

**DRAFT URBAN DESIGN PLAN
WRITTEN PUBLIC COMMENTS**

	Date Received	Received From
1	09/15/08	Kristen Casey
2	09/15/08	Mary Sue Frediani
3	09/15/08	David Moon-Wainwright
4	09/16/08	David Moon-Wainwright
5	09/16/08	Chris Canning, Calistoga Beverage Company
6	09/17/08	Eileen Arnoff
7	09/19/08	Christopher & Adele Layton
8	09/20/08	Alexander Schellenger
9	09/26/08	Dina Corcoran/Alan Rogers
10	10/09/08	John & Pat Merchant
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**URBAN DESIGN PLAN
COMMENTS re. OVERSIGHT COMMITTEE's RESPONSES**

**September 15, 2008
Kristin Casey**

Thank You For Responding to Many of Our Concerns

I must thank the Oversight Committee and City Staff for making a response to many of the concerns and suggestions that have been voiced over the past two years.

As I have said before, I believe everyone who is involved with this process, both those who have worked to bring it to this draft stage and those who are trying to digest it and respond to it, sincerely care about our town and its future. As we have exercised our duty and right to speak out forthrightly, I hope no one on the Oversight Committee has taken our concerns and comments personally. We just care passionately about Calistoga and about preserving it as a genuine small town which is our home.

I won't be speaking to every issue tonight, because others are here tonight who can better address many of them. However, I hope you'll bear with me, because I do have some serious comments to make.

Kudos For These Changes

First, I want to thank you for recommending the following changes to the Urban Design Plan, and I also would like to confirm that the changed wording will appear on designated pages within the final UDP:

- Circulation: Good to avoid specifying the "best or preferred alternative" for intersections, before all possible remedies are fully studied and the public has been given the opportunity to respond. This more generalized wording should appear at pages 46, 51, 55, 98, and 108.
- Circulation: Good to delete reference to "roundabout" as the only preferred alternative for Petrified Forest and Lincoln/Foothill Gateways. This deletion should occur at pages 51, 55, 98, and 108.
- Downtown: Good to delete the proposal to take away the parking lot next to Ace Hardware by building in that spot. This should be deleted at page 74.
- Foothill Corridor: Good to delete the recommendation of re-routing Highway 29 up Foothill to Tubbs Lane. For possible alternatives, please include Deer Park Road. This change should appear on pages 100, 102, and 103.

- Foothill Corridor: Good to delete the suggestion of 2-story apartment buildings along Foothill Boulevard. This should be deleted at page 60.
- Foothill Corridor: Good to delete the directive that people who live on Foothill shouldn't have solid fencing between their homes and the heavy traffic on Foothill. This should be deleted at page 62.
- Resort Character Area: Good to amend the Architecture provisions to include the General Plan directive that new building "should reflect small-scale, low-rise design characteristics." But you should complete the sentence as it appears in the General Plan, in which case it would go on to read: ... "with an understated visual appearance, and should maintain existing small-town rural and open space qualities." This directive is found in the General Plan at page LU-33. Will this statement be included on page 10 of the UDP, where it states that "improvements which occur must respect the scale and character of the community"?
- Resort Character Area: Good to reduce the size of the proposed Resort Character Area by taking out the Luvisi & Frediani properties, Mt. Washington, and the parcel next to Mt. Washington which fronts Silverado Trail.
- Resort Character Area: Good to propose making the area to the West of Lincoln between Wappo and Silverado Trail residential rather than commercial. However, you should also note that this area straddles an established neighborhood of one-story homes on View Road. The statement on page 88 of the UDP about "respecting privacy" should be strengthened by adding a provision about limiting the height of any new development at the adjoining fence line to no more than one story. The General Plan is full of directives about not adversely impacting adjacent neighbors, and about protecting the character of established neighborhoods.
- Miscellaneous: Good to acknowledge, at #5, that Calistoga's Zoning Ordinance must be amended to reflect and implement the General Plan. However, this appears to be considered secondary to the directive above it which calls for amending the General Plan and Zoning Ordinance to go with the UDP. This is a backward order of priority. And that brings me to my continued concerns.

Continued Concerns

- It is a very serious responsibility to bring the Zoning Ordinance into compliance with our 2003 General Plan, and to do so before the UDP is adopted in the case of any provisions of the Zoning Ordinance, including the Zoning Map, which are inconsistent with the General Plan.

