



City of American Canyon  
DESIGN & CONSTRUCTION EXCEPTION REQUEST and APPROVAL

Project Name: \_\_\_\_\_ Project Number: \_\_\_\_\_ Design Exception Number:

Short Title of Design Exception Request: \_\_\_\_\_

Initiated and Submitted by: (name) \_\_\_\_\_

City  Consultant: (firm) \_\_\_\_\_ Date: \_\_\_\_\_

*Note: This form is used to initiate, document, and approve changes to the City's standard engineering and infrastructure design criteria for a specific project. If approved, a Design Exception becomes a sequentially-numbered amendment to the Project's Basis of Design Report (BDR), and placed in the Appendix of the BDR.*

**Governing Document:** (e.g. city standard specs or design details, Muni Code, Caltrans, etc)

**Description of Existing Standard:** (what standard is proposed to be changed?)

**PLEASE ATTACH A NARRATIVE THAT ADDRESSES EACH OF THE FOLLOWING ITEMS:**

- Description of Exception Requested:** (what changes are being proposed and why?)
- Justification and Explanation:** (why and how will the City benefit from this changed standard?)
- List of Supporting Documents (Attached or Referenced):** (e.g. calculations, catalogue cut sheets, substitute specifications)
- Description of Potential Long Term Maintenance Concerns**

**CITY ACTION:**

Review and Evaluation Comments and/or Conditions: (by City staff)

Recommended approval by Project Manager: \_\_\_\_\_  
(signature) (date)

Approval by City Engineer: \_\_\_\_\_  
(signature) (date)

Copies to:  Project File;  Design Consultant;  Project Manager;  Other: \_\_\_\_\_

**ATTACHMENT TO CITY OF AMERICAN CANYON  
DESIGN EXCEPTION 1  
01/29/2018**

**APPLICABLE STANDARD: SECTION 3.03A (DRIVEWAYS)**

**Design Exception Requested:**

The driveway along South Kelly Road is 70.75 feet wide at the onsite drive aisle. The northerly driveway along Devlin Road is 47.60 feet wide at the onsite drive aisle. Both of these driveways are also proposed as fully depressed (no driveway ramp) driveways. The combination of the increased width and fully depressed driveways are required due to the ingress and egress truck movements.

