

**CITY OF CALISTOGA  
PLANNING COMMISSION  
RESOLUTION NO. 2016-\_\_**

**RECOMMENDING TO THE CITY COUNCIL THAT THE VACATION OF AN  
UNNAMED PAPER STREET AND UTILITY EASEMENT NEAR THE INTERSECTION  
OF FOOTHILL BOULEVARD AND CEDAR STREET IS CONSISTENT WITH THE  
CALISTOGA GENERAL PLAN (SV 2016-1)**

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1           **WHEREAS**, the property at 2412 Foothill Boulevard (APN 011-410-018) includes  
2 a 60-foot wide public right-of-way and utility easement that is not needed for the city's  
3 street network or utilities, as shown in the attached exhibit; and

4           **WHEREAS**, the City of Calistoga desires to vacate this right-of-way to remove  
5 the encumbrance now that the waterline has been relocated and the right-of-way is not  
6 needed; and

7           **WHEREAS**, this action is not subject to the California Environmental Quality Act  
8 (CEQA) under Section 15061(b)(3) of the CEQA Guidelines because it can be seen with  
9 certainty that there is no possibility that the proposed vacation may have a significant  
10 effect on the environment; and

11           **WHEREAS**, at a public meeting on July 27, 2016, the Planning Commission  
12 considered the public record, including the written and oral staff reports, and testimony  
13 presented during the meeting.

14           **WHEREAS**, the Planning Commission finds that:

- 15           1. The 60-foot wide right-of-way and utility easement was a condition of  
16 approval placed upon the development of the Rancho de Calistoga Mobile  
17 Home Park and was created by an offer of dedication on August 19, 1971.
- 18           2. The Heather Oaks Subdivision to the north developed without consideration  
19 for the right-of-way, which now makes the construction of the roadway  
20 impractical.
- 21           3. The paper street is not needed for the city's street network and is not included  
22 in the modifications and improvements to Calistoga's street network called for  
23 by the General Plan's Circulation Element.
- 24           4. Circulation Element Action A1.1-2 calls for the City to cooperate with  
25 landowners to eliminate unnecessary "paper streets."

26           **NOW, THEREFORE, BE IT RESOLVED** by the City of Calistoga Planning  
27 Commission that, based on the above findings, the proposal to vacate said right-of-way  
28 and utility easement is consistent with the Calistoga General Plan.

**APPROVED AND ADOPTED** by the City of Calistoga Planning Commission at a meeting held July 27, 2016, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Tim Wilkes, Vice Chair

ATTEST:

\_\_\_\_\_  
Lynn Goldberg, Secretary

APR 12 2011

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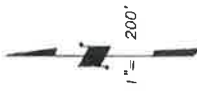
Tax Area Code  
1000

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# COUNTY ASSESSOR'S PARCEL MAP