- The first “action” under Land Use Goal #2 in our 2003 General Plan at page LU-47 clearly states that Calistoga must “Amend the Zoning Ordinance to ensure it is consistent with the 2003 Land Use Designation Map and land use descriptions, including the modifications made to permitted uses, densities and minimum lot size provisions.”
 - The First District Court of Appeal in 1990 confirmed that, by law, “zoning ordinances must be consistent with the general plan.”
 - The California Supreme Court in 1990 specified that zoning ordinances must be “brought into conformity with a new or amended general plan” and that a local government must “not permit development that is inconsistent with that general plan.”
 - Government Code section 65860(c) requires amendment of zoning ordinances “within a reasonable time” so that they are consistent with a general plan as amended.
 - We should not be complacent about the fact that the Zoning Map, which is apparently being used by the City and for reference in UDP proposals, has not yet been amended to be consistent with our General Plan. We have had this out-of-date Zoning Map for five years now, more than a reasonable amount of time to bring it into compliance.
- We need to be clear that, in the legal hierarchy of things, the General Plan has priority over the UDP, which exists only to elucidate and refine the General Plan as it was passed in 2003.
 - No project may be permitted that is inconsistent with the General Plan, and in some respects the UDP (which is considered a project) is inconsistent with the General Plan.
 - The General Plan, at page LU-13 states “Land Use designations have the same force as General Plan policies. This means that future projects which do not conform to the land use designations as described here and mapped in Figure LU-4 cannot be approved unless a General Plan Amendment is approved.” The General Plan amendment process comes first.
 - The General Plan underwent extensive public review, including an Environmental Impact Report, before it was adopted in 2003.
 - That 2003 EIR did not consider inconsistencies envisioned in the 2008 UDP. It does not follow that the UDP is exempt from CEQA just because the 2003 General Plan underwent that process, unless the UDP were to be changed so that it contained no proposals inconsistent with the 2003 General Plan.
 - To argue that the UDP’s provisions must cause the General Plan to be amended is to advocate an end-run around the General Plan in regard to those items that are inconsistent and which never went through the lengthy vetting or EIR that the General Plan went through.
 - The authority of the General Plan requires that it not be forced into a secondary position in regard to the UDP, which is a project that must be “based upon the General Plan.”

- The California Supreme Court has ruled that “A zoning ordinance that conflicts with a general plan is invalid at the time it is passed.” It follows that, if Calistoga were to adopt a UDP which is inconsistent with its General Plan, it too would be invalid at the time it was adopted.
 - I would argue that, before any inconsistent provisions that are proposed by the UDP can be adopted, the General Plan must FIRST be examined and must go through the proper public procedure relating to proposed amendments, to see if the community actually wants the General Plan to be amended in these ways. This would include consideration of an EIR for the proposed changes.
 - Alternatively, the UDP should be amended to be fully consistent with the General Plan before it is adopted.
- Some of the inconsistencies that I see between the UDP and our General Plan are as follows, but these may not include all inconsistencies:
 - The General Plan Rural Residential land use designation along Silverado Trail (also governed by the Entry Corridor/Gateway overlay) only permits “small scale” visitor accommodations (General Plan page LU-18). If this is to become a primarily “Resort” area which would allow larger developments to be considered, the General Plan should be amended to change the land use designation before the UDP is adopted.
 - At page 50 of the UDP, the lot behind Riverlea Square on Mitzi Drive is characterized as “high density residential,” but the General Plan Land Use Map clearly designates this “Medium Density Residential,” in order to be consistent with its surrounding neighborhoods and in consideration of the fact that this area is at the edge of town and not close to the center of town. This needs to be corrected before the UDP is adopted.
 - At page 61 of the UDP, it calls for “amend(ing) the zoning and land use regulations to significantly encourage affordable in-fill housing”, and to “Encourage higher density in-fill” along the Foothill Boulevard Entry Corridor. However, the General Plan’s Entry Corridor Overlay Designation specifically requires large setbacks, preservation of agricultural and rural characteristics, small-scale and low-rise buildings, a perceptible separation between the City and surrounding rural areas, and maintenance of open space characteristics (see General Plan at pages LU-32-33). Further, the Overlay Designation must govern development and trumps any underlying zoning (see General Plan at page LU-46). This provision should be deleted from the UDP.
 - At pages 99 and 101, the UDP creates a new street from Grant across the Napa River, through the Beckwith/Yellow Rose property, to Highway 128 immediately north of Mitzi Drive and approximately one-tenth of a mile north of the Petrified Forest intersection.
 - The 2003 General Plan envisioned no such cross street. The Land Use Map in the General Plan designated this rural area as Rural Residential, without any suggestion that it would be used as a cut-through.

