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# County Road & Street Standards Exception Application

Gandona Winery P17-00068-MOD & P17-00069-VAR  
Planning Commission Hearing Date 3 October 2018



RSA+	CONSULTING CIVIL ENGINEERS + SURVEYORS +	SERVING CALIFORNIA SINCE	1980	1515 FOURTH STREET NAPA, CALIFORNIA 94559 FAX   707   252.4966 OFFICE   707   252.3301
HUGH LINN, PE, QSD, QSP PRINCIPAL + PRESIDENT		CHRISTOPHER TIBBITS, PE, LS PRINCIPAL + VICE PRESIDENT		
hLinn@RSAcivil.com		cTibbits@RSAcivil.com		RSACivil.com

#4116034.0  
July 28, 2017

Wyntress Balcher  
Napa County Planning Division  
1195 Third Street, Suite 210  
Napa, CA 94559

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Napa County Planning, Building  
& Environmental Services

RE: Gandona Winery, #P17-0068-MOD & #P17-0069-VAR  
1533 Sage Canyon Road, APN: 032-010-079  
Exception to Road and Street Standards for Existing Driveway

Dear Wyntress:

This letter is a revision to the Driveway Exception included in the letter submitted by Coombs & Dunlap, LLP, dated March 22, 2010, and approved under Use Permit Modification P10-00116.

The Gandona Winery project is pursuing a Major Modification (MM) of an existing Use Permit to build a new facility that includes offices in order to provide more laboratory space in the existing winery structure. The proposed facility will be located south of the existing winery across the parking lot. The parcel is owned by Sage Hill Vineyards, LLC.

The existing driveway is located across from the boat ramp to Lake Hennessy and currently, serves the existing winery, an existing residence and other parcels. There is no other winery traffic on the driveway. Improving the driveway route to meet current Napa County Road and Street Standards is constrained due to steep terrain and a higher tree density.

As part of the Major Modification application, we are requesting an exception to the commercial driveway requirements in the Road and Street Standards. The exception is based upon constraints from existing geographical features, roadway radii, and trees. The exception is based on Section 3(d) of the current Road and Street Standards. To support this letter, we are providing previously approved Alternate Road Plans which show the improvements made to the driveway that were approved under Use Permit Modification P10-00116. These plans also show the existing driveway geometry, topography adjacent to the driveway and truck turning exhibits demonstrating fire truck accessibility.

The existing driveway is considered to provide equivalent practical effect as stated in Finding 10 of the Use Permit Modification Approval Letter dated August 2, 2010. Environmental conditions such as slope, large trees, and established drainage ways exist, which prevent meeting the full requirements of the Road and Street Standards.

Not all portions of the existing driveway meet the County Standards and will be described below in detail. The following summarizes the existing improvements, requested exceptions and findings highlighted in bold:

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**STA: 0+00 to 6+50**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. of shoulder with a select widening of 20 ft. width at STA: 4+00 and STA: 5+75 to 6+25.

**Findings:** The request will preserve, to the maximum extent practical, the natural environment which includes established watercourses as well as protection of a large oak canopy which would be impacted by any additional road expansion. Select widenings provide passing locations with the site visibility distance between them located within 400 ft.

**STA: 6+50 to 10+50**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. of shoulder with select widening to 20 ft. paved at STA: 8+25 to 9+40.

**Findings:** The request will preserve natural watercourses and steep slopes of greater than 30%. A select widening provides inter-visible passing locations at a distance of 150 ft.

**STA: 10+50 TO 12+25**

Road section will provide over 20 ft. of paved section with a center line strip for passing control.

**Request:** An exception to the minimum allowed turning radius to an alternative configuration with a 20 ft. radius and 30 ft. width. The configuration allows for emergency vehicle accessibility.

**Findings:** The road is bound on the uphill side by a steep grade differential followed by steep slopes with several trees. These noted conditions prevent a larger turning radius. Fire truck accessibility is demonstrated using an Auto Turn program shown on the Alternate Road Plans. The program uses a fire truck turning movement based on Cal Fire's largest engine. The design demonstrates the same overall practical effect as the County Standards.

**STA: 12+25 to 14+75**

**Request:** An exception to the minimum driveway width to allow 10 ft. paved plus 4 ft. of shoulder with a select widening of 17 ft. paved at STA: 13+00 to 13+75.

**Findings:** The uphill side of the road is constrained by an existing drainage course, steep slopes with a large grade differential, and existing trees. The downhill side of the road is also constrained by steep slopes and several large trees. Select widening provides inter-visible passing locations. Passing locations are a distance of 100 ft. and 125 ft., from and to the next passing locations.

**STA: 14+75 TO 16+00**

125 linear feet of a 20 ft. paved section with centerline stripping meets all standards.

**STA: 16+00 to 19+50**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. shoulder with select widening of a 20 ft. paved width at STA: 18+25 to 18+75.

**Findings:** The uphill side of the road is constrained by an existing drainage course, large grade differentials, as well as 4 Oak trees. These elements would be impacted by the Use Permit road expansion. The downhill side of road is constrained by steep slopes and trees which would be impacted by expansion. An existing turnout has been improved in addition to the noted select widening. The select widening provides a passing location with inter- visible passing locations in both directions, located within 225 ft.

**STA: 19+50 to 22+50**

100 linear feet of a 20 ft. paved section with centerline stripping, meets all standards.

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**STA: 22+50 TO 24+50**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. shoulder for a distance of 200 ft.

**Findings:** Uphill side of the road is constrained by a drainage course, a large grade differential followed by steep slopes with trees. Downhill side is constrained by steep slope and trees, one of which is an 8" Oak that would be impacted by further road expansion. This section of road extends about 200 ft. with inter visibility passing sections at either end.

**STA: 24+50 TO 25+00**

50 linear feet of a 20 ft. paved section with centerline stripping, meets all standards.

**STA: 25+00 TO 26+00**

**Request:** An exception to the maximum driveway slope up to 19% for a distance of 100 ft. Driveway section of minimum 3" HMA over greater of 5" AB or Geotechnical Engineer's recommendation to meet current Napa County Road and Street Standards will be provided.

**Findings:** Uphill side of the road is constrained by a drainage course, a large grade differential followed by steep slopes with trees. Downhill side is constrained by steep slope and trees, two of which are 16" Oaks that would be impacted by further road widening. This section of road extends about 100 ft. with inter visibility passing sections at either end.

**STA: 26+00 to 27+00**

A 20 ft. paved section with centerline stripping.

**Request:** An exception to the 50 ft. minimum turning radius.

**Findings:** The road is bound on the uphill side by a steep grade differential followed by steep slopes with several trees. These elements prevent a larger turning radius. The fire truck accessibility is demonstrated using an Auto Turn program shown on the Alternate Road Plans. The program uses a fire truck turning movement based on Cal Fire's largest engine. The exception demonstrates the same overall practical effect as the County Standards.

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**STA: 27+00 to 27+50**

50 linear feet of a 20 ft. section with centerline stripping, meets all standards.

**STA: 27+50 to 35+25**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. of shoulder with select widening of 17 ft. paved at STA: 13+00 to 13+75 and 20 ft. paved at STA: 32+25 to 33+25 and an existing gravel turnout at STA: 33+75 to 34+50.

**Findings:** The uphill side of the road is constrained by an existing drainage course, steep slopes with a large grade differential, and existing trees. The downhill side of the road is also constrained by steep slopes and several large trees. Additional road widening would impact numerous trees. Existing widening provides passing ability with inter-visibility to other widening in either direction. The distance from the previous passing location is no more than 300 ft.

**STA: 35+25 to 37+15**

Road section will provide over 20 ft. of paved section with a center line strip for passing control.

**Request:** An exception to the minimum allowed turning radius to an alternative configuration with a 42 ft. radius and minimum select widening to 20 ft. width. The configuration allows for emergency vehicle accessibility. Additionally an exception to the maximum driveway slope up to 17% for a distance of 150 ft. Driveway section of minimum 2" HMA over greater of 5" AB or Geotechnical Engineer's recommendation to meet current Napa County Road and Street Standards will be provided.

