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Roads & Street Standards Exception Request

THOMAS ADAMS
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March 10, 2016

Rick Marshall, Deputy Director
County of Napa Department of Public Works
1195 Third Street
Napa, California 94559

Re: **Request for Road Exception Kenzo Estate Use Permit #P15-00293**
APN 033-110-075, 3200 Monticello Road

Dear Mr. Marshall:

This request is to allow an exception from the Road and Street standards to allow the Kenzo Estate Winery use permit modification to be approved without the requirement that a left turn lane be installed at the intersection with the property driveway and State Route 121. The project proposes an increase in production from 85,000 gallons to 102,000 gallons per year, an additional 5 full time employees for a total of 17. The project also proposes to increase daily visitation from 25 to a maximum of 50 per day. Marketing events are proposed to be increased in number without increasing the total number of visitors at the individual events. Since the left turn analysis is based on daily trips the proposed marketing changes are not relevant to the daily trip analysis.

A traffic analysis has been prepared by Crane Transportation Group and is attached for reference. The study concludes that on the busiest day the project will result in an additional 94 daily vehicle trips for a total of 244 daily trips (122 trips in/122 trips out). On normal days and seasonally there would be fewer trips. During the morning peak hour (7:15-8:15) the project will not increase traffic on the highway, while during the afternoon peak hour (4:30 -5:30) the project would increase harvest 2015 two-way traffic on the highway just west of the entrance by 3 vehicles from 615 to 618 vehicles. The project traffic increase east of the entrance during the same hour would be 1 vehicle. The increased peak hour traffic does not warrant a left-turn lane pursuant to CalTrans standards and since this is a State Highway, Caltrans standards should be given significant consideration.

Due to the project's location \pm 4 miles east of the Napa Valley floor the vast majority of traffic generated by the winery is to and from the west. The traffic engineer estimates that 80% of all winery traffic comes and goes in that direction with the remaining 20% coming and going from the east. This would mean that of the 122 vehicles per day turning into the site approximately 24 would be turning left into the property. If these traffic movements were spread out evenly throughout the 11 hours that the winery is operating the result would be about 2 left turns every hour. The traffic engineer does not believe that there would be any additional left turns onto the property during any of the peak hours. It was also noted by the traffic engineer that the nearest left hand turn lane from the site is at the bottom of the hill at the intersection of Monticello Road and Silverado Trail (both Highway 121). Even the intersection of Highway 121 and Vichy

Avenue, which is designated as a Collector Road by both the General Plan and Zoning Ordinance is not improved with a left turn lane.

When the winery was originally constructed the applicant improved the highway by paving and striping an eight foot wide shoulder turnout area to provide an area for a vehicle to safely utilize in the unlikely event that both: 1) a vehicle is waiting to turn left because there is too much eastbound traffic for it to make the turn immediately, and 2) the approaching vehicle is travelling too fast to safely slow down before the turning vehicle is out of the way. This existing improvement provides the same overall practical effect of the intent of the road standards for providing defensible space, and consideration towards life, safety and public welfare.

Site distance at Highway 121 and the Winery access intersection was observed in the field. Travel speeds of 30-35 miles per hour were observed along both directions of Highway 121 at the Winery entrance. Sight lines to the east are about 350 feet, while site lines to the west are about 300 feet. The County of Napa minimum stopping sight distance required for speeds of 35 mph is 250 feet per Caltrans Highway Design Manual Table 201.1, attached for ease of reference. Site visit observations indicate that available sight distance is in excess of 300 feet. Therefore, the existing sight distance along Highway 121 is adequate to provide drivers sufficient time to safely slow down in the event that they encounter a slower car turning into the winery.

A Conceptual Left Turn lane was designed per the Caltrans Highway Design Manual and is attached to this request. The roadway was broken up into three segments to show a more detailed analysis. Each of these three segments are discussed separately below:

Segment #1. The proposed roadway widening west of the winery would require 24 feet of additional space from the existing road to comply with the Paved Multilane Highway, Figure 307.5, in the Caltrans Highway Design Manual. A 20-foot Clear Recovery Zone per Topic 309.1.2 of the Highway Design Manual is included in that additional space. The clear recovery zone would require a cut into the existing bank to provide the standard 4:1 or flatter slope from the roadway. Removal of significant native vegetation within that zone is also required. Approximately 36 mature black oak, live oak and madrone trees would need to be removed as part of the construction of a left turn lane in this segment.

