Character and Land Use, and Implementation.

Physical Character & Environment
Direction: Avoid development in environmentally sensitive, constrained, or hazardous areas, unless appropriate mitigation has occurred.
Direction: Protect surface and groundwater resources to maintain the integrity of the municipal water supply.
Direction: Protect scenic view sheds within Trinidad.

Services & Infrastructure
Direction: Provide a safe, efficient multimodal transportation system.
Direction: Provide utility infrastructure and services to accommodate new growth and development cost effectively and equitably.
Direction: Require development to pay "fair share" for services and infrastructure.
Direction: Encourage and develop recreational opportunities for all residents of Trinidad.

Community Character & Land Use
Direction: Protect the character of existing residential neighborhoods.
Direction: Provide an adequate supply of housing for all income levels of Trinidad residents while considering land use compatibility.
Direction: Protect and promote the historic character of Main Street, Commercial Street, and other significant areas in Trinidad.
Direction: Enhance the overall appearance of Trinidad.
Direction: Promote the progressive economic development of Trinidad.

Implementation
Direction: Coordinate planning activities of mutual concern with Las Animas County.
Direction: Ensure that all annexations conform to the adopted Three-Mile Area Plan.
Direction: Ensure that extrajurisdictional subdivision development conforms to a major at-risk plan.
Direction: Zone land consistent with the Comprehensive Plan.
Direction: Monitor the effectiveness of the Trinidad Comprehensive Plan.

District Directions
The Plan Direction also establishes four development districts generally consistent with Trinidad's four basic zoning districts: Established District, Transitional District, Redevelopment District, and Growth District. In addition, Corridor Planning Areas are also established for major entry corridors into Trinidad.

Established District
Description: Areas of the community where the character of land use is stable and few changes are anticipated in the immediately foreseeable future. The quality of structures is not expected to deteriorate into a sub-standard classification in the immediately foreseeable future. An Established District may also include certain vacant lands immediately contiguous to or part of a neighborhood.
Direction: Emphasize the renovation of existing structures, on-going property maintenance and strengthening downtown vitality in order to maintain stability.
Direction: Promote rehabilitation or restoration of existing structures, particularly of a historic nature, in order to maintain the area's established character.
Direction: Target infrastructure improvements to help facilitate stability.

Transitional District
Description: Areas that are undergoing or are anticipated to undergo land use change throughout the immediately foreseeable future which are a direct manifestation of plan implementation. In a Transitional District, many existing uses could be changed to accommodate current development needs.
Direction: Encourage investment and promote stabilization.
Direction: Target infrastructure improvements to help facilitate change.

Redevelopment District
Description: Areas which will be subject to substantial changes of land use character. In a Redevelopment District, the forces of change are strong, with the need to reverse the process of decline with new development. The redevelopment aspects could include such techniques as the clearing and rebuilding of areas, the use or reuse of lands for new or different purposes, or rehabilitation of buildings for different uses.
Direction: Stimulate private and public sector investment, with a focus on high quality, mixed-use development.
Direction: Target infrastructure improvements to help facilitate redevelopment.

Growth District
Description: Neighborhood areas where the use of land is in the process of major change, primarily from vacant or rural character to a more intensive urban use. The majority of new development is expected to occur in a Growth District.
Direction: Encourage such site design techniques as: density development, planned unit development, shopping centers, industrial parks or other such uses.
Direction: Attract retail businesses.
Direction: Achieve a broader mix of housing choices.
Direction: Target infrastructure improvements to help facilitate growth.

Corridor Planning Area (CPA)
Description: Corridor Planning Areas correspond to the major gateways of Trinidad, including I-25, US Highway 160, and State Highway 12, where urban services are available or may become available.
Direction: Establish a consistent identity and community image for Trinidad.
Direction: Use CPAs to provide guidance expanding Trinidad's urban development.
Direction: Focus the coordination of land use planning activities with Las Animas County in CPAs.

Legend

- Established District
- Transitional District
- Growth District
- Corridor Planning Area
- Existing Trail
- Proposed Trail
- Park
- City of Trinidad Boundary
- Las Animas County
- Interstate 25
- US or State Highway
- Road
- Neighborhood Boundary
- Purgatoire River
- Lake
- Railroad
- Proposed City Gateway
- Proposed Downtown Gateway



Trinidad Comprehensive Plan

DISCLAIMER: This map is for general planning purposes only and is subject to updates and changes. Any user should check with the City of Trinidad prior to use to be sure that the data shown is current. Because of the scale of the map, any user should not rely on this map for the exact definition of any boundary or division line shown on said map.

This map is based on information from numerous sources and the accuracy of which is not guaranteed by the City of Trinidad. The City of Trinidad is not responsible and shall not be liable to the user for damage of any kind arising from the data or information shown on this map.



0 0.25 0.5 1 Miles





SEVEN

Implementation

7.0 IMPLEMENTATION

7.1 Overview

Two general categories of planning mechanisms, or “tools,” may be employed by Trinidad to direct growth and development: Legislative and Regulatory. In addition, a plan monitoring and evaluation approach is recommended to ensure that the Plan remains a “living document.”

7.2 Legislative Tools

Legislative tools begin with an adopted comprehensive plan that reflects community vision and is politically empowered. Additional tools available include other plans, such as Trinidad’s Three-mile Area annexation plan, and future resolutions, such as intergovernmental agreements.

7.2.1 Comprehensive Plan

Per C.R.S. 31-23-206, it is the duty of the Planning and Zoning Commission “. . . to make and adopt a master plan for the physical development of the municipality.” This document, the Trinidad Comprehensive Plan, serves as Trinidad’s “master plan.”

The Trinidad Comprehensive Plan and its directions, policies, and actions provide a fundamental planning policy tool for the City of Trinidad. It is important to note that as an overall policy document, the Trinidad Comprehensive Plan is, or will be, linked to numerous other planning tools, including the Three-Mile Area Plan, the Planning and Zoning Code, facility plans, and capital improvement programs. The success of the Trinidad Comprehensive Plan is therefore dependent upon the implementation of a variety of other legislative, regulatory, technical, and financing mechanisms, requiring coordination and cooperation between the public, private, and nonprofit sectors within Trinidad.

7.2.2 Three-Mile Area Plan

As a part of this comprehensive planning project, a Three-Mile Area Plan has been drafted for the purposes of meeting Colorado Revised Statute 31-12-105 (e) concerning annexations. C.R.S. 31-12-105 (e) states that. . .no annexation may take place which would have the effect of extending a municipal boundary more than three miles in any direction from any point of such municipal boundary in any one year. . . Prior to completion of any annexation within the three-mile area, the municipality shall have in place a plan for that area, which generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation



fields, other public ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the municipality and the proposed land uses for the area. . . .

The location and extent of physical features, such as streams (waterways), lakes (waterfronts), open spaces (forested and agricultural), and public ways (streets, bridges, aviation fields, etc.), within the three-mile area are described on the draft Three-Mile Area Plan. In addition, the character of these and other three-mile area components (parks, playgrounds, squares, grounds, public utilities, terminals, etc.) are described and classified into three categories: Transportation, Utilities, and Recreation. The proposed land use for the three-mile planning area is classified into five categories: Agricultural, Ranchette, Rural Residential, Urban Residential, and Planned Unit Development, with six policies established for guiding annexation decisions.

7.2.3 Three-Mile Master Street Plan

In addition to meeting annexation statutes, the Three-Mile Area Plan serves as the major street plan for the purpose of controlling extraterritorial subdivision development. C.R.S. 31-23-212 provides that “the territorial jurisdiction of any commission over the subdivision of land includes all land located within the legal boundaries of the municipality and, limited only to control with reference to a major street plan and not otherwise, also includes all land lying within three miles of the boundaries of the municipality not located in any other municipality.”

Streets in the three-mile planning area are classified by the Colorado Department of Transportation (CDOT) as arterial, collector, and local roads. In general, CDOT is responsible for the maintenance and improvement of regional arterial roads and bridges, inclusive of interstate highways (I-25), U.S. highways (US 160 and US 350), and state highways (SH 12 and SH 239).

Las Animas County is responsible for the maintenance and improvement of county roads (primarily collectors, such as CR 24.6) and county bridges. The City of Trinidad is responsible for the maintenance and improvement of approximately 77 miles of arterial, collector, and local roads and bridges within its boundaries that are not otherwise maintained by either CDOT or Las Animas County.