**Findings:** The road is bound on the uphill side by a steep grade differential followed by steep slopes with several trees. These noted conditions prevent a larger turning radius. Fire truck accessibility is demonstrated using an Auto Turn program shown on the Alternate Road Plans. The program uses a fire truck turning movement based on Cal Fire's largest engine. The design demonstrates the same overall practical effect as the County Standards.

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**STA: 37+15 to 39+50**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. shoulder plus additional shoulder improvement on the downhill side for 235 ft. Additionally an exception to the maximum driveway slope up to 17% for a distance of 200 ft. Driveway section of 2" HMA over greater of 5" AB or Geotechnical Engineer's recommendation to meet current Napa County Road and Street Standards will be provided.

**Findings:** The uphill side of the road is constrained by steep slopes and an existing drainage way with several trees (many not shown on original topography). These trees would need to be removed to accommodate any further road expansion. The downhill side contains steep slopes and existing trees preventing expansion.

**STA: 39+50 to 41+75**

A 20 ft. minimum paved section with centerline stripping.

**Request:** An exception to the minimum allowed turning radius to an alternative configuration with a 20 ft. radius and 28 ft. width. The configuration allows for emergency vehicle access. The accessibility is demonstrated using the Auto Turn program shown on the Alternate Road Plans.

**Findings:** The road is bound on the uphill side by a steep grade differential followed by steep slopes with several trees. These noted conditions prevent a larger turning radius. Fire truck accessibility is demonstrated using an Auto Turn program shown on the Alternate Road Plans. The program uses a fire truck turning movement based on Cal Fire's largest engine. The design demonstrates the same overall practical effect as the County Standards.

**STA: 41+75 to 51+75 (Winery driveway entrance)**

**Request:** An exception to the minimum driveway width to a 10 ft. paved plus 4 ft. shoulder with select widening at STA: 45+00 to 46+50, STA: 49+25 to 49+75, and STA: 50+75 to 51+75.

**Findings:** The Road is constrained by existing drainage ways and steep slopes on both the uphill and downhill sides. The existing road protects a Blue Oak, as well as reducing the impact to steep slopes. The noted select widenings provide inter-visibility and passing ability at a spacing no greater than 175 ft.

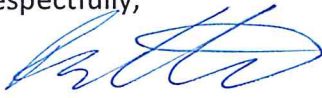
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Thank you for your time in reviewing this matter. If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,



Bruce Fenton, PE, MBA  
Project Manager



JS/sb

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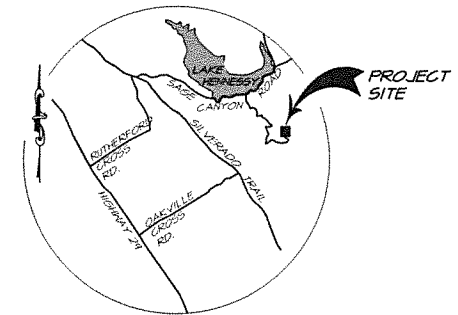
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# SAGE HILL VINEYARDS, LLC ALTERNATE ROAD

NAPA COUNTY CALIFORNIA



LOCATION MAP  
NO SCALE

PROJECT INFORMATION

OWNER: MAMEL PIRE'S  
OWNER ADDRESS: 214 HOGS BACK ROAD  
OXFORD, CT 06478

CIVIL ENGINEER: RIECHERS SPENCE & ASSOC.  
1541 THIRD STREET  
NAPA, CALIF. 94559

SITE ADDRESS: 1535 SAGE CANYON ROAD  
ST. HELENA, NAPA COUNTY  
CALIFORNIA

PARCEL NO: 032-010-074  
PARCEL AREA: 114.7 ACRE  
EXISTING USE: WINERY  
PROPOSED USE: WINERY

EXISTING ZONING: AW  
PROPOSED ZONING: AW  
GENERAL PLAN DESIGNATION: AW

SURVEY

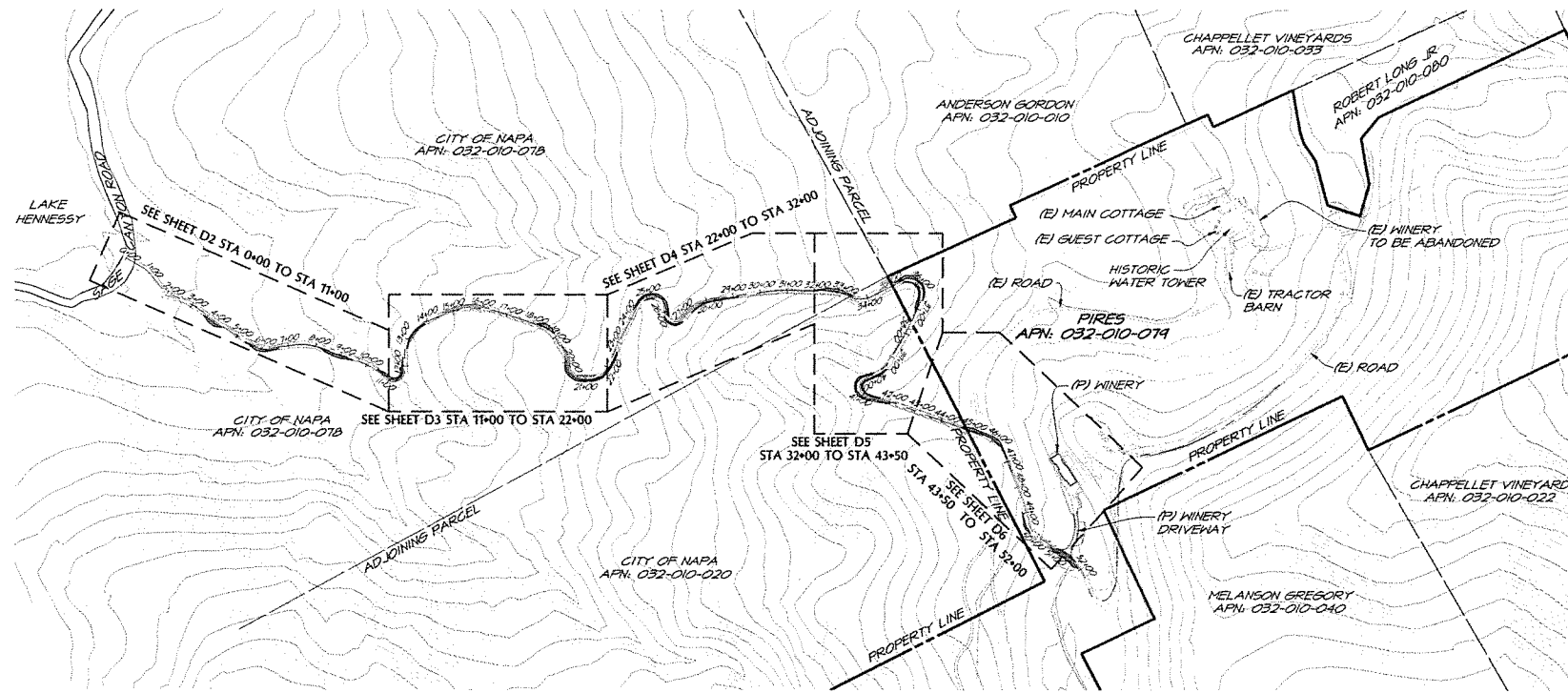
THE TOPOGRAPHIC SURVEY SHOWN HERE REPRESENTS FIELD SURVEY SUPPLEMENTED WITH COUNTY TOPOGRAPHY. THE BOUNDARY SHOWN HERE DOES NOT REPRESENT A RECORD OF SURVEY AND IS BASED UPON DATA FROM ASSESSOR'S MAP. THE FIELD SURVEY WAS PERFORMED ON MAY 22 AND 23, 2006, BY TERRA FIRMA SURVEY, INC.

