

“F”

Napa County Road & Street Standards Exception Request

July 9, 2024

Brian Bordona
Napa County Planning, Building and Engineering Services
1195 Third Street, 2nd Floor
Napa, CA 94559

RE: 80 Clear Creek Road
 APN 027-310-032, and 027-310-043
 Driveway Exception Request
 Summit Job No. 2021275

Dear Mr. Bordona:

On behalf of our client, Ponderosa One LLC, we hereby request an exception to the Napa County Road and Streets Standards (NCRSS) for eight (8) locations along the existing driveway from Dry Creek Road to the existing residence located at 80 Clear Creek Road. This request relates to the permit P22-00182. The residence is located in the State Responsibility Area (SRA).

A majority of the existing driveway meets or exceeds the NCRSS for a residential driveway. The width meets or exceeds 14 feet of travel way with an unobstructed vertical clearance of thirteen feet, six inches. The driveway also provides adequate width to include standard inter-visible turnouts at 400-foot intervals within the paved driveway width. Refer to the enclosed driveway exception exhibit.

The existing road was designed to follow the site's topography where feasible, potentially resulting in segments that do not meet the NCRSS for slopes and radii. An exception to the standards is requested for the following items.

1. Five (5) driveway segments with a longitudinal slope of 18% - 20% along the centerline

It is stated in Section 3 of the NCRSS that an exception may be allowed "where the exceptions provide the same overall practical effect as 'the SRA Fire Safe Regulations' towards providing defensible space" and if one of the following conditions exists:

- 1) The exception will preserve features of the natural environment, which include, but are not limited to, natural water courses, steep slopes, geological features, heritage oak trees, or other trees of at least six inches in diameter at breast height and found by the decision-maker to be of significant importance, but does not include manmade 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.
- 1) The five (5) areas with a center line slope between 18% and 20% are described below.

Area 1 - 0+10 to 2+50

The center line of this 240-foot section of driveway has slopes exceeding 18% but less than 20%. Ground on the east side of the driveway slopes upward to an existing building at the top of a steep slope. Regrading this section of the driveway to meet the NCRSS would require grading operations that would impact the existing building foundation and the natural features of the surrounding steep slopes. Refer to photo #1.

The pavement in this section of the driveway appears to be in good condition and the section is less than 300 feet in length. If necessary, groves in the existing pavement can be designed and added to improve traction within this segment of the driveway to further meet the same overall practical effect described in the NCRSS.

Area 2 - 5+50 to 8+50

The center line of this 300-foot section of driveway has slopes exceeding 18% but less than 20%. An existing retaining wall borders a portion of the west side of the driveway. Refer to photo #1. Regrading this section of the driveway to meet the NCRSS would require grading operations that would significantly impact natural features of the existing steep slopes that are supported by tall retaining walls.

The pavement in this section of the driveway appears to be in good condition and the section is 300 feet. If necessary, groves in the existing pavement can be designed and added to improve traction within this segment of the driveway to further meet the same overall practical effect described in the NCRSS.

Area 3 - 10+00 to 22+00

The center line of this 1,200-foot section of driveway has slopes exceeding 18% but less than 20%. Existing retaining walls border both sides of this segment of the driveway. Refer to photo #2. Regrading this section of the driveway to meet the NCRSS would require grading operations that would significantly impact the existing natural feature of the steep slopes supported by tall retaining walls.

The pavement in this section of the driveway appears to be in good condition. If necessary, groves in the existing pavement can be designed and added to improve traction within this segment of the driveway to further meet the same overall practical effect described in the NCRSS.

Area 4 - 33+50 to 35+50

The center line of this 200-foot section of driveway has slopes exceeding 18% but less than 20%. Steep slopes in this portion of the road are supported by the existing retaining walls on the east side of the driveway. Refer to photo #3. Regrading this section of the driveway to meet the NCRSS would require grading operations that would significantly impact the natural feature of the surrounding steep slopes that are supported by the existing tall retaining walls.

The pavement in this section of the driveway appears to be in good condition. The section is less than 300 feet long and is both preceded and followed by transition segments of grades up to 7%, therefore meeting the same overall practical effect described in the NCRSS.

