



KEITH V. CROWE, PE, PLS
CONSULTING ENGINEER

Evaluation and Recommendations
of the
Public Access Road to
Kiler Ridge Olive Farm

Prepared at the request of
Kiler Ridge Olive Farm

Prepared by
Keith V. Crowe
Consulting Engineer
PO Box 832
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3/10/2015

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A permit for a commercial olive oil processing facility has been issued for the subject property. As part of that construction permit the owner was required to improve the road in the public right-of-way from Kiler Canyon Road to the facility's gate. The county and the owner agreed on the configuration of the road, the owner had the road constructed and the county approved the road and finalized the permit.

Now, the owner wants to amend the commercial use of the facility. The width of the road has been brought up as a potential issue. This discussion centers on application of the fire department road standards. The fire department road standards set requirements for (among other things) the road width. The standards base the width on (again among other things) the use of the property...in this case the width requirement is for a commercial use.

The road was approved for the original commercial use. An amended commercial use is proposed.

On January 29, 2015 Rob Carnes, a certified public works inspector, and I inspected the road in question. We found the road to be in very good condition. There is no significant erosion, no "washboards" are present and the road is being well maintained.

Attached is a letter from Michael Frederick, President of Michael Frederick Paving Corporation, the contractor that built the road. This letter states the road was built to county engineering standards and describes the construction methods used to build the road. In this letter Mr. Frederick comments that the road has survived the 9 years since he installed it and is in very good condition.

The condition of the road after nine years of use is the best gage of the quality of construction and maintenance of the road.

The width of the road was measured with a "wheel". The width varies between 17' at the narrowest point to a maximum of 20'. The typical width is about 19'.

There is a “de facto” turnout at the neighbor’s driveway just outside the gate. It is not clear if the turnout is in the public right-of-way. Regardless, this is a functional turnout. This turnout is about 625 feet from Kiler Canyon Road.

There is an area graded for a hammerhead turn-around just inside the gate but it is not improved to a usable condition.

The original road was built using a cut/fill technique. Earth is removed from the uphill side of the road and placed as fill to construct the lower side of the road. This means there must be cut banks on the high side and fill banks on the low side. Because of the nature of the bank material the cut banks are steep, particularly in the lower 1/2 of the road. The fill depths were kept to a minimum so there are no large fill banks. Except for normal “wear and tear” there are no significant erosion issues. Normal maintenance will be adequate to keep erosion to a negligible amount.

Dense native trees grow alongside the entire length of the downhill side of the road and the lower ½ of the uphill side of the road. The trees and other vegetation are key to preventing erosion of the slope banks along the road.

There is an electrically operated gate at the end of the public right-of-way and the entrance to the olive farm. The gate opening is 20’ wide. The gate width is adequate to pass the two pickup trucks side-by-side. If the hammerhead turnaround is improved there will be a turnout or turnaround on each side of the gate.

There are three general categories of vehicles using this road; the neighbor, patrons and employees in cars; pickup trucks (often with a trailer) delivering olives to be pressed; and large trucks like semi trucks delivering olives to be pressed and refuse collection trucks.

Refuse is collected once each month.

As a condition of receiving the permits for the commercial enterprise previously allowed the owner improved the road to its present condition with the approval of the various departments involved. The road was built by a reputable contractor. The road is “standing the test of time.”

Except for the Fire Code width standard for commercial roads, the road meets the requirements for this commercial use. Because of the hillside constraints and to preserve as many trees thus minimizing erosion risk and environmental impacts, the narrower width was deemed acceptable for the original permit for the commercial olive processing facility.

The road was accepted and the permits finalized.

The road is in excellent condition and is being maintained to the highest standard.

With the new permit process some have suggested the road should be widened to the full standard width.

The justification for not widening the road to the standard width is the same now as was argued – and approved - with the original permits.

To determine if the road is wide enough to allow safe two-way traffic two full-sized pickup trucks were used to gage the width of the road. Figures 1, 2 and 3 show the two trucks side-by-side at the narrowest portion of the road. Photographs of the trucks at a typical (19') wide section are shown in figures 4,5 and 6.

The width of the road meets the intent of the regulations. Given the low estimated patron and peak season truck traffic, and the rural nature of the road there is adequate room for vehicles to pass – including adequate width for large vehicles to pass typical vehicles.

The mountainous conditions make widening difficult. The height of side slopes would be increased. Additional land would be devoted to the road. Many trees would be removed. It is possible the grading could impact the existing residence near the project gate. All these results of the widening would increase the width of the “swath” containing the road thereby increasing the potential for erosion.

There are several measures that should be taken to maximize the safety and functionality of the road while accepting the reduced width.

1. First, a formal turn-around should be provided. Just inside the gate an area has been graded for a turn-around. This area should be improved to county standards as a turn-around.
2. The inside shoulder of the road that acts as a gutter should be cleaned and extended with new road base and surface as much as practical to maximize the width of the road.
3. Signage should be installed at appropriate places including:
 - Speed limit – 15mph
 - Narrow Road – 2 Way Traffic
 - Autos Yield to Trucks
4. Finally, a formal maintenance plan should be prepared and followed. The plan shall conform to the existing maintenance agreement with the county and, at a minimum, shall include the following:
 - Periodic leveling to remove washboards, ruts and potholes
 - Periodic evaluation and replacement of road surface and base as needed
 - Inspection of the road before predicted large storms to be sure drainage facilities are open and clear
 - Inspection of the road after large storms to find and repair damage

In conclusion, it is my opinion the road serving Kiler Ridge Olive Farm is adequate to safely provide daily access as well as access to emergency vehicles and other large vehicles. This opinion is based on the following findings:

- The road is wide enough to safely accommodate 2-way traffic
- The road will safely accommodate emergency vehicles
- The road will safely accommodate large trucks
- The road was deemed acceptable for a previous commercial use therefore is acceptable for this commercial use
- The road is well built, meets compaction standards and is well maintained
- To widen the road would cause significant environmental damage and increased erosion risk
- The amended use, if approved, would result in a minor, if not insignificant, increase in the traffic volume on the road.



Figure 1 Narrowest section



Figure 3 Narrowest section



Figure 2 Narrowest section



Figure 4 Typical section



Figure 6 Typical section



Figure 5 Typical section

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October 14, 2014

Cal Fire
SLO County Fire Dept.
Attn.: Laurie Donnelly
635 N Santa Rosa Street
San Luis Obispo, CA 93405
Laurie.Donnelly@fire.ca.gov

**RE: COUNTY ACCESS ROAD - KILER RIDGE OLIVE FARM –
1111 KILER CANYON ROAD – PASO ROBLES**

Dear Ms. Donnelly,

After conducting a physical inspection of the existing roadway, I was happy to see it has been well maintained and in good condition.

