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**Napa County Road and Street Standards
(RSS) Exception Request**

RECEIVED

MAY 11 2016

Napa County Planning, Building
& Environmental Services



April 26, 2016 – Revision #1
June 2, 2015

Job No. 13-156

Nate Galambos, PE
Engineering Division
Napa County Planning, Building and Environmental Services Department
1195 Third Street, Suite 210
Napa, California 94559

Re: Request for Exception to the Napa County Road and Street Standards and the State Responsibility Area (SRA) Fire Safe Regulations for the Black Sears Winery Use Permit Modification Application
2600 Summit Lake Drive, Angwin CA 94508
Napa County APN 018-060-066
P06-01275-UP

Dear Mr. Galambos:

This request for an exception to the Napa County Road and Street Standards and SRA Fire Safe Regulations is being filed concurrent with the above referenced Use Permit Modification application for the Black Sears Winery. We are providing this information for your review and final decision by the Conservation, Development and Planning Commission pursuant to Section 3 of the Napa County Road and Street Standards as revised by Board of Supervisor's Resolution No. 06-198. Section 3 of the Standards allows exceptions to the Standards and SRA Fire Safe Regulations provided that the exception still provides the same overall practical effect as the Standards and SRA Fire Safe Regulations towards providing defensible space and consideration towards life, safety and public welfare and:

1. The exception will preserve unique features of the natural environment which includes, but is not limited to, natural watercourses, steep slopes, geological features, heritage oak trees, or other trees of at least 6" dbh and found by the decision maker to be of significant importance, but does not include man made environmental features such as vineyards, rock walls, ornamental or decorative landscaping, fences or the like;
2. The exception is necessary to accommodate physical site limitations such as grade differentials; and/or

3. The exception is necessary to accommodate other limiting factors such as recorded historical sites or legal constraints.

The remainder of this letter describes the proposed Use Permit Modification, provides background information regarding existing access conditions, outlines several significant proposed driveway improvements, identifies the areas where an exception to the Standards and SRA Fire Safe Regulations is being requested and provides justification for the requested exception.

Project Description

It is our understanding that Black Sears Winery is currently permitted to produce 20,000 gallons of wine per year and to have four employees. No changes to the maximum permitted production capacity or employee levels are being proposed. The goal of this Use Permit Modification is to establish a small marketing plan that will allow the following activities:

Description	# of Guests	Frequency
Tours and Tasting Visitors	16	Daily
Marketing Events with Catered Meal	30	10 per year
Harvest Party Events	50	2 per year

Existing uses on the property include the winery, a single family residence, vineyard, a barn and the related access and utility infrastructure to support these uses.

Existing Access Road Conditions

Access to the Black Sears Winery property is via Summit Lake Drive. The site is located approximately 2 miles northwest of the intersection of Summit Lake Drive and White Cottage Road North. We understand that the first 0.4 +/- miles of Summit Lake Drive is a County maintained road and the remaining 1.6 +/- miles is a shared private driveway that serves other existing winery, vineyard and residential uses. Based on our conversation with Patrick Ryan of the Napa County Planning, Building and Environmental Services Department – Engineering Division we understand that the first 1.35 +/- miles of existing public road and private shared driveway from White Cottage Road North to the Outpost Winery property located at 2075 Summit Lake Drive has previously been evaluated and has been deemed acceptable. Therefore, the analysis presented in this letter addresses the remaining 0.65 +/- miles of private shared driveway extending from 2075 Summit Lake Drive to the project site at 2600 Summit Lake Drive. Please refer to the Black Sears Winery Road Exception Request Exhibit for a detailed illustration of the project site relative to the existing County road and private driveway as well as the existing and proposed conditions along the subject 0.65 +/- mile stretch of private driveway that are generally outlined in the following paragraphs.

The driveway is used by several properties and traverses the sloping hillsides typical of the Summit Lake Drive / Angwin area. The first 1.35 +/- miles of Summit Lake Drive are paved with asphalt. This analysis begins at 2075 Summit Lake Drive and at this point the road transitions to a gravel surface. Existing driveway widths vary along the 0.65 +/- section of private driveway averaging 12 feet to 16 feet. The driveway crosses sloping hillsides however the slope along the length of the driveway (the longitudinal slope) can generally be described as gentle, generally averaging 12% or

less. All portions of the driveway have a maximum longitudinal slope of less than 16%. Sight distance varies widely along the length of the road and in areas is limited by road curvature, topography and vegetation.

The driveway has provided adequate access to the Black Sears Winery property for many years and is generally in good condition. The Sears family and neighbors regularly maintain the gravel portions of the driveway to keep the driveway in good condition.

Request for Exception to Napa County Road and Street Standards & SRA Fire Safe Regulations

The Napa County Road and Street Standards require that a “Common Drive” (two (2) nine foot wide travel lanes plus 2 feet of shoulder, for a total of 20 feet) be installed to serve winery facilities. The SRA Fire Safe Standards require two 10 foot wide travel lanes for driveways that serve winery facilities. Both standards effectively require a twenty foot wide access road.

Furthermore, Section 3.D. of the Napa County Road and Street Standards states that an exception to the Road and Street Standards and SRA Fire Safe Regulations may be granted if the exception will preserve unique features of the natural environment (including native trees, watercourses, steep slopes and geologic features) and the proposed driveway provides the same overall practical effect as the Road and Street Standards and SRA Fire Safe Regulations towards providing defensible space, and consideration towards life, safety and public welfare.