BASIS OF BEARING

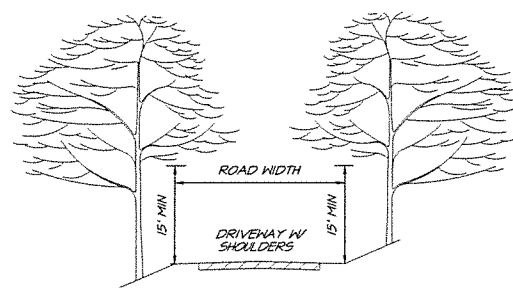
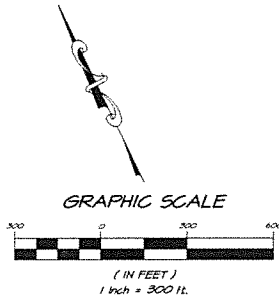
ASSUMED VERTICAL DATUM TWO FOOT CONTOUR  
INTERVAL BASIS OF BEARINGS PER IT R5 90 N.C.R.

SHEET INDEX

D1	COVER SHEET
D2	STATION: 0+00 TO 11+00
D3	STATION: 11+00 TO 22+00
D4	STATION: 22+00 TO 32+00
D5	STATION: 32+00 TO 43+50
D6	STATION: 43+50 TO 52+00



SITE PLAN  
SCALE: 1" = 300'



VERTICAL CLEARANCE DIAGRAM  
R5A FRO000-04  
NO SCALE

SYMBOL LEGEND

EXISTING	PROPOSED
EX 50	50
STORM DRAIN LINE	STORM DRAIN LINE
WATER LINE	PROPERTY LINE
TREE TO REMAIN	DIRECTION OF EX. DRAINAGE
FENCE	100-YEAR OVERLAND RELEASE PATH
CONTOUR LINE	
SPOT ELEVATION	

ABBREVIATIONS LEGEND

AD	AREA DRAIN	HP	HIGH POINT
AB	AGGREGATE BASE	INV	INVERT
AC	ASPHALT CONCRETE	IP	IRON PIPE
ARV	AIR RELEASE VALVE	JP	JOINT POLE
BFP	BACK FLOW PREVENTER	LF	LINEAL FEET/FOOT
BM	BENCHMARK	LP	LOW POINT
BO	BLOWOFF	MH	MANHOLE
BSH	BACK OF SIDEWALK	OC	ON CENTER
C&G	CURB AND GUTTER	OH	OVERHEAD
CB	CATCH BASIN	PCC	PORTLAND CONCRETE CEMENT
CL	CENTERLINE	PG&E	PACIFIC GAS AND ELECTRIC
CIPP	CAST IN PLACE PIPE	PIV	POST INDICATOR VALVE
CMP	CORRUGATED METAL PIPE	PL	PROPERTY LINE
CO	CLEANOUT	PRC	POINT OF REVERSE CURVE
CPP	CORRUGATED PLASTIC PIPE	PVC	POLYVINYL CHLORIDE
CV	CHECK VALVE	R	RADIUS
DI	DROP INLET	RSA	RIECHERS SPENCE & ASSOCIATES
DIP	DUCTILE IRON PIPE	ROW	RIGHT OF WAY
DS	DOWNSPOUT	RCP	REINFORCED CONCRETE PIPE
DCV	DOUBLE CHECK VALVE	S	SLOPE (FEET/FOOT)
DDCV	DOUBLE DETECTOR CHECK VALVE	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SHDR	SHOULDER
EX	EXISTING	SS	SANITARY SEWER
FC	FACE OF CURB	STA	STATION
FDG	FIRE DEPT. CONNECTION	STD	STANDARD
FF	FINISH FLOOR	STL	STEEL PIPE
FG	FINISH GRADE	TC	TOP OF CURB
FH	FIRE HYDRANT	TW	TOP OF WALL
FS	FIRE SERVICE	VCP	VITRIFIED CLAY PIPE
FL	FLOW LINE	WM	WATER METER
GB	GRADE BREAK	WV	WATER VALVE

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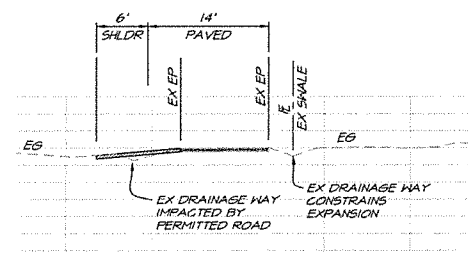
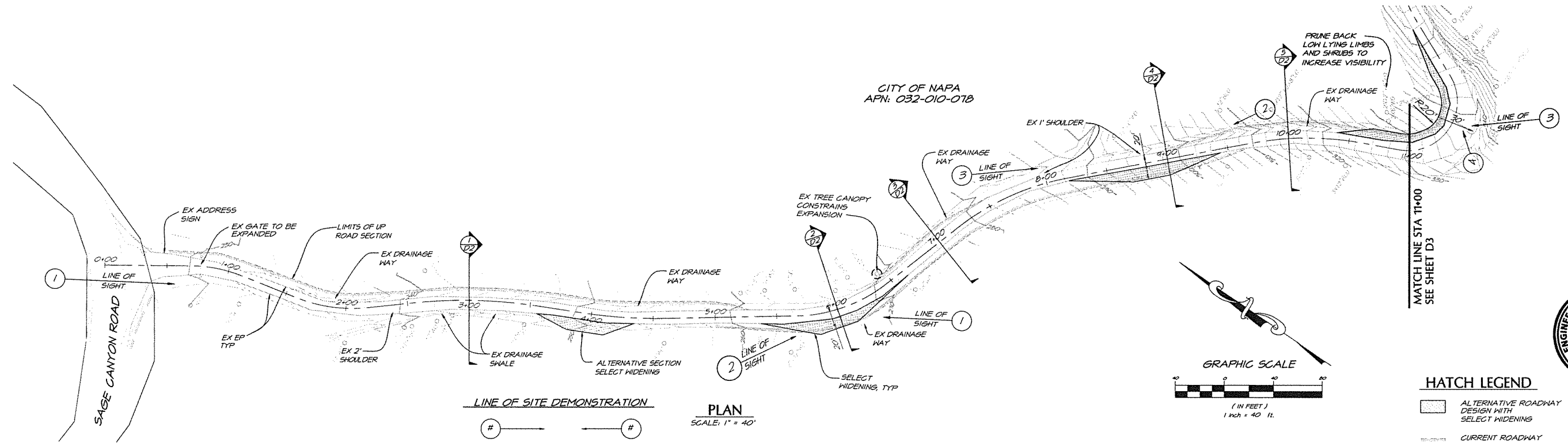


PREPARED UNDER THE DIRECTION OF:  
JESSE ALEXANDER SALMON RCE 19775 EXP 06.30.2009

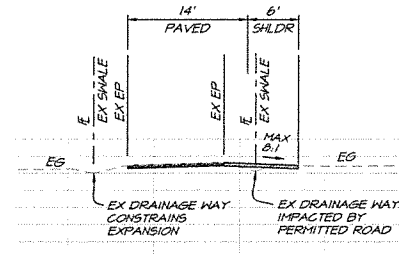


SAGE HILL WINERY  
ALTERNATE ROAD  
NAPA COUNTY CALIFORNIA

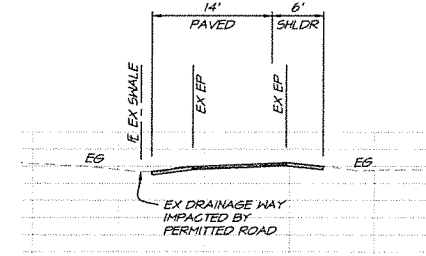
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DRAWN	ECB
DESIGNED	JAS
CHECKED	CAB
JOB NO.	41060240
SHEET NO.	D1
	OF 6 SHEETS



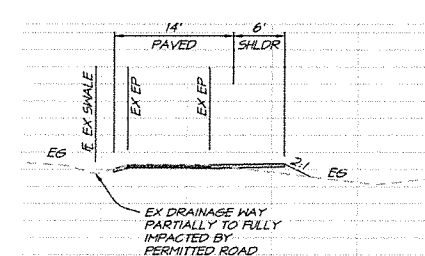
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SCALE: 1" = 10'