7.2.4 Intergovernmental Agreements

Intergovernmental agreements (IGAs) can be a valuable tool for managing land use as many issues that cross jurisdictional boundaries require mutual cooperation to resolve. Currently, there are no adopted IGAs between Las Animas County and the City of Trinidad that address land use issues. An intergovernmental agreement should address “issues of cooperative interest,” which may include such topics as comprehensive plan coordination, annexation, development review procedures, service and infrastructure standards, transportation planning, trails planning, and other matters of regional concern. The Corridor Planning Areas established in the Plan Direction are intended as a first step in addressing these issues of cooperative interest.

7.2.5 Utility Service Policy

With utility services currently provided outside of Trinidad to numerous private associations and commitments to serve the Piñon Canyon Maneuver Site and State Correctional Facility several miles east of Trinidad, utility service policies strongly influence future growth patterns. Current service policies could be updated to recognize the relationship between utility provision and City preferences for annexation, economic development, and urban growth. In addition, a utility service area boundary could be created to guide the long-term provision of water and/or sanitary sewer service by the City of Trinidad. The boundary would be defined based on a utility master plan that accounts for projected demand, needed supply, and capital requirements.

7.3 Regulatory Tools

Regulatory tools available to Trinidad and its three-mile planning area include traditional land use ordinances offered by updated city and county zoning, subdivision and other land use codes.

7.3.1 County Zoning

With the exception of public lands, the three-mile area outside the incorporated municipality of Trinidad is zoned by Las Animas County into five categories:

Agricultural

The Agricultural land use category is intended to be consistent with the objectives of the Las Animas County Agriculture (A) zoning district. The Agricultural category is for the purpose of protecting productive agricultural lands



and preserving the visual and cultural values associated with agricultural lifestyles.

Ranchette

The Ranchette land use category is intended to be consistent with the objectives of the Las Animas County Ranchette (R) zoning districts. The Ranchette category is for the purpose of allowing rural residential development compatible with agricultural uses.

Rural Residential

The Rural Residential land use category is intended to be consistent with the objectives of the Las Animas County Rural Residential (RR) zoning district. The Rural Residential category is for the purpose of allowing low density residential development generally in those areas on the fringes of Trinidad which are more conducive to development because of the general availability of public services and facilities.

Urban Residential

The Urban Residential land use category is intended to be consistent with the objectives of the Las Animas County Urban Residential (U-R) zoning district. The Urban Residential category is for the purpose of allowing development in those areas immediately adjacent to Trinidad which are conducive to intense development because of the availability of utility systems.

Planned Unit Development

The Planned Unit Development land use category intended to be consistent with the objectives of the Las Animas County Planned Unit Development (PUD) zoning district. The Planned Unit Development land use category is for the purpose of encouraging creative planning. The overall density of a PUD may exceed the density specified in the zoning districts in which it is located, with variances from the normal zoning and subdivision requirements, such as those governing setbacks.

7.3.2 City Zoning

Trinidad is currently divided into four basic zoning districts and eleven secondary-level districts. The basic districts (Established, Transitional, Redevelopment, and Growth) are intended to provide guidance for the type and character of development activity allowed by the more detailed secondary-level districts. The second-level districts are defined as follows:



Open. Areas that are used for open space, parks, major public areas, or vacant land.

Residential Estate. Land used for large-lot residential development of a single-family conformity and containing a minimum lot area of 15,000 square feet.

Low Density Residential. Land used for single-family residential purposes and containing a minimum lot area of 6,250 square feet. The majority of residential areas in Trinidad are zoned R-1.

Medium Density Residential. Land uses for residential purposes accommodating a variety of housing types, such as those of a single-family, duplex, triplex, or townhouse conformity. Maximum density is ten (10) dwelling units per acre and minimum lot area is 6,000 square feet.

High Density Residential. Land used for multiple-family residential purposes. Maximum density is twenty-five (25) dwelling units per acre and minimum lot area is 6,000 square feet.

Mobile Home Residential. Land used exclusively for mobile homes. Minimum land area for this district is five (5) acres and the land area for individual mobile homes is 5,000 square feet.

Neighborhood Service. Areas that are served by convenience types of retail establishments primarily on a neighborhood basis.
Community Commercial. The areas of most intensive commercial use in the community.

Industrial. All areas of industrial use that accommodate the processing, manufacturing, and fabricating enterprises. This district may also accommodate certain commercial uses.

Planned Unit Development (PUD). Development of an area by means of a design technique that allows flexibility and imagination in the types of uses and arrangements of facilities in an optimum manner in harmony with adjacent properties.

Historic Preservation. The area of Trinidad which has been identified for historic preservation. The area is subject to special design requirements and use restrictions in order to preserve its historic character.

As recommended in the Plan Direction, revisions to the district regulations should include the creation of a new district to distinguish highway commercial (HC)



uses from community commercial development and light industrial (LI) activities from heavy industrial (HI) uses.

7.4 Plan Monitoring and Evaluation

Plan monitoring and evaluation involves (1) tracking progress and setbacks in accomplishing plan directions, and (2) determining an appropriate response and effective course of action toward achieving progress.

The following process for monitoring and evaluating the Trinidad Comprehensive Plan is recommended:

Prepare Indicators. Indicators are specific measures that monitor the accomplishment of a plan direction. By tracking the selected indicators consistently over a number of years, benchmarks can be identified, trends evaluated, targets set, actions reviewed, and policies adjusted as necessary to ensure that plan directions are accomplished as intended.

Collect Data. In the first few months of every year, data for the preceding year should be collected by the City and added to the database for each established indicator.

Identify Benchmarks. The collected data provides a baseline from which to measure change. A benchmark is the baseline from which to evaluate either positive or negative change. Benchmarks should be initially researched by city staff, reviewed by the Planning and Zoning Commission, and established by the City Council.

Set Targets. In addition to benchmarks, targets for each indicator should be established and updated. A target can be a short-term, midterm, or long-term goal toward the achievement of a plan direction. Targets should be initially researched by City staff, reviewed by the Planning and Zoning Commission, and established by the City Council.

Evaluate Trends. Once tables and graphs are updated, benchmarks are identified, and targets are set, the trend for each indicator should be reviewed by City staff to determine either a positive or a negative movement relative to the achievement of a plan direction.

Create a Progress Matrix. A progress matrix identifies key responsibilities and timeframes for accomplishment of plan directions. The progress matrix also serves as a checklist for monitoring progress toward accomplishing plan directions, including intangible or non-measurable directions for which indicators could not be established.



Produce an Annual Report. An annual Trinidad Comprehensive Plan Monitoring and Evaluation Report should be prepared by City staff to provide sufficient information to allow the Planning and Zoning Commission and City Council to determine whether or not directions have been achieved. The annual report also serves to inform the general public of the effectiveness of the Trinidad Comprehensive Plan as a policy tool.

Update the Trinidad Comprehensive Plan. Comprehensive planning, to be successful, must be an ongoing activity. If targets are met and/or trends toward achieving targets are positive, refinements to actions or minor modifications to policies should be considered that can further support the trend. If targets are not met and/or trends toward achieving targets are negative, the City staff, Planning and Zoning Commission, and City Council should re-evaluate policies and consider new actions that are necessary to reverse the trend.

Update the Monitoring and Evaluation Program. Like the Trinidad Comprehensive Plan, the monitoring and evaluation program should be considered a dynamic, ongoing process. New indicators should be added and existing indicators revised or even deleted as targets for each objective are monitored and evaluated. Likewise, the progress matrix should be updated as the monitoring and evaluation program evolves and directions are achieved.

The Trinidad Comprehensive Plan should be updated on an annual basis as specific actions are achieved. Policies should also be reviewed on an annual basis and revised with changing circumstances, as appropriate. The entire document should be considered for public review and update no later than five years from its adoption.