Improving the existing private driveway to the full 20 foot width along its entire length would require substantial grading on steep slopes and removal of numerous native trees and slope stabilizing vegetation which would result in undue environmental impacts. The Applicant recognizes the County requirements to improve access to the winery and has identified several substantial improvements that can be made to the existing driveway to improve ingress and egress conditions while also preserving the existing slopes and natural vegetation to the greatest extent possible.

Proposed Driveway Improvements & Justification for Exception

The following sections of this letter outline the driveway improvements that are proposed to provide the same overall practical effect as the Standards and SRA Fire Safe Regulations as well as the features of the natural environment that will be preserved by allowing this exception.

Proposed Driveway Improvements

Below is a summary of the proposed improvements as well as a description of the features of the natural environment that will be preserved by allowing a reduced road width. The analysis starts at the northwest corner of the Outpost Winery property at 2075 Summit Lake Drive (STA 10+00) and continues approximately 0.65 miles northwesterly along the existing shared private driveway to the Black Sears Winery site at 2600 Summit Lake Drive (STA 44+50):

STA 10+00	Road surface changes from asphalt pavement to gravel.
STA 10+00 to 19+50	Widen road as needed to provide 20 feet total width. No exception requested.
STA 19+50 to 20+00	Transition and reduce widening to save trees on both sides of the road. Minimum width = 18 feet.
STA 20+00 to 32+50	Widen road as needed to provide 20 feet total width. No exception requested.
STA 32+50 to 33+75	Transition and reduce widening to save trees on both sides of the road. Minimum width = 18 feet.
STA 33+75 to 34+25	Widen road as needed to provide 20 feet total width. No exception requested.
STA 33+00 to 34+00	Maintain vegetation beyond north side of road to improve site distance around corner.
STA 34+25 to 36+25	Transition and reduce widening to save trees on both sides of the road. Minimum width = 13 feet.
STA 35+50	Install wide angle mirror to improve line of sight around corner.
STA 36+25 to 44+50	Widen road as needed to provide 20 feet total width. No exception requested.

In addition to the driveway improvements outlined above, several other measures have been incorporated into the project design to provide the “same overall practical effect” as the Road and Standards and SRA Fire Safe Regulations towards providing defensible space and consideration towards life, safety and public welfare while allowing sections of driveway to have a reduced width. Below is a summary of the proposed measures:

1. Horizontal and vertical vegetation management will be implemented along the entire length of the private driveway and around the existing and proposed structures on the Black Sears Winery property to create defensible space. This will include vegetation management and modification 10 feet horizontally and 15 feet vertically along all access roads and 100 feet around buildings in accordance with Napa County Fire Department requirements.
2. Additional vegetation management will be employed in strategic locations along the driveway to improve line of sight.
3. The property owner will continue to maintain the gravel portions of the driveway annually as needed to provide a smooth load bearing road surface and prevent erosion.

Conclusions & Findings In Support of Exception Request

It is our opinion that the proposed request to allow the existing private driveway, with the improvements described in this letter, to serve the existing and proposed uses, meets the criteria established in Section 3 of the Road and Street Standards. More specifically, the proposed driveway improvements will result in significantly improved conditions, preserve unique features of the natural environment and will provide the same overall practical effect as the Road and Street Standards and SRA Fire Safe Regulations towards providing defensible space and safe access conditions for the general public and emergency vehicles.

As previously described, there are a number of mature natural trees alongside the driveway that are worthy of preservation as well as steep grade differentials. These trees are important in terms of how they define the natural land forms and character of the area which is generally forested and very rural in character with interwoven plantings of vineyard. It is important to preserve the natural woodland character of this area by minimizing the amount of grading and tree removal necessary for providing safe access. Not only do the tree stands contribute to the rural character of the woodlands and watershed areas, they also provide shelter and habitat for a wide range of animal and plant species.

Preservation of these features can be achieved by careful consideration of certain areas where the road width will be less than that of the County and SRA Fire Safe Regulations standards, as identified in this request. The applicant is proposing several significant improvements to the existing driveway and to provide the necessary clearing of trees and roadside vegetation (15 feet vertically and 10 feet horizontally on either side of the driveway) in order to allow adequate clearance for emergency vehicles and also to reduce the potential for fire hazard. With the proposed improvements, proper vegetation management and regular maintenance, there is no reason that these natural features cannot be preserved while still achieving the same overall practical effect as outlined in the Road and Street Standards and SRA Fire Safe Regulations.

Please contact us at (707) 320-4968 if you have any questions.

Sincerely,

Applied Civil Engineering Incorporated

By:

Michael R. Muelrath

Michael R. Muelrath, R.C.E. 67435
Principal



Enclosures:

