REGULAR CITY COUNCIL AGENDA
City Hall - Council Chambers
4381 Broadway St., Suite 201, American Canyon
June 2, 2026
6:30 PM

Mayor: Pierre Washington
Vice Mayor: Mayor Mark Joseph
Councilmembers: Brando Cruz, Melissa Lamattina, David Oro

AMENDED AGENDA

This agenda has been amended to add attachments 12 and 13 to Business Item 18. Citywide Circulation.

6:00 P.M. CLOSED SESSION

The mayor will call the meeting to order and conduct roll call. Following public comment on Closed Session items, the Council will immediately convene in Closed Session.

CALL TO ORDER - CLOSED SESSION

ROLL CALL - CLOSED SESSION

PUBLIC COMMENT - CLOSED SESSION ITEMS

This time is reserved for members of the public to address the City Council on Closed Session Business items only. Oral comments must be made in person and are limited to three (3) minutes per speaker.

MEETING RECESSED TO CLOSED SESSION

The Council will reconvene in Open Session at 6:30 p.m. The Council may reconvene in Closed Session at the conclusion of the meeting, if necessary, to address any remaining items.

BUSINESS - CLOSED SESSION

1. **Conference with Legal Counsel – Anticipated Litigation. Authorized pursuant to Government Code Section 54956.9 (d)(2). One (1) Matter.**

6:30 P.M. OPEN SESSION

CALL TO ORDER - OPEN SESSION

PLEDGE OF ALLEGIANCE

ROLL CALL - OPEN SESSION

CLOSED SESSION REPORT OUT / CONFIRMATION OF REPORTABLE ACTION

PROCLAMATIONS AND PRESENTATIONS

2. **Proclamation: June 2026 as PRIDE Month**

3. **Proclamation: Juneteenth Independence Day**

4. **Presentation: American Canyon Annual Report from the City of Napa Housing Authority**

PUBLIC COMMENT - ITEMS NOT ON THE AGENDA

This time is reserved for members of the public to address the City Council on items not appearing on the agenda that are within the Council's jurisdiction. Comments are limited to three (3) minutes per speaker. Pursuant to the Brown Act, the City Council is generally prohibited from discussing or taking action on items not listed on the agenda.

AGENDA CHANGES

The City Council may change the order of the agenda or request discussion of an item on the Consent Calendar. Members of the public may request discussion of a Consent Calendar item during Public Comment.

CONSENT CALENDAR

5. **Minutes of May 19, 2026**
Recommendation: Approve the minutes of the Regular City Council meeting held May 19, 2026.

6. **Projects Funded by SB1/Road Maintenance and Rehabilitation Account (RMRA) for Fiscal Year 2026/27**
Recommendation: Adopt a Resolution approving a list of projects for Fiscal Year 2026/27 funded by SB1: The Road Repair and Accountability Act of 2017.

7. **Construction Contract Award for the Green Island Road Maintenance Project (PW26-0100)**
Recommendation: Adopt a Resolution awarding a construction contract to O.C. Jones & Sons, Inc. in the amount of $140,070 and authorizing the Public Works Director to approve Contract Change Orders in an aggregate amount not to exceed $220,000, in conjunction with the Green Island Road Maintenance Project (PW26-0100).

8. **Napa Pasture Protein Grazing Agreement Amendment No. 2**
Recommendation: Adopt a Resolution authorizing the City Manager to enter into Amendment No. 2 to Agreement No. 2024-71 with Napa Pasture Protein, increasing the contract amount $128,000, for a total amount not to exceed $364, 000 for Fiscal Year 26/27 citywide grazing.

9. **Janitorial Services Agreement**
Recommendation: Adopt a Resolution authorizing the City Manager to enter into an agreement with Karla's Janitorial & Suppliers LLC for janitorial services for a term of one (1) year with an option for the City Manager to extend for one (1) year for two (2) additional years.

10. **Calling the Municipal Election and Consolidating the Election with Napa County**

Recommendation: Adopt a Resolution calling and giving notice of a Municipal Election to be held in the City of American Canyon on November 3, 2026, and requesting consolidation of said election with the Statewide General Election and requesting election services from the County of Napa.

11. Measure M Initiative Petition - Certification of Sufficiency

Recommendation: Adopt a Resolution accepting the Clerks Certificate of Initiative Petition submitted by the Napa County Registrar of Voters and acknowledging the qualification of the initiative petition entitled "Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 and Newell Drive" under the California Elections Code.

12. Water Reclamation Facility Sludge Hauling and Biosolids Project Budget Amendment

Recommendation: Adopt a Resolution amending the FY2025-26 Capital Budget and increasing the FY2025-26 Project Budget from $620,000 to $1,220,000 and authorizing the Public Works Director to execute contract change orders in an aggregate amount not to exceed the Project Budget, in conjunction with the Sludge Removal and Hauling Project (WW26-0400).

13. Two-year Intergovernmental Services Agreement with the Housing Authority of the City of Napa (HACN)

Recommendation: Adopt a Resolution authorizing the City Manager to sign a two-year Intergovernmental Services Agreement with the Housing Authority of the City of Napa (HACN) for housing-related services for the City of American Canyon during Fiscal Year 2026/27 and 2027/28.

PUBLIC HEARINGS

14. Fiscal Year 2026-27 Recommended Budget and Five-Year Capital Improvement Program

Recommendation: 1. Adopt a Resolution approving adoption of the Recommended Operating Budget for Fiscal Year 2026-27 and authorizing the City Manager to increase the appropriations for FY 2026-27 expenditures in an amount not to exceed the amount encumbered for expenses that did not occur prior to the end of FY 2025-26 but are expected to be expended in FY 2026-27 consistent with the original purpose.

2. Adopt a Resolution approving the Five-Year Capital Improvement Program for Fiscal Years 2026-27 to 2030-31.

15. Engineer's Report for Citywide LLAD Fiscal Year 26/27

Recommendation: Conduct a Public Hearing and adopt a Resolution approving the Fiscal Year 2026/27 Annual Engineer's Report for the American Canyon Landscaping and Lighting Assessment District, approving the budgets within the Engineer's Report, confirming the assessment diagram and the annual assessment amounts, and authorizing the levy and collection of annual assessment for Fiscal Year 2026/27.

BUSINESS

16. **Potential Revenue Measure: Draft Ballot Language**
Recommendation: Review and provide direction on the updated draft ballot language.

17. **Initiative Petition Measure M**
Recommendation: Consider Initiative Petition Measure M and provide direction pursuant to California Elections Code sections 9212 and 9215 regarding whether to:

Option 1 - Adopt the proposed ordinance without alteration: Adopt a Resolution adopting, without alteration, the proposed ordinance submitted by initiative petition known as Measure M pursuant to California Elections Code 9215(a); or

Option 2 - Submit the proposed ordinance to the voters : Adopt a Resolution submitting the proposed initiative ordinance known as Measure M to the voters at the November 3, 2026, General Municipal Election Consolidated with Napa County Pursuant to California Elections Code Section 9215(b); or

Option 3 - Direct staff to prepare a report pursuant to Elections Code Section 9212: Adopt a Resolution ordering the preparation of a report pursuant to California Elections Code section 9212 regarding the proposed initiative ordinance known as Measure M.

18. **Citywide Circulation**
Recommendation: Discussion on Citywide Circulation

MANAGEMENT / STAFF ORAL REPORTS

CITY COUNCIL COMMENTS / COMMITTEE REPORTS

City Council may provide brief comments on matters of public concern, announce matters of public interest, and provide Council Committee reports. No action will be taken.

19. **City Council Committee Report - Councilmember David Oro**

20. **City Council Committee Report - Vice Mayor Mark Joseph**

FUTURE AGENDA ITEM REVIEW

The City Council will review upcoming agenda items. Councilmembers may request that items be added to future City Council agendas.

21. **Future Agenda Items of Note**

ADJOURNMENT

CERTIFICATION

I, Taresa Geilfuss, City Clerk for American Canyon, do hereby declare that the foregoing agenda was posted in compliance with the Brown Act prior to the meeting date.

_____

Taresa Geilfuss, City Clerk

PUBLIC PARTICIPATION

This meeting is a limited public forum. The City expects respectful conduct from all participants. Offensive language or discriminatory remarks based on any protected classification under federal, state, or local law will not be tolerated, and the speaker may be immediately disconnected.

Meetings are conducted in person and are also available via Zoom. Meetings are broadcast live on Napa Valley TV, the City's website, and YouTube.

Zoom Link: Click here. **Webinar ID:** 847 1017 1711. **Passcode:** 123456. **Phone-in:** (408) 638-0968

Oral Comments: In person during Open/Closed Session, or via Zoom during Open Session only. Use "Raise Your Hand" during public comment periods only.

Written Comments: Submit via eComments on the City's Meetings & Agendas webpage. eComments close at 3:00 p.m. on the day of the meeting.

Agenda Materials: Posted 72 hours in advance at www.americancanyon.gov.

