



**NOTICE OF INTENT
TO ADOPT A NEGATIVE DECLARATION
DECEMBER 30, 2011**

CITY OF CALISTOGA

**GENERAL PLAN AMENDMENT
IMPLEMENTING THE CALISTOGA URBAN DESIGN PLAN**

In accordance with the California Environmental Quality Act (CEQA), the City of Calistoga, Planning and Building Department has prepared an Initial Study/CEQA Checklist for the above referenced project. The Planning and Building Department has determined that the proposed project will not have a significant adverse effect on the environment. The City of Calistoga intends to adopt the Negative Declaration for the project.

Project Title: General Plan Amendment Implementing the Calistoga Urban Design Plan

Project Location: Citywide

Project Description: The City of Calistoga is proposing to amend the Land Use, Community Identity and Circulation Elements of its 2003 General Plan to implement Chapter 2 (Character Areas) of the Calistoga Urban Design Plan (UDP). The UDP character areas will be incorporated into the Land Use Element of the General Plan as a new "overlay designation". The overlay designation would function as an intermediary land use control that supplements the underlying General Plan land use designation and furthers General Plan goals, objectives and policies. The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the City's General Plan and/or Zoning Ordinance.

The proposed project is consistent with the General Plan and the provisions of the Calistoga Municipal Code.

Applicant: City of Calistoga, 1232 Washington Street, Calistoga, CA 94515

Lead Agency Contact Person: Ken MacNab, Senior Planner, City of Calistoga, Planning and Building Department (707) 942-2827.

Addresses where the Negative Declaration and reference materials may be viewed:

1. City of Calistoga, City Hall, Planning & Building Department, 1232 Washington Street, Calistoga, CA 94515. (707) 942-2827.

2. Calistoga Public Library,
1108 Myrtle Street, Calistoga, CA 94515 (707) 942-4833

Public Review Period: Comments on the proposed Negative Declaration must be received between January 6, 2012 and February 6, 2012. Please address comments to Ken MacNab, Planning and Building Manager, City of Calistoga, 1232 Washington Street, Calistoga, CA 94515.

The Planning Commission will hold a public hearing on **Wednesday, February 22, 2012**, at or after 5:30 p.m. in the Calistoga Community Center, 1307 Washington Street, City of Calistoga, County of Napa, State of California, at which time and place additional comments will be considered.

Mitigation Measures: As discussed under the following topical areas in the attached Initial Study, it has been determined that any potential impact in these areas resulting from adoption of the proposed General Plan amendment would be less than significant. No mitigation measures are required.

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Greenhouse Gas Emissions | |
- Mandatory Findings of Significance

Kenneth G. MacNab,
Planning and Building Manager

Date



City of Calistoga

Planning & Building Department

1232 Washington Street
Calistoga CA 94515
(707) 942-2827 phone (707) 942-2831 fax

INITIAL STUDY

Prepared for

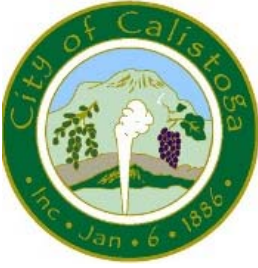
GPA 2011-01: General Plan Amendment

Implementing the Urban Design Plan

CITY OF CALISTOGA, CALIFORNIA

Lead Agency:

City of Calistoga Planning and Building Department
Planning Division
1232 Washington Street
Calistoga, CA 94515



December 30, 2011

**California Environmental Quality Act
INITIAL STUDY
Environmental Checklist Form**

1. **Project title:** General Plan Amendment Implementing the Urban Design Plan
2. **Lead agency name and address:**
City of Calistoga
Planning Division
City Hall – 1232 Washington Street
Calistoga, CA 94515
3. **Contact person and phone number:**
Ken MacNab (P) 707-942-2827
Planning and Building Manager
4. **Project location:**
Citywide (see list of affected properties – Attachment 1)
5. **Project sponsor's name and address:**
City of Calistoga
1232 Washington Street
Calistoga, CA 94515
- 5a. **Property owner's name and address:**
Various
6. **General Plan Designation:** Citywide
7. **Zoning District:** Citywide

8. **Description of project:** Provided in the following section

9. **Introduction**

This Initial Study and Negative Declaration has been prepared by the City of Calistoga to provide the public and responsible and trustee agencies with information regarding the potential effects of the proposed project on the local and regional environment pursuant to the California Environmental Quality Act (CEQA).

10. Other public agencies whose approval is required:

None.

11. Sources:

The following information sources were utilized in the preparation of this initial study and are available for review at the Planning & Building Department, City of Calistoga, City Hall, 1232 Washington Street, Calistoga:

1. Calistoga, General Plan, adopted October 21, 2003
2. Calistoga Zoning Ordinance
3. Calistoga 2010 Urban Design Plan, adopted January 19, 2010

12. Attachments (on enclosed CD):

1. List of affected properties.
2. Maps and Appendix of Historic Properties within Calistoga.
3. Calistoga 2010 Urban Design Plan, adopted January 19, 2010
4. Proposed revisions to the Land Use Element of the 2003 General Plan
5. Proposed revisions to the Community Identity Element of the 2003 General Plan
6. Proposed revisions to the Circulation Element of the 2003 General Plan

PROJECT DESCRIPTION

Project Background

The economy of Calistoga has remained focused on accommodating visitors. The revenue received by private businesses and the local government from this commerce is essential for the well being of the community. In 2005, the City Council recognized this fact and acknowledged the need to assess the local economy and to identify steps necessary to ensure its vitality and vibrancy for the future for Calistoga. The City Council established a nine member Economic Vitality Group (EVG) with a one year charge to present findings and recommendations regarding the City's economic condition. The EVG report was adopted by the City Council in March of 2006. A key element of the EVG report was an array of ten "initiatives" for action. Each of these initiatives identify elements of the local economy and broader community which require attention and action for improvement. Among these initiatives was the preparation of an Urban Design Plan (UDP). The recommendation by the Economic Vitality Group to commission the preparation of an UDP followed an earlier identification of such a need from the comprehensive process which created the community's 2003 General Plan.

In April 2005, an Oversight Committee made up of two City Council members, two Planning Commissioners and two members from the City Council-appointed former EVG was created to guide the development of the UDP. The Oversight Committee worked over four years with staff and consultants to formulate the UDP based upon the General Plan and influenced by the findings and recommendations of the 2006 EVG report.

Between October 2006 and March 2007, the UDP had much public input in which initial public meetings were hosted to introduce the idea of the UDP and to gain community input regarding UDP concepts. Valuable suggestions, insight, and recommendations were provided through nearly forty meetings of the general public and smaller 'stakeholder' sessions as well as the Planning Commission.

Following these initial public meetings, the Oversight Committee worked to articulate the input received from the Calistoga community along with its own thoughts and observations and released a draft UDP to the public in July 2008. The draft UDP was made available to the Calistoga public in different forms to ensure that everyone with an interest in the matter was able to review and/ or acquire a copy of the draft UDP. Once released, a very deliberate and open process to seek input from Calistogans occurred with two public meetings and presentations of the draft UDP to the editorial boards of the local newspapers, to the Chamber of Commerce Board of Directors, the Chamber's General Assembly, and to a group of approximately a dozen stakeholders. In September and October 2008, the Planning Commission held two public hearings to solicit public comments and conduct their discussion on the draft UDP.

As a result of these meetings, staff made modifications and re-released the draft UDP in May 2009 for final recommendation by the Planning Commission and consideration by the City Council. In June, August, and November 2009, two public meetings were held by the City staff to present an overview of the changes and the Planning Commission reconvened their public hearing discussions of the Revised Draft UDP to solicit more public comment and finalize their recommendations. Following these meetings, staff made further modifications to the Draft UDP for final recommendation by the Planning Commission and recommendation to the City Council on December 1, 2009. On January 19, 2010, the City Council adopted the Draft UDP with minor modifications to further address public concerns.

Overview of the Urban Design Plan

The community is fortunate to have many long established and unique geothermal centered resorts and a unique downtown commercial district not fractured by outlying competing strip malls. Many of these properties are, however, in need of renovation. Also, there are significant redevelopment opportunities in the core of the community. Property and business owners and many in the community have been unsure of how best to undertake this improvement. The UDP is intended to ensure that the character of Calistoga is retained and in fact enhanced through the improvement of certain properties.

The 2003 General Plan is the fundamental land use and development policy document (Calistoga's "Constitution"), which shows how the City will grow and conserve its resources. It is however not sufficiently focused with respect to land use policies related to immediate new development and redevelopment interests and needs. The General Plan recognizes its inherent limitations as a broad policy tool and lists as a future undertaking the need for the adoption of an UDP. It has been expected that an UDP would serve to refine portions of the General Plan. In fact, the UDP provides refinement and guidance on goals, objectives and policies of the Land Use Element, the Circulation Element, and the Housing Element, Geothermal Resource Element, the Community Identity Element, the Open Space and Conservation Element and the Economic Development Element.

The UDP allows the City Council to articulate the expectations of the community for such development and by doing so will assist property owners to understand the goals and desired elements of land development. The UDP provides a refined set of development objectives from those broadly established in the General Plan for key areas (see Figure 2) and provides certainty and direction for change and improvement over time.

The UDP establishes specific development objectives, refines the range of appropriate land uses, recommends connectivity needs and identifies desired architectural approaches and elements for six distinct Character Areas (see Figure 3). The UDP recognizes that Calistoga is a community which welcomes visitors. Therefore, the improvements which occur must respect the scale and character of the community and must include elements essential for the improvement of residents' daily life. Ease of pedestrian, bicycle and vehicular circulation, availability of parking, the ability to find affordable housing to accommodate local serving business and create new business opportunities, and the need for additional recreational outlets and municipal facilities are discussed in the UDP and facilitated with the appropriate framework.

The UDP is not a replacement of the General Plan and does not address the entire city. Instead, it is focused on critical areas which will play an integral role in the quality of life and economic vitality of Calistoga. It was envisioned that the UDP would be utilized to guide efforts to amend the General Plan and Calistoga Municipal Code to better articulate the expectations of the community for future development. By doing so, property owners will be better able to understand the goals and desired elements of land development.

Proposed Project

The City of Calistoga is amending the Land Use, Community Identity and Circulation Elements of its 2003 General Plan to implement Chapter 2 of the UDP (Character Areas). The UDP character areas will be incorporated into the Land Use Element of the General Plan as a new "overlay designation". The overlay designation would function as an intermediary land use control that supplements the underlying General Plan land use designation and furthers General Plan goals, objectives and policies.

Individual character areas proposed to be incorporated into the General Plan are illustrated on Figure 4 and generally described below.

Downtown Character Area

The Downtown Character Area extends from Foothill Boulevard to the northerly end of Wappo Avenue, encompassing the City's commercial core. The area is comprised of several sub-areas, including the historic commercial district ("Historic District"), properties along Stevenson Avenue and Grant Street area ("Stevenson/Grant"), and properties within the Lincoln/Foothill Gateway area (see description below).

The Historic District sub-area extends from the Lincoln/Foothill Gateway area to Stevenson Street. The district is characterized by traditional storefront buildings and restored historic structures. Future development in this area would continue to convey and define Calistoga's community heritage of a small town lined with pedestrian oriented shopping and services for residents and visitors.

The Stevenson/Grant sub-area includes the intersection of Lincoln and Stevenson avenues, Wappo Avenue, Stevenson Avenue and the beginning of Grant Street (including the Gumina property, the Monhoff Building and the public tennis courts). This area is a transitional area between the historic downtown area and the Resort Character Area. It's comprised of an effective mixed use development pattern, with older structures existing alongside more modern structures. Some structures are of historical and architectural significance and should be retained and enhanced. New development and/or redevelopment in this area would build upon the complementary mix of uses that currently exist.

Foothill Character Area

The Foothill Character Area extends along Foothill Boulevard from the Petrified Forest Gateway to the Lincoln/Foothill Gateway. The southern portion of this area is predominantly developed with hillside residential uses and several small Bed and Breakfast Inns of good architectural character. The northern portion consists of single-family residential uses and includes the historic Hospital property and the Herrero Italian olive farm reproduction.

New development in this area would convey a sense entering at the edge of a small, historic town. Anticipated infill development would reinforce the area's character as an older, well-established neighborhood. Enhancements to Foothill Boulevard such as pedestrian pathways, crosswalks, appropriate street lighting and street trees would help to slow traffic and signal to travelers that that have entered town.

