REVISED DRAFT URBAN DESIGN PLAN
WRITTEN PUBLIC COMMENTS

	Date Received	Received From
1	10/16/08	John Adamson
2	11/18/08	John Merchant
3	06/19/09	George Caloyannidis
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Charlene Gallina

From: George Caloyannidis [gecalo@comcast.net]
Sent: Friday, June 19, 2009 1:12 PM
To: Charlene Gallina
Cc: Susan Hoffman; Kent Domogalla; Dieter Deiss; Denis O. Sutro; Bob Fiddaman; Bob Beck; Jim McCann
Subject: UDP

To the Members of the Calistoga Planning Commission

RE: Urban Design Plan Comments Relative to Greenhouse Gas Emissions

During the recent presentation of the Urban Design Plan to the public, many comments were received regarding the UDP's lack of focus on Greenhouse Gas Emissions (GHG) reductions. In this context, I would like to take the opportunity to point out the significant provisions in the UDP which address exactly this point.
Several comments were made by the public related to criticism that the UDP does not have provisions for Building Code regulation towards reducing GHGs. While such Code provisions are important, they are not within the UDP scope which is strictly a planning document.

AB 32 & SB 375

As an introduction, I would like to point to provisions in AB 32 and SB 375 both of which have been signed into law by the Governor. AB 32 mandates that the entire state reduce GHGs to 1990 levels by the year 2020. SB 375 for the first time links air quality to land use and in general enacts guidelines (along with CEQA exemptions) for new development which will help achieve the AB 32 mandates. While this Bill has a number of provisions, its main focus is on requiring mixed uses so that residents can find both employment and services within such developments thus reducing the necessity to use their automobiles in search of them. It also encourages the development of mass transit as well as enhanced circulation connectivity for automobiles, biking and pedestrians. Communities which fail to enact similar plans will be denied state funds primarily for transportation related improvements.
I encourage the Commission to gain a perspective of the current GHG state of affairs in the state, by accessing the May 22, 2009 California Government GHG Inventory and 2020 forecast (if we do nothing) at **http://www.arb.ca.gov./cc/inventory/data/forecast.htm** . In it, the Commissioners will find that statewide approx. 40% of GHGs are generated by transportation while the combined share of electric generation and industry accounts for 50%, polluting sources Calistoga may not rely on for GHG reductions.
It is obvious that , more than anything else, improvements in transportation patterns and mixed use developments will be disproportionately effective for Calistoga in helping it achieve the mandated state goals.

RELATED PROVISIONS IN THE UDP

MIXED USE DEVELOPMENTS

The entire Lower Washington focus as envisioned in the UDP is towards a whole town section as a mixed use development, hence the mandate that each parcel provide a minimum of two

uses. It also envisions higher densities with reduced on-site parking requirements. These provisions should be strictly adhered to, and I encourage the Commission to strengthen rather than water down these provisions. This will help create a more affordable section of town where the massive increased demand for labor created by the future development anticipated in the Resort Character Area can be house locally.
In addition, targeted mixed uses which provide services for the town in a more affordable rental environment must be encouraged. Lower Washington must become a local serving section of town both in terms of work force housing and for services. These provisions are in the UDP and must remain the fundamental focus for this Character Area. In a sense, while SB 375 focuses on provisions for large developments, Lower Washington is being viewed *as if it were* one such development and achieve the same goals.

CIRCULATION

WASHINGTON / DUNAWEAL / SILVERADO TRAIL

Enhancing circulation patterns will have a disproportionate beneficial effect in reducing GHGs in comparison with typical California communities. The new streets - extension of Washington Street to Dunaweal Lane and the new connection of Washington Street to Silverado Trail - will alleviate the congestion on Lincoln Avenue which in addition to GHG reductions will have vital economic benefits. I need to point out that these new connections are already part of the General Plan.

