

February 5, 2013  
[Revised March 20, 2013]

Jeannette Doss  
Napa County Public Works  
1195 Third Street, Room 201  
Napa, CA 94559

RE:        Stags Leap Winery Use Permit  
            P12-00110  
            APN 032-530-014  
            Road Exception Request  
            Summit Job No.        2013013

Dear Ms. Doss:

On behalf of our client, Treasury Wine Estates, we hereby request an exception to the road width standards to the existing driveway and at 4 locations on the property near the existing historic structure known as the Manor House. A one way loop road is proposed to provide ingress and egress for the Manor House. The exceptions being requested in these 4 areas are to the County requirements for a One Way Loop Road.

An exception was granted in March 2000 in conjunction with Use Permit # 99165-MOD for sections of the existing joint driveway leading to the property. Attached is Appendix 1 which includes a copy of a letter from the Director of Public Works granting the request, the original request, along with supporting documentation and maps. In March 2013 Architectural Resources Group evaluated the historical aspects of the driveway the results of which are contained in their report "Secretary of the Interior Standards for Rehabilitation – Evaluation Stags' Leap Winery – Access Drive, Historical Site Roadways and Manor House" dated January 24, 2013 revised March 13, 2013. The environmental reasons stated and approved for the exception request associated with Use Permit #99165 remain valid including proximity to the existing stream, stream setback, historic stone wall and mature oak and walnut trees.

Also attached are drawings C1-C4 dated March 11, 2013 which depict access to the site as well as a plan in the vicinity of the Manor House and identifies the areas associated with this request. The exhibit also identifies specific areas of improvements being proposed for the driveway.

This request is in response to a site visit late in January 2013 made by yourself. We have reviewed your email identifying your findings from the site visit and the concerns identified about the driveway. As noted in the email, there are a number of environmental constraints that limit the ability to widen the driveway. An additional site walk with county personnel was held on March 6, 2013 to review areas of likely improvements.

In addition to the 4 locations near the Manor House, as noted above, there are 5 areas of the existing joint driveway that we are requesting an exception to the County Standards. These areas are shown graphically on the attached drawings C1-C4.

Area 1 – STA 12+09 to STA 20+35

An approximately 800' section of existing split driveway beginning approximately 200' east of Silverado Trail. This two lane section of driveway is split due to elevation difference, into 2 separate drives with each having a minimum paved width of 11' to 13' and shoulders varying in width from 1' to 2'. The island between the travel ways is vegetated by mature trees. A rock retaining wall between the two roadways addresses the elevation difference.

The section of driveway is preceded to the east and west by an 18' wide paved section of driveway with 2' shoulders. The driveway is well signed and functions as a short section of one-way roads. The steep side slope and mature vegetation limit the ability to provide a wider drivable surface and pullouts within this reach. The configuration provides equal access, life, safety, welfare of the public and use as would be the case if a standard driveway were to be provided.

Area 2 STA 30+49 to STA 33+07

An approximately 250' section of existing split driveway beginning approximately 300' north of the entry drive to Phillips property. This two lane section of driveway is split due to elevation difference, into 2 separate drives with each having a minimum paved width of 10' to 11' and shoulders varying from 1' to 2'. The island between the travel ways is vegetated by mature trees with a rock retaining wall to address the elevation difference in the roadways.

The section of driveway is preceded to the north and south by an 18' wide paved section of driveway with 2' shoulders. The driveway is well signed and functions as a short one-way road. The steep side slope and mature vegetation limit the ability to provide a wider drivable surface and pullouts within this reach. The configuration provides equal access, life, safety, welfare of the public and use as would be the case if a standard driveway were to be provided.

Area 3 STA 33+49 to STA 45+20

An approximately 1,200' section of 14' wide paved driveway beginning near the entry drive to Phillips property and ending south of the historic stone bridge. This section of 14' wide paved driveway with varying shoulder widths has been provided with strategically located 8' to 10' wide paved pullouts (approximate STATIONS 34+50, 37+15, 41+60 and 44+20). The section of road is straight, providing a sufficient clear line of sight between the pullouts and is located in open flat terrain. The section is bordered on both sides by mature walnut trees. A 16' to 18' drivable surface can be obtained by widening the existing shoulders by 1' to 2' on each side. The pullouts in this reach can be widened to maintain a minimum of 20' of paved surface.

The section of driveway is provided with 2' to 4' wide side shoulders and pullouts with clear line of sight. The existing driveway, with turnouts, functions acceptably due to the excellent sight lines between the existing pullouts. Improvements to this section will include widening the existing shoulders 1' to 2' to attain a drivable surface of 16' to 18' and widening of the existing paved turnouts to provide a paved width of 20' minimum. This section of driveway crosses 3 parcels. Because of the multiple properties involved, it is not feasible to construct a parallel drive within this section.

Area 4 – STA 45+65 to STA 45+91

The existing historic stone bridge and related rock walls are constructed with only a 12' width. The existing paved section of driveway on either side of the bridge is 18' wide plus 2' shoulders. There is also a clear line of sight across the bridge.



