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Request for an Exception to the Napa
County Road and Street Standards
prepared by RSA+ dated April 30, 2026

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#4119046.0
 April 30, 2026

County of Napa
 Planning, Building, & Environmental Services
 1195 Third Street, Suite 210
 Napa, CA 94559

RE: Paloma Vineyards – Winery Use Permit Modification
 Preliminary Exception Request to Road and Street Standards for Existing Driveway Entrance
 APN: 022-150-008-000

To Whom It May Concern:

This letter addresses the driveway exception request for the Paloma Vineyards Use Permit Modification Application. It specifically evaluates the proposed improvements to the existing driveway and the current site constraints along the existing shared driveway.

The proposed winery is accessed via an existing driveway that extends from Spring Mountain Road. The existing driveway currently serves a residence and winery buildings, including production facilities. In addition to providing access to Paloma Vineyards, this driveway also serves an adjacent property in Sonoma County. The driveway passes through a portion of this adjacent parcel on an existing easement to access Paloma Vineyards.

Section 3(d) of the Napa County Road and Street Standards (the “Standards”) allows for an exception to the Standards to be made if one or more of the following findings can be made:

- i. The exception will preserve unique features of the natural environment which includes, but is not limited to, natural water courses, steep slopes, geological features, heritage oak trees, or other trees of least six inches in diameter at breast height and found by the decision-maker to be of significant importance, but does not include human altered environmental features such as vineyards and ornamental or decorative landscaping, or artificial features such as, rock walls, fences or the like;
- ii. The exception is necessary to accommodate physical site limitations such as grade differentials; and/or
- iii. The exception is necessary to accommodate other limiting factors such as recorded historical sites or legal constraints.

The below provides an explanation of the Project’s compliance with the standards for an exception as to each identified component of the road.

Exception 1 –Gate Width 1+11

The Standards requires a 22-foot-wide gate for commercial driveways. Widening the gate is substantially constrained by the existing slopes to the southwest. The applicant seeks an exception from this requirement for the gate entrance at Station 1+11. The gate location is constrained by physical site limitations, which requires an exception to this requirement. Modifying the grading to widen the gate to 22-feet in this location would substantially impact the stability of the steep slopes

to the north of the driveway and gate that lie between Spring Mountain Road and the Paloma Driveway. This exception accommodates the physical site limitations of the existing driveway corridor and gate width by preserving the existing steep slopes at this location. The proposed gate will provide an additional 6-feet of clear width relative to the existing gate, for a width of 20 feet. Additional turnout space is also provided on the southeast side of the entrance.

This exception also meets the “same practical effect” standard required by the Standards. The County applies the “same practical effect” standard to allow exceptions where they “provide the same overall practical effect as the SRA Fire Safe Regulations towards providing defensible space.” (Standards, Section 3(d).) The “same practical effect” means an exception or alternative with the capability of applying accepted wildland fire suppression strategies and tactics, and provisions for fire fighter safety, including, but not limited to: (a) Access for emergency wildland fire equipment, (b) Safe civilian evacuation, (c) Signing that avoids delays in emergency equipment response, (d) Available and accessible water to effectively attack wildfire or defend a structure from wildfire, and (e) Fuel modification sufficient for civilian and fire fighter safety. This exception also meets the “same practical effect” as follows:

a) Access for emergency wildland fire equipment;

The design will meet Section A by providing adequate turnout space for vehicles on the southeast side of the gate. Use Permit Plans show that a Type 1 Fire Engine can enter and circulate through the site driveway.

b) Safe civilian evacuation;

Adequate turnout space is proposed for vehicles leaving the site to turnout and to let emergency vehicles into the site. The widening uphill of the gate is intervisible with the entrance gate, and adequate width exists on the southeast side to allow for emergency vehicle ingress/egress.

c) Signing that avoids delays in emergency equipment response;

To meet Section C, signage will be provided at Station 3+00 to advise drivers to yield to emergency vehicles.

d) Available and accessible water to effectively attack wildfire or defend a structure from wildfire;

Dedicated fire water within tanks is provided at the winery.

e) Fuel modification sufficient for civilian and firefighter safety.

Fuel in the area will be removed per CalFire requirements. This includes defensible space in the vicinity of the driveway.