Approximately 9 years ago Michael Frederick Paving Corporation graded the existing roadway, watered, compacted and added a minimum of 6" of Class II base, then finish graded, watered and roll compacted roadway as per SLO County standard.

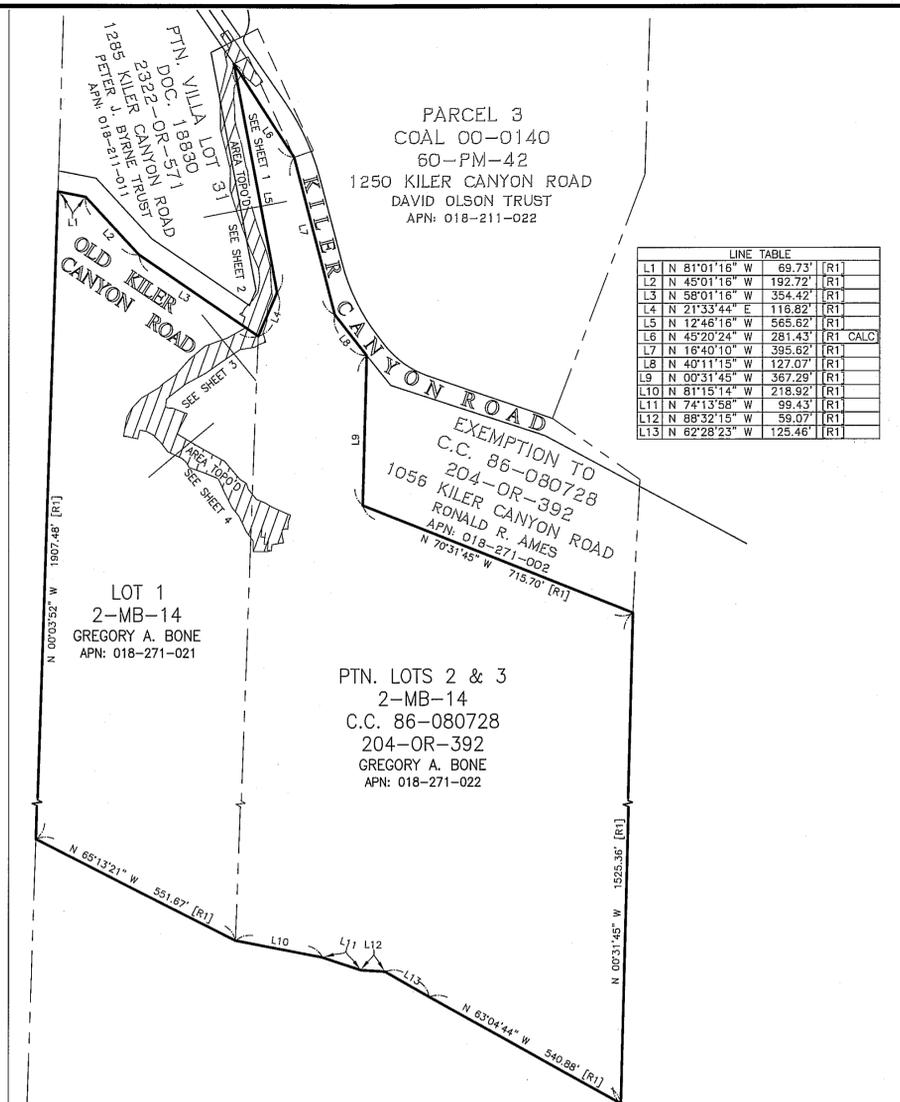
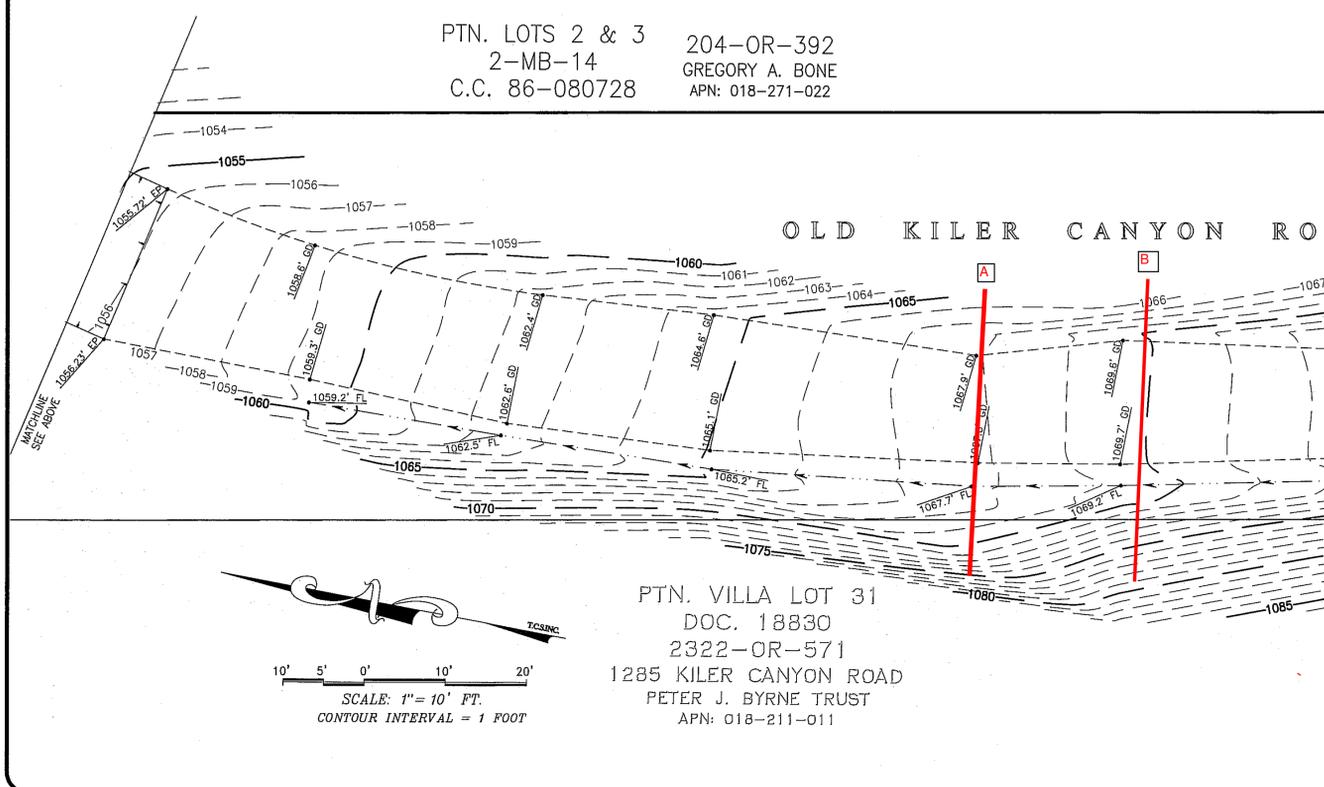
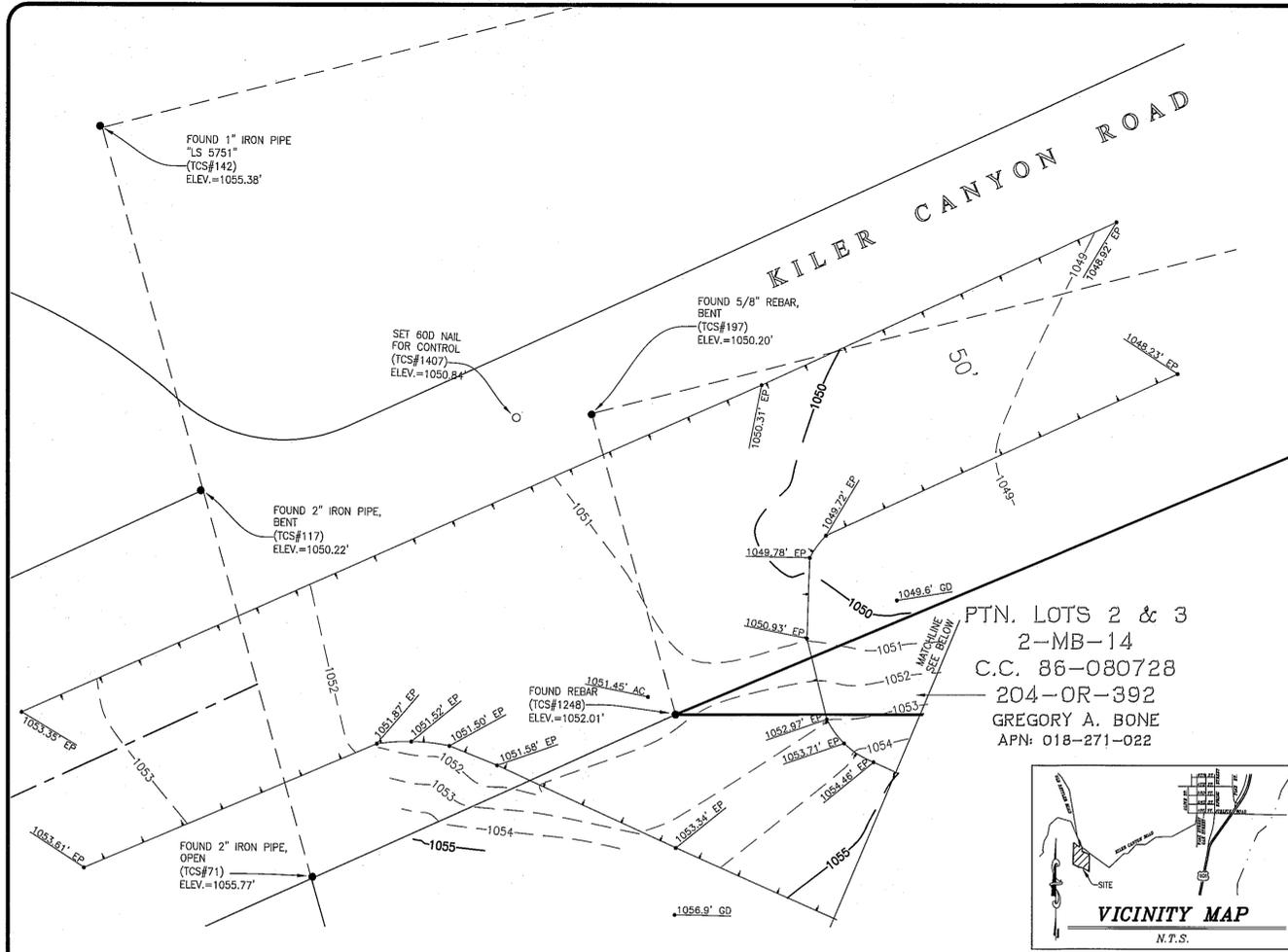
The roadway in its present condition after 9 years speaks for itself.