ADA: Requests for accommodations or alternative formats must be submitted at least three calendar days in advance to the City Clerk at 4381 Broadway, Suite 201, American Canyon, CA 94503 or cityclerk@americancanyon.gov.

Need Additional Assistance? Contact the City Clerk by phone at (707) 647-4369 or by email at cityclerk@americancanyon.gov.

CITY OF AMERICAN CANYON
PROCLAMATION

June 2026 as PRIDE Month

WHEREAS, the City of American Canyon recognizes and proclaims the month of June 2026 as Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) "PRIDE Month" throughout American Canyon; and

WHEREAS, the City of American Canyon observes PRIDE Month with a flag-raising ceremony to honor the history of the LGBTQ liberation movement and to support the rights of all citizens to experience equality and freedom from discrimination; and

WHEREAS, the rainbow flag is widely recognized as a symbol of pride, inclusion, and support for social movements that advocate for LGBTQ people within our community; and

WHEREAS, all human beings are born free and equal in dignity and rights. LGBTQ individuals have made immeasurable impacts on the cultural, civic, and economic successes of our country; and

WHEREAS, the City of American Canyon is committed to supporting visibility, dignity, and equality for LGBTQ people in our diverse community; and

WHEREAS, while society at large increasingly supports LGBTQ equality, it is essential to acknowledge that the need for education and awareness remains vital to end discrimination and prejudice; and

WHEREAS, celebrating PRIDE Month influences awareness and provides support and advocacy for the American Canyon LGBTQ community, and is an opportunity to act and engage in dialogue to strengthen alliances, build acceptance, and advance equal rights; and

NOW, THEREFORE, I, Pierre Washington, Mayor of the City of American Canyon on behalf of the City Council, do hereby proclaim June 2026 as PRIDE Month and that the rainbow flag will be raised for the entire month of June in support of our LGBTQ community to recognize the influential and lasting contributions they continue to make in our vibrant community in which they live, work, and play.

Dated: June 2, 2026

_____

Pierre Washington, Mayor

CITY OF AMERICAN CANYON

PROCLAMATION

Juneteenth Independence Day

WHEREAS, on January 1, 1863, President Lincoln issued the Emancipation Proclamation, declaring all enslaved people in the rebellious states to be forever free; and

WHEREAS, although the Emancipation Proclamation was signed in 1863, it was not until June 19, 1865, that Union soldiers arrived in Galveston, Texas, announcing the end of slavery in the South and the Southwestern United States; and

WHEREAS, Juneteenth, observed annually on June 19th, commemorates the end of slavery in the United States and honors the history, culture, resilience, and contributions of African Americans; and

WHEREAS, Juneteenth is an opportunity to celebrate freedom, equality, and the enduring principles of the Declaration of Independence; and

WHEREAS, on June 10, 2026, in partnership with the American Canyon Arts Foundation, the American Canyon Chamber of Commerce, and the City of American Canyon, the community will celebrate Juneteenth during the Chamber's "Meet Me in the Street" event, located on American Canyon Road from James Road to Elliott Drive and centered around Northampton Park; and

WHEREAS, this free community event celebrates African American heritage, history, and freedom through cultural ceremonies, live music, performances, and activities that reflect the power of community, family, art, and culture; and

NOW, THEREFORE, I, Pierre Washington, Mayor of the City of American Canyon, on behalf of the City Council, do proclaim June 19th, 2026, as Juneteenth Independence Day. In celebration of this day, I encourage the American Canyon community to attend the Juneteenth celebration on June 10, 2026, during the Chamber's "Meet Me in the Street" event on American Canyon Road and at Northampton Park.

Dated: June 2, 2026

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Pierre Washington, Mayor

CITY OF AMERICAN CANYON

HOUSING AUTHORITY REPORT ON HOUSING SERVICES ACTIVITIES 2025-2026

CITY OF AMERICAN CANYON

- The City of American Canyon annually contracts with the Housing Authority to provide a variety of housing services.
- Housing Authority's work program is designed to provide:
  - Countywide Activities: rental assistance and homeless services and projects.
  - Base Housing Services: regulatory agreement monitoring, review development projects, loan servicing, & affordable housing regulatory agreements.
  - Additional Housing Services: housing development financial analysis and other services mutually agreed upon.

CITY OF AMERICAN CANYON

- **Countywide Activities:**
- Section 8 Housing Services
  - Housing Authority administers $15 million Section 8 Housing Choice Voucher program
  - 1158 rental assistance vouchers county wide
    - 154 American Canyon households receiving rental assistance a 5% increase from 2024-2025
    - 12% all vouchers issued are being used in American Canyon
    - Includes 34 project-based vouchers for Valley View Senior Apts. and 8 project-based vouchers Napa Cove Apts. Of these 17 are VASH vouchers for chronically homeless veterans.

CITY OF AMERICAN CANYON

- Section 8 Housing Services-cont'd
  - 13 of the 154 American Canyon Voucher holders participate in the Family Self Sufficiency Program.
    - Participants receive services & counseling to become fully employed and independent.
  - 6 American Canyon households received NEDS vouchers.
  - 6+10+ American Canyon households received FUP vouchers.

CITY OF AMERICAN CANYON

- Homelessness Services & Projects:
  - Continuum of Care
    - HACN represents the City at monthly committee meetings
    - Through a competitive application HUD renewed all Continuum of Care grants this past year. Napa County's share is $973,104
    - Funds are used to assist homeless population with case management and rental assistance

CITY OF AMERICAN CANYON

- **Base Housing Services:**
  - Regulatory Agreement Monitoring:
    - Annual for-sale affordable housing monitoring:
      - Verify owner occupancy, insurance coverage, & property taxes are current.
    - Annual rental project monitoring :
      - Compliance review of City's Affordable Housing Agreements.
      - Tenant income certifications & affordable unit count.
      - Compliance with Local Housing Preference Policy.
      - Provided technical assistance with affordable housing properties

CITY OF AMERICAN CANYON

- **Base Housing Services:**
  - Loan Servicing:
    - Conducted annual owner occupancy monitoring of all first-time homebuyer and rehabilitation loans.
      - Verified homeowner insurance coverage and property taxes and/or HCD title fees are paid current.
    - Responded to loan payoff and refinance and subordination requests.

CITY OF AMERICAN CANYON

- **Additional Housing Services**
  - 2019 HOME grant for $1million was awarded to continue the down payment assistance and homeowner repair program.
  - Maintained grant financial records for the HOME, CDBG, CalHome, and BEGIN grants. Submitted required quarterly & annual grant reporting to HCD.

CITY OF AMERICAN CANYON
REGULAR CITY COUNCIL MEETING

ACTION MINUTES
May 19, 2026

5:30 P.M. CLOSED SESSION

CALL TO ORDER - CLOSED SESSION
The closed session was called to order at 5:30 p.m.

ROLL CALL - CLOSED SESSION
Present: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Absent: None

PUBLIC COMMENT - CLOSED SESSION ITEMS
Mayor Washington called for public comments on closed session matters. Written comments: none. Oral Comments: none. The public comment period was closed.

MEETING RECESSED TO CLOSED SESSION

BUSINESS - CLOSED SESSION
1. Conference with Legal Counsel - Existing Litigation. Authorized pursuant to Government Code Section 54956.9(d)(1):

a. City of American Canyon v. City of Vallejo, et al. (Sacramento Superior Court Case No. 34-2022-00327471).
b. City of Vallejo v. City of American Canyon et al. (Third District Court of Appeal Case No. C102070; formerly Sacramento County Superior Court Case No. 23WM000055).
c. City of Vallejo v. City of American Canyon et al. (Sacramento County Superior Court Case No. 24WM000078).
d. City of Vallejo v. City of American Canyon et al. (Marin County Superior Court Case No. CV0003752).
e. American Canyon 1, LLC and Napa Valley Ruins & Gardens, LLC v. City of American Canyon et al. (Napa County Superior Court Case No. 25CV002277)

2. Conference with Legal Counsel – Anticipated Litigation. Authorized pursuant to Government Code Section 54956.9 (d)(2). One (1) Matter.

6:30 P.M. OPEN SESSION

CALL TO ORDER - OPEN SESSION
The City Council meeting was called to order at 6:37 p.m.

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was recited.

ROLL CALL - OPEN SESSION
Present: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Absent: None

CLOSED SESSION REPORT OUT / CONFIRMATION OF REPORTABLE ACTION
A report on Closed Session and confirmation of reportable action was given by City Attorney Matthew Summers.

PROCLAMATIONS AND PRESENTATIONS

3. Kid's Commerce - Presentation of Business Licenses
Council received a Kid's Commerce presentation from Chamber of Commerce President Valerie Zizak-Morais. Deputy City Clerk Nicolle Hall presented Kids Commerce participants with their business licenses.

4. Proclamation: National Public Works Week May 17- May 23, 2026
Mayor Washington announced the National Public Works Week May 17- May 23, 2026 proclamation. It was received by Public Works Director Erica Ahmann Smithies, Assistant Public Works Director Norman Woods and the Public Works team.

5. Proclamation: Water Safety Month May 2026
Mayor Washington announced the Water Safety Month May 2026 proclamation. It was received by Parks and Recreation Manager Alana Behn.