Exception 2 – Driveway Width 1+10 to 3+00

The Standards requires a 20-foot-wide road width for commercial driveways. The applicant requests an exception from this standard to widen the existing driveway to 14 feet by converting the rock lined swale into a drivable swale. Widening here is impractical due to physical site limitations, and the presence of unique features of the natural environment. This exception is required due to physical site limitations because of the steep slopes adjacent to the driveway which do not allow for widening to the standard of 20 feet. In addition, the unique feature of the natural environment present which constrains widening is a large white oak tree (greater than 6-inch dbh). Widening is intervisible at both ends of this section at roughly STA 0+80 and 3+30 to facilitate the fire truck turn movement.

This exception also meets the “same practical effect” standard as follows:

a) Access for emergency wildland fire equipment;

The widening locations will allow vehicles to pull out of the travel way and allow emergency vehicles to continue.

Vehicle tracking for the Type 1 Fire engine has been shown on the Use Permit Plans, which shows that it can traverse the site driveway within the existing roadway limits.

The new drive widening turnout at Sta. 1+00 will provide a safe intervisible turnout location for this driveway segment and help facilitate the fire truck movement through the existing entrance gate off of Spring Mountain Road.

b) Safe Civilian Evacuation.

The sections of driveway widening will be intervisible with each other and should allow civilians to utilize turnouts as needed to allow emergency vehicles ingress/egress.

c) Signing that avoids delays in emergency equipment response;

To meet Section C, signage will be provided at Station 3+00 to advise drivers to yield to emergency vehicles.

d) Available and accessible water to effectively attack wildfire or defend a structure from wildfire;

Dedicated fire water within tanks is provided at the winery.

f) Fuel modification sufficient for civilian and firefighter safety.

Fuel in the area will be removed per CalFire requirements. This includes defensible space in the vicinity of the project driveway.

Exception 3 – Driveway Width 6+20 to 9+50

The Standards requires a 20-foot-wide road width for commercial driveways. The applicant requests an exception from this standard to widen the existing driveway to 14 feet by converting the rocklined swale into a drivable swale. Widening is impractical for the existing driveway along this segment due to physical site limitations from the existing steep slopes adjacent to the driveway. The exception is required to accommodate the steep naturalized slopes in this area. Excavation of steep uphill slopes or construction of tall downhill fills and/or retaining structures would impact large areas of steep slopes. There is also potential for geotechnical concerns in these areas. Widened sections are intervisible at both ends of this section at roughly STA 6+00 and 9+20 to facilitate the fire truck turn movement.

This exception also meets the “same practical effect” standard as follows:

a) Access for emergency wildland fire equipment;

The widening locations on either side of this section will allow vehicles to pull out of the travel way and allow emergency vehicles to continue.

Vehicle tracking for the Type 1 Fire engine has been shown on the Use Permit Plans, which shows that it can traverse the site driveway within the existing roadway limits.

b) Safe Civilian Evacuation.

The sections of driveway widening will be intervisible with each other and will allow civilians to utilize turnouts as needed to allow emergency vehicles ingress/egress.

- c) Signing that avoids delays in emergency equipment response;

To meet Section C, signage will be provided at Station 9+00 to advise drivers to yield to emergency vehicles.

- d) Available and accessible water to effectively attack wildfire or defend a structure from wildfire;
Dedicated fire water within tanks is provided at the winery.

- g) Fuel modification sufficient for civilian and firefighter safety.

Fuel in the area will be removed per CalFire requirements. This includes defensible space in the vicinity of the project driveway.

Exception 4 – Driveway Width 11+90 to 17+00

The Standards requires a 20-foot-wide road width for commercial driveways. The applicant requests an exception to this standard. Widening is impractical for the existing driveway along this segment due to the physical site limitations, and unique features of the natural environment adjacent to the driveway, as well as legal constraints. The project proposes intervisible turnout locations in areas where the topography is suitable for driveway widening. These turnouts will be located at Stations 12+00, 14+20, and 16+20. It is also proposed to widen the driveway at STA 17+00 to facilitate the fire truck turn movement into the Paloma Vineyards property. Below details each basis for the exception:

- Physical site limitations: the existing steep slopes along this area of the driveway limits the ability to widen it in a way that does not risk impacting the stability of the slope.
- Unique features of the natural environment: there are at least three large trees (greater than 6-inch dbh) directly adjacent to this section of the driveway that limit the widening potential.
- Legal constraints: this section of the driveway is limited by an existing 20-foot easement that traverses into Sonoma County on the neighbor's private property. The grantor of the easement has agreed to limited widening and turnouts, but will not otherwise agree to expand the easement area. (See attached April 27 letter from Sam Baxter, the property owner underlying the easement, 4007 Spring Mountain Road.)