If you have any questions, please do not hesitate to call me.

Sincerely,

Michael Frederick
President

POST OFFICE BOX 573 • ATASCADERO, CA 93423 • (805) 466-5060 • FAX (805) 466-0594



LEGAL DESCRIPTION

PORTION LOTS 1 & 2, OF W.C. BENNETT'S SUBDIVISION OF A PORTION OF RANCHO EL PASO DE ROBLES AS FILED IN BOOK 2, PAGE 14, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

BASIS OF BEARINGS

THE "BASIS OF BEARINGS" FOR THIS MAP AND SURVEY IS GRID NORTH PER CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS 83-ZONE 5). THE MEAN CONVERGENCE ANGLE FOR THIS SITE IS -0°32'44".

MEASURED DISTANCES SHOWN HEREON ARE GRID DISTANCES IN U.S. FEET. TO OBTAIN GROUND DISTANCES, MULTIPLY GRID DISTANCES BY 1.000013173.

BENCH MARK

CITY OF EL PASO DE ROBLES BENCHMARK "BM M 1450"
STANDARD NOS BRASS DISK STAMPED "M 1450 1989" SET VERTICALLY IN THE WEST FACE OF THE SOUTH CONCRETE ABUTMENT OF THE US HIGHWAY 101 OVERPASS AT STATE HIGHWAY 46 WEST, 17.7' WEST OF THE CENTER OF THE SOUTHBOUND LANES OF US HIGHWAY 101, 5.6±' ABOVE THE LEVEL OF STATE HIGHWAY 46.

ELEVATION: 757.01 FEET (NAVD88)

NOTES

TOPOGRAPHIC SURVEY AND PARTIAL BOUNDARY SURVEYS WERE PERFORMED.

ANY POSSIBLE EASEMENTS AFFECTING PROPERTY ARE UNKNOWN EXCEPT AS SHOWN. NO TITLE REPORT WAS PROVIDED.

UNDERGROUND UTILITIES SHOWN HEREON (IF ANY) ARE BASED ON ABOVE-GROUND STRUCTURES, USA MARKINGS, AND RECORD DRAWINGS ONLY. ACTUAL LOCATION MAY VARY.

ADDITIONAL UNDERGROUND UTILITY SERVICE LINES TO THE PROPERTY MAY EXIST. FOR INFORMATION REGARDING UTILITY LOCATIONS, SIZE, DEPTH, CONDITION, AND CAPACITY, CONTACT UTILITY OWNERS.