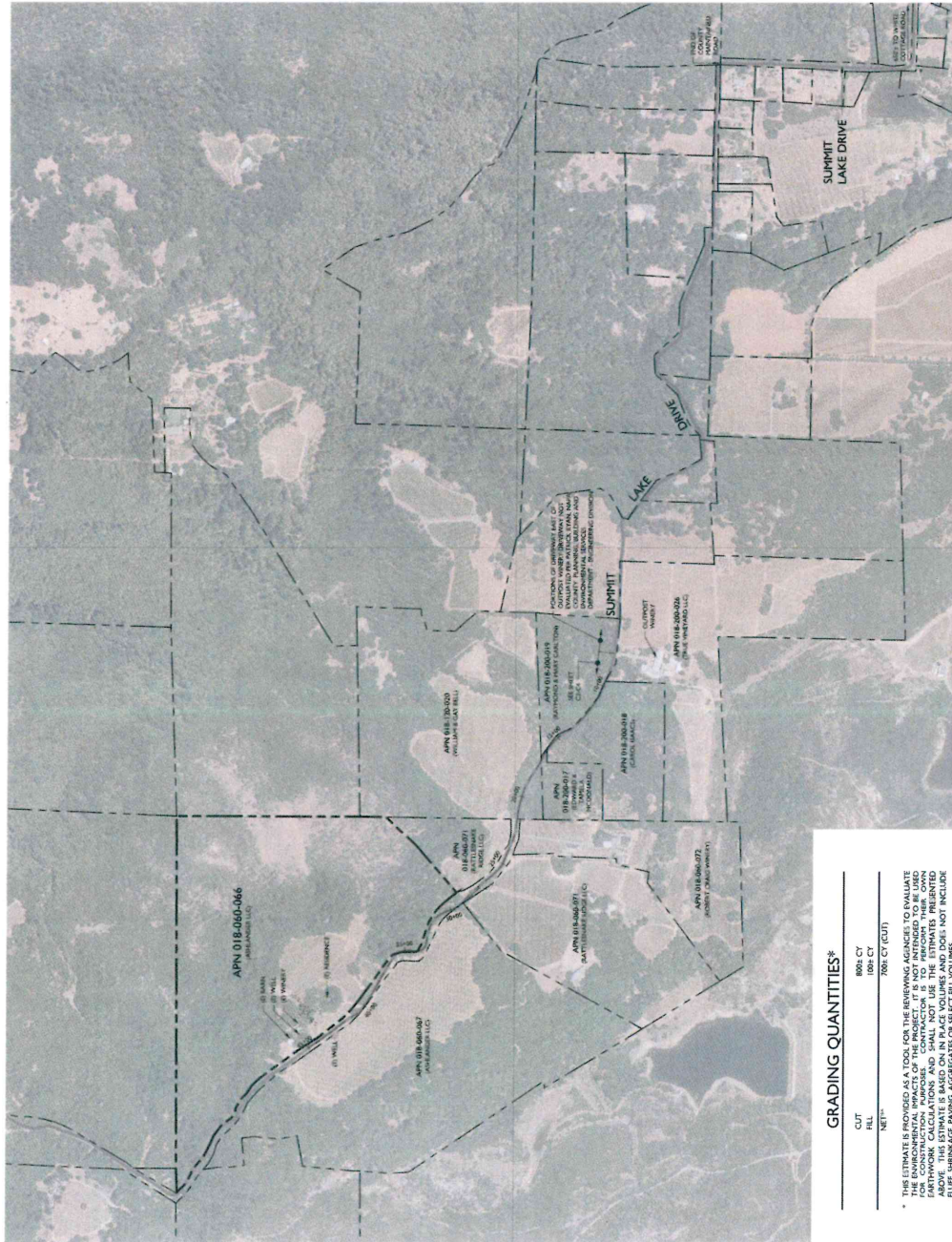
Black Sears Winery Road Exception Request Exhibit

Copy:

Jerre Sears, Black Sears Winery (via email)
Ashley Jambois, Black Sears Winery (via email)
Jon Webb, Albion Surveys (via email)

BLACK SEARS WINERY

ROAD EXCEPTION REQUEST EXHIBIT



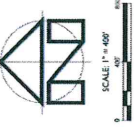
GRADING QUANTITIES:

CUT	866 CY
FILL	866 CY
NET**	700 CY (GSI)

* THIS ESTIMATE IS BASED ON THE REVIEWER'S AGENCE TO EVALUATE THE ENVIRONMENTAL IMPACTS OF THE PROJECT. THE CONTRACTOR IS TO PREPARE THEIR OWN GRADING PLAN AND TO PROVIDE A DETAILED GRADING PLAN TO THE COUNTY. ABOVE, THE ESTIMATE IS BASED ON IN PLACE VOLUMES AND DOES NOT INCLUDE FLUP, SHRINKAGE, SWING, AGGREGATE OR SELECT FILL VOLUMES.

** EXCESS SOIL CUT FROM THE PROJECT WILL BE SPREAD THINLY IN THE ORITE PRACTICES OR ALTERNATIVELY IT WILL BE HAILED OFFSITE TO A LOCATION THAT IS TO BE PRE-APPROVED BY NAPA COUNTY.

OVERALL SITE PLAN
SCALE 1" = 400'



LOCATION MAP
SCALE 1" = 6000'

PROJECT INFORMATION:

PROPERTY OWNER & APPLICANT:
ASHLANDER LLC
2600 SUMMIT LAKE DRIVE
ANGWIN, CA 94508

SITE ADDRESS:
2600 SUMMIT LAKE DRIVE
ANGWIN, CA 94508
ASSESSOR'S PARCEL NUMBER:
018-060-066

PARCEL SIZE:
65.18± ACRES
PROJECT SIZE:
0.6± ACRES

ZONING:
AGRICULTURAL WATERSHED (AW)



SHEET INDEX:

- C1 OVERALL SITE PLAN
- C2 DRIVEWAY WIDENING CONCEPTUAL PLAN
STA 10+00 TO STA 21+00
- C3 DRIVEWAY WIDENING CONCEPTUAL PLAN
STA 21+00 TO STA 32+00
- C4 DRIVEWAY WIDENING CONCEPTUAL PLAN
STA 32+00 TO STA 44+50
- C5 DRIVEWAY PROFILE
STA 10+00 TO STA 44+50

FLOOD HAZARD NOTE:

THE PROJECT SITE IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA.

