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Planning, Building & Environmental Services

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Director

MEMORANDUM

To: Kirsty Shelton, Planning Division

From: Jeannette Doss, Engineering and Conservation Division 

Date: March 19, 2013
Revision March 27, 2013

Re: Treasury Wine Estates - Stags Leap
Road Modification Request
6150 Silverado Trail, Napa, CA
P12-00110 APN 032-530-034

Road Modification Request

The Engineering and Conservation Division received a request (The Request) for modification of County Road and Street Standards (RSS) for the Treasury Wine Estates - Stags Leap Winery at 6150 Silverado Trail, *dated March 20, 2013*. The current existing driveway is paved from the connection with Silverado Trail to the proposed parking area. The nature and reasons for the road modification request are as follows:

Exception Area #1: From STA 12+09 to STA 20+35 allow for an approximately 800 ft section of existing split driveway to act as a short one-way loop road with each direction having an overall width that varies from 12 ft to 14 ft when the RSS requirement is 20 ft for a Commercial Drive and for a one-way loop road the RSS requires an overall width of 14 ft with a turnout at approximately the midpoint in each direction. This reduction in width is to accommodate the grade differential of the split driveway, the historic rock walls, and the mature trees. The existing split driveway section is connected to a fully improved 20 ft wide driveway at both ends and has a clear line of sight. The driveway section is also well signed and currently functions as a one-way loop.

Exception Area #2: From STA 30+49 to STA 33+07 allow for an approximately 250 ft section of existing split driveway to act as a short one-way loop road with each direction having an overall width that varies from 11 ft to 12 ft when the RSS requirement is 20 ft for a Commercial Drive and for a one way loop road the RSS requires an overall width of 14 ft with a turnout at approximately the midpoint in each direction. This reduction in width is to accommodate the grade differential of the split driveway, the historic rock walls, and the mature

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trees. The existing split driveway section is connected to a fully improved 20 ft wide driveway at both ends and has a clear line of sight. The driveway section is also well signed and currently functions as a one-way loop.

Exception Area #3: From STA 33+49 to STA 45+20 allow for an approximately 1,200 ft section of driveway at a reduced road width that varies in overall width from 16 ft to 18 ft when the RSS requirement is 20 ft for a Commercial Drive. This reduction in width is to accommodate the existing mature walnut trees that border the driveway on both sides and to maintain the historic roadway alignment, walnut trees, historic vineyards, and overall historic approach to the site. This 1,200 ft section of driveway is straight with clear lines of sight and the applicant has proposed installing three intervisible standard sized turnouts along this existing 1,200 ft section of driveway.

Exception Area #4: From STA 45+65 to STA 45+91 allow for an approximately 12 ft wide bridge when the RSS requirement is 20 ft. This reduction in width is to accommodate the existing recorded historic stone bridge and historic rock walls. The existing bridge is connected with a 20ft wide driveway at both ends.

Exception Area #5: From STA 47+65 to STA 52+98 allow for an approximately 550 ft section of reduced road width to allow an overall 14 ft to 15 ft wide driveway when the RSS requirement is 20 ft for a Commercial Drive. This reduction in width is to accommodate the existing stream, mature oak trees, and historic roadway alignment. The applicant's engineer has reviewed this section of the driveway for adequate sight distance and this narrower section of driveway is connected by a 20 ft wide driveway on both ends. The applicant is also proposing to install a turnout at approximately STA 51+75.

Note: From STA 52+98 to STA 81+30 the applicant is proposing a one-way loop road as an alternate to the Commercial Driveway Standard of 20 ft and the requested exceptions are from the 14 ft overall width for a single travel lane. As part of this proposal the applicant is proposing to install signage along this entire section of driveway that will prohibit the parking of vehicles and indicate the direction of one-way traffic flow. The signage plan will be submitted with the building plans.

Exception Area #6: From STA 59+38 to STA 59+54 allow for a reduction of width between the existing stone columns to allow a 13.5 ft width. This reduction in width is to accommodate the existing recorded historic stone columns. The application proposes to improve the driveway to 14 ft along the entire section of driveway from STA 52+98 to STA 59+38 and provide a full turnout beginning at STA 57+00 approximately. Additionally the applicant is proposing an

The Engineering and Conservation Division and Cal Fire have discussed the improvements proposed in The Request and determined that their implementation would serve as an alternate method by which adherence to the RSS may be achieved and would provide the same overall practical effect as the RSS towards providing defensible space, preserving the natural environment and protecting the life, safety and welfare of the public.

The Engineering and Conservation Division and Cal Fire support the approval of the road modification as proposed in The Request with the following conditions that are in addition to any and all conditions previously placed on the project:

1. Applicant shall improve the existing driveway to the maximum road width achievable in the areas where the full width cannot be achieved.
2. Access road shall meet the road surfacing requirements as described in the RSS for the entire length of the roadway.
3. The property owner will implement a fire protection and access plan that shall be reviewed and approved by the Napa County Fire Marshal.
4. The applicant shall provide a signage plan for any proposed one-way loop roads, no parking zones, parking areas, and other areas as appropriate. Signage plan will need to illustrate the proposed sign locations, the direction of traffic flow, and type of sign. Any proposed signs will need to be clearly visible and include contrasting colors. Plans shall be submitted with the building and/or grading permit documents at the time of permit application.
5. Any/all future road design changes or changes in use of this roadway beyond the existing use shown on the above noted Request dated March 14, 2013 shall require re-evaluation of the roadway to comply with the requirements of adopted codes, standards and regulations and may require additional conditions.

approximately 18 ft one-way section of driveway from STA 59+54 to STA 62+32.

Exception Area #7: From STA 62+32 to STA 63+25 allow for an approximately 93 ft linear section of driveway to have a reduced width of 13 ft overall driveable surface. This reduction in width is to accommodate the existing historic stone walls, and mature trees. The applicant's engineer has reviewed this section of driveway for adequate sight distance and the driveway section at either end of this localized narrowing will be improved to the full 14 ft for a one-way loop road. In addition the applicant proposes to implement a signage plan for this section of driveway.

Exception Area #8: From STA 64+58 to STA 65+00 allow for an approximately 42 ft linear section of driveway to have a reduced width of 12 ft overall driveable surface. This reduction in width is to accommodate the existing historic stone walls bordering both sides of this section of driveway. The applicant's engineer has reviewed this section of driveway for adequate sight distance and the driveway section at either end of this localized narrowing will be improved to the full 14 ft for a one-way loop road. In addition the applicant proposes to implement a signage plan for this section of driveway.

Exception Area #9: From STA 67+66 to STA 69+31 allow for an approximately 100 ft linear section of driveway to have a reduced width of 13 ft. This reduction in width is to accommodate the existing historic stone walls bordering both sides of this section of driveway. The applicant's engineer has reviewed this section of driveway for adequate sight distance and the driveway section at either end of this localized narrowing will be improved to the full 14 ft for a one-way loop road. In addition the applicant proposes to implement a signage plan for this section of driveway.

Engineering and Conservation Division Evaluation and Recommendation:

The Engineering and Conservation Division staff has discussed The Request noted above with Cal Fire and the applicant. With respect to Section (3) of the RSS as adopted by Resolution No. 2011-95 by the Board of Supervisors on August 9, 2011, this division has determined the following:

The request for modification has provided the necessary documentation as required by RSS Section 3(A). The request for modification is in connection with an active use permit modification for an existing winery, and has received the appropriate environmental review from the Planning Division, therefore the approving body shall be the Planning Commission.

With respect to findings the steep slopes, mature trees, physical site limitations, and recorded historical sites are consistent with the definitions as described in RSS Section 3(D).