

Kristin Casey  
1132 Denise Drive  
Calistoga, CA 94515

November 10, 2009

To Chairman Manfredi and Planning Commissioners:

Thank you again for taking additional time to consider public input regarding the Urban Design Plan, and for the changes and corrections that you have directed to be made to date in response to public input.

My comments and suggestions this evening are in relation to the revised UDP which shows the most recent changes.

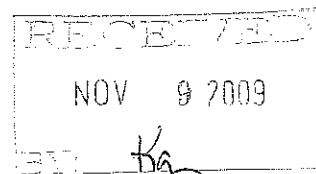
Regarding Gateways

At **page 8**, lines 308-309, the Petrified Forest Gateway should be noted to include Highway 128 heading north from the intersection.

Since the UDP has already incorporated General Plan Elements that go beyond the Action item calling for an Urban Design Plan, I would like to see you include, on **page 8**, a general statement that all Gateways to town must honor the first Goal of our General Plan's Noise Element [or, if not a general statement, incorporate it into each Gateway section]. This Element mandates that we "Preserve current low levels of noise in Calistoga to maintain the City's rural atmosphere." This requirement is especially critical at all of our Gateway areas, which are meant to specifically preserve our rural character and which generally have small residential neighborhoods nearby.

On **page 9**, lines 371-372, there is a statement that mysteriously calls for accommodating "expanded commercial uses" for the family restaurant "La Prima" and the former Williams property. There is no intent in the General Plan to specifically expand commercial use of a named restaurant, or of the Williams property. This should be deleted – such expansion is not on the table at all and should not be referred to.

At **page 11**, line 452, the Objective of "creating a secondary commercial hub" should be deleted. No one who lives near the Petrified Forest Gateway wants a "commercial hub" in our midst. Furthermore, the "Development Character"



statement below this point more clearly explains what may be allowed to unfold at this intersection.

On **page 11**, lines 462 through 467 [Petrified Forest Gateway], please include specific verbiage from the General Plan (which I will italicize) as follows:

“The commercial uses at this Gateway should serve the traveler, as well as provide limited services for residents, but should not compete with Downtown businesses. The design character should give a preview of the quality and uniqueness of the Historic District and should have quality characteristics of country, unique and simple, *incorporating an understated visual impact using small-scale and low-rise characteristics as required in the General Plan.*” [See LU-33].

On **page 11**, it calls for consideration of Planned Development (PD), but the City should be more cautious about using PD everywhere – this designation, besides giving a City more flexibility, also relieves developers from adhering to our Ordinances and other requirements. If this becomes appropriate in the future, it can occur without being prescribed by the UDP.

At **page 12**, lines 529-530 (Petrified Forest Gateway), please add a sentence as shown in italics below:

- “Developable land around this Gateway is relatively large. The scale of development must not overpower the surrounding neighborhoods, *and must be understated using small-scale and low-rise characteristics.*”

Comments regarding **page 16**: Line 678 seems to be limiting the right to have a home-based office, but I thought it was generally allowed under section 17.21 (and recall that home-based businesses could have a positive effect on greenhouse gas emissions). Line 683 calls for traffic calming on Foothill, but it could just as easily call for enforcing the 35-mile per hour speed limit.

At **page 17**, lines 746-747 should be deleted (“A development conceptual plan been proposed by the property owners” – Bounsall Gateway property). The UDP is not intended to refer to or promote projects that aren’t already approved.

Regarding general verbiage for the Bounsall property at **page 18**:

Please add that the General Plan at LU-32 states that Entry Corridors require preservation of existing orchards and there is also a requirement of small-scale, low-rise design.

Regarding “clustered housing along the Napa River” (lines 792-793), please insert the General Plan restriction from LU-29 that prohibits residential use on the Bounsall except for limited housing for employees.

At line 801, the UDP goes beyond what the General Plan authorized for the Bounsall Property when it seems to approve of “a venue for special events.” This should be deleted – it is inconsistent with the General Plan.

### Circulation System

Reference to Tubbs Lane as a Highway 29 bypass still has not been deleted at page 43.

On page 43, at lines 1897-1898, instead of prescribing a regional bypass to Dunaweal Lane, please generalize and call for a study of what may be most appropriate. Using Deer Park Road would be much more easily accommodated than Dunaweal for this purpose.

At page 46, it still calls for a street through Agricultural land from Washington Street to Silverado Trail – it should be more general, and simply call for a feasibility study regarding the issues.