6. Proclamation: Memorial Day May 25, 2026
Mayor Washington announced the Memorial Day May 25, 2026, proclamation. It was received by Alana Behn, Hugh Marquez, Beth Marcus and the Memorial Day Committee.

PUBLIC COMMENT - ITEMS NOT ON THE AGENDA

Mayor Washington opened a public comment period. Written comments: none. Oral comments: Janelle Sellick was called to speak; Justin Hamilton Hole was called to speak; Hugh Marquez was called to speak; Karen Fritz was called to speak. The public comment period was closed.

AGENDA CHANGES

Item 9.) South Kelly-Highway 29 Intersection Project Budget removed from the Consent Calendar and added to Business.

CONSENT CALENDAR

> **Action:** Motion to adopt the CONSENT CALENDAR, excluding item 9, made by Councilmember David Oro, seconded by Vice Mayor Mark Joseph, and CARRIED by roll call vote.
>
> **Yea:** Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
> **Nay:** None
> **Abstain:** None
> **Absent:** None

7. Minutes of May 5, 2026
Action: Approved the minutes of the Regular City Council meeting held May 5, 2026.

8. 2026 Military Equipment Inventory and Equipment Use Policy
Action: Adopted Minute Order 2026-02 approving the 2026 Military Equipment Inventory and Equipment Use Policy.

10. Inspection Services for the Zone 5 Water Pump Station Project (WA25-0200)
Action: Adopted Resolution 2026-33 authorizing the City Manager to enter into an agreement (Agreement 2026-80) with Coastland Civil Engineering, Inc. for construction inspection services for an amount not to exceed $250,000, in conjunction with the Zone 5 Water Pump Station Project (WA25-0200).

PUBLIC HEARINGS

There were no public hearings.

BUSINESS

9. South Kelly-Highway 29 Intersection Project Budget (Moved from Consent)
Public Works Director Erica Ahmann Smithies responded to Council questions regarding the item. Mayor Washington opened a public comment period. Written comments: none. Oral comments: Justin Hamilton Hole was called to speak. The public comment period was closed.

Action: Motion to adopt Resolution 2026-32 amending the FY2025-26 Capital Budget and increasing the Project Budget from $1,145,000 to $5,605,000 in conjunction with the South Kelly-Highway 29 Intersection Project (TR23-0200) made by Councilmember David Oro, seconded by Vice Mayor Mark Joseph, and CARRIED by roll call vote.

Yea: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Nay: None
Abstain: None
Absent: None

11. Budget Workshop and Fiscal Year 2026-27 Proposed Budget

Council received a Budget Workshop report from Assistant City Manager Juan Gomez. Finance Director Jemelyn Cruz presented the Fiscal Year 2026-27 Proposed Budget. Mayor Washington opened a public comment period. Written comments: none. Oral comments: Beth Marcus was called to speak. The public comment period was closed. Council discussed the item.

12. Engineer's Report for Citywide LLAD Fiscal Year 26/27

The Council received a presentation on the Lighting Landscape Assessment District from Public Works Director Erica Ahmann Smithies. Mayor Washington opened a public comment period. Written comments: none. Oral comments: none. The public comment period was closed.

Action: Motion to adopt Resolution 2026-34 setting a Public Hearing for the Fiscal Year 26/27 Annual Engineer's Report, for the Landscaping and Lighting Assessment District, to approve the budgets within the Engineer's Report, confirming the assessment diagrams and the annual assessment amounts, and authorizing the levy and collection of annual assessments for Fiscal Year 26/27 with the provision that staff send a letter to all LLAD members informing them of the June 2nd Public Hearing made by Councilmember Brando Cruz, seconded by Vice Mayor Mark Joseph, and CARRIED by roll call vote.

Yea: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Nay: None
Abstain: None
Absent: None

MANAGEMENT / STAFF ORAL REPORTS

There were no Management/Staff Oral reports.

CITY COUNCIL COMMENTS / COMMITTEE REPORTS

The Mayor and council members provided oral reports and announced items of community interest.

13. City Council Committee Report - Councilmember David Oro
14. City Council Committee Report - Vice Mayor Mark Joseph
15. City Council Committee Report - Mayor Pierre Washington

FUTURE AGENDA ITEM REVIEW

16. Future Agenda Items of Note

Future agenda items were reviewed.

> **Action:** Motion to add a study session of Citywide Traffic Flow and Emergency Traffic Planning to the June 2nd City Council meeting made by Councilmember David Oro, seconded by Vice Mayor Mark Joseph, and CARRIED by roll call vote.
>
> **Yea:** Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
> **Nay:** None
> **Abstain:** None
> **Absent:** None

ADJOURNMENT

The City Council Meeting was adjourned at 8:58 p.m.

CERTIFICATION

Respectfully Submitted,

_____

Nicolle Hall, Deputy City Clerk

TITLE

Projects Funded by SB1/Road Maintenance and Rehabilitation Account (RMRA) for Fiscal Year 2026/27

RECOMMENDATION

Adopt a Resolution approving a list of projects for Fiscal Year 2026/27 funded by SB1: The Road Repair and Accountability Act of 2017.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Ron Ranada, P.E., Senior Civil Engineer

BACKGROUND & ANALYSIS

The Road Repair and Accountability Act of 2017 (commonly referred to as SB1) provides funding for road maintenance projects through the Road Maintenance and Rehabilitation Account (RMRA). The RMRA requires annual reporting to the California Transportation Commission (CTC). The City is required to submit a list of potential projects to the CTC by July 1, 2026, in order to receive RMRA funds in FY 2026/27.

In order to comply with CTC requirements, the City must submit a list of only those streets anticipated to be funded with RMRA funds. The recommended project list is as follows:

Street Name	**Treatment**
Green Island Road Maintenance	Pavement Leveling Course and 3" Overlay

The above street project represents only one of many streets proposed to be improved in FY 2026/27 with other funds such as Measure U. The RMRA funds do carryover from year to year, and any unused funds can be spent on other City funded projects in accordance with local needs and priorities so long as the projects are consistent with RMRA.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

As of May 2026, the State RMRA revenue projections for FY 2026/27 are $630,140. There is no additional fiscal impact with the adoption of the resolution approving the RMRA Project List for Fiscal Year 2026/27.

ENVIRONMENTAL REVIEW

The procurement of RMRA funding is not a "Project" subject to the California Environmental Quality Act ("CEQA") because securing the funding is exempt under the definition of a "Project" in CEQA Guidelines Section 15378(b)(3) in that it concerns a government funding mechanism or fiscal activity that does not involve a non-exempt activity that may result in a potentially significant physical impact on the environment. Further, the treatment of the existing streets subject to the funding is exempt consistent with CEQA Guidelines section 15301(c) – repair and maintenance of existing streets and sidewalks, and CEQA Guidelines Section 15302 – replacement or reconstruction of existing facilities where the new facilities are located at the same site and will have substantially the same purpose and capacity as the facilities being replaced.

ATTACHMENTS:

1. Resolution - Approving RMRA 26-27 Project List
Exhibit A - RMRA 26-27 Project List

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2026/27 FUNDED BY SB1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City, will receive an estimated $630,140 in RMRA funding in FY 2026/27 from SB1; and

WHEREAS, this is the tenth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB1; and

WHEREAS, the City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the City used a Pavement Management System to assist in developing the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City maintain and rehabilitate streets, roads, bridges, add active transportation infrastructure throughout the City this year and similar projects into the future; and

WHEREAS, the 2023 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in an at-risk condition and this revenue will help the City increase the overall quality of our road system and over the next decade will bring our streets and roads into a good to excellent condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide and;

WHEREAS, prior to receiving funds for FY 2026/27, the City is required to submit a list of potential projects to the California Transportation Commission; and

WHEREAS, those streets anticipated to be repaired with SB 1 funds are identified in Exhibit A; and

WHEREAS, budget for the list of street repairs located in Exhibit A will be incorporated into the recommendations for the FY 2026/27 Operations Budget.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon adopts the Road Maintenance and Rehabilitation Account Project List for FY 2026/27 RMRA Revenues, as shown in Exhibit A, attached hereto and made a part thereof.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Matthew Summers, City Attorney

Exhibit A

City of American Canyon
Road Maintenance and Rehabilitation Account (RMRA)
Fiscal Year 2026-27 Project List

Project Title	Description	Location	Funding Source	Components	Linear Feet	Engineers Estimate	Estimated Start	Estimated Completion	Estimated Useful Life
Green Island Road Maintenance	Pavement leveling course and 3" overlay	Green Island Road, beginning approximately 650' north of Mezzetta Court, headed west	RMRA	Construction	800	$ 235,000	Jul-26	Aug-26	5 years
			Total	**Total**	**800**	**$ 235,000**			

TITLE

Construction Contract Award for the Green Island Road Maintenance Project (PW26-0100)

RECOMMENDATION

Adopt a Resolution awarding a construction contract to O.C. Jones & Sons, Inc. in the amount of $140,070 and authorizing the Public Works Director to approve Contract Change Orders in an aggregate amount not to exceed $220,000, in conjunction with the Green Island Road Maintenance Project (PW26-0100).