Area 5 - 39+00 to 40+50

The center line of this 150-foot section of driveway has slopes exceeding 18% but less than 20%. This segment runs along the top of a ridge in the hillside with steep slopes on both sides of the driveway. Refer to photo #3. Regrading this section of the driveway to meet the NCRSS would significantly impact the natural features of the surrounding steep slopes.

The pavement in this section of the driveway is in good condition; the section is less than 300 feet and is both preceded and followed by transition segments of grades up to 9%, therefore meeting the same practical effect described in the NCRSS.

An exception to the NCRSS is requested for the above-mentioned portions of the driveway that meets condition #1 to preserve and maintain the existing features of the natural environment, including steep slopes. The analysis demonstrates that the existing driveway provides the same overall practical effect as the requirements defined in the NCRSS.

We trust that the above analysis meets the requirements of Section 3 of the NCRSS and that an exception can be granted. Please contact us if you have any questions or require additional information.

Sincerely,



Monica Shah, PE
Project Manager



cc: Crescent Scudder, Morgan Starkey – DT Salazar Inc.
Wayne Leong, Leong Architects

APPENDIX 1

ROAD EXCEPTION REQUEST DRAWINGS

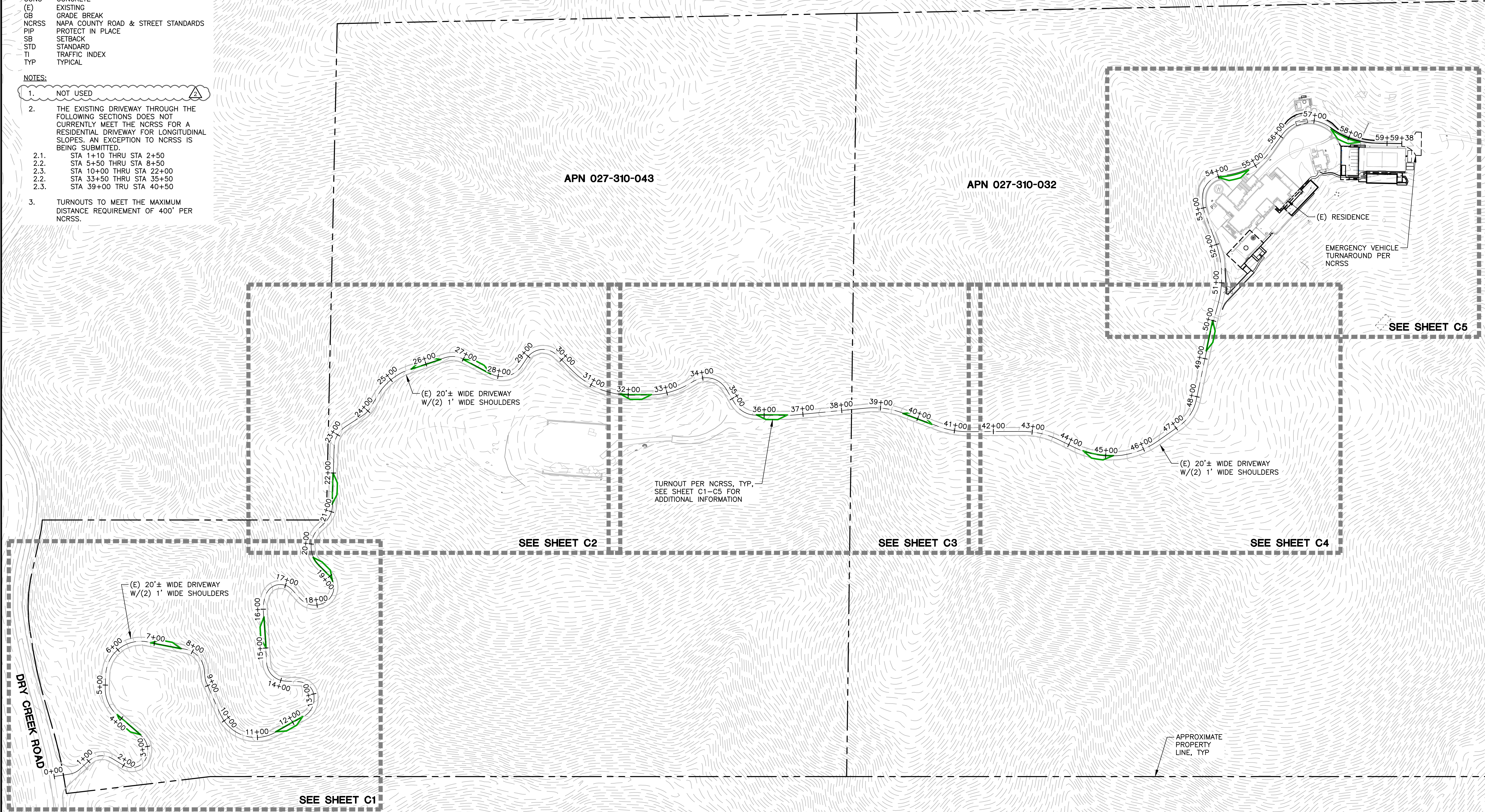
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ABBREVIATIONS:

- AC ASPHALT CONCRETE
APN ASSESSOR'S PARCEL NUMBER
BLDG BLDG
C CENTERLINE
CONC CONCRETE
(E) EXISTING
GB GRADE BREAK
NCRSS NAPA COUNTY ROAD & STREET STANDARDS
PIP PROTECT IN PLACE
SB SETBACK
STD STANDARD
TI TRAFFIC INDEX
TYP TYPICAL

NOTES:

1. NOT USED
2. THE EXISTING DRIVEWAY THROUGH THE FOLLOWING SECTIONS DOES NOT CURRENTLY MEET THE NCRSS FOR A RESIDENTIAL DRIVEWAY FOR LONGITUDINAL SLOPES. AN EXCEPTION TO NCRSS IS BEING SUBMITTED.
- 2.1. STA 14+10 THRU STA 24+50
2.2. STA 54+50 THRU STA 84+50
2.3. STA 104+00 THRU STA 224+00
2.2. STA 334+50 THRU STA 354+50
2.3. STA 394+00 TRU STA 404+50
3. TURNOUTS TO MEET THE MAXIMUM DISTANCE REQUIREMENT OF 400' PER NCRSS.



#	DATE	DESCRIPTION
	10/3/2023	PLAN CHECK RESPONSE
1	07/09/2024	PLAN CHECK RESPONSE



JOB NO:	2021275
SCALE:	AS SHOWN
DRAWN:	TAF
CHECKED:	MS
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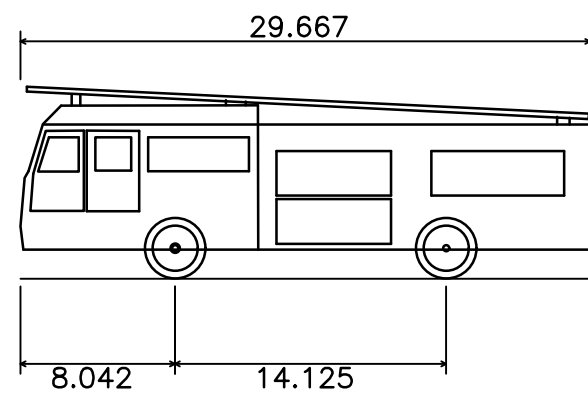
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LEGEND

- NEW PAVEMENT**
(PAVEMENT SECTION & SUBGRADE PREPARATION OF THE
WIDENED PORTION PER GEOTECHNICAL RECOMMENDATIONS, TYP)
- LONGITUDINAL ROAD SLOPE**
18% > 20%

NOTES:

- THE ACCESS ROAD REVIEW IS BASED ON THE FOLLOWING AVAILABLE INFORMATION:
 - NOAA AERIAL TOPOGRAPHY.
 - GOOGLE EARTH IMAGERY
 - ORIGINAL ROAD DESIGN DRAWINGS PREPARED BY R.E.B. ENGINEERING DATED 07-21-1999.
 - 2021 NAPA COUNTY ROAD AND STREET STANDARDS (NCRSS)
- THE LOCATION OF THE RETAINING WALLS, AND OTHER SITE FEATURES ARE APPROXIMATE AND TO BE VERIFIED IN FIELD.
- THE LONGITUDINAL SLOPES AND CROSS SLOPES OF THE EXISTING ACCESS ROAD ARE BASED ON AERIAL TOPOGRAPHY AND ARE APPROXIMATE.
- THE EXISTING PAVEMENT IS ASSUMED TO BE 2" AC OVER 6" CLASS 2 AB. THIS INFORMATION IS BASED ON DESIGN DRAWINGS PREPARED BY R.E.B. ENGINEERING DATED 07-21-1999. AREAS WITHOUT SHADING HAVE SLOPES BELOW 18%.
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NAPA-TYPE1