Gliderport Character Area

The Gliderport Character Area includes the former Gliderport properties and several smaller parcels located in the southwest portion of the character area. These properties are currently underutilized and are anticipated to be redeveloped in the future.

Redevelopment presents an opportunity to add to the excitement and vitality of the downtown area and improve area access and circulation. It is expected that redevelopment efforts would result in a vibrant and synergistic mix of uses that complement current uses in the downtown area and serve as a catalyst for further redevelopment and improvement of other properties in the City.

Lower Washington Character Area

The Lower Washington Character Area is an older area comprised of a wide variety of land uses, including: commercial services, a medical clinic, a church, single- and multi-family residential, warehousing, a softball field, the City's Public Works yard and the City's wastewater treatment plant and irrigation ponds.

Resort Character Area

The Resort Character Area encompasses land adjacent to Silverado Trail from the Silver Rose Inn and Winery and the Solage Resort to the Silverado Trail Gateway and then south along Lincoln Avenue to the Indian Springs Resort. This area is the second most established entry to Calistoga for travelers and visitors approaching from down-valley via Silverado Trail. The Silverado Trail section of this character area is primarily by characterized by resort development and several small wineries. The Lincoln Avenue section is characterized by a number of hotels and large undeveloped properties.

Development or redevelopment of large parcels along Silverado Trail would be designed to be visually suitable for its entry corridor location on the edge of town and should contribute to the economic and/or community vitality of Calistoga. Development would be sensitively designed to respect the natural landscape, scenic vistas (particularly to the Palisades) and other site features, including retention of creeks, mature trees and sensitive habitat areas.

Along Lincoln Avenue, clustered residential development such as apartments, townhomes and condominiums would be strongly encouraged. Other commercial uses would be limited in size and complementary to the signature resorts and residential neighborhoods.

Overall, development in the Resort Character Area would reflect a low intensity pattern with generously landscaped setbacks. User friendly pathways and road crossings for pedestrians and bicyclists would be provided to encourage access from resorts and residential neighborhoods to the downtown area.

State Highway 29 Character Area

The State Highway 29 Character Area extends along State Highway 29 from Pine Street east to City limits. This area is the most important and established entry to Calistoga for travelers and visitors. It is characterized by agricultural and rural uses on the north side of the highway and forested hillside on the south side of the highway. These lower intensity uses transition to a more urban development character near the intersection of Lincoln Avenue and Foothill Boulevard.

New development in this area would complement the dominant agricultural character with active related uses that integrate the agricultural qualities of the upper Napa Valley, including viticulture and orchards, vistas of surrounding lands and preservation of open space. Development would also embrace the Napa River on the north side and the forested hillside which defines the valley edge on the south side.

Lincoln Avenue / Foothill Boulevard Gateway

The Lincoln /Foothill Gateway serves as a key intersection for bypass traffic and as an entrance into downtown. The area has a distinct and different development pattern than the Historic District in the Downtown Character Area.

New development or redevelopment within this area would strive to extend development characteristics found in the Historic District. Attention would also be given to developing more efficient movement of bypass traffic through the Lincoln/Foothill intersection.

Petrified Forest Gateway

The Petrified Forest Gateway is a “country crossroads” located at the intersection of Petrified Forest Road and Foothill Boulevard. This intersection primarily serves commute traffic between Lake, Napa and Sonoma counties. Commercial uses in the area primarily serve travelers but also include limited services for nearby residents.

Although safety and circulation improvements are needed, the intersection would remain compact to avoid encouragement of commercial sprawl. The character of the area would have an understated visual appearance and provide a preview of the community’s unique qualities.

Silverado Trail Gateway

The Silverado Trail Gateway is located approximately one-half mile north of downtown and lies within the Resort Character Area. At its center is the intersection Silverado Trail, Lincoln Avenue/State Highway 29 and Lake Street.

Future development in this area would provide a clear sense of entry into Calistoga and build anticipation of the City’s unique character. Special attention would also be given to the Oat Hill Mine Trail trailhead which also lies within this gateway area. The trailhead area would be showcased, and facilities for accommodating access by residents and visitors would be provided.

For each individual character area, new narrative would be added to the Land Use Element that provides a general description and vision for the area as well as specific considerations for land use, development and design and connectivity. Corresponding revisions to Figure LU-4, LU-6 and LU-7 would be made. A new figure illustrating the boundaries of each character area would also be added to the Land Use Element. Minor revisions to policies, actions and figures in the Community Identity and Circulation Elements of the General Plan that support the character area directives outlined in the Land Use Element would also be made.

No new development or physical alteration of land is being proposed as part of this project.

FIGURE 1

North San Francisco Bay Region

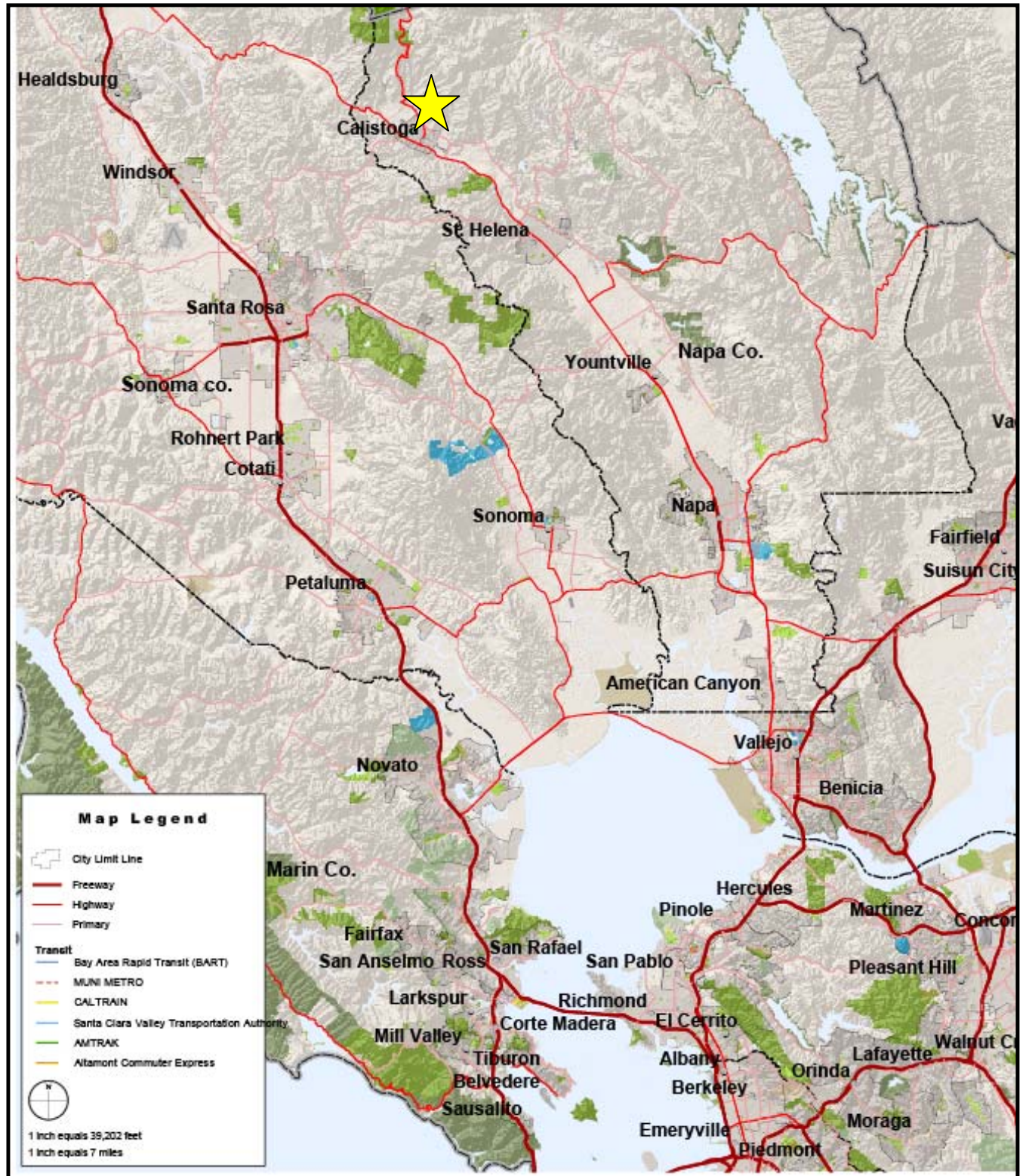
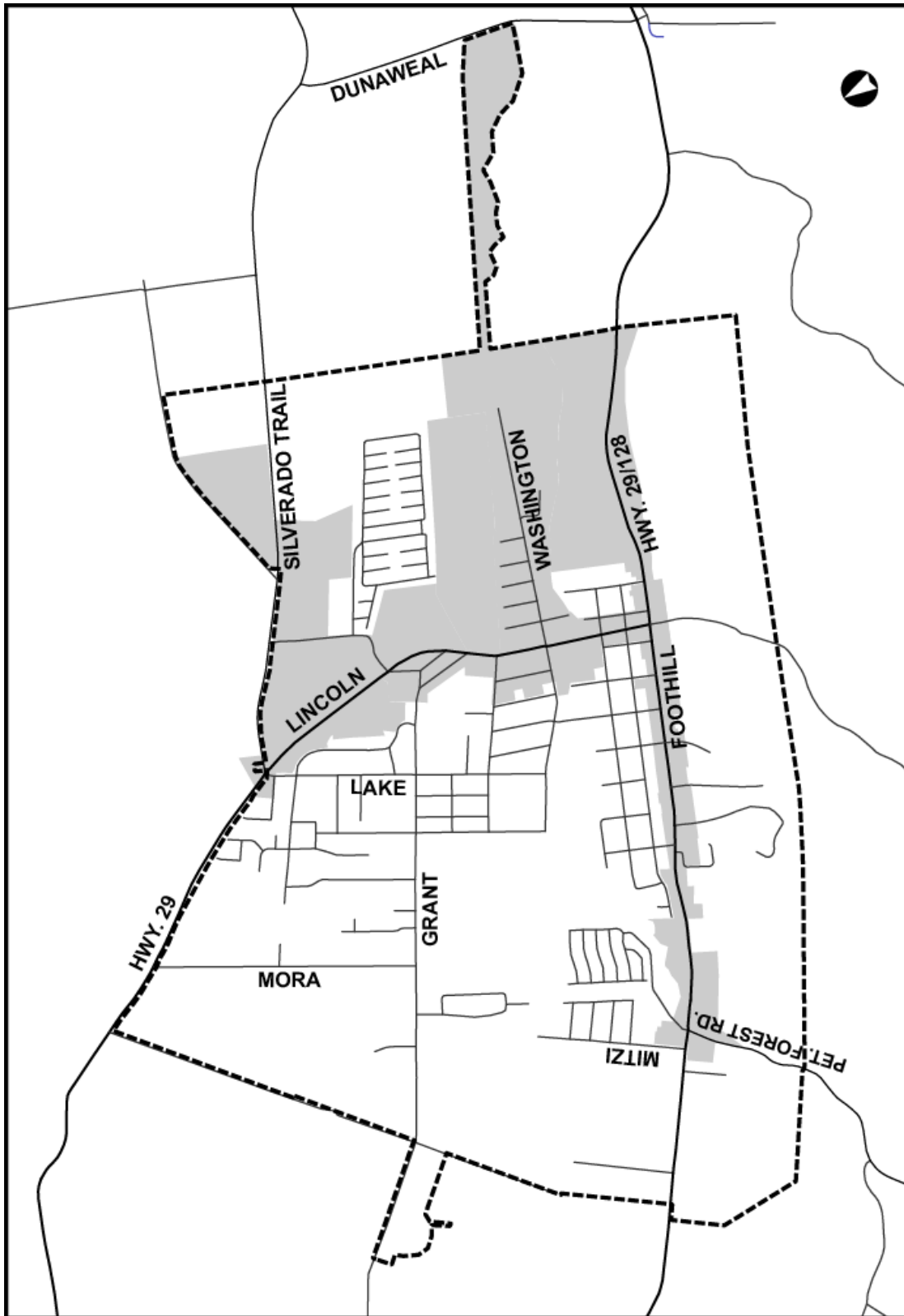


