

**DRAFT URBAN DESIGN PLAN  
WRITTEN PUBLIC COMMENTS**

	<b>Date Received</b>	<b>Received From</b>
<b>1</b>	09/15/08	Kristin 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>Received during Planning Commission meeting 10/13/08</b>	
<b>16</b>		Kristin Casey
<b>17</b>		Vince Tofanelli
<b>18</b>		Arminee Chahbazian
<b>19</b>		Andrew D'Anneo
<b>20</b>		Jim Frediani
<b>21</b>		Diane Barrett - Article San Francisco Examiner
<b>22</b>		Charles White

**URBAN DESIGN PLAN COMMENTS  
For Planning Commission Meeting**

**October 13, 2008**

**Kristin Casey**

**What Was the General Plan's Mandate In Relation To the Urban Design Plan?**

I continue to appreciate the work done by the Committee appointed to draft an Urban Design Plan, and I have supported many suggestions; in addition, I am glad about various changes to be made in response to recently-expressed citizen concerns.

However, I must point out that the UDP has far exceeded the General Plan's mandate, and has in fact over-reached. Let's look at what the UDP says it is, what Staff Reports say it is, and what the General Plan said it was to be.

There are many nice words used in the UDP itself in regard to its mission, such as the following statements: (1) The UDP "is intended to insure that the character of Calistoga is retained and in fact enhanced." (page 8); (2) "The UDP allows the City Council to articulate the expectations of the community." (page 8); (3) "The UDP provides a refined set of development objectives from those broadly established in the General Plan for key areas." (page 9). (4) "The UDP is, at its core, a consensus statement by the policy makers of Calistoga reflecting the wishes of the community regarding the future character of Calistoga." (page 10). (5) "Improvements which occur must respect the scale and character of the community." (page 10).

Staff Reports have described the UDP as a document "based upon the General Plan," and one that "supports the General Plan." In the September 15, 2008 Staff Report, it says that "the Urban Design Plan follows directly from the General Plan and is intended to address Goal CI-1 of the Community Identity Element of the General Plan," that is to "**Maintain and enhance Calistoga's small-town character.**" The September 15<sup>th</sup> Staff Report assures us that "the UDP has considered the land use designations established in our 2003 General Plan...to insure that the development which would follow from these existing designations and land use policies would best address the above goal." In the current Staff Report for October 13, it is noted that "the Plan is intended to serve as a report summarizing recommendations for change and amendment to the General Plan and regulatory codes."

Now let's find the General Plan mandate that put all of this work into action. It can be found at page 23 of the Community Identity Element. It is an "action" located beneath Goal #1 (stated above as maintenance and enhancement of our small-town character) and it is beneath the second Community Identity Objective for this Goal [which is to "**Maintain and enhance the urban design quality of the downtown and other commercial areas**"]. Following several Policy statements regarding Community

The General Plan states, in the Community Identity Element at page 3, that “the rural quality of highways entering the city is an important aspect of local community character.” The Entry Corridor where this new street is proposed is primarily agricultural, and forms one of our prettiest entrances to town. Future development of this rural property should not be defined by a through street cutting it in half, but rather by its innate rural character.

This proposal is inconsistent with the General Plan and is opposed by many citizens. It should be deleted from the Urban Design Plan.

### **A Couple of Other Continued Concerns**

- 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 is inconsistent with the General Plan and needs to be corrected before the UDP is adopted. Although Staff has agreed with me on this point, I see nothing in the Staff Report about it being corrected.
- We should preserve the current open space where our new bike path takes many of us 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. I don’t see how the space owned by the City down near Dunaweal Lane could possibly accommodate a street for large trucks, without encroaching on private agricultural land.
- I agree with other commentators that the same generalized verbiage about considering all possible safety improvements at intersections, and not specifying only one (the roundabout option), should extend to the discussions relating to all intersections leading into town.

Identity in commercial areas, Action A-1 states, "Prepare an Urban Design Plan for central Calistoga."