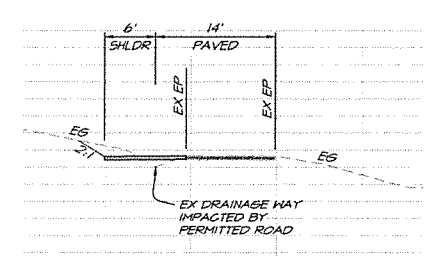
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**D2** CURRENT SECTION  
SCALE: 1" = 10'



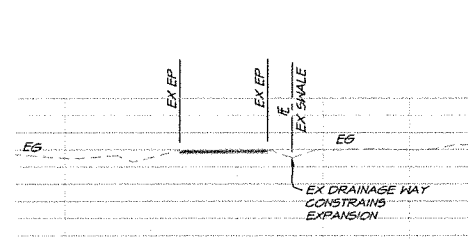
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**D2** CURRENT SECTION  
SCALE: 1" = 10'



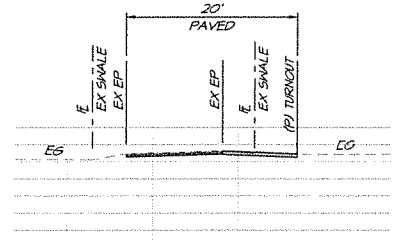
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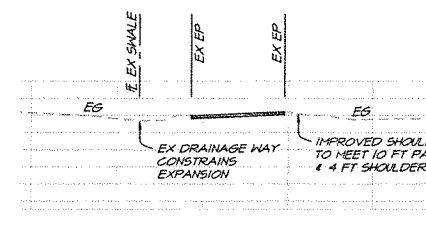
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**D2** CURRENT SECTION  
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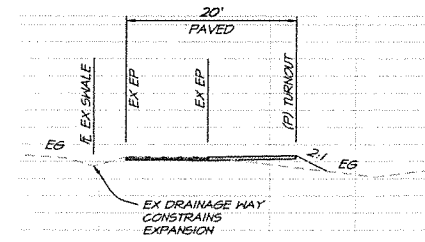
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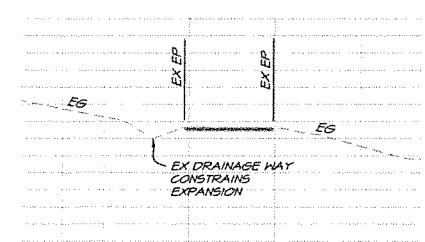
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**D2** ALTERNATIVE SECTION  
SCALE: 1" = 10'



**3**  
**D2** EXISTING SECTION  
SCALE: 1" = 10'



**4**  
**D2** ALTERNATIVE SECTION  
SCALE: 1" = 10'



**5**  
**D2** EXISTING SECTION  
SCALE: 1" = 10'

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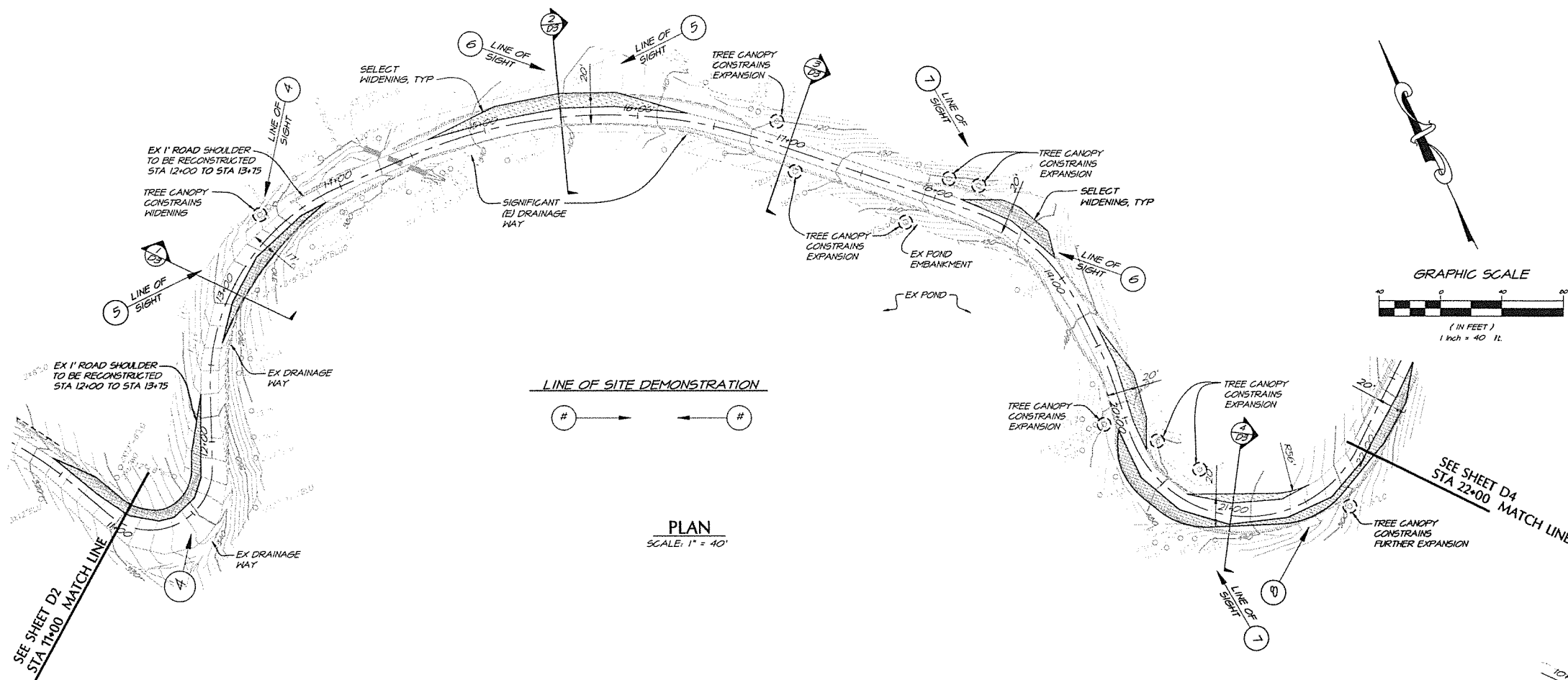


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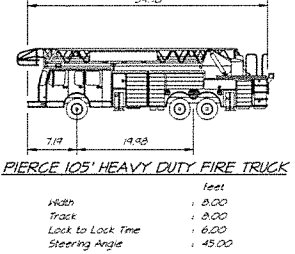
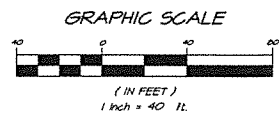
SAGE HILL WINERY  
ALTERNATE ROAD  
NAPA COUNTY CALIFORNIA

DATE	NOV 18 2009
DRAWN	ECB
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CHECKED	CAB
JOB NO.	4106024.0
SHEET NO.	<b>D2</b>
OF 6 SHEETS	



**HATCH LEGEND**

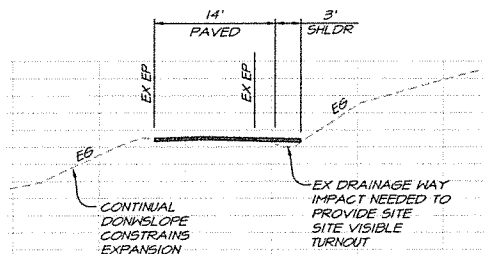
- ALTERNATIVE ROADWAY DESIGN WITH SELECT WIDENINGS
- CURRENT ROADWAY DESIGN



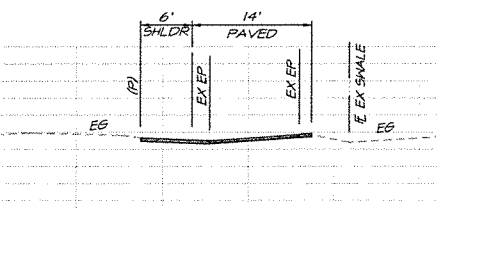
**LINE OF SITE DEMONSTRATION**



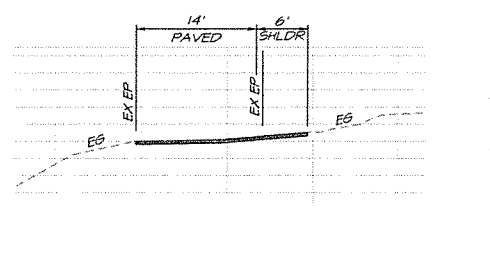
**PLAN**  
SCALE: 1" = 40'