OVERALL LENGTH 29.667ft
OVERALL WIDTH 9.015ft
OVERALL BODY HEIGHT 10.000ft
MIN BODY GROUND CLEARANCE 1.608ft
TRACK WIDTH 9.560ft
LOCK-TO-LOCK TIME 5.00s
CURB TO CURB TURNING RADIUS 26.417ft

LIMITS OF VEHICLE CHASSIS
LIMITS OF VEHICLE CHASSIS (IN REVERSE)
LIMITS OF VEHICLE BODY

DIMENSION FROM VEHICLE CHASSIS
(2' MIN FROM INSIDE REAR WHEEL) 2' MIN

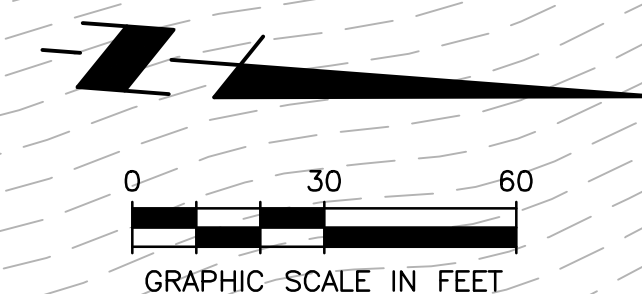
DIMENSION FROM VEHICLE BODY
(3' MIN FROM FAR FRONT BUMPER) 3' MIN

SEE PLAN BELOW FOR DIMENSIONS INDICATING
VEHICLE MANEUVERING CLEARANCES ARE MET.

MATCHLINE
SEE SHEET C2

DRY CREEK ROAD

APPROXIMATE
PROPERTY LINE,
TYP



RESIDENTIAL DRIVEWAY EXCEPTION

DRIVEWAY PLAN

#	DATE	DESCRIPTION
1	10/3/2023	PLAN CHECK RESPONSE
2	07/09/2024	PLAN CHECK RESPONSE



JOB NO:	2021275
SCALE:	AS SHOWN
DRAWN:	TAF
CHECKED:	MS
SHEET	C1

2 OF 6

PONDEROSA ONE LLC
80 CLEAR CREEK ROAD
NAPA, CA 94558
APN 027-310-032 & 043

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Summit Engineering, Inc.
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MATCHLINE
SEE SHEET C1