The UDP is not mandated in the Land Use Element, although the UDP attempts to say this is so (page 7). The UDP is not, as asserted in Staff Reports, mandated by the General Plan to "provide refinement and guidance on goals, objectives, and policies of the Land Use Element, the Circulation Element, the Housing Element, the Geothermal Element, the Open Space Element, the Conservation Element, and the Economic Development Element." It simply asks, in the Community Identity Element, that we clarify the urban design of commercial areas.

### **Why Is A Through Street Still Being Recommended Just North of Mitzi Drive?**

One proposal in the UDP which has come out of left field and bears no resemblance whatsoever to any recommendations in our 2003 General Plan, is the suggestion of requiring a thoroughfare through the rural residential property just north of Mitzi Drive, from Grant Street over to Highway 128.

It makes no difference if the Committee and Staff want to refer to this as an innocuous "plan line." If it were to be included in the UDP, it would send the message to future Planners and citizens that the community agreed on the goal of having a through street here. Further, it would necessarily bind any future development of this Rural Residential property to such a cut-through. It would dictate an amendment to the General Plan Circulation Element which we do not want.

The continuing support of this recommendation by the Committee flies in the face of major opposition by many Calistoga citizens who would be directly affected by its implementation.

This proposed street would disgorge traffic approximately one-tenth of a mile north of the Petrified Forest intersection. This area is too close to the incredibly congested traffic areas of the Petrified Forest Road intersection, Mitzi Drive, and the ingress/egress road for the subdivision on the west side of 128. A through street at this point would add an unacceptable level of traffic to an already dangerous and problematic stretch of road.

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.

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October 13, 2008

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Dear Members of the Planning Commission,

In regards to the Urban Design Plan, I'm reminded of the movie, Field of Dreams. "BUILD IT, AND THEY WILL COME", seems to be the mantra of the supporters. Where is the oversight, the traffic studies, the E.I.R., the water and sewer studies, to back up such a grandiose plan? What are the impacts on local inhabitants? I see none of this in the plan you are being asked to approve.

Of course, the issue nearest and dearest to me is the proposed "truck route" to Dunaweal Lane. This road will literally be in the front yard of my childhood home. When I asked City Council two years ago if the proposed Bike Path was phase one of this Truck Route, I was told emphatically, NO!

Indeed, the Bike Path has become Phase One, and, at best, will be a sorely compromised bike path to make room for the Truck Route to Dunaweal.

We are now being told that this new Road will be just a truck route. Just a Truck route? Now, I ask the question; Is the proposed Truck Route Phase One for a new general traffic route into Calistoga? Perhaps to our "new Downtown" on the Airport property? Excuse me for my lack of trust in the collected voice of our officials.

As they say, once bitten, twice shy.

I could go on about the traffic congestion, the egress/ingress at the Dunaweal/HWY29 intersection, etc. etc. But that is something you should be discussing for a Traffic EIR.

Instead, I would like to pull back and look at even greater impacts for the community as a whole:

Let's just look at water/sewer. City staff tells us that we have enough water/sewer for build out of this plan. On Monday morning of Labor day weekend, I had the unfortunate experience of being within a moderate distance of the Sewer Treatment Plant. To describe the smell, I would have you imagine a High school locker room of about 1,400 students taking a shower at the same time. That would capture the smell that was emanating from Calistoga's Plant.

Much of the smell, no doubt, came from visitors taking care of their business in rooms that they paid dearly for. Now, anyone staying in a \$200 to \$400 room is entitled to take as long of a shower as they desire and water conservation is not a priority for them at that time. To imagine the smell after build out of the UDP is unimaginable.

Let's visit the water situation briefly, since this is a complex, vastly important issue that demands a full scale investigation. In California, we are in the second year of a moderate drought cycle. This fall, over 20 wells in the upper Napa Valley failed in a two week period (a few calls to local well drillers should confirm this). It is my understanding that Calistoga, along with other cities in the Valley are trying to obtain more water from the North Bay Aqueduct System. N.B.A.S. is telling us there is not enough water, given the drought cycle, to supply 100% allocation to both cities and fisheries .

Is Calistoga involved in a Lawsuit regarding this?

In any case, I find it difficult to fathom that we have enough *guaranteed* water to supply future build out of this extensive make-over of our Town.