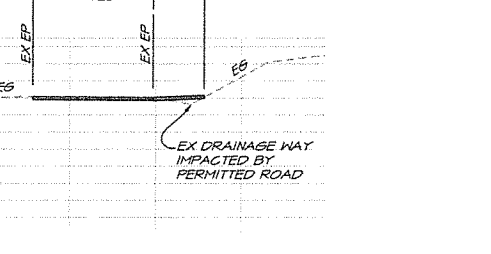
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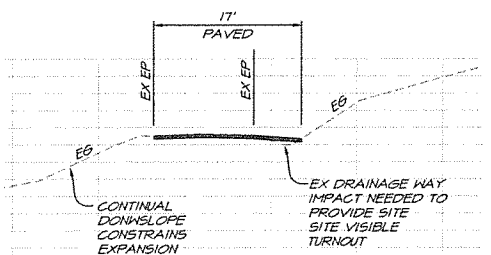
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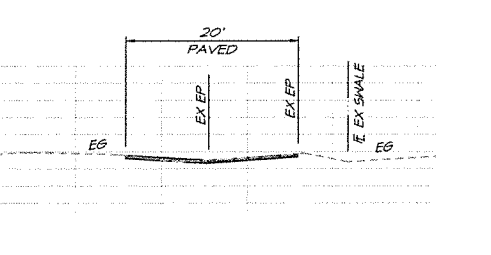
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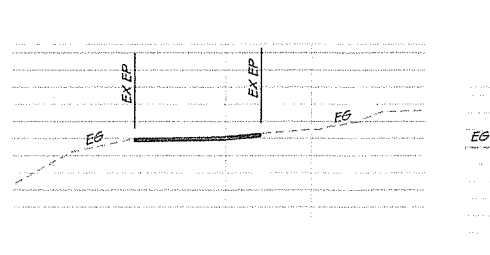
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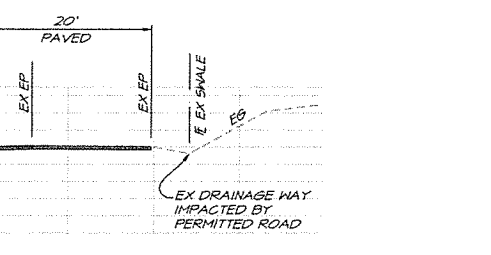
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**ALTERNATIVE SECTION**  
SCALE: 1" = 10'



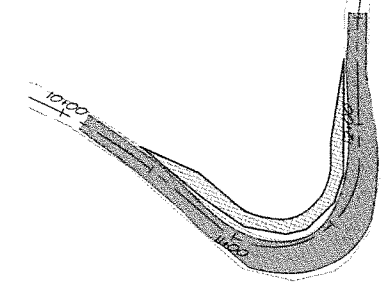
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D3  
**ALTERNATIVE SECTION**  
SCALE: 1" = 10'



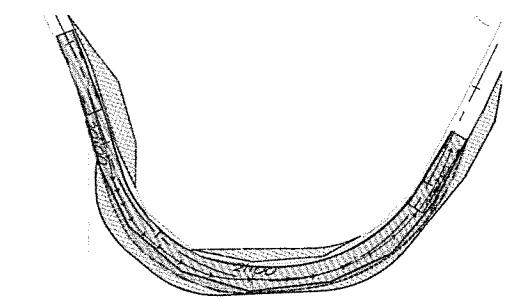
**3**  
D3  
**EXISTING SECTION**  
SCALE: 1" = 10'



**4**  
D3  
**ALTERNATIVE SECTION**  
SCALE: 1" = 10'



**5**  
D3  
**FIRETRUCK TURNING MOVEMENT**  
STA 10+50 TO 12+25  
SCALE: 1" = 40'



**5**  
D3  
**FIRETRUCK TURNING MOVEMENT**  
STA 19+75 TO 22+00  
SCALE: 1" = 40'



1941 Third Street  
Napa, California 94559  
707.252.3301  
707.252.4946

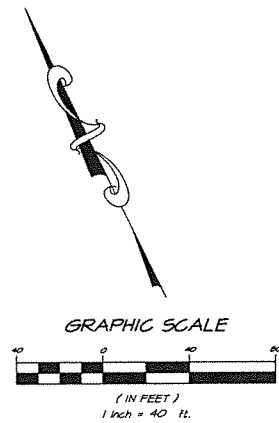
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DATE	NOV. 18, 2009
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OF 6 SHEETS	

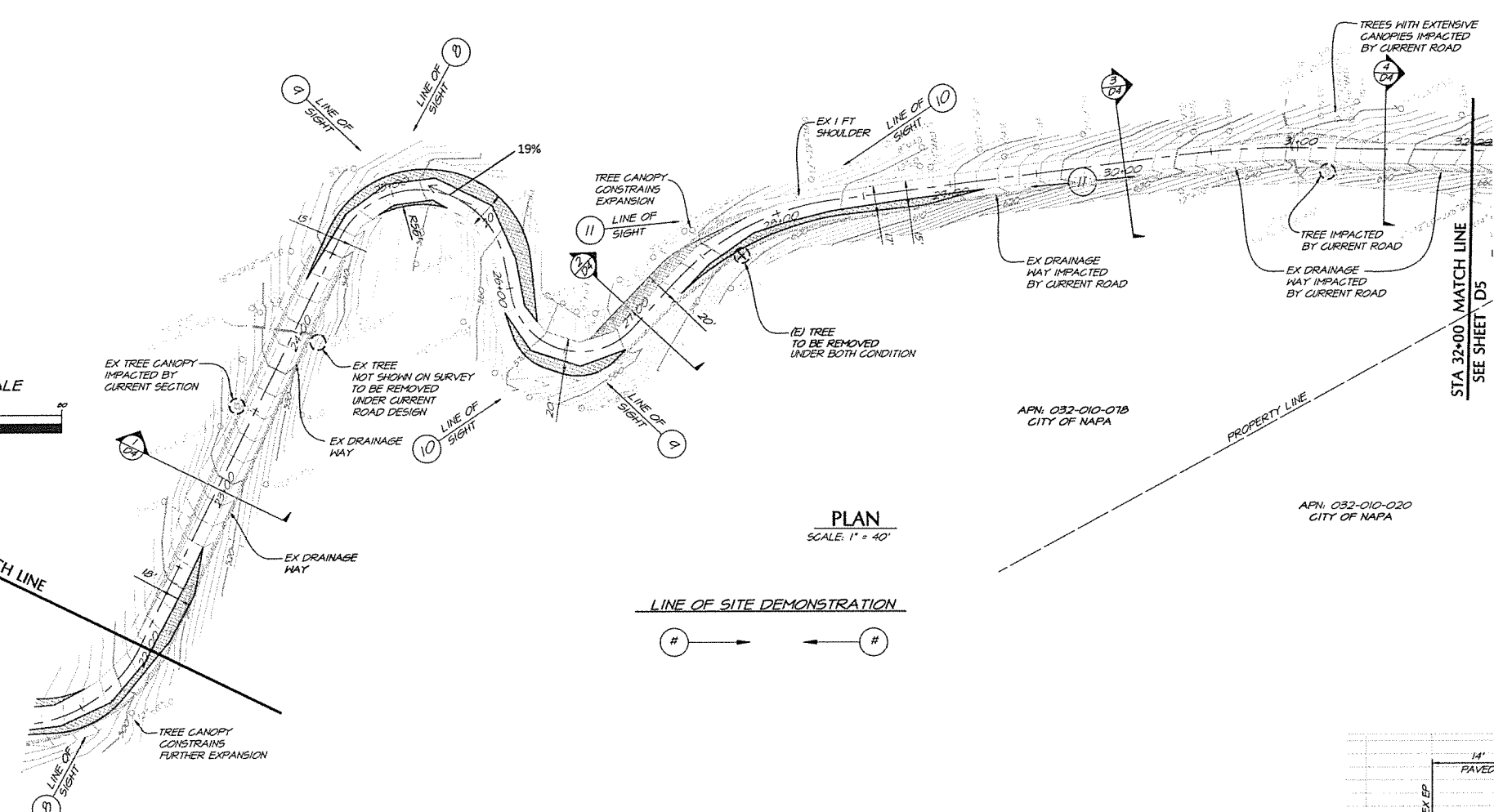


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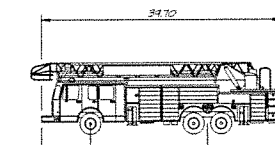
STA 22+00 MATCH LINE  
SEE SHEET D3