PROJECT DESCRIPTION:

THESE PLANS ARE ILLUSTRATIVE IN NATURE AND ARE ONLY INTENDED TO SHOW THE PROPOSED IMPROVEMENTS TO THE EXISTING DRIVEWAY AND DRIVEWAY WIDENING CONCEPTUAL PLAN. THE PROJECTOR HAS CONDUCTED VISUAL INSPECTIONS OF THE SITE AND HAS OBSERVED THE EXISTING DRIVEWAY AND DRIVEWAY WIDENING CONCEPTUAL PLAN. THE PROJECTOR HAS CONDUCTED VISUAL INSPECTIONS OF THE SITE AND HAS OBSERVED THE EXISTING DRIVEWAY AND DRIVEWAY WIDENING CONCEPTUAL PLAN. THE PROJECTOR HAS CONDUCTED VISUAL INSPECTIONS OF THE SITE AND HAS OBSERVED THE EXISTING DRIVEWAY AND DRIVEWAY WIDENING CONCEPTUAL PLAN.

NOTES:

1. PAVED BACKGROUND REPRESENTS EXISTING TOPOGRAPHIC FEATURES. TOPOGRAPHIC INFORMATION WAS TAKEN FROM THE MAP OF TOPOGRAPHY OF A SAN FRANCISCO BAY AREA ORTHOPHOTIC DATABASE, DATED SEPTEMBER 17, 2014, AND REVISION AUGUST 6, 2014. APPLIED CIVIL ENGINEERING INCORPORATED HAS CONDUCTED VISUAL INSPECTIONS OF THE PROJECT SITE TO VERIFY THE ACCURACY OF THE TOPOGRAPHIC INFORMATION.
2. CONTOUR INTERVAL ONE (1) FOOT; HIGHLIGHTED EVERY FIVE (5) FEET
3. BENCHMARK ASSUMED VERTICAL DATUM
4. THE PROPERTY LINES SHOWN ON THESE PLANS DO NOT REPRESENT A BOUNDARY. THE PROPERTY LINES SHOWN ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
5. AERIAL PHOTOGRAPHS WERE OBTAINED FROM THE SAN FRANCISCO BAY AREA ORTHOPHOTIC DATABASE, DATED JUNE 2014 AND MAY NOT REPRESENT CURRENT CONDITIONS.



BLACK SEARS WINERY ROAD EXCEPTION REQUEST EXHIBIT OVERALL SITE PLAN

PREPARED UNDER THE
DIRECTION OF:



DRAWN BY:
BT DRAFTING

CHECKED BY:
RHH

DATE:
JUNE 2015

REVISIONS:
4/2/2014

BY:
BT

PLAN CHECK RESPONSE

JOB NUMBER:
13-156

FILE:
13-15600_C09.dwg

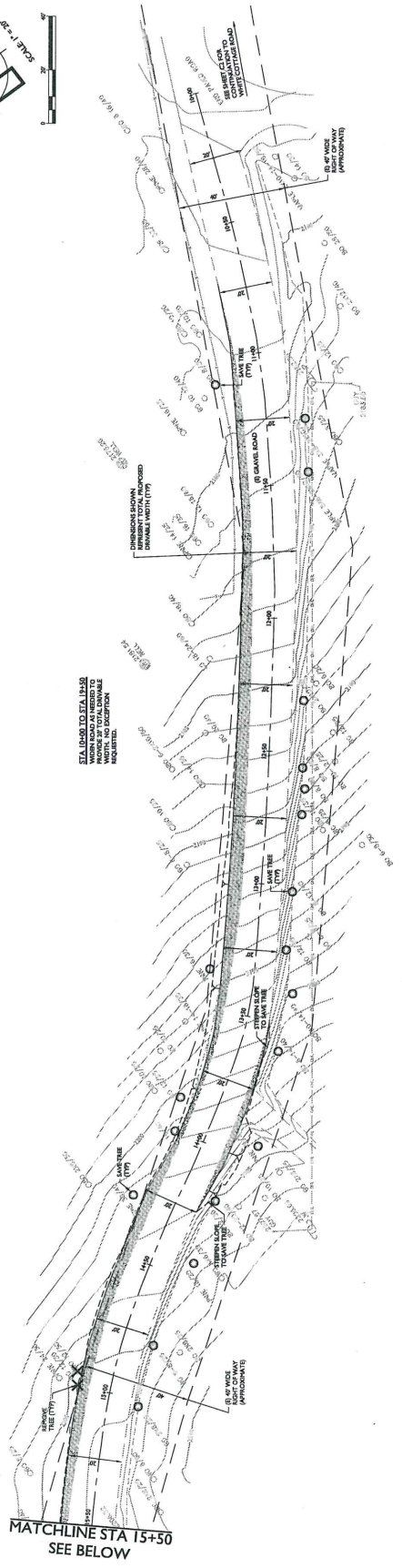
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SHEET NUMBER:
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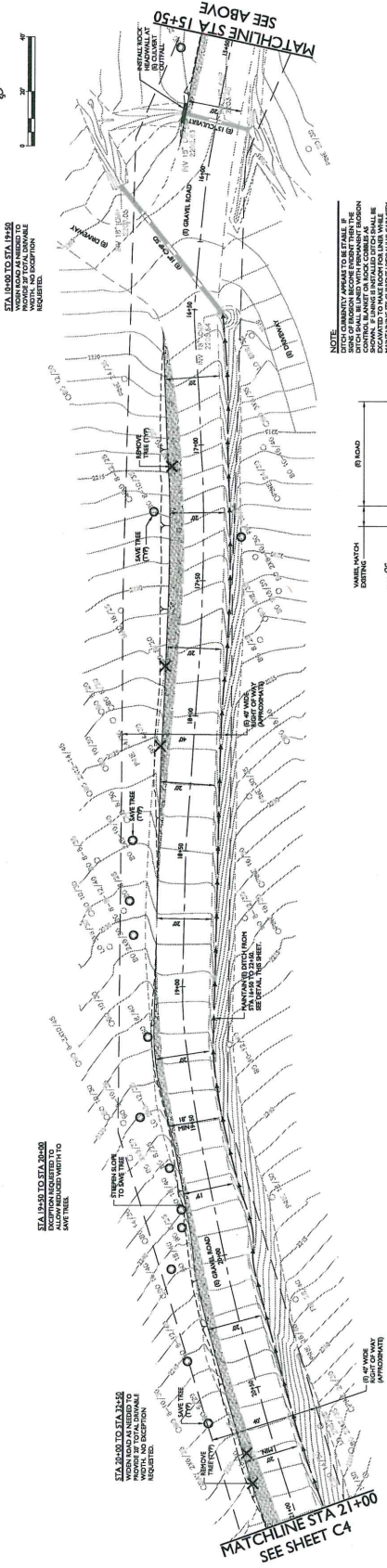
OF
5