In conclusion,  
it is my understanding that Planning Staff is recommending your approval of this project. I am here tonight to implore you, to beg you, to vote against this Urban Design Plan. If that is not possible please elect to send it back for more study. I ask you not just for myself, but for all our locals that want to continue a life here in a real town. Not one re-manufactured for the tourist trade.

With utmost sincerity,

A handwritten signature in black ink, appearing to read "Vince Tofanelli". The signature is written in a cursive style with a long horizontal stroke above the name.

Vince Tofanelli

10/13/08

12 October, 2008

City of Calistoga

Re: Urban Design Plan

To whom it may concern:

It is my belief that the Urban Design Plan for Calistoga is, at its core, deeply flawed and should not be pursued. When I ask myself why this plan was drafted in the first place, the only explanation I can muster is that the city is seeking ways to increase tax revenue or that Calistoga is feeling left behind and aspires to some re-vitalization. In either case, I ask you to please pause and look closer. All that Calistoga needs is an injection of self-confidence. Everything required to make and keep this town a vibrant and self-sustaining community, both for its residents and visitors, is already in place. Why change what already so clearly defines this unique place? Here's my short list of Calistoga's existing assets:

- the drop-dead gorgeous physical backdrop
- walkability and bicycle-friendly approach, good not only for getting around but for getting exercise
- an historic, centralized town center where the community comes together
- a diverse and friendly population which welcomes visitors
- a variety of restaurants and shops, successfully serving the locals and visitors alike
- a large pool of talented, creative and even eccentric citizens who bring thoughtful ideas to the table
- role as host of traditional, inspiring events (parades, fair, music, art & wine events, car races)
- the town's natural, unforced, and unpretentious charm for which there is no formula

The UDP, with its emphasis on

- increasing visitor accommodations, which is disproportionate to improving services for locals
- re-locating the town center, thus isolating local serving businesses (the Hispanic community in particular), and ultimately segregating locals from visitors

and

- unnecessarily re-routing traffic by extending roads (Washington to Dunawael in particular), which seriously compromises dedicated ag land, the revered bike path and open space in the process

all seriously threaten the life blood of what makes Calistoga the charming, desirable place it is, *while also insulting the individuals who have proudly built this community from the ground up.*

Alternatively, by studying and reporting on ways to address critical infrastructure issues such as responsible water sourcing, waste treatment, and the improvement of existing roads (with an emphasis on self-sustainability rather than reliance on outside sources), I believe the city would be showing to its citizens that it aims to take care of and further nurture what is already here. Let's tap some home-grown talent and create incentives for local businesses to thrive and for vacancies to fill up. Let's aggressively promote the *existing* virtues of this town. Attempts to re-design the look and feel of a city not only cost many, many precious dollars, they also historically tend to replace self-sown character with plugged-in, meaningless facades. Please look deeper at who inhabits this wonderful town and give these individuals some credit for defining Calistoga as it has grown thus far. Allow it to continue to grow naturally, from within. Trust this to work.

Any commission or council that fails to listen to the voices of its citizens is not doing a proper job. After having attended several public meetings on this subject, and hearing overwhelming discontent from concerned citizens, I feel it is the city's responsibility to slow down, respond accordingly and scrap the Urban Design Plan. The best thing that has resulted from its creation is to rally a consensus of opposition. Let's use the momentum of this energy wisely.

Sincerely,

A handwritten signature in cursive script that reads "Arminée Chahbazian". The signature is written in dark ink and is positioned below the word "Sincerely,".



10/13/08

Andrew H. D'Anneo  
1085 Dunaweal Lane  
Calistoga CA 94515  
Tel. (707) 942-4230  
audanneo@napanet.net

13 October 2008

To The Planning Department of the City Of Calistoga:

RE URBAN DESIGN PLAN

I have lived on Dunaweal Lane since 1974. Besides being a long term resident at the above address, I have a special feeling for Calistoga, which derives in part from learning that my maternal great-grandfather, Hugh Hillis Dobbins, an ordained Presbyterian minister, came here in the 1880s to establish a Presbyterian community and church. He stayed about five years before going to the San Joaquin valley to form another community.