NORTHERN CROSSING

I urge the Commission to take another look at an additional connection crossing the river. Otherwise a unique opportunity will be lost.
Currently, there is no connection between two parallel sections of the town from Tubs Lane all the way to Berry Street where citizens can access the highway or each other; a distance of 1.5 miles (0.75 miles within city limits). I would be hard pressed to identify another town with a similar lack of connectivity.
The undeveloped lands along Mora and Greenwood Streets can - and eventually will - be subdivided and add 47 housing units; with infrastructure improvements that number can be 94. The Yellow Rose lands can add another 47 housing units. In addition to the existing inventory along Cedar and Myrtle Streets the town will eventually add 94 to 141 new housing units which will have no connection to each other necessitating enormous congestion closer to downtown with all around detrimental effects, and with a large contribution to additional GHGs. *No urban setting can survive such a dysfunctional circulation pattern* .
The undeveloped lands of the Arroyo and Yellow Rose properties provide a unique and possibly last opportunity for such an additional river crossing and will provide clarity to the stake holders for future development plans.

ROUNDABOUTS

The roundabout study for the Silverado Trail / Lincoln Avenue intersection has provided a good indication as to the tremendous GHG savings of this intersection; approximately one quarter million gallons of annual fuel savings by the year 2030. A roundabout at the Petrified Forest intersection will have disproportionately higher savings, possibly one million gallons.
It is obvious that roundabouts are preferred solutions and every effort must be undertaken to make them functional at both these intersections so that they facilitate the flow of traffic for *all* users.

BIKING / PEDESTRIAN TRAILS

The UDP has a number of provisions for an extensive connectivity system with pedestrian and biking trails. They are an integral part of SB 375. Appropriate easements must be secured.

AFFORDABLE HOUSING

While the UDP envisions such housing on Lower Washington, future development in the decades to come, especially in the tourist industry as envisioned in the Resort Character Area will create increasing demand for work force housing.which may exceed the capacity of Lower Washington. Importing labor from other parts of the county is counter productive to the goals of AB 32 and the city will be forced to accommodate a local work force.
A provision for the new resorts to provide a reasonable amount of housing for the work force it creates will go a long way in reducing GHGs.

The city must also consider that in the future, as demand grows, affordable - and denser - housing may require revisions in its General Plan allowing higher densities in areas zoned for lower ones. The city must identify such possible areas within its vacant land inventory before it is developed. It seems that the west side of town is the only one where such opportunity sites are available. Urgent provisions to allow higher densities must be made because future ABAG mandates may be impossible to comply with if such opportunity sites disappear.

Possible higher densities in the west side of town will make an additional river crossing even more urgent.