- The General Plan's Circulation Element, at page CIR-25, states its first Objective as follows: "Develop Calistoga's street network of arterials, collectors, primary local and local streets as discussed in Section C of this Circulation Element and shown in Figure CIR-4."
 - Neither Section C of the Circulation Element nor Figure CIR-4 (which shows "Existing and Planned Street Classifications") includes any suggestion of a through street at this location. In addition Figure CIR-5 ("Street Improvements") does not include this proposed new street.
 - At page CI-3, the General Plan states that "the rural quality of highways entering the city is an important aspect of local community character."
 - Where this new street is proposed encompasses some of the area that was intended to be included in the Entry Corridor/Gateway to Calistoga from the north on Highway 128. It is primarily agricultural and forms one of our prettiest entrances to town. Future development of this property should not be defined by a through street cutting it in half, but rather by its innate rural character.
 - This area is extremely close to the incredibly congested traffic areas of the Petrified Forest Road intersection, Mitzi Drive, and the ingress/egress road for the new subdivision on the west side of 128. A through street at this point would add an unacceptable level of traffic to an already problematic spot.
 - This proposal is inconsistent with the General Plan and should be deleted.
- I would also like to note that the UDP has done nothing to promote or enhance Open Space in Calistoga. Please consider more inclusion of open space areas, especially at the entrances to town and on the Gliderport property.
 - I would also advocate preserving the current open space where our new bike path takes many of us, including bikers and walkers, from the end of Lower Washington Street down to Dunaweal Lane. This path gives us, locals and tourists alike, a peaceful and lovely place to take a breath and view incredible wildlife without the noise and distraction of the urban world. To turn it into a truck route would destroy this local treasure.

PLEASE DON'T CHANGE
CALISTOGA. I VISIT HERE
BECAUSE IT'S QUAINT AND
HAS SMALL TOWN CHARM.

KEN MCINTYRE.
Kenneth E. McIntyre, Jr.



Kenneth E. McIntyre, Jr., M.D.
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Paul PC 09/15/08
From Mary Sue
Medicine

Charlene Gallina

From: David Moon-Wainwright [pastordavid@ecunet.org]
Sent: Monday, September 15, 2008 10:19 PM
To: Charlene Gallina
Subject: UDP Comments

Charlene,

First, please send Chairman Manfredi my apologies, I hadn't read and did not hear Jim report from the staff report that:

3. Delete the Land Use recommendation: "Generally prohibit non-293 retail/inactive uses on the ground floor spaces of buildings." (page 74) 294

thus my comments about non retail use in downtown were without merit.

Second, the police dept. has the equipment and I believe a list of people who can provide simultaneous translation. I don't know how many people they can provide headsets for, though.

Third, the fairgrounds does have a small amount of space for camping, but is hardly a campground. It is essentially a RV campground, not one for folks who use tents. Honestly, I think we have created overpriced attractions and lower cost / alternative styles or traveling should be considered in planing.

Fourth, biking is a pet peeve to me as a cyclist. I really am frustrated at the volume level of "bike paths! Bike Paths! BIKE PATHS!" I would like to see people riding with traffic and following rules of the road. Actually, I think 20 mph is a good speed for all city streets other than Foothill Blvd. and Lincoln past Brannon. Plus they need better enforcement of speeds.

Fifth, if the city and the Fairgrounds can come to cooperative terms for one of their buildings, I believe you really would have a win-win situation on your hands. Cropp or Butler could easily handle much larger crowds and have better parking. It is in the city's interest as well to help the Fairgrounds where it can (i.e. installing the video equipment and making it available for a fee) to other groups. You never know, it could draw some groups here! And my point about the 80% rule on buildings really does effect how people will tolerate a crowd.

Finally, in terms of process I just want to know when will we get a single document with all the revisions included (and a Spanish executive summary) I think a clean UDP with no pictures would be very helpful. (It could refer to the original for photos) I think people will feel more at ease with the plan if they have a clearer draft of what it is and each step it will go through. Clearly tonight was continued and there appears to be some discussion on how best to move forward, back a step to find the "common ground" or continue with standard form as has been set.

In addition: Clayton commented something to the effect that like it or not, the current processes of Planning Commission meetings is the way it is. I would respectfully disagree and point out that other formats may be better to accomplish the goals of both the Planning Commission and the City Council. I am versed in meetings and Robert's Rules, though not in California laws about city meetings, but if you all would ever want to consider some alternatives, I'll bend your ear for a while.

Peace, David

9/16/2008

Charlene Gallina

From: David Moon-Wainwright [pastordavid@ecunet.org]
Sent: Tuesday, September 16, 2008 1:22 PM
To: Charlene Gallina
Cc: Pam Kinzie
Subject: UDP comment 2

Charlene,

I almost forgot. I think that last night I thought Pam Kinzie said something to this effect, but am stating it just to be sure. My apologies to Pam if this doesn't reflect her view.

I wanted to say that the intent of the Planning Commission should be to put together all the zoning/General Plan changes (is this correct language?) in one motion or a single set of motions so that they can all be viewed together. This, in my mind, is the kind of "getting your ducks lined up" preparation that folks here would really appreciate.

If changes to the General Plan are offered multiple times over the next year, I would expect a much higher "push back" from the community.

Peace, David

From: Canning,Chris,CALISTOGA,Marketing [mailto:Chris.Canning@waters.nestle.com]
Sent: Tuesday, September 16, 2008 10:22 AM
To: Jim McCann; Plans Department
Subject: Congratulations!

Jim & Charlene,
Congratulations on how well the meeting went last night. Outside of a few emotional tirades, I thought it went very well and that people were reasonable in their comments. Clearly incorporating the feedback you had solicited over the past couple of months into the revisions went a long way in addressing most concerns. I for one appreciate the level of openness and inclusion that the team had adopted throughout the process.