I ~~do~~ oppose extending Washington Street to Dunaweal Lane as proposed in the Plan, both in my own interest and because it will not achieve the "benefits" desired by the Urban Design Plan to reroute much of the existing traffic, importantly truck traffic from along Lincoln Avenue. I'm addressing that issue.

Proponents of lower Washington Street extension maintain that truck traffic now going through town and clogging Lincoln Avenue would instead use Dunaweal Lane and the Washington extension to reach central Calistoga. In fact, most of the truck traffic going on Hwy #29 in the direction of Lake county presently uses Dunaweal Lane and does not even enter Calistoga. Living on Dunaweal Lane, I can testify that a minimum of five large diesels, some with trailers, go nightly through Dunaweal to the Silverado Trail and do not even see Calistoga. More go through during the day, which I don't keep track of.

I often use the bike path to walk from Dunaweal Lane into town and back along lower Washington St. Aside from pickups, the only large trucks I ever see, on or parked along Washington Street below Lincoln, are those hauling tank trailers destined to the Crystal Geyser water bottling plant. Of necessity, those trucks, must use Washington St. to deliver their cargo. Were there a Washington extension, those trucks would probably use it from Dunaweal Lane to avoid Calistoga traffic and congestion. But from what I have seen, they would be the only ones to benefit and reduce Lincoln Avenue traffic.

Other traffic going into Calistoga by Highway 29 would not use the extension because their destination would probably be in town or along Lincoln Ave, and go by way of the intersection with Lincoln Ave. To get directly to their in-town destination. The

awkward large trucks would have to make only make one turn, at the signal from Hwy 29. To use the proposed Washington extension route would require them and other traffic to make three turns to get onto Lincoln Ave.: right onto Dunaweal, left onto lower Washington St., and right or left again onto Lincoln Ave. You can bet the diesels and semis wouldn't do that.

Given there would be little demand for travel on an eventual lower Washington Street: except for Crystal Geyser trucks, does not the cost to benefit relationship of developing lower Washington St. seem out of proportion:

To develop lower Washington St. one must:

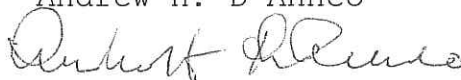
- Move the Bike path;
- Condemn existing vineyard and private property
- Move and re-establish the waste water treatment plant, and its ponds,
- Move the city dump along with concurrent expenses
- Pave a new road extension.

All this must happen to get a new route to a destination, down-town Calistoga, which is more easily and efficiently reached by the existing one change of direction and turn into Calistoga at the intersection of Lincoln and Hwy 29? The expenses for all the changes required to develop roadway along lower Washington St. necessarily contemplate recruitment of businesses to locate there, and sale or lease of existing properties along the new roadway, to increase the tax base and create revenues to reimburse the city for the development. How much will be necessary and how long it will take to repay the as yet unknown costs? No one knows. Moreover, if the aim of the plan is to reduce traffic, developing lower Washington St. will have the opposite result of more, not less, traffic, but not truck traffic, and it will likely originate from in town to go to the new businesses, rather than from Dunaweal Lane.

In previous meetings it has been said, and not denied, that no reliable statistics have been developed to measure the flow of traffic that will be affected by the proposed "improvement". My guess is that also no one knows how much the extension will cost and projections as to how it will be paid for. These data and more must be developed before undertaking to spend the amount of money and effort that will be necessary.