MATCHLINE
SEE SHEET C3

RESIDENTIAL DRIVEWAY EXCEPTION

PONDEROSA ONE LLC
80 CLEAR CREEK ROAD
NAPA, CA 94558
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DRIVEWAY PLAN

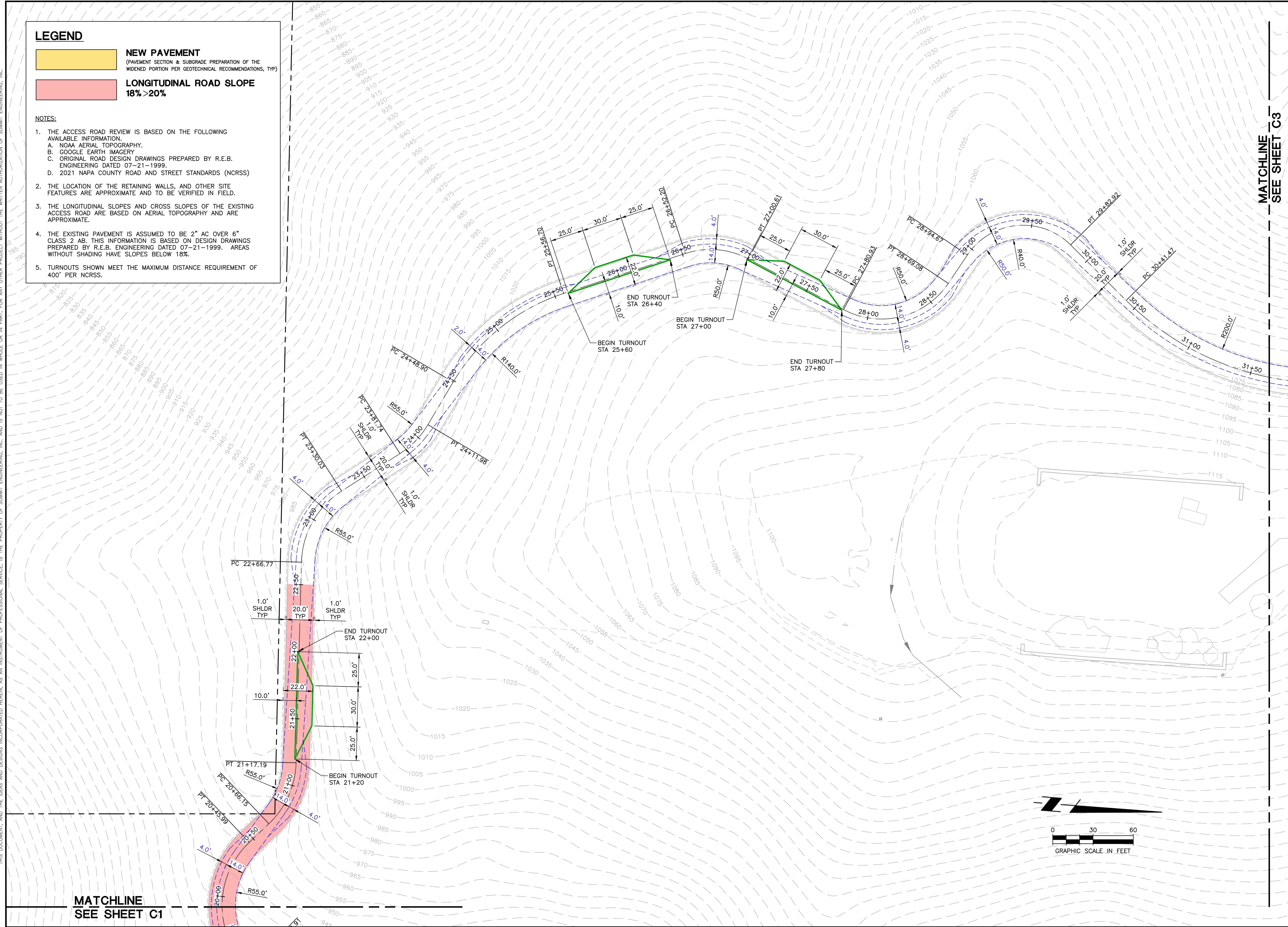