APPENDIX ONE

Project Bibliography



Appendix One: Project Bibliography

The following documents were reviewed and/or used in the preparation of the Trinidad Comprehensive Plan:

Plans and Reports

Capital Improvement

City of Trinidad 2008 Budget; City of Trinidad; Trinidad, CO.; 2007

FY2008 Five Year Capital Improvement Projects; City of Trinidad; 2008

Community

Trinidad Community Assessment Final SWOT Analysis Assessment Report; Trinidad Las Animas County Economic Development; Trinidad, CO. September 23, 2005

Trinidad Plan Opinion Questionnaire Summary; MJ Landers & Associates, Inc.; Fort Collins, CO; 2000

Comprehensive/Master

City of Trinidad Comprehensive Plan; MJ Landers & Associates, Inc.; Fort Collins, CO; October 2000

Las Animas County Master Plan; Balloffet & Associates, Inc.; Fort Collins, CO; 2001

Development Codes and Associated Documents

City of Trinidad, Colorado Subdivision Ordinance (Chapter 14), City of Trinidad; Trinidad, CO.; September 2006

Storm Drainage Design Criteria and Drainage Policies: Chapter 2 Drainage Policy; City of Trinidad; Trinidad, CO.; August 1999

Las Animas County Land Use Regulations; Balloffet & Associates, Inc.; Fort Collins, CO; 2001

Zoning Map of Trinidad Colorado; City of Trinidad; Trinidad, CO.; May 1, 2007

Economic Development

2007 Tourism Marketing Plan; City of Trinidad Tourism Board; Hess Arts; Trinidad, CO.; November 21, 2006

Education

2006-2007 Student Handbook; Trinidad Junior College, Trinidad, CO.; 2006

Environmental

City of Trinidad Master Drainage Study; RG Consulting Engineers, Inc.; Denver, CO. 1999





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City of Trinidad, Master Plan Update; David Carpenter, Landscape Architects; Trinidad, CO.; May, 1998

Coastal/Trinidad Drainage Master Plan; RG Consulting Engineers, Inc.; Denver, CO. March 2000

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Maps

ArcGIS files:

- Roads
- Highways
- Railroads
- Public buildings, e.g., fire station, police station, post office, schools, etc.
- Parks and cemetery
- Public lands
- Streams and lakes
- GNIS point names, e.g., public places, churches, etc.
- Oil wells
- Subdivision boundaries
- Cultural sites
- GNIS data (landmarks, e.g., Trinidad Country Club)

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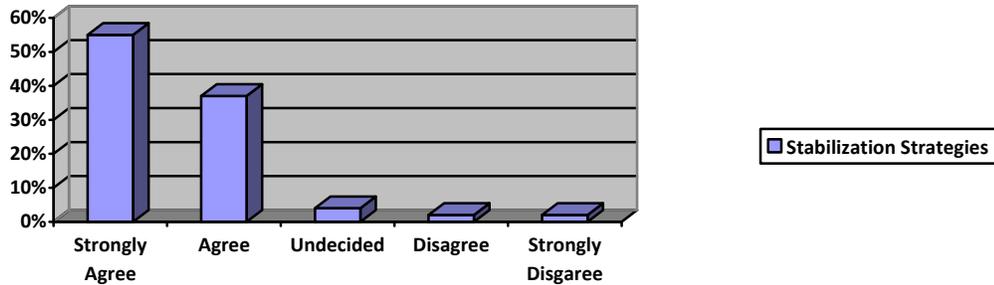
APPENDIX TWO

Questionnaire Results

Appendix Two: Questionnaire Results

1. Trinidad has an historic downtown surrounded by traditional residential neighborhoods. An updated Trinidad Comprehensive Plan should focus on strategies for stabilizing neighborhoods and funding public improvements in the Downtown.

<i>Strongly Agree</i>		<i>Undecided</i>		<i>Strongly Disagree</i>
1	2	3	4	5
45	30	3	2	2
(55%)	(37%)	(4%)	(2%)	(2%)



No response: 0 (0%)

Comments:

1. Neighborhoods "in need" priority one.
2. The downtown is being surrounded by car dealers and car repair shops that do not have adequate parking. They do not obey parking signs.
3. Remove some vacant buildings to increase parking for present businesses.
4. This would be our "niche".
5. This was a goal identified in the housing needs assessment.
6. Medical and schools.
7. Gas companies could assist in this, as support for community since they do not minimize gas prices.
8. This will include moving bums from the downtown area!
9. The city needs an Art in Public Places charter to help improve the downtown area.
10. Also focus on new development.
11. Public improvements should be historic in look on building outside to conform with historic buildings that exist.
12. I don't believe we should steer only to historic side.
13. Agree on funding for public improvements. But also do not want to tell people how to or what color their historic building should be.
14. A pedestrian mall in the heart of Trinidad section is a must-from Animas to Walnut or Animas to Maple –detour to 1st Str. @ Animas or use the "V" for a detour & create parking space to leave vehicles & walk downtown & view historic area.
15. More focus needs to be applied to the struggling east end of downtown Main Street. Most effort seems to be focused on and around Commercial and Main, e.g., sidewalks, road, etc. landscaping.



Appendix Two: Questionnaire Results

16. Not only on Main St., but on the side streets & neighborhoods too
17. Think should also fund public improvements in the neighbors, such as lighting & cleaning of streets.
18. Not sure what is meant by “stabilizing neighborhoods”.
19. Old neighborhoods & the downtown should get highest priority= history is Trinidad’s future.
20. The city should capitalize on Trinidad’s history and historic buildings and neighborhoods to attract visitors and new residents. The historic downtown and neighborhoods area prime vehicle to do this.
21. Preserving the historic downtown & historic neighborhoods will be an economic asset.
22. All parts not the same ones over, some neighborhoods have nothing done!
23. I think parking in the downtown area is needed greatly.
24. Love the downtown but it needs to be modernized-brought up to date-hate the brick roads, it’s like driving in the country.
25. Neighborhood growth is equally important. The reason is obvious. Bad or neglected neighborhoods will have negative impact on potential growth. Streets, gutters, curb needs improving.
26. First make it desirable and efficient for business owners and residents to contribute to this process, then invest in supporting their efforts and complementing them.
27. Parking is a real issue downtown.
28. Historic Trinidad is a wonderful asset to build upon.
29. We should give all assistance possible to the folks who have invested in refurbishing our old buildings.
30. What actions are implied by stabilizing neighborhoods?
31. Low income homes should not be allowed in historic districts, as they seem to be here. Enforcement of junk ordinances would be helpful-and zoning laws. Too many businesses (contractors, electric, plumbing) have junked, inoperable vehicles on their properties. Others just have junk!
32. Stabilizing neighborhoods & funding public improvements should not only be limited to downtown.
33. It needs to be clean. The improvements are in vein if trash is around. A nice, well maintained neighborhood is ruined by just one person’s yard filled with trash and junk.
34. Need code enforcement, need to aggressively pursue grants (full-time grant writer), need clean downtown & maintain gardens/planters etc.; need full-time gardener with knowledge.

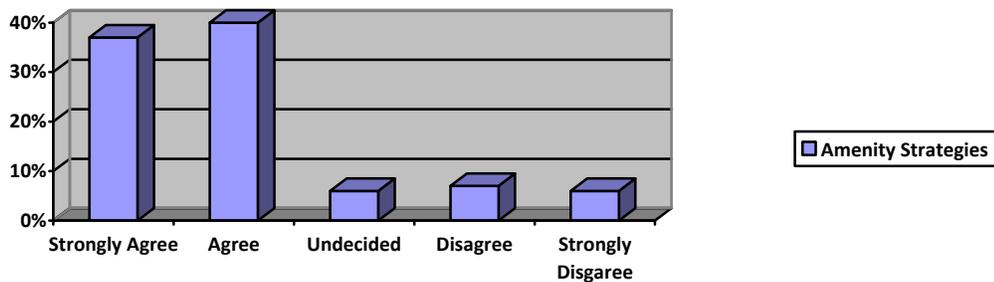


Appendix Two: Questionnaire Results

2. Trinidad is attracting new residential development and business interest because of its quality of life. The comprehensive plan update should focus on strategies that stimulate the provision of community amenities that are possible with new development, while requiring growth to pay its own way.

<i>Strongly Agree</i>		<i>Undecided</i>		<i>Strongly Disagree</i>
1	2	3	4	5
30	33	5	6	5
(37%)	(40%)	(6%)	(7%)	(6%)

No response: 3 (4%)



Comments:

1. The plan needs to concentrate on strategies to maintain pot holes on the streets and sewer/water problems to provide interest in the quality of life to be healthy.
2. Focusing on quality of life will attract both young professional families & people who are reaching retirement.
3. Will it improve schools and attract doctors & provide better hospital care?
4. Charters should be put in place to provide funding for public areas.
5. Growth should pay its own way. To attract growth tax abatement & incentives should be given especially in the area of affordable housing.
6. Buildings and lots should require onsite parking allowance.
7. Development must pay their own way!
8. New development means access to water and sewage-more treatment& larger reservoirs-do we have the financial resources without requiring the people living in these new expansions to pay for the updated ways.
9. People move here and then move away because the quality of life is damage by the permissiveness of a broad range of wrongs here, e.g., drugs, drug dealers, drunks, cheats, abusers, etc.
10. Get city's infrastructure updated so new growth & development can be expedited.
11. Let's take care of what we have!
12. What are the developers responsibilities regarding strain on water resources?
13. To pay own way in order to preserve the "quality of life" that attracted them in the first place: greenbelt, scenery, history not big box stores & gated communities.
14. I would agree with this statement if you added "while requiring growth to be compatible with Trinidad's historic and scenic character so as not to destroy the quality of life that exists here".



