

Maxwell Bridge Replacement Project **GROWTH INDUCEMENT**

This discussion provides an analysis of potential growth inducement that might occur as a result of the Maxwell Bridge Replacement Project.

Project Description and Background

Working in conjunction with the ~~the~~ proposed Napa River Flood Reduction Project, Caltrans and the City of Napa are seeking to replace the existing Maxwell Bridge.

It is proposed to replace the existing Maxwell Bridge with a structure north of the existing alignment. The proposed project is a two-lane bridge replacement with a contribution from the City and County of Napa to widen the bridge to four lanes to provide for a painted median, shoulders and sidewalks in both directions. In order to accommodate navigation and to eliminate the need for a lift bridge, it is proposed to construct a fixed skyway bridge with a vertical clearance of 18.3 m. During construction one lane of traffic in each direction will be maintained on the existing structure. After the new structure is constructed, traffic will be redirected to the new structure and the existing structure will be removed. The new structure will provide a 14.4 m traveled way with 2.4 m outside shoulders. New approaches will be constructed to properly align with the new bridge.

The attached figure shows the regional location of the project. The project is located near the southern limits of the city on State Route 121.

The replacement of the existing Maxwell Bridge with a new two-lane structure has already been analyzed in the Napa River Flood Reduction Project Final SEIS/EIR (NRFRP FEIS/EIR), where it was found to be an environmentally-superior component of the Flood Reduction Project when compared to retention of the existing bridge. Impacts and required mitigation measures related to the two-lane bridge replacement are described in the NRFRP FEIS/EIR. This document considers additional impacts related to the widening of the bridge from two lanes to four lanes.

Impact Discussion

CEQA Guidelines Section 15216 (g) discusses growth-inducing impacts of proposed actions. Analysis under Section 15126 (g) considers whether a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly. The analysis also considers characteristics of the project that may encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively.

The proposed Maxwell Bridge replacement project does not include any changes in zoning or land use designations which would directly increase the potential for growth. The bridge will be widened from two lanes to four lanes, which could be a potential growth-inducing factor. The replacement of the bridge would provide additional roadway capacity, allowing the current four lanes of traffic leading up to the bridge to cross the

bridge without narrowing down to two lanes. The replacement of Maxwell Bridge with a wider, four-lane structure would improve traffic circulation over the Napa River at Imola Avenue.

The traffic study conducted for the proposed bridge replacement analyzes whether the Maxwell Bridge expansion would create a substantial amount of new growth or whether it is primarily a necessary improvement to regional circulation.

The study states that expansion of the Imola Avenue corridor to four lanes between Soscol Avenue and the S.R. 29 interchange will improve roadway circulation in the southern portion of the City of Napa, and will substantially improve conditions for through-traffic on S.R. 121. The two-lane Maxwell Bridge remains the last uncompleted piece of the planned four-lane Imola Avenue corridor in southern Napa. The Imola Avenue and Maxwell Bridge improvements do not create new access to undeveloped areas, as they have been components of the regional transportation network for decades.

The City of Napa's rural/urban limit line exists approximately one-half mile south of the Maxwell Bridge, with all properties in the vicinity of Imola Avenue and the bridge being within the City's urban boundary. Parcels on the west side of the Napa River in the study area are urbanized and primarily built-out. The Napa Valley College campus and a newer commercial development exist on the east side of the river near Soscol Avenue. A substantial amount of vacant land does exist between the Napa River and the occupied properties, though the entire area lies within the FEMA floodway boundary¹ and is unlikely to be developed. The only parcels anticipated to be served by Imola Avenue, either directly or by via a side street access, are those few infill parcels that remain along the corridor.

Because the expansion of the Maxwell Bridge will improve roadway circulation in the vicinity, but will not directly create new opportunities for growth or induce growth in the area, there are expected to be no significant growth-inducing impacts associated with the project.

Consequently, the replacement of the existing Maxwell Bridge to a wider, four-lane structure would not create any negative growth inducing effects.

¹ *Envision Napa 2020: City of Napa General Plan Background Report, September 1996*