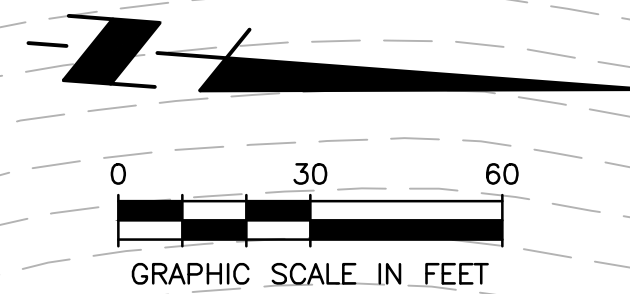
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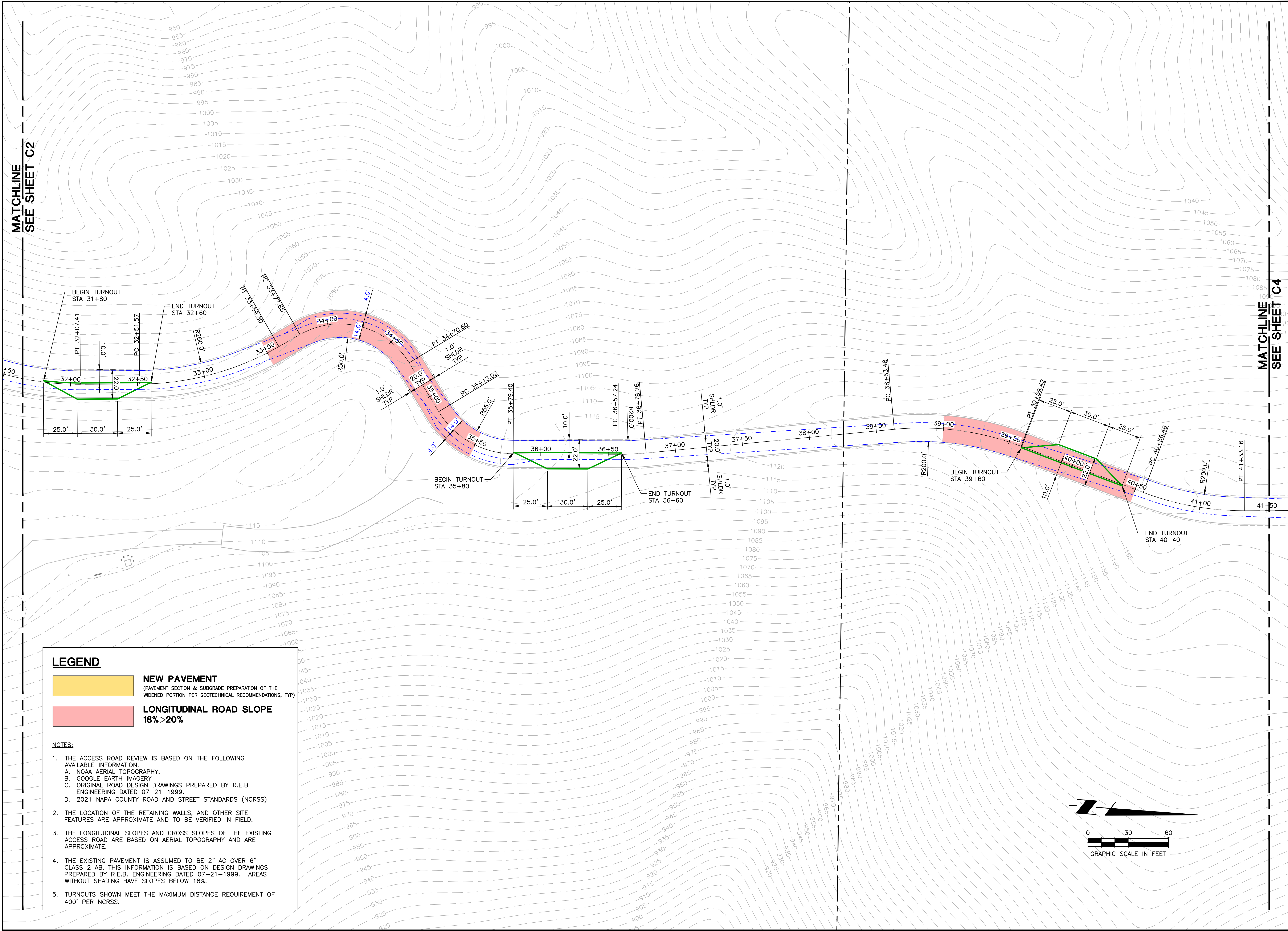
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C2
3 OF 6