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Ron Ranada, P.E., Senior Civil Engineer

BACKGROUND & ANALYSIS

The Green Island Road Reconstruction and Widening Project (TR16-0700) is currently underway, with completion anticipated for this calendar year. The roads that are being improved within the industrial area include Green Island Road (from Paoli Loop to Jim Oswalt Way), Jim Oswalt Way, Mezzetta Court, Commerce Boulevard (north of North Slough), and Hanna Drive.

Due to various limiting factors including but not limited to funding and Project scope boundaries, certain roads within the industrial area could not be included for rehabilitation. One such area is the section of Green Island Road that is further west and beyond Mezzetta Court/Jim Oswalt Way. Portions of the road are significantly deteriorated and are prone to failures such as severe potholes. The City's Streets Division has done its best to carry out extensive spot repairs, but deterioration continues and is to such an extent that claims for vehicle damages have arisen in recent years. Hence, staff developed a plan to implement a more comprehensive and substantial repair and maintenance plan involving asphalt overlay to mitigate the deterioration.

In accordance with California Uniform Public Construction Cost Accounting Act (CUPCCAA) procedures, City staff solicited proposals via the informal bidding process. Three proposals were received, with the results tabulated as follows:

BIDDER	**TOTAL BID, INCLUDING ADD ALT FOR PAVING FABRIC**

ARGONAUT CONSTRUCTURS	$236,080
COASTSIDE CONCRETE	$288,578
O.C. JONES & SONS, INC.	$140,070

Staff reviewed all bids and determined each to be both responsive and responsible. The relatively significant delta of the lowest bid from O.C. Jones is owed to their involvement with the Green Island Road Project, from which they are able to gain at least significant efficiencies in mobilization costs.

Staff recommends awarding the contract to O.C. Jones & Sons, Inc.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

The FY25-26 CIP Budget was amended at mid-year to increase the Streets Maintenance Budget by $285,000. Of this amount, $235,000 was to be dedicated to the aforementioned maintenance effort on Green Island Road. To deliver this work, the Green Island Road Maintenance Project (PW26-0100) was created.

It should be noted that the work area associated with the initial request for bids was identified as the 'must-do' area. It is the area that is most deteriorated and has the highest risk for production claims. However, since O.C. Jones' bid leaves available funding to expand the work area, staff desires to negotiate with the contractor further to maximize the area to be maintained. Hence, staff recommends authorizing the Public Works Director to approve Contract Change Orders in an aggregate amount not to exceed $220,000, in conjunction with the Green Island Road Maintenance Project (PW26-0100).

ENVIRONMENTAL REVIEW

15301 - The Project is exempt from review under the California Environmental Quality Act ("CEQA") under the Class 1 exemption of existing facilities of Section 15301 of Title 14 of the California Code of Regulations and said exemption is not negated by any exception under Section 15300.2 of said Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

1. Resolution - GIR Maintenance Award OC Jones
2. GIR Maintenance Plan

RESOLUTION NO. 2026-

RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO O.C. JONES & SONS, INC. IN THE AMOUNT OF $140,070, AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO APPROVE CONTRACT CHANGE ORDERS IN AN AGGREGATE AMOUNT NOT TO EXCEED $220,000 IN CONJUNCTION WITH THE GREEN ISLAND ROAD MAINTENANCE PROJECT (PW26-0100)

WHEREAS, portions of Green Island Road are significantly deteriorated, and have become a source of potential claims for damages to vehicles; and

WHEREAS, the FY25-26 Budget provides for an allocation of $235,000 to the Streets Maintenance Budget to carry out pavement maintenance on Green Island Road; and

WHEREAS, the Green Island Road Maintenance Project (PW26-0100) was created to provide for pavement maintenance to the portions of Green Island Road that are not with the Green Island Road Reconstruction and Widening Project (TR16-0700); and

WHEREAS, bids were solicited in accordance with California Uniform Public Construction Cost Accounting Act (CUPCCAA) procedures; and

WHEREAS, the lowest responsive and responsible bid was submitted by O.C. Jones & Sons, Inc. (O.C. Jones) in the amount of $140,070; and

WHEREAS, staff desires to maximize the utilization of the budgeted amount by expanding the areas to be treated via further negotiation with O.C. Jones.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby awards a construction contract to O.C. Jones & Sons, Inc. in the amount of $140,070, and authorizes the Public Works Director to approve and execute contract change orders in an aggregate amount not to exceed $220,000, in conjunction with the Green Island Road Maintenance Project (PW26-0100).

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

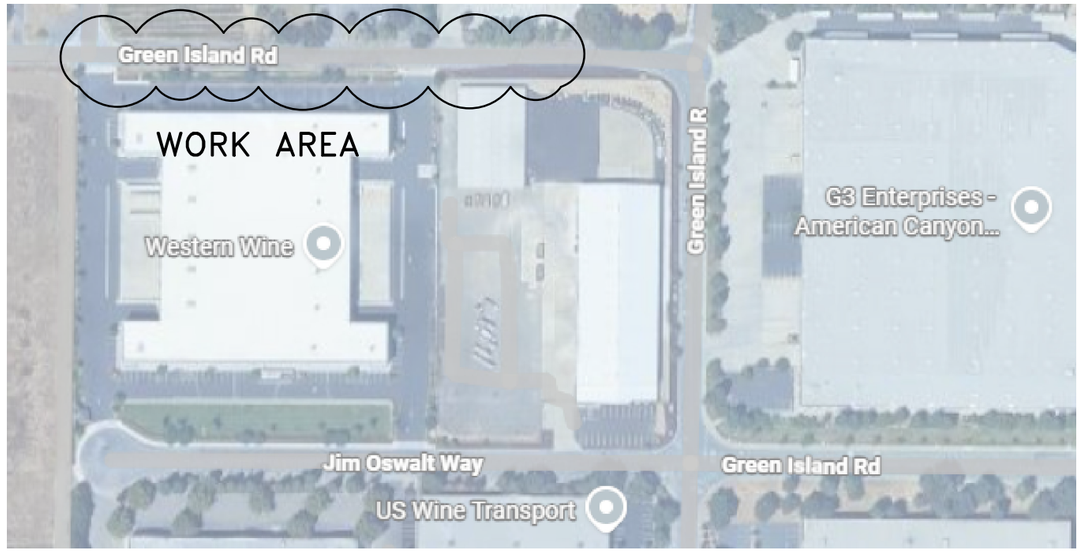
APPROVE AS TO FORM:

_____
Matthew T. Summers, City Attorney

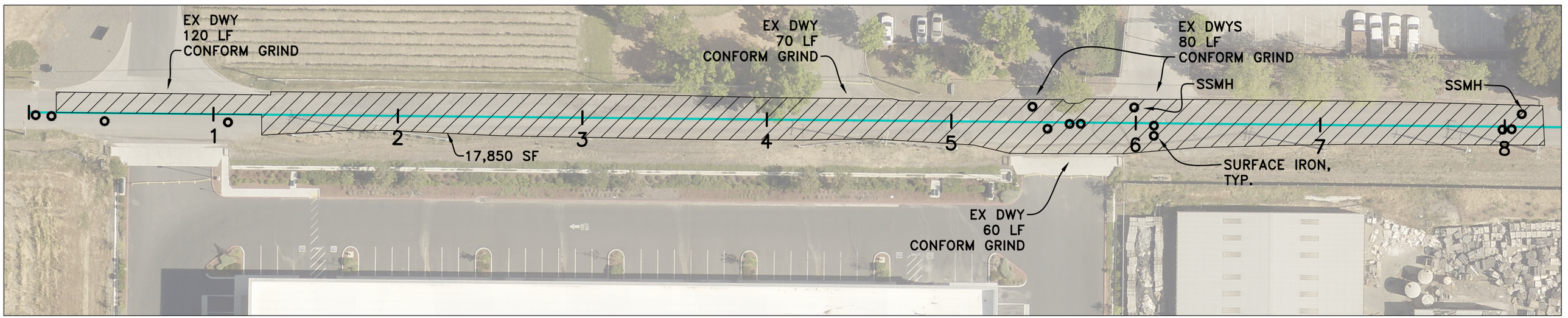
EXHIBIT: PW26-0100 GREEN ISLAND ROAD MAINTENANCE

NOTES:
1. THE CITY DESIRES TO DO TEMPORARY/EMERGENCY PAVEMENT OVERLAY THROUGH A SECTION OF GREEN ISLAND ROAD THAT IS BADLY DETERIORATED.
2. THE AREA TO BE PAVED, AS HATCHED ABOVE, IS APPROXIMATELY 17,720 SF (1,970 SY).
5. THE AREA SHALL BE PREPARED VIA STREET SWEEPING AND REMOVAL OF LOOSE MATERIAL WITHIN CRACKS AND ALLIGATORED AREAS.
5. HMA SHALL BE 1/2" MIX.
6. PAVING SHALL INCLUDE, FIRST, A LEVELING COURSE, AND SECOND, A MINIMUM 3" OVERLAY. TACK COAT SHALL BE APPLIED THROUGHOUT PRIOR TO THE LEVELING COURSE.
7. AT THE FIVE (5) DRIVEWAY LOCATIONS SHOWN ABOVE, A WEDGE GRIND SHALL BE PERFORMED FOR CONFORM.
8. EXISTING IRON SHALL BE PROTECTED IN PLACE, AND RAISED AFTER THE OVERLAY (2 SEWER MANHOLES; 8 CHRISTY G5 VALVE BOXES).
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIAL DISPOSAL.
10. AT A MINIMUM, ONE LANE TRAFFIC CONTROL FOR TWO-WAY ALTERNATING TRAFFIC SHALL BE MAINTAINED DURING THE WORK.