FIGURE 2

Study Area of Urban Design Plan



CITY LIMITS
PROPOSED OVERLAY DISTRICT AREAS

GPA 2011-01: Urban Design Plan Implementation

FIGURE 3

Urban Design Plan - Character Areas

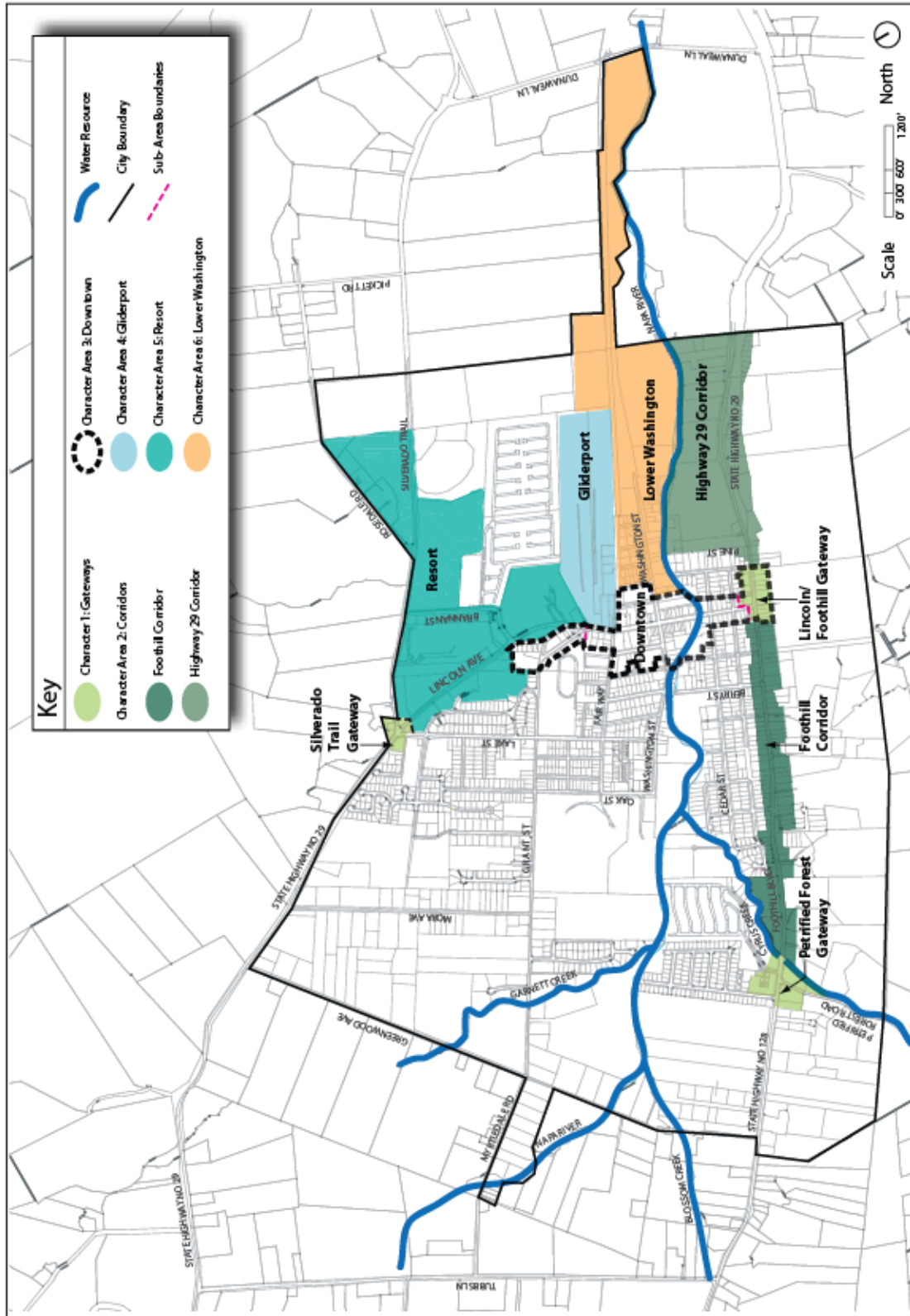


FIGURE 4

Proposed Character Area Overlay Districts

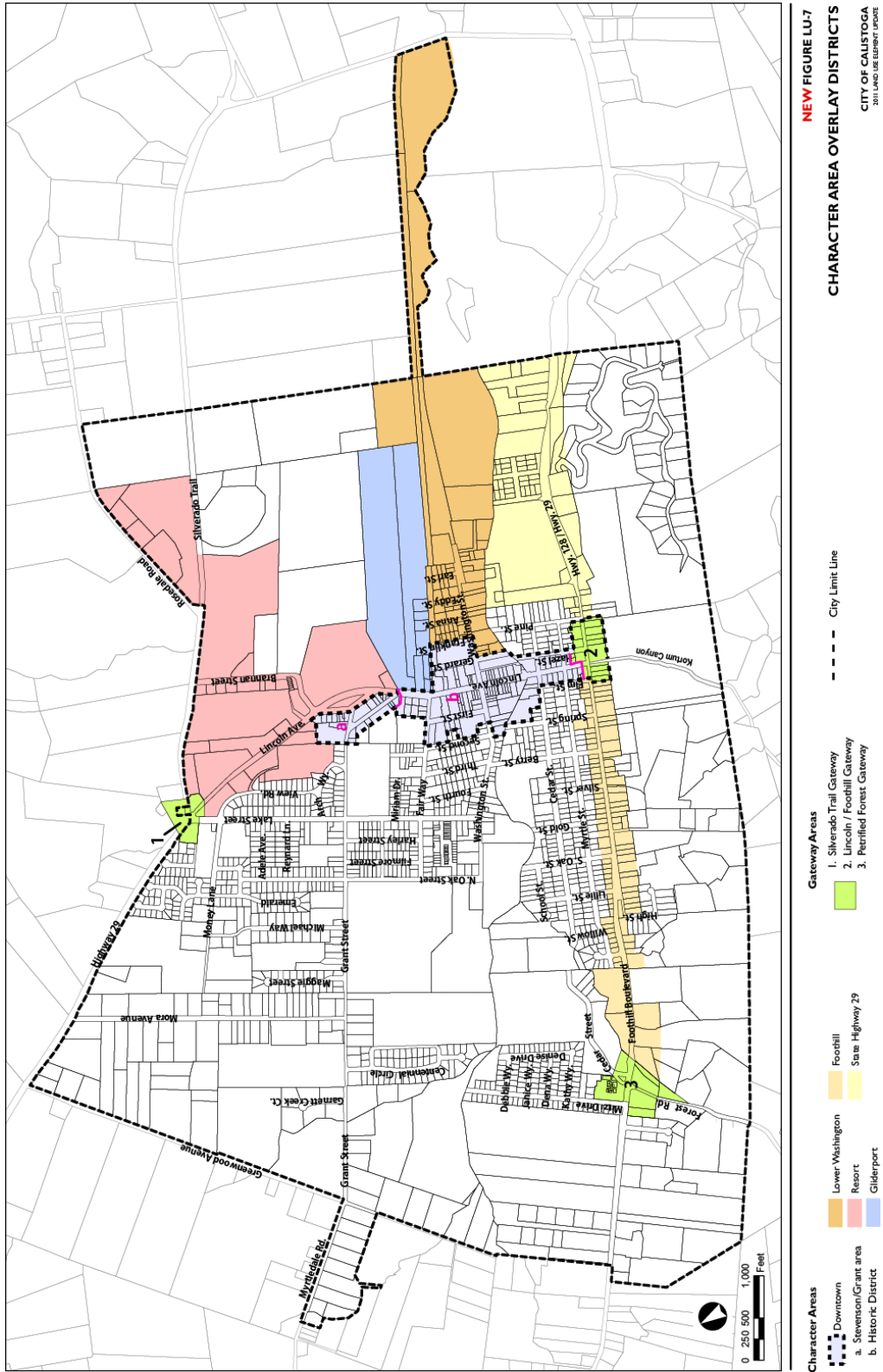


FIGURE 5

Napa County Important Farmland Map 2010 California Department of Conservation

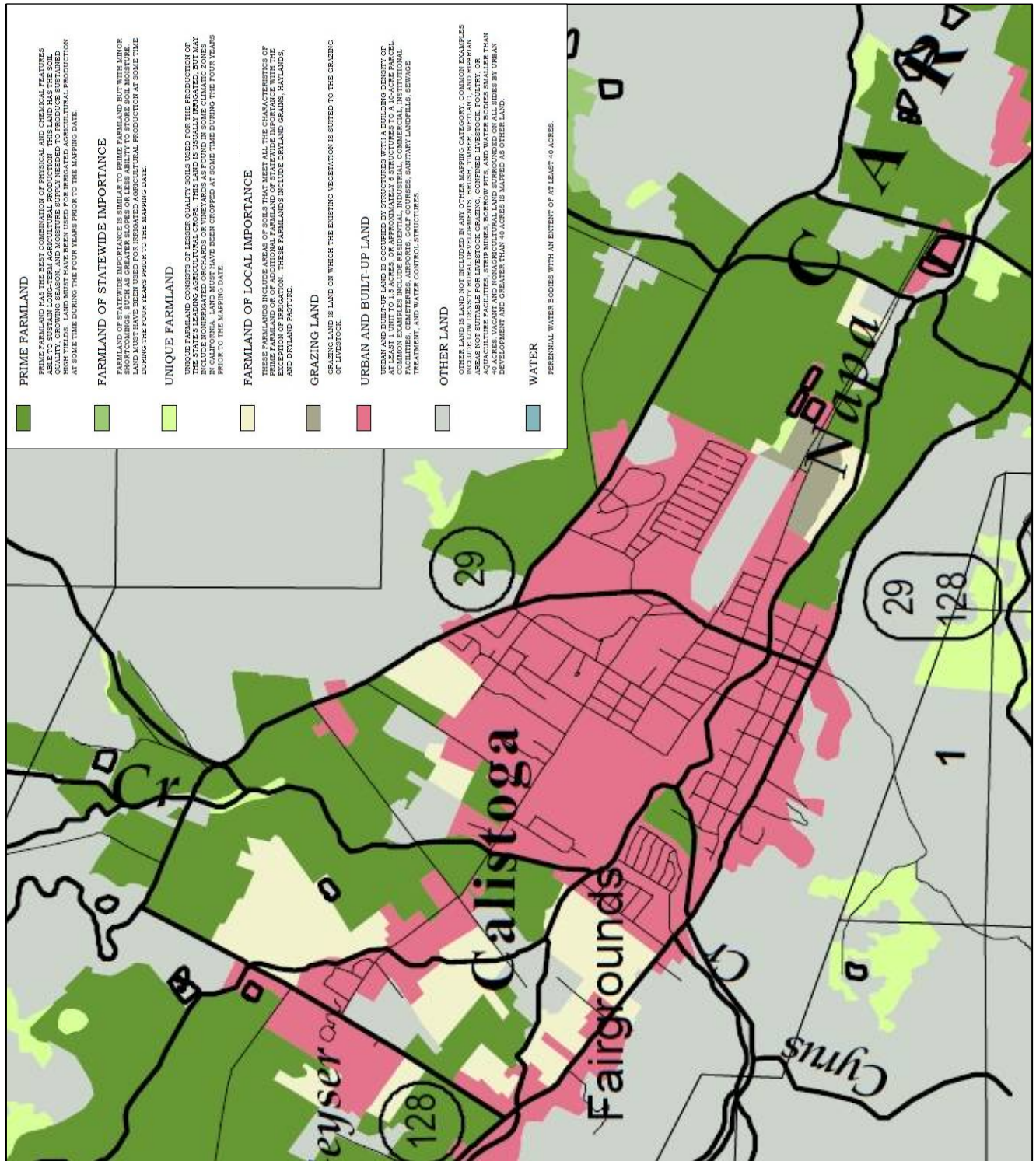
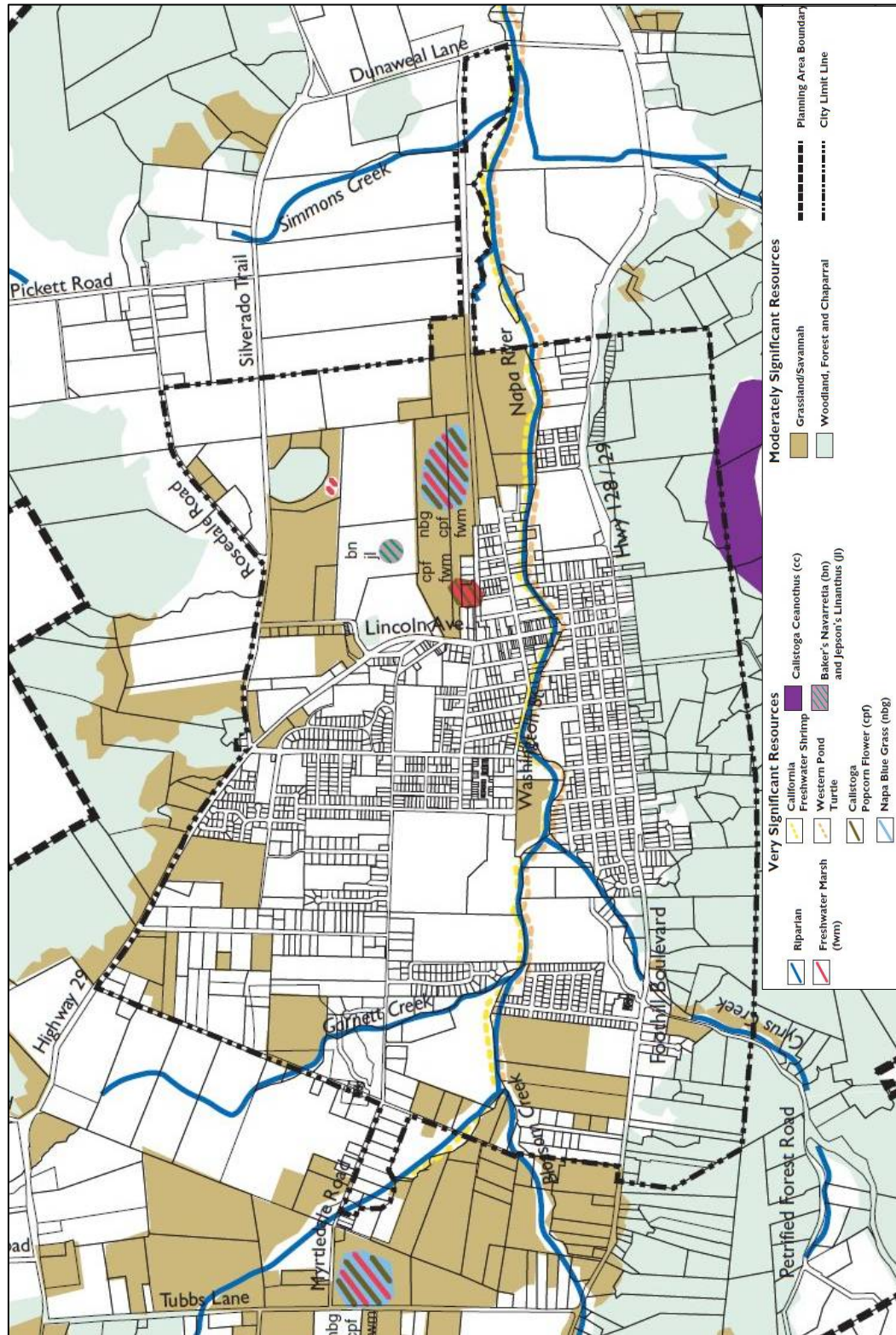


