

**RESPONSE TO COMMENTS ON  
CITY OF CALISTOGA  
GAS STATION, CAR WASH, CONVENIENCE STORE AND RESTAURANT  
PUBLIC DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This document provides a response to comments received on the Public Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Gas Station, Car Wash, Convenience Store and Restaurant Project (State Clearinghouse # 2018042061). This response to comments document along with the Draft IS/MND constitutes the Final IS/MND.

In accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended) (California Public Resources Code 21000 et. seq.), the IS/MND was circulated for a 30-day public review period from June 11, 2018 to July 10, 2018. Nine (9) comment letters were received on the IS/MND. As of the writing of this document (7.25.18), no comment letters have been received outside of the public comment period. As explained herein, in light of the whole record, the City of Calistoga finds that all potentially significant impacts have been adequately addressed in the IS/MND and this Response to Comments.

CEQA Guidelines Section 15074 identifies the responsibilities of the Lead Agency when considering the adoption of a Negative Declaration or Mitigated Negative Declaration:

- Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.
  
- Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence<sup>1</sup> that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Consistent with CEQA requirements, the City of Calistoga has reviewed and considered all comments received on the IS/MND. CEQA does not require the lead agency to prepare a response

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<sup>1</sup> "Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code Secs. 21080(e), 21082.2(c); Guidelines § 15384).

to public comments received on a Negative Declaration or Mitigated Negative Declaration. Nevertheless, the City of Calistoga has prepared this document to fully disclose all public and agency comments received and to provide responses to those comments.

## **COMMENTS RECEIVED**

Agencies, organizations and individuals that submitted written comments on the IS/MND are listed below; comment letters received on the IS/MND are included in Attachment A.

### Agencies

- California State Clearinghouse (SCH)
- California Department of Transportation (Caltrans)

### Individuals

- Jennifer Bennett, Owner, Lovina Restaurant
- Annette Betancourt
- Joan Dambros
- Denise Flaherty
- Kurt Larrecou
- Lucretia and Steve Marcus
- Bob Branstad and Eva Schlosser

## **SUMMARY OF COMMENTS AND RESPONSES**

### California State Clearinghouse

The letter acknowledges that the City of Calistoga complied with the State Clearinghouse (SCH) review requirements by submitting the environmental document to the SCH for distribution to state agencies. The SCH distributed the IS/MND to eight state agencies (Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; California Energy Commission; and Native American Heritage Commission). The SCH received a response from one state agency, the California Department of Transportation (Caltrans) and forwarded Caltrans' comment letter to the City. No response to the SCH letter is necessary.

### California Department of Transportation (Caltrans)

The letter states that Caltrans will need to review drainage, grading plans, and any drainage reports during the permitting phase. Caltrans states that the driveway should be designed according to *California Highway Design Manual* section 205.3, Urban Driveways. The letter states that any work or traffic control that encroaches onto the state right-of-way requires an encroachment permit from Caltrans. In addition, project work that requires the movement of

oversized or excessive load vehicles on state roadways, such as US 101, SR 29, or SR 128 requires a transportation permit from Caltrans.

In response to this comment, the City of Calistoga will ensure that the applicant obtains all required permits from Caltrans and that Caltrans is provided with any requested reports during the permitting phase of the project. In addition, the City of Calistoga Public Works Department will ensure that all driveways on SR 128 are designed according to the *California Highway Design Manual*.

The letter asks that the Traffic Impact Study be updated to identify impacts to State Route (SR) 128 during construction.

The IS/MND addresses temporary impacts to SR 128 during construction, which may involve extension and connection to existing utilities (page 5 and 6) and temporary lane closure (or partial lane closure) to accommodate frontage improvements (page 79). The proposed project would be constructed over an approximately 12-month construction period and would only temporarily affect SR 128 when activities involve frontage improvement and construction of new driveways. Construction activities would temporarily generate a negligible amount of additional traffic along roadways in the vicinity of the project site caused by construction workers and material deliveries. The increase in vehicle trips during construction is considered minimal, and certainly less than the completed project would generate upon occupation, so local street capacity would not be significantly affected as was identified for the project. The Street Improvement Plan, which is required by Caltrans as part of the Encroachment Permit Application, will identify temporary and permanent improvements within and adjacent to Caltrans' right-of-way. No further response is required.

The Caltrans comment letter further states that the project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users be evaluated, and that access for pedestrians and bicyclists to transit facilities be maintained. Caltrans states that bicycle parking racks need to be provided adjacent to entrances of the restaurant and convenience store. The letter states that the project should contribute fair-share fees toward the implementation of the planned Class II bike lanes adjacent to the project site on SR 128.

The City of Calistoga collects transportation impact fees from new development to fund needed infrastructure improvements throughout the City. The transportation impact fees are used to fund roadway and other improvements for vehicular travel, as well as improvements identified in the Calistoga Active Transportation Plan, such as bicycle improvements. Impacts related to alternative modes of transportation were analyzed in the Traffic Impact Study (pages 20-21) and the IS/MND (page 79).

As stated on page 79 of the IS/MND and in the Traffic Impact Study, public transit, bicycle, and pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. The introduction of the proposed project would have a negligible impact on

ridership to the public transit system and the transit system has sufficient capacity to accommodate additional ridership. There are no transit stops within an acceptable walking distance (0.25 mile) of the project site. However, upon completion of the planned bicycle improvements identified in the Calistoga Active Transportation Plan, the site could be accessible via bicycle from the Lake Transit stop on Lincoln Avenue or the Vine Transit stop on Lincoln Avenue at Fair Way. Thus, impacts to public transit would be less than significant. No further analysis is required.

The project does not interfere with existing or proposed pedestrian or bicycle facilities in the site vicinity and will not decrease the performance or safety of such facilities. As part of the planned improvements, a sidewalk will be installed along roadway frontages to Petrified Forest Road and Foothill Boulevard and would connect to existing crosswalks at the intersection. Bicycle parking racks would be provided near the restaurant and convenience store onsite. Therefore, impacts due to a conflict in existing or planned pedestrian and bicycle facilities from project development would be less than significant. No further analysis is required.

Caltrans states that the project should include a robust Transportation Demand Management (TDM) Program to reduce vehicle miles traveled (VMT) and greenhouse gas emissions. The letter identifies some of the measures to be included in the TDM, such as including charging stations for electric vehicles. The proposed project does include a number of components to reduce VMT and greenhouse gas emissions. The project includes one dedicated electric vehicle charging station parking stall, bike racks, and sidewalks along Foothill Boulevard and Petrified Forest Road. Given the limited number of employees, development of a robust TDM plan would be infeasible.

Jennifer Bennett, Owner, Lovina Restaurant

Jennifer Bennett submitted two comment letters on the IS/MND, one via email and one via U.S. mail. Ms. Bennett expressed her formal protest to the planned gas station, car wash, and restaurant. As a neighbor to the existing Arco Station, she stated that she called the police a number of times to report suspicious activities and fires on Arco's property. She is concerned that the proposed gas station across the street would compound these issues. The letter expresses concerns that adding another high turnover business to the intersection of Petrified Forest Road and Foothill Boulevard would exacerbate already degraded traffic conditions at this intersection. Ms. Bennett states that the main entryway to the town should be a picturesque corner that showcases the town's unique character, rather than a strip mall with a chain store, such as Loop. She also expressed concern regarding the number of gas stations in Calistoga, which could impact the small-town character of Calistoga. For responses to these comments, see Master Response on Need for Project, Master Response on Traffic, Master Response on Police Protection, and Master Response on Scenic Corridors and Gateways presented below.

Annette Betancourt

The letter expresses Ms. Betancourt's protest to the proposed project. She opposes the size and type of structure at this location, since there is already a comparable business across the street and

two more in the town. The letter expresses concern regarding existing traffic congestion at the intersection of Petrified Forest Road and Foothill Boulevard, that hasn't been addressed yet by the City or Caltrans. The letter expresses concern about adding more heavy traffic-producing businesses to this intersection. The letter states that the current uses of the project site have no significant contribution to the traffic congestion at this intersection or noise level. Ms. Betancourt requests that an Environmental Impact Report be prepared for the project due to the current use of the property and previous historical uses, which included a gas station. For responses to these comments, see Master Response on Need for Project, Master Response on Traffic, Master Response on Police Protection, Master Response on Scenic Corridors and Gateways, and Master Response on Hazards/Hazardous Materials presented below.

Regarding existing noise levels at the project site; the commenter asserts that the current uses of the project site have no significant contribution to the noise level. The IS/MND characterizes existing noise levels at the project site, and is supported by the project specific Environmental Noise Assessment, prepared by Illingworth & Rodkin. The Noise Assessment includes onsite noise measurements to capture short and long term noise levels from existing activities on the project site and the surrounding vicinity. As summarized in the IS/MND (page 67), the primary noise source is from vehicles traveling along project area roadways. The IS/MND identifies that the proposed project would substantially increase the noise level generated onsite and sets forth Mitigation Measure Noise-1, which calls for an eight-foot high noise barrier (page 69). The IS/MND concludes that with implementation of Measure Noise-1, the City's noise compatibility standard for normally acceptable exposure (60 dBA) would be achieved, thereby reducing potential noise impact to levels below significance. For more details regarding Noise Impacts from project implementation, see pages 66-70 of the IS/MND and the Environmental Noise Assessment (Appendix I to the IS/MND).

Joan Dambros

Ms. Dambros wrote a letter to contest the allowance of a "Loop Neighborhood" as an anchor business to one of Calistoga's Gateways, per the instructions outlined in the City of Calistoga General Plan, 2015, Land Use Element. Ms. Dambros states that the proposed project does not support Calistoga's agricultural community and small town charm. The letter also questions the placement of a fourth service station within a mile of three other existing gas stations at the town's gateways. For responses to these comments, see Master Response on Need for Project and Master Response on Scenic Corridors and Gateways presented below.

