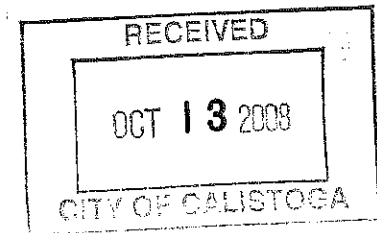


**DRAFT URBAN DESIGN PLAN  
WRITTEN PUBLIC COMMENTS**

	<b>Date Received</b>	<b>Received From</b>
<b>1</b>	09/15/08	Kristen Casey
<b>2</b>	09/15/08	Mary Sue Frediani
<b>3</b>	09/15/08	David Moon-Wainwright
<b>4</b>	09/16/08	David Moon-Wainwright
<b>5</b>	09/16/08	Chris Canning, Calistoga Beverage Company
<b>6</b>	09/17/08	Eileen Arnoff
<b>7</b>	09/19/08	Christopher & Adele Layton
<b>8</b>	09/20/08	Alexander Schellenger
<b>9</b>	09/26/08	Dina Corcoran/Alan Rogers
<b>10</b>	10/09/08	John & Pat Merchant
	<b>Received to late to include in Planning Packet</b>	
<b>11</b>	10/13/08	Teri Fredrickson
<b>12</b>	10/13/08	Whitney Fisher
<b>13</b>	10/13/08	Paul Smith
<b>14</b>	10/13/08	Diana Patrick
<b>15</b>	10/13/08	Fred Fisher
<b>16</b>		
<b>17</b>		
<b>18</b>		
<b>19</b>		
<b>20</b>		



October 11, 2008

Dear Ms. Gallina,

I am writing with concern about the UDP. I have owned my home in the Riverlea neighborhood, at 1259 Mitzi Drive, for the past fifteen years. Professionally, I am a department director and physical therapist at nearby St. Helena Hospital, where I have worked for the past 21 years. My long term hope has always been to retire here in my current home. Because of this level of commitment to Calistoga, I have attended meetings and followed with interest the unveiling of the UDP.

As the plan has been revealed over the past several weeks, it appears to me that some parts of the plan are well-thought-out enhancements to our town. Obviously, some of the UDP ideas have also been controversial. The UDP ideas that I am most concerned about are: the relocation of businesses off of Lincoln Avenue, the proposed roundabouts in certain locales, and the idea of adding another road connecting Grant to Hwy 128.

This last item, the proposed road addition, is my greatest concern. I am unclear as to why this road is needed; I have yet to hear a rationale that actually benefits Calistogans. The idea of connecting these two roads seems to be an unnecessary expense, a diminishment of the rural beauty, and most importantly, a potentially large mistake in terms of traffic flow and safety in this area.

In looking at maps made available at many of the meetings, the bulk of the population appears to be located near the center of town in the blocks surrounding Lincoln Avenue. Mitzi Drive represents the outer edge of Calistoga where city turns to rural countryside. Therefore it seems unlikely that the majority of Calistogans who drive to and from Santa Rosa would find it beneficial to drive up Grant, over this new road, then down Hwy 128, just to get over to Petrified Forest road. For the bulk of the town, the current options of using Lincoln Avenue, Berry Street and other existing streets seem quite adequate for locals traveling out to this side of town. Therefore, I can't see how the addition of the road would enhance life for Calistogans in any way.

I can envision that this type of connecting road may enhance life for Lake county commuters. Currently, Tubbs Lane and Hwy 128 combine to form a sort of "beltway" for commuters traveling between Lake and Sonoma counties. These commuters (as anyone who lives in my neighborhood and beyond know) have created a large and ever-growing amount of traffic that has congested this corridor. This steady traffic flow routinely makes it very difficult for locals to turn onto/off of Hwy 128, especially during rush hour periods. Nevertheless, at least this "beltway" helps to keep these commuters on the periphery of town, instead of speeding through residential areas. Adding a road between Grant and Hwy 128 would add another

alternative speedway that would be used by these commuters in hopes of shaving some time off their commute and getting ahead in line. The local residents would unfortunately pay the price.

I understand that if a housing developer has an eye on this section of town that this could represent the actual reason behind the desire to add this road. If this is true, then I would encourage the city to reveal this and speak plainly about it. At least we could then understand that the road is inevitably going through, despite the protests of residents.

In conclusion I reach out to you with heartfelt concern, and my respectful and emphatic plea that the plan for adding a road between Grant and Hwy 128 be reconsidered. I firmly believe, as do my neighbors, that a road in this location would only add to current struggles with traffic flow through this corridor. It would inevitably become an alternate route for commuters traveling between Sonoma and Lake counties, would be a speed hazard, and would create an unnecessary eyesore diminishing what is currently a pristine and peaceful meadow and vineyard of rural Calistoga.