FIGURE 6

General Plan Figure OSC-1 – Biological Resources in the Planning Area



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, potentially involving at least one impact that requires mitigation to be reduced to a level of "Less Than Significant," as indicated by the checklist on the following pages

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Questions A and B

SCENIC VISTAS AND RESOURCES

Calistoga is situated in the “up valley” area of the Napa Valley. The most visually prominent features of the “up valley” area, such as the surrounding views of Napa Valley and the Palisades ridgeline, are located outside of the city limits and beyond the control of the City. However, the City’s General Plan does include directives to preserve scenic views to surrounding ridgelines and hill top areas.

The General Plan also identifies a number of scenic resources within city limits, including Mount Washington, Mount Lincoln and the Napa River.

Incorporation of the UDP character areas into the General Plan would result in the establishment of directives for new development in areas where scenic vistas or resources exist, including the Resort Character Area, the Downtown Character Area, and the State Highway 29 Character Area. Specific development and design directives addressing scenic vistas and resources are included in the narrative for each of the subject character areas (noted below). Future development in these areas would be subject to compliance with these directives.

RESORT CHARACTER AREA

Silverado Trail

- Development should be clustered to allow for the retention of sensitive resources, scenic vistas and open spaces.

DOWNTOWN CHARACTER AREA

Historic District

- As opportunities present themselves, building elevations that face alleys, the Napa River and other public areas should be enhanced.
- When appropriate, enhance pedestrian connections to and along the Napa River with the goal of creating a river promenade.

STATE HIGHWAY 29 CHARACTER AREA

- Development of the Enchanted Resorts property must preserve the mountain view-shed and the integrity of the forest.

In addition to the directives noted above, subsequent proposals for new development would continue to be reviewed for conformance with the following existing General Plan policies regarding scenic vistas and resources:

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga's small-town rural character and the natural environment.

Action A2, Objective LU-3.2: Use the design review process to ensure that development meets community concern for visual and functional quality.

Policy P3, Objective CI-1.1: New buildings shall have heights that avoid obtrusive breaks in the natural skyline.

Policy P3, Objective OSC-5.1: The City shall recognize the Napa River and its tributaries as important scenic corridor resources and make every effort to preserve, protect and enhance the quality of the City's riparian corridors, as described under Goal OSC-2 of this Element.

Policy P4, Objective OSC-5.2: New development in lower-lying areas of the City should not obscure sightlines up into surrounding hilltops and ridge lines.

Policy P1, Objective OSC-5.3: Further development on Mount Lincoln shall be limited to that which maintains the hill as a visual buffer between Calistoga's commercial downtown, and community commercial uses and residential areas.

The proposed project does not involve any physical alterations to or improvement of land. The proposed project would add new directives to the General Plan that reinforce and support existing General Plan goals and policies addressing scenic vistas and resources. Evaluation for specific conformance with goals, policies and directives addressing scenic vistas and resources would occur through subsequent project-level environmental review. As such, the impacts on scenic vistas and resources that would result from adoption of the proposed General Plan amendments are considered to be less than significant.

HISTORIC RESOURCES ALONG A STATE SCENIC HIGHWAY

State Highway 29 through Napa County is eligible for listing as a State Scenic Highway. Figures CI-2 and CI-3 of the Community Identity Element and Appendix A of the General Plan (Attachment 2) identify a number of historic buildings that are located along State Highway 29 that are within the Downtown Character Area, the Resort Character Area and the State Highway 29 Character Area. The majority of these buildings are concentrated along Lincoln Avenue in the Downtown Character Area.

The Community Identity Element of the General Plan also identifies three potential historic districts that are located along State Highway 29. The potential historic districts include: (1) a residential district encompassing Cedar and Myrtle street neighborhoods between Berry Street and Pine Street; (2) a commercial district along Lincoln Avenue from the Napa River to Fair Way; and (3) a resort/spa district that encompasses the Indian Springs Resort property and properties immediately west of the Indian Springs Resort in the vicinity of the intersection of Grant Street and Wappo Avenue (see Figure CI-3 in Attachment 2).

Incorporation of the UDP character areas into the General Plan would result in the establishment of directives for new development along State Highway 29 within potential historic districts and where historic buildings exist, including buildings that are currently listed on state or national historic registers. Development and design directives relevant to historic resources are included in the narrative for the Downtown Character Area (noted below).

DOWNTOWN CHARACTER AREA

Historic District

- New development in the district shall be compatible in mass, scale and character with the historic context and immediate neighborhood setting.
- Traditional store front design should be reflected in new development or redevelopment of buildings along Lincoln Avenue from Cedar Street to Fair Way.
- Buildings should convey traditional widths of earlier structures in this area. New buildings with larger frontages should be modulated and articulated to maintain the historic architectural rhythm and scale of Lincoln Avenue.
- Use of historic building materials such as stucco, brick and wood is encouraged. More contemporary materials may be considered for new development or redevelopment along First, Gerrard and Elm streets.

Stevenson/Grant

- In general, the development and design considerations specified for the Historic District of the Downtown Character Area should be applied in this area.

In addition to the directives noted above, subsequent proposals for new development along State Highway 29 would continue to be reviewed for conformance with the following existing General Plan policies regarding historic resources:

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-3.1: The preservation of historic properties shall be encouraged through restoration, sensitive renovation and adaptive reuse.

Policy P2, Objective CI-3.1: All properties listed as Category A – Primary Historic Resources shall be preserved and protected.

The project area does not contain a designated state scenic highway nor does it involve any physical alterations to or demolition of a historic building that is located along a state scenic highway. However, the project area does contain numerous historic buildings that are located along a state highway that is eligible for designation as a state scenic highway. The proposed project would add new directives to the General Plan that reinforce and support existing General Plan goals and policies addressing the design compatibility and re-use of historic buildings. Evaluation for specific conformance with goals, policies and directives addressing historic resources would occur through subsequent project-level environmental review. Proposed alterations or modifications to a historic building located along State Highway 29 and/or the addition of new buildings within a potential historic district would also be reviewed for conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties. Therefore, potential impacts to historic buildings that are located along a potential state scenic highway are considered to be less than significant.

Question C

The proposed Character Area and Gateway overlay designations would be applied to areas of the city that have been identified as having an integral role in defining the visual character, quality of life and economic vitality of Calistoga. The Character Area and Gateway overlay designation would provide more refined guidance for new development and/or redevelopment within these areas of the city that would supplement and further General Plan goals, objectives and policies related to visual character. Specific development and design directives addressing the visual character of each Character and Gateway area are discussed below.

DOWNTOWN CHARACTER AREA

Historic District

The Historic District sub-area extends from the Lincoln/Foothill Gateway area to Stevenson Street. The district is characterized by traditional storefront buildings and restored historic structures. Future development in this area would continue to convey and define Calistoga's community heritage of a small town lined with pedestrian oriented shopping and services for residents and visitors in accordance with the following directives.

- New development in the district shall be compatible in mass, scale and character with the historic context and immediate neighborhood setting.
- Traditional store front design should be reflected in new development or redevelopment of buildings along Lincoln Avenue from Cedar Street to Fair Way.
- Buildings should convey traditional widths of earlier structures in this area. New buildings with larger frontages should be modulated and articulated to maintain the historic architectural rhythm and scale of Lincoln Avenue.
- Use of historic building materials such as stucco, brick and wood is encouraged.

In addition to the directives noted above, subsequent proposals for new development in the Historic District of the Downtown Character Area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development in this area.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga's small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-1.2: All new development in the Downtown Commercial, Community Commercial and entry corridor overlay areas shall be subject to design review.

FOOTHILL CHARACTER AREA

The southern portion of this Character Area is predominantly developed with hillside residential uses and several small Bed and Breakfast Inns of good architectural character. The northern portion consists of single-family residential uses and includes the historic Hospital property and the Herrero Italian olive farm reproduction.

In accordance with the design directives that would be established for this character area as part of the proposed project (noted below), new development in this area would convey a sense entering at the edge of a small, historic town. Anticipated infill development would reinforce the area's character as an older, well-established neighborhood. Enhancements to Foothill Boulevard such as pedestrian pathways, crosswalks, appropriate street lighting and street trees would help to slow traffic and signal to travelers that that have entered town.

- Development in this area should convey a sense entering at the edge of a small, historic town. Infill development should reinforce the area's character as an older, well-established neighborhood.
- Architecture should reflect an older mixed density residential neighborhood.

In addition to the directives noted above, subsequent proposals for new development in the Foothill Character Area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development in this area.

Entry Corridor 5 - Upvalley Foothill Boulevard: Any development in this area should preserve the rural open space character visible from Foothill Boulevard. Development in all entry corridors shall incorporate the following features:

- Setbacks shall be wide in order to preserve rural characteristics and shall be landscaped with trees, vineyards and/or native vegetation.
- Walls, fences and berms included in landscaping should incorporate materials and design that blend harmoniously with the surrounding landscape.
- Existing orchards and stands of mature trees shall be maintained or replaced with similar vegetation.
- Unique natural features shall be preserved and remain visible.
- The appearance of historic buildings visible from public streets shall be preserved.
- New buildings should reflect small-scale, low-rise design characteristics with an understated visual appearance, and should maintain existing small-town rural and open space qualities.
- Parking areas should not be visible from the entry corridor roadway.
- All development within designated entry corridors shall be subject to design review.
- New development shall not include shopping centers, gas stations, “big-box” retailers, or other commercial centers with strip retail characteristics, and formula businesses shall be discouraged.
- Commercial uses permitted in the entry corridor should complement rather than compete with Calistoga’s downtown commercial core. Examples of such uses include, but are not limited to, nurseries, destination spas and resorts, museums, winery and vineyard-related businesses and community facilities such as a library or recreational use. Such uses shall be allowed only if they are consistent with the underlying land use designation.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga’s small-town rural character and the natural environment.