Segment #2. The proposed westbound left turn lane spanning approximately 235 feet would require the same additional 24 feet of space from the existing roadway as listed above. In this segment, a larger cut in the existing bank would be required to reach the 4:1 or flatter slope from the roadway. An estimated 9 mature native trees would be required to be removed to construct this segment. An existing drainage channel would need to be modified and rebuilt to convey stormwater runoff from the roadway and up-hill slopes to an existing drainage ditch.

Segment #3. The final segment east of the left turn lane would require tree and vegetation removal, retaining wall and guardrail installation and an existing culvert extension. An additional 5 mature native trees would be required to be removed in this segment. The retaining wall would be built on steep slopes above an existing drainage channel. The existing culvert conveying water from the north side of SR 121 would need to be extended through the retaining

wall to an outfall further down the existing drainage channel.

Approval of this exception request is consistent with the overall objectives of the Road and Street Standards, as well as meeting the criteria for the grant of an exception.

To summarize, the exception will preserve 50 mature native trees and prevent the need for significant ground disturbance and alteration of drainage patterns. The existing improvements to Highway 121 provide safe turning movements into the property. This request is consistent with all of the applicable objectives of the Road and Street Standards, as follows:

a. To provide reasonable standards that relate to terrain and parcel size.

The steep terrain on both sides of Highway 121 at the project entrance would require significant grading. The amount of traffic entering the site from that would use a left turn lane is minimal, the Caltrans standards do not warrant a left turn lane, and it would be unreasonable to require a turn lane that does is not warranted and is unnecessary.

b. To preserve the natural landscape and desirable aesthetic features while balancing the needs of property owners.

Approval of this exception will preserve the natural landscape by reducing grading and significant native tree and vegetation removal. The existing improvements adequately and safely meet the needs of the property owner.

c. To encourage the location of roads to minimize disturbance or impacts on wetlands, critical native plant communities, or other environmentally sensitive areas.

Approval of this exception will preserve a significant number of native trees (including oaks) and vegetation that provides habitat for wildlife, water quality benefits and is protected by General Plan Policy CON-24: which requires the County to “[m]aintain and improve oak woodland habitat to provide for slope stabilization, soil protection, species diversity, and wildlife habitat through appropriate measures including one or more of the following: a) Preserve, to the extent feasible, oak trees and other significant vegetation that occur near the heads of drainages or depressions to maintain diversity of vegetation type and wildlife habitat as part of agricultural projects. . .” In this instance the native vegetation and oak trees being located at the crest of the hill are located at the head of drainages to both the west and east and can be feasibly avoided by granting the exception.

d. To minimize diversion and concentration of storm runoff, including selection of appropriate discharge locations, outlet dispersion appurtenances and selection of practices that maximize soil infiltration.

Approval of this exception will avoid the need to alter existing drainage improvement and install additional improvements.

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e. To encourage use of native grasses and other native plant materials for erosion control and habitat enhancement.

Approval of the exception maintains existing grasses and other native plants that provide for both erosion control at the head of drainages and wildlife habitat.

f. To minimize alteration of streams and ephemeral drainage at discharge outfalls, utilizing "bio-technical" stream stabilization techniques and preservation of natural stream morphological conditions.

Not applicable.

g. To identify "impacted" runoff basins where special design considerations may be necessary to minimize downstream flooding and other impacts to neighboring properties.

Approval of the exception will maintain the existing impervious surfaces and not result in any additional runoff that could impact downstream peak flows.

h. To provide adequate safety and service.

As demonstrated in the Crane Transportation traffic impact analysis the existing highway improvements are more than adequate to safely handle the traffic generated by the proposed project.

i. To provide low maintenance cost road facilities.

Approval of this exception will avoid the need for new improvements that would require increased maintenance.

j. To produce standards compatible with City Requirements within areas of influence.

Not applicable.