George Caloyannidis

GREENHOUSE GAS EMISSIONS INVENTORY - 2020 FORECAST

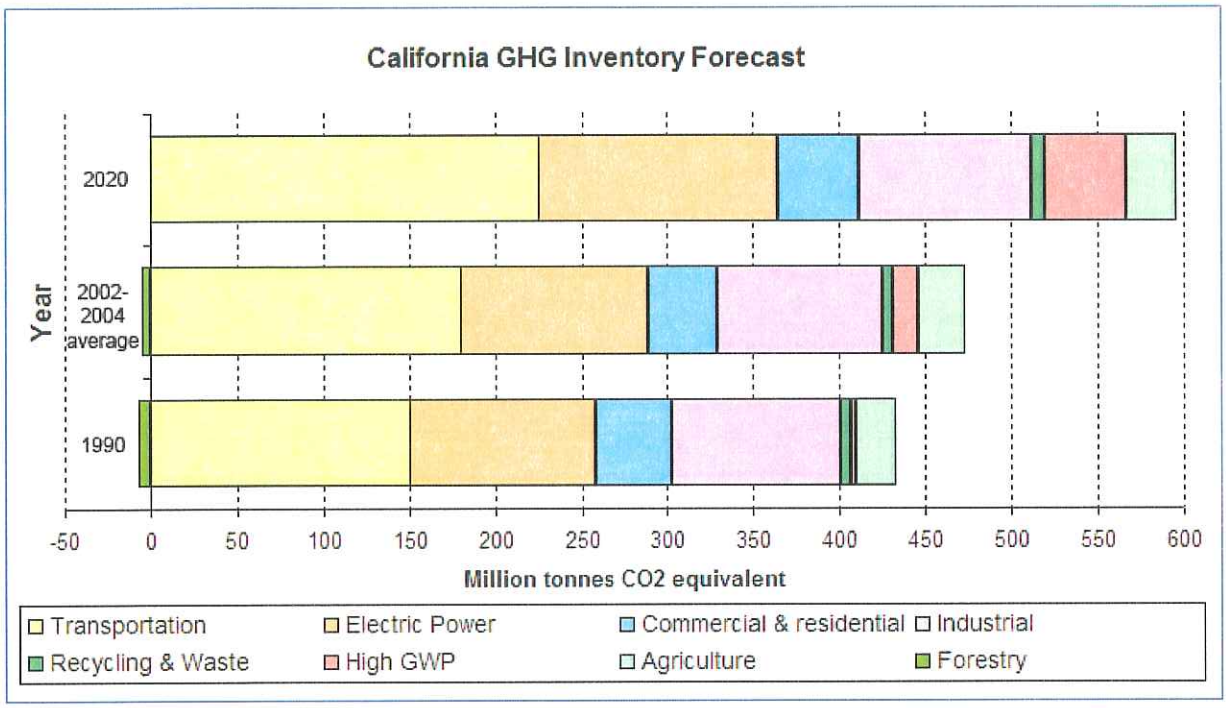
Last reviewed on May 22, 2009

Greenhouse Gas Inventory - 2020 Forecast

OVERVIEW

The current California greenhouse gas (GHG) Inventory covers years 1990 to 2004. Forecasting the amount of emissions that would occur in 2020 if no actions are taken is necessary to assess the scope of the reductions California has to make to return to the 1990 emissions level by 2020. Here is the 2020 GHG emissions forecast used in the AB 32 Scoping Plan.

- Summary 2020 GHG Emissions Forecast
- Forecasting Approach
- Detailed 2020 GHG Emissions Forecast and Methodology (Excel with embedded PDF document)



CALIFORNIA 2020 GHG EMISSIONS FORECAST

(Forecast last updated: October 2008)

Inventory Summary for Scoping Plan	Emissions (MMTCO2E) 2002-2004 Average	2020 Forecast
Transportation	179.3	225.4
On Road	*168.7*	*209.1*
- Passenger Vehicles	133.9	160.8
- Heavy Duty Trucks	34.7	48.3
Ships & Commercial Boats	*3.3*	*6.3*
Aviation (Intrastate)	*3.2*	*4.8*
Rail	*3.0*	*3.8*
Unspecified	*1.2*	*1.4*
Electric Power	109.0	139.2
In-State Generation	*52.5*	*87.2*
- Natural Gas	44.2	78.8
- Other Fuels	8.4	8.4
Imported Electricity	*56.5*	*52.0*
- Unspecified Imports	24.3	26.1
- Specified Imports	32.2	25.9
Commercial and Residential	41.0	46.7
Residential Fuel Use	*28.5*	*32.1*
- Natural Gas	26.9	30.6
- Other Fuels	1.6	1.5
Commercial Fuel Use	*11.9*	*14.0*
- Natural Gas	10.5	12.3
- Other Fuels	1.4	1.6
Commercial Cogeneration Heat Output	*0.6*	*0.7*

Industrial	**95.9**	**100.5**
Refineries	***35.0***	***36.7***
General Fuel Use	***21.3***	***19.8***
- Natural Gas	14.0	11.7
- Other Fuels	7.3	8.1
Oil & Gas Extraction	***14.2***	***14.2***
- Fuel Use	13.4	13.4
- Fugitive Emissions	0.8	0.7
Cement Plants	***9.7***	***12.6***
- Clinker Production	5.7	7.6
- Fuel Use	4.1	5.0
Cogeneration Heat Output	***9.2***	***9.3***
Other Process Emissions	***6.4***	***7.9***
Recycling and Waste	**5.6**	**7.7**
Landfills[1]	***5.6***	***7.7***
High GWP	**14.7**	**46.9**
Ozone Depleting Substance Substitutes	***12.9***	***45.0***
Electricity Grid SF6 Losses [2]	***1.0***	***1.0***
Semiconductor Manufacturing[1]	***0.8***	***0.8***
Agriculture	**27.7**	**29.8**
Livestock	***13.9***	***16.2***
- Enteric Fermentation (Digestive Process)	7.0	8.2
- Manure Management	6.9	8.0
Crop Growing & Harvesting	***9.2***	***9.2***
- Fertilizers	7.1	7.1
- Soil Preparation and Disturbances	2.0	2.0
- Crop Residue Burning	0.1	0.1
General Fuel Use	***4.6***	***4.5***
- Diesel	3.3	3.3
- Natural Gas	0.7	0.5
- Gasoline	0.4	0.4
- Other Fuels	0.2	0.2
Forestry	**0.2**	**0.2**
Wildfire (CH4 & N2O Emissions)	***0.2***	***0.2***
TOTAL GROSS EMISSIONS	**473.5**	**596.4**
Forestry Net Emissions	***(-4.7)***	***0.0***
TOTAL NET EMISSIONS	**468.8**	**596.4**