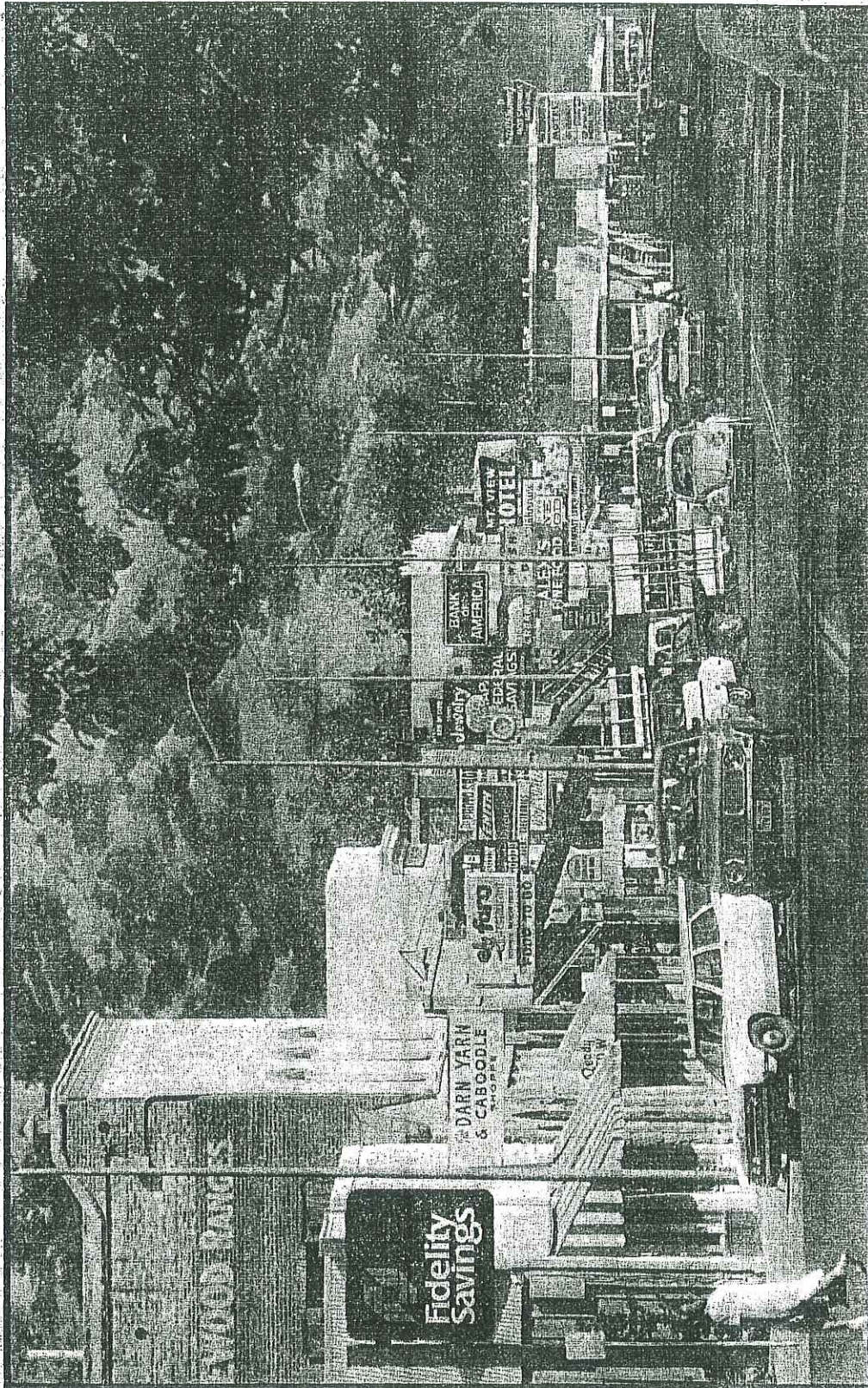
I will let others argue against the effect that parking garages, relocating businesses that serve the community, and so forth, will have in destroying the character and charm of our community. I urge you not to approve the Urban Design Plan.

Andrew H. D'Anneo



# Scene/Arts

San Francisco Examiner  
Oct. 29, 1978 Scene Page 1  
A section of the San Francisco  
Sunday Examiner and Chronicle



A report by Bea Pixa

Examiner photos by Paul Glines

# Calistoga

It's fun if you approach it in a certain way

**S**OME COMMUNITIES are known for their elegance, their charm, their natural beauty and their cultural offerings — the features that attract visitors year after year.

Calistoga, a Napa Valley town that's about a two-hour drive from San Francisco, is different. Unlike the other picture postcard towns of the valley, it is neither gorgeous nor culture-oriented. It is certainly not elegant, nor, for the most part, is it charming.