Appendix Two: Questionnaire Results

15. I worry that new development will be unchecked, unplanned, unlimited to such a degree that the “quality of life” referred to will be negatively impacted by sprawl, big box retailers, McMansions, etc.
16. I do believe that growth should pay its own way; however, I think the city has a responsibility to define the amenities, those costs and to share in the cost. The burden of developers/builders paying for all costs will drive the costs up disproportionately thereby forcing prices up. I do not believe that growth should pay for deferred provisions (parks, especially). The deferred maintenance of city amenities that have been overlooked far too long should fall within the city’s budget. Proactively, I’d like to see bike trails, upgrading of existing parks, downtown walking historical paths, signage, cleaner parking lots and vacant building ordinances.
17. What you do for new you should have to also do for established.
18. I think some incentives are necessary to bring in new businesses.
19. Growth cannot pay for all that needs to be done in the city. Raise taxes now.
20. All other municipalities require growth to pay; however, incentives had to be in place to attract businesses/employers.
21. Enough said.
22. Disagree w/ premise. Promises of quality support not met so there is a constant turnover instead of consistent development-as opposed to sporadic growth
23. If you are new in Trinidad the possibility of finding a doctor or dentist may take longer than a year. Outrageous.
24. Be certain to pay attention to increase demand for human services, number of physicians for growth, schools, recreation.
25. Growth pays its way slowly & sometimes incentives are needed to foster growth. My worry for growth is water-quantity and quality.
26. I believe if a business is interested in moving into this area, they should be offered some incentive. Working to create a diverse economy will take some work on the part of the City and County.
27. What are the “community amenities” and what does it mean to “require growth to pay its own way”?
28. Define “amenities”. How is growth going to pay its own way without raising taxes?
29. Growth must pay its own way-growth burden should not be a burden to existing neighborhoods.
30. We must realize that developers are not our friends, do not really care about community, and it’s all about their own financial gain in making a fortune at our expense.
31. Would like to see foothill areas surrounding town preserved-such as in Taos. Not overbuilt as in Evergreen, Colorado.

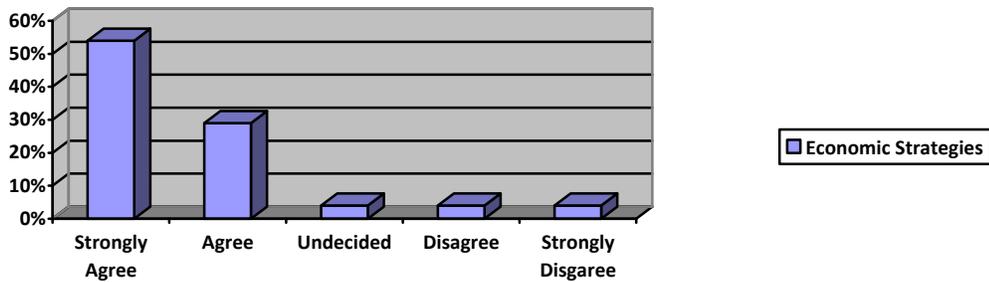


Appendix Two: Questionnaire Results

3. Trinidad’s historic downtown, hospital, college, industrial park and improved interstate highway access are major economic assets. An updated Trinidad Comprehensive Plan should leverage these assets to attract new growth and create a stable and diversified economy to provide more jobs and a broader mix of housing choices for residents of all ages and income levels.

<i>Strongly Agree</i>		<i>Undecided</i>		<i>Strongly Disagree</i>
1	2	3	4	5
44	24	3	3	3
(54%)	(29%)	(4%)	(4%)	(4%)

No response: 5 (6%)



Comments:

1. Getting the hospital a new MRI machine so the patients don't have to go all the way outside & into a truck to get the procedure done!
2. Industrial Pak should be used for car dealers & car repair shops. Need to establish hospital that meets the needs of all illnesses. College should concentrate on vocational trade jobs-electricians & plumbers.
3. Middle class housing & upper middle class.
4. Hospital & medical care are very poor.
5. Housing is needed to include apts. For incoming professors who need time to buy or build.
6. Trinidad Lake, wildlife, hunting major contributors to economy.
7. College is still high school like-constant controversy-hospital in need of funding-schools contain too much violence-economically depressed town-Beautification isn't going to fix the underlying problems Trinidad has.
8. Again – an Art in Public Places charter would help to do this.
9. It is agreed that these assets be used to attract new growth. Using these assets to find new funding sources to improve or develop the assets.
10. More housing in low income bracket for elderly and families is already needed.
11. These assets won't make a difference if people don't know what's here. We need more access to advertising, especially signage coming from the north on I-25.
12. Housing for all income levels is sorely lacking-needs addressed.
13. How can we create incentives for owners of historic buildings to improve or save these treasures?



Appendix Two: Questionnaire Results

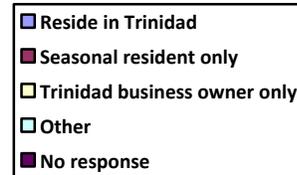
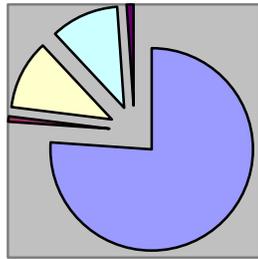
14. Don't push low income people out-economic diversity important-and esp. economic opportunity for all physically able.
15. I really think that too many officials may be willing to sacrifice too much in order to accommodate any type of businesses and new construction.
16. I worry that older residents and multi-generational families w/ a century of roots in the area will be driven out by unchecked, unplanned "we'll take it all" type growth
17. Also make it affordable housing for all not overpriced for our young people to be able to stay & buy.
18. Yes, but it needs to be proportionate to these assets, i.e., can the hospital accommodate more people if there are more jobs &/or housing choices.
19. We need more industry & jobs for growth. High prices that locals have to pay @ grocery stores, fuel stations, and that we don't have many restaurants hurts. Fuel prices are one of the highest in the state. Locals have to leave town for medical services. That causes them to purchase fuel, plus other goods & services at out of town locations.
20. Somewhat disagree with premise. Responsible growth and development requires efficient support services and maintenance-the results of strong administrative work which is surely lacking.
21. See modified statement to #3 (deleted "attract new growth and").
22. The housing issue for middle class on down is hurting Trinidad.
23. The hospital is a liability.
24. # 1 Priority.
25. The hospital and its continuing medical conflicts & loss of docs because of it does not make it an asset! Highway access will soon be reduced by the loss of 2 exit points & funneling all the traffic onto Commercial will result in chaos. More stoplights should be considered to help cross-traffic onto Comm. St. Yes, we do need more rental units! Yes, we need affordable retirement homes, not the mini & megabucks junk being put up at Cougar Canyon. Ugh.
26. Variety of housing choices for a variety of income levels is critical. Stabilized diversified economy should be a priority over growth.
27. New highway interchanges do not seem to help Trinidad. Less exits-more convoluted. Colo. Dept. of Trans. Did not want to consider what locals had to say. Such as when Pine Street is cut off-all college traffic will have to go through residential & school zones to get to parking lot.



Appendix Two: Questionnaire Results

4. Please check the appropriate boxes:

A. Reside in Trinidad?	62	(76%)
B. Seasonal resident only?	1	(1%)
C. Trinidad business owner only?	9	(11%)
D. Other?	9	(11%)
No response:	1	(1%)



Other Specified:

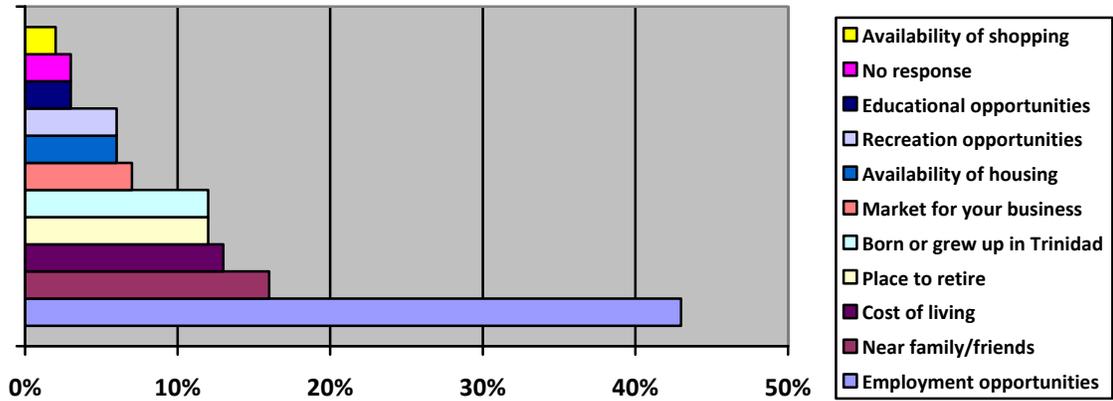
1. Live 5 miles north
2. Business owner
3. Reside in county work in Trinidad
4. Primary home in Colorado Springs, 2nd home & job in Trinidad
5. Live in another town, work in Trinidad
6. Live in county
7. County resident, work in City
8. Retired elderly resident
9. Native of Trinidad
10. Have owned business in Trinidad 15+ years
11. Full time resident & business owner
12. & property
13. Also business owner
14. Coming as a resident in 2010
15. Live just outside town
16. County & work in Trinidad
17. Just outside Trinidad
18. Live in County work in Trinidad
19. Residence County; business in City
20. County-Hoehne
21. Work in Trinidad
22. Reside up the river, work in Trinidad
23. Business owner
24. Self-employed
25. Own business also & live here



Appendix Two: Questionnaire Results

5. What factors influenced your decision to live and/or locate your business in Trinidad? (Check all that apply).

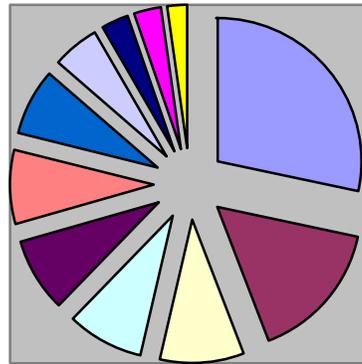
I was born or grew up in Trinidad	21	(12%)
I chose my home as a place to retire	22	(12%)
Employment opportunities were available	35	(43%)
I wanted to be near family and friends	28	(16%)
Educational opportunities	6	(3%)
Availability of housing	10	(6%)
Cost of living	23	(13%)
Availability of shopping and consumer goods	3	(2%)
Availability of recreation opportunities	10	(6%)
Market for your business	13	(7%)
No response:	6	(3%)



Appendix Two: Questionnaire Results

6. If you had a total budget of \$100 (or 100 percent), how much money (or what percentage) would you allocate to the following:

Maintaining adequate basic infrastructure (streets, utilities)	Sum \$2129 (27%)
Expanding basic infrastructure to accommodate new growth	Sum \$1214 (15%)
Providing free community-wide internet service	Sum \$ 148 (2%)
Improving neighborhood playgrounds	Sum \$ 260.5 (3%)
Improving or expanding the community center	Sum \$ 276 (3%)
Extending the River Trail system	Sum \$ 393.5 (5%)
Acquiring land for open space and greenbelts	Sum \$ 352 (4%)
Improving downtown parking	Sum \$ 536 (7%)
Improving the attractiveness of Trinidad	Sum \$ 698.5 (9%)
Improving the attractiveness of Downtown	Sum \$ 645.5 (8%)
Preserving historic buildings	Sum \$ 656 (8%)
Other _____	Sum \$ 633 (8%)



Other Specified:

1. Water filtration plant
2. Emergency services: police/fire/medical
3. Marketing Trinidad
4. Public transportation
5. Savings
6. Water facility
7. Attracting businesses & diversified economy
8. Event planning for annual festivals
9. Hospital-medical
10. Reserve
11. Traffic control in residential area
12. Business incentives to area
13. Improving schools & education
14. Obtaining more water rights
15. SCRT



Appendix Two: Questionnaire Results

16. Maintenance-most improvements deteriorate rapidly-not solely a result of funds (competent administration)
17. Hospital and medical opportunities
18. Enforcing laws
19. Improving health care options, hospital infrastructure
20. Bring in or open gas stations to allow for affordable fuel for this low income area. Create or work to develop regulations or ordinances against price gauging.
21. Fixing the roads
22. Low income families
23. Upgrading the present hospital & attracting& keeping a core of permanent doctors
24. More police & fire personnel
25. Water-programs to instill pride and manner
26. Indoor handicap accessible swimming pool

Other Comments:

1. All of the above (budget items) important but we should concentrate on basics first.

7. In order of priority, what do you think are the three most important issues or challenges currently facing Trinidad?

A. Highest priority cited:

- Crime
- Basic infrastructure
- Treated water for continued growth
- Growth infrastructure
- Water
- Infrastructure
- Maintaining adequate basic infrastructure (streets, utilities)
- Improving the hospital and medical services
- Social –Poverty, drugs and alcohol
- Utility cost
- Ensuring existing infrastructure is adequate for future growth
- Downtown area
- Maintaining and improving infrastructure
- Medical access
- Maintenance and improvement of infrastructure
- Medical
- Water
- Water
- Old houses look run down-new paint, lawn maint.-enforcing building code
- Infrastructure
- Better quality of education
- Gas prices



Appendix Two: Questionnaire Results

- Sewer/water problems
- Maintaining city streets
- Lowering utilities charges
- Fix old utilities
- Poor medical care
- Crime, drugs and gangs
- Meeting State mandate on sewer system
- Downtown redevelopment
- Lack of funding for schools
- Smart growth
- Infrastructure
- Lack of doctors-limited medical care
- Infrastructure maintenance
- Affordable utilities
- Getting rid of drugs and graffiti
- Improvement to downtown visually
- Infrastructure
- Health care
- Infrastructure repair and upgrade
- Streets and utilities updates
- Water resources
- Dark, dirty buildings, especially on Main Street
- Stagnant government attitudes & ideas
- Maintenance & upgrade of infrastructure
- Crime (esp. drugs, violence, abuse)
- Unchecked growth
- Carving out a greenbelt so that it not only provides for a trail system but sets Trinidad apart from all the other front range communities with Big Box retailers at their edges and will entice travelers to stop and visit
- Unchecked growth-sprawl-development of housing on old ranch land, in wilderness areas, no greenbelt
- Cooperation w/ county
- Main Street does not stop at the post office!
- I think there is a huge alcohol/drug problem-which equals crime
- Maintaining and expanding basic infrastructure
- Affordable housing
- New industries
- Affordable housing
- Infrastructure
- Cost of utilities
- Other than oil/gas-no large employers-lack of “white collar” workers
- Employment
- Medical, hospital needs
- Image-“good old boy” attitude turns off professionals
- Maintaining infrastructure





Appendix Two: Questionnaire Results

- Affordable housing
- Maintaining infrastructure
- See that most advanced internet services are available. The City should not provide it i.e. people must pay for it.
- Future revenue base, prepping for growth
- Water quantity, and its treatment if needed
- Drug problems
- Basic infrastructure
- Water
- Basic infrastructure
- Police force needs to grow with community growth
- Bringing in new fast food restaurants w/o the vote of City Council or County Commissioners
- The hospital is not able to attract quality doctors
- Employment/New industries
- Keeping a permanent core of physicians in an upgraded hospital
- Hospital, medical service (retention of docs, more specialists)
- Adequate infrastructure
- Aging sewer system
- Water

B. Second highest priority cited

- Cost of living
- Emergency services
- Pinion canyon expansion
- Lack of modern healthcare facility
- Growth
- Low income housing
- Improving downtown parking
- Developing and highlighting Trinidad's unique cultural identity
- Health and dental care and assess
- Basic infrastructure
- Long term stable and diverse economies
- Social/leisure activities (restaurant, race track, casino, sporting events, more rodeos, resort type activities, etc.
- Water
- Appealing and dependable health, education, recreation
- Education
- Stop lights at 4 way stop signs
- Preserving historic buildings
- Improving lighting, streets and public safety
- Availability of water
- Concentrate of rundown & hazardous brick lined streets before putting additional \$ into downtown beautification special projects
- Heating billing