**Design Exception Justification:**

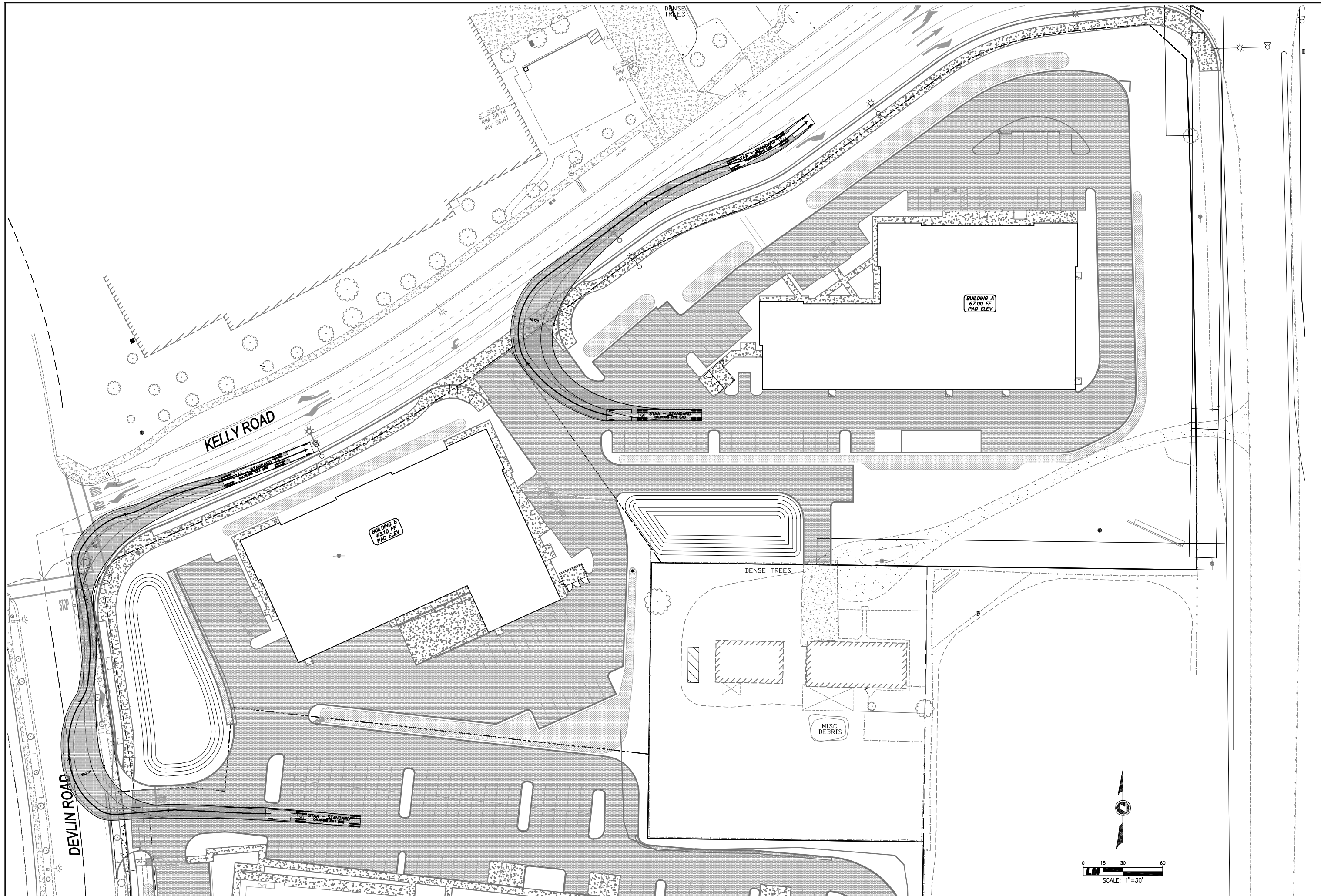
The increased width of the driveway is required to reduce conflicts with the turn movements and the proposed curbs. The fully depressed driveway allows for a standard layout with curb returns on both sides of the driveway, eliminating the need to have a curb layout with compound curves due to the turn movements. These layouts also provide an ADA compliant path of travel for the proposed vine trail across the driveway.

**List of Supporting Documents:**

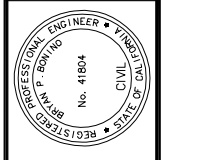
See attached Sheet TM4.1 - Preliminary Turn Movement Plan from Tentative Parcel Map "NACC Buildings A, B, E, & G".

**Description of Potential Long Term Maintenance Concerns:**

Driveways will be constructed per City Standard specifications so minimum maintenance is anticipated in the future.



SEE SHEET TM4.2



**LM LAUGENOUR AND MEIKLE**  
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BY **BRYAN P. BOVINO** P.E. 41804  
 DATE

TENTATIVE PARCEL MAP  
 NACC BUILDINGS A, B, E, & G  
 NAPA AIRPORT CORPORATE CENTER I  
 CITY OF AMERICAN CANYON, CALIFORNIA

PRELIMINARY TURN MOVEMENT PLAN

JOB NO. 4042-20  
 FILE TM4.1  
 DESIGNED BY  
 DRAWN BY MKS  
 CHECKED BY BPB  
 DATE 1-29-18  
 SCALE 1"=30'

SHEET  
**TM4.1**  
 SHEET 14 OF 20

X:\Land Projects\4042-20.dwg 4042-20\_TM\_4.1-TURN MOVEMENT PLAN.dwg