Objective CI-1.3: Maintain the urban design quality of existing residential neighborhoods, and replicate this quality in new residential development.

Policy P1, Objective CI-1.3: All residential development shall protect the character of established neighborhoods in which the development is located.

Policy P1, Objective CI-2.1: The entry corridor policies and principles specified for each entry corridor in the Land Use Element shall be followed.

GLIDERPORT CHARACTER AREA

The Gliderport Character Area includes the former Gliderport properties and several smaller parcels located in the southwest portion of the character area. These properties are currently underutilized and are anticipated to be redeveloped in the future. Future redevelopment of these properties would result in a vibrant and synergistic mix of uses that complement current uses in the downtown area in accordance with the following directives.

- Care must be taken to ensure that development of the disproportionately large former Gliderport properties reflects Calistoga’s small town character.
- Any change from the existing General Plan land use designations of Downtown Commercial, Community Commercial or Airport Commercial for properties located within this character area should be accompanied by a project-specific land use plan and supporting reports.

- Building and landscape design should be of the highest quality and should utilize high quality authentic materials appropriate for Calistoga.
- Design concepts should be imaginative and contemporary in nature consistent with the Napa Valley architectural heritage while reflecting the small town character of Calistoga.

In addition to the directives noted above, subsequent proposals for new development in the Gliderport Character Area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga’s small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-1.2: All new development in the Downtown Commercial, Community Commercial and entry corridor overlay areas shall be subject to design review.

LOWER WASHINGTON CHARACTER AREA

The Lower Washington Character Area is an older area comprised of a wide variety of land uses, including: commercial services, a medical clinic, a church, single- and multi-family residential, warehousing, a softball field, the City’s Public Works yard and the City’s wastewater treatment plant and irrigation ponds. The proposed project identifies this area as one with redevelopment potential to address a number of community needs, including affordable housing and development of new leasable space for small start-up businesses. New development in this area would primarily consist of more intensive mixed use developments. The proposed project would improve the physical appearance of the area through directives calling for the establishment of a vibrant and interesting overall environment with limited gaps of commercial inactivity.

- Development of new rental housing and “live-work” space is encouraged.
- Mixed use development is strongly encouraged.
- Small scale light industrial uses that keep within the character of the area and existing neighborhood constraints should be allowed.
- Architecture should be creative and timeless in design and feature high quality materials such as brick, sheet metal, stucco and true wood vertical siding.
- Commercial and residential development along the northern edge of the character area should be compatible with uses and improvements envisioned for the adjacent Gliderport Character Area.
- Development along Washington Street shall provide for streetscape improvements, including installation of street trees and effective traffic calming elements.

In addition to the directives noted above, subsequent proposals for new development in the Lower Washington Character Area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P1, Objective CI-1.2: All new development in the Downtown Commercial, Community Commercial and entry corridor overlay areas shall be subject to design review.

RESORT CHARACTER AREA

The Resort Character Area encompasses land adjacent to Silverado Trail from the Silver Rose Inn and Winery and the Solage Resort to the Silverado Trail Gateway and then south along Lincoln Avenue to the Indian Springs Resort. This area is the second most established entry to Calistoga for travelers and visitors approaching from down-valley via Silverado Trail.

Silverado Trail Section

Development or redevelopment of large parcels along Silverado Trail would be designed to be visually suitable for its entry corridor location on the edge of town. Design directives (noted below) for new development would require new development in this area to be sensitively designed to respect the natural landscape, scenic vistas (particularly to the Palisades) and other site features, including retention of creeks, mature trees and sensitive habitat areas.

- Renovation and/or redevelopment of existing resorts should feature Calistoga's unique attributes and be developed to the highest current standards of the industry.
- Re-use, expansion or improvement of the Calistoga Beverage Company site should be consistent with the development and design considerations identified for the Resort Character area.
- Development shall be simple in design, rural in nature and of a scale that is subordinate to surrounding agricultural uses.
- Development should be clustered to allow for the retention of sensitive resources, scenic vistas and open spaces.
- Development shall be designed to minimize impacts on adjacent land uses, including appropriate siting of noise generators, lighting, and building location, height and style.
- Adequate landscaping along Silverado Trail, such as provision of a landscaped setback area or landscaped berm shall be provided as part of new development.
- Calistoga Beverage Company must continue to maintain its setbacks, massing and landscaping along the Silverado Trail.

Lincoln Avenue Section

Along Lincoln Avenue, clustered residential development such as apartments, townhomes and condominiums would be encouraged and subject to the following design directives:

- Renovation and/or redevelopment of existing resorts should feature Calistoga's unique attributes and be developed to the highest current standards of the industry.
- All development in this area shall be simple in design and rural in nature.
- Lush landscaping shall be provided along Lincoln Avenue.
- Building setbacks should be large and varied with ample space for interesting pathway alignments along Lincoln Avenue.
- Project signage shall be of a tasteful, high quality design and very subtle in its presentation.

In addition to the directives noted above, subsequent proposals for new development in the Resort Character Area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development.

Entry Corridor 2 – Downvalley Silverado Trail: All development in this area should preserve vineyards and existing trees along Silverado Trail and conform to the rural quality of the area. Development in all entry

corridors shall incorporate the following features:

- Setbacks shall be wide in order to preserve rural characteristics and shall be landscaped with trees, vineyards and/or native vegetation.
- Walls, fences and berms included in landscaping should incorporate materials and design that blend harmoniously with the surrounding landscape.
- Existing orchards and stands of mature trees shall be maintained or replaced with similar vegetation.
- Unique natural features shall be preserved and remain visible.
- The appearance of historic buildings visible from public streets shall be preserved.
- New buildings should reflect small-scale, low-rise design characteristics with an understated visual appearance, and should maintain existing small-town rural and open space qualities.
- Parking areas should not be visible from the entry corridor roadway.
- All development within designated entry corridors shall be subject to design review.
- New development shall not include shopping centers, gas stations, “big-box” retailers, or other commercial centers with strip retail characteristics, and formula businesses shall be discouraged.
- Commercial uses permitted in the entry corridor should complement rather than compete with Calistoga’s downtown commercial core. Examples of such uses include, but are not limited to, nurseries, destination spas and resorts, museums, winery and vineyard-related businesses and community facilities such as a library or recreational use. Such uses shall be allowed only if they are consistent with the underlying land use designation.

Maxfield / Adams Beverage Company Properties Planned Development Overlay: Development on these large parcels on the Silverado Trail shall be designed to be visually suitable for its entry corridor location on the edge of town and should contribute to the economic and/or community vitality of Calistoga. Development on this site shall respond to the following issues:

- A balance of uses among various parts of the site.
- Sensitivity to the natural landscape, scenic vistas (particularly to the Palisades) and site features, including adequate creek setbacks and preservation of vegetation on Mount Washington.
- Protection of natural resources, including retention of on-site drainage, mature trees and sensitive habitat.
- Clustering of development to allow for the retention of habitat-containing open space.
- Minimization of grading.
- Minimization of impacts on adjacent land uses, including appropriate siting of noise generators, lighting, and building location, height and style.
- Incorporation of adequate landscaping, including provision of a landscaped setback from Silverado Trail and a landscaped berm or other screening along the boundary with the mobile home park.
- Ensure that new development is of a scale subordinate to the agricultural uses of properties located at these entry corridors.
- Consideration of passive recreational opportunities on Mount Washington and a pedestrian pathway on the site to provide public access to this area. An appropriate location for such a pathway may be along the boundary with the mobile home park.

- Adequate consideration, through submittal of geotechnical and preliminary drainage plans with a project application, of geological and hydrological constraints, including soil erosion and slope stability, drainage, flooding, and drainage ditch maintenance.
- Provision of on-site parking and circulation that includes safe access to Silverado Trail.

Policy P4, Objective LU-1.2: New visitor accommodations development shall be designed, constructed and operated so as to be compatible with adjacent uses, particularly residences.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga's small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P3, Objective CI-1.1: New buildings shall have heights that avoid obtrusive breaks in the natural skyline.

Policy P6, Objective CI-1.1: Commercial properties should be attractively landscaped.

Policy P1, Objective CI-1.2: All new development in the Downtown Commercial, Community Commercial and entry corridor overlay areas shall be subject to design review.

Policy P1, Objective CI-2.1: The entry corridor policies and principles specified for each entry corridor in the Land Use Element shall be followed.

Policy P2, Objective CI-2.1: The Design Review process shall be used to require new development at the major entrances to the city to be aesthetically pleasing, provide buffering between land uses, and retain open space, unique land features and small-town rural character.

STATE HIGHWAY 29 CHARACTER AREA

The State Highway 29 Character Area extends along State Highway 29 from Pine Street east to City limits. This area is the most important and established entry to Calistoga for travelers and visitors. New development as envisioned under the design directives being proposed as part of the project (below) would announce a sense of arrival to Calistoga and convey a transition from agricultural countryside to a rural small town community. Development would complement the dominant agricultural character with active related uses that integrate the agricultural qualities of the upper Napa Valley, including viticulture and orchards, vistas of surrounding lands and preservation of open space.

- Any commercial development in areas designated as Rural Residential should be scaled proportionately to the amount of open space and set within vineyards or orchards.
- Future development of the Bounsall and Enchanted Resort properties shall include frontage improvements that provide a sense of entry into Calistoga. Site and design elements along each frontage must be appropriately scaled, imaginative and of the highest quality.
- Development of the Enchanted Resorts property must preserve the mountain view-shed and the integrity of the forest.
- The design of major new development on the north side of State Highway 29 must be inviting with farm-like structures of authentic design. Traditional materials such as stone, redwood, stucco and sheet metal should be utilized.

In addition to the directives noted above, subsequent proposals for new development in the State Highway 29 Character Area would continue to be reviewed for conformance with the following existing General Plan policies

regarding the design and character of new development.

Entry Corridor 1 – Downvalley Foothill Boulevard: All development in this area should maintain the rural and open space qualities, with minimal visibility from the highway. Development in all entry corridors shall incorporate the following features:

- Setbacks shall be wide in order to preserve rural characteristics and shall be landscaped with trees, vineyards and/or native vegetation.
- Walls, fences and berms included in landscaping should incorporate materials and design that blend harmoniously with the surrounding landscape.
- Existing orchards and stands of mature trees shall be maintained or replaced with similar vegetation.
- Unique natural features shall be preserved and remain visible.
- The appearance of historic buildings visible from public streets shall be preserved.
- New buildings should reflect small-scale, low-rise design characteristics with an understated visual appearance, and should maintain existing small-town rural and open space qualities.
- Parking areas should not be visible from the entry corridor roadway.
- All development within designated entry corridors shall be subject to design review.
- New development shall not include shopping centers, gas stations, “big-box” retailers, or other commercial centers with strip retail characteristics, and formula businesses shall be discouraged.
- Commercial uses permitted in the entry corridor should complement rather than compete with Calistoga’s downtown commercial core. Examples of such uses include, but are not limited to, nurseries, destination spas and resorts, museums, winery and vineyard-related businesses and community facilities such as a library or recreational use. Such uses shall be allowed only if they are consistent with the underlying land use designation.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga’s small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-2.1: The entry corridor policies and principles specified for each entry corridor in the Land Use Element shall be followed.

Policy P2, Objective CI-2.1: The Design Review process shall be used to require new development at the major entrances to the city to be aesthetically pleasing, provide buffering between land uses, and retain open space, unique land features and small-town rural character.

LINCOLN AVENUE/FOOTHILL BOULEVARD GATEWAY

The Lincoln /Foothill Gateway serves as a key intersection for bypass traffic and as an entrance into downtown. Most properties in this area are developed with highway-oriented uses with limited amounts of landscaping and substantial amounts of land set aside on each parcel for automobile access and parking. New development or redevelopment within this area would strive to improve the visual character of this area by extending the development characteristics found in the Historic District of the Downtown Character Area. Design and development considerations that would be established for this gateway area include the following:

- In general, development and design considerations specified for the Historic District of the Downtown Character Area should be applied in this area.
- The defining streetscape elements of the Historic District of the Downtown Character Area should be extended to the Lincoln/Foothill intersection and along Foothill east to Pine Street and west to Elm Street.
- As opportunities present themselves, enhance the appearance of properties in this area and coordinate improvements to area access, circulation and parking.