Regarding the comment that the proposed project does not support Calistoga's agricultural community, the subject property has a General Plan land use designation of Community Commercial and is zoned as Community Commercial (see page 3 of the IS/MND). The Community Commercial land use designation allows retail, restaurants and service stations, and the Community Commercial zoning district allows retail and restaurants, and conditionally-allows gasoline service stations, including car wash facilities. As such, any uses within the subject property, both presently and in the future, are not required to support Calistoga's agricultural community. No further response is required.

### Denise Flaherty

The letter expresses concern regarding traffic impacts from the proposed project at the intersection of SR 128 and Petrified Forest Road, particularly during commute hours. The letter also expresses concern regarding vehicular safety in the vicinity of the proposed project. Ms. Flaherty states that the bigger issue is the need for this project at all, as all of these services are already present in that location. For responses to these comments, see Master Response on Need for Project and Master Response on Traffic.

Regarding vehicular safety in the vicinity of the project, the Traffic Impact Study (Appendix J to the IS/MND) reviewed the collision history for the study area to determine any trends or patterns that may indicate a safety issue (see page 5 of the Traffic Impact Study). The Traffic Impact Study concluded that because the vast majority of collisions at the intersection of Foothill Boulevard and Petrified Forest Road resulted in property damage only, it does not appear that any immediate changes to the intersection are warranted. Furthermore, the planned installation of a traffic signal would help to reduce the prevalence of sideswipe collisions due to right-of-way confusion and the consolidation of access to the project site into two driveways that align with existing driveways on the other side of Petrified Forest Road, would reduce the number of potential conflict points.

The Traffic Impact Study also evaluated the following to ensure vehicular safety in the vicinity of the project: on-site circulation; sight distances along Foothill Boulevard and Petrified Forest Road at the proposed driveway locations; left-turn lane warrants; right-turn lane warrants; semi-truck access; and queuing (see pages 22-24 of the Traffic Impact Study). The Traffic Impact Study concluded the following:

- On-site circulation would be expected to operate acceptably and adequate sight distance is available at both proposed driveway locations to accommodate all turns into and out of the site.
- There are no anticipated issues with semi-trucks using proposed driveways to access the site.
- The 95th percentile queue at the car wash entrance was determined to be five vehicles during the weekday p.m. peak hour, all of which could be accommodated without spilling into the main drive aisle.
- No additional facilities in the form of turn lanes or right-turn tapers would be warranted at either of the project driveways.

Furthermore, as described on page 78 of the IS/MND, in order to ensure that adequate sight lines are maintained and proposed project improvements do not introduce any design hazards,

Mitigation Measure TRANS-1 shall be implemented. TRANS-1 provides for landscaping placement and signage that do not obscure sight line distances by maintaining ground vegetation below 3 feet in height and pruning trees to achieve a minimum clearance of 7 feet between the ground and the bottom of the canopy. Additionally, TRANS-1 directs that all onsite signage be located in a manner that does not obstruct sight lines at project driveways. With mitigation, impacts due to the project introducing a hazardous design feature would be reduced to less than significant level.

Kurt Larrecou

The letter expresses concerns regarding various aspects of the IS/MND. Concerns raised by the commenter are presented below in *italics*:

*The commenter asserts that project has not been revised since it was first submitted to the City of Calistoga, and that the project may have a significant effect on the environment.* The analysis in the IS/MND (pages 17-88) concluded that, even though the proposed project could have a significant effect on the environment, incorporation of the mitigation measures identified in the IS/MND, would reduce all significant effects to less than significant levels. CEQA Section 15070(b) provides that a mitigated negative declaration is appropriate when the effect of the project have been mitigated to a level of insignificance. Mitigation measures imposed on the project as presented in the IS/MND effectively reduce the potential impacts of the proposed project to levels below significance.

*The commenter asserts that the drainage for the project site, as proposed, is not adequate, and will result in roadway flooding during rain events, leading to a loss of traction to both cars and bikes. The commenter also expresses concern that a drainage plan will be developed later, and that without an approved plan, drainage impacts cannot be assessed.* RFE Engineering prepared a Preliminary Stormwater Control Plan for the proposed project (see Appendix H). As stated on pages 59-60 of the IS/MND, in order to mitigate the increased stormwater runoff flows caused by the proposed project, RFE Engineering, Inc. designed an underground detention system, which allows for approximately 500 cubic feet of storage for detained stormwater. The proposed project would also include the construction of bio-retention planters to capture stormwater runoff within the project site. As concluded in the IS/MND, with implementation of the Stormwater Control Plan, the total peak flow would be less than the pre-construction condition, and the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

Furthermore, as stated in the response to the Caltrans letter above, the City of Calistoga will ensure that the applicant obtains all required permits from Caltrans and that Caltrans is provided with any requested reports or plans during the permitting phase of the project, including drainage plans, grading plans, and any drainage reports.

*The commenter asserts that the proposed project has not been reviewed by the Calistoga Fire Department, and is concerned that the subject project site may require the use of a diesel*

*generator to run the required water volume for the on-site fire sprinklers.* The Calistoga Fire Department reviewed the proposed project and provided conditions of approval relating to fire protection. In regards to the low water pressure, an onsite fire pump will be required to boost the water pressure to Fire Department standards. A diesel generator will not be required for the subject project as fire flows volumes and the onsite fire sprinkler system will be adequately served by the required fire pump. The National Fire Protection Association (NFPA) and the State Fire Code require that the fire pump be tested on a regular basis to verify adequate flow pressure and operations. There is no proposal or requirement imposed by the city for an onsite diesel generator.

*The commenter expresses concern regarding potential impacts to the Napa River from the operating conditions of the City of Calistoga's Dunaweal Wastewater Treatment Plant (WWTP), which has been issued a Cease and Desist Order by the Regional Water Quality Control Board (RWQCB.)* As stated on page 83 of the IS/MND, the Dunaweal WWTP is a 0.84 million gallon per day (mgd) average dry weather flow activated sludge tertiary treatment plant. After tertiary treatment, effluent may be discharged to the Napa River from October 1st through May 15th (per NPDES Permit No. CA0037966, Order 00-1312). During the remainder of the year, effluent is distributed for recycled water use or stored for future use in effluent storage ponds.

On November 12, 2014 the San Francisco Bay Regional Water Quality Control Board (RWQCB) issued Order No. R-2-2014-0043 (Order) directing the City to address several issues at the City's wastewater treatment plant (WWTP), many of which have been completed. Nowhere in the Order is there a prohibition on new connections. In compliance with the Order, the City has submitted monthly status reports documenting actions taken to address the Order.

RWQCB Order No. R2-2016-0019 (included in Attachment B) rescinds Order No. R2-2010-0107 and amends the Cease and Desist Order No. R2-2014-0043 for the City of Calistoga Dunaweal WWTP. As specified in Order No. R2-2016-0019, the City must undertake pollution prevention activities to reduce the amount of pollutants received at the WWTP.

The RWQCB conducted an inspection of the WWTP and prepared a report dated June 15, 2018. This report requests that the City provide a schedule for certain compliance activities, including reduction of disinfection byproducts and relocation/lining of the Riverside Ponds. The City has retained Trussel Technologies and Larry Walker Associates to assist in the reduction in disinfection byproducts, review monitoring results, assess the outcomes of the operational changes, and prepare regulatory compliance reports for the RWQCB<sup>2</sup>. Based on lab testing, recommendations have been provided for operational modifications, which should reduce disinfection byproducts to below compliance limits. The City will be implementing these recommendations prior to the 2018 discharge season.

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<sup>2</sup> City of Calistoga Staff Report, prepared by Michael Kirn, Public Works Director/City Engineer, July 18, 2017.



To address the requirement to eliminate percolation from the Riverside Ponds, the City submitted a grant application to relocate and line the Riverside Ponds. On July 10, 2018, the City was notified that it has been awarded a Hazardous Mitigation Grant in the amount of \$392,547 to prepare 50% plans (Phase I). Phase I is scheduled to be completed in December 2019 with actual construction expected to commence in 2020 and completed in 2021.<sup>3</sup>

The proposed project, would increase the volume of wastewater generated relative to the existing uses onsite. The carwash would contain a reclaim system that automates the re-use and recycling of carwash wastewater. Approximately 90 percent of the carwash wastewater would be reused for subsequent washes and an estimated 4.73 gallons of wastewater would be discharged to the sanitary sewer line per wash. The additional flow from the proposed project is minimal and the total projected flow to the Dunaweal WWTP will still be well below the overall permitted capacity of 0.84 mgd. Therefore, as concluded in the IS/MND, the subject project will result in less than significant impacts to the City's WWTP.

*The commenter asserts that the IS/MND does not list all cumulative projects that are being built or under review, such as two resorts with spas, 40 single-family homes, restaurants, and event centers. The commenter also expresses concerns regarding the cumulative impacts to water and wastewater facilities from past, current, and future projects within the City. As stated on page 87 of the IS/MND, cumulative impacts were evaluated using the Calistoga General Plan EIR and the "list of projects" approach. The list of projects used in the analysis was compiled as of March 2018, and may not be representative of all projects that are being built or under review as of July 2018. However, the cumulative impact analysis was prepared in accordance with CEQA Guidelines (Section 15151), which states that the cumulative impact analysis should be prepared in light of what is reasonably foreseeable and with a good faith effort at full disclosure.*

With respect to water supply, the City prepares an annual water availability report to the City Council, which has consistently documented that the City has adequate water availability for current and future projected growth. The 2017 water demands were approximately 725 acre-feet, which is approximately 10% less than water demands 10 years ago.

Cumulative impacts, including those specific to water and wastewater facilities, from build out of the Calistoga General Plan were analyzed in the General Plan EIR. The General Plan EIR concluded, that with implementation of the General Plan policies, impacts related to water and wastewater facilities would be less than significant.