FIELD SURVEY PERFORMED: 7/09/2015

PROPERTY OWNERS: GREGORY A. BONE

SITE ADDRESS: 1111 KILER CANYON ROAD
PASO ROBLES, CA 93446
APN: 018-271-021 & 022

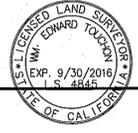
BOUNDARY INFORMATION SHOWN IS RECORD PER:

R1 = RECORD DATA PER 52-LS-78
M = MEASURED DATA

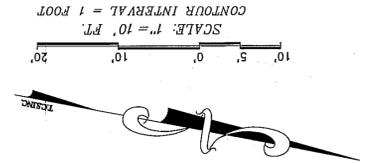
SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A TOPOGRAPHIC SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT, AT THE REQUEST OF GREG BONE ON JULY 23, 2015.

Wm. E. Touchon 07-23-2015
WM. E. TOUCHON P.L.S. 4845 DATE



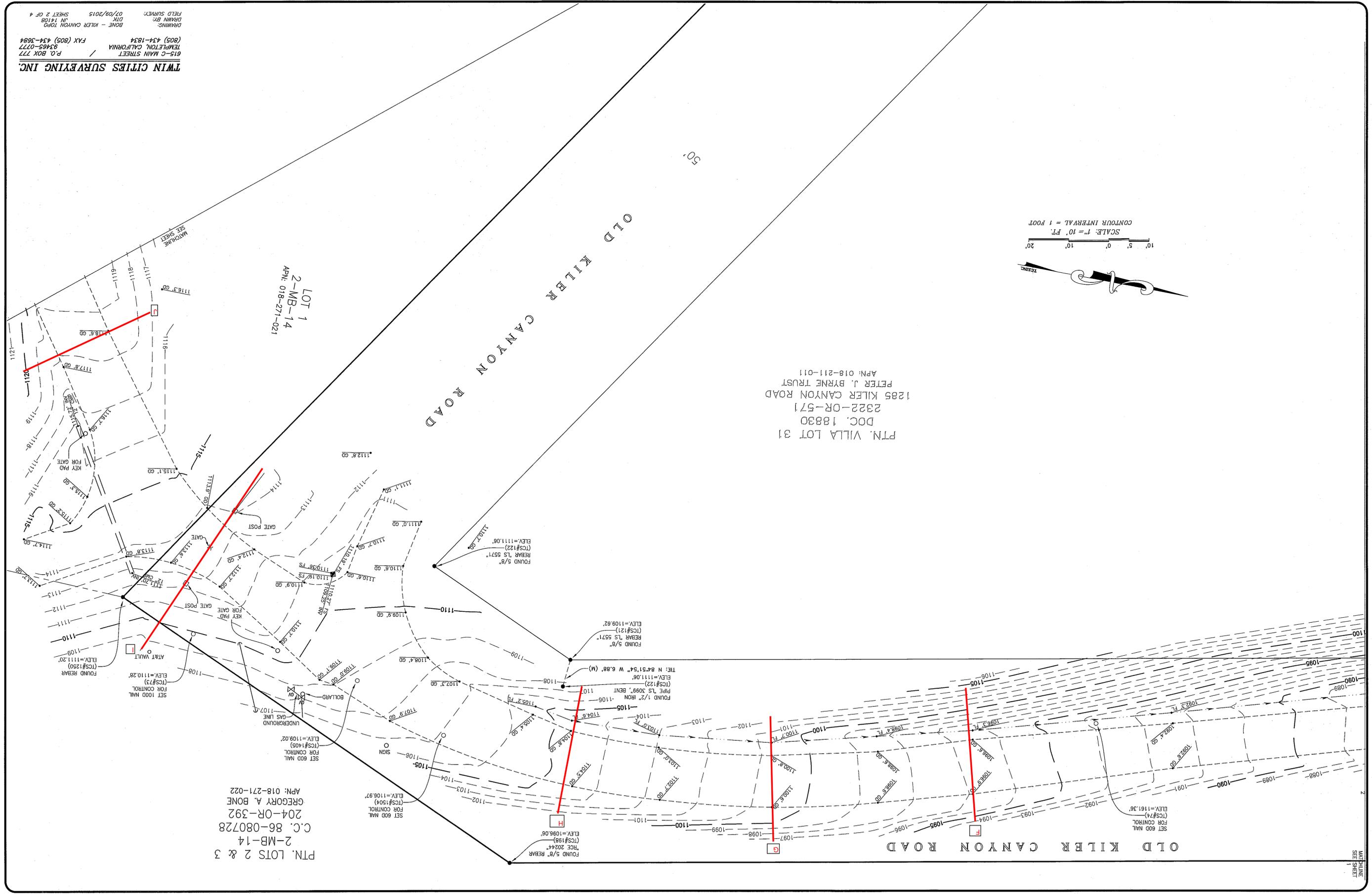
TWIN CITIES SURVEYING INC.
 615-C MAIN STREET
 TEMPLETON, CALIFORNIA
 93465-0777
 FAX (909) 434-3684
 (909) 434-1834
 DRAWING: BONE - KILLER CANYON TRUST
 DTM: 14108
 SHEET 2 OF 4
 FIELD SURVEY: 07/09/2015