PROPOSAL REQUIREMENTS:
1. PROPOSAL SHALL BE LUMP SUM FOR ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO COMPLETE THE WORK INCLUDING, BUT NOT LIMITED TO, THE SCOPE NOTED ABOVE.
2. PROPOSAL SHALL ALSO INCLUDE AN OPTIONAL LUMP SUM ITEM FOR TENSAR GLASSGRID 8511 OVER THE ENTIRE PAVING AREA, TO BE INSTALLED BETWEEN THE LEVELING COURSE AND OVERLAY.



LOCATION MAP



PLAN
(1" = 50')

TITLE

Napa Pasture Protein Grazing Agreement Amendment No. 2

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to enter into Amendment No. 2 to Agreement No. 2024-71 with Napa Pasture Protein, increasing the contract amount $128,000, for a total amount not to exceed $364, 000 for Fiscal Year 26/27 citywide grazing.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

BACKGROUND & ANALYSIS

On May 21, 2024, City Council awarded Napa Pasture Protein Agreement No. 2024-71 for citywide grazing in Fiscal Year 2024/25 with the option to renew on an annual basis for up to four additional years based on budget appropriations. The grazing contract included funding from Napa Firewise with their commitment to fund a second year. City staff including the Fire District see the grazing program as successful and recommends renewing the contract a second year.

The overall goal of the program is to improve defensible space of the surrounding residential areas by reducing the fire load and forest understory as well as taking a more sustainable approach in vegetation management for the City. The sheep are not only able to get into areas that City work forces would not have been able to access without regulatory permits, they also have brought regular positive feedback from around the community.

Napa Pasture Protein's proposal will continue to include a dedicated herd of animals, that may consist of sheep, goats, and a livestock guardian animal or two, to graze approximately 218+ acre of the open space and park areas as identified on the attached maps. The herd will follow a path grazing from space to space in a rotational method throughout the year. They will pass through some of the spaces multiple times per year, to control the vegetation for ecological health, fire safety, and for safe public usage.

When grazing sites have multiple passes, the benefits are greater noxious weed control, decreased fire fuels, and improved soil health. This is due in part to the benefits achieved during different seasons and vegetation phases. Additional benefits include improved carbon sequestering,

decreased surface water loss, and improved wildlife habitats.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Outdoors and Recreation: "Expand opportunities for use of outdoor recreation and an active and healthy lifestyle."

FISCAL IMPACT

The 2024 proposal for the citywide grading contract was for $218,000 with options to renew on an annual basis up to 5 years based on future budget appropriations. Napa Firewise contracted directly with Napa Pasture Protein for $100,000 with the City contributing the remaining $118,000 for Fiscal Year 2024/25.

On June 3, 2025, City Council authorized Amendment No. 1 for Fiscal Year 2025/26 for an amount of $118,000 to continue the grazing contract through June 30, 2026. Napa Firewise contributed $100,000.

Napa Firewise committed to a third year of funding for Fiscal Year 2026/27 but at a reduced amount of $90,000 meaning the City's contributions for Fiscal Year 2026/27 will increase to $128,000 to continue the grazing contract of $218,000 through June 30, 2027.

Napa Pasture Protein has divided the entire contract amount of $218,000 to be spread out over a 12-month period so the City's expenditures are anticipated to begin in September 2025 therefore a budget appropriation is not needed at this time to renew the contract.

Funding for Amendment No. 2 is included in the proposed FY 2026/27 Budget. The funding source for this contract will be split among multiple operations as the grazing will be taking place on City open spaces located at various facilities, parks, right of way and watershed areas. The FY2026/27 budget will be allocated through the following funding sources:

- Fund 210 Measure A
- Fund 261, LLAD Zone 1
- Fund 262, LLAD Zone 2
- Fund 252, Newell Open Space
- Fund 100, General Fund.
- Fund 540, Wastewater Enterprise

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

1. Resolution: Grazing Amendment 2

RESOLUTION NO. 2026-

AUTHORIZING THE CITY MANAGER TO ENTER INTO AMENDMENT NO. 2 TO AGREEMENT NO. 2024-71 WITH NAPA PASTURE PROTEIN, INCREASING THE CONTRACT AMOUNT $128,000, FOR A TOTAL AMOUNT NOT TO EXCEED $364,000 FOR FISCAL YEAR 26/27 CITYWIDE GRAZING

WHEREAS, on May 21, 2024, City Council awarded Napa Pasture Protein Agreement No. 2024-71 for citywide grazing in Fiscal Year 2024/25 with the option to renew on an annual basis for up to four additional years based on budget appropriations; and

WHEREAS, on June 3, 2025, City Council approved Amendment No. 1, Agreement No. 2025-76 to renew for year two for citywide grazing in Fiscal Year 2025/26; and

WHEREAS, the overall goal of the program is to improve defensible space of the surrounding residential areas by reducing the fire load and forest understory as well as taking a more sustainable approach in vegetation management for the City; and

WHEREAS, City staff including the Fire District see the grazing program as successful and recommend renewing the contract a third year; and

WHEREAS, Napa Firewise has committed $90,000 for a third year of grazing and has contracted directly with Napa Pasture Protein; and

WHEREAS, Amendment No. 2 is for an amount of $128,000 to complete a third year of citywide grazing for Fiscal Year 2026/27; and

WHEREAS, funding for the third year of citywide grazing has been included in the proposed Fiscal Year 2026/27 Budget in the amount of $128,000 from the following fund accounts: Fund 210, Measure A; Fund 261, LLAD Zone 1; Fund 262, LLAD Zone 2; Fund 252, Newell Open Space; Fund 100, Parks and Streets Maintenance; and Fund 540, Environmental Compliance.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby authorizes the City Manager to enter into Amendment No. 2 to Agreement No. 2024-71 with Napa Pasture Protein, increasing the contract amount $128,000, for a total amount not to exceed $364, 000 for Fiscal Year 26/27 citywide grazing.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM

_____
Matthew T. Summers, City Attorney

TITLE

Janitorial Services Agreement

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to enter into an agreement with Karla's Janitorial & Suppliers LLC for janitorial services for a term of one (1) year with an option for the City Manager to extend for one (1) year for two (2) additional years.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Brian Materne, Superintendent
Noni Thomas, Management Analyst

BACKGROUND & ANALYSIS

Janitorial services are a necessity throughout city owned facilities to maintain the cleanliness, health and safety of the community and staff. Currently, the Public Works Department has one employee for the Building Maintenance division that must carry out all day-to-day and specialty maintenance, which makes it necessary to contract out janitorial services.

In February 2025 staff posted a Request for Proposals through OpenGov, the City's procurement portal. Through that process there were multiple proposals received and the city went with a different vendor for a one-year contract. That vendor has completed the term of their initial contract and will not be renewed. In an effort to maintain the services of a janitorial provider, several of the remaining vendors were contacted to update and resubmit their bids. Of the vendors contacted and of the three (3) bids received, Karla's Janitorial & Suppliers, LLC was the lowest responsible bidder.

Staff recommends contracting with Karla's Janitorial & Suppliers, LLC as they were the lowest and most responsible proposer. The contract term would be for one (1) year with two (2) one (1) year extensions to be approved by the City Manager. The total annual contract would be for $128,095 which includes special event pricing.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

Staff estimates from the bid that the amount for the first year of the agreement should not exceed $128,095 including additional costs of special events cleaning and deep cleaning. Funds were budgeted in the ISF Building Maintenance fund 651-50-535-42190.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

1. Resolution: Karla's Janitorial Agreement
Exhibit A: Cost Proposal Karla's Janitorial

RESOLUTION NO. 2026-

AUTHORIZE THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH KARLA'S JANITORIAL & SUPPLIERS, LLC FOR JANITORIAL SERVICES FOR A TERM OF ONE (1) YEAR WITH AN OPTION FOR THE CITY MANAGER TO EXTEND FOR ONE (1) YEAR FOR TWO (2) ADDITIONAL YEARS

WHEREAS, a contract for janitorial services is necessary to maintain the cleanliness and upkeep of city facilities; and

WHEREAS, the existing contract for janitorial services expires on June 30, 2026; and

WHEREAS, the city posted a request for proposals in February 2025 and received eight proposals, and the next qualified vendors were contacted to resubmit bids; and

WHEREAS, Karla's Janitorial & Suppliers LLC resubmitted their bid and was the lowest responsible proposer at a cost of $128,095 for a one-year term, including allowances for special event pricing at an average of 48 events per year; and

WHEREAS, the funding is budgeted within the Building Maintenance Support Services ISF fund (651).