### The Washington to Dunaweal Street Proposal

On page 5, lines 207-208, the UDP mandates the creation of “new streets to reduce traffic volumes on Lincoln Avenue” including the “Washington Street to Dunaweal Lane” proposed street. Certainly, if the water company removes itself, its water trucks won’t need this extension; and other truck traffic would still impact Lincoln by going on up to Lincoln, through an area that will become more densely mixed-use (including housing with small children). This proposal, even though mentioned in the General Plan, has incurred serious and widespread opposition for many good reasons. See the excellent letter from the Napa County Farm Bureau, as well as the previously-cited concerns from many citizens both inside and outside Calistoga’s boundaries. This should not be worded in such an absolute manner – at the most, just call for a study of all the issues which would include the concerns expressed by so many people.

At page 40, lines 1746-1748, the sentence should just read “Washington Street should be an attractive tree-lines corridor.” The added reference to “future extension to Dunaweal Lane” should be removed.

On page 45, under “City Streets,” the reference to extending Washington Street to Dunaweal Lane finally incorporates language that faces the

reality of this situation, when it states "should it be determined to be necessary and desired." I continue to believe that such an extension is not only infeasible, but would sacrifice one of our only true open spaces within the City limits, and would virtually destroy the very valuable resource of a bike and pedestrian path through a riparian area that boasts incredible wildlife, peace, and quiet. This is a sanctuary that should not be threatened by truck traffic.

Thank you.  
Kristin Casey

Michael Quast  
1300 Washington St.  
Calistoga, CA 94515  
Nov. 10, 2009

City of Calistoga Planning Commission  
City of Calistoga  
1232 Washington St.  
Calistoga, Ca 94515

Re: Urban Design Plan (UDP)

Dear Commissioners:

I wish to suggest a couple of changes to help provide clarity for future staff in taking direction from the UDP. I will refer to the Attachment 2 document with additions and the strikeouts.

1. In General Parking Considerations lines 2263 & 2264: Since shared parking currently does not allow separate business hours to over lap, please add "with updated standards for both parking and shared parking." to the lines which read as "Consider revising the parking standards to eliminate redundant parking requirements and to encourage shared parking" with updated standards for both parking and shared parking.
2. To provide clarity to the Public Parking Planning Principles Section of line 2138 and/or the General Parking Considerations of line 2251, it would be helpful to repeat the use of the public lots as out lined earlier in the Historic district lines 1045 & 1046:  
"locate the required parking offsite in shared or public parking facilities.

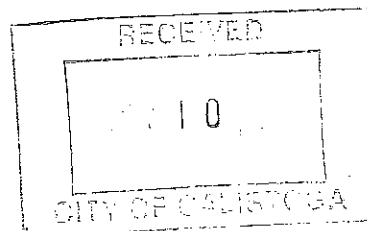
I suggest that these sections include a phrase such as:

When offsite parking is necessary, shared parking and/or the use of nearby public parking facilities should be highly considered in the parking plan.

Of note: in the past, some members of the staff have been unwilling to even recognize the use of our public lots though they may be in close proximity to a business. Overall, there needs to be a fluid nature to all parking in town and to recognize the use and consideration of public lots in close proximity for the best use of each property for both the land owner and the City.

Respectfully yours,

  
Michael Quast



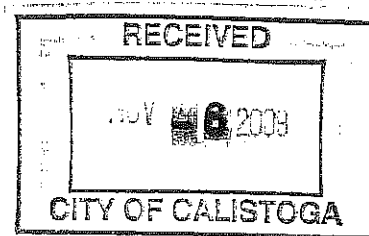


## NAPA COUNTY FARM BUREAU

811 JEFFERSON ST. NAPA, CALIFORNIA 94559 T. 707-224-5403 F. 707-224-7836

November 6, 2009

Calistoga Planning Commission  
1232 Washington Street  
Calistoga, CA 94515



Re: Calistoga Urban Design Plan

Dear Chairman Manfredi and Members of the Commission,

Napa County Farm Bureau is aware of the city's planning efforts to develop an Urban Design Plan to improve the city's traffic circulation, economic vitality and infrastructure needs. We understand the need to adequately plan for public services and infrastructure and support the community process to define your long-term planning needs and develop sustainable policies to meet those needs. Most importantly, Napa County Farm Bureau supports the stated position of the current Urban Design Plan not to utilize Agricultural Preserve lands outside of the city limits for the extension of city services.

We remain concerned, however, that the urbanizing influences of the extension of city services adjacent to those lands, specifically the extension of Washington Street to Dunaweal Lane and to Silverado Trail, as well as the conversion of Dunaweal Lane from a county road to a rerouting of Highway 29 will negatively impact prime Agricultural Preserve lands.