ROAD EXCEPTION CONCEPTUAL PLAN STA 10+00 TO STA 21+00
 BLACK SEARS WINERY

APPLIED
 2074 West Lincoln Avenue
 Hayward, CA 94544
 (925) 322-8848 (707) 320-2395 Fax
 www.appliedcivil.com

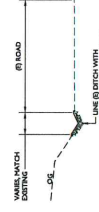


DRIVEWAY WIDENING PLAN
 STA 10+00 TO STA 15+50
 SCALE: 1" = 20'

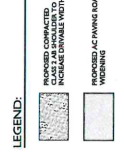


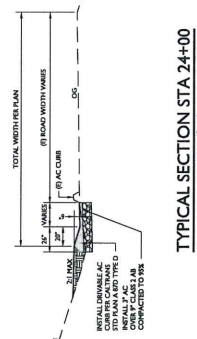
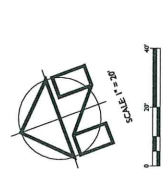
DRIVEWAY WIDENING PLAN
 STA 15+50 TO STA 21+00
 SCALE: 1" = 20'

NOTE: ANY NEW PAVEMENT SHALL BE CLASS II OR BETTER. ALL NEW PAVEMENT SHALL BE COMPACTED TO THE FULL DEPTH OF THE PAVEMENT. ALL NEW PAVEMENT SHALL BE EXCAVATED TO THE FULL DEPTH OF THE PAVEMENT. ALL NEW PAVEMENT SHALL BE MAINTAINED AT ALL TIMES.