*The commenter identifies deficiencies in the Traffic Impact Study prepared for the project. For a response to this comment, see Response to Caltrans Letter, Response to Denise Flaherty Letter, and Master Response on Traffic.*

Lucretia and Steve Marcus

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<sup>3</sup> City of Calistoga Public Works, July 2018.

The letter expresses concern about the traffic and hazards/hazardous materials findings in the IS/MND. In particular, the letter states that it's surprising that the subject property does not need to be cleaned up from its past uses as a gas station and towing company. The letter also states that the conclusions in the traffic study are not correct, in that the addition of 1,182 daily car trips would in fact have an adverse effect on the traffic conditions at the intersection of Petrified Forest Road and Foothill Boulevard. The commenters state that there was no consistent observation during the morning and evening rush hours in the traffic study. Last, the letter expresses concern that the project is not being considered a chain and that the community does not need another gas station. For responses to these comments, see Master Response on Need for Project, Master Response on Traffic, and Master Response on Hazards/Hazardous Materials provided below.

Bob Branstad and Eva Schlosser

The letter expresses opposition to the proposed project. The letter states that the significant and unavoidable impacts of this project should be reevaluated in the setting of Calistoga in 2018, as the city has changed significantly since the 2003 General Plan was drafted. Specifically, the commenter asks that the following items on the checklist be reevaluated (concerns raised by commenters are presented below in *italics*):

*Aesthetics – 5.1(a). Traffic will have an adverse impact on the scenic vista, more specifically to an entry corridor.* As stated in the General Plan EIR (page 45), the Calistoga General Plan would have a significant impact to visual and design factors if it would:

- Have a substantial, demonstrable, negative aesthetic effect on existing defining features.
- Substantially obstruct significant public views and view corridors.
- Result in development that is not harmonious with the surrounding setting.

As described in the Standards of Significance above, impacts to scenic vistas and entry corridors are based on new physical development under the General Plan (e.g., new housing or businesses) or the removal of a scenic resource (e.g., open space or waterways). While Calistoga strives to regulate traffic to improve Calistoga's commercial and residential streetscapes, passing vehicles, which are transient in nature, are not analyzed when determining impacts to aesthetic and visual resources. Furthermore, vehicles traveling along Petrified Forest Road and Foothill Boulevard are part of the existing condition and the proposed project would not substantially alter the volume of traffic along these roadways in a manner that would result in an aesthetic impact.

*Aesthetics – 5.1(d). Even with mitigation, the project will be a significant new source of light pollution because of the traffic entering and exiting the project site.* As described in the IS/MND (page 19), existing sources of light and glare in the City of Calistoga include street lamps, pole mounted lights for parking areas, outdoor lights on buildings, and automobile headlights. The project site is surrounded by existing development including roadways, a gas station, church, and residential land uses, all of which are current sources of light and contribute to the ambient light conditions. Existing uses on the project site introduce light and glare from the operation of vehicles, as well as lighting from existing buildings and parking areas. As such, current sources of

light in the vicinity of the project site currently contribute to ambient light conditions. While the proposed project is expected to add new daily trips to the surrounding network, the new trips would be spread over a 24-hour period, with the majority occurring during the day-time hours. Although the proposed project would generate a number of new daily trips during the evening hours, when headlights are used, the number of new vehicles on the road in the evening is not expected to result in a significant new source of light pollution that would adversely impact views of the night sky in the City. Furthermore, the project will include perimeter fencing and landscaping, which will serve to buffer light emanating from vehicles entering and existing the site.

*Air Quality – 5.3 (b, c, d). Traffic has increased considerably since the General Plan; was this considered in the study? Further, did the study adequately model a 24 hour, 7 day a week operation?* As described on page 27 of the IS/MND, California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to quantify operational air quality emissions (see Appendix D to the IS/MND). CalEEMod quantifies operational air quality emissions based on proposed land use types. Each land use type in CalEEMod has an established trip rate that is used for mobile source calculations. The trip generation rate information is from the Institute of Transportation Engineers (ITE) 9<sup>th</sup> edition of the Trip Generation Manual. The land use types entered into CalEEMod included: parking lot; high turnover (sit down restaurant); convenience market with gas pumps; and user defined retail (carwash). As such, the model used in the air quality analysis, CalEEMod, adequately quantified air quality emissions for both construction activities and at operation, assuming 24 hours a day 7 days a week.

*Greenhouse Gas Emissions – 5.7(a). The greenhouse gas emissions analysis did not take into consideration the emissions from idling vehicles. This could be mitigated with a smaller operation.* As stated on page 48 of the IS/MND, CalEEMod Version 2016.3.2 was used to predict GHG emissions from operation of the proposed project (see Appendix D to the IS/MND). As detailed in CalEEMod's Appendix A: Calculation Details for CalEEMod, CalEEMod relies upon emission factors for each vehicle model year and type based on individual counties, air basins, air districts, and statewide averages for all fuel types. The emissions associated with on-road mobile sources includes running, idling, starting, and evaporative loss emissions. For running exhaust emissions, CalEEMod utilizes aggregated speed options, which allows for a single emission factor weighted and averaged based on varying vehicle speeds to be expressed in terms of grams per vehicle mile traveled. Idling, starting, and evaporative loss emissions are associated with the number of starts or time between vehicle uses and are calculated using average daily trips. As such, CalEEMod accounts for vehicle idling in its emissions estimation. No further response is required.

*Noise – 5.12 (a, b, c, d). The Illingworth and Rodkin study did not adequately model the effect on neighboring residential properties on Petrified Forest Road. The added traffic from the proposed 24-hour operation of the project, would have a noise impact on these residential properties. The cars and trucks on the road between 10:00 pm and 7:00 am would be noticeable and disturbing.* As stated on page 10 of the Environmental Noise Assessment (Appendix I to the IS/MND), noise

generated from additional vehicular trips along local roadways were assessed. Project trip generation was compared to existing traffic volumes along Foothill Boulevard and Petrified Forest Road to calculate the permanent noise increase attributable to project-generated traffic. The comparison of the traffic volumes indicated that the project would increase traffic noise levels by less than 1 dBA during the AM and PM peak hours. Daily average noise levels were also calculated to increase by less than 1 dBA Ldn. As such, the Environmental Noise Assessment concluded that traffic noise levels would not be substantially increased as a result of the project.

*Public Services – 5.14 (b). The existing gas station and convenience store already is a burden to the police department; the proposed project will be a further strain on the police department. A response to this comment is provided in the Master Response on Police Protection below.*

*Transportation and Circulation – 5.16 (d). Traffic into and out of the existing gas station already has a significant effect on the intersection of Foothill Boulevard and Petrified Forest Road. Additional traffic entering and exiting the project site will greatly exacerbate the problem. A response to this comment is provided in the Master Response on Traffic below.*

*Tribal Cultural Resources – 5.17 (a)(ii). Given that the project is within 1,000 feet of a National Registered Archaeological resource, this seems improbable. As stated on pages 80-81 of the IS/MND, a record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the area of potential project effect with negative results. In addition, no California Native American tribes requested consultation for the proposed project. Last, no Tribal Cultural resources were encountered during the cultural resources field survey conducted onsite. Nonetheless, buried cultural and/or tribal resources may be unearthed during site development. Mitigation Measure CUL-1 requires preparation of a monitoring plan and provides for an archaeologist to monitor project ground-disturbing activities during construction. Further, procedures that provide for the appropriate treatment of resources are prescribed by measure CUL-1 in the event that cultural resources, including tribal cultural, are identified. Therefore, the proposed project would have less than significant impacts on Tribal Cultural Resources.*

The commenters further stated that the City of Calistoga already has three gas stations and four convenience markets on Foothill Boulevard, and that the City does not need any more. The commenters state that better uses, such as affordable housing, could be located on this property. A response to this comment is addressed in the Master Response on Need for Project below.

## **MASTER RESPONSE ON NEED FOR PROJECT**

A number of commenters questioned the need for this project within the City of Calistoga, since the commenters state that all of the services provided by the project are already present within the City. In particular, commenters stated that the City of Calistoga does not need another gas station or convenience market, and that other uses could be located on the property, such as affordable housing.

The purpose of CEQA, as stated in the IS/MND (page 1), is to inform City decision-makers, responsible agencies, interested parties and the general public of a proposed project and its potential environmental effects. Further, as stated on page 2 of the IS/MND, “In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential impacts on the environment from the proposed project, and ways in which the significant effects of the project are proposed to be avoided or mitigated. Pursuant to Section 15204(b) of the CEQA Guidelines, such public agencies and persons should focus on the proposed finding that the project will not have a significant effect on the environment.” As such, a discussion regarding the need of the proposed project, or a consideration of other uses of the subject property, are beyond the scope of the environmental review. Issues of the project merit are for the city’s decision makers to consider (Planning Commission) and do not specifically relate to the environmental impacts of the proposed project. The IS/MND fulfills the intent of CEQA by identifying potential impacts of the proposed project and presenting mitigation measure to reduce impacts to levels below significance.

## **MASTER RESPONSE ON TRAFFIC**

A number of comment letters state that implementation of the proposed project would exacerbate already degraded traffic conditions at the intersection of Petrified Forest Road and Foothill Boulevard, particularly during commute hours, and that the conclusions in the traffic study were incorrect. Other commenters stated that there was no consistent observation during the morning and evening commute hours in the traffic study.

As stated on page 7 of the IS/MND, the environmental document for the proposed gas station, car wash, convenience store, and restaurant tiers off of the 2003 General Plan EIR. The General Plan EIR reviewed potentially significant environmental effects resulting from implementation of the General Plan and set forth measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur under the General Plan, related to future conditions under the General Plan Update that could cause roadway segments or intersections in Calistoga, to fall below LOS D. As shown on Table 19 of the General Plan EIR (page 103), SR 128 between Lincoln Avenue and Petrified Forest Road is anticipated to operate at LOS F under general plan buildout. State Route 128 between Petrified Forest Road and Tubbs Lane is anticipated to operate at LOS D under buildout conditions. Therefore, the City adopted a statement of overriding considerations, which balanced approval of the General Plan despite the potentially significant and unavoidable environmental effects.