Located at the foot of Mt. St. Helena, what Calistoga really is, is funky. In fact, it's the kind of place that has raised funkiness to a high art — and inherent in "funky" is "fun," which is something else Calistoga provides, when approached with a properly funk-oriented frame of mind.

And what makes Calistoga especially funky? The list is actually quite long, but for starters:

- The crypt intended for the remains of the town founder, Sam Brannan, is just behind the Jolly Cone Drive-In Restaurant on Highway 29/128. The remains are really in Southern California, although local boosters hope to get them back to their rightful resting place some day.

- At the end of the airstrip, where one would expect to find a control tower, is a laundromat.

- One of the town's popular restaurants is housed in an old filling station, the exterior given a newly sophisticated, lease on life with wood siding. Beneath the grape arbor that hangs over two outdoor tables, is a washing machine.

- The chamber of commerce office is located improbably in the Darn Yarn and Caboodle Shoppe, an emporium specializing in knitting supplies and assorted oddments.

- The main street, Lincoln Avenue, features a menswear, boyswear, and dry cleaning store called L. Funke & Son, no pun intended.

Monday through Thursday, Calistoga, if not actually fast asleep, enjoys a nice doze. It's a town where storekeepers are willing to sit down and have a long chat, where they might leave their shops unattended to run errands confident that nothing will be amiss when they return, where motorists park and leave car doors open, and where everybody is pretty well informed about everybody's goings on. In general, the atmosphere is relaxed — to the point where some business signs inform visitors that the shops keep "fairly regular hours."

Starting Thursday evening, the migration of young trendies with sleek, aerobically conditioned bodies, and elder arthritics with aching bones and joints start filling up the town's 10 motels. Calistoga also attracts its share of "weekend cowboys" who arrive in pickup trucks, inspiring some of the old timers to nickname the place, "Dodge."

Lincoln Avenue can be traversed in about 15 minutes. The ambiance is quiet and respectable, although during the '30s, the town enjoyed brief notoriety for some not-quite-legal gambling operations.

The prime attraction is the variety of spas, with mineral water springs hot enough to boil an egg. The area is volcanic and was active as recent as 2½ million years ago. Now the sulfurous-smelling water bubbles out of the earth, providing surcease from sorrows of muscular aches and pains, relaxation, and in a few

cases, natural, inexpensive heating for the houses that have piped it in.

Visitors turn up the year around, rain or shine. Summer visitors apparently don't mind soaking in 105-degree mineral water, when outdoor temperatures often range in the 100s. For many, fall and winter with their crisp, clean air are the ideal times to plan a trip.

In the past, visiting luminaries have included fire buff and San Francisco socialite Lillie Hitchcock Coit and author Robert Louis Stevenson, who immortalized the area in his book, "The Silverado Squatters."

More recently, the Atlanta Braves, actress Lesley Ann Warren, conductor Antonia Brico, and entertainer Nancy Bleiweiss and the Beach Blanket Babylon cast have turned up for long soaks, while author Richard ("Jonathan Livingston Seagull") Bach, actor Bob Cummings, and TV personality Hugh Downs have viewed the area from the Soaring Center.

Calistoga also claims to be the birthplace of such athletic titans as Giants pitcher Bob Knepper and Philadelphia Eagles coach Dick Vermeil. For a town

## 'I want it to be t

**T**AKING THE WATERS" is a Calistoga tradition that goes back to the town's founding as a posh resort in the late 1880s. It evolved into a middle class vacation mecca, ultimately grew out of fashion, and is just now in the midst of a renaissance.

Local lore has it that the place was named by Sam



A hot mud bath is a prime attraction at several

# ga

with fewer than 5,000 inhabitants, it is surprisingly rich in historical lore, and takes pride in a newly published history, "The Brannan Saga," written by local historian Kay Archuleta.

The very famous have died or moved on to bigger watering holes. Those who remain these days are a mix of older, retired, churchgoing folk who like things pretty much as they are, and a relatively recent influx of young, ambitious settlers who see great economic possibilities for the town.