The historic nature of the existing bridge and adjacent walls along with the environmental features (mature oak and walnut trees) noted for Area 5 also apply to this section of driveway. The area adjacent to the bridge falls within the stream setback.

#### Area 5 STA 47+65 to STA 52+98

An approximately 550' section of existing 12' to 13' wide paved driveway with 2' shoulder begins about 150' east of the existing historic stone bridge and continues to the entry of the existing Red Tail facility. This section of existing driveway follows the existing creek to the north and the first approximately 250' of the reach falls within the stream setback area which prohibits construction activity from occurring within the stretch. A turnout meeting Public Works standard will be constructed at approximately the midpoint from the area constrained by the stream setback and the beginning of the proposed One Way Loop Road accessing the Manor House property.

The initial stretch of driveway is constrained by the existing stream, stream setback requirements, historic stone wall, and mature oak and walnut trees. The width of the existing paved driveway to the east and west of Area 5 exceeds 18' in addition to the existing 2' shoulder. These unique features of natural environment form an integral part of the entrance to the property. This is further explained in the ASI Archaeology and Cultural Resources Management Cultural Resources Analysis, dated February 2000, attached as part of Appendix 1. As noted in the analysis of the site, maintaining the current historic roadway alignment and width and the preservation of the unique features of the environment is recommended, is supported by the State Historic Building Code, and will protect the historical integrity of the roadway.

#### Area 6 – STA 59+38 to STA 59+54

The existing stone pillars, located near the property line, are configured such that only a 13.5' width can be obtained. The existing paved section of driveway to the south is approximately 18' wide and the adjacent section to the north will be improved to provide a full 14' of drivable surface. In addition to the shoulder improvements, a pullout meeting Public Works standards will be developed at the approximate midpoint between the beginning of the One Way Loop Road (STA 53+50) and the stone pillars (STA 59+45).

The existing rock pillars are constructed such that the maximum paved width allowed is 13.5'. The area to the north will be widened to meet the County standard, while the area to the south currently exceeds the minimum 14' drivable surface requirement for a One Way Loop Road. In addition to widening the shoulder along the west edge of paved driveway, a pullout will be developed approximately half way between the beginning of the One Way Loop Road and the stone pillars.

#### Area 7 – STA 62+32 to STA 63+25

An approximately 93 foot long section of paved driveway between the existing retaining walls provide an existing drivable surface of 13+'. The existing roadway to the north provides an 18' wide paved driving surface while the area to the south will provide a minimum driving surface of 14'.

The line of sight is clear and the driveway at the north end of the reach currently meets the County standard for a One Way Loop road of 14' of drivable surface while the section to the south will be improved to provide a full 14' wide drivable surface per the county standard.

If the exception is denied, the unique rock structures and related features, will be removed. The unique historic walls and mature trees should be allowed to remain.

The proposed improvements along with the line of sight, widened reaches at both ends of the subject areas and the use of signage will allow the driveway to be used safely in its proposed configuration, providing defensible space, life, safety, and welfare of the public, access and use, as would be the case if the normal roadway standards were applied.

Area 8 – STA 64+58 to STA 65+00

Similar to Area 7, this approximately 42 foot long section of driveway is constrained between existing rock retaining walls providing an existing drivable surface of 12+'. Once the improvements to the north are completed, both of the areas immediately to the north and south will provide a full width (10' travel way and 4' shoulder) 14' driving surface.

If the exception is denied, the unique rock structures and related features will be removed. The unique historic walls should be allowed to remain.

The existing line of sight, improved widened reach to the north, the existing widened reach to the south of the subject area and the proposed signage allow the driveway to be used safely in its proposed configuration, providing defensible space, life, safety, and welfare of the public, access and use, as would be the case if the normal roadway standards were applied.

Area 9 – STA 67+66 to STA 69+31

An approximately 165 foot long section of paved driveway between existing rock retaining walls provide an existing drivable surface of 13+'. Both the areas immediately to the north and south provide a full width (10' travel way and 4' shoulder) driving surface.

Area 9 is a straight section of the existing driveway that has been paved up to the face of the existing rock retaining walls providing a 13' wide drivable area. The line of sight is clear and the driveway at either end of the reach currently meets the County standard of 14' of drivable surface.

If the exception is denied, aside from the harm to the unique rock structures and related features, some mature oaks and olive trees will be removed as well. The unique walls and mature trees should be allowed to remain.

We believe the above requests are appropriate due to existing environmental constraints including the historic stone bridge, historic rock retaining walls and mature trees that would be impacted should the driveway improvements be required.

The proposed improvements along with the line of sight, widened reaches at both ends of the subject areas and the use of signage will allow the driveway to be used safely in its proposed configuration, providing defensible space, life, safety, and welfare of the public, access and use, as would be the case if the normal roadway standards were applied.

We request your favorable decision on this request. Please feel free to contact us if you have any questions or require additional information

Sincerely,



Gary Becker

Project Engineer

cc: Debra Dommen, Treasury Wine Estates