## PTN. CARNE HUMANA RANCHO

1	508'45" 70' E	106'43" 28'	108'43'00" E	79'21"
2	6'-00"	6'-21'84"	29' 154'00" S 7'	26'65"
3	508'45' E	22'45"	40' 54'00" S 1'	6'11"
4	508'45' E	22'00"	41' 54'25'40" S	23'17"
5	508'45' E	29'14"	42' 33'45'40" S	24'40"
6	508'45' E	36'28"	43' 10'11'40" S	26'03"
7	508'45' E	43'42"	43' 51'15'40" S	27'26"
8	508'45' E	50'56"	44' 32'19'40" S	28'49"
9	508'45' E	58'10"	45' 13'23'40" S	30'12"
10	508'45' E	65'24"	45' 54'27'40" S	31'35"
11	508'45' E	72'38"	46' 35'31'40" S	32'58"
12	508'45' E	79'52"	47' 16'35'40" S	34'21"
13	508'45' E	87'06"	47' 57'39'40" S	35'44"
14	508'45' E	94'20"	48' 38'43'40" S	37'07"
15	508'45' E	101'34"	49' 19'47'40" S	38'30"
16	508'45' E	108'48"	50' 0'51'40" S	39'53"
17	508'45' E	116'02"	50' 41'55'40" S	41'16"
18	508'45' E	123'16"	51' 22'59'40" S	42'39"
19	508'45' E	130'30"	52' 0'40" S	43'62"
20	508'45' E	137'44"	52' 41'44" S	44'15"
21	508'45' E	144'58"	53' 22'48" S	45'38"
22	508'45' E	152'12"	54' 0'29" S	46'61"
23	508'45' E	159'26"	54' 41'33" S	47'14"
24	508'45' E	166'40"	55' 22'37" S	48'37"
25	508'45' E	173'54"	56' 0'18" S	49'60"
26	508'45' E	181'08"	56' 41'22" S	50'13"
27	508'45' E	188'22"	57' 22'26" S	51'36"
28	508'45' E	195'36"	58' 0'7" S	52'59"
29	508'45' E	202'50"	58' 41'11" S	54'12"
30	508'45' E	210'04"	59' 22'15" S	55'35"
31	508'45' E	217'18"	60' 0'0" S	56'58"
32	508'45' E	224'32"	60' 41'04" S	58'11"
33	508'45' E	231'46"	61' 22'08" S	59'34"
34	508'45' E	239'00"	62' 0'29" S	60'57"
35	508'45' E	246'14"	62' 41'33" S	62'10"
36	508'45' E	253'28"	63' 22'37" S	63'33"
37	508'45' E	260'42"	64' 0'18" S	64'56"
38	508'45' E	267'56"	64' 41'22" S	66'19"
39	508'45' E	275'10"	65' 22'26" S	67'42"
40	508'45' E	282'24"	66' 0'7" S	68'65"
41	508'45' E	289'38"	66' 41'11" S	69'18"
42	508'45' E	296'52"	67' 22'15" S	70'41"
43	508'45' E	304'06"	68' 0'0" S	71'64"
44	508'45' E	311'20"	68' 41'04" S	72'17"
45	508'45' E	318'34"	69' 22'08" S	73'40"
46	508'45' E	325'48"	70' 0'29" S	74'63"
47	508'45' E	333'02"	70' 41'33" S	75'16"
48	508'45' E	340'16"	71' 22'37" S	76'39"
49	508'45' E	347'30"	72' 0'18" S	77'62"
50	508'45' E	354'44"	72' 41'22" S	78'15"
51	508'45' E	361'58"	73' 22'26" S	79'38"
52	508'45' E	369'12"	74' 0'7" S	80'61"
53	508'45' E	376'26"	74' 41'11" S	81'14"
54	508'45' E	383'40"	75' 22'15" S	82'37"
55	508'45' E	390'54"	76' 0'0" S	83'60"
56	508'45' E	398'08"	76' 41'04" S	84'13"
57	508'45' E	405'22"	77' 22'08" S	85'36"
58	508'45' E	412'36"	78' 0'29" S	86'59"
59	508'45' E	419'50"	78' 41'33" S	88'12"
60	508'45' E	427'04"	79' 22'37" S	89'35"
61	508'45' E	434'18"	80' 0'18" S	90'58"
62	508'45' E	441'32"	80' 41'22" S	92'11"
63	508'45' E	448'46"	81' 22'26" S	93'34"
64	508'45' E	456'00"	82' 0'7" S	94'57"
65	508'45' E	463'14"	82' 41'11" S	96'10"
66	508'45' E	470'28"	83' 22'15" S	97'33"
67	508'45' E	477'42"	84' 0'0" S	98'56"
68	508'45' E	484'56"	84' 41'04" S	100'19"
69	508'45' E	492'10"	85' 22'08" S	101'42"
70	508'45' E	499'24"	86' 0'29" S	102'65"
71	508'45' E	506'38"	86' 41'33" S	103'18"
72	508'45' E	513'52"	87' 22'37" S	104'41"
73	508'45' E	521'06"	88' 0'18" S	105'64"
74	508'45' E	528'20"	88' 41'22" S	106'17"
75	508'45' E	535'34"	89' 22'26" S	107'40"
76	508'45' E	542'48"	90' 0'7" S	108'63"
77	508'45' E	550'02"	90' 41'11" S	109'16"
78	508'45' E	557'16"	91' 22'15" S	110'39"
79	508'45' E	564'30"	92' 0'0" S	111'62"
80	508'45' E	571'44"	92' 41'04" S	112'15"
81	508'45' E	578'58"	93' 22'08" S	113'38"
82	508'45' E	586'12"	94' 0'29" S	114'61"
83	508'45' E	593'26"	94' 41'33" S	115'14"
84	508'45' E	600'40"	95' 22'37" S	116'37"
85	508'45' E	607'54"	96' 0'18" S	117'60"
86	508'45' E	615'08"	96' 41'22" S	118'13"
87	508'45' E	622'22"	97' 22'26" S	119'36"
88	508'45' E	629'36"	98' 0'7" S	120'59"
89	508'45' E	636'50"	98' 41'11" S	122'12"
90	508'45' E	644'04"	99' 22'15" S	123'35"
91	508'45' E	651'18"	100' 0'0" S	124'58"
92	508'45' E	658'32"	100' 41'04" S	126'11"
93	508'45' E	665'46"	101' 22'08" S	127'34"
94	508'45' E	673'00"	102' 0'29" S	128'57"
95	508'45' E	680'14"	102' 41'33" S	130'10"
96	508'45' E	687'28"	103' 22'37" S	131'33"
97	508'45' E	694'42"	104' 0'18" S	132'56"
98	508'45' E	701'56"	104' 41'22" S	134'19"
99	508'45' E	709'10"	105' 22'26" S	135'42"
100	508'45' E	716'24"	106' 0'7" S	136'65"