As with anything of this nature there will be points that aren't completely agree upon but that is the reason for dialogue. Specific to our situation (development opportunities for our vacant property to include limited expansion, high density housing or visitor services/accommodations), I am confident that we can come to a compromise of some sort in the very near future. We are simply asking for the flexibility to develop our property in a manner that could benefit ourselves as well as the community.

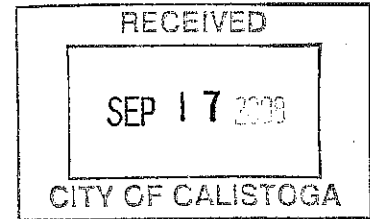
I look forward to our next conversation on the matter. Until then, take some time to rest after a long yet successful evening last night.

Chris Canning
Director
Calistoga Beverage Company
865 Silverado Trail
Calistoga, CA 94515
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Fax: (707) 942-0871
Cell: (707) 815-2105

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1232 Washington ST. 6

September 15, 2008



To: Planning Commission
Re: Points in the Urban Design Plan for Consideration
Petrified Forest Road, Foothill, Silverado Intersections

Thank you to the Oversight Committee for its September 15 points.

I was unable to make Monday (9/15) evening's meeting because of work commitments. I did attend a prior meeting regarding the Urban Design Plan to voice a request regarding the redesign of Silverado Trail and Lincoln.

I'm writing so that the Oversight Committee would include the following in its modifications to the UDP:

Intersection of "Silverado Trail Gateway"

Thank you to the Oversight Committee for incorporating so many comments made.

Line 241, paragraph (1) mentions solutions for circulation improvement needs and that no approach is known today to be the best or preferred alternative. It goes on to state that much study of design and feasibility for a range of improvement alternatives is necessary accompanied by full public input and review before a desired intersection improvement or road design can be settled upon.

Further, on Line 256, paragraph 3 says "delete reference to a roundabout as a specific design consideration for the improvement of intersections in the Petrified Forest and the Lincoln/Foothill Gateways in favor of a more general statement that these intersections are in need of safety improvements and that the City should initiate studies of all feasible alternatives including

signalization, intersection realignment, a roundabout and other alternatives to address the deficiencies....”

MY REQUEST:

I think it is an oversight to exclude the Silverado Trail Gateway in Paragraph 3, and ask that you also add this intersection, specifically mentioned, in paragraph 3 Line 256. Specifically, that for the Silverado Trail Gateway intersection “delete reference to a roundabout as a specific design consideration for the improvement of this intersection in favor of a more general statement that the intersection “may” be in need of safety improvement and that the City should initiate studies of ALL feasible alternatives including signalization, intersection realignment [my comment: gratis from CalTrans], a roundabout and other alternatives to address the deficiencies...”

Also, in the UDP section talking about “Development Character & Objectives” for Silverado Gateway, it should delete reference to “The apparent best design for the realignment of this intersection and one which addresses the specific needs in a most comprehensive way is a Roundabout”.

DISCUSSION RE SILVERADO INTERSECTION:

Of the 3 intersections in the UDP that mention ‘roundabouts’ as a preferred solution, the Silverado intersection is the least in need of a roundabout, or any amounts of money spent to fix it. This intersection has the least traffic, is not congested and is safe. I go through the intersection at least 2 times a day, oftentimes more.

CalTrans’ proposal to straighten out the angles of the road is perfect, and will cost us or developers nothing. It is important, however, to keep the 4 way stop. This one (inexpensive) change will achieve the goals of the UDP for this intersection, and allow for improved pedestrian traffic, a traffic-calming intersection, a serene area. I think it would be a complete waste of resources, City/developer money to put a roundabout here. And a roundabout does not at all address the needs that the UDP sets forth for that intersection.

I spoke at a prior meeting and am including my comments for your consideration. Other people in Calistoga agree that the intersection is safe with the 4 way stop. It seems a waste of time, priorities and money to put a roundabout here. And it's completely unnecessary to ask La Prima or other properties to make concessions to accommodate a roundabout that's not the solution and which will cost the city/developers money to buy up the land, and certainly be an inconvenience to many. Those resources or money could be devoted to other important recommendations in the UDP.

I have other concerns about a roundabout, specifically at that intersection. The UDP mentions many good ideas regarding this intersection, such as safe accommodation for pedestrian traffic, access to Oat-Hill Mine Trail, safe traffic circulation. The UDP mentions rest room facilities. Under "Connectivity" the UDP mentions user-friendly pathways and road-crossings for pedestrians, substantial parking with easy access.....and for trail-head. It mentions "traffic calming techniques" should be employed to slow traffic and convey that one is entering a "serene resort area".