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RESIDENTIAL DRIVEWAY EXCEPTION

DRIVEWAY PLAN

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2023-09-07

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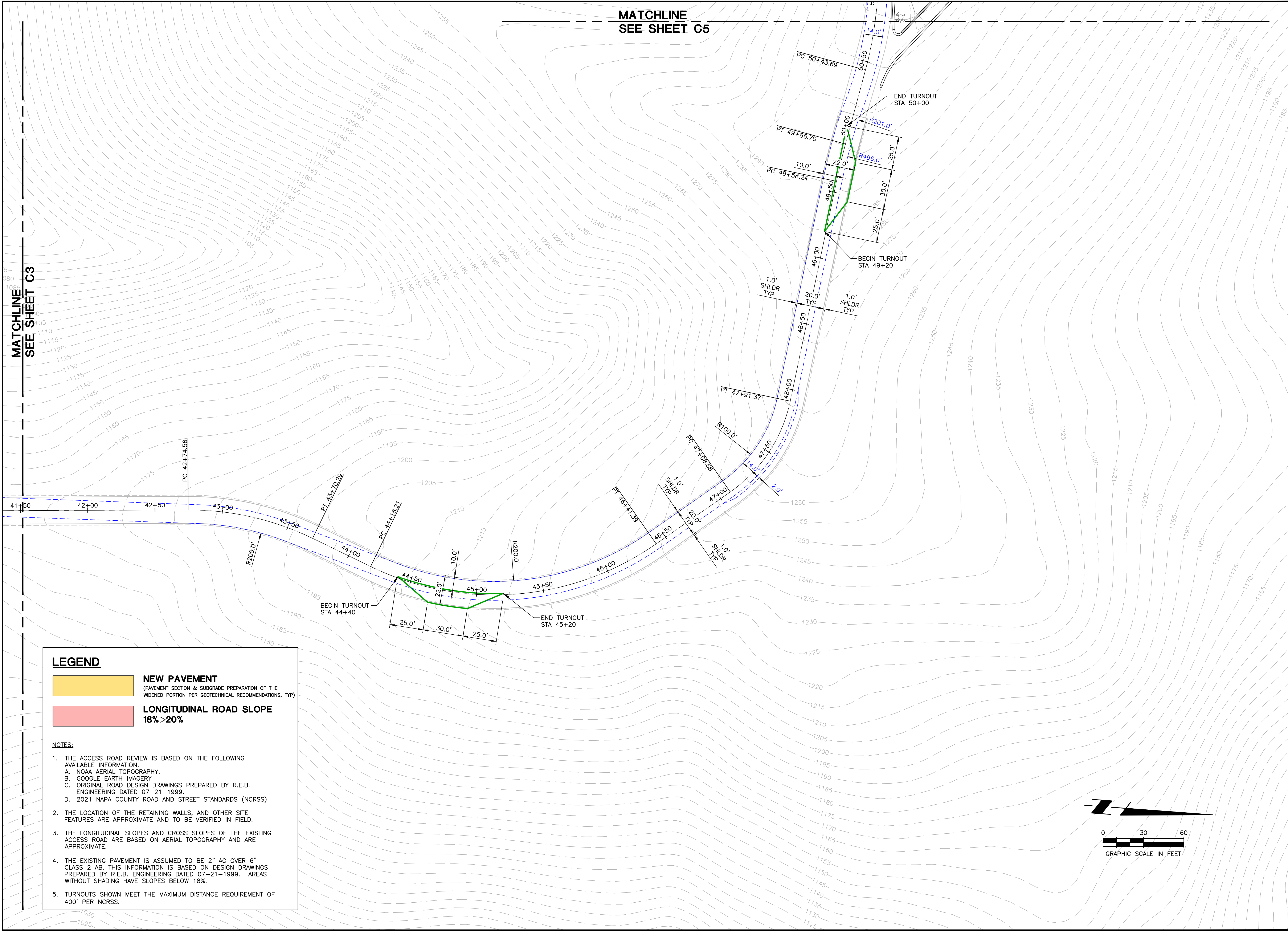
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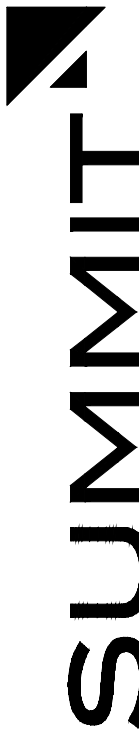
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SHEET

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4 OF 6

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RESIDENTIAL DRIVEWAY EXCEPTION

DRIVEWAY PLAN

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C4
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29.667