Considering the extensive existing infrastructure of the Calistoga NBA water pipeline and the Calistoga Wastewater Treatment facility, it does not appear possible to construct the extension to Dunaweal without the taking of a portion of those Ag Preserve lands. We, therefore, encourage the Commission and City Council members to grant the repeated requests made by the affected property owners to conduct a site inspection tour as is customary for private development proposals (*ie*: Enchanted Resorts) for a "boots-on-the-ground" view of the impacted area before voting to retain this proposed road in the Urban Design Plan.

We are also concerned about the impacts on Ag Preserve vineyard operations of the proposed extension of Washington Street to Silverado Trail at the city limits line. This new road would bisect some of Napa County's oldest family-owned and operated vineyards, disrupting irrigation, drain and domestic water lines critical to the operation of the balance of those vineyards that are in the Ag Preserve. The option to plan this road on the north side of these properties, adjacent to the mobile home parks is a better alternative - providing emergency access for the parks as well as reduced impact on these historic vineyard operations.

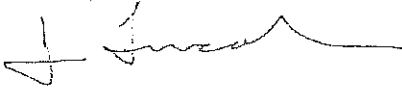
The conversion of Dunaweal Lane to a Highway 29 bypass from Lincoln Avenue will severely impact Ag Preserve lands. The widening of Dunaweal will necessitate the removal of prime vineyards and walnut orchards on at least seven Ag Preserve parcels as well as the alteration of

three winery entrances. We are therefore opposed to this change and urge you to remove it from the plan.

With the intent of long-term protection of the Ag Preserve, which was recognized as critical by the Calistoga City Council resolution of June 3, 2008, we again encourage the city to consider adoption of a voter-approved Urban Boundary line to protect the quality of life and the agricultural legacy of our community for future generations.

We appreciate the opportunity to comment on these planning issues and continue to offer our assistance in understanding and managing the urban/agricultural interface which is so important to our future.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Lincoln", with a long horizontal flourish extending to the right.

Jim Lincoln  
President

cc: Charlene Gallina, Planning and Building Director  
Diane Dillon, District 3 Supervisor

CITY OF CALISTOGA  
City Clerk

Attachment 4

AUG 27 2009

**RECEIVED**

August 27, 2009

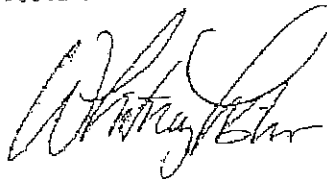
To: Chairman Jeff Manfredi and Members of the Planning Commission

SUBJECT: Formal Request for Tour of Inspection

We would like to request that the Washington-Dunaweal and the Washington-Silverado Trail extensions proposed in the UDP be physically viewed jointly by the Planning Commission and interested members of the public before any final decision is made regarding these roads. We believe these roads will have seriously negative effects on our agricultural lands.

We urge that you approve our request soon for a formal Tour of Inspection.

Sincerely,



Whitney Fisher  
4771 Silverado Trail  
Calistoga, CA 94515



**Kathy Guill**

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**From:** Norma Tofanelli [keepnvap@sonic.net]  
**Sent:** Thursday, August 27, 2009 8:55 AM  
**To:** Jim McCann  
**Cc:** Plans Department  
**Subject:** UDP and river path

Strike out version, p. 44, line 1987-1988:

"Properties bordering the Napa River shall provide for public access along the River..."

Please note: "SHALL" is mandatory...

At the wrap of the June meeting you said this language would be changed.

Thanks, Norma

*Only he can understand what a farm is, what a country is,  
who shall have sacrificed part of himself to his farm or country, fought to save it, struggled to make it beautiful.  
Only then will the love of farm or country fill his heart.*

Antoine De Saint-Exupery  
1900-1944, French Aviator, Writer

Christopher and Adele Layton  
1010 Foothill Blvd  
Calistoga, CA

August 28, 2008

Ms. Charlene Gallina, Planning and Building Director  
City of Calistoga  
1232 Washington St.  
Calistoga, CA 94515

Dear Charlene:

Pursuant to the two recent community meetings to present the Urban Design Plan, I have the following comments for your consideration:

**Through Traffic:** I enclose my letter dated January 18, 2007 expressing my concerns on this subject. Since that writing, matters have only gotten worse. Now, if the UDP suggesting to further increase density along Foothill is encouraged, the necessity for traffic reduction on and diversion from Foothill becomes more urgent. The Dunawhel crossover plus the Washington Street extension can only help, and thus should be ~~more~~ clearly supported.