Appendix Two: Questionnaire Results

- Car dealers/car repair shops in town
- Crime/drugs
- Fund sewer & repairs to deteriorating water, electric lines, etc.
- Good old boy system & nepotism
- Poor police protection
- Cleaning up image, downtown & I
- Repair to North Lake
- Rise in crime, vandalism, graffiti
- Lack of land use for ATV's
- Historical integrity maintained
- Housing affordable
- Low wages, no benefits, no room to move up
- Resources for planned growth (a good thing)
- Improving attractiveness
- Improving streets (especially) Santa Fe Tr.
- Infrastructure maintenance and improvement
- Health care
- Sewer & water
- Acquiring new businesses to area
- Parking
- New sewer system overall
- Need for more ambience. Effort to make Trinidad more interesting and memorable.
- Budget
- Trinidad School District #1-we need to invest in our future
- Health care (limited choices here)
- No greenbelt/destruction of scenery
- Water and drought
- Too much reliance on the gas industry
- Hospital
- Updating utilities
- I think that a balanced growth may be difficult
- Having good doctors & medical facilities
- Quality of workforce
- Improve hospital staff (doctors)
- Shopping (competitive)
- Hospital & medical facilities
- Maintaining & expanding infrastructure
- If Cougar Canyon proceeds as planned-current road system will not hold up
- Better variety of retail stores downtown
- Education
- Official responsibility for efficient maintenance/services
- Provide a quality of services
- Doctors/dentists
- Expanding water capacity (domestic)



Appendix Two: Questionnaire Results

- Medical and health care appropriate for population
- Entitlement mentality of long time residents
- Expanding basic infrastructure to accommodate new growth
- Water issues
- Diversify the economy-business expansion/retention
- Families below poverty level
- Water issues
- Fixing the already deteriorating roads through the city
- The hospital charges more for services
- Public transportation
- Providing utilities/facilities for new residential homes and businesses & maintaining/upgrading utilities for the present homes & businesses & infrastructure
- Water!
- Adequate water
- Aging water system
- Cost of utilities

C. Third highest priority cited:

- No shopping/restaurants
- Water-expansion thereof
- Employment after gas industry slowdown
- Cleanup around railroad and interstate
- Historic preservation ordinance
- Preserving historic buildings
- Capitalizing on Trinidad's historic and recreational assets
- Untrained workforce
- Health care
- Continued positive management within city that is desiring continued improvement of all areas of city
- Job opportunities
- Upgrading infrastructure
- Job opportunities versus a matching qualified workforce
- Gas development
- Fix old buildings
- Open space
- Trinidad needs new look with new businesses like-restaurants, Home Depot, big retail (Target, Kmart), new shopping center. If you give tax break to new business they will come to Trinidad which will help in the long run.
- Cleaning up Trinidad/enforcing & developing stricter ordinances
- Enforce codes on trash, weeds, etc.
- Road problems-pot holes
- Expanding for new growth
- Bld. an indoor swimming pool now & not have to add a roof at increased cost later on
- People are avoiding moving here or leaving due to poor education system



Appendix Two: Questionnaire Results

- Lack of shopping
- Housing affordable & safe/decent
- Assure the City doesn't grow too quickly
- Diversifying local economy, less dependable on gas industry
- Crime level is too high and drug use is too high
- Relocating light industrial out of town to invite merchants & entrepreneurs in their place
- Underlying drug/alcohol problems, limited grocery shopping, school-college
- Jobs for young professionals
- Creating visitor appeal
- Improving basic infrastructure (sewer, water)
- Adequate health care
- Education
- Traffic control
- Conformity
- Acquiring land for greenbelts
- Traffic on Main Street is in need of safety measures-widening is one way of updating the main thoroughfare throughout town-a pedestrian mall is needed as well
- Drunks hanging around all over the sidewalks smoking and hollering at people. Very scary!
- Fear of change in social structure
- City & County working side by side
- Safety (includes roaming packs of dogs, ADA compliance for sidewalks, streets, lack of ordinance enforcement)
- Tabor amendment
- City officials not really interested in managing growth
- Political good old boy network
- Education and expanded labor pool
- I agree with the newspaper article that stated the weeds & trees are out of control
- Preserving historic buildings
- Available water taps for commercial development
- Grocery store w/ fresh produce
- Economic assets
- Gangs
- City should explore all possibilities of acquiring more water rights for future expansion/annexations
- Improve condition of brick streets
- Infrastructure
- No viable sense of community pride esp. in youth
- Provide an attractive, vibrant & safe community
- Halting the sex re-assignment surgeries at our hospital
- Health care
- Update & maintain infrastructure
- Nepotism





Appendix Two: Questionnaire Results

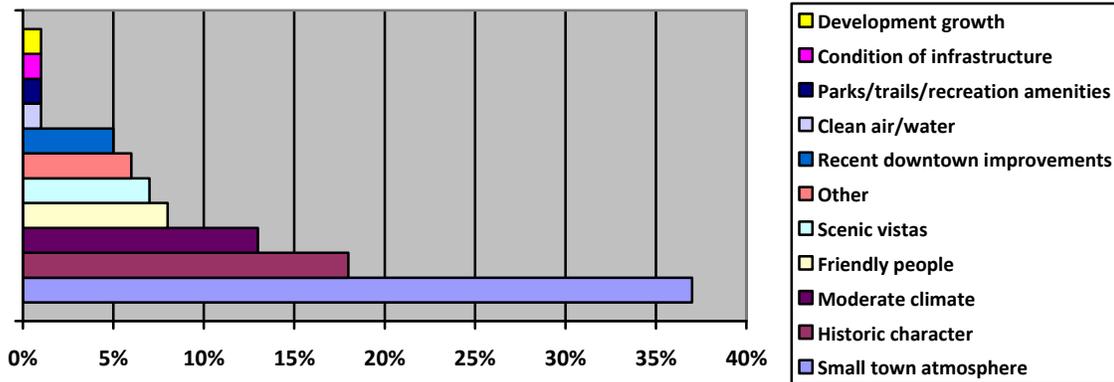
- Health care options, hospital improvements
- Affordable housing
- Drugs/crime
- Too many drug problems need to cleanup
- During winter months increase City wide services to sand roads to eliminate accidents both physical and with vehicles
- Water is going to continue to be an issue
- Public safety
- Attract more retail outlets downtown. Maybe this will come with the new “mall” in the Schneider Bldg! More clothing stores for sure!
- Stable & diverse economy
- Aging electric system
- Cost of automobile gas



Appendix Two: Questionnaire Results

8. From the list below, what is the one thing you like most about Trinidad?

a. Small town atmosphere	30	(37%)
b. Economic opportunities	0	(0%)
c. Downtown parking	0	(0%)
d. Historic character	15	(18%)
e. Clean air and/or clean water	1	(1%)
f. Appearance of neighborhoods	0	(0%)
g. Parks, trails, recreational amenities	1	(1%)
h. Scenic vistas	6	(7%)
i. Friendly people	7	(8%)
j. Moderate climate	11	(13%)
k. Condition of infrastructure	1	(1%)
l. Recent improvements in Downtown	4	(5%)
m. Housing	0	(0%)
n. Shopping, consumer goods	0	(0%)
o. Development growth	1	(1%)
p. Other	5	(6%)
No Response	0	(0%)



Other Specified:

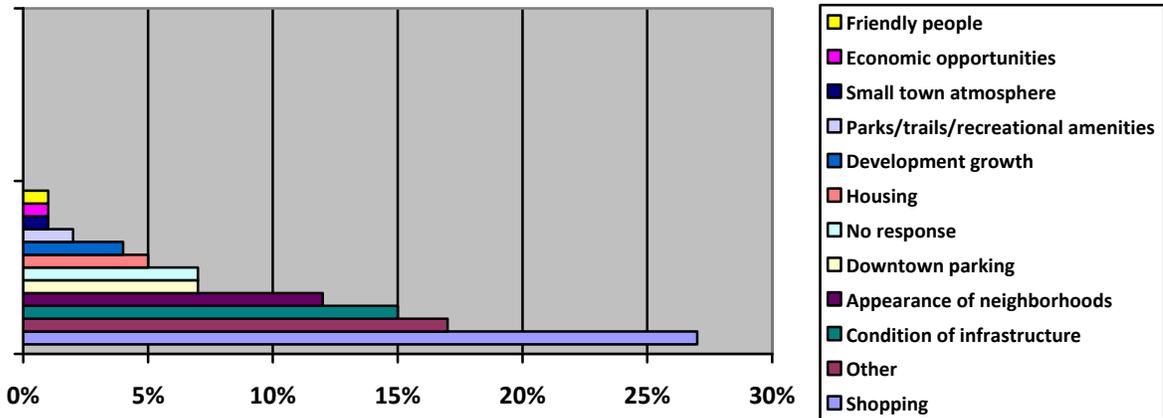
1. It's potential to be the most unique community in Colo.
2. The mountains and views
3. It is difficult to pick just one-a, d, e, l, j. - all rank high
4. Small community
5. My home