Sincerely,

A handwritten signature in cursive script, appearing to read "Teri Fredrickson".

Teri Fredrickson

To: Members of the Calistoga City Planning Commission  
 City of Calistoga  
 1232 Washington Street  
 Calistoga, CA 94515

October 13, 2008

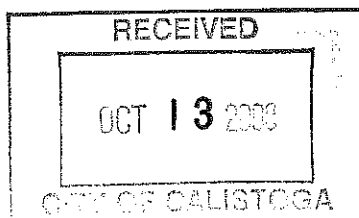
From: Whitney Fisher 1501 Cedar Street, Calistoga  
 Re: City of Calistoga Staff Report entitled "Draft Urban Design Plan" October 13, 2008

Dear Members of the Planning Commission and City Staff,

I have read the Staff Report dated October 13<sup>th</sup>, 2008 regarding the "Draft Urban Design Plan". In the Circulation System Comments this document attempts to address concerns regarding the policy of extending Washington Street to Dunaweal Lane by suggesting that this so-called policy "is not a new idea" and goes on to note that there has **never** been a "preliminary design prepared" over the "many years it has been contemplated". How can it then be that City Staff then confidently concludes, "it is expected that the existing land within the City limit boundary will be sufficient" for this Washington Street to Dunaweal Lane truck route?

I would the record to be clear that this City Staff Report in no way addresses direct concerns regarding the proposed "policy" regarding a possible Washington Street to Dunaweal Lane truck route. I will re-iterate the three significant concerns posed by such a policy:

- How can City Staff assure property owners of Land within the Agricultural Preserve that none of their prime agricultural lands will be disturbed, infringed on, or in any way acquired as a result of this proposed truck route from Washington Street to Dunaweal Lane? This is a chief concern of many voiced over and over here in the public meetings introducing the Urban Design Plan and it has yet to be given a direct answer in writing.
- The proposed Washington Street to Dunaweal Lane extension will no doubt place pressure on adjacent agricultural lands for urban land uses thus expanding the city's "Sphere of Influence". This is absolutely unacceptable and is a policy that runs contrary to the City Resolution passed by the City Council on June 3<sup>rd</sup> 2008 which reads, "Whereas, the City Council has determined that the interest in preserving agricultural lands in the Napa County Agricultural Preserve outweighs the potential need to expand the City's Sphere of Influence for the purpose of accommodating the City's future public facility needs".
- Again, what specific traffic is such a routing meant to alleviate? I asked this question once to a senior member of the City Planning Staff and was told that it would be primarily used by Crystal Geyser trucks. If this is true, doesn't it

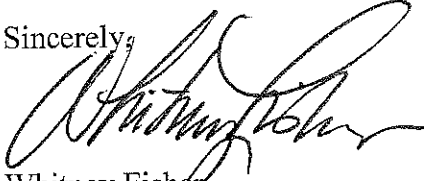


make more sense to deal directly with activities causing such undesirable traffic in town??

The current report prepared by City Staff does not adequately address any concern regarding the proposed policy of a Washington Street to Dunaweal Lane extension. The City Staff has taken great pains to communicate the intension of the Urban Design Plan to refine policy suggested by the General Plan of 2003. As yet there has been no refinement nor adequate investigation into this proposed policy by the City of Calistoga Staff. It is my hope that these three significant concerns expressed in this letter be addressed by City of Calistoga and further that the policy of a Washington Street to Dunaweal Lane extension be removed from both the Urban Design Plan as well as the General Plan so that the City of Calistoga can remain true to its rural agricultural roots as well as its stated intentions.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Whitney Fisher", written in a cursive style.

Whitney Fisher

City of Calistoga  
Planning Commission

Paul G. Smith  
1255 Lincoln Ave.  
Calistoga, California 94515

October 13, 2008

Subj: Comment on Urban Design Plan as Incomplete and Inadequate

Honorable Commissioners:

It is inconceivable to me that the City of Calistoga is endorsing major future development which completely ignores the city's significant existing and potentially very expensive future problem of municipal wastewater disposal. The municipal code has two laws prohibiting boron dumping into the city sewer. The city's boron-toxicity problem is cited repeatedly in the public record including the UDP "parent" document, **Calistoga's 2003 General Plan Update**. Here, multiple boron mitigations are suggested while repeatedly observing the city's irresponsible apathy and inaction. It is also fact the city refuses to enforce its laws against boron dumping by a few offenders and conceals information about this abuse from citizens while passing costs for the abuse and the city's neglect onto each citizen ratepayer.

