



Agenda Date: 6/6/2006  
Agenda Placement: 6U

## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors  
**FROM:** Michael Stoltz for Robert Peterson - Director  
Public Works  
**REPORT BY:** Larry Bogner, Civil Engineer, 253-4351  
**SUBJECT:** Summary abandonment of a portion of Devlin Road

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### **RECOMMENDATION**

Director of Public Works requests adoption of a resolution summarily vacating a portion of right-of-way of Devlin Road in the Napa Airport Specific Plan Area.

### **EXECUTIVE SUMMARY**

The requested action will abandon a piece of road right-of-way that is unnecessary for current or future road purposes.

### **FISCAL IMPACT**

Is there a Fiscal Impact?                      No

### **ENVIRONMENTAL IMPACT**

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

### **BACKGROUND AND DISCUSSION**

The Barrel Ten Quarter Land Company recorded a Final Map in the Napa Airport Industrial area in February, 1999. The map was titled "Unit 2 of the Napa Airport Centre". At that time the subdivider elected to post bonds to guarantee the construction of the public road and storm drainage improvements. The County has extended the

completion date of the improvements several times at the request of the subdivider. In addition, the subdivider augmented the original bonds to reflect current costs of construction.

These road and drainage improvements include approximately 1800 lineal feet of Devlin Road. Currently this section of Devlin Road terminates at both the northern and southern extremities with dead-ends. Eventually road section will connect with other segments of Devlin Road creating a continual road extending the full length of the area.

Recently the subdivider began construction of the Devlin Road improvements north of Airpark Road to provide access to its proposed wine warehouse and truck storage yard. The original subdivision included the dedication of right-of-way necessary for an industrial cul-de-sac at the northern terminus of the portion of Devlin Road fronting their subdivision. The intent was to provide the right-of-way necessary for a temporary cul-de-sac bulb until Devlin Road was extended south from Airport Boulevard to connect with the subject section of Devlin Road. Upon connection of Devlin Road, the County planned on abandoning the portion of the cul-de-sac bulb outside of the Devlin Road ultimate right-of-way.

The subdivider has requested the County to abandon this portion of the right-of-way now because it is proposing an alternate turn around facility that is located within Devlin Road's ultimate right-of-way width. The subdivider shall construct a hammerhead type turnaround in the same general location as the cul-de-sac bulb at the north end of the road fronting their subdivision to facilitate emergency response vehicles turning around at that location.

Staff has reviewed the current and expected traffic demand for the subject piece of Devlin Road after the opening of the proposed warehouse and storage yard, and believes that the proposed turn around shall meet the traffic needs of the area. There is currently sufficient signage on Airpark Road advising drivers that there is no outlet. Staff has not observed any traffic flow difficulties or heard of any complaints indicating a specific need for the cul-de-sac bulb.

Staff opines there is not a necessity for the cul-de-sac bulb since the subdivider shall install an alternate turn around facility. Staff recommends abandonment of the excess right-of-way that encompasses the cul-de-sac bulb outside of the Devlin Road ultimate right-of-way width.

## **SUPPORTING DOCUMENTS**

A . Resolution

CEO Recommendation: Approve

Reviewed By: Andrew Carey