

MINUTES

CALISTOGA PLANNING COMMISSION

September 24, 2014

The meeting was called to order at 5:30 pm.

A. ROLL CALL

Commissioners present: Chair Jeff Manfredi, Commissioners Scott Cooper, Paul Coates. Absent: Vice Chair Carol Bush, Commissioner Tim Wilkes (both excused). Staff present: Planning & Building Director Lynn Goldberg, Senior Planner Erik Lundquist, Senior Civil Engineer Derek Rayner, Fire Chief Steve Campbell.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC COMMENTS

None.

D. ADOPTION OF MEETING AGENDA

The meeting agenda of September 24, 2014 was accepted as presented.

E. COMMUNICATIONS/CORRESPONDENCE

None.

F. CONSENT CALENDAR

1. Commission Minutes

The September 10, 2014 minutes were unanimously adopted as presented.

G. PUBLIC HEARINGS

1. **Buster's BBQ Use Permit Amendment UP 2014-7:** Consideration of a use permit amendment to allow entry/exit doors to remain open during live entertainment located at 1207 Foothill Boulevard

Senior Planner Lundquist advised the Commission that the applicants had been working to fulfill the conditions of approval related to live entertainment that had been placed on the use permit by PC Resolution 2011-9. He provided the results of the latest live entertainment noise testing on the property, with the doors open and closed. The doors have little effect on the overall noise levels, and with the limitations already established (i.e., time and frequency of events) the use would be compatible with the adjoining land uses if the doors are open. The noise levels would also be consistent with the General Plan noise policies. Therefore, staff supports the use permit amendment to allow entry/exit doors to remain open during live entertainment. Staff also recommends that Condition of Approval No. 5, which limits the decibel level to 60 decibels at the property lines be amended because this is not a reasonable condition considering the traffic noise that is already occurring during the planned events. It would be more reasonable to set a 70-decibel limitation.

Chair Manfredi opened and closed the public hearing after there were no comments.

Commissioner Cooper attended the noise measurement event and the staff recommendations sound acceptable.

Commissioner Coates also attended the noise measurement event, which he thinks went very well and commended the applicant for his patience during the review process and for applying for changes to his use permit in proper fashion.

A motion by **Chair Manfredi** to adopt a resolution approving a use permit amendment to allow the entry/exit doors to remain open and to increase the permissible decibel level during live entertainment was seconded by **Commissioner Cooper** and approved unanimously.

2. Deckard & Franquelin Parcel Map PM 2014-3: Consideration of a Parcel Map to divide the property located at 2085 Mora Avenue into 3 parcels

Senior Planner Lundquist provided an overview of the proposed parcel map. Proposed conditions of approval include the provision of a minimum 24-foot asphalt roadway from Mora Avenue along the northern frontage of the property. This road would be offered to the City for dedication as part of Money Lane and would be maintained by the City in the future. The construction of this road could be shared with the property owners to the north, who recently had a parcel map approved with a road improvements requirement. Additionally, the recommended conditions of approval require the roadway and accompanying right-of-way to be realigned so that the centerline is directly opposite the right-of-way on the other side of Mora Avenue to accommodate the future alignment of Money Lane, which has been anticipated since the mid 1980's. An adequate turn radius constructed of asphalt is also required at the intersection of Money Lane and Mora Avenue. He presented an exhibit of a potential alignment of the Money Lane extension through the property that would involve an S-curve. The applicants believe it is unnecessary to realign the intersection of Money Lane since the traffic volumes will be minimal and therefore not impacted by off-set road segments. They also believe a 24-foot asphalt roadway is unnecessary to serve their project and potential development in the area. They also plan to request from the City Council a waiver of the requirement to underground the existing overhead utilities. There are a few trees on the project site that would need to be preserved.

In response to a question from **Commissioner Cooper**, Mr. Lundquist replied that the construction of the Money Lane extension would occur over time, as development occurs. This is our opportunity to get this segment constructed.

Chair Manfredi opened the public hearing.

Ken Carr, Hogan Land Services, recommends that the City consider utilizing more of Mora Lane to create the S-curve, so that the loss of land from the subject property is minimized. With the City's lack of funding for the extension of Money

Lane, it's unknown when the rest of the street will be improved. He suggests that the City consider deferred agreements with the property owners until the City knows what they really want Money Lane to look like.