Appendix Two: Questionnaire Results

9. From the same list, what is the one thing you like least about Trinidad?

a. Small town atmosphere	1	(1%)
b. Economic opportunities	1	(1%)
c. Downtown parking	6	(7%)
d. Historic character	0	(0%)
e. Clean air and/or clean water	0	(0%)
f. Appearance of neighborhoods	10	(12%)
g. Parks, trails, recreational amenities	2	(2%)
h. Scenic vistas	0	(0%)
i. Friendly people	1	(1%)
j. Moderate climate	0	(0%)
k. Condition of infrastructure	12	(15%)
l. Recent improvements in Downtown	0	(0%)
m. Housing	4	(5%)
n. Shopping, consumer goods	22	(27%)
o. Development growth	3	(4%)
p. Other	14	(17%)
No Response	6	(7%)



Other Specified:

1. Crime
2. Stop topping of trees
3. Old boy network – you need to be born here to be accepted
4. Codes ordinances not enforced. Trailers & recreational vehicles are allowed in residential areas. Trash is allowed to accumulate.
5. The political climate can be very disruptive to progress.
6. It's lack of vision among many of the residents. Lack of restaurants & shopping options and live music.
7. Lack of good medical availability
8. Lack of good employee base-drug problems, welfare issues
9. Reluctance to social change & racial prejudice
10. Limited health care



Appendix Two: Questionnaire Results

11. Pace of development that is impacting the City's historic character and eating up open space with no low-impact development such as clustered housing
12. People moving here wish to make it like where they came from
13. Consumer choices in shopping
14. It is not kept clean
15. Gossip
16. Nepotism

10. If you could change *one* thing about Trinidad, what would you change?

1. Crime, need shopping options, everything is overpriced
2. The lack of cooperation between City and County government
3. Don't know-only here four months
4. Wider streets
5. More retail businesses
6. Open up the closed minds and reluctance to fresh new ideas, new people, new ways of doing things
7. Have more pro-business incentive based philosophy, i.e., sales tax dedication to Econ. Dev.
8. The old boy network
9. More thinking that "good enough" is not good enough
10. Downtown-keep going on the renovations, attracting new businesses to occupy empty buildings
11. I would increase enforcement of current ordinances
12. Clean up our neighborhoods, enforce ordinances and codes.
13. The mentality that someone else should pay for it (negative) versus the collective approach of a fair share of responsibility (positive)
14. Restore buildings
15. More parking
16. Better hospital
17. Appearance of neighborhoods
18. Mandate people take care of their property
19. The lack of "pride in ownership" of its citizens
20. The utilities pricing on natural gas
21. Clean up sewer/water problems
22. The workforce-no one wants to work!
23. Lack of general merchandise stores
24. The culture of "we can't do anything about it"
25. Improve I-25 corridor to attract shopping, restaurants, hotels, gas stations along interstate
26. The feeling of being in a safe & clean community
27. More involvement of the average citizen
28. Small town politics
29. Lower the drug & crime rate
30. The integrity of the street lamp bulbs on all downtown streets & the new park-make it more subtle.
31. Lack of plan or regard of importance of trees
32. The lack of economic growth that will (?) good employment & wages & medical



Appendix Two: Questionnaire Results

33. I would like to see the many civic, social & governmental agencies work/communicate together, to accomplish more & avoid duplication of efforts!
34. Visitor appeal
35. Small minded people (Big fish in little pond)
36. Foster entrepreneurship & create alternatives
37. Street condition, traffic control
38. Mentality of life long residents
39. Condition of infrastructure
40. Downtown Main Street needs pedestrian mall to appreciate historic buildings & relieve overloaded traffic situation
41. We would like to see more signage advertising Trinidad & its businesses on I-25 especially from the north
42. Consistent enforcement of laws & policies
43. Moratorium on any new development out of basic city limits until we get adequate water & infrastructure
44. Eradicate the drug/gang culture
45. More outdoor activities & amenities
46. Having more activities for young people and in general more types of activities
47. More types of activities, especially walking trails and other outdoor activities
48. Welfare (generational entitlement-which affects motivation to educate & create labor pool)
49. More variety of consumer goods, clean up neighborhoods, sidewalks so people can walk on them-make streets smooth
50. I think the town (& River walk) could be much more attractive. Roads need improvement.
51. Have more stores downtown-clothing, etc.
52. "Insider" attitude/resistance/reluctance for change
53. Better medical personnel
54. Availability of a good grocery store
55. Make it more tourist friendly
56. Gas prices; I can go to Pueblo & fill up at 35 cents a gallon cheaper
57. I would make residents cleanup their yards, especially as you come into town-need to enforce code violations or change the codes
58. See (Question) #7
59. Increase medical services-we have a lot of older folks living here
60. Attitude and pride as opposed to political patronage
61. Attitude about quality and need for a clean, safe & attractive community
62. The sex changes
63. Fewer bars/drug culture
64. More diversified shopping
65. Fat kids
66. The general feeling of how "we" the community look down upon ourselves in ways- a negative community outlook, a mediocrity mentality
67. Gas prices
68. Gas prices to start with!
69. What you know, not who you know
70. Increase police force
71. We are a fairly good sized tow. If we had more fast food places we could keep

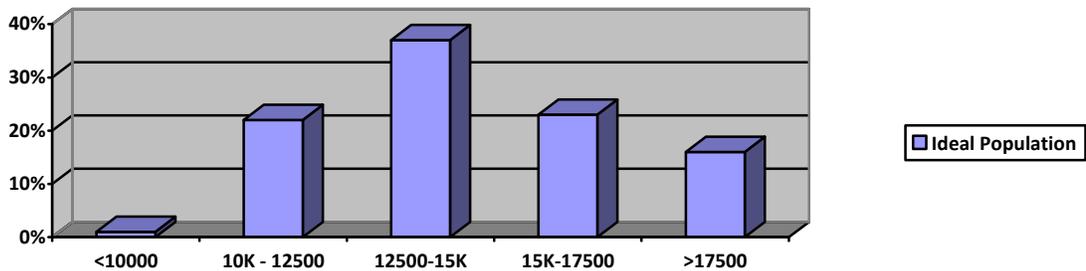


Appendix Two: Questionnaire Results

- our money here instead of going to Raton for instance
72. Remove the sex clinic
 73. Negative views of our community
 74. Better leadership
 75. Medical scene!
 76. Make sure all infrastructure was well maintained, without going into debt.
 77. Attitude of some of the people
 78. Municipal golf course needs to be self-sufficient. Green fees need to be raised as do dues.

11. The current population of Trinidad is estimated at 9,327 people. In your opinion, what would Trinidad’s ideal population be in the year 2020?

<10,000	1	(1%)
10,000 – 12,500	18	(22%)
12,500 – 15,000	30	(37%)
15,000 – 17,500	19	(23%)
>17,500	13	(16%)
No Response	1	(1%)



12. Are there any additional issues you wish to identify, or do you have any suggestions for improving this questionnaire?

1. The lack of traffic control – currently large 18 wheel rigs, some carrying hazardous materials, are driving through residential areas – very noticeable on Kansas, Colorado, and San Juan streets. The lack of control is causing damage to the existing infrastructure!
2. Gas prices too high; expand the college; get a Home Depot or Lowes.
3. The majority of the items in the Question 9 are positive by nature. The options are only item P which is where the more negative response would be found but would require a write-in. This invites a difficult selection process in defining the negative.
4. More industrial type businesses out of downtown Trinidad! Clean up our town!
5. Hold absentee landlords & building owners accountable for unsafe conditions.
6. Concentrate on fixing problems within City limits and then take care of new annexations.
7. Strict sentencing of arrested drug dealers, better policing of noisy autos in residential area, better policing of cars speeding 7 not stopping at stop lights & signs. Twice I have almost been sided by these cars.