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the City Manager to enter into an agreement with Karla's Janitorial & Suppliers LLC for a term of one (1) year, July 1, 2026 to June 30, 2027, with options of two (2) one year extensions to be authorized by the City Manager.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Matthew T. Summers, City Attorney

3. Contract Proposal

JANITORIAL SERVICES

TO THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON:

Pursuant to and in compliance with the Notice Inviting Bids and other CONTRACT DOCUMENTS relating thereto, the Bidder, being fully familiar with the terms of the CONTRACT DOCUMENTS, local conditions affecting the performance of the Agreement, the character, quality, quantities and scope of the work, and the cost of the work at the place of performance, hereby proposes and agrees, within the time stipulated in the CONTRACT DOCUMENTS, to furnish to City all services and all other items necessary to conduct and complete said work, all in strict conformity with the CONTRACT DOCUMENTS, including Addenda on file for the total sum provided which is in agreement to the unit prices set in the Bid Schedule, hereinafter set forth.

FACILITY MONTHLY COST

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	City Hall	5	Week	2,496.00	29,952.00
1	Recreation Center	4	Week	601.12	7,213.44
1	Adult Activity Center	5	Week	1,508.00	18,096.00
1	Community Center	3	Week	919.36	11,032.32
1	Recreation/Pool Offices	3	Week	574.60	6,895.20
1	Corporation Yard	2	Week	636.48	7,637.76
1	Water Reclamation Facility	2	Week	676.00	8,112.00
1	Water Treatment Plant	1	Week	353.60	4,243.20
1	Police Department	5	Week	1,456.00	17,472.00
TOTAL					$110,653.92

DEEP CLEANING COST

Deep cleanings are to be performed on an annual basis.

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	City Hall	3	Year	1,404.00	4,212.00
1	Recreation Center	3	Year	468.00	1,404.00
1	Adult Activity Center	3	Year	728.00	2,184.00
1	Community Center	2	Year	832.00	1,664.00
1	Recreation/Pool Offices	3	Year	572.00	1,716.00
1	Corporation Yard	2	Year	572.00	1,144.00
1	Water Reclamation Facility	2	Year	707.20	1,414.40
1	Water Treatment Plant	2	Year	286.00	572.00
1	Police Department	4	Year	572.00	2,288.00
1	City Hall Restrooms	6	Year	140.40	842.40
TOTAL					$17,440.80

4. Insurance Requirements

1. This is a Summary of Insurance Requirements for this project. By agreeing to perform the work or submitting a bid, you verify that you comply with and agree to be bound by these requirements. If any additional Contract documents are executed, the actual Indemnity language and Insurance Requirements may include additional provisions as deemed appropriate by the City.

2. You should check with your Insurance advisors to verify compliance and determine if additional coverages or limits may be needed to adequately insure your obligations under this agreement. These are the minimum required and do not in any way represent or imply that such coverage is sufficient to adequately cover the Contractor's liability under this agreement. The full coverage and limits afforded under Contractor's policies of Insurance shall be available to the City and these Insurance Requirements shall not in any way act to reduce coverage that is broader or includes higher limits than those required.

3. If non-standard Insurance forms are used rather than the standard Insurance Services Office (ISO) forms shown, Contractor agrees to pay City for an Independent Expert evaluation and opinion as needed to determine whether or not they are at least equivalent in coverage to the standard ISO forms. The charge shall be $150 for each non-standard endorsement and $575 for each non-standard policy.

TITLE

Calling the Municipal Election and Consolidating the Election with Napa County

RECOMMENDATION

Adopt a Resolution calling and giving notice of a Municipal Election to be held in the City of American Canyon on November 3, 2026, and requesting consolidation of said election with the Statewide General Election and requesting election services from the County of Napa.

CONTACT

Taresa Geilfuss, CMC, City Clerk

BACKGROUND & ANALYSIS

The City of American Canyon will conduct a Municipal Election on November 3, 2026, in conjunction with the Statewide General Election, for the purpose of electing two members of the City Council to full four-year terms. Pursuant to California Elections Code requirements, the City Council must formally call the election and request consolidation with the statewide election conducted by the County of Napa.

Consolidation with the Statewide General Election allows the City to utilize the Napa County Elections Division for election administration services, including voter registration services, ballot preparation, vote-by-mail processing, vote center operations, canvassing, and certification of election results. Conducting the Municipal Election in conjunction with the statewide election promotes administrative efficiency, reduces overall election costs, and provides consistency for voters through a single coordinated election process.

Elections Code section 10403 authorizes a city election to be consolidated with a statewide election conducted on the same date upon approval of the county board of supervisors. Elections Code section 10002 further authorizes the County Elections Official to provide election services to the City under agreed terms and reimbursement provisions.

Adoption of the proposed resolution formally calls the November 3, 2026 Municipal Election, requests consolidation with the Statewide General Election, and authorizes the Napa County Elections Division to provide election services necessary to conduct the election.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The cost of a consolidated election is generally based on the number of entities appearing on the ballot, the number of offices to be filled, and the number of ballot measures submitted. The proposed Fiscal Year 2026–27 Budget is anticipated to include funding for the City's November 3, 2026, Municipal Election based on a cost estimate of $85,000 provided by the Napa County Elections Division.

Pursuant to the proposed resolution, the city will reimburse the County of Napa for election services provided in connection with the consolidated election.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

1. Resolution - Call and Consolidate

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON CALLING AND GIVING NOTICE OF A MUNICIPAL ELECTION TO BE HELD ON NOVEMBER 3, 2026, REQUESTING CONSOLIDATION OF SAID ELECTION WITH THE STATEWIDE GENERAL ELECTION, AND REQUESTING ELECTION SERVICES FROM THE COUNTY OF NAPA

WHEREAS, pursuant to the laws of the State of California relating to general law cities and the American Canyon Municipal Code, a Municipal Election is required to be held on November 3, 2026, for the election of certain municipal officers; and

WHEREAS, the City Council of the City of American Canyon desires to call and give notice of said Municipal Election pursuant to the California Elections Code; and

WHEREAS, it is desirable that the Municipal Election be consolidated with the Statewide General Election to be held on November 3, 2026, and that within the City of American Canyon the precincts, vote centers, polling places, election officers, and election procedures be the same; and

WHEREAS, the City Council desires that the Napa County Elections Division canvass the returns of the Municipal Election and that the election be conducted in all respects as though there were only one election.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1. Election Called.
Pursuant to the requirements of the laws of the State of California relating to general law cities, a Municipal Election is hereby called and ordered to be held in the City of American Canyon on Tuesday, November 3, 2026, for the purpose of electing two (2) members of the City Council for full four-year terms.

Section 2. Ballots.
The ballots to be used at the election shall be in the form and content required by law.

Section 3. Request for Election Services.
Pursuant to Elections Code section 10002, the City Council hereby requests that the Napa County Board of Supervisors authorize the Napa County Elections Official to provide election services to the City of American Canyon for the consolidated election, including but not limited to the following:

a) Provide vote centers, polling places, ballot drop boxes, and election officers, and establish compensation for such services;
b) Provide for the receipt, processing, and counting of vote-by-mail ballots;
c) Furnish precinct supplies, indices, training, and related election materials and services;
d) Procure and furnish official ballots, notices, printed matter, equipment, and all supplies necessary to lawfully conduct the election;
e) Conduct the central counting of ballots, count write-in votes, and conduct the official canvass of the election returns;

f) Certify the results and provide all required post-election services and materials;
g) Perform all other services and take all actions necessary for the conduct of the election as may be requested by the City; and
h) Provide the City with an itemized invoice for services provided.

Section 4. Notice of Election.
Notice of the time and place of holding the election is hereby given, and the City Clerk is authorized, instructed, and directed to give further or additional notice of the election in the time, form, and manner required by law.

Section 5. Request for Consolidation.
Pursuant to Elections Code section 10403, the Napa County Board of Supervisors is hereby requested to consent and agree to the consolidation of the City of American Canyon Municipal Election with the Statewide General Election to be held on November 3, 2026.

Section 6. Canvass and Conduct of Election.
The Napa County Elections Division is authorized to canvass the returns of the election. The election shall be held and conducted in all respects as if there were only one election, and only one form of ballot shall be used. The election shall be conducted in accordance with the provisions of law regulating the Statewide General Election.

Section 7. Reimbursement of Costs.
The City of American Canyon recognizes that additional costs will be incurred by the County of Napa by reason of this consolidation and agrees to reimburse the County for all costs related to the election services provided that are not otherwise reimbursed by the State of California.