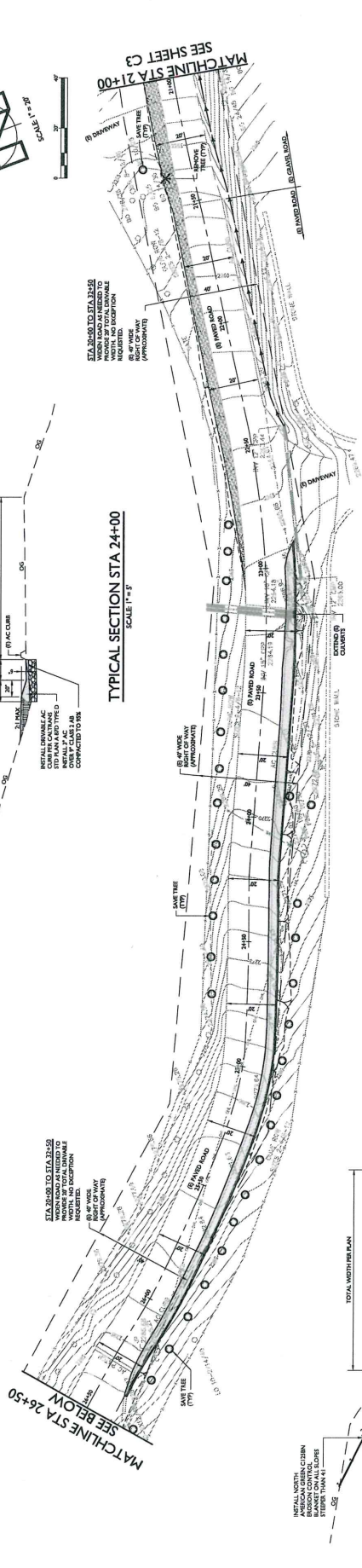


ROADSIDE DITCH DETAIL

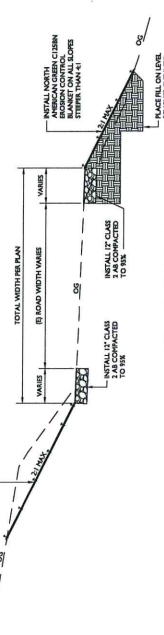




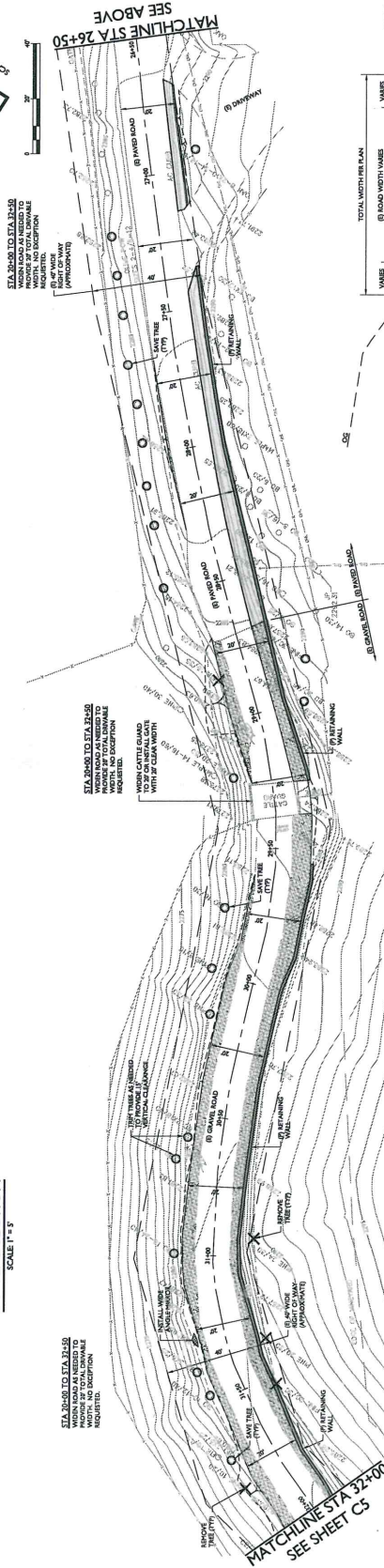
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SCALE 1" = 5'



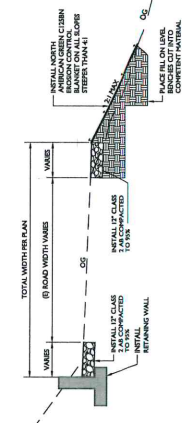
**DRIVEWAY WIDENING PLAN
STA 21+00 TO STA 26+50**