A roundabout is the least likely to achieve this. Currently the 4-way stop allows people, and especially newcomers to the area, an opportunity to stop, and consider which way they will turn (better signage here would help). The intersection right now (and certainly after sprucing it up to make it more aesthetically appealing without a roundabout), has a "calming, serene feel"; it already has a perfect "country" feel. One still feels they are in the country. The city and town feel far away at this juncture.

OBJECTIONS TO ROUNDABOUT:

As my English friend said, roundabouts for American are usually a disaster. I don't necessarily feel that way, but I do for this intersection, for the following reasons:

1. A roundabout, in America, conveys "suburbia". Something we don't want to convey in Calistoga.
2. Roundabouts typically are not calming, nor serene, nor 'country'.
3. Roundabouts cause confusion to many, especially those new to an area.

4. A roundabout recently put in in Santa Rosa has been taken out for that reason – too confusing, or ineffective. (at Montecito and El Capistrano).
5. Roundabouts do not slow traffic, compared to stop signs. Stop signs bring drivers to a safe stop.
6. Stop signs allow for a better, safer pedestrian crossing and a slower traffic pace for pedestrians to navigate the intersection, than a busy Roundabout.
7. Roundabouts are not conducive to pedestrian crossings (I know, I lived in Europe several years, and realize traffic moves quickly through roundabouts – pedestrians oftentimes have a problem). The purpose of a roundabout is specifically to avoid cars stopping, to keep traffic moving. Is this what we want at the Silverado intersection, whose goal according to the UDP is a pedestrian-friendly, calming, serene intersection?

I don't understand why the UDP specifically chose a Roundabout as a solution. Maybe to many it might work, but, further study and discussion is needed, just as it is needed for Petrified Forest Road and Foothill intersections. Having to acquire land, along with the efforts, time and money to put a roundabout in, without studying all alternatives, is not in the best interests of achieving the goals the UDP sets out for this intersection. Let's devote this money, time and resources to the other, more urgent aspects of the UDP.

I strongly urge the Committee to include mention of the Silverado intersection, along with Petrified Forest Road, and Foothill starting on Line 256, paragraph 3.

Again, THANK YOU for all your efforts in the important changes that will make Calistoga an even better place.

Best,



Eileen Arnoff
PO Box 738
Calistoga, CA 94515

~ copy ~

ATTACHMENT: Letter to Planning Department re my comments from a prior meeting

August 18, 2008

COPY TO: PLANNING DEPARTMENT From: Eileen Arnoff, 3097 Lake County Highway, Calistoga 707 942 1233

Here are comments I made at the meeting held before the Urban Design group.

STATEMENT READ AUGUST 18:

I'm a CPA - had to write down my thoughts. Much better with numbers.

Lost of issues presented – want to address priorities and money. It is important to focus on issues that bring real benefits for Calistoga – to everyone. That's where money and resources should be targeted.

Where does it make sense to target money and energy?

Without question Petrified Forest Road and 128.
Traffic congestion/parking issues in town.
The overall vision for downtown Calistoga. Downtown.

There are two areas raise doubts and I want to speak about:

Gateway concept

Silverado Trail/Lincoln Avenue re-design.

Not necessarily bad ideas – and people have put a lot of time and thought into these concepts.

I question the importance of a Gateway or a Re-designed intersection and the impact, if any, it will have on locals, or on businesses; or how important a Gateway or re-designed intersection is to visitors – in making them come to Calistoga and return. I also feel other issues being presented are more important.

Gateway?

Will involve some money and potential disruption to nearby businesses.

How important is a gateway.

To me it's the destination that's important. Just one example close to home is Healdsburg. In less than 7 years, Healdsburg has re-invented itself and is now an extremely popular destination.

There is no gateway – In fact, the approach to Healdsburg is rather average. What visitors love, and remember, is arriving at the square, or the town center, or the interesting cafes, or the Michelin star restaurant or the boutique hotels.

Point is for Calistoga – with limited resources and so many other areas needing attention, I think the focus, for now at least, should be to put less emphasis, time and money towards the Gateways.

Silverado Trail at Lake/Lincoln. ReDesign of Intersection: –

It's hard in my mind to justify putting any money into that intersection – and I'll explain why. Even if the money came from nearby developments, or from the City.

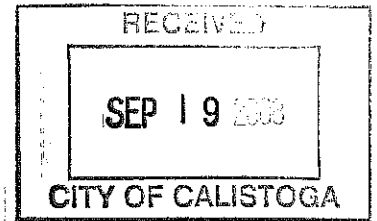
After CalTrans changed the intersection to a 4-way stop, it's become SAFE. Cars have to stop, there's seldom traffic backup, as there is elsewhere in town (examples are Petrified Forest Road, Lincoln Ave. in town, and 29 and Lincoln near Busters' – all of which have more traffic and congestion).

I live and work in Calistoga and go through the Silverado intersection from 2 to 6 times a day – at various times of the day. And it is SAFE. CalTrans has proposed to straighten the angle of the roads -- and that is a good idea – which if I'm not mistaken – will cost Calistoga nothing. We just have to make sure the 4 stop signs remain – which is important for continued safety.