Section 8. Filing of Resolution.
The City Clerk is hereby directed to file certified copies of this Resolution with the Napa County Board of Supervisors and the Napa County Elections Division.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting of the City Council of the City of American Canyon held on the 2nd day of June 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

_____
Matthew Summers, City Attorney

TITLE

Measure M Initiative Petition - Certification of Sufficiency

RECOMMENDATION

Adopt a Resolution accepting the Clerks Certificate of Initiative Petition submitted by the Napa County Registrar of Voters and acknowledging the qualification of the initiative petition entitled "Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 and Newell Drive" under the California Elections Code.

CONTACT

Taresa Geilfuss, CMC, City Clerk

BACKGROUND & ANALYSIS

On April 3, an Oakland based developer (McGrath Properties) submitted a Notice of Intent for an initiative measure entitled "Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 and Newell Drive" to the City Clerk/Elections Official. The Notice included written text of the proposed initiative (Measure "M") and requested preparation of a ballot title and summary pursuant to the EC Section 9203.

On April 15, the official ballot title and summary as prepared by the City Attorney were transmitted to the proponents.

On May 18, an attorney representing the developer submitted signed petitions to the City Clerk's office for filing.

In accordance with EC Section 9210, when the petition was presented for filing the designated City Elections Official completed all of the following:

a. Ascertained the number of registered voters of the city last reported by the county elections official to the Secretary of State pursuant to Section 2187 effective at the time the notice was published. Based on the number of registered voters, 1,445 valid signatures were required for the initiative petition to qualify, and

b. Determined the total number of signatures affixed to the petition. Following the examination, it was determined that the number of signatures, prima facia, was equal or in excess of the minimum amount required, and the petition was accepted and deemed as filed on May 20, 2026.

The petition was delivered to the Napa County Registrar of Voters for signature verification (EC Section 9211). They determined the petition sections contained 2,294 signatures, then conducted a random sample examination of the submitted signatures (EC Section 9115). Although a sample of 500 signatures was examined, only 396 signatures were determined to be valid. However, the resulting projection of valid signatures (1,817) exceeds the minimum threshold (1,445) required for qualification.

On May 26, 2026, the Napa County Registrar of Voters transmitted to the City Elections Official the Clerk's Certificate to Initiative Petition (Resolution Exhibit A) verifying that a sufficient number of valid signatures had been collected.

The Elections Official is required present the petition for acceptance by City Council at its next regular meeting (EC Section 9215). Adoption of the proposed resolution formally accepts the Clerks Certificate to Initiative Petition submitted by the Napa County Registrar of Voters and acknowledges qualification of the initiative petition under the California Elections Code.

Next Steps

Pursuant to EC Section 9215, Council will consider their Measure M options as part of a separate Business matter on this agenda.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Not applicable.

FISCAL IMPACT

The cost for the Napa County Registrar of Voters to validate the signatures on the initiative petition is $325. Future fiscal impacts associated with the initiative measure, including costs related to elections, legal review, environmental analysis, or implementation, will depend upon future City Council actions and applicable Elections Code requirements.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 3: Broad Communication

The latest information about Measure M can be found on the Election's Central page of the Virtual

City Hall (https://www.americancanyon.gov/Work/Local-Government/City-Hall/City-Clerk/Elections-Central).

ATTACHMENTS:

1. Resolution - Accepting the Certification of Measure M
Exhibit A - Clerks Certificate to Initiative Petition

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ACCEPTING THE CLERKS CERTIFICATE OF INITIATIVE PETITION SUBMITTED BY THE NAPA COUNTY REGISTRAR OF VOTERS AND ACKNOWLEDGING THE QUALIFICATION OF THE INITIATIVE PETITION ENTITLED "INITIATIVE MEASURE TO AMEND AMERICAN CANYON 2040 GENERAL PLAN MOBILITY ELEMENT TO ADD WATSON LANE/MARCUS ROAD CIRCULATION CONNECTION BETWEEN STATE ROUTE 29 AND NEWELL DRIVE" UNDER THE CALIFORNIA ELECTIONS CODE.

WHEREAS, proponents of an initiative measure entitled "Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 and Newell Drive" submitted a Notice of Intention and written text of the proposed initiative measure to the City Clerk and requested preparation of a ballot title and summary pursuant to the California Elections Code; and

WHEREAS, the City Attorney thereafter prepared and provided an official ballot title and summary for the proposed initiative measure for use in publication and circulation of the petition; and

WHEREAS, the City Clerk contacted the Napa County Registrar of Voters to determine the number of registered voters within the City of American Canyon pursuant to Elections Code section 9210, and determined that the number of signatures required for qualification of the initiative petition was 1,445 valid signatures; and

WHEREAS, proponents filed the initiative petition with the City Elections Official, and the petition was thereafter transmitted to the Napa County Registrar of Voters for signature examination and verification pursuant to Elections Code section 9211; and

WHEREAS, the Napa County Registrar of Voters conducted a random sample examination of the signatures submitted on the petition in accordance with Elections Code section 9115; and

WHEREAS, the Registrar of Voters determined that the petition contained 2,294 signatures, of which 500 signatures were examined and 396 signatures were determined to be valid, resulting in a projected valid signature count of 1,817 signatures; and

WHEREAS, the projected valid signature count exceeds the minimum number of signatures required for qualification pursuant to Elections Code sections 9115 and 9215; and

WHEREAS, on May 26, 2026, the Napa County Registrar of Voters deemed the initiative petition as sufficient and transmitted the Clerks Certificate to Initiative Petition to the City Elections Official, attached hereto as Exhibit "A"; and

WHEREAS, Elections Code section 9215 requires that the certificate be presented to City Council at its next regular meeting following receipt by the City Elections Official.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of American Canyon as follows:

Section 1. The City Council hereby accepts the Clerks Certificate to Initiative Petition of the Napa County Registrar of Voters regarding the initiative petition entitled "Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State

Route 29 and Newell Drive," attached hereto as Exhibit "A." and acknowledges the qualification of said petition under the California Elections Code.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting of the City Council of the City of American Canyon held on the 2nd day of June 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

_____
Matthew Summers, City Attorney

CLERKS CERTIFICATE TO INITIATIVE PETITION

I John Tuteur, Registrar of Voters of Napa County, State of California, hereby certify: that on May 22, 2026 the City of American Canyon requested verification of the signatures on an Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element To Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 And Newell Drive.

That each section contains signatures purporting to be the signatures of qualified electors of this county.

That attached to each section at the time it was delivered was an affidavit of the person who solicited the signatures containing the dates between which the purported qualified electors signed the petition.

That the affiant stated his or her own qualifications, that he or she had solicited the signatures upon that section, that all of the signatures were made in his or her presence and that to the best of his or her knowledge and belief each signature to that section was the genuine signature of the person.

That upon the request of the City Clerk of the City of American Canyon, with whom the proponent filed this petition, we tabulated the number of valid signatures by examining the records of registration in the City of American Canyon, current and in effect at the respective dates of such signing, to determine what number of qualified electors signed the petition, and from that examination it has been determined;

1.	Number of sections	271
2.	Number of unverified signatures filed (raw count)	2,294
3.	Number of signatures verified	500
	a. Number of signatures found **sufficient**	396
	b. Number of duplicate signatures	0

USING THE GUIDELINES SET FORTH BY THE CALIFORNIA SECRETARY OF STATE FOR CALCULATING SUFFICIENT SIGNATURES WHEN USING A RANDOM SAMPLE, I HAVE DETERMINED THAT THE PETITION HAS SUFFICIENT SIGNATURES TO QUALIFY FOR FURTHER ACTION BY THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON PURSUANT TO CALIFORNIA ELECTION CODE 9215

In witness whereof, I have hereunto set my hand and affixed by official seal this 26th day of May, 2026.

(seal)

John Tuteur
County Clerk ex-officio Registrar of Voters

Seal Affixed

Signature Verification Calculations
Municipal Referendum Petition
EC Div. 9, Ch. 2, Art. 1 -- §§ 9235-9240190

Petition Title: Initiative Measure to Amend American Canyon 2040 General Plan

Referendum Petition Calculations

Registered voters on Report of Registration EC 9237	14441
Total Signatures Submitted:	2294
Signatures needed to qualify for election: 10% threshold -- EC 9237	1445

The random sample shall include 500 signatures or 3% of those submitted, whichever is greater. EC 9115(a)

Number of signatures to verify:	500
Number of valid signatures:	396
Number of duplicate signatures:	0

SOS Signature Validation Formula

Factors	Description
A	Value of each signature
B	Penalty value for duplicate signature
C	Total value of all duplicate signatures
V	Adjusted number of valid signatures

Factor	Formula	
A	Total Signatures/signatures to verify = A	2.8902
B	A x (A - 1) = B Penalty value for duplicate signatures	5.46
C	B x number of duplicate signatures = C	0.00
V	Signatures submitted x (valid signatures in sample/sample size) = V	1817
	V - C = Statistically valid total	**1817**

If the statistical sample is within 95% to 110% of the required number signatures, the elections official must verify ALL petition signatures. EC 9115(b)