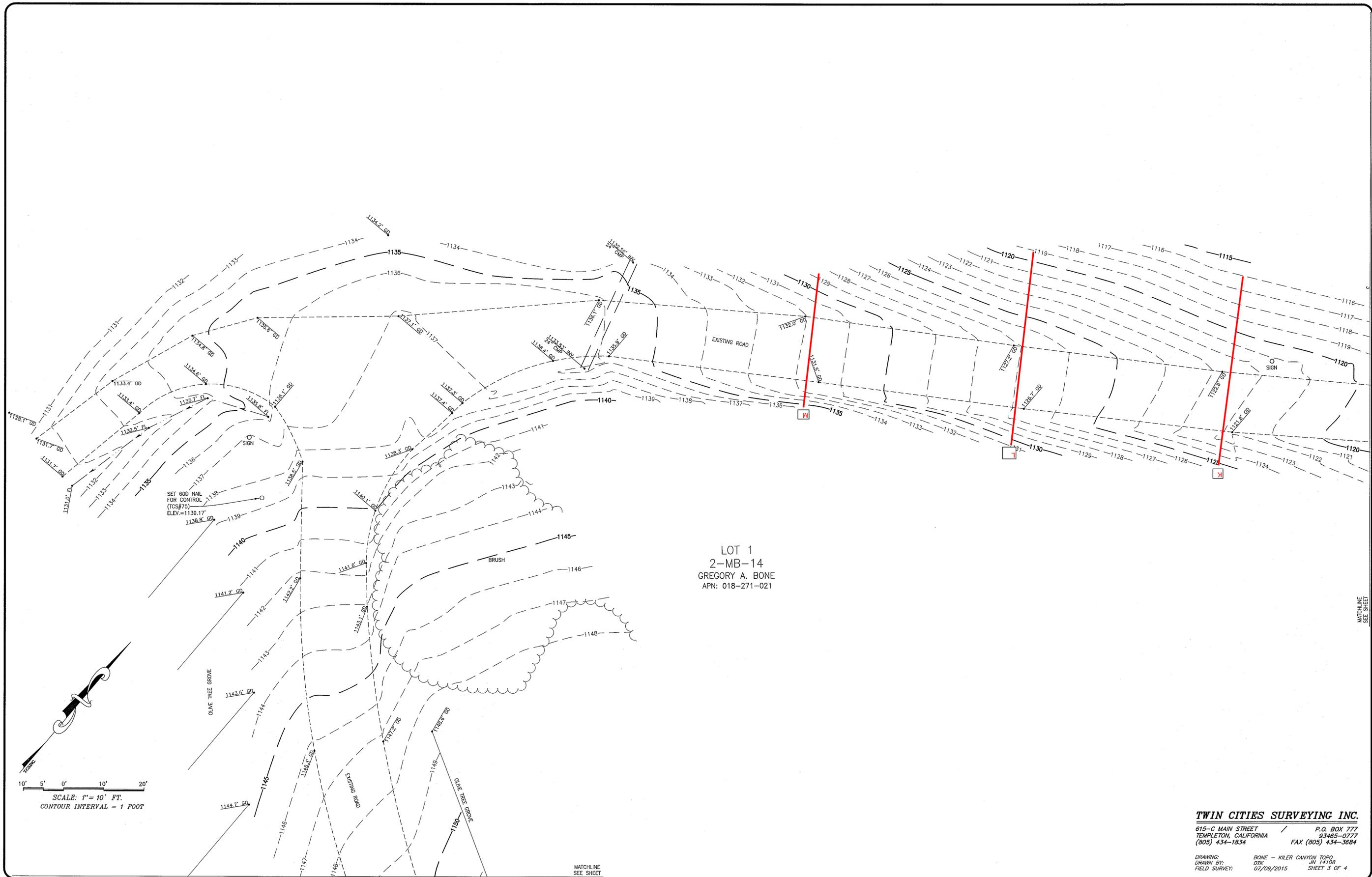
PTN. VILLA LOT 31
 DOC. 18830
 2322-OR-571
 1285 KILLER CANYON ROAD
 PETER J. BYRNE TRUST
 APN: 018-211-011

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 2-MB-14
 APN: 018-271-021

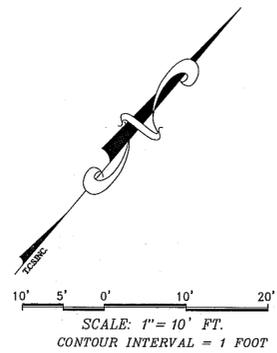
PTN. LOTS 2 & 3
 2-MB-14
 C.C. 86-080728
 204-OR-392
 GREGORY A. BONE
 APN: 018-271-022



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LOT 1
 2-MB-14
 GREGORY A. BONE
 APN: 018-271-021



TWIN CITIES SURVEYING INC.
 615-C MAIN STREET / P.O. BOX 777
 TEMPLETON, CALIFORNIA 93465-0777
 (805) 434-1834 FAX (805) 434-3684

DRAWING: BONE - KILER CANYON TOPO
 DRAWN BY: DTK JUN 14 2008
 FIELD SURVEY: 07/09/2015 SHEET 3 OF 4

MATCHLINE
 SEE SHEET

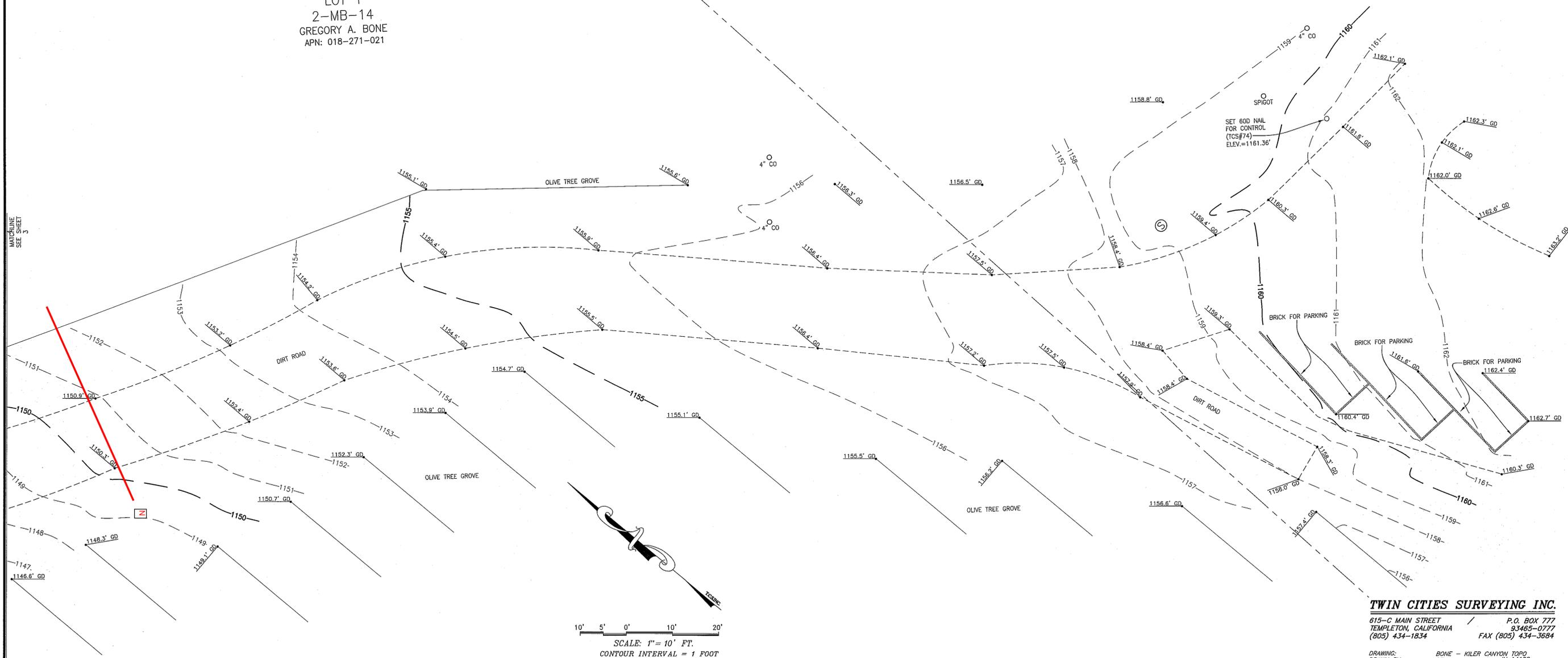
MATCHLINE
 SEE SHEET

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LOT 1
2-MB-14
GREGORY A. BONE
APN: 018-271-021