8.042

14.125

NAPA-TYPE1

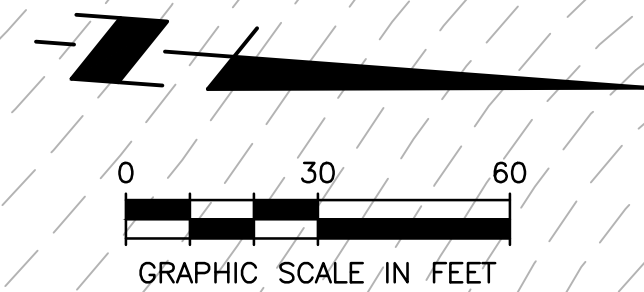
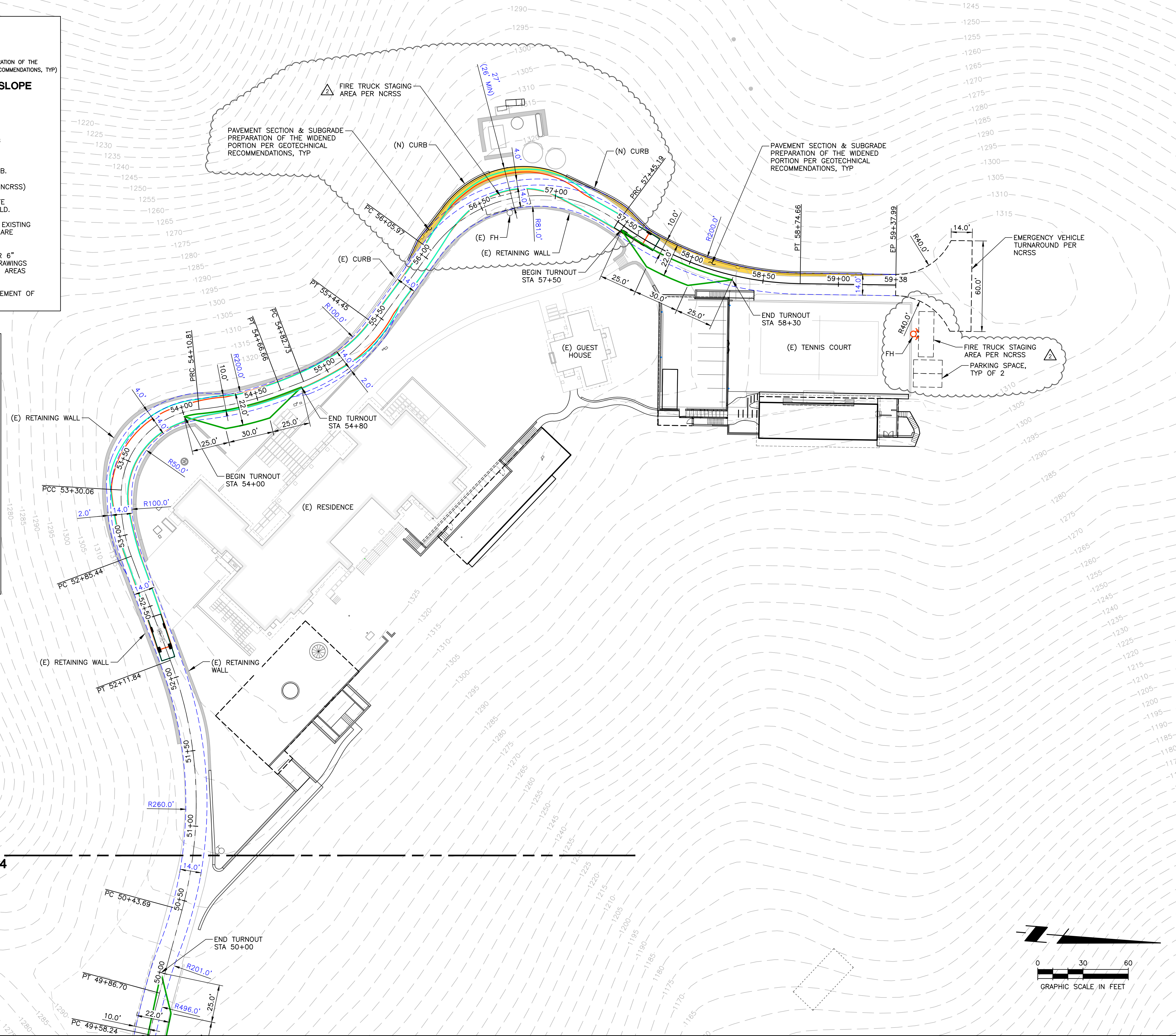
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CURB TO CURB TURNING RADIUS 26.417ft

LIMITS OF VEHICLE CHASSIS

LIMITS OF VEHICLE CHASSIS (IN REVERSE)

LIMITS OF VEHICLE BODY

MATCHLINE
SEE SHEET C4



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RESIDENTIAL DRIVEWAY EXCEPTION
DRIVEWAY PLAN

#	DATE	DESCRIPTION
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	07/09/2024	PLAN CHECK RESPONSE

REGISTERED PROFESSIONAL ENGINEER
NAPCA A. STANLEY
No. C 85515
CIVIL
STATE OF CALIFORNIA

2023-09-07

JOB NO: 2021275
SCALE: AS SHOWN
DRAWN: TAF
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6 OF 6

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PLOTTED ON: 7/9/2024 10:03 AM

APPENDIX 2

Photographs



1) Photograph of Area 1



2) Photograph of Area 3



2) Photograph of Area 4



3) Photograph of Area 5