In addition to the directives noted above, subsequent proposals for new development within this Gateway Area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development.

Entry Corridor 3: Lincoln Avenue at Foothill Boulevard: New development should include minor landmark features such as small signs or gateway landscaping to mark the entrance to the Downtown on Lincoln Avenue. One- and two-story construction, oriented towards the intersection, would be appropriate.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga's small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-2.1: The entry corridor policies and principles specified for each entry corridor in the Land Use Element shall be followed.

Policy P2, Objective CI-2.1: The Design Review process shall be used to require new development at the major entrances to the city to be aesthetically pleasing, provide buffering between land uses, and retain open space, unique land features and small-town rural character.

PETRIFIED FOREST GATEWAY

The Petrified Forest Gateway is a "country crossroads" located at the intersection of Petrified Forest Road and Foothill Boulevard. This intersection primarily serves commute traffic between Lake, Napa and Sonoma counties. Properties directly fronting the intersection are auto-oriented, with little indication that the intersection is an entrance into Calistoga. Development and design directives that would be established for this Gateway Area would require new development to have an understated visual appearance and provide a preview of the community's unique qualities.

- The scale of new development or redevelopment must not overpower the surrounding neighborhoods and should be understated, using small scale and low-rise building design.
- The approach to town from a rural setting must convey a sense of arrival and signify the characteristics of a unique, small visitor-friendly town.
- Building massing, form and lay-out must convey a diverse village character and reflect Calistoga's individualistic nature.
- Landscaping should convey a rural rather than manicured urban setting.
- Development or redevelopment around the intersection shall not be of a design or style that is typical for a suburban strip center. Formula chain businesses are discouraged.

In addition to the directives noted above, subsequent proposals for new development within the Petrified Forest Gateway area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development.

Entry Corridor 6: Petrified Forest Road: New development should retain or enhance tree cover visible from the roadway.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga's small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-2.1: The entry corridor policies and principles specified for each entry corridor in the Land Use Element shall be followed.

Policy P2, Objective CI-2.1: The Design Review process shall be used to require new development at the major entrances to the city to be aesthetically pleasing, provide buffering between land uses, and retain open space, unique land features and small-town rural character.

SILVERADO TRAIL GATEWAY

The Silverado Trail Gateway is located approximately one-half mile north of downtown and lies within the Resort Character Area. At its center is the intersection Silverado Trail, Lincoln Avenue/State Highway 29 and Lake Street. Design and development directives that would be established by the proposed project call for new development and improvements to provide a clear sense of entry into Calistoga and build anticipation of the City's unique character.

- Development and redevelopment of land within this area must substantially enhance the appearance of this critical entry.
- Design of all improvements around the intersection must convey a strong sense of arrival to Calistoga and signal aspects of its identity.
- Landscaping at the intersection shall be attractive and appropriately design and should borrow from the prevailing landscaping theme within the Resort Character Area.

In addition to the directives noted above, subsequent proposals for new development within the Silverado Trail Gateway area would continue to be reviewed for conformance with the following existing General Plan policies regarding the design and character of new development.

Entry Corridor 4: Lincoln Avenue / Silverado Trail: All development in this area should maintain existing rural and open space qualities. Appropriate site layout, architecture, and setbacks should be used to create an understated visual appearance for development visible from the roadway.

Policy P1, Objective LU-3.2: New development shall be designed to respect and enhance Calistoga's small-town rural character and the natural environment.

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-2.1: The entry corridor policies and principles specified for each entry corridor in the Land Use Element shall be followed.

Policy P2, Objective CI-2.1: The Design Review process shall be used to require new development at the major entrances to the city to be aesthetically pleasing, provide buffering between land uses, and retain open space, unique land features and small-town rural character.

The project area encompasses key areas of the city that define the visual character of the community. The proposed project would add new design and development directives to the General Plan that reinforce and support existing General Plan goals and policies addressing the design compatibility and visual quality of future development. Future development proposals would be required to conform with these new directives as well as existing applicable goals, objectives and policies related to visual character that are contained within the General Plan. As such, the impact on the visual character of the community that would result from adoption of the proposed General Plan amendment is considered to be less than significant.

Question D

Future development on properties affected by the proposed General Plan amendment would likely involve installation of new lighting on the exterior of new buildings, in proposed parking areas, and in other areas as safety and security considerations warrant. Installation of new lighting fixtures could produce light and glare that may adversely impact nearby residential areas. Local building and energy codes will require the installation of timers and/or motion sensors that will help to minimize potential adverse impacts caused from this lighting. To further minimize potential impacts from light and glare, the proposed General Plan amendment includes the following directive for new lighting:

- Outdoor lighting shall be designed to preserve and protect the nighttime environment in accordance with the following International Dark Sky Association model ordinance objectives:
 - Provide the minimum lighting level necessary for night-time safety, utility, security, productivity, enjoyment, and commerce.
 - Minimize adverse offsite impacts such as sky glow, light overspill and obtrusive light.
 - Conserve energy and resources to the greatest extent possible.

Future development of properties located within the proposed project area would be reviewed for compliance with local building and energy codes as well as the above-directive for new lighting. Compliance with these codes and directives contained in the proposed General Plan amendment would ensure that potentially adverse light and glare impacts resulting from future development would be reduced to a level that is less than significant.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

The majority of properties within the project area are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (see Figure 5). There are two small areas within the project area that are designated as Prime Farmland: a +/- 14 acre area located near the northeast corner of the city within the proposed Resort Character Area, and a +/- 42 acre area located on the north side of Foothill Boulevard between Pine Street and the city limit line to the east within the proposed State Highway 29 Character Area. The combined acreage of these two Prime Farmland areas (+/- 56 acres) represents less than one-half of one percent of the 31,621 acres of Prime Farmland in Napa County. The project area also includes a small area of land designated as Farmland of Local Importance that is approximately 10 acres in size, which is less than one-half of one percent of the 18,464 acres of Locally Important Farmland designated in the county. This land is located adjacent to the northern bank of the Napa River east of Camp Street in the Lower Washington Character Area.

The proposed project includes directives that encourage new development to be designed to be subordinate to agricultural uses and to retain natural resources.

RESORT CHARACTER AREA

Silverado Trail Section

Design directives (noted below) for new development would require new development in this area to be sensitively designed to respect the natural landscape, scenic vistas (particularly to the Palisades) and other site features, including retention of creeks, mature trees and sensitive habitat areas.

- Development shall be simple in design, rural in nature and of a scale that is subordinate to surrounding agricultural uses.
- Development should be clustered to allow for the retention of sensitive resources, scenic vistas and open spaces.

STATE HIGHWAY 29 CHARACTER AREA

New development within the State Highway 29 Character Area is envisioned to complement the dominant agricultural character of the area with active related uses that integrate the agricultural qualities of the upper Napa Valley, including viticulture and orchards, vistas of surrounding lands and preservation of open space.

- Any commercial development in areas designated as Rural Residential should be scaled proportionately to the amount of open space and set within vineyards or orchards.

Future development of properties containing Prime Farmland could potentially result in the conversion of Prime Farmland into non-agricultural uses. Given the relatively small amount of acreage potentially effected by the proposed project and the design directives that would be applied to any future development proposal, the impact of the potential for conversion of Prime Farmland into non-agricultural uses is considered to be less than significant.

Question B

Portions of areas within the Foothill Character Area, the State Highway 29 Character Area and the Petrified Forest Gateway Area are zoned Rural Residential (RR), which primarily allows light agriculture and low density residential uses. Visitor accommodation uses and wineries may also be permitted within the RR zoning district. The proposed General Plan amendment would not change or eliminate existing provisions allowing for light agricultural uses within the RR zoning district. None of the properties within the project area are known to be within a Williamson Act contract. As such, the proposed project would not conflict with existing zoning for agricultural use or the provisions or requirements for properties with a Williamson Act contract.

Question C

The nature of the proposed project and use would not lead to other changes in the environment that could result in the conversion of Farmland to non-agricultural uses.

Mitigation Measures:

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

Air pollutants are regulated at the national, state and regional/air basin levels. The United States Environmental Protection Agency (EPA) regulates at a national level, the California Air Resources Board (CARB) regulates at the state level, and the Bay Area Air Quality Management District (BAAQMD) regional level.

California is required to prepare a State Implementation Plan (SIP) that attains and maintains federal air quality standards. The BAAQMD regulates air quality in the Bay Area air basin and adopted the Bay Area 2010 Clean Air Plan in September, 2010.

Local jurisdictions, such as the City of Calistoga, have the authority and responsibility to assess and mitigate air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outline in the 2010 Clean Air Plan.

The proposed project would not significantly alter the density or intensity of uses currently permitted under the General Plan and/or Zoning Ordinance. Further, no new development or physical improvements would be constructed as part of the project. Therefore, the proposed project would not be in conflict with or obstruct implementation of applicable air quality plans.

Question B

No construction is being proposed as part of the project. Design and development directives proposed to be incorporated into the General Plan as part of the proposed project would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance.

The project is expected to indirectly improve air quality through design directives that call for the creation of a more walkable environment through built form and urban design considerations that would encourage and accommodate travel by foot and/or bicycle. These directives have the potential to indirectly reduce overall

vehicle trips/vehicle miles traveled which in turn could potentially lessen cumulative air quality impacts. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Question C

See responses to Questions A and B.

Question D

No construction is being proposed as part of the project. Design and development directives proposed to be incorporated into the General Plan as part of the proposed project would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Question E

No construction is being proposed as part of the project. Design and development directives proposed to be incorporated into the General Plan as part of the proposed project would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore, the proposed project would not introduce new sources of objectionable odors affecting a substantial number of people.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Questions A through E

The majority of properties within the project area are currently developed. However, portions of the project area are known to contain habitat that could support species that have been identified as a candidate, sensitive, or special status species (see Figure 6). No construction, ground disturbing activities or physical alterations that would modify sensitive habitats would occur as part of the proposed project. Further, the proposed General Plan amendment would not significantly alter the density, intensity or siting of uses permitted under the current General Plan.

In accordance with existing policies in the Open Space and Conservation Element of the General Plan (noted below), environmental review of future development proposals on sites where sensitive resources are known or suspected to exist would be conducted pursuant to the requirements of CEQA to assess and address any project-specific impacts to biological resources. Therefore, the impacts in this category of concern are less than significant.

Policy P1, Objective OSC-1.1: When reviewing new development proposals the City should include assessment of impacts on both individual species and overall biodiversity within the Planning Area.

Policy P2, Objective OSC-1.1: Impacts to movement corridors that link wildlife habitat areas should be considered when reviewing development proposals. These corridors should be protected.

Policy P3, Objective OSC-1.2: Prior to approving specific development plans on undeveloped parcels, biological and wetland assessments to determine the presence or absence of populations of special-status species, sensitive natural communities, and wetland resources shall be conducted.

Question F

Currently, there is no adopted Habitat Conservation or Natural Community Conservation Plan within the City of Calistoga. There is also no approved local, regional or state habitat conservation plan related to or affected by these properties. Therefore, the proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question A

Figures CI-2 and CI-3 of the Community Identity Element and Appendix A of the General Plan (Attachment 2) identify a number of historic buildings that are located within the Downtown Character Area, the Foothill Boulevard Character Area, the Resort Character Area and the State Highway 29 Character Area. The Community Identity Element of the General Plan also identifies three potential historic districts that are located within the project area. The potential historic districts include: (1) a residential district encompassing Cedar and Myrtle street neighborhoods between Berry Street and Pine Street; (2) a commercial district along Lincoln Avenue from the Napa River to Fair Way; and (3) a resort/spa district that encompasses the Indian Springs Resort property and properties immediately west of the Indian Springs Resort in the vicinity of the intersection of Grant Street and Wappo Avenue (see Figure CI-3 in Attachment 2).

Incorporation of the UDP character areas into the General Plan would result in the establishment of directives for new development within potential historic districts and where historic buildings exist, including buildings that are currently listed on state or national historic registers. Development and design directives relevant to historic resources are included in the narrative for the Downtown Character Area and the Foothill Character Area (noted below).