PTN. LOTS 2 & 3
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C.C. 86-080728
204-OR-392
GREGORY A. BONE
APN: 018-271-022

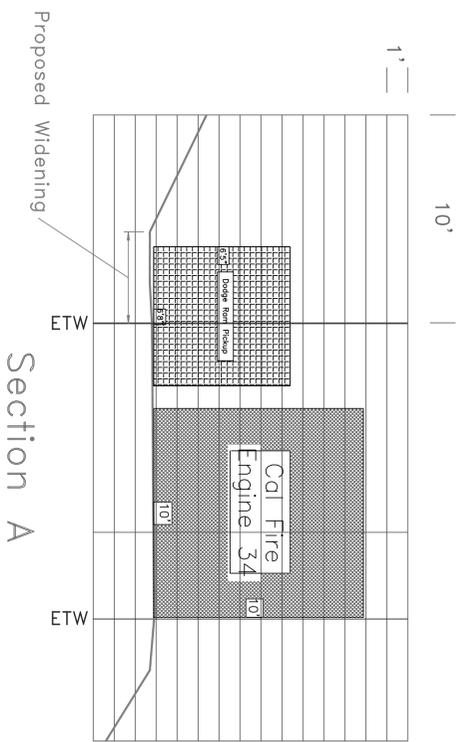
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SEE SHEET
3



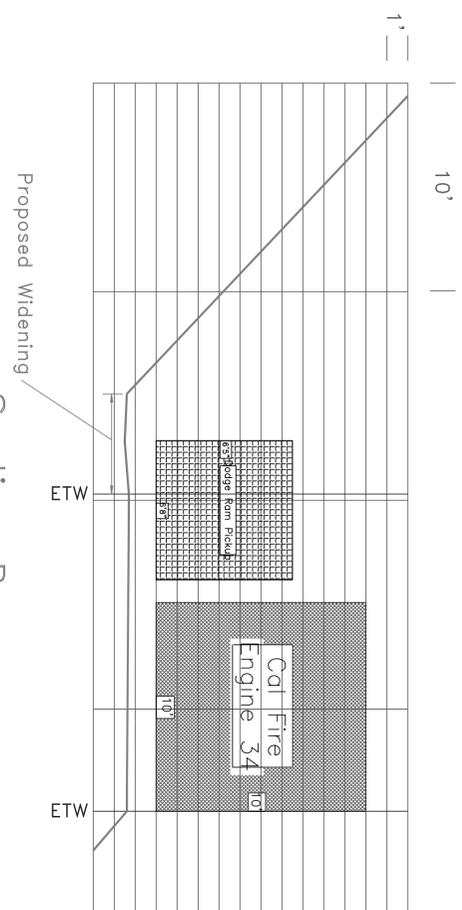
TWIN CITIES SURVEYING INC.
 615-C MAIN STREET / P.O. BOX 777
 TEMPLETON, CALIFORNIA 93465-0777
 (805) 434-1834 FAX (805) 434-3684

