

Circulation Element Committee
West Side Connector Questions and Answers
March 24, 2021

1. How were the Start and End points chosen?

The West Side Connector goal is to identify a feasible roadway alignment to connect the new Devlin Road/ Green Island Road intersection to Eucalyptus Drive. The north “Starting Point” is the new Devlin Road/Green Island Road intersection.

The intent was to have a common “End Point” for all the alternatives. The “fairest” common endpoint is approximately half way between Wetlands Edge and Broadway. There is also an argument to simply end each alternative at the point it intersects Eucalyptus Drive. Staff is open to either “End Point” solution.

2. What’s the timeframe to build the West Side Connector?

The timeframe to build the West Side Connector depends on many factors (as implied by the decision criteria). The City Council’s direction favors an alternative that can be implemented relatively easily, thus faster (i.e.: in the next 5 years).

3. Won’t Alternative 1b and 2a will be built anyway?

At this time, we are starting a “clean slate” discussion of which roads should connect the new Devlin Road/Green Island Road intersection to Eucalyptus Drive. Any “new roadways” shown on the Alternative list must be adopted into the General Plan Circulation Element. Therefore, there is no decision at this time to build Alternative 1b, 2a or any other new roadway Alternative.

4. Has Rick Hess has offered roadway right-of-way (ROW) for the extension of Hess Road to Commerce Court?

Staff has not conducted research to determine whether the ROW to extend Hess Road to Commerce Court has been granted to the City. If the property has not been granted, staff would need to contact the current property owner. Legal ROW acquisition processes can be complicated, but essentially, the City is required to pay fair market value for ROW acquisition.

5. Will Alternative 3a be less expensive if the Oat Hill Residential project builds the missing Napa Junction Road segment?

The Oat Hill project, if approved, would be required to construct the missing link of Napa Junction Road. The Oat Hill developer is entitled to have a portion of their road construction costs reimbursed by the City. The amount of reimbursement is based on the proportion of Oat Hill project vehicles that use the road compared to all vehicles that use the road (i.e.: a “fair share”) cost. While a fair share cost for Oat Hill has not been calculated, it is reasonable to assume that the City would reimburse the developer a large percentage of the Napa Junction Road cost.

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6. Will there be a roundabout at Theresa and Eucalyptus?

A roundabout at Theresa and Eucalyptus was proposed approximately 15 years ago. Those plans show the roundabout would need a lot more ROW acquisition than an improved conventional 4-way stop intersection (like today). A decision whether to construct a roundabout or conventional 4-way intersection will be made at the time Eucalyptus Drive is extended from Theresa east to Broadway.

7. Could the West Side Connector “connect” with Hannah Drive?

Unfortunately, a connector roadway between Hannah Drive and Eucalyptus is obstructed by the Hannah Warehouses and a very steep hill to the south. The Hannah Warehouses are occupied by very active wine logistics and bottling businesses with many large trucks parking, loading, etc. There is no feasible place for a public roadway connection and “West Side Connector” traffic would severely impact trucking operations and safety. See attached photos of the Hannah Warehouse property.

8. Would there be any truck restrictions on the West Side Connector?

According to the California Vehicle Code, the City engineer may, based on roadway weight capacities (including bridges or other related facilities), recommend lower weight limits on certain roadways or portions of roadways. The City Council is required to approve the weight restriction by ordinance.

Apart from a specific weight restriction, the road itself can be designed to discourage truck traffic with road design measures i.e.: curves, turns.

9. Until the East Side Connector is built, would traffic on the West Side Connector include residents from the East Side?

The City Council has a high priority to construct an “East Side” Connector to relieve traffic on Broadway during peak periods and provide better roadway access to East Side residents. The East Side Connector would extend Newell Drive from its current terminus in Vintage Ranch to Broadway at Green Island Road. The Circulation system functions best when all connector roads are in place. We need for a West and East Side Connector to improve mobility for all residents and support decisions that expedite the roadway construction.