The General Plan identifies a number of modifications and improvements to Calistoga’s street network to be implemented in order to optimize service levels for all modes of transportation. In the vicinity of the subject project, the General Plan anticipates signalization of the intersection of Foothill Boulevard and Petrified Forest Road due to the high volume of traffic that passes through it.

As stated in the General Plan EIR (pages 100-101), and as related to this Master Response on Traffic, the Calistoga General Plan would create a significant traffic impact if it would:

- Result in the deterioration of levels of service on a roadway segment or at an intersection outside of the Downtown from LOS D or better to LOS E or worse.

As stated on page 2 of the Traffic Impact Study (Appendix J of the IS/MND), vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, and analyzing the impact that new traffic would have on intersections or roadway segments.

As described on page 4 of the Traffic Impact Study, conditions during the weekday a.m. and p.m. peak periods as well as the weekend a.m. and p.m. peaks were evaluated. The weekday morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. The weekend a.m. and p.m. peak hours were also evaluated. The weekend a.m. peak hour occurred between 10:45 and 11:45 a.m. and the p.m. peak hour occurred between 2:45 and 3:45 p.m.

The Traffic Impact Study evaluated existing conditions, future conditions (without project), existing plus project conditions, and future plus project conditions. As stated in the report, the proposed project would be expected to result in an additional 1,184 new daily trips to the surrounding roadway network with 91 trips during the weekday a.m. peak hour and 94 trips during the weekday p.m. peak hour; on weekend days the project would be expected to generate 73 new trips during the busiest hour of the day. For the study intersections, the Traffic Impact Study concluded that existing traffic volumes, when combined with traffic volumes generated by the proposed project, would result in less than significant impacts, for the following reasons (see Traffic Impact Study and Table 8 of the IS/MND):

- All intersections operating at LOS “E” under existing conditions, will also operate at LOS “E” under existing plus project conditions. While the project will contribute trips to the Foothill Blvd./Pettrified Forest Road intersection, which operates at LOS E, and delays will increase relative to existing conditions, the project is not individually responsible for the degraded level of service. The City’s planning documents identify signalization of this intersection in order to correct the deficient level of service. The proposed project will contribute transportation impact fees and will dedicate right-of-way frontage to accommodate the planned future signalization of this intersection.
- All intersections operating at LOS “C” under existing conditions, will also operate at LOS “C” under existing plus project conditions. While the proposed project will add a delay to these intersections as compared to existing conditions, the project’s contribution to these intersections is not causing the intersection to degrade to LOS “E” or worse.

- The intersection operating at LOS “B” under existing conditions, will operate at LOS “C” under existing plus project conditions. While the proposed project will add a delay to this intersection as compared to existing conditions, the project’s contribution to this intersection is not causing the intersection to degrade to LOS “E” or worse.
- The applicant is required to pay transportation impact fees which include funds for signalization of deficient stop sign- and flasher control operated intersections. These planned improvements, once installed, would correct deficient LOS. Furthermore, the project will dedicate right of way along roadway frontage to accommodate necessary width for the installation of planned improvements.

### **MASTER RESPONSE ON POLICE PROTECTION**

A number of commenters stated that the existing gas station and convenience store on Petrified Forest Road (Arco) is already a burden to the police department, and that the proposed project would place a further strain on the police department. As stated on page 72 of the IS/MND, as a standard condition of approval, the applicant will be required to pay a police impact fee to maintain acceptable levels of service related to law enforcement facilities. As such, the funds collected for the police impact fee will ensure that sufficient law enforcement services are maintained for the City of Calistoga.

### **MASTER RESPONSE ON SCENIC CORRIDORS AND GATEWAYS**

A number of commenters expressed concern that the proposed project is not being considered a chain store or anchor business; had the project been considered either a chain store or anchor business, it would not be allowed on the subject property. The commenters assert that chain stores and anchor businesses are not allowed within Calistoga’s Gateways. Other commenters were concerned that adding another gas station, such as the proposed project, could be impacting Calistoga’s small-town character. One commenter opposed the size and type of structure at this location.

The proposed project must comply with all Goals and Objectives of the General Plan, and all General Plan policies adopted as mitigation. Goal CI-1 aims to maintain and enhance Calistoga’s small-town character. Objective CI-1.2 of the Calistoga General Plan strives to maintain and enhance the urban design quality of the downtown and other commercial areas. In support of Objective CI-1.2, Policy P.1.2-1 requires that all new development in the Downtown Commercial, Community Commercial and entry corridor overlay areas shall be subject to design review. Policy P.1.2-9 prohibits formula visitor accommodations and restaurants in Calistoga. Other formula businesses and chain stores may be allowed but shall reflect Calistoga’s unique small town qualities and shall not include common design elements found in other communities.

In compliance with Goal CI-1, Objective CI-1.2 and policies P.1.2-1 and P.1.2-9, as stated on page 20 of the IS/MND, the project is subject to Design Review. Through the Design Review process, the City will ensure that the architectural style, massing, color and materials, and other proposed design elements of the proposed buildings are compatible with Calistoga's small-town character, applicable policies of the Calistoga General Plan, and the requirements for Entry Corridor Overlays and Gateway Overlays.

Development of the proposed project will change the visual character of the area by replacing a visually unappealing commercial/industrial operation with a commercial project whose architecture, materials and colors are more compatible with the character of Calistoga. Due to the location of the proposed project within a designated scenic corridor and entry corridor overlay, the project will be held to elevated standards for quality of design, landscaping and screening. As described in the IS/MND, the project shall be subject to Mitigation Measure AES-1, which requires that the project use high-quality materials and provide enhanced landscaping and fencing along the project perimeter as appropriate.

Therefore, due to the existing site condition, compliance with Mitigation Measure AES-1, and through the design review process, potential impacts to scenic vistas, scenic routes, entry corridors, and the existing visual character, the IS/MND concludes that impacts to scenic corridors and gateways will be less than significant.

## **MASTER RESPONSE ON HAZARDS/HAZARDOUS MATERIALS**

A number of commenters expressed concern regarding the potential to encounter hazards/hazardous materials on the project site from the current use of the property as a towing company and past use of the site as a gas station. As stated on page 50, the IS/MND evaluated the subject property for potential contamination from past use of the site as a service station with underground storage tanks and the project site's current uses for auto-related services and storage. Because of the site's current and past uses, a Phase I Environmental Site Assessment (ESA) was completed by Edd Clark & Associates, Inc. for the project site on May 31, 2017, the results of which are summarized on pages 50-51 of the IS/MND. As described in the Phase I ESA (page 1), included as Appendix G of the IS/MND, the purpose of the report was to provide information regarding Recognized Environmental Conditions (RECs) on or near the subject site. The Phase I ESA followed the guidelines established by the American Society for Testing and Materials' (ASTM's) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-13).

As stated in the Phase I ESA (pages 3-4), during the site reconnaissance, minor staining of concrete, asphalt and gravel/dirt surfaces by petroleum products were observed throughout the site. However, the presence of small, isolated areas of minor petroleum staining of site surfaces were considered to be consistent with these types of uses and considered *de minimis* conditions.



The Phase I ESA also noted that periodic annual inspection reports for the site, that identified staining or spills, were cleaned up, and also considered *de minimis*.<sup>4</sup>

The Phase I ESA (page 5) identified one REC for the subject property, an in-ground hydraulic hoist located inside one of the service bays at the subject site, presumably used by past tenants, and one concrete patch in the location of another hoist which was reportedly removed sometime before the late 1980s. The presence of two in-ground hydraulic hoists represents a potential environmental concern due to the possibility that leaks from the hoists could have impacted soils and/or groundwater at the subject property with hydraulic oil and potentially other waste chemicals, including polychlorinated biphenols (PCBs). Since soil and/or groundwater samples were not collected when the hoists were removed, the Phase I ESA identified this as a REC.

However, the Phase I ESA (page 35) identifies the report titled “Report on Hydraulic Lifts” prepared by the State Water Resources Control Board (SWRCB). The SWRCB report concluded that most leaks from hydraulic hoist tanks do not pose a significant risk to water quality due to total petroleum hydrocarbons as hydraulic oil’s (TPHho) relative insolubility, low volatility, and its tendency to bond to soil. The Phase I ESA further states that if the hydraulic hoists had leaked as a result of historical operation, the hydraulic oil would not be expected to migrate an appreciable distance, and any impacted soils and/or groundwater would be constrained to the immediate vicinity of the hoists’ locations. Last, the Phase I ESA states that the hoists were air ram operated hoists, which typically only store one gallon of hydraulic fluid, a relatively low volume that would not present a substantial hazard. Based on the anticipated continued future use of the property for commercial uses, and that groundwater will not be used to serve the subject property, the Phase I ESA concluded that the risk associated with this REC is low and impacts would be minimal.

The Phase I ESA (page 5) identified one Historical REC associated with the subject property, two 2,000-gallon underground storage tanks (USTs) for gasoline and one 2,000-gallon UST for diesel historically operated at the subject site. The USTs and ancillary equipment were removed from the project site on September 17, 1992, and subsequent soil and groundwater investigations were performed. The LUST case was granted closure with no further action required in a regulatory letter from the Napa County Department of Public Works dated February 2, 1997. The Phase I ESA concluded that no further action with respect to this condition was warranted.

A Limited Subsurface Investigation, included in Appendix G of the IS/MND, was conducted by Bureau Veritas North America, Inc. to further assess site conditions. As stated in the Limited Subsurface Investigation Report (page 2), shallow soil samples in the saturated zone at four locations were collected. The boreholes were located at approximately the four corners of the project boundary. As stated on page 3 of the report, there was no evidence of contaminated soil (e.g., discoloration, odors) in the borings advanced during the Limited Subsurface Investigation.