Woran Deckard, applicant, noted that since the parcel map would only add two parcels, it seems like an overreach to require construction of the S-turn to connect the two segments of the Money Lane extension. It would also destroy the existing access to the property. There are many examples of off-set roads in St. Helena, and there doesn't seem to be a problem. There won't be a lot of traffic on either Mora or Money since property owners like Vincent Arroyo won't be developing their property.

Carolee Arca, Mora Avenue, thinks it's unreasonable for the City to continue handing out building permits while it's asking current residents to conserve water.

In response to a question from **Ross White**, Mr. Lundquist replied that the City does have existing right-of-way for the section of Money Lane east of Mora Avenue, so there wouldn't be an opportunity to move the S-turn to that side of the street. Mr. White offered to limit access to Mora for two of the three lots associated with his parcel map; then there would be only one additional parcel that would access Money Lane and only 12 feet of pavement would be needed rather than 24 feet. Mr. Lundquist replied that the 24-foot wide street is needed to meet health and safety needs. Although there would only be four homes accessing this segment of Money Lane in the immediate future, ultimately there may be more. A sewer line also runs down the road and a water line also will in the future.

Chair Manfredi observed that the bottom line is that the Planning Department needs to implement the plan for the city's ultimate street design.

Steve Campbell, Calistoga Fire Chief, explained that the Fire Code requires a minimum paved roadway of 20 feet, so it was a concession to the Whites to allow 12 feet for their parcel map. The road needs to be paved with asphalt in order to support fire vehicles.

Derek Rayner, Public Works, reiterated that this is the City's opportunity to line up these roads for future development. The City has already obtained the right-of-way to the east, and the City needs to connect the segments somehow. The minimum road standard is 24 feet and there is no allowance for chipseal instead of asphalt.

In response to a question from **Doug Cook**, Mr. Lundquist confirmed that the proposed easternmost lot would still meet all of the minimum standards of the Zoning Code if the S-turn was constructed on a portion of it.

Woran Deckard asked if there a long-term traffic plan to prove that the Money Lane extension will be needed in the future. He doesn't understand the need to extend it to Greenwood.

Ken Carr believes that the S-curve connection would create a very dangerous situation unless there are stop signs there. It would be more safe with the offset roadway segments.

Chair Manfredi closed the public hearing.

Mr. Lundquist reviewed the 1985 Neuenhausen parcel map and its proposed design for the future connection with Money Lane. It indicates a potential alignment, but the City is not committed to it. The S-turn alternative was suggested by staff as one that would take less property.

Commissioner Cooper believes that given the alternative just explained by Mr. Lundquist, the proposed S-turn would mean less of the property would have to be used for the Money Lane extension. The General Plan calls for the extension and we need to adhere to it.

Commissioner Coates supports asphaltting Money Lane. However, he is familiar with many off-set road situations in low traffic areas and he doesn't see a problem if the two sections of Money Lane were off-set, even in the future. He thinks the S-curve would be a nuisance.

Chair Manfredi suggested that the City Engineer and Mr. Carr work together to come up with a less-severe S-turn, perhaps using more of Mora Avenue, that would be acceptable to the applicants.

Mr. Lundquist suggested adding to the end of Condition of Approval 14.b., which requires the elimination of the road segment off-set: "unless another alignment is agreeable to the City." He noted that while the off-set arrangement would meet the General Plan's intentions, it would not meet the City of Santa Rosa Street Standards.

Commissioner Cooper supports further discussion on the street design.

In response to a question from **Commissioner Coates** as to whether the applicants could return to the Commission for re-consideration of the parcel map if a design that is acceptable to them is not reached, Mr. Lundquist replied that they could not, but the issue could be addressed when the City Council considers the final map or the applicants could seek an amendment to the tentative parcel map.

A motion by **Commissioner Coates** and seconded by **Commissioner Cooper** to adopt a resolution approving a parcel map to divide the property located at 2085 Mora Avenue into 3 parcels, with the amendment to Condition of Approval 14.b., was approved unanimously. The applicants were advised of their right to appeal the Commission's decision to the City Council within 10 days.

H. MATTERS INITIATED BY COMMISSIONERS

None.

I. DIRECTOR REPORT

Director Goldberg advised the Commission of upcoming agenda items.

J. ADJOURNMENT

The meeting was adjourned at 6:23 p.m.



Lynn Goldberg
Planning Commission Secretary