[1] These categories are under the Industrial Sector in ARB's GHG Emission Inventory

[2] This category is under the Electric Power Sector in ARB's GHG Emission Inventory

FORECASTING APPROACH

ARB is responsible for developing the California Greenhouse Gas Emission Inventory. The Inventory accounts for all greenhouse gas (GHG) emissions within the state of California and supports the AB 32 Climate Change Program. The Inventory also serves as the basis for developing future year GHG emission forecasts necessary to support measure development and Scoping Plan recommendations. ARB staff has developed a year 2020 "business-as-usual" (BAU) forecast of GHG emissions for use in developing the Scoping Plan.

Greenhouse Gas Emission Inventory

ARB's current GHG emission inventory is based on statewide fuel use, process, and activity data to estimate emissions. These estimates use the actual amount of all fuels combusted in the state, which accounts for over 85 percent of the greenhouse gas emissions within California.

This approach to inventory development is referred to as "top-down" because data are collected in the aggregate for the entire state, not at the level of the individual facility or emission-point. In contrast, a "bottom-up" inventory uses data from individual sources to determine emissions and sums those emissions to form a statewide total. Once ARB's mandatory reporting regulation is implemented, facility-specific data will become available and will be used to further improve the inventory. Current GHG emissions data can be found on the inventory data page

Business-as-Usual 2020 Emissions

ARB staff estimated 2020 business-as-usual GHG emissions, which represent the emissions that would be expected to occur in the absence of any GHG reductions actions. ARB staff estimates the statewide 2020 business-as-usual greenhouse gas emissions will be 596 $MMTCO_2E$. Emission reductions from the recommended measures in the Scoping Plan total 169 $MMTCO_2E$, allowing California to attain the 2020 emissions limit of 427 $MMTCO_2E$.

The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors. For the purposes of the Scoping Plan, ARB used three-year average emissions, by sector, for 2002-2004 to forecast emissions to 2020. At the time the Scoping Plan process was initiated, 2004 was the most recent year for which actual data were available.

This 3-year average of known emissions will dampen unusual variations in any given year that would make the baseline year

unrepresentative for forecasting. For example, an unusually hot, dry year might cause much higher power consumption and less hydroelectric power generation, and therefore increased emissions associated with power generation than would have otherwise been expected.

Forecasting Method

Growth factors are sector-specific and are derived from several sources, including the energy demand models generated by California Energy Commission (CEC) for their 2007 Integrated Energy Policy Report (IEPR), business economic growth data developed for ARB's criteria pollutant forecast system (CEFS), population growth data from the California Department of Finance, and projections of vehicle miles traveled from ARB's on-road mobile source emissions model, EMFAC2007. For the electricity and other energy sectors, ARB consulted with CEC to select the most appropriate growth factor.

ARB's forecasting method is similar to other GHG forecasting approaches, including the method used in the Climate Action Team 2006 Report. Where appropriate, ARB used updated and improved growth factors for estimating 2020 emissions sector-by-sector. These future emissions are projected in the absence of any policies or actions that would reduce emissions. The resulting BAU estimates are compared to the 2020 target set by the Board in December 2007 to determine the total statewide GHG reductions needed.

Sector Forecasts

Descriptions of the 2020 BAU forecasts for the major sectors of the inventory are given below with key assumptions staff used to estimate these future emissions.

Electricity

The 2020 business-as-usual emissions forecast for the electric power sector is 139.2 $MMTCO_2E$. These emissions are the result of in-state power generation plus specified and unspecified imported power. BAU forecasted emissions assume that all growth in electricity demand by 2020 will be met by in-state natural gas-fired power plants. Expected growth in renewable power to meet the current and proposed Renewables Portfolio Standard (RPS) is not included in the BAU. This allows the Scoping Plan reductions from increasing renewable power generation to be additive with the BAU forecasted 2020 emissions.