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<sup>4</sup> By definition, *de minimis* conditions do not present a material risk of harm to public health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs (ATSM, 1527-13).

The soil samples were analyzed using standard United States Environmental Protection Agency (USEPA) Methods. According to the analytical results of the soil samples, no VOCs were detected above the laboratory reporting limits, and no further evaluation of onsite soils was recommended.

As presented above and concluded in the IS/MND, the project will not create a significant hazard to the public or the environment or have significant impacts due to existing hazardous materials being located onsite or in the vicinity of the subject property.

## **SUMMARY**

The City of Calistoga has carefully reviewed the information developed through the response to comments process and determined that the project does not meet any of the conditions under CEQA Section 15073.5. Therefore, the recirculation of a revised IS/MND or the preparation of an Environmental Impact Report (EIR) is not required. Consistent with the CEQA Guidelines, the information included in this Response to Comments document clarifies the information and analyses in the IS/MND.

The City of Calistoga will consider the Draft IS/MND, together with this Response to Comments document, prior to adopting the IS/MND and taking action on the requested entitlements.

## **ATTACHMENTS**

The following materials are attached for reference.

- A. Comment Letters
  - California State Clearinghouse (SCH)
  - California Department of Transportation (Caltrans)
  - Jennifer Bennett, Owner, Lovina Restaurant
  - Annette Betancourt
  - Joan Dambros
  - Denise Flaherty
  - Kurt Larrecou
  - Lucretia and Steve Marcus
  - Bob Branstad and Eva Schlosser
  
- B. Regional Water Quality Control Board Order No. R2-2016-0019



**Gas Station, Car Wash, Convenience Store  
and Restaurant**

**2449 Foothill Blvd., Calistoga CA**

**Comment Letters**

PREPARED BY:



Metropolitan Planning Group  
1303 JEFFERSON STREET, SUITE 100-B  
NAPA, CA 94559

**JULY 2018**

**M-GROUP**



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX  
DIRECTOR

July 11, 2018

Kevin Thompson  
City of Calistoga  
1232 Washington Street  
Calistoga City, CA 94515

Subject: Gas Station, Car Wash, Convenience Store and Restaurant  
SCH#: 2018062013

Dear Kevin Thompson:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 10, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

“A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation.”

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2018062013  
**Project Title** Gas Station, Car Wash, Convenience Store and Restaurant  
**Lead Agency** Calistoga, City of

---

**Type** MND Mitigated Negative Declaration  
**Description** The proposed project includes the demolition of the existing structures onsite and redevelopment to accommodate a gas station, 3,222 sf convenience store, 1,184 sf self-serve carwash and a 2,800 sf sit-down restaurant. The proposed gas station would include the construction of a 3,353 sf fuel-dispensing canopy with 5 multi-product fuel dispensers (10 fuel positions total).

---

**Lead Agency Contact**

**Name** Kevin Thompson  
**Agency** City of Calistoga  
**Phone** (707) 942-2830 **Fax**  
**email**  
**Address** 1232 Washington Street  
**City** Calistoga City **State** CA **Zip** 94515

---

**Project Location**

**County** Napa  
**City** Calistoga  
**Region**  
**Lat / Long**  
**Cross Streets** Petrified Forest Rd/Foothill Blvd  
**Parcel No.** 011-360-003  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** 29, 128  
**Airports**  
**Railways**  
**Waterways** Cyrus Creek, Napa River  
**Schools** Highlands Christia Preschool  
**Land Use** present use: auto-related; Z: Community commercial; GPD: Community commercial

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Tribal Cultural Resources; Vegetation; Water Quality; Water Supply; Wetland/Riparian

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**Reviewing Agencies** Resources Agency; Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Board, Region 2; California Energy Commission; Native American Heritage Commission

---

**Date Received** 06/11/2018 **Start of Review** 06/11/2018 **End of Review** 07/10/2018

**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 4  
 OFFICE OF TRANSIT AND COMMUNITY PLANNING  
 P.O. BOX 23660, MS-10D  
 OAKLAND, CA 94623-0660  
 PHONE (510) 286-5528  
 FAX (510) 286-5559  
 TTY 711  
 www.dot.ca.gov

7-10-18  
 E  
 Governor's Office of Planning & Research



Making Conservation  
 a California Way of Life.

JUL 03 2018

July 3, 2018

STATE CLEARINGHOUSE

SCH # 2018062013  
 GTS # 04-NAP-2018-00119  
 GTS ID: 11033  
 PM: NAP – 128 – 3.625

Kevin Thompson, Senior Planner  
 City of Calistoga  
 1232 Washington Street  
 Calistoga City, CA 94515

**Gas Station, Car Wash, Convenience Store, and Restaurant – Mitigated Negative Declaration (MND)**

Dear Mr. Thompson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gas Station, Car Wash, Convenience Store, and Restaurant project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the June 11, 2018 MND.

***Project Understanding***

The proposed project includes the demolition of the existing structures onsite and redevelopment to accommodate a gas station, 3,222-square-foot (sf.) convenience store, 1,184-sf. self-serve car wash, and a 2,800-sf. sit-down restaurant. The proposed gas station would include the construction of a 3,353-sf. fuel-dispensing canopy with five multi-product fuel dispensers (ten fuel positions total). It will be located on the corner of State Route (SR) 128 (Foothill Boulevard) and Petrified Forest Road; access driveways will be located on both SR 128 and Petrified Forest Road.

***Impacts to State Route 128***

This project will increase impervious areas in the project lot and will route runoff into a new drainage inlet (DI) on SR 128. Due to potential drainage impacts to State right-of-way (ROW), Caltrans will have to review drainage, grading plans, and any drainage reports during the

Mr. Thompson, City of Calistoga  
July 3, 2018  
Page 3

These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:  
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

***Lead Agency***

As the Lead Agency, the City of Calistoga is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

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www.dot.ca.gov

*Making Conservation  
a California Way of Life.*

July 3, 2018

SCH # 2018062013

GTS # 04-NAP-2018-00119

GTS ID: 11033

PM: NAP – 128 – 3.625

Kevin Thompson, Senior Planner  
City of Calistoga  
1232 Washington Street  
Calistoga City, CA 94515

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***Impacts to State Route 128***

This project will increase impervious areas in the project lot and will route runoff into a new drainage inlet (DI) on SR 128. Due to potential drainage impacts to State right-of-way (ROW), Caltrans will have to review drainage, grading plans, and any drainage reports during the



permitting phase. Additionally, the driveway should be designed as per *California Highway Design Manual* section 205.3, Urban Driveways.

Please clarify what the impacts to the SR 128 will be during construction. Project work that requires movement of oversized or excessive load vehicles on state roadways, such as US Route 101, SR 29, or SR 128 requires a transportation permit that is issued by the Department. As further described below, any work, traffic control, or staging of equipment within the state ROW requires an Encroachment Permit from the Department. Please update the Traffic Impact Study to identify the impacts to the STN during construction. The Lead Agency should ensure that all the necessary and proper permits are obtained.

### ***Multimodal Planning***

As recommended in the Traffic Impact Study, the project needs to provide bicycle parking racks adjacent to entrances of the restaurant and convenience store. Additionally, the project should contribute fair-share fees toward the implementation of the planned Class II bike lanes adjacent to the project site on SR 128 (Foothill Blvd.) as per the *Calistoga Active Transportation Plan 2014*. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

### ***Vehicle Trip Reduction***

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 5a: Rural Towns** where location efficiency factors, such as community design, are moderate to high and regional accessibility is low. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Designated parking spaces for a car share program;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Adequate bicycle storage facilities; and
- Fix-it bicycle repair station(s).

These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:  
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

**Jennifer Bennett**  
**973 Petrified Forest Rd**  
**Calistoga, CA 94515**

12 June 2018

To Whom It May Concern,

I am writing to formally protest the planned gas station/ car wash/ restaurant at the corner of Petrified Forest Road and Foothill Blvd. My primary concern as a resident, business owner, and voter in Calistoga is for quality of life issues, and I am deeply concerned that this project will be incredibly damaging to my property values and the enjoyment of my home.

Loop has a terrible online reputation for poor customer service and poor management of their property/ clients (please see [www.Yelp.com/biz/Loop-Neighborhood-Napa-4](http://www.Yelp.com/biz/Loop-Neighborhood-Napa-4)). They are a huge company with 124 locations; a chain business of this kind has no place in our small community and will have little or no responsiveness to community concerns. The sheer quantity of 1-star reviews on Yelp of ALL their locations is horrible; the common thread seems to be that they don't care about their clients or their neighbours.

The Arco station already attracts a negative element to our neighbourhood. I have called the police repeatedly to report drug deals in the parking lot, homeless people sleeping & having fires in the tree line separating the Arco from my property, and trash being thrown into Cyrus creek. A "Loop" across the street will certainly compound these issues.

Of course you know how terrible traffic has gotten at our corner in the past several years; adding another high turnover business such as this to that corner will exasperate that issue.

As a Calistoga local for 10 years, as well as a business and property owner, I beg you to reconsider this plan. This main entryway to our town should be a picturesque corner that showcases our unique character, not a strip mall with a 24-hour chain store.

Sincerely,



Jennifer Bennett, owner, Lovina Restaurant



# Loop Neighborhood ✓ Claimed

☆☆☆☆ 14 reviews [Details](#)

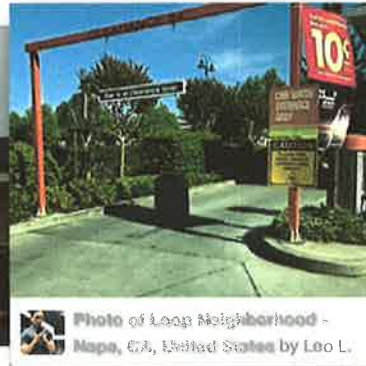
\$\$ · Convenience Stores, Ice Cream & Frozen Yogurt, Coffee & Tea [Edit](#)

11/6/19 Review

\* 1 star \*

1491 Trancas St  
Napa, CA 94558

[Get Directions](#)  
(707) 226-1011  
[loopneighborhood.com](#)  
[Send to your Phone](#)



[See all 8 photos](#)

## Ask the Community

Yelp users haven't asked any questions yet about Loop Neighborhood.