Four years ago, a luckless entrepreneur opened the only bookstore in town, but went out of business. Now another bookshop is about to open, and with a younger, book-oriented population, success is predicted.

The population of Calistoga, according to the last count, is 3,800. The plaque at the town's entrance, slightly out of date, lists it at 2,600. The future of the place remains uncertain. One resident complains that "the people from Marin are coming in and bringing their sickness with them." Another joyously envisions the town as "another Sausalito."

In an ambiguous move in April, the city council

opted for neither no-growth nor fast growth, but rather, endorsed a move for slow growth by limiting expansion to four building permits a month.

Ethnically, Calistoga has a substantial Mexican population, made of mostly migrant workers, and a Russian immigrant colony numbering about 400 refugees who gravitated to the area after the 1917 Russian revolution, attracted by the rural ambience and the promise of relaxing mineral baths. Many of the townsfolk are also of Italian extraction, as is common to the Napa Valley.

A candidate for public office had campaign literature printed in the Cyrillic alphabet, and even today, Czarist sentiments run strong and deep. For example, last year, Natasha Merkuloff, an associate editor of The Weekly Calistogan, was rewarded for her good work with a trip to the USSR, and given a mission to find a sister city for Calistoga. On the face of it, it seemed a harmless enough goodwill tour, but when a photo of Natasha and her two dogs, Lady and Czar, ran in the paper announcing the trip, there was a local revolution of sorts.

Unfortunately, the caption waggishly identified Merkuloff's pets as Alexandra and Nicholas, after the pre-revolutionary rulers. Since Czar Nicholas and Czarina Alexandra were considered spiritual leaders in the Russian Orthodox Church, and since they were murdered during the Bolshevik Revolution, the photograph did little to cement relations between Calistoga, Merkuloff, and any "sister city" she might have found. A protest was organized. And the chamber of commerce withdrew its support of the project. Merkuloff went anyway, and reports that she had a wonderful time.

A very funky tempest? Perhaps. But that's Calistoga.

## The Calistoga of Sarafornia'

Brannan, millionaire newspaper publisher with a reputation as a promotor, rake and rogue. Supposedly a great admirer of Saratoga, the fashionable eastern spa, Brannan yearned to create his own luxurious resort in California. After an evening of too much merriment, he reportedly described his plans, saying, "I want it to be the Calistoga of Sarafornia." The spoonerism stuck.

Brannan built his resort on a grand scale, covering

over 2,000 acres with such amenities as a race track, a winery, a sawmill and a grist mill. He also brought in mulberry trees, envisioning a silk industry, and a herd of Merino sheep from England.

The resort attracted the social lions and scions of the Bay Area. In time, other spas were built to compete with Brannan's. Ultimately, fire destroyed most of his dream. The spa called Pachetau's on Lincoln Avenue is all that remains of the original spread.

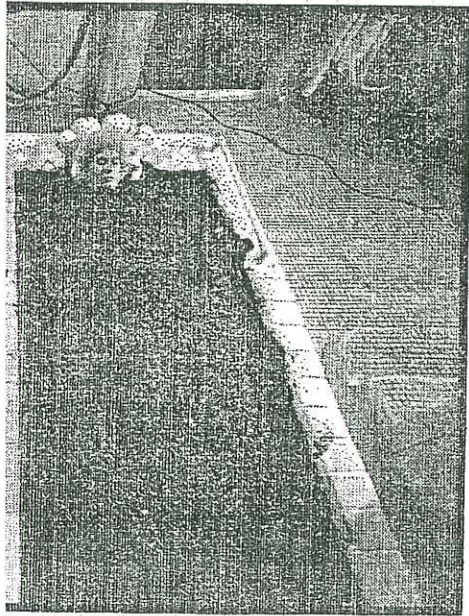
It would be unfair to compare Calistoga with Baden Baden in Germany, the Golden Door in Southern California, or Maine Chance in Arizona. As spas go, Calistoga is unpretentious and anything but glamorous. Facilities are more practical than elegant, and accommodations are priced accordingly. Pleasant double rooms generally are in the \$20-\$30 range.