DOWNTOWN CHARACTER AREA

Historic District

- New development in the district shall be compatible in mass, scale and character with the historic context and immediate neighborhood setting.
- Traditional store front design should be reflected in new development or redevelopment of buildings along Lincoln Avenue from Cedar Street to Fair Way.
- Buildings should convey traditional widths of earlier structures in this area. New buildings with larger frontages should be modulated and articulated to maintain the historic architectural rhythm and scale of Lincoln Avenue.
- Use of historic building materials such as stucco, brick and wood is encouraged. More contemporary materials may be considered for new development or redevelopment along First, Gerrard and Elm streets.

Stevenson/Grant

- In general, the development and design considerations specified for the Historic District of the Downtown Character Area should be applied in this area.

In addition to the directives noted above, subsequent proposals for new development along State Highway 29 would continue to be reviewed for conformance with the following existing General Plan policies regarding historic resources:

Policy P1, Objective CI-1.1: New development should be sensitive to surrounding architecture, landscaping, character and scale of existing buildings.

Policy P2, Objective CI-1.1: New development should use exterior materials that have traditionally been used in Calistoga.

Policy P1, Objective CI-3.1: The preservation of historic properties shall be encouraged through restoration, sensitive renovation and adaptive reuse.

Policy P2, Objective CI-3.1: All properties listed as Category A – Primary Historic Resources shall be preserved and protected.

FOOTHILL CHARACTER AREA

- As an incentive to protect and preserve the historic Hospital property, uses such as visitor accommodations shall be permitted provided that:
 - The architectural qualities of the exterior of the structure are maintained.
 - Reuse is suitable to the residential surroundings (e.g., retail functions would not be appropriate).
 - The owner commits to restoration of the building in a fixed period of time.
 - The City may consider expanding these uses to adjoining properties if it finds that such expansion would support the rehabilitation of the hospital building.
- Architecture should reflect an older mixed density residential neighborhood. Some modern interpretations may be appropriate.
- The appearance and presence of Pioneer Cemetery should be enhanced.

The proposed project would also add new action under Objective CI-3.5, Goal CI-3 in the Community Identity Element of the General Plan as part of the proposed project:

- Commission and implement a Pioneer Cemetery beautification plan to enhance the Cemetery's presence and appearance as a picturesque small-town cemetery.

The project area contains numerous historic buildings as well as several potential historic districts. The proposed project would add new directives to the General Plan that reinforce and support existing General Plan goals and policies addressing design compatibility and re-use of historic buildings. Further, future expansion or alteration of any structure listed or eligible for inclusion on a federal, state or local inventory of historic or cultural resources would be subject to Design Review approval (see Chapter 17.06 of the Calistoga Municipal Code). Proposed alterations or modifications to a historic building and/or the addition of new buildings within a potential historic district would also be reviewed for conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties. Therefore, potential impacts to historic resources resulting from the proposed project are considered to be less than significant.

Questions B, C and D

The majority of properties within the project area are currently developed, and no ground disturbing activities or

physical alterations are being proposed as part of the project. On October 17, 2011, City staff sent a letter to the Native American Heritage Commission (NAHC) in an effort to determine whether any sacred sites are located within the project area. On October 20, 2011, the City received correspondence from the NAHC stating that their search of their sacred land file failed to indicate the presence of Native American cultural resources within the project area.

State Senate Bill (SB) 18 requires that the City consult with area tribes for projects that involve General Plan amendments. The intent of SB 18 is to provide all tribes, whether federally recognized or not, an opportunity to consult with local governments for the purpose of preserving and protecting their sacred places. Since the proposed project involves a General Plan amendment, the City is required to comply with SB 18. On October 24, 2011, letters inviting tribal representatives to consult with the City on the proposed project were sent to fourteen tribes identified by the NAHC as possibly having knowledge of cultural resources in the project area. None of the tribes requested consultation in response to this invitation or forwarded information indicating the presence of sensitive resources within the project area.

Existing policies in the Community Identity Element of the General Plan (noted below) address the preservation and protection of cultural resources, including Native American sacred places, burial sites, archaeological resources, fossils and other paleontological resources.

Policy P1, Objective CI-3.4: As part of the development review process, assessment shall be required by appropriate professionals regarding the presence of archeological and paleontological resources and potential for adverse impacts on these resources.

Policy P2, Objective CI-3.4: Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal.

Policy P3, Objective CI-3.4: All public projects shall preserve and enhance cultural resources to the maximum extent feasible.

Policy P4, Objective CI-3.4: If Native American artifacts are discovered on a site, representatives of the Native American community shall be consulted to ensure the respectful treatment of Native American sacred places.

Future development proposals on sites where sensitive resources are known or suspected to exist would be subject to these policies as well as environmental review pursuant to the requirements of CEQA. Therefore, the potential impacts on archaeological and paleontological resources resulting from the proposed project are considered to be less than significant.

Future development activities could also result in disruption to human remains that may exist on a site located within the project area. If the remains are determined to be Native American, then the Native American Heritage Commission (NAHC) is to be notified within 24 hours as required by Health and Safety Code Section 7050 and Public Resources Code Section 5097. The NAHC will notify the designated Most Likely Descendant who will provide recommendations for the treatment of the remains within 24 hours. Notification pursuant to state law will reduce potential impacts to disturbance of human remains to a level that is less than significant.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Question A

i) Alquist-Priolo Earthquake Fault Zoning Map:

The project site is not located within an Earthquake Fault Zone (formerly termed Special Studies Zone) and active faults are not known exist within the vicinity of the project site. Since ground surface ruptures on faults in the region have been generally observed to closely follow the trace of pre-existing active faults, the risk to the site from future surface fault rupture is considered to be low. No new development is being proposed as part of the project. Further, the proposed General Plan amendments would not significantly alter the density, intensity or siting of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore the project would not expose humans or structures to additional potential adverse effects resulting from the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

ii) Ground Shaking:

Earthquake shaking results from the sudden release of seismic energy during displacement along a fault. During an earthquake, the intensity of ground shaking at a particular location will depend on a number of factors including the earthquake magnitude, the distance to the zone of energy release, and the local geologic conditions. Local building and grading codes address these local seismic conditions. No new development is being proposed as part of the project. Further, the proposed General Plan amendments would not significantly alter the density, intensity or siting of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore the project would not expose humans or structures to additional potential adverse effects resulting from strong seismic ground shaking.

iii) Liquefaction and Lateral Spreading:

Liquefaction results in a loss of shear strength and potential volume reduction in saturated granular soils below the ground-water level from earthquake shaking. The occurrence of this phenomenon is dependent on many factors, including the intensity and duration of ground shaking, soil density and particle size distribution, and position of the groundwater table.

Lateral spreading or lurching is generally caused by liquefaction of marginally stable soils underlying gentle slopes and is usually accompanied by fissures. Lateral spreads involve lateral displacements of large, surficial blocks of soil as a result of liquefaction in a subsurface layer. Lateral spreads generally develop on gentle slopes (most commonly between 0.3 and 3 degrees) and move toward a free face, such as an incised river channel.

The proposed project envisions future public improvements along the Napa River. Because of their proximity to the Napa River, soils have the potential to be sandy and could be prone to liquefaction. An assessment of soil and geological conditions prepared by a qualified professional engineer would be required prior to the approval or construction of any public improvements along the Napa River. If necessary/warranted, the analysis would identify appropriate measures for reducing risks associated with liquefaction. Incorporation of such measures into future improvement projects would reduce potential impacts associated with liquefaction to a level that is less than significant.

iv) Landslides:

Landslides are caused when the stability of a slope changes from a stable to an unstable condition. Causes of landslides include groundwater pressure, earthquakes and liquefaction. A portion of the project area along the south side of Foothill Boulevard includes properties located on a steep, upland area. The majority of these properties are currently developed. An assessment of soil and geological conditions prepared by a qualified professional engineer would be required for future development – either as part of a building permit for new construction or as part of a discretionary project review. If necessary/warranted, the analysis would identify appropriate measures for reducing risks associated with landslides. Therefore, the potential for a landslide to impact human activity or structural development within the project area is considered to be less than significant.

Questions B, C and D

The majority of properties within the project area are developed and no new development is being proposed as part of the project. Further, the proposed General Plan amendments would not significantly alter the density, intensity or siting of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore the proposed project would not create additional potential adverse impacts associated with the risk of substantial soil erosion or expose humans or structures to additional potential adverse effects associated with expansive or unstable soils.

Question E

The proposed General Plan amendments would not significantly alter the density, intensity or siting of uses that are currently permitted under the General Plan and/or Zoning Ordinance. As a result, no impacts are anticipated.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Questions A and B

Greenhouse Gas (GHG) Emissions. Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, recognizes that California is the source of substantial amounts of GHG emissions. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health related problems. In order to avert these consequences, AB 32 establishes a state goal of reducing GHG emissions to 1990 levels by the year 2020.

The City has prepared a Climate Action Plan (CAP) with the specific intent of achieving compliance with state objectives for greenhouse gas reduction. The City has also adopted the “CalGreen” building code, which has additional objectives related to GHG reduction.

The proposed project is not anticipated to generate any additional green house gas impacts as no new development is proposed and the proposed General Plan amendments would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. The project may indirectly reduce greenhouse gas emissions by codifying design directives calling for the creation of a more walkable environment through built form and urban design considerations. Such directives would work to encourage and accommodate travel by foot and/or bicycle and reduce overall vehicle trips/vehicle miles traveled.

The proposed General Plan amendment is consistent with all applicable local plans, policies and regulations and would not conflict with the provisions of AB 32, the 2010 Clean Air Plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions. Given this, the proposed project is not anticipated to result in a significant increase in greenhouse gas emissions.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Questions A and B

Existing and future residential and commercial uses within the project area involve storage, use and disposal of potentially hazardous materials, but not in sufficient quantities to pose a significant hazard to the public or environment. Action A4 under Goal SAF-4 in the Public Safety Element of the General Plan requires that the potential for production, use storage and transport of hazardous materials be considered during the review of new development, issuance of building permits and/or changes to business operations.

The proposed General Plan amendments would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance or allow for the establishment of new uses that involve use, transport or disposal of potentially hazardous materials. Future development would be reviewed pursuant to Action A4 under Goal SAF-4 of the Public Safety Element. If necessary, reasonable controls on hazardous material use would be required as a condition of permit approval. Therefore, the proposed project

would not create additional significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it expose people to significant health hazards or hazardous materials.

Question C

The project area is located within one-quarter of a mile from an existing school. The proposed project does not involve new construction, would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance or allow for the establishment of new uses that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste that would harm or endanger the public.

Question D

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The majority of these properties are currently developed. For individual project sites suspected of contamination, the property owner and/or applicant will be required to submit a soils report for the property that states the site does not contain hazardous materials or, if hazardous materials are present, identifies remediation measures prior to any development or expansion on the site. Therefore, the potential of the project to create a significant hazard to the public or the environment is considered less than significant.

Question E

The project area encompasses the former Calistoga Gliderport, a private airport that is no longer in operation. Therefore the proposed project would not result in an airport-related safety hazard for people residing, visiting or working within the project area.

Question F

The project site is not located near or within a private airport or private use airport, and would not result in safety hazards to people residing or working in the project area. No new health hazards would be created.

Question G

The proposed project would not involve substantial alterations or reconfiguration of existing roadways in the area and therefore would not create any direct interference with an emergency evacuation plan.

Question H

A portion of the project area along the south side of the Foothill Character Area is located within a Wildland-Urban Interface Area. The majority of properties in this area are developed. The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore, the project would not expose additional people or structures to a significant risk of loss, injury or death as a result of wildland fires.

Mitigation Measures:

None

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY -

- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question A

The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore, future

development is not expected to increase the amount or type of discharge beyond what has already been accounted for.

Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

Calistoga is within the jurisdiction of the San Francisco Bay RWQCB. The San Francisco Bay RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. The City of Calistoga has adopted a Stormwater Runoff Pollution Control ordinance to ensure new developments comply with SQMP. This ordinance requires the submittal of a plan demonstrating how the project will comply with the City's Stormwater Runoff Pollution Control ordinance.

Future development subject to water quality regulations will be required to prepare a stormwater drainage plan in conformity with the National Pollution Discharge Elimination System and including Best Management Practices (BMP) as described in the California Stormwater BMP Handbook. Incorporation of appropriate stormwater control, management and discharge measures would reduce potentially adverse impacts to water quality to a level that is less than significant.