SCALE 1" = 20'



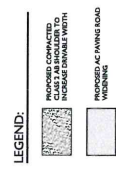
TYPICAL SECTION
SCALE 1" = 5'



**DRIVEWAY WIDENING PLAN
STA 26+50 TO STA 32+00**
SCALE 1" = 20'



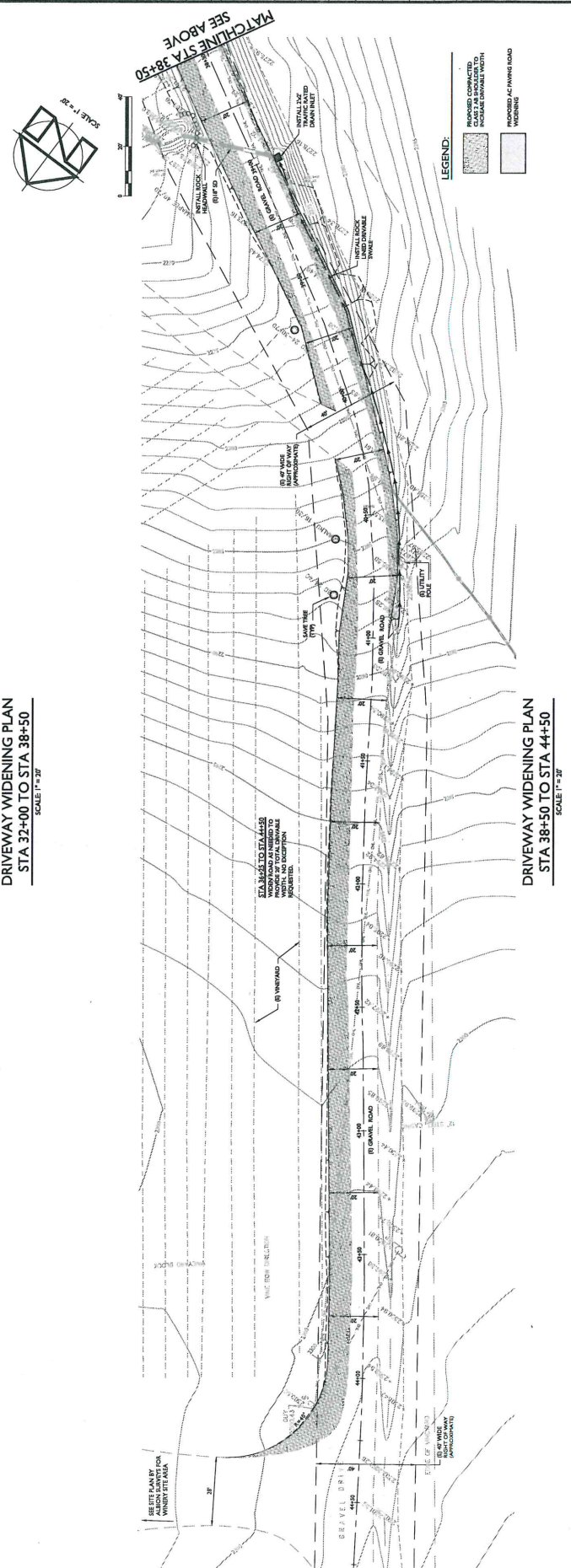
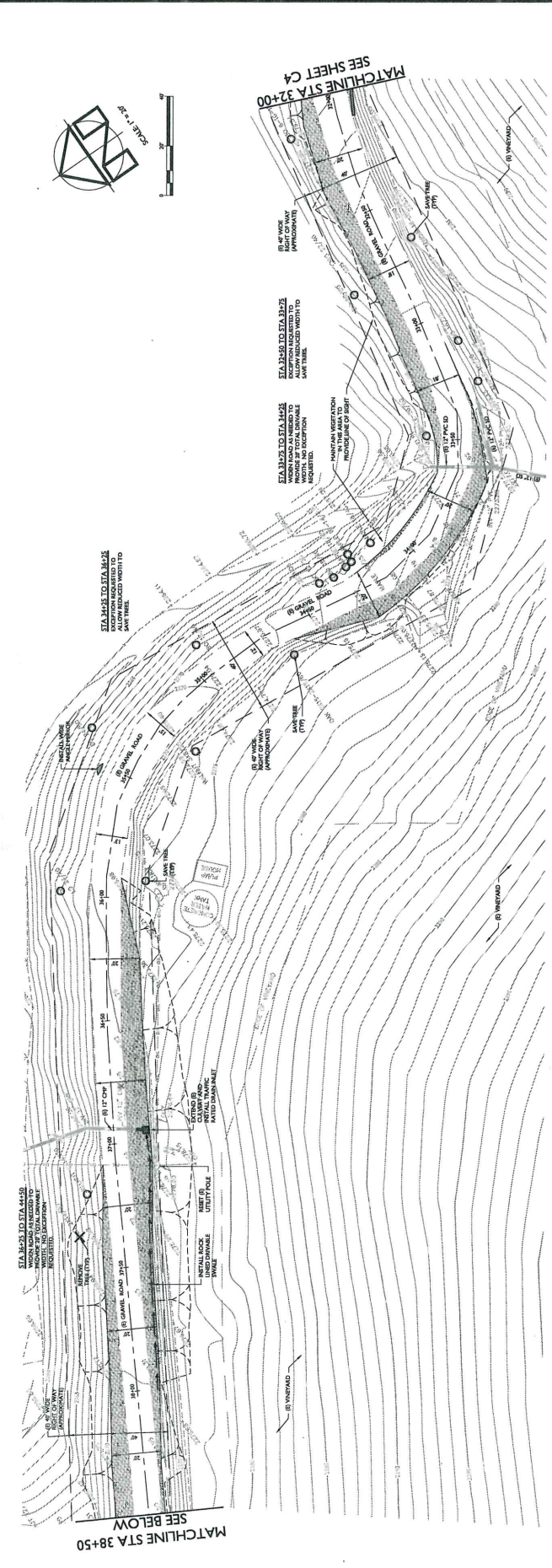
TYPICAL SECTION STA 30+00
SCALE 1" = 5'