The 2020 BAU forecast for emissions from specified sources of imported electricity (i.e., power received from specific out-of-state power plants) is assumed to decrease resulting from the closure of one coal-fired power plant (i.e., Mojave) previously supplying imported electricity. The demand previously served by the closed plant is now replaced by in-state natural-gas generation.

Based on outputs from the CEC's electricity demand models, in-state electricity generation and specified imports will not meet the State's full electricity demand in 2020. The remaining demand is assumed to be met by unspecified imported electricity (i.e., power received from a mix of power generating sources outside the State).

Transportation

GHG emissions in 2020 from the transportation sector as a whole are expected to increase from current levels to 225.4 $MMTCO_2E$. This forecasted increase is dominated by increases in emissions from on-road transportation, i.e., passenger cars and heavy-duty trucks. To forecast on-road transportation emissions, ARB staff used 2007 fuel sales data obtained from the California Board of Equalization and estimated 2020 emissions based on the growth in projected vehicle miles traveled (VMT) derived from EMFAC2007. This BAU forecast assumes no change in vehicle fleet mix over time.

Industrial

The industrial sector consists of large stationary sources of GHG emissions and includes oil and gas production and refining, cement plants, and large manufacturing facilities. Emissions for this sector are forecasted to grow to 100.5 $MMTCO_2E$ by 2020, an increase of approximately five percent from the average emissions level of 2002-2004.

Business-as-usual forecasted emissions for this sector are variable, but overall are not expected to grow substantially. Most of the growth from this sector comes from the fuel use and process emissions of two industries: Cement Plants and Refineries.

Emissions from the combustion of natural gas are expected to grow for some industries (e.g., cement plants) and decline for others (e.g., food processors). These assumptions of growth and decline in natural gas demand are based on outputs from energy demand modeling conducted by CEC staff for the 2007 IEPR.

Landfills

Forecasted BAU emissions in 2020 for landfills are 7.7 $MMTCO_2E$. This forecast uses a recognized landfill gas emissions model developed by the Intergovernmental Panel on Climate Change (IPCC) and data from the California Integrated Waste Management Board (CIWMB).

The forecast reflects assumptions regarding the continued decay of existing waste in landfills and estimates on the amount and character of new waste deposited in landfills through 2020.

Commercial & Residential

The Commercial and Residential sector is expected to contribute 46.7 $MMTCO_2E$ or about eight percent of the total statewide GHG emissions in 2020. Forecasted BAU emissions from the Commercial sector include combustion emissions from natural gas and other fuels (i.e., diesel) used by office buildings and small businesses. Residential emissions result primarily from natural gas combustion used for space heating and for hot water heaters.

Growth in emissions from the Commercial and Residential sector is due primarily to the expected increase in population and assumed increase use of natural gas. Emissions from the use of other fuels, such as diesel fuel, are assumed to remain relatively constant over time.

High Global Warming Potential Gases

The forecasted BAU 2020 emissions of High Global Warming Potential (High-GWP) gases are 46.9 $MMTCO_2E$. High-GWP gases, including sulfur hexafluoride (SF6) from electric utility applications, substitutes for ozone depleting substances (ODS) (primarily HFCs and PFCs), and other High-GWP gases used in semiconductor manufacturing and other industrial processes are combined under one sector for purposes of the Scoping Plan. Assumptions used to forecast business-as-usual emissions of High-GWP gases vary by GHG.

SF6 emissions occur primarily from leaks in electrical transmission system equipment in which SF6 is used as an electrical insulator. SF6 leaks are constant from a given piece of electrical equipment and are not related to the use of the equipment. The probable expansion of the electrical transmission system infrastructure is assumed to result in more SF6 emissions from leaks. However, at the same time, technical improvements to the transmission system equipment result in fewer leaks, reducing SF6 emissions. ARB assumes that the effect of an expansion of the electrical transmission system infrastructure, combined with the technical improvements to the equipment in the system, will result in no net change in emissions in 2020.

Emissions of HFCs and PFCs as ODS substitutes occur from their use in refrigeration and air conditioning systems, among other commercial and industrial applications. The high business-as-usual forecasted emissions in 2020 comes about as ODS's are rapidly replaced by ODS substitutes, as more ODS's are phased out.