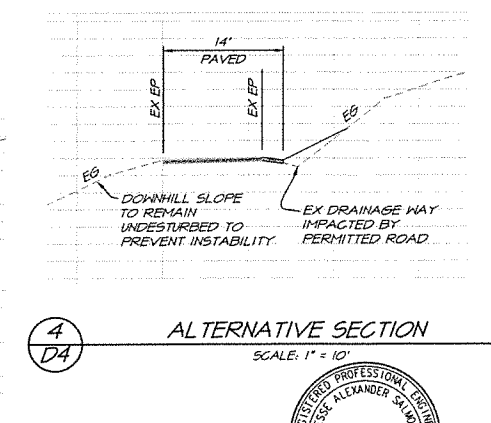
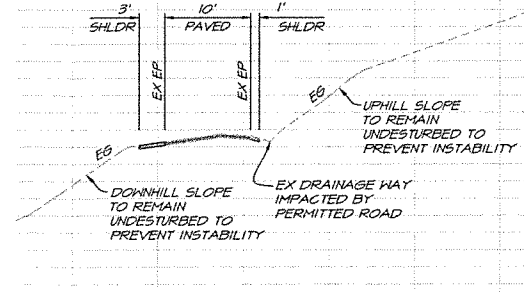
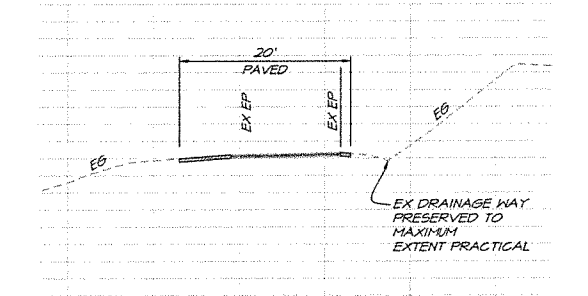
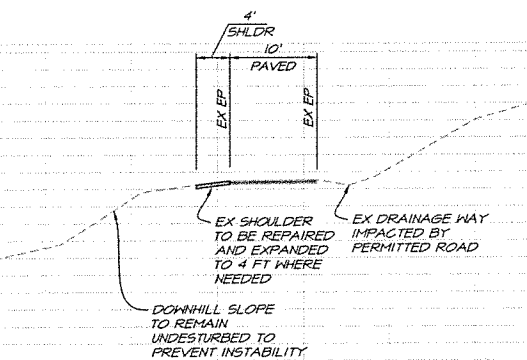
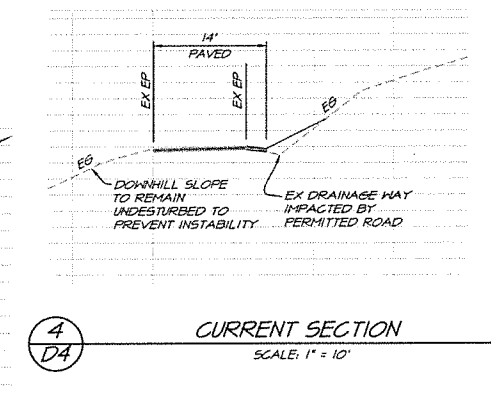
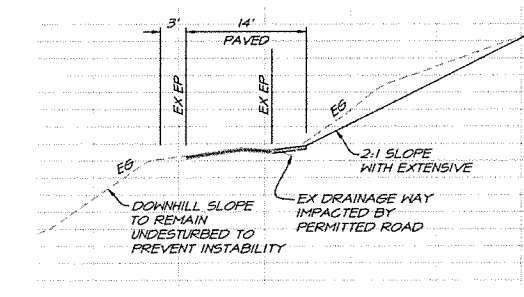
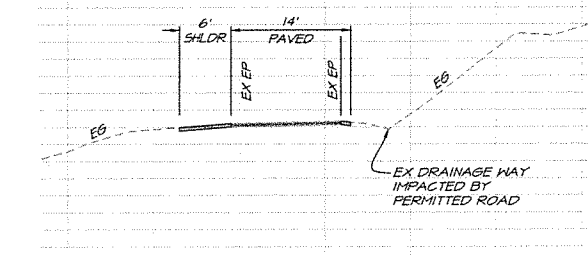
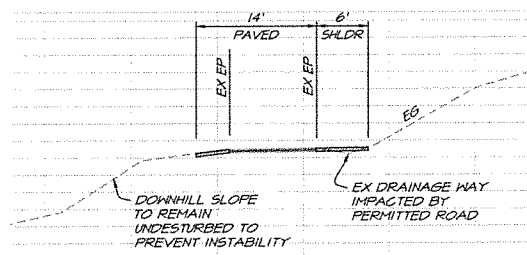
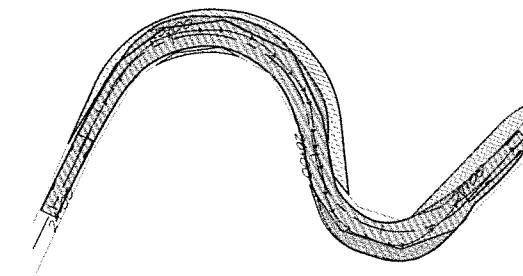
HATCH LEGEND

ALTERNATIVE ROADWAY DESIGN WITH SELECT WIDENINGS

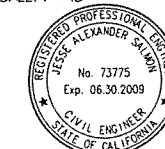
CURRENT ROADWAY DESIGN



Width	feet	8.00
Track	feet	8.00
Lock to Lock Time	seconds	6.00
Steering Angle	degrees	45.00



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PREPARED UNDER THE DIRECTION OF  
JESSE ALEXANDER SALMON RCE 18715 EXP 06.30.2009