With little traffic now and in the foreseeable future, and few accidents, there's no need for a Re-design of the intersection. There's no need to spend money here. It doesn't need "fixing". I strongly urge that the Re-Design be put on hold.

Other issues discussed tonight seem to merit much more of our attention and money than a Gateway or ReDesign at Silverado Trail. These other areas are the ones that will have more impact on locals, businesses and visitors.

Christopher and Adele Layton
1010 Foothill Blvd
Calistoga, CA



September 15, 2008

Members of the Calistoga Planning Commission
Ms. Charlene Gallina, Planning and Building Director
City of Calistoga
1232 Washington St.
Calistoga, CA 94515

Dear Planning Commissioners and Ms. Gallina:

In addition to our comments related to the Urban Design Plan previously submitted to the Planning Director, I make the following request.

We are in the process of submitting a design proposal for our properties at 1001, 1007 and 1013 Myrtle street. Our proposal will not remove existing housing, will not change the visual character of the existing neighborhood. The plan will dramatically improve traffic flow and parking for these properties and the neighborhood. The traffic impact along quiet Myrtle Street frontage will be reduced, while concentrating parking access off of Pine, already a busy thoroughfare.

The proposal is only a landscape enhancement making use of existing open space between the existing buildings on 1001 and 1007 Myrtle for a small swimming pool and garden exclusively for the use of our hotel guests at Christopher's Inn and The Arbors B&B.

Now is the appropriate time for the Planning Commission to consider our proposal as part of your deliberations on the UDP. Commissioner Paul Coates and the City Council have all voiced their strong wish to support existing businesses. Christopher's Inn and the Arbors have been here in Calistoga for almost 20 years, and we really need your help.

We request including the three properties on Myrtle in a Visitor's Accommodation Overlay. The Arbors B&B property at 1013 Myrtle is already designated Visitors Accommodation on the General Plan. This could then support existing residential use to remain while allowing visitor accommodation uses of the outdoor areas. The surrounding zoning and existing land uses make this an appropriate infill concept. The Commission seems to be favorably considering allowing a similar land use change for the Francis House development, whose underlying zoning is also R-3.

Our request is based upon a specific plan with a strict set of conditions of use. Most important it is fulfilling the guideline purpose of the UDP to support and improve existing businesses. We really need the pool to grow our business. Our occupancy is significantly below other hotels that have pools.

Adding occupancy without removing residences and without changing neighborhood character is the perfect win win for the City. This will bring more TOT with no impact. Please undertake a field visit to view the positive results this proposal will bring.