## Recommended Reviews for Loop Neighborhood

Your trust is our top concern, so businesses can't pay to alter or remove their reviews. [Learn more.](#)

Search within the reviews

Sort by **Yelp Sort**

Language **English (14)**

**Jennifer P.**  
San Francisco, CA  
55 friends  
83 reviews

[Start your review of Loop Neighborhood.](#)

**Emilia C.**  
Berkeley, CA  
1 friend  
33 reviews  
6 photos

☆☆☆☆ 5/22/2018

This place is the best little store in Napa! So clean and classy inside with such a great selection of drinks and food. They even have a soft serve ice cream machine! Best convenient store I've ever been to for sure.

**Leo L.**  
San Francisco, CA  
59 friends  
33 reviews  
32 photos

☆☆☆☆ 5/27/2018

TRAVELERS BEWARE: I don't blame the employees but the management and business model of this gas station. Either you need to allow a refund system for when your car wash is out of service or train your employees to place

Today **Open 24 hours** [Open now](#)

\$\$\$\$ Price range **Moderate**

### Professional. Affordable. Not you.

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#### Hours

|     |                               |
|-----|-------------------------------|
| Mon | Open 24 hours                 |
| Tue | Open 24 hours <b>Open now</b> |
| Wed | Open 24 hours                 |
| Thu | Open 24 hours                 |
| Fri | Open 24 hours                 |
| Sat | Open 24 hours                 |
| Sun | Open 24 hours                 |

[Edit business info](#)

#### More business info

- Take-out **Yes**
- Accepts Credit Cards **Yes**
- Accepts Apple Pay **No**
- Accepts Android Pay **No**

notifications very gas pump to let your customers know that the car wash isn't in service. DON'T PUT A TRASH CAN IN FRONT as your notification!!! To the casual visitor, this is easily missed - and NO, the code being "good until the end of the year" isn't adequate compensation considering WE DON'T LIVE IN NAPA!

I can only imagine how many non-locals you've profited off of with your archaic purchasing system. Keep your measly \$11... You'll lose more business from this experience.




- Accepts Bitcoin **No**
- Parking **Street, Private Lot**
- Bike Parking **Yes**
- Wheelchair Accessible **Yes**
- Outdoor Seating **No**
- Wi-Fi **Free**
- Dogs Allowed **No**
- Caters **No**
- Gender Neutral Restrooms **Yes**

 **Chrysanthemum A.**  
First to review

**You might also consider**

**People also viewed**

 **Baskin Robbins**  
★ ★ ★ ★ ☆ 19 reviews  
Stephanie is our favorite she is the best cake decorator.

 **Fosters Freeze**  
★ ★ ★ ★ ☆ 63 reviews  
Took less than 5 minutes for us to get our milkshake and root beer floats.

 **Starbucks**  
★ ★ ★ ★ ☆ 21 reviews  
This one is located in Napa's nicest shopping centers.




**Other places nearby**

[Find more Coffee & Tea near Loop Neighborhood](#)

[Find more Convenience Stores near Loop Neighborhood](#)

[Find more Ice Cream & Frozen Yogurt near Loop Neighborhood](#)

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-  Restaurants
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- [Ice Cream Places Near Me](#)
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 **Kelly B.**  
Petaluma, CA  
0 friends  
2 reviews

 5/14/2018  
Carwash doesn't work but they continue allow customers to purchase one and wait in line. Then they refuse to give refunds, opting instead to give a new code for the carwash!!Without turning off the carwash and putting up an Out of Order sign. Where is the logic?!? Also charges paying customers for air. I will not be buying my gas here again. I'll drive across town to Chevron on Imola which is awesome.



 **Ginni N.**  
Hayward, CA  
6 friends  
12 reviews  
55 photos

 9/16/2017  
Hi guys I want to let you know this gas station worker name is Kacey and I want to do my car vacuum and I give her two dollar bill because vacuum machine cost \$1.50 But she said I don't want to give you change because up to me and she have a very bad attitude and I told her can you talk to Manager and she said I'm the Manager very busy. Very bad service very bad experience

 **Steve M.**  
Elk Grove, CA  
28 friends  
15 reviews





5/22/2017

OMG this is the longest I've ever waited for a car wash at a gas station!! This takes FOREVER. Each car takes about 10 min to wash. Are you kidding me!!! Are you kidding me. This is ridiculous. Never coming back here



**Victor C.**

Saint Helena, CA

0 friends

1 review



10/22/2017

Beware!! Today was the 2nd time this place was not able to deliver the car wash after I purchased it while getting gas. Even though the car wash was down, when I asked for a refund they said it was against their policy. Said I could come back and use it another time because the codes don't expire. Problem is I don't live in Napa. The gal next to me said it was the same thing that happened to her before. They owe me \$18! Bad attitude and crappy service.



**Vicky L.**

Oakland, CA

296 friends

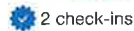
802 reviews

429 photos

Elite '18



8/4/2015



2 check-ins

Listed in [2015 Yelp 100 Challenge, North Bay - Car Pampering](#)

Its a good place to gas up and buy a cheap car wash. The car wash ranges from \$6-11. I always get the \$11 to give my car some extra love.

The store part is really nice! they have a nice prepared foods section, cold and hot! Pastries, froyo machine, and even a slushie machine! Its definitely fancy in here. Make up, wine! Definietly worth a visit if you're in a rush.



**Kelly C.**

Rutherford, CA

0 friends

14 reviews

3 photos



3/17/2016

Thank goodness for Embry, the one shining spot at this otherwise subpar business that has never heard of the term "customer service."

I was a regular gas customer and usually purchased a car wash too. Well, when the rain started in November, my car wash codes started to pile up on me. The receipts state "code never expires" so I didn't worry about it. Wrong!!!

This week I tried to use my final code and it didn't work. I went inside, where R.J. or A.J. displayed the warmth of a flea. He told me because the receipt was from Nov. 2015 that the code was no longer valid. He completely ignored the text at the bottom which stated that code never expires. He told me to call Mark, the manager, the next day to plead my case.

It took three calls but I finally reached Mark, who told me to come in the next day. He told me what time he would be out so I made sure to arrive when he was supposed to be there. I arrived and, of course, Mark wasn't there but thankfully he had told Embry about me.

The bad thing is Embry was on duty with an unpleasant woman who accused me of running a racket to try to get a free car wash. I was appalled that she questioned my integrity and my memory. As if I would go through so much trouble to scam a gas station out of a \$7 car wash. It was the principle of the matter. I had paid for a car wash and provided a code that supposedly never expired yet it had.

I threatened to contact American Express and, while I had long ago pay my bill, still request a refund through them. Then Embry told me that he had been given permission to give me a new code. I don't know why his female co-worker even got involved in the situation. Between her and R.J. or A.J. or whatever his name is, I will not patronize this business.

I suggested to Mark that he remove the wording "code never expires" from the receipt. He said he would. Yeah, right. He also needs to remove his employees with the bad attitudes or send them to customer service training. Yet, from what I read in the comments below, that won't be happening any time soon either. My experience was apparently par for the course at this business.



**Lucas L.**  
Napa, CA  
107 friends  
12 reviews

☆☆☆☆ 8/8/2016

I still like the carwash here and staff is decent but can't get over the smell of whatever horrible grease machine they have inside. Also really don't like the fact that the pumps are now pushing the ultimate car wash when you say you want one.



**Ben M.**  
Reno, NV  
0 friends  
2 reviews

☆☆☆☆ 11/23/2015

Never saw the need to post a YELP review prior to this and not sure how you would rate a business at "zero" stars but tonight this business certainly deserves it. Also the employee response was too too polished to be a one time occur. Filled up with premium gas - bought the premium car wash (pump printer disabled - waited in line inside to get car wash code) after car wash dispensed water/soap on my car then stopped (kinda looked like snow on car) - took car to front entry doors- waited in line again (same cashier) - showed them the soapy (1 yr old MBZ today) car and explained situation- answer was "customer service closed- no employee access to any rebate- me pay for new car wash" - ask them if there was ANYTHING they could do as I am on the road and not near home ((250 miles away) -- answer was a quick "nope"... I'm used to poor customer service on the road and am quick to tip etc of good experiences but when they just laugh at the soap drying on your car it is time to speak up! Poor poor poor and or non existent customer service -- they would not rebate even my car wash fee... Do not patronize this business....



**Kim N.**  
South Bay, CA  
2977 friends  
9810 reviews  
59215 photos  
Elite '18



12/11/2014

a definite upgrade from Shell V1.0. the getting in and out part is a bit of a pain im the ass especially when Trancas is full of motorists. snacks and beverages are way bigger and i think there's a carwash in the back too. convenient for freeway access once you fight the Trancas madness



**Gracie N.**

Vallejo, CA

163 friends

7 reviews

2 photos



9/9/2015

Worst customer service. I go here about once a week before work and it's all the same. The workers never smile or greet you. EJ is the rudest cashier I've ever encountered. Customer before me was a sweet Caucasian woman and he talked to her very nicely. So it's my turn and he says not a word to me my whole transaction and seemed pissed (not to mention I gave him a sweet smile when I walked into the store and he just gave me a blank stare.) The man behind me is Caucasian and as I'm walking out I hear EJ being super nice to him and greeting him nicely. Racist.



**Chris J.**

Roseville, CA

0 friends

12 reviews

1 photo



1/30/2016

So they don't make the pizza at night? The sign says it's made to order. The attendant refused to make it. Says they stop making it at 730? Seriously? I will take my business elsewhere than deal with this BS.