Agriculture

BAU emissions from the agriculture sector are forecasted to increase about seven percent from current levels to 29.8 $MMTCO_2E$ in 2020, due exclusively to the assumed increase in livestock population. The agriculture sector includes emissions from livestock, i.e., digestive processes and manure management; combustion of liquid and gaseous fuels used for irrigation and crop production; emissions from fertilizer use and application of other soil additives; and emissions from agricultural residue burning.

Agricultural residue burning and livestock emissions were forecasted using ARB's criteria pollutant forecasting approach. Forecasted emissions from the combustion of natural gas were estimated using outputs from the 2007 IEPR developed by CEC. Other agriculture-rated emissions were either held constant or extrapolated using historical trends to obtain a 2020 BAU estimate.

Forestry

The forestry sector is unique in the inventory because it includes emissions from forest and rangeland disturbances, such as wildfires and wood decomposition, as well as removal (or sinks) of CO2 from the atmosphere due to carbon sequestration into woody tissues. The inventory combines positive emissions and negative removals into a single, net value.

Several factors are operating to potentially decrease net GHG emissions from the forest sector. These factors include loss of forest land due to conversion to other uses and increased threat of wildfires. Because of this, forest sinks have decreased from the 1990 estimate (-6.7 $MMTCO_2E$) to a current level of approximately a -5 $MMTCO_2E$. As a result of the continuing effects of these factors, the 2020 forecast for net emissions from the forest sector is zero. This assumes that forest emissions and sinks will balance in 2020.

November 18, 2008

Mayor Jack Gingles
City of Calistoga
1232 Washington Street
Calistoga, CA 94515

Dear Jack,

The purpose of this letter is to summarize my thoughts regarding the Urban Design Plan ("UDP") currently in development by the City of Calistoga, particularly the portions specific to the Merchant property.

Overall, I am pleased with a number of aspects of the UDP process and the current draft of the UDP:

- Recognition of and preservation of the unique characteristics of Calistoga, particularly through redevelopment of several key properties in town.
- The foresight to plan Calistoga's future rather than allowing it to happen ad-hoc.
- A focus on key quality of life issues such as traffic management, bike paths, pedestrian circulation, community facilities, etc.
- Recognition that Calistoga has a unique layout that many small resort towns would envy.
- Developing zoning areas such as downtown commercial, resort, mixed-used, and residential, and in particular keeping retail focused in the downtown core.
- Focus on quality of life for residents as well as visitors.
- Recognition that revitalization of Calistoga will require significant public and private investment.
- The goal of enhancing Calistoga as a year-round visitor destination, improving its competitiveness with other attractive towns in upper Napa Valley.
- Engaging planning professionals to assist in the UDP visioning and development process.
- Involving the citizens of Calistoga throughout the process.

With respect to the Merchant property, there are a number of points in the current draft of the UDP which concern me:

- Down valley view corridors from the public portion of the development must be preserved.
- On-site, multi-level, public parking structure, wrapped in retail and other commercial uses, and including bicycle storage facilities.
- Emergency access to the adjacent mobile home park.
- Open space with public access, including public access to the property in the "Down Valley Natural Area".

- Bike path(s) meandering through the environmentally sensitive portion of the property, and extend to Brannan Street
- Fair Way extension with diagonal surface parking on the north side of the extension, generous tree canopy landscaping, lighting, pathways, trash receptacles, and pedestrian amenities.
- Town Plaza, with a geothermal water feature, hardscape surface, shade trees, and housing on upper levels.
- Visitors' Center & Event Hall, fronting on the Town Plaza
- Extension of lower Washington to Dunaweal Lane

Since the UDP is still a work in progress I would like to comment on each point. As discussed in Alain Longatte's letter on behalf of our family to the City dated August 14, 2008, the implied exactions of the UDP on the Merchant property, in their worst case interpretation, could amount to many tens of millions of dollars of added cost that would render quality development there financially infeasible. I believe the City is interested in redevelopment of the Merchant property, and would benefit substantially from the associated revenues generated annually by such redevelopment. Further, I assume the City has no interest in attempting to impose on the property inequitable burdens or excessive exactions, fees, and conditions. I also think it is important that discussions about the property continue to include our family so that there can be consideration of the goals of both the city and ourselves.