DRAWING: BONE - KILER CANYON TOPO
 DRAWN BY: DTR JUN 14 2009
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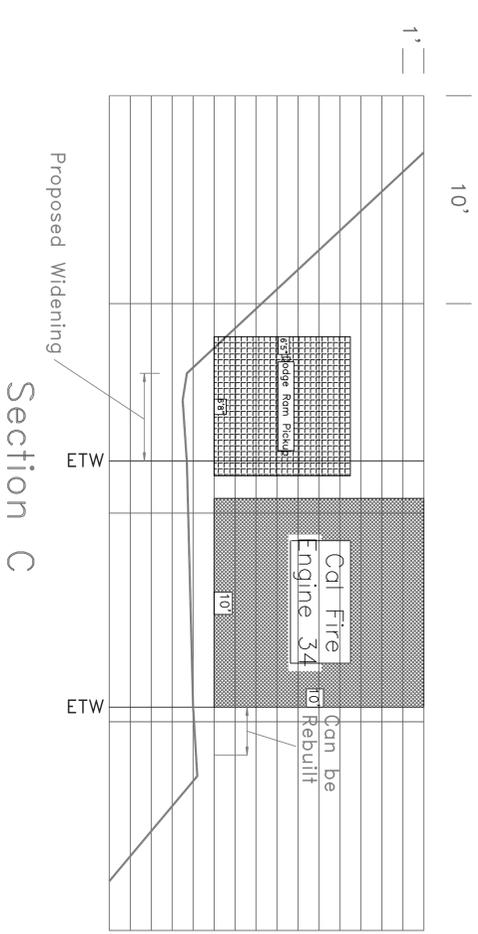
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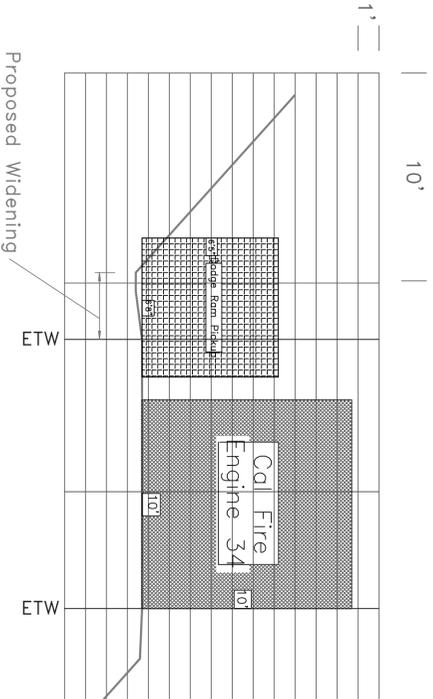
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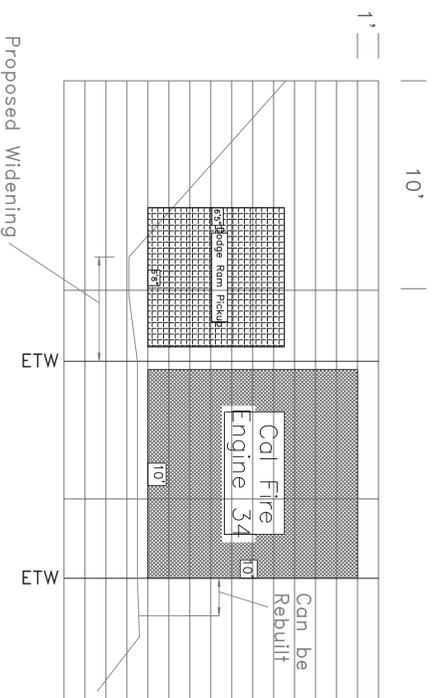
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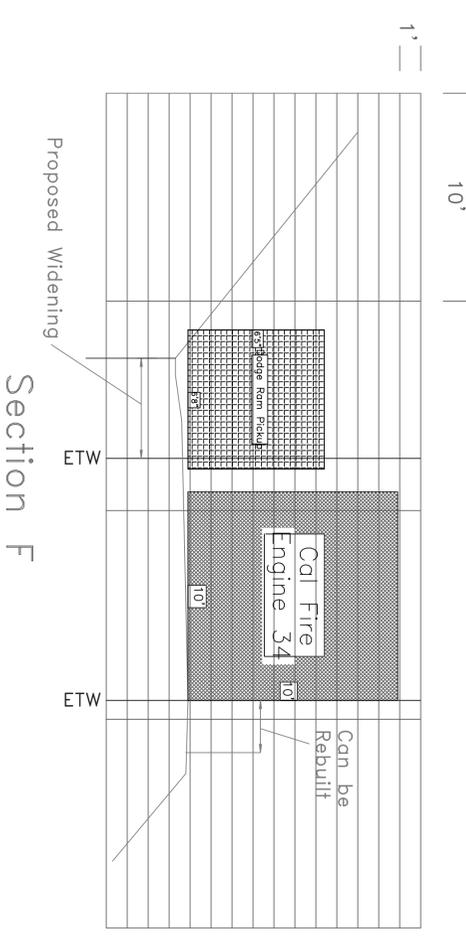
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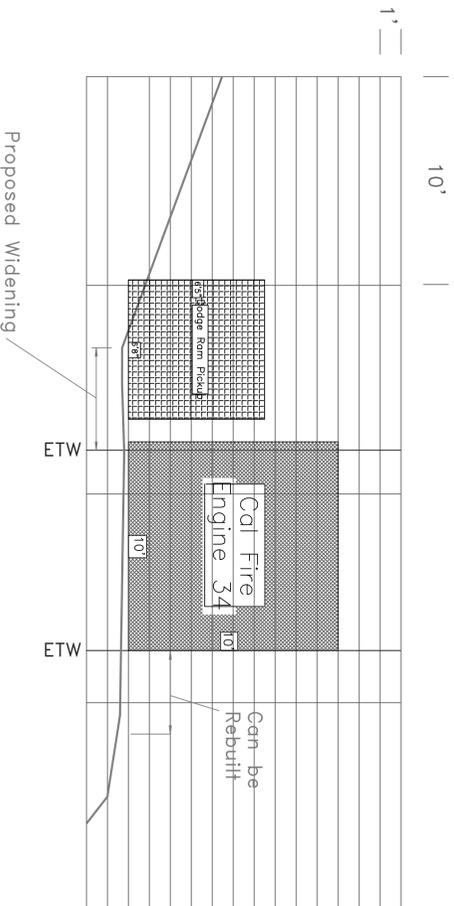
Section D



