



A Tradition of Stewardship
A Commitment to Service

Department of Public Works

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Donald G. Ridenhour, P.E.
Director

MEMORANDUM

To: Christopher Cahill – CDPD	From: Nate Galambos – PW
Date: February 16, 2010	Re: Napa Commerce Center Driveway Access to Airport Boulevard

In a letter addressed to the applicant from the Department of Public Works (PW) dated January 19, 2010, PW conveyed their opposition to Napa Commerce Center’s proposed driveway access on Airport Boulevard for right turn traffic movements. PW’s opined that the proposed driveway was inconsistent with the intent of the Airport Industrial Area Specific Plan which states in Section VI Circulation Element (D)(2),

“... No direct access to local properties should be permitted from Airport Road. These properties should be accessed from new collector streets which intersect with Airport Road....”

In reviewing the applicants revised Traffic Impact Analysis (TIA) and taking into account particular unique circumstances associated with this project, PW is revising their opinion of the Napa Commerce Center’s proposed driveway access to Airport Boulevard.

As indicated in the project TIA project description, the parcel is divided into two development areas by an existing natural drainage way. The northern portion of the Napa Commerce Center Project (Project) is adjacent to Airport Boulevard and has approximately 450 feet of frontage on Devlin Road as it extends south from Airport Blvd. The access driveway for the northern portion is located immediately across from the access drive of the Greenwood Commerce center creating a driveway type intersection which supports left turn movements from Devlin Road. This is the only ingress/egress to the northern portion of the Project which provides approximately 380 parking spaces serving five buildings with office type uses. Inclusion of an access driveway from Airport Blvd. improves the overall access to the project area including emergency related responses to the project site.

The TIA also implies that inclusion of the access driveway on Airport Blvd. improves the function of the Devlin Road/Airport Blvd. intersection during PM peak hours and provides queuing on site. The location of the proposed driveway access on Airport Blvd is approximately 900 feet west of Highway 29/12/Airport Blvd. intersection, which is beyond the projected queuing length of 569-feet for PM peak hour traffic and provides enough distance to allow traffic to access the existing left, through and right turn lanes. Additionally, the location of the driveway is sufficient distance from Airport Blvd. to be virtually unaffected by the future improvements to Highway 29/12/Airport Blvd. intersection planned by Caltrans.

Additionally, consideration was given to addressing project circulation needs by incorporating an internal connection between the northern and southern portions of the site, such as with a bridge over the natural drainage way. The analysis showed that such a connection were provided, it would actually encourage more of the site's traffic to use the northerly site entrance on Devlin than would be the case without it. This would actually exacerbate the adverse effect on the Devlin/Airport Blvd. intersection.

Because of these unique circumstances associated with this project, inferior alternatives and the apparent improved operation of the Devlin Road/Airport Blvd intersection, Public Works supports the inclusion of a right turn only limited access driveway on Airport Blvd.