Sincerely,

DICKENSON, PEATMAN & FOGARTY



Tom Adams

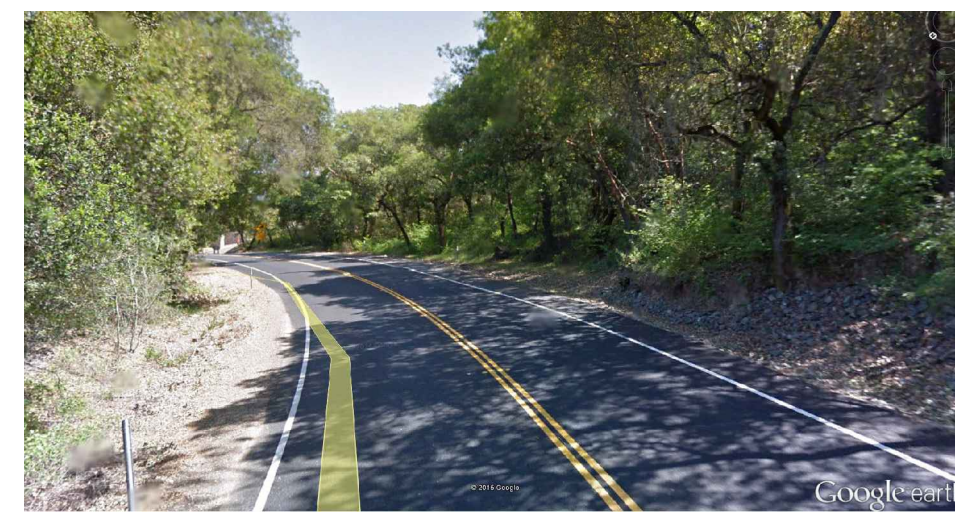
TSA:bab

KENZO ESTATE

CONCEPTUAL LEFT TURN LANE



STA 0+00 (E) CONDITION - LOOKING EAST



STA 0+50 (E) CONDITION - LOOKING EAST



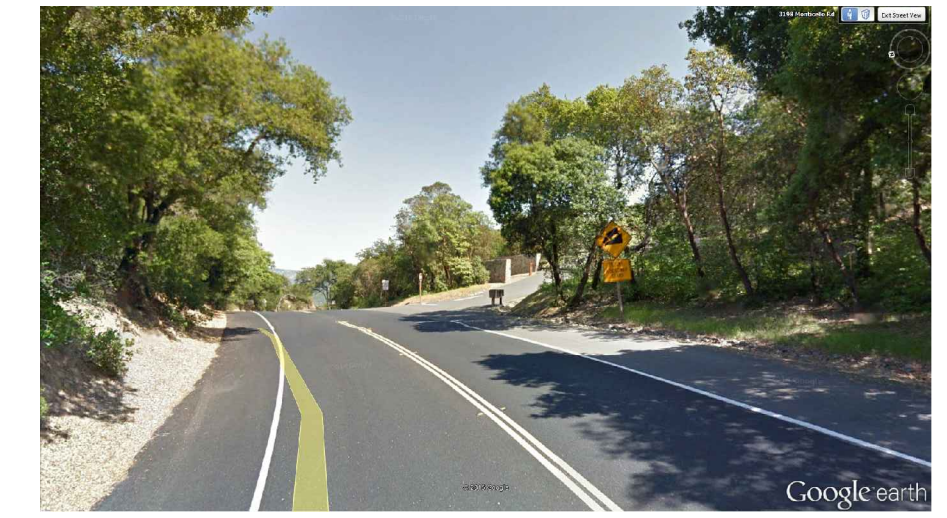
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STA 5+00 (E) CONDITION - LOOKING EAST