DRAWN BY: BT DRAFTING
 CHECKED BY: MHN
 DATE: JUNE 2015
 DESIGNED BY: 44292/RL
 PLAN CHECK RESPONSE

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 SHEET NUMBER: C4

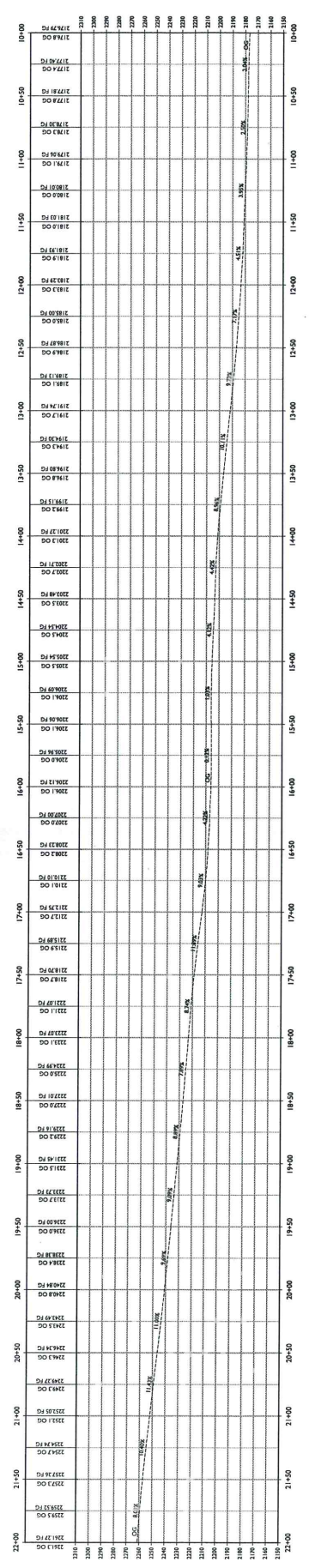


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JOB NUMBER: 13-118

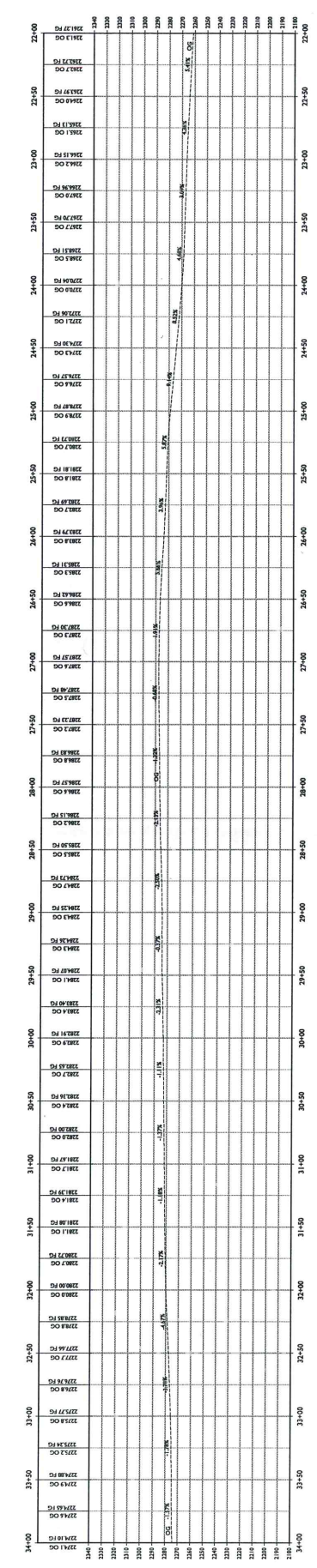
DATE: JUNE 2015
DRAWN BY: BT
CHECKED BY: MEM
REVISIONS: 4/20/14
PLAN CHECK RESPONSE

PREPARED UNDER THE DIRECTION OF:
REGISTERED PROFESSIONAL ENGINEER
EXHIBIT

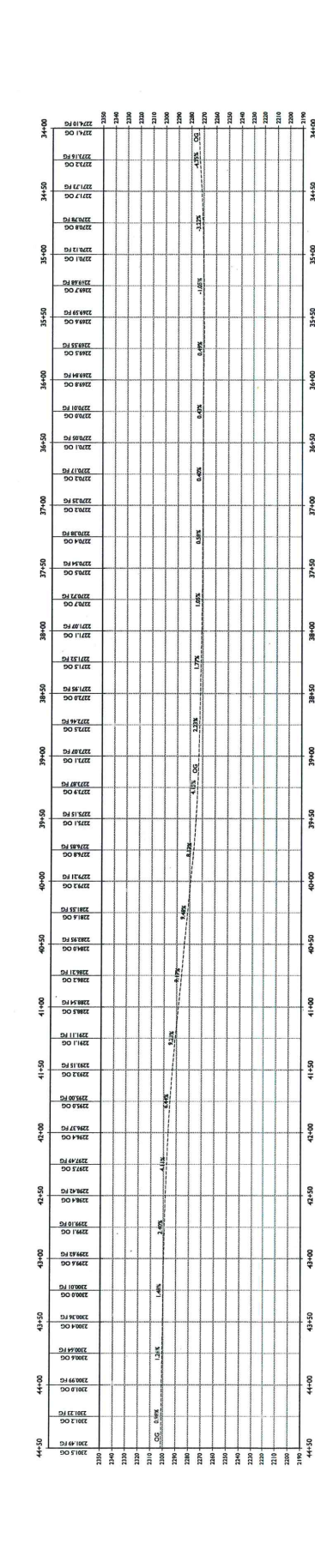
ROAD EXCEPTION REQUEST EXHIBIT
DRIVEWAY PROFILE STA 10+00 TO STA 44+50



DRIVEWAY PROFILE
STA 22+00 TO STA 34+00



DRIVEWAY PROFILE
STA 34+00 TO STA 44+50



DRIVEWAY PROFILE
STA 44+50 TO STA 54+50

RECEIVED

MAY 11 2016

Napa County Planning, Building
& Environmental Services

PACIFIC TREE CARE

Joseph A. Schneider Certified Arborist WE-0156A
Jacob I. Schneider Certified Arborist WE-5478A

Ashley Jambois

2610 Summit Lake Dr.

Angwin, CA

Ashley,

Per your request I met with you at the above address on Thursday, April 14th 2016, to assess the condition of 3 trees which will be impacted by a road widening project. The trees, one California Black Oak (*Quercus kelogii*), and two California Black Walnuts (*Juglans hindsii*) are located at the top of the roadway bank edge. You have also provided me with a section of the civil grading plan for my reference to better understand the scope of this portion of the project. The trees as listed below are located between Stations 34+25 and 36+25 on the development plan.

The Black Oak is a multi-stem tree measuring 33.42", 16.87, and 21.33" in diameter (measured 4.3 ft. above median grade) respectively. Though the tree is one sided due to competition from adjacent trees, the canopy appears vigorous, dense, and healthy. Significant buttress roots within the roadway and bank are visible, indicating that this tree has been in its current location for a long time. This species is capable of reaching hundreds of years old, though this specimen is likely 18-100 given its size and location. The proposed roadway expansion will definitely have a negative impact on the tree, requiring all out removal. Unfortunately there is little space for expansion of the roadway on the opposite side due to the presence of several other Oaks and Maples of equal significance as habitat and biological resources.

The two California Black Walnuts, one a single stem measuring 11.45" in diameter and the other is comprised of three stems measuring 10.82", 8.59", and 13.37" in diameter, are a very nice native species. They too lie in the path of roadway expansion and stand to lose, at minimum, significant buttress roots during the widening project. This will cause overall tree mortality. Their canopies appear healthy and equally vigorous as the adjacent Oak, though they are younger, likely 40-50 years of age. Unfortunately, there is a magnificent Canyon Live Oak (*Quercus chrysolepis*) immediately across the roadway from these two trees which limits the possibility of a roadway shift away from them.

Without a slight redesign of the current proposed plan, the loss of these resources is unavoidable. Hopefully, we can achieve a safe, passable roadway without having to compromise these existing native trees.

Jacob I Schneider

ISA Certified Arborist WE-5478A

Pacific Tree Care