Appendix Two: Questionnaire Results

8. Schools are a problem.
9. Find a way to attract high level medical care that will in turn induce economic growth, shopping availability, affordable housing.
10. The community's hospital needs a major upgrade-people are more likely to move into or invest in an area that offers attractive health care services. This – healthcare-is more important than housing, shopping, or any other “thing”.
11. More things for kids to do in town. Less cruising & trashing of Trinidad streets, lower gas & utility prices.
12. I believe we need a park for ATV's and off road vehicles for young people to ride and stay out of trouble.
13. The City needs a Tree Board.
14. You didn't mention medical necessity, specialist, or hospital-no mention of schools.
15. I think our community has made great strides in terms of economic development, pride in itself & opportunities for youth over the past several years. We need to keep it up!
16. We must pass bond issue for new schools. The children are our future and it does take a village.
17. Health care, street planning- development (?) prioritizes issues for 2-3 years, 3-5 years, smaller plan in theory.
18. Do utilities updates before they are beyond repair.
19. I wish we could figure out a way to help or eliminate the people who are drug addicts influencing the youth and threatening the businesses and residents of this beautiful town. People do not want to raise their children here out of fear of this situation.
20. Continue to work on reducing crime & vandalism. Make the city shine because of its appearance & welcoming attitude to visitors and newcomers.
21. Perhaps print in 2 local papers so more people may participate.
22. I would like to see more public open space, but how do we keep 4 wheelers from running amok?
23. Historic preservation needed.
24. Historic preservation and the environment are just as important as economic and population growth. The City should offer incentives for solar energy in homes and businesses.
25. 1) Need for a greenbelt/open space/trail system. 2) Acquisition of the Petramala Dairy as a city park. 3) Encourage infill construction in city, not sprawl. 4) Expanded animal shelter-dog park.
26. I believe that we must infuse employment and education topics from the public arena (council) as a way out of being overly concerned “about the poor people”. It is my personal opinion that our elderly residents have assistance programs to help them with medical care, heating costs, etc. If an individual is “poor” in Trinidad/Las Animas County, that condition is self-induced. We have plentiful programs and training initiatives if anyone wants to work. I feel the recent city council meeting that hosted the gentlemen from the gas cooperative was unnecessarily clouded with comments about the “poor people”. Our county has a 96% employment rate, possibly the lowest in the state. Too much emphasis is given to a very small part of our population. We should pull away from these



Appendix Two: Questionnaire Results

- types of comments and take a different approach to the more relaxed citizenry. The “poor” people probably don’t directly pay any gas bills anyway. Any concerns about the affordability of gas rates should be more of a concern raised for and about business owners.
27. Enforce your ordinances once you’ve made them! Variety of goods is important- WalMart hurt our area but brought many goods that we’ve needed here-your small downtown business cannot compete and it will be hard to find them.
 28. Trinidad needs to improve its tourism services. The downtown stores need to be open on weekends if it wants to be a true tourist destination.
 29. You really need to raise taxes so the funding is there for all programs & needs.
 30. If streets will be brick, smooth them out for God’s sake! Snow removal is way behind the times-update the utility billing system.
 31. Another issue is code enforcement. I realize that that involves a lot, but I think it is necessary for growth. Things like parking on wrong side of street, cleaning snow completely from Main & Commercial as well as other major & minor arterials. Sight triangle on street corners, plus many more.
 32. Does not include quality issues. Quality of services provided, opportunities, etc. Improvements are not things they are the result of responsible officials.
 33. If you want nice things, they cost money. Help people understand that. Enforce codes/clean up yards & homes. Take pride in your town. The mayor cannot speak proper English and cusses at people, state the obvious. Sandoval can break how many laws. Stop the issues between the County Commissioners and City Council. If they cannot get along, fire them.
 34. I am also concerned about our educational system & how we rank in comparison. I am concerned about fighting in the schools. I am worried about lack of interest in our County Commissioners.
 35. Ask our opinions about government-public safety-police, etc.
 36. #1. Define “stabilizing neighborhoods”. #2. What is meant by “community amenities”? & what is meant by “requiring growth to pay its own way”? #3. What does “leverage these assets” imply? i.e., advertise locally/state wide/nationwide? Also, how would “leveraging” provide “a broader mix of housing choices”?
 37. Too many issues crammed into one question (i.e. 1,2,3) Better definition of terms: infrastructure, amenities, growth paying its way, stabilizing neighborhoods. Remember, you are dealing with a poorly educated populace, so clarification is needed. Maybe even a questionnaire in Spanish?
 38. Health care in Trinidad, retention of doctors. Why so many citizens that I have met in the 18 months I’ve lived in Trinidad say they don’t want to be treated at our local hospital.
 39. Questions with only five choices because one cannot answer a question with different aspects with one answer.
 40. #1. Community Center needs to be better utilized & have more programs for everyone. #2. Parks need to be much better maintained. #3. And all vehicles should have G.P.S. systems. A lot of driving around & little work being done. #4. Paychecks should be given at end of the day. Currently employees show up at banks on City time to cash checks, in City vehicles.





Appendix Two: Questionnaire Results

41. I would like to address a few things about Trinidad. We definitely need more variety of merchandise to buy from in our area as if we do not have it in Trinidad, people will go to Pueblo to buy it and also buy other things while they are there. We do not need twenty of the same businesses but more of a variety of what we do not have. We definitely need to clean up our streets and get rid of all of the trees and weeds that grow in our streets and in our sidewalks. First Street when used as a detour has a few places that are truly eye sores. That leaves many of our neighborhoods that you cannot see for tree, weed, and bush limbs growing into the streets. They use to make people keep these nuisances cut and keep the sidewalks passable. You cannot walk down the side walk on E. Main to get to the swimming pool during the summer without walking in the street most of the time due to the weeds and new Chinese Elms or cottonwoods growing everywhere. Every neighborhood is as important as the other(Please keep repeating)...We do not have to only fix the streets up on or by Colorado and Arizona, that side of town looks a lot better than the East side or the South side! Always remember that our Main Street does not stop at the Post Office and make it look so. If we are going to keep the brick streets then for God's sake please redo them and keep them smooth--not like a bunch of speed bumps or a bad roller coaster. Whatever breaks you give to new companies, stores etc. coming in also give the same breaks to the old established businesses when they try to clean up or add to their business. (Great incentives) Encourage business to make their building look their best as a little paint goes a long way. Our business area is looking good but there are a few buildings that could use a little help and it would make the rest look better. With internet buying and big malls close by we are going to have to be creative to keep people coming and staying here to buy our goods---we need our own outlet malls etc. Always ask the people what they feel is important as it gives us all a little more pride when we see it come to life. Thank You.





APPENDIX THREE

Adoption Resolution

Appendix Three: Adoption Resolution

RESOLUTION NO. 1329

A RESOLUTION OF THE PLANNING, ZONING AND VARIANCE COMMISSION AND THE CITY COUNCIL OF THE CITY OF TRINIDAD, COLORADO, ADOPTING THE CITY OF TRINIDAD COMPREHENSIVE PLAN

WHEREAS, the City of Trinidad, Colorado, acting through its Planning, Zoning and Variance Commission is empowered pursuant to Section 31-23-201, et seq., C.R.S. to make and adopt a comprehensive plan; and

WHEREAS, the City of Trinidad Comprehensive Plan complies with the requirements of Section 31-23-201, et seq., C.R.S.; and

WHEREAS, the Planning, Zoning and Variance Commission conducted a public hearing on the City of Trinidad Comprehensive Plan on May 13, 2008; and

WHEREAS, the Planning, Zoning and Variance Commission believes it in the best interest of the City that the City of Trinidad Comprehensive Plan be adopted.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING, ZONING AND VARIANCE COMMISSION AND THE CITY COUNCIL OF THE CITY OF TRINIDAD, COLORADO:

The City of Trinidad Comprehensive Plan, dated April 23, 2008, be and hereby is adopted.

The City of Trinidad Comprehensive Plan as adopted hereby, expressly includes maps and a summary of modifications, intended by the Planning, Zoning and Variance Commission to form the whole of the City of Trinidad Comprehensive Plan, all of which materials are to be integrated and incorporated within the plan document itself, and which plan document is hereby declared to be the adopted Plan.

That the action of the Planning, Zoning and Variance Commission adopting the City of Trinidad Comprehensive Plan shall be recorded on the City of Trinidad Comprehensive Plan by the identifying signature of the Secretary to the Commission.

A copy of this Resolution shall be attached to each copy of the City of Trinidad Comprehensive Plan and shall serve as an attestation that each such copy is a true and correct copy of the Plan as adopted.

That an attested copy of the City of Trinidad Comprehensive Plan shall be certified to the City of Trinidad City Council and filed with the Las Animas County Clerk and Recorder pursuant to § 31-23-208, C.R.S.

MOVED, SECONDED AND ADOPTED ON THE 13th DAY OF May, 2008 BY THE AFFIRMATIVE VOTES OF NOT LESS THAN A MAJORITY OF THE ENTIRE MEMBERSHIP OF THE COMMISSION, BY A VOTE OF 4 AYES AND 0 NOS.



Appendix Three: Adoption Resolution

By James F. Cyano Jr.
Chair

ATTEST:

By Dona Valencia
Secretary to the Commission

RECEIVED, APPROVED AND ADOPTED PURSUANT TO \exists 31-23-208, C.R.S.

CITY COUNCIL CITY OF
TRINIDAD, COLORADO

By Joseph A. Revorda
Mayor

ATTEST:

By Lucra Fatur
City Clerk

Date: June 3, 2008