**Chrysanthemum A.**

San Francisco, CA

1159 friends

1593 reviews





« Back to Loop Neighborhood



We get millions of reviews from our users, so we use automated software to recommend the ones that are most helpful for the Yelp community. The software looks at dozens of different signals, including various measures of quality, reliability, and activity on Yelp. The process has nothing to do with whether a business advertises on Yelp or not. The reviews that currently don't make the cut are listed below and are not factored into this business's overall star rating. [Learn more here.](#)

12 reviews for Loop Neighborhood that are not currently recommended

Note: The reviews below are not factored into the business's overall star rating.



**Kathryn T.**  
Winters, CA  
0 friends  
1 review

★ ★ ★ ★ ★ 5/2/2018

Today was my last ever stop here, where I've been filling up & getting car washes for several years. Needed gas & wash, but had paid for wash with a previous gas purchase & on-line receipt didn't include code # for the wash. (I always say Yes for receipt printed at pump, but sometimes it does not print; this had been one of those times. Assumed the on-line receipt would show the code #, but it did not.) So I went inside, showing a printed-out of the online receipt dated 32 days earlier, and asked for a car-wash code. In the past my car-wash code #s here were good for up to 90 days, same at Shell in Vallejo. The cashier called another person (I didn't get either person's name) who said the car wash code is only good for the day it's purchased. Total denial of it ever having been more than that; in other words telling the customer (me) "You're a liar." We went back & forth with this and other points for several minutes (even after I'd say, "Yes, you've said that 3 times, I understood what you said the first time" and while other customers stood waiting in line. Apparently he thought I was not listening to him, and obviously he was not listening to me. Eventually he agreed to have the cashier issue me a car wash code, even though it was against company policy and she would get in trouble for doing it. Of course I wondered why she and not he would have to take the blame, if it's such a serious violation of company policy, if he was the one issuing that decision and instruction. She said she knew it was company policy, had worked there for three years, and yes she would get in trouble for it. I got the code, got the car wash (in which the green/red signal lights didn't all work correctly from point of rinse to point of air-dry), and left.

When I went online to check gas prices at other local Shell stations, this one was not even listed as a Shell station. Found it under "Loop Neighborhood" even though all the signage is Shell. So perhaps the touted company policy is not Shell or fuel rewards but Loop or a franchisee. I don't care, not going back there, since seeing their price/gallon is higher than all the other / real Shell stations in town... but mainly because of abominable "customer service".

As to the 1-star rating, I'd have entered ZERO if that option were available. PS. I agree with other commenters that Embry is a very helpful employee and other workers should follow his lead. Didn't see him there today... maybe he found a better place to work.



**Annarae D.**  
Round Rock, TX  
23 friends  
5 reviews  
1 photo

8/5/2017

Made a mistake and bought a car wash. Each car takes at least 5-10 minutes. Be prepared to sit and wait 30 minutes. Never again!!!



**Shirley F.**  
Napa, CA

0 friends  
1 review

6/21/2017

Had a car wash just about 10 minutes ago and when I got home there was dirt, bird poop and other unknown substances on my car. The car wash took about 2 minutes to go through and what other reviews stated it took one of them over 10 minutes, what happened. The \$8 for the car wash was not the best \$8 spent, I would have done better turning the hose on the car. Tried calling their phone and it is not working, What is happening to this place. Since it is my neighborhood gas station I would really like to depend on them for my services, but will consider going up the road ways.



**Comment from Varish G. of Loop Neighborhood**  
Business Owner

7/6/2017 · Shirley, sorry for the experience you had with the car wash. If you are ever dissatisfied then we...  
[Read more](#)



**Melanie A.**  
Aiea, HI

178 friends  
3 reviews  
19 photos

5/12/2017

My credit cards #'s keep getting stolen from this location.....NEVER EVER GOING BACK! Two credit cards stolen in 2 months.



**Arlen T.**  
Los Altos, CA

0 friends  
13 reviews  
6 photos

3/8/2016

The people working there know nothing about there prices, and the customer service is not good.



**Dixie L.**  
Napa, CA

0 friends  
2 reviews

6/23/2015

I went in to buy gas and only had a 100 dollar bill. The clerk said he didn't have change. Seriously...a gas station. I will not be going there again.



**Craig A.**  
Napa, CA

0 friends  
3 reviews

7/21/2014

went in and purchased a bag of ice from the Napa Loop. Since then my roommate and I have choked on one inch pieces of plastic that was in the ice. Out of one 8 lbs bag we have found six one inch pieces of plastic.



**P M D.**  
Napa, CA

0 friends  
1 review

Annette Betancourt  
2525A Foothill Boulevard  
Calistoga CA 94515

June 29, 2018

Kevin Thompson  
% City of Calistoga Planning & Building Department  
1232 Washington Street  
Calistoga CA 94515

Dear Mr Thompson,

This letter is to protest the proposed building of the combination 24/7 gas station, car wash and convenience market along with a restaurant at the intersection of Foothill Boulevard and Petrified Forest Road.

I oppose the size and type of structure at this location, as there is already a comparable business across the street and two more in town. A fourth, I believe would be one too many quickie mart configurations for such a small town.

Traffic in the congested intersection of Petrified Forest Road and Foothill has yet to be addressed by the city or CalTrans. Adding more heavy traffic producing businesses does not make sense. Currently, Calistoga Towing, U-Haul, and the mechanics' shop have no significant contribution to the traffic congestion at the intersection or noise level.

All three businesses currently located at Foothill and Petrified Forest address needs generated by the local residents, while the new proposed businesses do not. Rather they would be catering to the tourist industry.

I request the City of Calistoga to have an Environmental Impact Report done on the property due to the current use of the property and previous historical uses, which did include a gas station.

There are a lot of considerations to be taken into account. Hopefully, city fathers will look at what is best for current residents when making this very complicated decision.

Thank you.



Annette Betancourt

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JUL -5 2018

CITY OF CALISTOGA

June 27, 2018

Kevin Thompson  
Senior Planner City of Calistoga  
1232 Washington St.  
Calistoga, CA 94515

Kevin:

I am a resident of the City of Calistoga and writing to contest the allowance of *Loop Neighborhood* as an anchor business to one of Calistoga's Gateways, per the instructions outlined in the **CITY OF CALISTOGA GENERAL PLAN, 2015 Land Use Element**. I would expect that the policies laid out in the published plan are the recognized guiding principles for city planning.

*Loop Neighborhood* is a large format gas station and truck stop. The likes of stations along Interstate 5. A *Shell* station, convenience store and car wash does not support Calistoga's agricultural community and small town charm the plan purports to enhance and protect.



As much as the description of *Loop Neighborhood* attempts to portray a more upscale gas station experience, the aesthetic and amenities are still "formula." I believe a business with 100+ locations in California qualifies *Loop Neighborhood* as a formula or chain business.

I also question the wisdom of putting a 4<sup>th</sup> service station within a mile of 3 other gas stations at the towns' gateways.

I believe it is the duty of the planning committee to address how exactly the *Loop Neighborhood* business qualifies for consideration based on the guidelines presented in the **CITY OF CALISTOGA GENERAL PLAN, 2015 Land Use Element**.

The following excerpts from the 2015 City Plan articulate the vision for Calistoga Gateways. Deviation from these stated guidelines should not be dismissed and should not be subject to loop holes that might tempt the planning commission to justify such consideration.

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JUL - 8 2018

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## **Entry Corridor Overlay**

- The principal entrance points into Calistoga provide a unique opportunity for community identity. It is important to preserve and protect the “country town” appearance of Calistoga by ensuring that new development is of a scale subordinate to the agricultural uses of properties located at these entry corridors.
- Properties designated with a Character Area or Gateway Overlay merit particular attention to ensure that the values and vision of the community are realized and that Calistoga’s identity as a unique historic small town is preserved
- The Entry Corridor Overlay is intended to enhance Calistoga’s small town, rural character by interweaving elements of the natural and built environment between primarily agricultural lands in the County and developed lands in the City.
- New buildings should reflect small-scale, low-rise design characteristics with an understated visual appearance, and should maintain existing small-town rural and open space qualities.
- **New development shall not include shopping centers, gas stations, “big-box” retailers, or other commercial centers with strip retail characteristics, and formula businesses shall be discouraged.**

## **Petrified Forest Gateway**

### **Entry Corridor 6: Petrified Forest Road**

- This entry corridor is hilly and heavily forested, except at the commercial properties at the intersection with Foothill Boulevard. **Properties directly fronting the intersection are auto-oriented, with little indication that this is an entrance to Calistoga.** Most existing development on the other parcels is set further back from the public right-of-way.
- New development along Petrified Forest Road should retain or enhance tree cover visible from the roadway.
- The Petrified Forest Gateway is a “country crossroads” located at the intersection of Petrified Forest Road and Foothill Boulevard. This intersection primarily serves commuter traffic between Lake, Napa and Sonoma counties. Commercial uses in the area should serve travelers but also include limited services for nearby residents. Although safety and circulation improvements are needed, the intersection should remain compact to avoid encouragement of commercial sprawl. **The character of the area should have an understated visual appearance and provide a preview of the community’s unique qualities.**

## **Land Use Considerations**

1. The range of uses established for the Community Commercial land use designation is generally appropriate for the area.
2. Agriculturally oriented uses such as produce stands, nurseries, winery and vineyard related uses are encouraged.
3. **Development or redevelopment around the intersection shall not be of a design or style that is typical for a suburban strip center. Formula chain businesses are discouraged.**

In conclusion, the “non-formula” instruction for a gateway establishment should be argument enough to keep this business away from Calistoga especially given the fact that a gas station

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CITY OF CALISTOGA

with a convenience store already exists at this corner. As well, it's perplexing to see how the aesthetic of this business denotes a "small, historic country town" image.

I encourage you to stay true to the thoughtful guidelines outlined in the City Plan which aim to preserve the DNA of Calistoga.