My comments on our initial review of the UDP include the following:

- Down valley view corridors:

  Since there is no down valley public view shed easement today on the Merchant property, and since there is also an express goal in the UDP of extending the downtown retail core along both sides of Lincoln Ave, I think that any redevelopment of the Merchant property should realistically focus on the following view from Lincoln Ave:

  - With the possible exception of any plaza spaces, attractive single-story or two-story commercial facades, consistent with the existing two blocks of downtown Lincoln Ave to the south.
  - An architectural style that is high quality, and yet consistent with the history and vernacular of Calistoga and Napa Valley.
  - An attractive entrance to the interior development of the Merchant property that does not overwhelm the Lincoln Ave frontage.
- On-site, multi-level, public parking structure, wrapped in retail and other commercial uses, and including bicycle storage facilities:
  - I believe that any parking needs that might be generated by redevelopment of the Merchant property are the responsibility of that development.
  - Any additional public parking needs, present or future, that are unrelated to the Merchant redevelopment, would more appropriately be addressed with public property and public funding.

- If it makes sense to address both Merchant property parking and other public parking needs in a single solution I would be interested in discussing such a joint solution with the City although as you are aware, other top visitor destinations in upper Napa Valley have achieved great success without a multi-level parking structure in their downtown. Also, as noted in past discussions with you, the existing surface parking behind the police station is closer to downtown Calistoga than the Merchant property, and it is rarely used to capacity by visitors to downtown Calistoga.

- Emergency access to the adjacent mobile home park:
  - I am not clear on why the access would be the responsibility of the owner of the Merchant property rather than the owners of the mobile home park. I think the City needs to consider alternate options for emergency access to the mobile home park. If all other options are exhausted, an emergency access on the southeast edge of the park (the edge parallel and closest to Dunaweal Lane) would seem more reasonable with the only requirement being a bridge or culvert over the existing drainage ditch on that edge of the mobile home park.
- Open space with public access, including public access to the property in the "Down Valley Natural Area":
  - I suggest reserving judgment on this issue until further information can be gathered regarding the environmental conditions on the southeast portion of the property, the area extent of those sensitive conditions, and possible alternatives for relocation or mitigation.
  - As to public access, since this is generally not a condition placed on other private property in Calistoga, I suggest that the Merchant property remain private property, including portions held in open space, whether by design choice or by environmental necessity.

- Bike path(s) meandering through the environmentally sensitive portion of the property, and extend to Brannan Street:
  - Since public easements are not a requirement of other private property in Calistoga, this should be omitted from the UDP.
  - If future developers of the Merchant property are interested in extending the bike paths of Calistoga, the City should discuss details of such easements at that time.
  - I would discourage the City from getting into specifics of such possible future easements, as they may become major design obstacles to future development of the Merchant property.

- Fair Way extension with diagonal surface parking on the north side of the extension, generous tree canopy landscaping, lighting, pathways, trash receptacles, and pedestrian amenities:
  - I am unclear as to how much of this circulation feature would utilize existing public lands, or possibly the acquisition of private property by the City. I would appreciate some clarification of this detail.
  - As to the public improvements proposed for a Fair Way extension, I believe these should be funded with public monies, as they would be elsewhere in Calistoga.

- As I believe I mentioned some time ago when the City proposed a day care facility in the lower Washington neighborhood, the current City day care facility appears to be an obstacle to extension of Fair Way.
- If a portion of City revenues fees were targeted toward the Fair Way extension and associated improvements, I believe that would enhance the community surrounding the Merchant property, and would be in favor of that allocation.