Sincerely

Christopher and Adele Layton

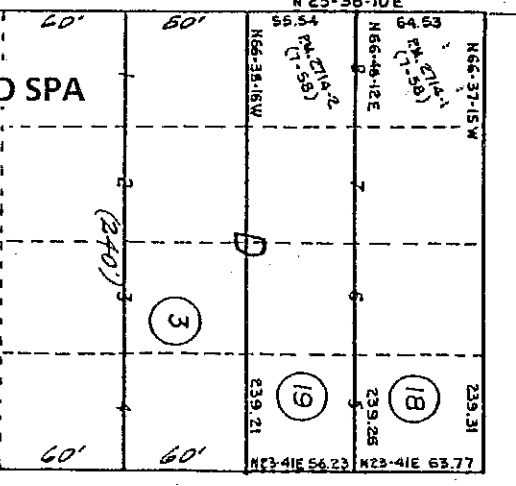
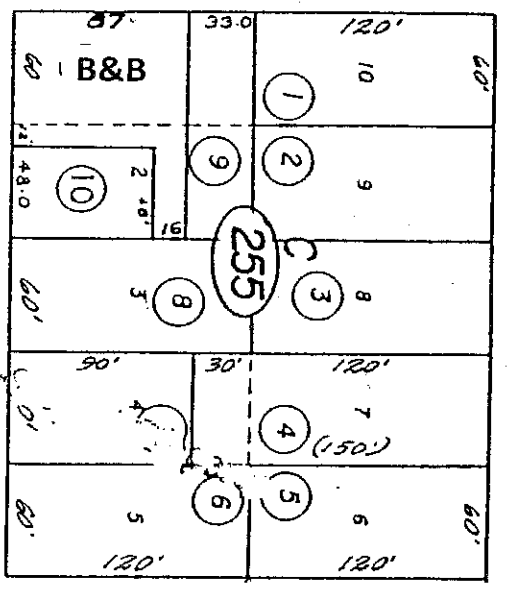
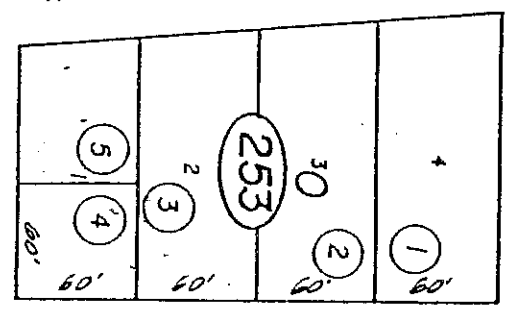
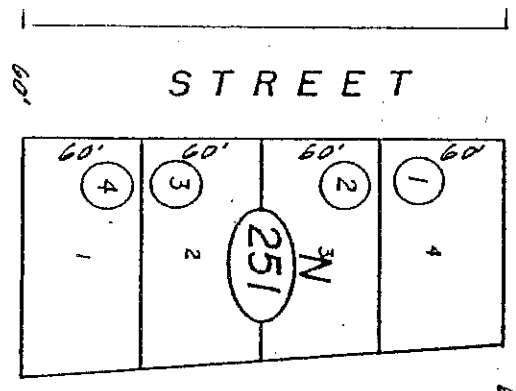
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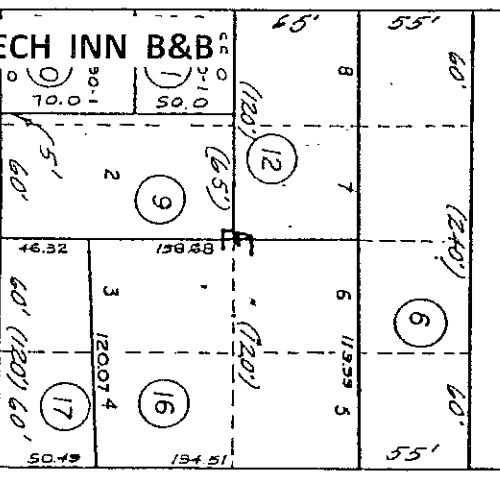
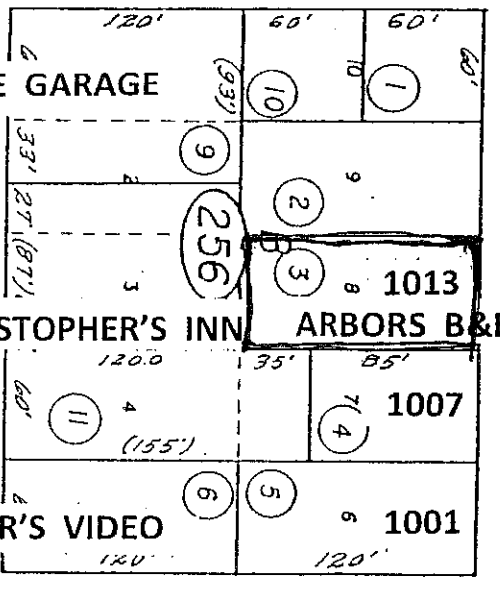
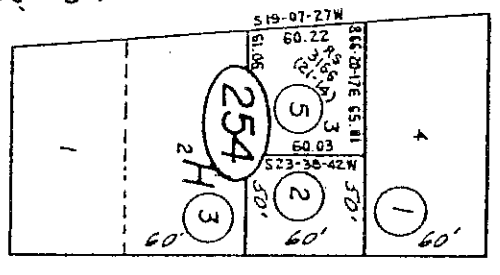
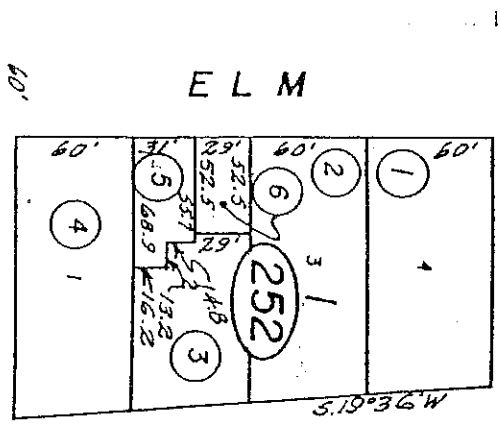
CEDAR

STREET



MYRTLE

STREET



ELM

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PINE

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STATE

ROUTE

BLVD. No. 29

STATE LINCOLN HIGHWAY AVENUE

N 23-38-10E
 N 23-41E 56.23
 N 23-41E 63.77
 N 66-37-15W 239.31
 N 66-48-12E 239.28
 N 66-38-18W 239.21
 N 66-37-15W 239.31
 N 66-48-12E 239.28
 N 66-38-18W 239.21

Kathy Guill

From: alexander schellenger [awschellenger@msn.com]
Sent: Saturday, September 20, 2008 7:44 AM
To: Jim McCann; Gary Kraus; Chris Canning; crs; Plans Department
Subject: Fw: udp

Good morning,

One thing I've omitted from my letter to the editor are my feelings of Calistoga as a little gift shop town with no industry. Come on gang, lets step it up. There is money to be made on Lower Washington, with industries and working wineries. Is the UDP, and our mentality shaping the town or choking it?

Thanks for your time.