Thank you.

*Joan Dambros*, Petrified Forest Road

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JUL - 3 2018  
CITY OF CALISTOGA

**Public Review of Proposed Gas Station, Car Wash, Convenience Store  
and Restaurant**

REVISED JUL 11 '18

**2449 Foothill Blvd , Calistoga Ca**

**Prepared by Metropolitan Planning Group  
1303 Jefferson ST. Suite 100B  
Napa California  
June 2018**

**THE FOLLOWING IS A RESPONSE BY KURT LARRECOU  
INCLUDING SECTION 15204 : (a) (c) of the CEQA Guidelines  
7/11/2018**

**The comments identify specific effects, why they would occur and why they would be significant impacts on the environment as proposed in this document approved for circulation by Kevin Thompson, Senior Planner/Assistant to the City Manager of the City of Calistoga.**

**The following comments are my professional opinions as an environmental consultant. Narrative of "Substantial Environmental Problems" of the Document are factual comments and conclusions.**

"All the facts my not have been provided to the M-Group in my opinion"

### Introduction 1.1 Purpose and Intent

The City of Calistoga has has conducted an initial Study to determine the level of environmental review necessary ??

1. The revisions in the project plans or proposal before a negative declaration and the initial study are released for public review would avoid the effects or mitigate to a point where no significant effect would occur.

2." There is substantial evidence ,in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

\*Fact:This project had no revisions by the Calistoga Planning Department and Kevin Thompson was not employed until January 2018.

This was stated to myself by Lynn Goldberg, Senior Planner, of Calistoga that she did not work on this project nor approve any aspect of this account.

### Start of Determination

The actual Determination that this project has been revised or mitigated by by the project proponent to the satisfaction of Kevin Thompson does not exist.

The project rep.first payed for a developer account with the City of Calistoga on on 10/30/2017. account #307.

The Project Plan by M I Architects of Walnut Creek California is marked in red as received on the same day as the account was opened.

The actual MI plan is Dated 6/01/17.



\*Fact: There are no revisions, nor any evidence that this project was vetted at all by the lead agency, the City of Calistoga Planning and Building Department . They failed in good faith to protect the CEQA Laws which are mandated by California State Law as a requirement of the City of Calistoga as a State Corporation. The integrity of the entire document has no basis to be considered as a Mitigated Negative Declaration, as signed by Kevin Thompson Senior Planner/Assistant to the City Manager.

The project must go through a entirely new submission to our Senior City of Calistoga Planner of Five Years, Lynn Goldberg.

The CEQA factors of this unvetted plan as it stands today and proposal must also be more factual to be considered a Mitigated Negative Declaration.

The following Items are not mitigated as of the document with actual specific environmental problems that exist as of the date produced by the M Group.

\*Fact The Drainage of this entire site is not adequate nor is it even conceived at this juncture.

The entire project is hard surfaced and is supposed to go to a perimeter drain which has a sand and mulch matrix which is placed on top of Class 2 compacted bedrock. The rain events are supposed to flow to this ditch and then be metered out after the rain subsides.

The problem is the site has two generous driveways that will bought allow sheet water from the site to flow to both roads that have no current Storm Drains.

This will be a Potentially Significant Impact as the roads will flood and the very construction of the infrastructure required will impair traffic of two roadways to construct. The current document states that a drainage plan will be developed later?

This document has no approved plan and an assessment of intercept and outfalls to drains offsite to make a reasonable environmental assessment.

The fact is Caltrans should have been included in this report on there drainage requirements also.

This is a Significant Environmental Impact.

The result of flooded roadway and loss of traction is a hazard to both cars an bikes.

\*Fact The actual "drinking water pressure "for this site has very little head pressure and the existing Church adjacent this parcel has a engine driven water pressure system to run the required water volume for Fire Sprinklers.

The existing neighbors complain when the Diesel Generator is exercised by rules of the Calistoga Fire Department.

The fact is I asked the Fire Chief , Steve Campbell, and they stated they would require the same for this parcel.

He also stated he never received the public document.

The result is not a fully vetted document that is being circulated to city employees without facts.

There also appears to be no site indicated for the same on the plan submitted.

This is a significant environmental Impact.

\*Fact Current Waste Water Cease and Desist orders is not included.

These orders are the same as a moratorium which they used to be called

The Waste Water Plant has to remove three large holding ponds of waste water and no action or plans have been submitted.

This order is four years old and the city has been bypassing 5000 gallons a day to the Napa River of untested pond water that is not suitable as to the Clean Water Act.

The recent Waste Water Facility inspection report April 4th 2018 also has a cover Letter to Mr. Kirns that there is still no plan from the City on file at the SFRWQCB.

This is a significant environmental Impact.

The city is approving more waste water flows to many projects approved and still being built.

This is a significant environmental lawsuit waiting to be filed, and defended by the rate payers.

\*Fact

The Cumulative Impacts of current projects being built our under review.

The Document does not state all projects in construction including single family homes, two massive five star resorts with spas, restaurants event centers , and 40 single family homes as rentals for each resort.

The document is a "fraud to the laws of CEQA," which calls for a true representation of all cumulative projects.

The City has regard for the current Growth Impact it has saddled the Town of Calistoga water and wastewater facilities that are both undersized and of no future plans to increase these resources to support what is on the books now.

The Cumulative Impacts both past present and future of the entire projects just in the City Limit are incremental to this project as to no freeboard of water for the current users at this juncture.

There has been no production of new water allotments to serve the amount of growth presently ready to use that finite supply.

The City of Calistoga has no plan for more water production and a supply that dates back to 1939 and a 1984 pipe from Napa at the limit of capacity already.

In addition, The city of Calistoga is also in Federal Appeals Court this fall on water fraud.

**\*Fact**

The Traffic Report is basically a economy one two day report that does not have any data from Caltrans at all.

The report does not take into account that the project site would be a monumental "Intensification of Use" to a uncontrolled intersection that backs up a half a mile in every direction.

The new project is is stated at less than 1100 car trips a day, but does not address the impact during peak times would actually be a stand still car jam as the Petrified Road feeds both in to Foothill Blvd that may face cars from this project entering or exiting this project driveways at the same juncture.

The d/w for this new project on petrified road is directly opposite the d/w of the current gas station which means the both may be trying to get out our in both facility's at the same time to opposite sides of the road.

The d/w for Foothill Blvd will also lead to congested traffic entering and leaving at the same time frame of both North and South Lanes.

This Intensification of use is non existent in there report.

The amount of car traffic is problematic at the present use and there is no multiplier and competing for ingress and egress with all d/w portals.

The new traffic will need a dual roadway frontage for this projects intensification for both Petrified Road West and Foothill Blvd North

There is no pedestrian traffic cross walk or control lights for this intensification of use created by this project.

The fact is Traffic is not mitigated by the site design and d/w conflicts and the amount of vehicle visits will be triple what the current traffic study states in there report.

The traffic impact is a significant environmental impact that is not acceptable to any mitigation suggested.

The project needs a intelligent complete professional plan that involves the factors stated .

There must be a new full initial study with all individuals of all agencies to create a EIR for a downsized project that may not need all the features it is currently suggesting.

Thank You for the opportunity to comment.

Kurt Larrecou,  
PO box 525  
Calistoga, Ca. 94515



July 10, 2018

Mr. Kevin Thompson  
Senior Planner/Assistant to City Manager  
City of Calistoga  
1232 Washington St  
Calistoga, CA 94515

CITY OF CALISTOGA

JUL 11 2018

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Dear Mr. Thompson

I am writing to express my opposition to the proposed project at 2449 Foothill Blvd. My primary concern as a resident, business owner, and voter in Calistoga is the negative effect that this project will have on my, my neighbors and fellow residents, and our visitor's quality of life.

Calistoga has changed significantly since the 2003 General Plan; since then Solage has opened, Indian Springs expanded, and Silver Rose and Enchanted Hills will open soon, resulting in many more visitors and a much larger employment base. The "significant and unavoidable impacts of this project should be reevaluated in the setting of Calistoga in 2018.

Specifically, the following items on the checklist should be reevaluated;

5.1a the traffic will have an adverse impact on the scenic vista. This is an entry corridor; do we our visitor's first experience to be a truck stop?

5.1d Even with mitigation the project will be a significant new source of light pollution because of the traffic entering and exiting.

5.3b, c, d Traffic has increased considerably since the General Plan; was this considered in the study? Further did the study adequately model a 24 hour, 7 day a week operation?

5.7a I understand that the analysis shows that project is 90 metric tons short per year of the 1,100-ton threshold, however it does not take into consideration the emissions from idling vehicles. This could be mitigated with a smaller operation.

5.12a, b, c, d Noise is extremely hard to quantify, a may be noticeable and disturbing, but may not trigger the 55dBA limit. I question whether the Illingworth and Rodkin study adequately modeled the effect on my and my neighbor's property. Additionally; given that this is a proposed 24-hour operation the added traffic at night will have an impact on us because even though it can be mitigated onsite with a noise barrier it cannot be mitigated off site. Once those cars and trucks are on the road between 10pm and 7am it will be very noticeable and disturbing.

5.14b the existing gas station and convenience store already is a burden to our police department; the proposed business will only be further strain.

5.16d Traffic into and out of the existing gas station already has a significant effect on the intersection of Foothill and Petrified Forest; have additional traffic entering and exiting the project will greatly exacerbate the problem.

5.17ii Given that the project is within 1000ft of National Registered Archeologic resource this seems improbable.

Given the above the project deserve I do not believe that a Mitigated Negative Declaration is the correct recommendation because too many of the items on the CEQUA checklist deserve further study.

In conclusion Calistoga deserves better than this. We already have three gas stations and four convenience markets on Foothill, we don't need another. We especially don't need one that will operate 24 hours per day, spilling light and noise into what is still a peaceful neighborhood. Better uses, such as affordable housing, could be found for this property.



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