While the UDP claims to represent forward-looking concepts to shape Calistoga's future, it completely neglects any mention of "boron" or "wastewater disposal" or "dedicated sprayfield area". Given the city's historic and present conscious neglect of its wastewater disposal problem, one must conclude this omission is intentional and indicative of the City of Calistoga's intent to continue its unspoken traditions of environmental irresponsibility and enforcement negligence. Further, it clearly anticipates the city expects all costs dealing with the perpetual boron contamination will continue to be paid by every sewer-connected citizen rather than the few who knowingly break city laws and contaminate otherwise valuable, reclaimable wastewater.

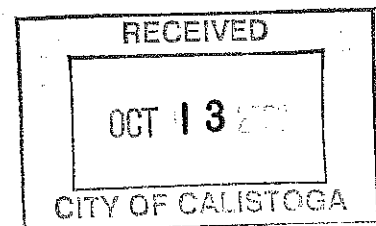
How can staff recommend approval of a woefully incomplete UDP? I believe the UDP is woefully incomplete if it fails to address the present levels of boron entering the wastestream as today's level can contaminate up to 6 times the current volume of Calistoga's wastewater rendering it toxic and non-reclaimable for the local agricultural use. Until the city abates the present level of boron in the wastestream, any growth or development which increases wastewater volume, will require additional dedicated and suitable sprayfield acreage for legal disposal. The UDP fails to identify any such area for a dedicated sprayfield which will occupy a significant amount of suitable, permeable lands within the city limits. Of course, the costs will continue to be paid by each household connected to the city sewer system.

With the advent of Global Warming, the city can no longer rely on the Napa River to dump its boron-toxic, non-reclaimable wastewater. The Urban Design Plan completely fails to acknowledge, quantify and identify the substantial acreage within the city limits required for the increased volume of boron-toxic wastewater such development will generate. This is a land-use element essential for the Urban Design Plan to be regarded complete and credible. Without it, the UDP is seriously flawed, woefully inadequate and cannot be considered a serious, complete albeit conceptual planning tool.

Thank you for your consideration of these comments. I trust this letter will enter the public record.

Respectfully,

Paul G. Smith



80 Holly Drive  
Calistoga

October 12, 2008

To: Jeff Manfredi, Chairman  
Members of the Planning Commission

From: Diana Patrick

Re: Urban Design Plan

Please slow down and organize the Urban Design Plan process. The changes proposed are monumental and ingredients should be addressed individually.

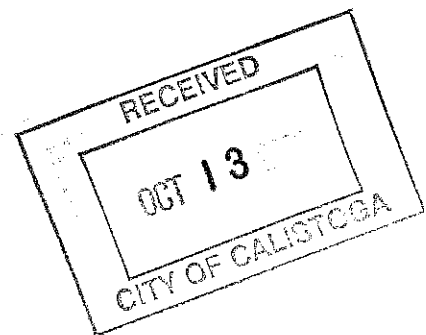
I'm particularly concerned that dropping the Glider Port land use designation from 'Airport' to something commercial takes away some land use control. I suggest not changing the designation until an agreeable plan is determined.

I don't know why there is such a rush to adopt these monumental changes which would change the character of Calistoga.

My understanding of CEQA is that a Negative Declaration, outlining the areas of compliance is filed prior to public hearings. When I checked a few weeks ago, it was not on file. The ordered CEQA process helps insure that we end up with a positive product.

Calistoga is too special a place to rush through such monumental changes. I suggest stepping back and developing a layered process – starting with community needs such as – library, community center housing, commercial, transportation and parking – protecting vistas and insuring the small town character is not destroyed.

Thank you,



October 13, 2008

TO: Calistoga City Planning Commission  
SUBJECT: Tonight's Meeting to review the Draft Urban Design Plan

Dear Members,

Although many interested parties have frequently expressed total disagreement with the City's proposed Washington Road extension to Dunaweal, you have been either unwilling to state clearly your intentions or you have been simply unresponsive.

To resolve this issue once and for all, I request that at tonight's meeting you state clearly that there will be no expansion whatsoever of the City's existing Sphere of Influence boundaries between Washington Road and Dunaweal Lane.

If you do not agree with this commitment, would you please state clearly what your objectives are and in such detail that the implications of your proposals can be assessed and properly responded to by all of the interested parties.

Sincerely,

Fred J. Fisher  
Proprietor  
4771 Silverado Trail  
Calistoga, CA 94515