**Traffic south from Lincoln / Foothill:** With the intensification of the Vallarta Market now an approved reality, more stringent traffic management is called for at this south gateway to Calistoga. 25 MPH speed limits, serious police enforcement, no parking on both sides of Foothill, all should be built into the UDP goals.

**Pine Street Traffic:** Currently, afternoon up valley traffic is using Pine Street to bypass the Foothill / Lincoln intersection. Please consider making Pine Street one way onto Foothill. Also, a "keep clear" striping on Foothill at Pine would be great.

**Lincoln Ave Mixed Use:** I strongly support the existing mixed use of offices, beauty shop, hardware store, Cal Mart along Lincoln. To turn our main street into a tacky tourist trinket row or elite clothing window dressing drive-by will take away what our guests at Christopher's Inn find so charming. Ours is a real live business community commercial street most appreciated by our tourist guests.

**Urban Corridor extended down Foothill from Lincoln:** The Downtown Commercial Corridor should include Euro Spa down Pine Street. After all the underlying zoning is commercial for the spa.

**Cal Mart:** Bill Shaw has for years attempted to develop the rear of his market with his proposals to develop the old printing company building and adjoining lot with little support from the City. By creating a parking car and delivery truck court and farmers market on the street behind, possibly augmented with moving the Cal Mart building towards Lincoln could be a viable urban design solution. This would keep a local serving business with strong tourist attraction on main street. The UDP should give more clarity to this direction.

**Ace Hardware Store:** While I can see the "architectural" correctness of an infill building to complete a continuous urban facade between the hardware store and the depot, the loss of the hardware store's convenience of parking by constructing a building facing Lincoln would remove irreplaceable parking. This would destroy one of our really vital local serving businesses. Perhaps tree planting and street lights between car spaces to break up the asphalt lineality of the parking lot can accomplish the same effect.

**Undergrounding utilities:** It was most encouraging to hear that the City has funds to assist in undergrounding utilities. A great location to apply these funds would be in front of the Manfredie's property and the Vallarta Market where street front improvements are currently being discussed.

Thank you for considreing my concerns and suggestions

Most Cordially  
cc: Jim McCann

Christopher and Adele Layton

Christopher & Adele Layton  
1010 Foothill Blvd  
Calistoga, CA. 94515

January 18, 2007

Ms. Charlene Gallina  
Planning and Building Director  
City of Calistoga  
1232 Washington St.  
Calistoga, CA 94515

Dear Charlene:

After the very exciting recent meeting to present the new urban design plan, I appreciate the opportunity to make the following observation.

There are many positive ideas coming forward with this excellent effort. However, a more proactive approach needs to be taken to deal with vehicular traffic. It is a certainty that the growing volume of cars and trucks using Hwy 29 as a pass through route to and from Santa Rosa and Lake County to the north Bay Region will only get worse. Very soon this single impact will overrun our entire community and destroy much of what is magic in our wonderful town. It is already negatively affecting local businesses and quality of life. Signalization and traffic-go-rounds, although helpful, are not the true and effective answer.

Of the two choices for the routing of through traffic that are at all possible are Highway 29 / Foothill Blvd or Silverado Trail. The devastation in human terms, cost of right-of-way acquisition, dealing with countless residential driveways and side streets and aesthetics of the Foothill Blvd. alternative is by far the least workable solution.

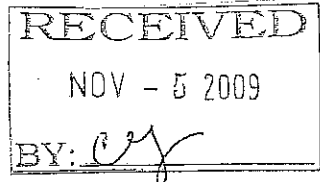
This leaves Silverado Trail with cross overs at Dunawhel Lane and Tubbs Lane as the only really viable alternative. We must get the through traffic off of Foothill and on to Silverado Trail, and soon!

All documentation of our policies in this Urban Design Plan as well as the General Plan and supporting ordinances need to be clearly advocating this approach.

Thank you for forwarding my comment on this vital issue to the consultants and committee members.

Sincerely

Christopher Layton



UDP Committee,

We are writing in response to the UDP verbiage reflecting a bike path across Indian Springs property. This is a major concern for our guests, and us and we feel such a path would jeopardize the tranquility, privacy, and safety of our resort. Within the past two years we have had eight robberies and we fear further crime. During our last meeting with the city pertaining to Indian Springs expansion it was made quite clear that such a path was expected. Upon further discussion with Dieter Deiss, a primary member of the group that drafted the bike plan, it was stated to us that the location was more a suggestion than a mandatory location. Personally, we feel that this is a blatant taking of land that has not been asked of any other landlord to such an extent. We ask that all verbiage pertaining to a bike path on Indian Springs property be removed from the UDP.

Sincerely,  
The Merchant Family