Section E



Section F



Section G

1" = 4' H&V

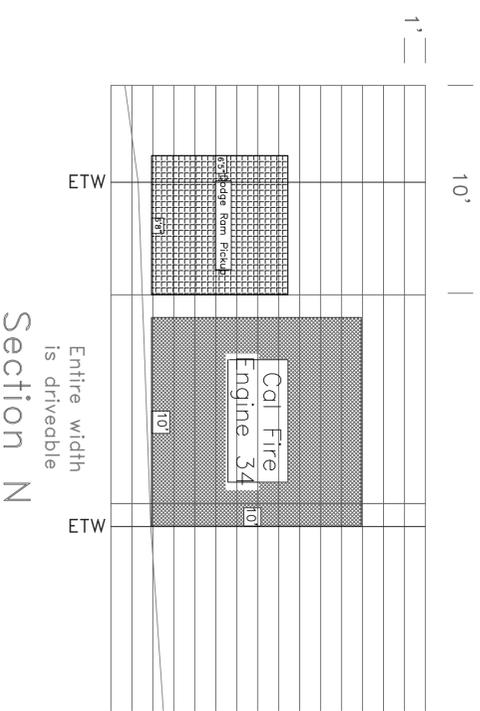
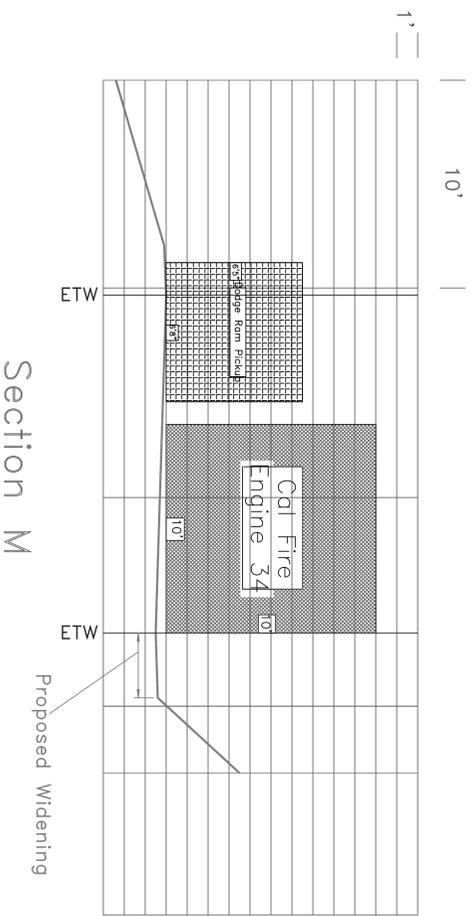
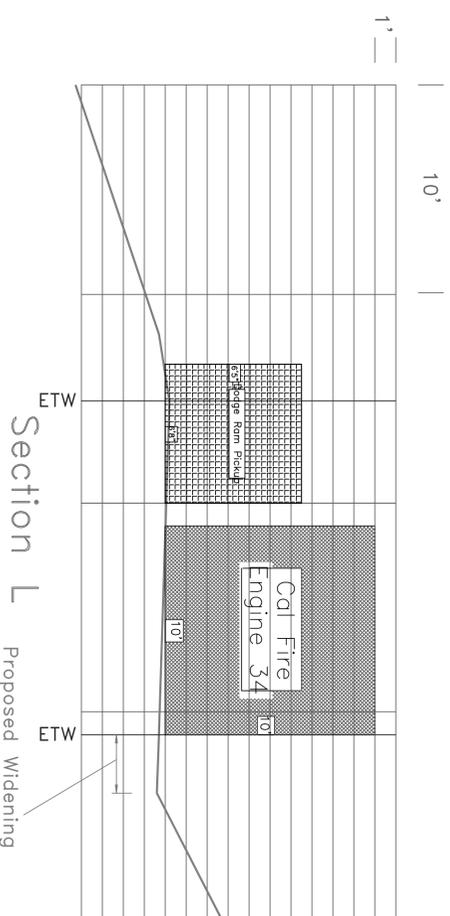
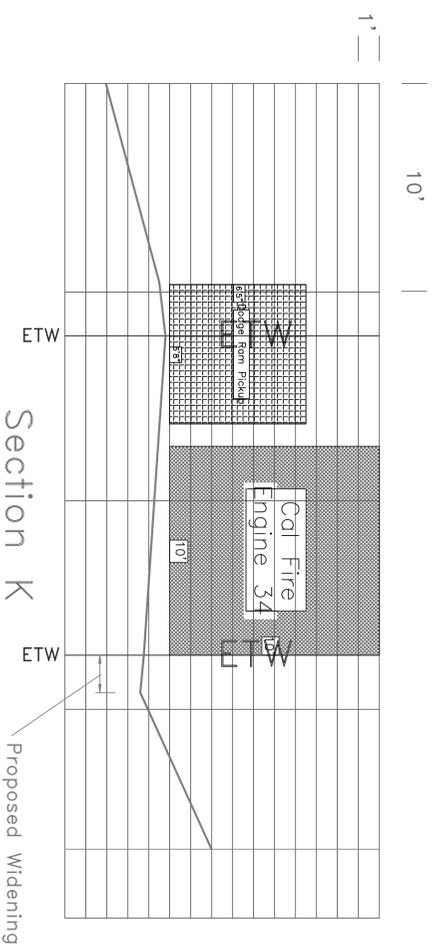
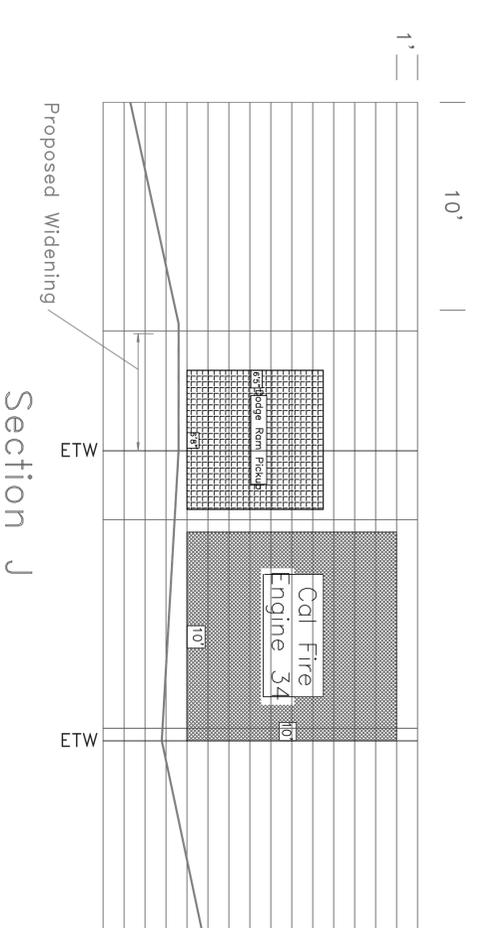
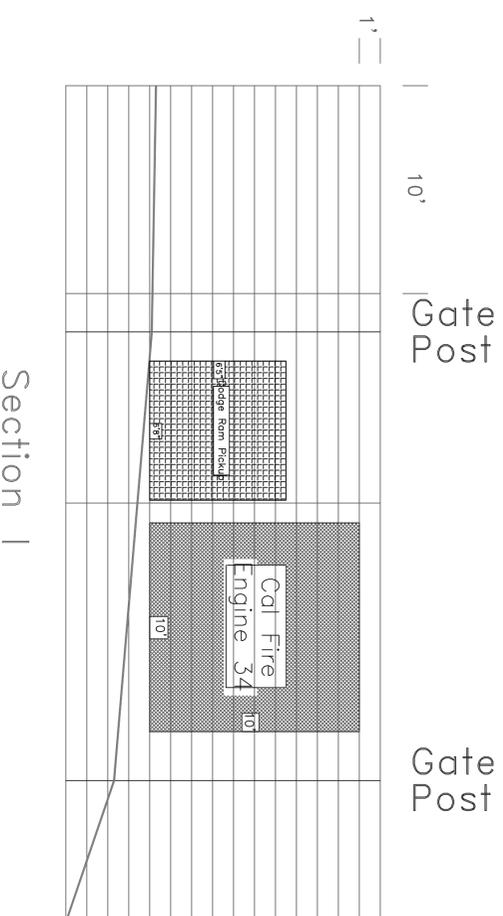
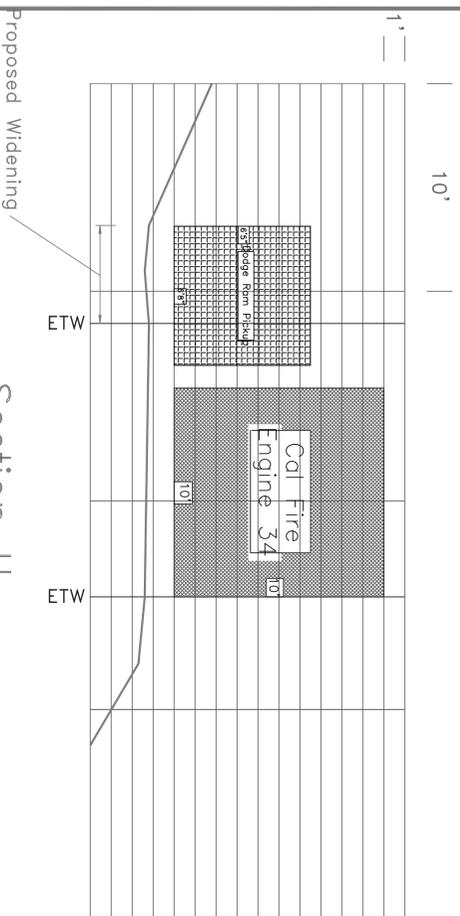
Old Kiler Canyon Road
Existing Cross Sections
Kiler Ridge Olive Farm
11111 Kiler Canyon Rd



July 29, 2015

Keith V. Crowe
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1" = 4' H&V

Old Kiler Canyon Road
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