DATE	NOV. 18, 2009
DRAWN	ECB
DESIGNED	JAS
CHECKED	CAB
JOB NO.	41060240
SHEET NO.	D4
OF 6 SHEETS	

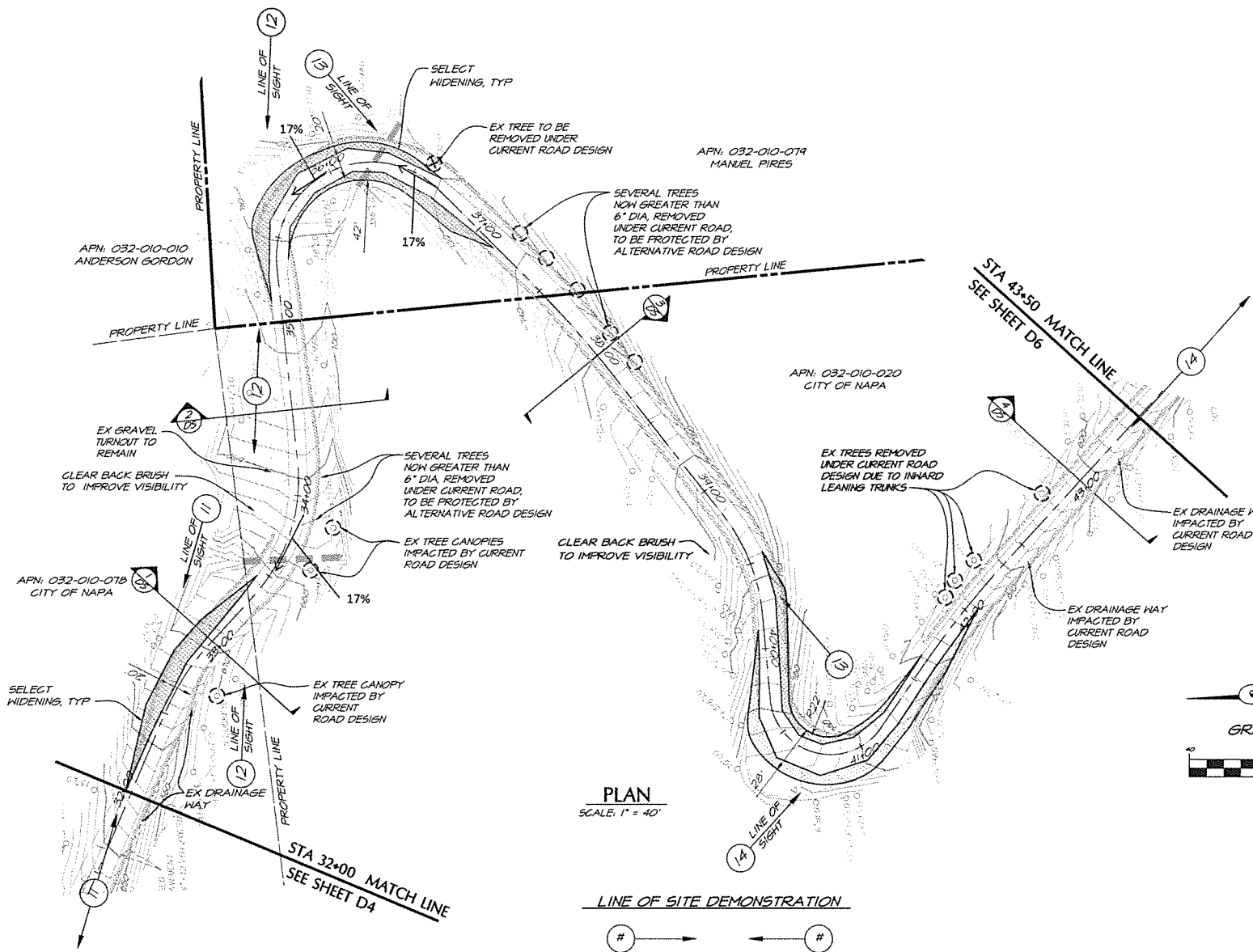
RITCHERS  
SPENCE  
ASSOCIATES  
CONSULTING CIVIL ENGINEERS  
1541 Third Street  
Napa, California 94959  
707.252.3301  
707.252.4966

SAGE HILL WINERY  
ALTERNATE ROAD  
NAPA COUNTY CALIFORNIA

RECEIVED

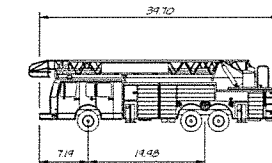
AUG 07 2017

Napa County Planning, Building & Environmental Services

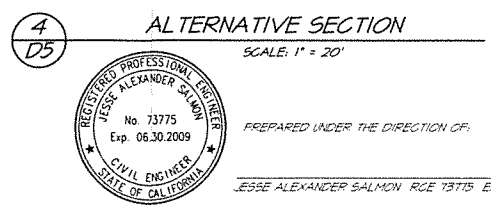
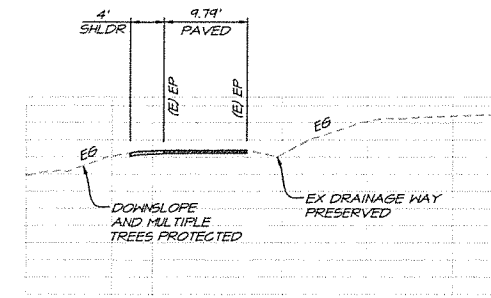
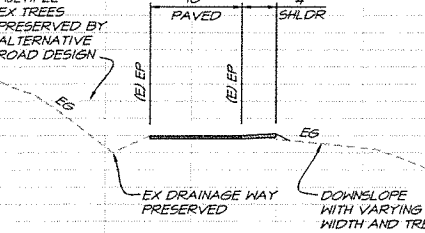
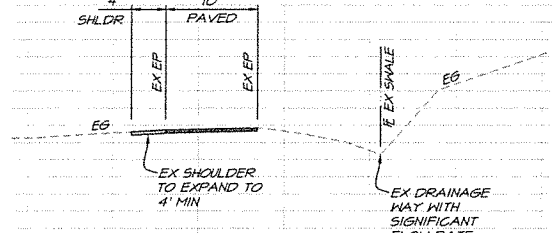
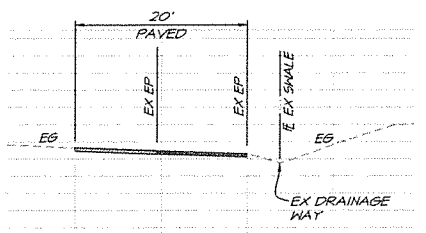
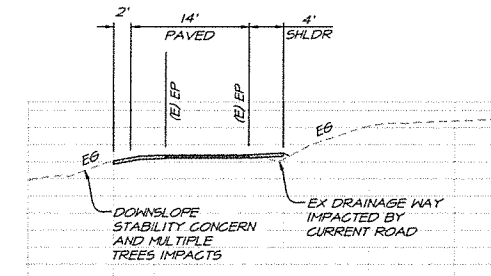
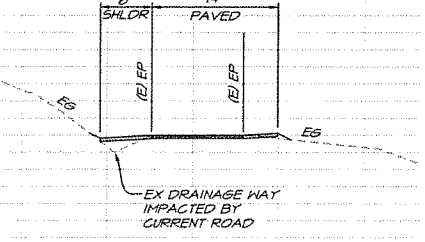
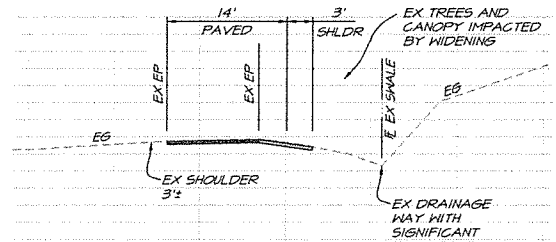
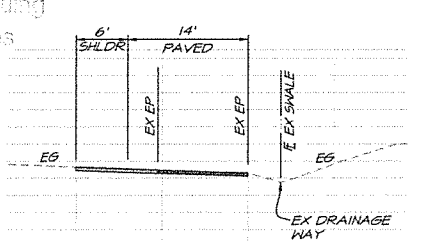
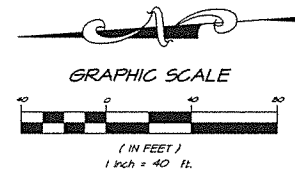
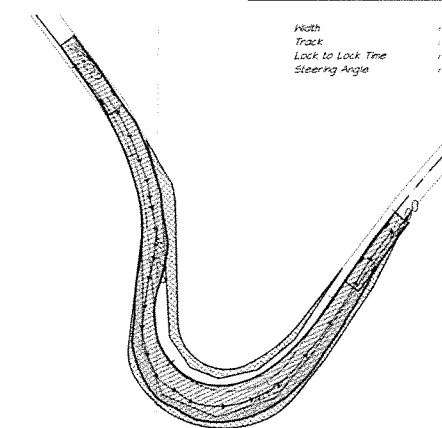


