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History of the Definition of “Access” for Commercial Projects within the Napa County Road and Street Standards

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1. Adopted April 27, 1971
2. Revised May 10, 1977
3. Revised August 18, 1987
4. Revised June 5, 1990 – Ordinance 854
 - Pg 14 - Definitions (c) “Approved access means right of vehicular travel to a public street, as shown on the final subdivision map or final parcel map and as approved by the Director of Public Works.”
5. Revised August 2, 1999 – Ordinance 1160
 - Section 12. COMMERCIAL AND INDUSTRIAL DRIVEWAYS - As part of a new commercial or industrial use or improvements to an existing commercial or industrial building requiring a building permit, property owner shall provide a min. 18' wide driveway from the publicly maintained road to the improved structure. See detail C-7, Common Drive, for cross-section information. See detail D-5 and P-4 for urban driveways and detail P-2 for rural driveways.
6. Revised August 31, 2004 – Resolution 04-150
 - Section 12. COMMERCIAL, INDUSTRIAL AND NON-RESIDENTIAL DRIVEWAYS - As part of a new commercial, industrial, and non-residential (excluding Group U as defined by the California Building Code) use or improvements to an existing commercial, industrial or non-residential building requiring a building permit, property owner shall provide a min. 18' wide driveway from the publicly maintained road to the improved structure. See detail C-7, Common Drive, for cross-section information. See detail D-5 and P-4 for urban driveways and detail P-2 for rural driveways.
7. Revised November 21, 2006 – Resolution 2011-95
 - Section 13. COMMERCIAL, INDUSTRIAL AND NON-RESIDENTIAL DRIVEWAYS - As part of a new commercial, industrial, and non-residential (excluding Group U as defined by the California Building Code) use or improvements to an existing commercial, industrial or non-residential building requiring a building permit, the developer shall provide a minimum 18' wide driveway from the publicly maintained road to the improved structure. See detail C-7, Common Drive, for cross-section information. See detail D-5 and P-4 for urban driveways and detail P-2 for rural driveways.
8. Revised August 9, 2011 – Resolution 2011-95
 - Section 13 remained unchanged.
9. Revised January 26, 2016 – Resolution 2016-06
 - Section 13 remained unchanged.
10. Revised June 7, 2016 – Resolution 2016-72
 - Section 13 remained unchanged.
11. Revised October 4, 2016 – Resolution 2016-131
 - Section 13 remained unchanged.
12. Revised November 22, 2016 – Resolution 2016-167
 - Section 13 remained unchanged.

13. Revised September 26, 2017 – Resolution 2017-156
 - Section 13. COMMERCIAL, INDUSTRIAL AND NON-RESIDENTIAL DRIVEWAYS - As part of a new commercial, industrial, and non-residential (excluding Group U as defined by the California Building Code) use or improvements to an existing commercial, industrial or non-residential building requiring a building permit, the developer shall provide a minimum 20 foot wide driveway from the publicly maintained road to the improved structure. See Detail C-7, Common Drive, for cross-section information. See Details D-5 and P-4 for urban driveways and Detail P-2 for rural driveways. As an alternative to meeting the common drive requirement the developer may provide a one-way loop road in accordance with these Standards and as approved by the County Engineer and Fire Marshal.
14. Revised April 23, 2019 – Resolution 2019-053
 - Section 13 remained unchanged.
15. Revised February 4, 2020 – Resolution 2020-12
 - Section 13. COMMERCIAL, INDUSTRIAL AND NON-RESIDENTIAL DRIVEWAYS - As part of a new commercial, industrial, and non-residential (excluding utility and miscellaneous Group U buildings) use or improvements to an existing commercial, industrial or non-residential building requiring a building permit, the developer shall provide a minimum 20 foot wide driveway with a minimum of one foot of shoulder on each side of the roadway from the nearest publicly maintained road to the improved structure. See Detail C-7, Common Drive, for cross-section information. See Details D-5 and P-4 for urban driveways and Detail P-2 for rural driveways. As an alternative to meeting the common drive requirement the developer may provide a one-way loop road in accordance with these Standards and as approved by the County Engineer and Fire Marshal.
16. Revised January 1, 2021 – Resolution 2020-133
 - Section 13. COMMERCIAL, INDUSTRIAL AND NON-RESIDENTIAL DRIVEWAYS - As part of a new commercial, industrial, and non-residential (excluding Group U as defined by the California Building Code) use or improvements to an existing commercial, industrial or non-residential building requiring a building permit, the developer shall provide a minimum 20 foot wide driveway with a minimum of one foot of shoulder on each side of the roadway from the nearest publicly maintained road to the improved structure. See Detail C-7, Common Drive, for cross-section information. See Details D-5 and P-4 for urban driveways and Detail P-2 for rural driveways. As an alternative to meeting the common drive requirement the developer may provide a one-way loop road in accordance with these Standards and as approved by the County Engineer and Fire Marshal.
17. Revised April 18, 2023 – Resolution 2023-59
 - Section 4 – Definitions
 - ‘Access’ – The vehicular route from the nearest publicly maintained Road to Building construction.
 - Section 13. COMMERCIAL, INDUSTRIAL AND NON-RESIDENTIAL ROADS - As part of a new commercial, industrial, and non-residential (excluding Group U as defined by the California Building Code) use or improvements to an existing commercial, industrial or

non-residential building requiring a building permit, the developer shall provide a minimum 20 foot wide Road with a minimum of one foot of shoulder on each side of the roadway from the nearest publicly maintained road to the improved structure. See Detail C-7, Common Drive, for cross-section information. See Details D-5 and P-4 for urban driveways and Detail P-2 for rural driveways. As an alternative to meeting the Road requirement the developer may provide a one-way loop road in accordance with these Standards and as approved by the County Engineer and Fire Marshal.