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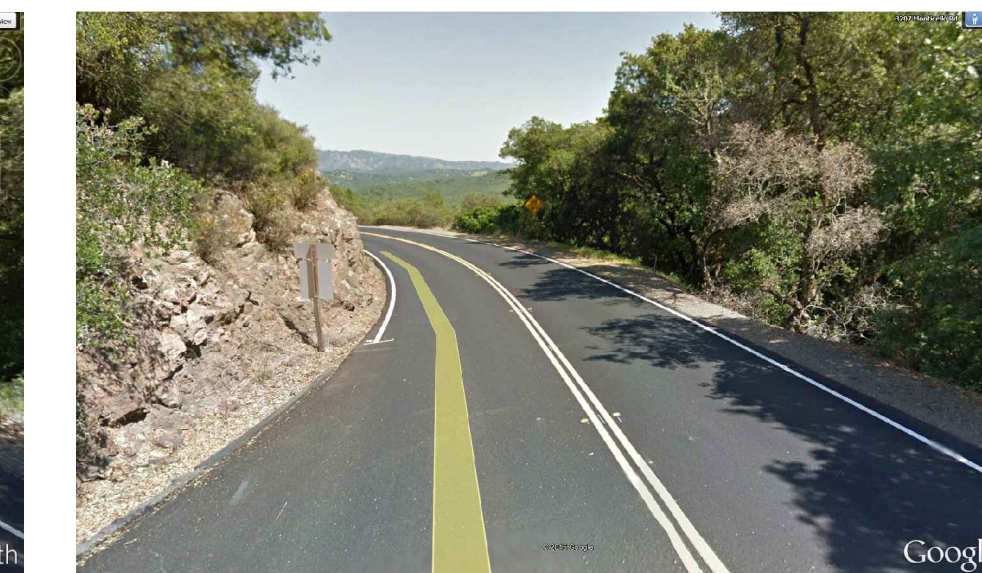
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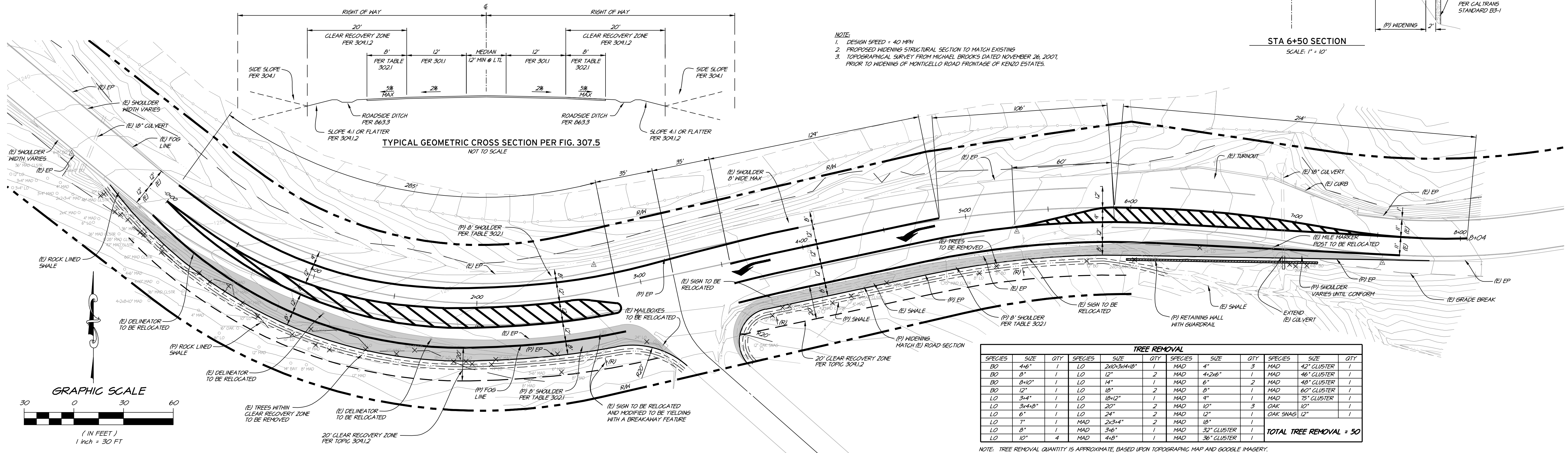
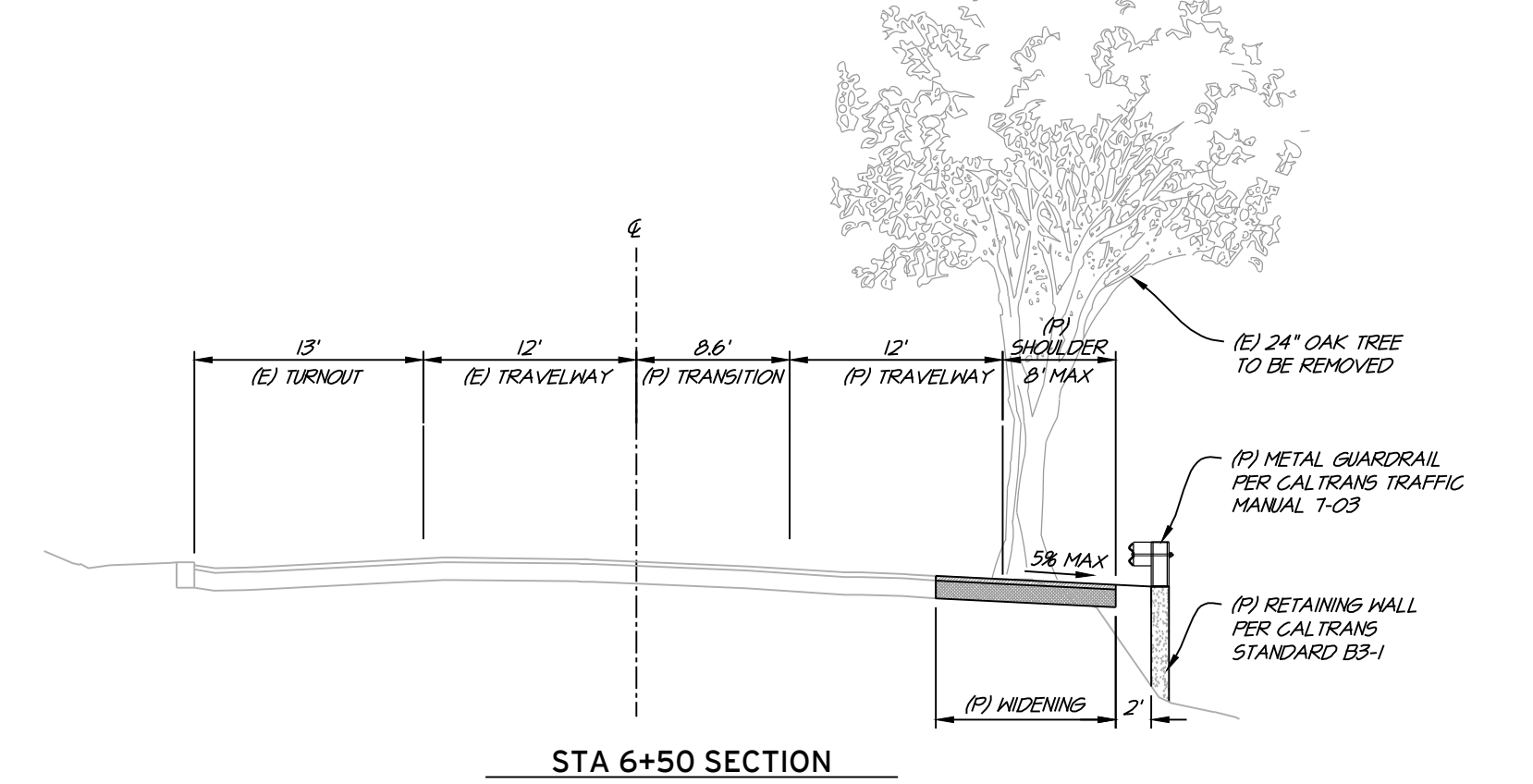
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STA 7+50 (E) CONDITION - LOOKING EAST



STA 8+00 (E) CONDITION - LOOKING EAST



NO.	DATE	REVISIONS	BY	APPD

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NAPA COUNTY
CALIFORNIA

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ALEXANDER L. WILSON
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Exp. 12-31-16
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE: 12/04/2015
DRAWN: ECB
DESIGNED: ECB
CHECKED: BHF
JOB NO.: 4120410
SHEET NO.: **C1**
1 OF 1 SHEETS