HATCH LEGEND

- ALTERNATIVE ROADWAY DESIGN WITH SELECT WIDENING
- CURRENT ROADWAY DESIGN



- Width: 8.00
- Track: 8.00
- Lock to Lock Time: 6.00
- Steering Angle: 45.00



PREPARED UNDER THE DIRECTION OF:  
JESSE ALEXANDER SALMON RCE 18715 EXP 06.30.2009

REVISIONS

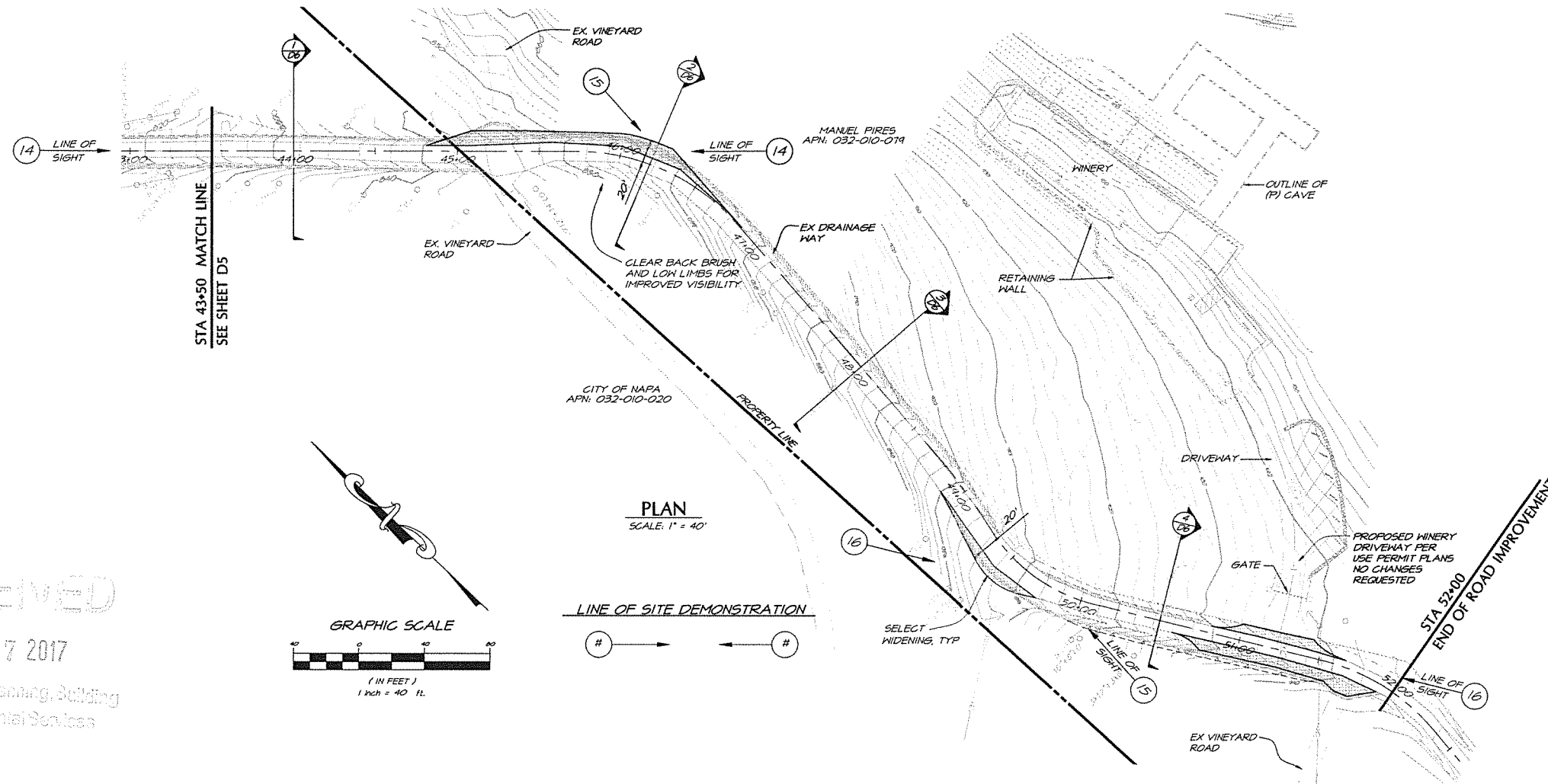
NO	DATE	BY	APPD

1841 Third Street  
Napa, California 94559  
707.252.3300  
707.252.4966

**RIECHERS  
SPENCE  
ASSOCIATES**  
CONSULTING CIVIL ENGINEERS

SAGE HILL WINERY  
ALTERNATE ROAD  
NAPA COUNTY CALIFORNIA

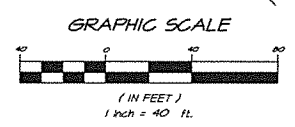
DATE: NOV. 18, 2009  
DRAWN: ECB  
DESIGNED: JAS  
CHECKED: CAB  
JOB NO: 4106024.0  
SHEET NO: D5  
OF 6 SHEETS



**HATCH LEGEND**

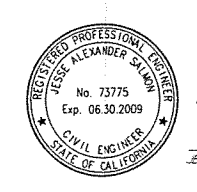
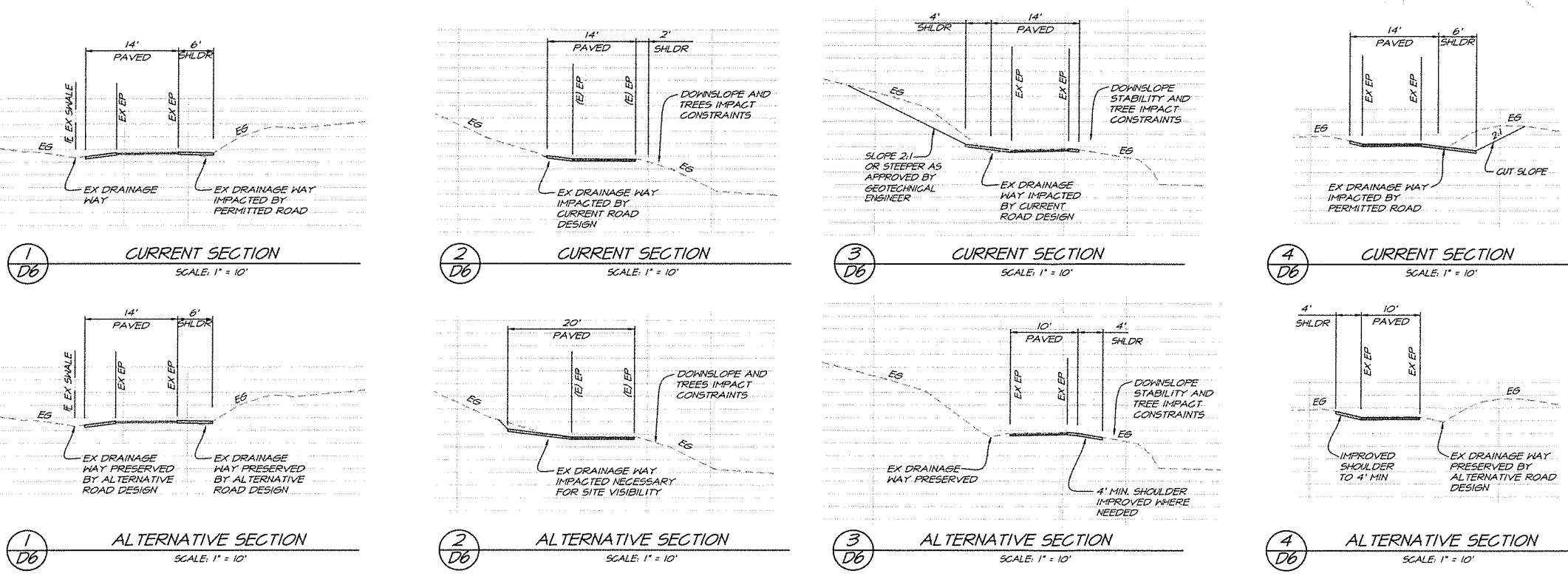
	ALTERNATIVE ROADWAY DESIGN WITH SELECT WIDENINGS
	CURRENT ROADWAY DESIGN

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Napa County Planning, Building & Environmental Services



PLAN  
SCALE: 1" = 40'

LINE OF SITE DEMONSTRATION



PREPARED UNDER THE DIRECTION OF:  
JESSE ALEXANDER SALMON RCE 73775 EXP. 06.30.2009



SAGE HILL WINERY  
ALTERNATE ROAD  
NAPA COUNTY CALIFORNIA

DATE	NOV. 18, 2009
DRAWN	ECB
DESIGNED	JAS
CHECKED	CAB
JOB NO.	41060240
SHEET NO.	D6
	OF 6 SHEETS