Question B

The majority of properties within the project area are currently developed. The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Future individual projects are expected to connect to the City's water system and are not likely to result in a significant increase in new well construction. Therefore, no impacts to groundwater supply are anticipated.

Questions C and D

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The majority of the properties are located on flat land and are currently developed. The proposed General Plan amendment would not directly impact any known natural and/or significant drainage feature or alter the course of creek, stream or river.

Future development of individual project sites within the project area would create additional impervious surface area – potentially increasing peak storm water runoff rates. Where erosion or drainage concerns exist, an analysis of the capacity and condition of existing drainage facilities would be required as well as preparation of a grading and drainage plan. If warranted, on- and off-site drainage improvements would be required to be constructed as a condition of permit approval. Therefore, the potential of the project to significantly increase soil erosion or flooding is considered to be less than significant.

Question E

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The majority of properties within the project area are located on flat land and are currently developed. The proposed General Plan amendment would not directly create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Future development of individual project sites within the project area would create additional impervious surface area – potentially increasing peak storm water runoff rates. Surface water runoff generated by impervious surfaces would either sheet flow off the impervious surface area and naturally percolate into the ground or be collected, conveyed and discharged into the City’s storm drain system. If warranted, on- and off-site improvements for conveyance, treatment and discharge of runoff would be required to be constructed as a condition of permit approval. Therefore, the potential of the project to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is considered to be less than significant.

Question F

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The majority of properties in the project area are developed. The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. It is not anticipated that the proposed project will directly degrade water quality.

Future development of individual project sites within the project area may generate pollutants. Some pollutants, especially those related to automobiles, are contained in water runoff and may be carried into the storm drain system. If warranted, on- or off-site improvements for treatment of runoff would be required to be constructed as a condition of project approval. Therefore, the potential of the project to substantially degrade water quality is considered to be less than significant.

Question G

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The majority of properties in the project area are developed. The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. None of the design directives propose or encourage construction of housing within the 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). Therefore, the proposed project will have no impact associated with construction of housing within the 100-year floodplain.

Question H

According to the Digital Flood Insurance Rate Map (DFIRM) published by FEMA, portions of the project area are located within designated floodplain areas of the Napa River. The proposed project contemplates future public improvements within floodplain areas, including construction of pedestrian/bicycle pathways and a public river promenade/plaza area. Future improvement projects within the project area would be subject to review for compliance with Municipal Code regulations addressing new construction within a floodplain area (Title 18) as well as compliance with environmental protection regulations addressing improvements that are located in close proximity to a river (Chapter 19.08). Future development will also be subject to subsequent environmental review pursuant to the requirements of CEQA. Conformance with Municipal Code requirements addressing improvements within floodplain areas combined with subsequent project-level environmental review would reduce the potential of future improvements to significantly obstruct or redirect flood flows to a level that is less than significant.

Question I

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The majority of properties in the project area are developed. The proposed project does not involve any new construction and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. In addition, the proposed project would not expand the types of uses allowed in areas subject to inundation.

The project area is located downstream from Kimball Dam. According to the Office of Emergency Services, portions of the Downtown Character Area, Lower Washington Character Area and State Highway 29 Character Area are located within Kimball Dam’s Flood Inundation zone and would experience flooding if Kimball Dam failed (see Figure 7). It is estimated that it would take about one hour for flood waters to reach the project area

after dam failure, which would provide time for complete evacuation of the area. Therefore, the impact of exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam is considered to be less than significant.

Question J

The City of Calistoga is not located near enough to any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. For mudflow see responses in the Geology and Soils section of this initial study regarding seismic hazards such as liquefaction and landslides.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed project includes directives aimed at strengthening connectivity within and between the various character areas. The proposed project does not include any directives that would physically divide an established community.

Question B

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The design directives are a refinement of existing goals, objectives and policies within the General Plan. In addition, the proposed directives would not significantly alter the density, intensity or types of uses that are currently permitted under the General Plan and/or Zoning Ordinance. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Question C

There are no Habitat or Natural Community Conservation Plans adopted by the City that apply to the project site, therefore no adverse environmental impacts are anticipated.

Mitigation Measures:

None Required

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Questions A and B

There are no known important mineral resources located within the project area and the General Plan does not delineate any important mineral resources within the City. Mineral resources such as sand and gravel that may be associated with future construction projects and are expected to be imported from locations in and beyond the Napa Valley. These resources are in plentiful supply in both the Napa Valley and the Bay Area Region and there is no indication that such resources are nearing a depletion point. As such, no adverse impacts to mineral resources are anticipated to result from the proposed project.

Mitigation Measures:

None Required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XII. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. No new construction is being proposed as part of the project.

A project is normally considered to cause a significant impact upon sensitive receivers in the area if noise levels conflict with adopted environmental standards or plans, or if noise generated by the project would substantially increase noise levels above existing levels at sensitive receivers in the area. The proposed amendment to the General Plan in and of itself would not increase exposure of persons to increased levels of noise. Future proposals for new development within the project area would be reviewed for consistency with policies in the Noise Element of the General Plan. The Noise Element sets forth "land use compatibility guidelines for noise exposure". These guidelines would be used to judge the suitability of individual project sites for the intended use, and the City's Noise Ordinance. In addition, projects would also be required to comply with the City's Noise Ordinance which regulates the types and hours of noise-generating activities. Therefore, the impact of exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance that would result from the proposed project is considered to be less than significant.

Question B

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. No new construction is being proposed as part of the project.

Future development projects may create a temporary or periodic increase in groundborne vibration and/or groundborne noise during the construction phase. Potential noise and vibration impacts of future development proposals would be evaluated as part of the City's discretionary review process and subsequent project-level environmental review. As needed, appropriate mitigation measures and/or conditions of approval that would minimize or eliminate potential vibration/noise impacts would be imposed as part of project approval. Therefore, the impact of exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels resulting from the proposed project is considered to be less than significant.

Questions C and D

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. No new construction is being proposed as part of the project. Therefore, the project would not result in a substantial permanent, temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Question E

The proposed project is not located within an airport land use plan. No impacts are identified.

Question F

There are no private airstrips in the City of Calistoga. The project would not expose people to excessive noise levels. No impacts are identified.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Question A

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The development and design directives are a refinement of existing goals, objectives and policies within the General Plan. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance, nor would it result in the extension of infrastructure that would indirectly accommodate growth in other areas of the City. Therefore, the proposed project would not induce substantial population growth in an area, either directly or indirectly.

Questions B and C

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The development and design directives are a refinement of existing goals, objectives and policies within the General Plan. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance, nor would it result in the displacement of existing housing or people that would necessitate the construction of replacement housing elsewhere.

Mitigation Measures:

None

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance, nor would it result in the extension of infrastructure that would indirectly accommodate growth in other areas of the City. No increases in population or employment beyond what is already anticipated in the General Plan are expected to occur as a result of the proposed project. Therefore, the proposed project is not expected to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Question A

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. No increases in population, the number of dwelling units or employment beyond what is already anticipated in the General Plan are expected to occur as a result of the proposed project. Future development projects within the project area would be required to pay a development impact fee commensurate with the project's impact on recreational and cultural facilities. Therefore, the impact on physical deterioration of existing recreational facilities that would result from the proposed project is considered less than significant.

Question B

The proposed project does not include or require the construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

Mitigation Measures:

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC --

Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance. The proposed project is not expected to increase vehicle trips or exacerbate congestion on roads and intersections. No direct or indirect impacts are expected on existing traffic patterns and road capacity.

The proposed project may indirectly reduce traffic by codifying design directives calling for the creation of a more walkable environment through built form and urban design considerations. Such directives would work to encourage and accommodate travel by foot and/or bicycle and reduce overall vehicle trips/vehicle miles traveled.

Question B

Adoption of the proposed General Plan amendment is not expected to impact population or employment growth or capacity. The proposed project would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance or direct growth into areas where services do not exist. Vehicular traffic congestion would not be impact as the project does not significantly alter land use designations which would increase population or employment beyond levels that are currently anticipated in the General Plan. Therefore the project is not expected to impact level of service standards for designated roads or highways.

Question C

The project does not include any changes to air traffic patterns; therefore, no impacts are anticipated.

Questions D and E

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The adoption of new design and development directives could impact the ability of emergency vehicles to respond to emergencies. For example, the interest in maintaining the historic development pattern of buildings built to the front property line along Lincoln Avenue may limit points of ingress and could affect the ability of emergency vehicles to respond to emergencies. Compliance with life/safety standards and emergency access standards would be considered during review of any future development proposal pursuant to the requirements of CEQA. Therefore, the impacts in these categories of concern are considered to be less than significant.

Question F

The proposed project does not involve any changes to the City's adopted parking requirements for new development. The Downtown Character Area includes a directive that would allow for consideration of "shared parking" in multi-use projects where the temporal parking demand of individual uses varies. This directive would also allow for public parking spaces to be counted towards fulfillment of private project parking obligations (see below).

Downtown Character Area

- Encourage greater building density/intensity and allow required parking to be located on-site in shared parking spaces, off-site in shared parking spaces, in public parking spaces located on the street or in a public parking facility.

To guide implementation of this directive, a new policy is proposed to be added to the Circulation Element of the General Plan:

- "P2. Allow for the following adjustments to on-site parking requirements when substantiated through a professionally prepared parking study:
- Reduction to the number of required on-site parking spaces.
 - Shared use of existing and/or proposed parking spaces to satisfy on-site parking requirements.
 - Use of adjacent on-street parking spaces to satisfy on-site parking requirements."

The extent to which required parking could be reduced through shared use of parking spaces would be evaluated as part of future development proposals during the discretionary and/or environmental review process. The proposed General Plan policy above includes a provision requiring shared parking opportunities be evaluated by a qualified professional (traffic engineer) to ensure an accurate and objective assessment. Therefore, the potential of the proposed project to result impact available and/or future parking capacity is considered to be less than significant.

Question G

The proposed project is to amend the General Plan to establish site development and design directives for properties zoned for residential, commercial and industrial land uses. The proposed directives implement broader goals, objectives and policies that currently exist within the General Plan and would not significantly alter the density or intensity of uses that are currently permitted under the General Plan and/or Zoning Ordinance.

The proposed project would support the establishment and use of alternative transportation facilities by codifying design directives calling for the creation of a more walkable environment through built form and urban design considerations. Such directives would work to encourage and accommodate travel by foot and/or bicycle and reduce overall vehicle trips/vehicle miles traveled.

Mitigation Measures:

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS

-- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question A

No new development or construction is being proposed as part of the project. Future development within the project area would be served by the City's existing wastewater treatment plant and would have no effect on the wastewater treatment requirements of the Bay Area Regional Water Quality Control Board.

Question B

The proposed project does not include, nor would it require the construction of new water or wastewater treatment facilities.

Question C

Please see Section IX "Hydrology" for a discussion of site hydrology and storm drainage.

Questions D and E

No new development or construction is being proposed as part of the project. Future development within the project area would be served by the City's existing facilities. The project's demand would not trigger the need for new water and/or wastewater treatment facilities. Infrastructure would be extended to the site from existing lines.

Question F

No new development or construction is being proposed as part of the project. Future development within the project area would not significantly impact local or regional landfills. The proposed project would not involve the substantial generation of solid waste.

Question G

No new development or construction is being proposed as part of the project. Future development would be required to comply with all federal, state, and local statutes and regulations related to solid waste therefore, no impact would result from the proposed project.

Mitigation Measures:

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Question A

This initial study found less than significant impact in the following categories: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation and traffic and utilities and service systems. No significant effects were found, and no mitigation measures were recommended. Based on this analysis, this initial study finds no potential to degrade the quality of the environment, substantially reduce habitat of a fish or wildlife population, threaten or eliminate a plant or animal community, or reduce or restrict the range of a rare or endangered plant or animal. Therefore, the impacts in this category of concern are considered to be less than significant.

Question B

This initial study found less than significant impact in the following categories: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation and traffic and utilities and service systems. No significant effects were found, and no mitigation measures were recommended. Based on this analysis, this initial study finds no impacts that are individually limited but cumulatively considerable. There is no impact in this category of concern.

Question C

This initial study found less than significant impact in the following categories: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation and traffic and utilities and service systems. No significant effects were found, and no mitigation measures were recommended. Based on this analysis, this initial study finds no impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the impacts in this category of concern are considered to be less than significant.

DETERMINATION:

On the basis of this initial evaluation:

- X I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kenneth G. MacNab,
Planning and Building Manager, City of Calistoga

Date