

City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Lynn Goldberg, Planning and Building Director
DATE: June 19, 2018
SUBJECT: **Conceptual Plans for Silverado Trail Gateway Improvements**

APPROVED FOR FORWARDING



Dylan Feik, City Manager

- 1 **ISSUE:** Receive conceptual plans for Silverado Trail Gateway Improvements
- 2 **RECOMMENDATION:** Direct staff to initiate the public review process of three
3 conceptual plans for parking, restrooms and other improvements on the City-owned
4 property at Silverado Trail and Lincoln Avenue/State Highway 29
- 5 **BACKGROUND:** A .57-acre, triangular-shaped parcel at the southeast corner of the
6 Silverado Trail/Lincoln Avenue intersection was dedicated to the City of Calistoga as part
7 of the Kingdom Hall project in 2007. The property was not needed for the project and the
8 City was willing to accept it in order to accommodate future intersection improvements.
9 Several small wetland areas are located adjacent to Silverado Trail. Four sycamores
10 border the parcel's Lincoln Avenue frontage and a sidewalk constructed as part of the
11 Kingdom Hall project runs through the parcel to Lincoln Avenue along its eastern and
12 southern boundaries.
- 13 General Plan and Urban Design Plan
- 14 The Land Use Element of the Calistoga General Plan and the Calistoga Urban Design
15 Plan designate the area around the intersection of Silverado Trail, Lincoln Avenue/State
16 Highway 29 and Lake Street as the "Silverado Trail Gateway" (see Attachments 2 and 3).
17 Properties within any of the designated gateways merit particular attention to ensure that
18 the values and vision of the community are realized and that Calistoga's identity as a
19 unique and historic small town is preserved.
- 20 The Land Use Element includes the following provisions that reflect those of the Urban
21 Design Plan and apply to potential use of the City's property:
- 22 *As a major entry into town, the Silverado Trail Gateway must convey several*
23 *strong messages. Design and development should provide a clear sense of*

24 *entry into Calistoga and build anticipation of the City's unique character. It*
25 *should incorporate local elements such as a geothermal feature to highlight*
26 *Calistoga's unique resource.*

27 *Special attention must also be given to the Oat Hill Mine Trail trailhead*
28 *which also lies within this gateway area. The trailhead area should be*
29 *showcased, and facilities for accommodating access by residents and*
30 *visitors should be provided.*

31 *Land Use Considerations*

- 32 • *Development and redevelopment of land within this area must*
33 *substantially enhance the appearance of this critical entry.*
- 34 • *Opportunities to provide parking accommodations and quality trailhead*
35 *amenities for Oat Hill Mine Trail users should be explored as part of*
36 *public or private improvement projects.*

37 *Development and Design Considerations*

- 38 • *Design of all improvements around the intersection must convey a*
39 *strong sense of arrival to Calistoga and signal aspects of its identity.*
- 40 • *Landscaping at the intersection shall be attractive and appropriately*
41 *design and should borrow from the prevailing landscaping theme within*
42 *the Resort Character Area.*
- 43 • *Development leading to and around the intersection must be set back*
44 *from the street edge to accommodate installation of meandering and*
45 *well landscaped pathways.*
- 46 • *Improvements to the Oat Hill Mine Trail trailhead must be of high quality,*
47 *yet simple and rural in character with heavy use of stone and wood.*
- 48 • *All parking should be screened from public view to the extent possible.*
- 49 • *Outdoor lighting shall be designed to preserve and protect the nighttime*
50 *environment in accordance with the following International Dark Sky*
51 *Association model ordinance objectives:*
 - 52 - *Provide the minimum lighting level necessary for night-time safety,*
53 *utility, security, productivity, enjoyment, and commerce.*
 - 54 - *Minimize adverse offsite impacts such as sky glow, light overspill and*
55 *obtrusive light.*
 - 56 - *Conserve energy and resources to the greatest extent possible.*

57 *Connectivity Considerations*

- 58 • *Inviting and user-friendly pathways and road-crossings for pedestrians*
59 *and bicyclists shall be provided to and from the resorts located within*
60 *the Resort Character Area. Pathways shall be designed to be rural in*
61 *character.*

62 Calistoga Active Transportation Plan

63 The Calistoga Active Transportation Plan calls for a Class I Multi-Use Path beginning at
64 Silverado Trail and running along Lincoln Avenue to Fair Way, where it turns east along

65 the “Fair Way Extension” and ultimately to Dunaweal Lane. The bicycle network master
66 plan calls for a rest stop at the Silverado Trail Gateway.