- Town Plaza, with a geothermal water feature, hardscape surface, shade trees, and housing on upper levels:
  - I am a believer in a quality pedestrian downtown, with vibrant retail areas.
  - In the case of the Merchant property, I believe that quality-oriented private development can incorporate many of the town plaza features identified in the UDP and be an attractive venue for the following:
    - Shopping
    - Walking
    - Sitting and enjoying an outdoor meal or beverage
    - People watching
- Visitors' Center & Event Hall, fronting on the Town Plaza:
  - I recommend that the City lease one of several vacant store fronts on Lincoln Ave for the Visitor's Center. Its current location is not optimal relative to the core of downtown Calistoga, and may represent a significant obstacle to future redevelopment of the Merchant property.
  - Regarding the Event Hall, this, in my view, is a sizeable structure, consuming a significant footprint. In my experience in other resort towns, event halls are important resource for the community, though rarely located on the main street downtown or on prime commercial development property.
  - I suggest a portion of future impact fees from development be directed toward a renovation of the existing Calistoga Community Center. Its size seems ample for the town's population, and its location seems ideal – central yet not in the middle of the retail district.
- Extension of lower Washington to Dunaweal Lane
  - Independent of whether or not redevelopment of the Merchant property takes place, I believe extension of lower Washington to Dunaweal Lane makes sense for the town of Calistoga.
  - I believe that extension of lower Washington will reduce current traffic impacts on Lincoln Avenue, particularly large truck traffic from Crystal Geyser and other industrial businesses in the lower Washington area.
  - Such an extension makes even more sense in light of any possible redevelopment of the Merchant property. Regardless of the nature of that redevelopment, it would involve an increase in traffic during redevelopment, traffic that should avoid downtown Calistoga if at all possible.

In summary, I respect and commend the efforts of the City Council, the UDP Oversight Committee, and the citizens of Calistoga to carefully plan for their future growth, and for seeking to revitalize Calistoga so that it is among the most attractive destinations in Napa Valley. I hope that my interpretation of the UDP detailed above is compatible with the town's overall goals. Such alignment of our visions will insure that future development of the Merchant property is allowed to make highest and best use of the land, which will maximize revenues to the City, and provide a significant boost to the revitalization of Calistoga. I look forward to the next draft of the UDP, and to further discussion with you and your team.

Regards,

John Merchant

John Adamson
1125 Mitzi Drive
Calistoga, California
94515

October 13, 2008

Calistoga Planning and Building Department
1232 Washington Street
Calistoga, CA 94515

To all interested parties:

Although I am unable to attend this evening's meeting, I feel it imperative to address by letter the Urban Design Plan's suggestion of a road to be constructed through the Yellow Rose Property, from Highway 128 to Grant Street. I have previously spoken of my disapproval to this road's construction at the August 18, 2008 public meeting. This suggestion of the UDP will not only hinder my family's ability to safely enter and exit the Riverlea neighborhood, but will also destroy the rural setting of Northern Calistoga. Have the members of the Design Committee have ever tried to exit the Riverlea Subdivision during the morning or afternoon commute? At best it is a struggle, and at times, it can be downright dangerous just to exit the neighborhood. It is common practice to use the Home Plate lot as a pass-through to the stop sign at Calistoga Road. Although this is unfair to the businesses at that location, it is often the safest way to exit the neighborhood.

I believe my perspective is unique on this issue as I not only live in the Riverlea Subdivision, but I also commute 56 one-way miles to Lake County for employment. Over the past 3 years, I have logged over thirty-five thousand miles, and travelled this commute at nearly every hour of the day. The amount of commuters who use the Highway 29 corridor between Lake County, Sonoma and Napa Counties is significant. This commute is often fast and can be unpredictable and extremely dangerous. I believe I have seen it all in those three years, from fatal head on accidents, drivers passing where there is no passing lane, to cars and trucks speeding around corners so fast that there is no room for error. I have even assisted Sergeant Tim Martin with the apprehension of an intoxicated driver of whom I followed over Mount Saint Helena into our town of Calistoga. I believe the construction of a new road will give the "Lake County Commute" a new way to get in front of a slow driver or lumbering truck, by cutting off at Myrtledale Road and the utilizing the new road to the junction with Highway 128. Will the construction of this new road really benefit our community or become a headache by inviting the "Lake County Commute" into our community, rather than just skirting our city as it does currently? Much of the UDP text, and the input at meetings has surrounded talks about beautifying Calistoga's "Gateways." In my opinion, Highway 128 from Alexander Valley to the Yellow Rose Property Calistoga is about the best "Gateway" the city has. And now the UDP suggests we destroy the rural character of this "Gateway" by choking the already busy intersection at Calistoga Road with yet another road.

Again, I fully oppose the plan to build a road from Myrtledale Road/Grant Street to Highway 128, and I implore the Design Committee to rethink the inclusion of this road into the UDP. One fact is clear, the construction of this road will increase the difficulty of exiting the Riverlea Subdivision, and promote even more congestion at Calistoga's most beautiful "Gateway."

Sincerely,

John Adamson