This exception also meets the "same practical effect" standard as follows:

- a) Access for emergency wildland fire equipment;

The turnout locations will allow vehicles to pull out of the travel way and allow emergency vehicles to continue.

Vehicle tracking for the Type 1 Fire engine has been shown on the Use Permit Plans, which shows that it can traverse the site driveway within the existing roadway limits.

The new drive widening turnout at Sta. 17+00 will provide for the fire truck movement through an improved entrance gate at Paloma Vineyards.

The additional turnouts for this driveway segment will be at intervisible locations and help facilitate safe ingress/egress.

b) Safe Civilian Evacuation.

The new drive turnouts will be intervisible with each other and should allow civilians to utilize turnouts as needed to allow emergency vehicles ingress/egress.

c) Signing that avoids delays in emergency equipment response;

To meet Section C, signage will be provided at the turnout at Station 16+00 to advise drivers to yield to emergency vehicles.

d) Available and accessible water to effectively attack wildfire or defend a structure from wildfire;

Dedicated fire water within tanks is provided at the winery.

g) Fuel modification sufficient for civilian and firefighter safety.

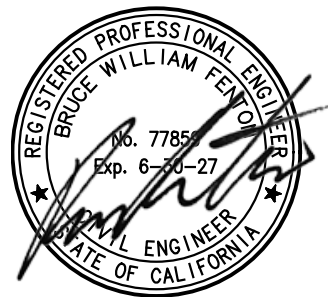
To meet Section C, signage will be provided at the turnout at Station 16+00 to advise drivers to yield to emergency vehicles.

If you have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Bruce Fenton PE, MBA
Project Manager

BWF/bs
Encl: April 27, 2026 Letter from Sam Baxter



Spring Summit Ranch, LLC

April 27, 2026

Sheldon Richards

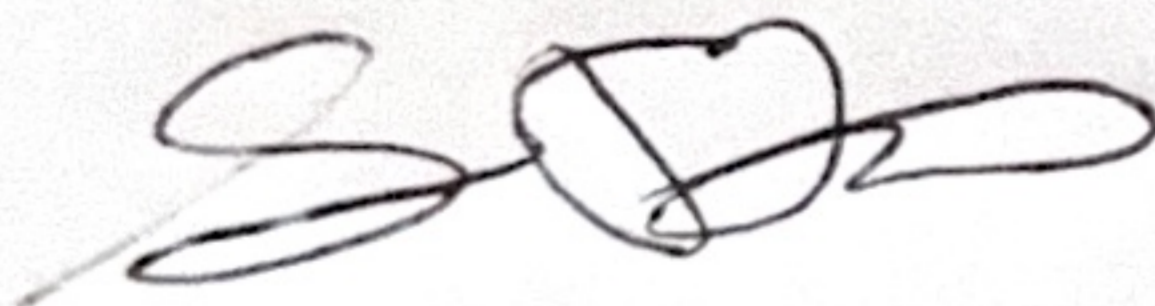
Paloma Vineyard

4013 Spring Mountain Road

Dear Sheldon,

In going back over the 2014 easement agreement prepared by Freidermann Goldberg LLP for you and my predecessor in interest, and after consulting with my attorney, the easement is clear that you don't have a right to expand your Access Easement over my property without my written consent. I will allow you to expand the proposed pullouts and make minor adjustments to the road which are outside of the easement area as we discussed. Otherwise, the parameters of the easement are legally established, and I do not wish to expand or change its terms at this time. After your project is approved, and I hope and trust it will be, we can discuss changes to the road further in terms of writing it up formally.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Baxter', with a stylized flourish at the end.

Sam Baxter

Spring Summit Ranch, LLC

4007 Spring Mountain Road