Many of the motel rooms come with kitchenettes. The reason for this amenity becomes clear soon after one's first mineral bath. After a long, hot soak, stepping out on the town loses much of its appeal. Far preferable is a light snack and a long nap.

The spas are definitely not geared toward couples interested in trysting midst steamroom vapors. Except for mineral bathing pools, used by both sexes, appropriately garbed in swimwear, spa facilities are rigidly segregated. One exception is the Golden Haven Spa, which offers private jacuzzis and bears the additional distinction of staying open till 9 p.m. (Most other spas close at 3 p.m. or shortly thereafter). Eight of the 10 motels in the town center offer mineral baths of some sort, and four — Pachetau's, the Calistoga Spa, Nance's Hot Springs, and Dr. Wilkinson's Hot Springs — feature mud bathing as well. The mud, which makes for a warm, relaxing, porcine wallow, is actually volcanic ash mixed with heated mineral water, and it showers off easily.

The object is to lie in a tubful of the mixture for

—See Page 3, Col. 1



Calistoga spas

COMMENT ON WASH ST. EXTENSION / UDA

CHARLES WHITE

DIA MTN TRAY?

SHOULD LOOK AT SAFETY IMPROVEMENTS  
AT LINCOLN AND WASHINGTON

- SETTING STOP LINES BACK
- PULLING CORNERS BACK
- ELIMINATING ON-STREET

TO MAKE IT SO TRUCKS DO NOT HAVE  
TO PULL INTO ON-COMING TRAFFIC LANE  
AND JAM TRAFFIC, CREATE SAFETY  
HAZARDS

↳ IF WASH. ST. EXTENSION DOES  
NOT GO THROUGH.

10/13/08 HJ

October 13, 2008

City of Calistoga  
Planning Commission  
1232 Washington St.  
Calistoga, Calif.-94515

Honorable Members:

I don't go to a lot of these meetings. I get up and say something at even less. I've always believed that if I take care of my business, and let other people take care of their business, a whole lot more gets done with less fuss. Unfortunately, saying nothing now means I can't say anything later, and as other people have used this Urban Design Plan to change the Calistoga my neighbors and I live and work in into something they would like to see, I guess I'm going to have to say something about it now.


The short version: take that UDP and recycle it.

1. Changing zoning downtown and sticking "non-conforming use" tags on the businesses there that serve the community has to be the idea of someone who doesn't live here. Downtown should be about serving the community, not serving the tourists.
2. Re-routing trucks to Tubbs Lane via Foothill. I'm not a truckdriver, just a farmer with a Class "A". I guarantee you I'd never take Tubbs Lane to go to Lake County unless I didn't have a choice. I'd take Dunaweal to the Trail. And you know what? A good number of them already do.
3. Resort zoning. The current UD P has essentially made a large donut of resorts around the mobile home park. Does anyone currently living in those two parks believe that a bunch of tourists are going to want to pay \$500. to \$1000. a night to look at mobile homes? Somewhere down the road, they are going to want to rezone the parks too.
4. New streets. Servicing what: Dunaweal to lower Washington to service one company? Silverado Trail to the above mentioned extension servicing what exactly? The City spray fields? My vineyards? There is nothing there. There won't be anything there that would require a new street so long as our family continues to farm that property. A street from Myrtle Dale to Hwy. 128? Wouldn't that add to the congestion at the Petrified Forest Rd. and Foothill Blvd intersection?

Now, a lot of nice people have been telling me that I really shouldn't get too bothered about this. Nothing is going to happen immediately, if ever. Its just making plans for what a committee or three think Calistoga should look like. Nothing is likely to change in my lifetime, and they may be right. Then again, I remember hearing, at one of these meetings, that the bike path to Dunaweal was never going to be transformed into a street' Now we read differently, that it has always been part of the General Plan to extend Washington to Dunaweal. So I guess what people tell you doesn't count if you can manufacture a legal document saying something else. If adopted, this Urban Design Plan becomes a legal document.

In my opinion, this document should not be adopted. It should be replaced by one that services the community. You know the people who live here, not those who are just passing through.

Sincerely,

  
Jim Frediani  
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