67 The Class I path is a segment of Napa Valley Vine Trail, which is planned to ultimately
68 extend to the Vallejo Ferry Terminal. The northerly terminus of the Trail is at the
69 intersection of Lincoln Avenue and Silverado Trail. The path is also part of the County’s
70 Primary Bikeway Network, a continuous countywide network of on- and off-street
71 bikeways that extend between and through communities.

72 City Council Priority Projects

73 One of the City Council’s priority projects for Fiscal Years 17-18 and 18-19 is to work with
74 Napa Valley Vine Trail and Napa County Regional Park and Open Space District to
75 provide facilities at or near the Oat Hill Mine Trail trailhead, particularly public parking and
76 restrooms for users of both trails.

77 Design concepts

78 The City has engaged the services of GSM Landscape Architects to assist with
79 developing a plan that would provide parking and restroom amenities, as well as provide
80 an entry statement that conveys a sense of the community.

81 After consultation with City staff and a review of policy documents, GSM developed three
82 unique schematic designs (Attachment 1). All of the plans include the following “baseline”
83 features:

Parking lot	Restroom building
Shaded picnicking/gathering area	Drinking fountain with bottle filler
Information kiosk with trail maps	Calistoga landmark sign
Bicycle racks	Trash, recycling & pet waste containers
Safety lighting	Bio-filtration areas
Vine Trail segment along Lincoln	Path to Silverado /Lincoln intersection
Permeable pavers	Protection of existing trees and wetlands

84 The plans also include the following environmental and “green” betterments:

Electric vehicle charging stations	Solar photovoltaic panels
Additional shade and accent trees	

85 Scheme A includes a curvilinear design, 16 parking stalls, and an open corner concept
86 adjacent to the intersection of Lincoln Avenue and Silverado Trail. Scheme B shows a
87 block-type approach with sharper corners. This option includes one additional parking
88 space (total of 17). Finally, Scheme C orients the main park area toward Silverado Trail
89 and the hillside, yet has the least amount of parking at 10 spaces.

90 **DISCUSSION**

91 Public review

92 The intent is for each design option to be presented in public meetings to gather feedback
93 and provide one final recommendation to the Council based on public comments and

95 comments and preferences. Staff recommends scheduling a public workshop that
96 allows GSM to present the three design concepts, answer questions and receive
97 feedback, with the goal of identifying a preferred conceptual design that can be further
98 refined.

99 GSM's contract also includes meetings with project stakeholders, which can include the
100 Calistoga Active Transportation Advisory Committee, NVTA, Napa County, Napa Valley
101 Vine Trail Coalition, Caltrans and the Department of Fish & Wildlife (DF&W).

102 Additional improvements and considerations

103 Any project developed on the parcel would need to provide the following items, which
104 are not reflected in the schematic plans:

- 105 • Paved access from Lincoln Avenue across the adjoining Calistoga Motor Lodge
106 property, including an improved driveway. The owners of the Motor Lodge are
107 agreeable to providing the necessary easement, but the extent and cost of the
108 access improvements have not yet been determined, nor has the easement
109 language/document been prepared.
- 110 • Safe pedestrian and cyclist crossing of Lincoln Avenue and Silverado Trail,
111 designed in consultation with Caltrans, Napa County, Napa Valley Vine Trail
112 Coalition and Napa Valley Transportation Authority (NVTA)
- 113 • Environmental review, including consultation with the DF&W, Caltrans and the
114 Native American Heritage Commission.
- 115 • Potential utility improvements, such as the extension of water, sewer and electric
116 utilities. It may be possible for the project to be electrically self-sufficient using
117 solar photovoltaic panels if no EV charging stations are provided.

118 Project costs and funding sources

119 GSM's preliminary cost estimates for the three design concepts are roughly equivalent.
120 The estimates, however, do not include design and implementation of the road crossing,
121 Class I path construction, off-site driveway access permitting/construction, DF&W
122 mitigation measures and environmental review. A more-complete cost estimate will be
123 prepared after a preferred design has been selected and refined.

124 Potential funding sources for the gateway improvements include the City's Measure T
125 mandated Class 1 bicycle facilities contribution, cultural/recreational and transportation
126 development impact fees, grants, Napa County Regional Park and Open Space District
127 and Napa Valley Vine Trail Coalition.

ATTACHMENTS

1. Schematic designs for Silverado Trail Gateway Facilities Project
2. Schematic materials and plant palettes
3. Land Use Element Figure LU-7 Character Area Overlays
4. Silverado Trail Gateway excerpt from Urban Design Plan