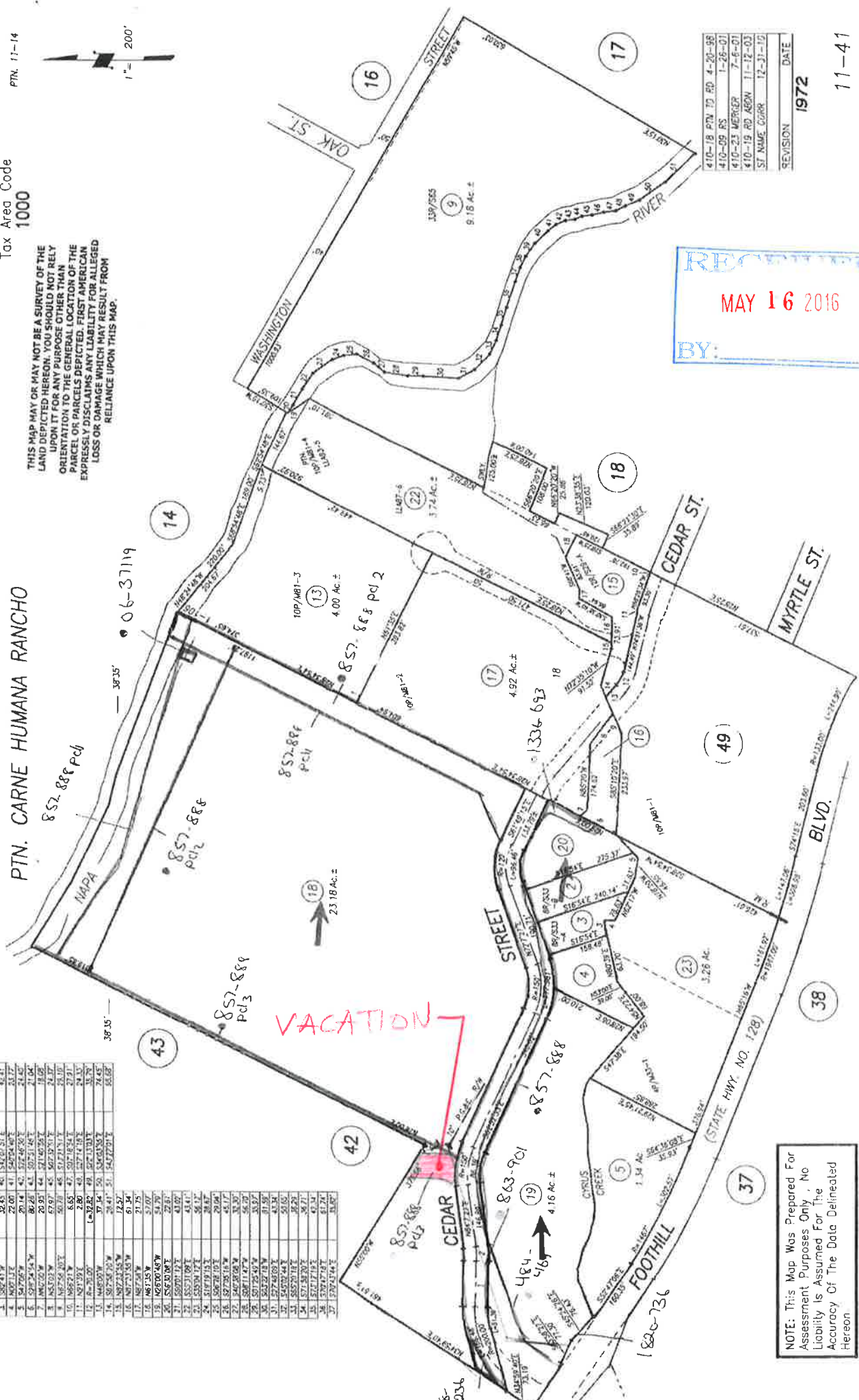


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REVISION	DATE
410-18 PTN 17 RD 4-20-98	
410-09 RS	1-26-01
410-23 MERGER	7-6-01
410-19 RD ASON	11-12-03
ST NAME CORR	12-31-10

11-41

VACATION



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