Alex Schellenger
Sales/Technical
CRS hvac&Wine Systems
p 707-942-1166
f 707-942-1191
c 707-396-1238
website <http://www.crshvac.com/>

----- Original Message -----

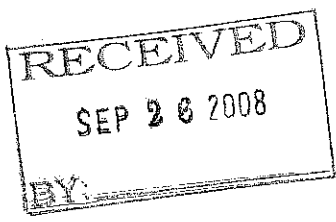
From: alexander schellenger
To: editor@calistogatribune.com
Sent: Friday, September 19, 2008 9:11 PM
Subject: udp

As a Citizen, tradesperson, and small businessman residing in Calistoga for nearly twelve years, I would like to weigh in on the UDP. It should be noted that my wife and I moved here to work in the clean industries that Napa Valley offers. Therefore it is appalling that we as citizens should limit Calistoga Mineral Water's future growth, and therefore it's related health by insisting on houses, and not a cleaner more efficient plant with regards to it's property. I hope never to hear a "Mayberry" comparison, to Calistoga, as Mayberry would love it's factory on the edge of town, that employs it citizens and donates to it's charities. Other industries such as wineries need a skilled workforce of welders pipefitters, and they're required materials. These needs continue to be met primarily by people from Healdsburg, Santa Rosa, Napa, and other towns , while our own trades people are limited to shops in agriculturally zoned areas. Calistogas citizens need to consider these things as we chip away at the industrial zoning of the Walnut plant, and Crystal Geysers property on Lower Washington. Do we need more housing for those who wash the dishes, or do we need more housing for those who install and service the dishwashers. Or better still, a business that fabricates stainless steel to surround the dishwasher, or processing at Cal. Min., or Sterling.

Sincerely,

Alex Schellenger
Sales/Technical
CRS Hvac&Wine Systems
p 707-942-1166
f 707-942-1191
c 707-396-1238
website <http://www.crshvac.com/>

9/22/2008



Sept. 24, 2008

To: Charlene Gallina

Director of Calistoga Planning

Re: The suggested roundabout at the intersection of Silverado Trail and Lincoln

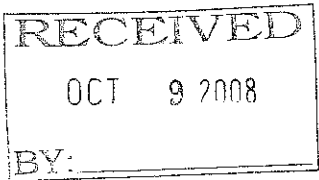
We do not see the need for a roundabout at this intersection. As a family that passes through it at least twice a day at various times of the day, we have observed that usually there is very little traffic there. Most of the time we use it we simply come to a stop in whichever road we're using and then proceed. No long lines. People take turns.

There seems to be more traffic where Tubb's Lane joins 29 as 29 goes up towards Lake County. This intersection serves the many people who travel to and from Lake County.

Please consider using the money that the roundabout would cost for a much more urgent project.

Sincerely,

Dina Corcoran/Alan Rogers
3385 Old Lawley Toll Rd.
P.O. Box 1113
Calistoga, CA 94515



To: Planning Commission

Ref: UDP update pertaining to Glider port/Merchant Property .

The recently released UDP plan contemplates an aggressive urban renewal plan but fails to mention how the improvements will be funded. A ten year economic plan needs to be established for the City of Calistoga to test the feasibility of implementation and financing of all items on the "wish list". The City cannot and should not look exclusively at private sources for funding these projects but rather look at a plan to grow the City's revenues through careful planning and tight budget controls.

Specifically, in the case of the Glider port/Merchant property, exorbitantly onerous ideas were inserted into the UDP without the Merchant family's input. The plan "implies", though not clearly stated, that the Merchant family would have to fund these projects in order to gain development approval. If you refer to our attorney's letter you will find that the demands for public use placed on our property is illegal and unfair.

During a recent meeting with the Mayor, City Manager and the City planner we were told that the UDP plan was just "ideas and that the plan needed further refinement and above all, ratification by the proper authorities.

The development plan for the Glider port property includes a 200 key hotel, 150 residences and 30,000 sf of retail space. These positive additions to the town will generate, from the resort alone, \$67 million (net present value) in tax revenues for the town of Calistoga over the next 20 years. The economic impact in terms of revenues for local businesses is impossible to gauge at this stage but will be extremely substantial.

These additional tax revenues (say 50%) should be put to good use and invested in local social programs directly benefiting the citizens of Calistoga. The City Manager asked me last week "What will your development do for the Citizens?" The question is now answered.

Solage is a great addition to the town, it's simply not enough. Neighboring communities such as St Helena and Healdsburg and Yountville are experiencing sales revenues 300% to 500% greater than Calistoga.

Over the last twenty years the Merchant family has demonstrated that they do care about Calistoga and have created with Indian Springs a destination resort with a great reputation and a resort Calistoga can be proud of.

The Merchant family through the development of the Glider port property will further help positioning Calistoga as one of the very best destinations in the Napa Valley while enabling the City of Calistoga to create great local amenities and programs for its Citizens.

Sincerely,

John & Pat Merchant