Statistical total as percent of total needed: **125.72%**

Measure Qualifies for Election

Petition Summary Report

INITIATIVE MEASURE TO AMEND AMERICAN CANYON 2040 GENERAL PLAN

INITIATIVE MEASURE To Amend American Canyon 2040 General Plan Mobility Element To Add Watson Lane/Marcus Roa

		Percent of Sigs Checked	Percent of Sample Size
Signatures Required	**1445**		
Raw Count	**2,294**		
Sample Size	**500**		
Sigs Checked	**500**		
Sigs Not Checked	**0**		0.0 %
Sigs Valid	**396**	79.2 %	79.2 %
Sigs Invalid	**104**	20.8 %	20.8 %
Duplicated	0	0.0 %	0.0 %
Non-duplicate Invalids	104	21.0 %	20.8 %

RESULT ABBR	RESULT DESCRIPTION		
Approved	Approved	396	79.2 %
NotReg	Not Registered	60	12.0 %
OutOfDist	Out of District	1	0.2 %
RegDiffAdd	Registered at a Different Address	18	3.6 %
CantIdntfy	Cannot Identify	1	0.2 %
DecIncmp	Declaration Incomplete	4	0.8 %
NoSig	No Signature	1	0.2 %
SigNoMatch	Signatures Don't Match	7	1.4 %
WrongCnty	Wrong County	1	0.2 %
Incomplete	Incomplete voter information	9	1.8 %
100-all petitions	Not completed by voter	2	0.4 %

STATISTICS SUMMARY	Value	% Raw	% Req
Pages Processed	271	100.0 %	
Total Signatures Checked	500	21.8 %	34.6 %
Uncorrected Valid	1,817	79.2 %	125.7 %
Duplicate Adjustment	0		
Estimated Valid	1,817	79.2 %	125.7 %

Min Required (95%): **1372.8**

Min Required to pass Based on Sample (110%): **1589.5**

TITLE

Water Reclamation Facility Sludge Hauling and Biosolids Project Budget Amendment

RECOMMENDATION

Adopt a Resolution amending the FY2025-26 Capital Budget and increasing the FY2025-26 Project Budget from $620,000 to $1,220,000 and authorizing the Public Works Director to execute contract change orders in an aggregate amount not to exceed the Project Budget, in conjunction with the Sludge Removal and Hauling Project (WW26-0400).

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Norman Woods, Assistant Public Works Director, Utilities and Environmental Services

BACKGROUND & ANALYSIS

Background

The Water Reclamation Facility (WRF), commissioned in 2002, includes two sludge ponds: one lined with clay and the other with a Hypalon synthetic liner. From its inception through 2006, the claylined pond served as the primary site for sludge disposal. Since that time, it has been repurposed for temporary wet weather storage and as a backup during sludge transfer and dewatering operations when the primary pond is unavailable.

Currently, the WRF generates approximately one dry ton of solids per day, which are deposited into the Hypalon-lined pond (Sludge Pond One). By 2011, this pond had reached its capacity, prompting the facility's first sludge removal project. In the years following, effective digestion and dewatering allowed for biosolids removal on a biennial basis. Subsequent upgrades—including the installation of a screw press in 2015 and implementation of the Blue Frog sludge reduction system in 2018—have significantly improved sludge management efficiency and helped maintain stable pond levels since 2013.

A recent sludge depth survey indicated that Sludge Pond One contains approximately eleven feet of accumulated solids, out of a total operational capacity of fifteen feet. To preserve critical treatment capacity and maintain readiness for wet weather events, the removal of accumulated biosolids is necessary.

In addition to operational needs, the WRF must also remain in compliance with Senate Bill 1383 (SB 1383), enacted in 2016, which mandates the reduction of organic waste disposed of in landfills. Under SB 1383, the City must demonstrate "verifiable available capacity" to process and recycle organic waste, including biosolids generated at the WRF. Accordingly, staff have submitted an implementation plan to the California Department of Resources Recycling and Recovery (CalRecycle) outlining compliance measures for the period of January 1, 2025, through December 31, 2034.

Analysis

On September 15, 2025, City Council awarded a contract to Synagro in the amount of $610,987 and authorized the Public Works Director to sign contract change orders up to the amount of $620,000 for the Sludge Removal and Hauling Project (WW26-0400).

The project was scheduled to begin and be completed in the fall 2026 with a second round of sludge removal to begin in FY2026-27. However, early rainfall delayed the project until late this spring. The contractor is currently mobilized and is able to save the City approximately $57,000, combined with an estimated $109,987 reduction in anticipated contractor demobilization and remobilization costs by continuing the project via a change order in the current fiscal year.

This approach maximizes operational efficiency, reduces future project costs, and further supports the long-term maintenance and treatment capacity needs of the Water Reclamation Facility. This project is exclusively for sludge hauling and disposal services associated with the maintenance of the sludge removal ponds and does not include any alterations, improvements, or upgrades to the existing facility infrastructure.

The sludge removal contract is covered by the City's Purchasing Policy and per Government Code Section 54202, which allows for a contract change order to proceed under the existing vendor selection given the lowest unit price selection. Therefore, the recommended action is to increase the project budget in FY 2025-26 and authorize the Public Works Director to execute change orders up to the new project budget.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

The FY2025-26 Capital Budget provided for a project budget for the Sludge Removal and Hauling Project (WW26-0400) in the amount of$620,000 from Fund 540, Wastewater Operations. The proposed FY2026-27 Capital Budget currently provides funding for the Sludge Removal and Hauling Project (WW26-400) through Fund 540 in the amount of $600,000 for a total project budget of $1,220,000.

By increasing the project budget and proceeding with a contract change order in FY2025-26, the City will see substantial project savings at minimum of $57,000 by proceeding with the work now versus

waiting in the next fiscal year.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations. This repair work is also exempt from review under the California Environmental Quality Act as repair work for existing facilities under Section 15301 of the California Code of Regulations.

COMMUNICATION

Level 2: Targeted Communication

Public outreach for truck hauling through commercial areas while the Green Island Road rehabilitation project is underway. Coordination with multiple contractors and city project managers to ensure hauling routes are available.

ATTACHMENTS:

1. Resolution: Sludge Hauling Budget Amendment
2. Synagro Sludge Removal and Hauling Proposal 2026
3. Synargo Sludge Removal and Hauling Proposal 2025

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON AMENDING THE FY2025-26 CAPITAL BUDGET AND INCREASING THE FY2025-26 PROJECT BUDGET FROM $620,000 TO $1,220,000 AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE CONTRACT CHANGE ORDERS IN AN AGGREGATE AMOUNT NOT TO EXCEED THE PROJECT BUDGET, IN CONJUNCTION WITH THE SLUDGE REMOVAL AND HAULING PROJECT (WW26-0400)

WHEREAS, the City of American Canyon Water Reclamation Facility ("WRF") requires ongoing sludge removal and biosolids hauling services to maintain operational capacity and regulatory compliance; and

WHEREAS, on September 15, 2025, City Council awarded a contract to Synagro in the amount of $610,987 and authorized the Public Works Director to execute change order up to the amount of $620,000 for the Sludge Removal and Hauling Project (WW26-0400); and

WHEREAS, while the project was intended to take place in fall 2026 prior to wet weather, the project was delayed until May 2026; and

WHEREAS, staff identified project savings through reduced mobilization costs and operational efficiencies associated with additional biosolids removal activities by executing a contract change order with Synagro, to complete additional work while onsite; and

WHEREAS, the sludge removal contract is covered by the City's Purchasing Policy and per Government Code Section 54202, which allows for a contract change orders to proceed under the existing vendor selection given the lowest unit price selection; and

WHEREAS, staff recommends amending the FY2025-26 capital budget and increasing the project budget from $620,000 to $1,220,000 for the Sludge Removal and Hauling Project (WW26-0400); and

WHEREAS, there are sufficient funds in Fund 540 Wastewater Operation to increase the budget in FY2025-26 and complete the additional work.

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of American Canyon amends the FY2025-26 capital budget and increases the project budget from $620,000 to $1,220,000 and authorizes the Public Works Director to execute contract change orders in an aggregate amount not to exceed the project budget, in conjunction with the Sludge Removal and Hauling Project (WW26-0400).

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Matthew T. Summers, City Attorney

435 Williams Court, Suite 100
Baltimore, MD 21220
www.synagro.com

MAY 22, 2026

City of American Canyon
Attn: Nolan Garcia

Re: WW26-0400 SLUDGE REMOVAL AND HAULING – CONTRACT AMENDMENT #1 - PROPOSED

Drat mr. Garcia

Synagro-WWT, I. Inc. (Synagro) is pleased to provide the following updated pricing for tonnage in excess of 300 dry tons. This pricing is predicated on Synagro continuing work without demobilization and remobilization. Accordingly, no additional mobilization and demobilization will be charged in excess of what is in the current agreement.

Please note that Synagro's unit and extended prices for the services to be provided are as follows:

Line item	Units	Unit Price equivalent	Extended Price per bid sheet for one 300 dry ton lot
Sludge dewatering	300	$1,120.00	$336,000.00
Sludge disposal	300	$ 758.00	$227,400.00
Total change contract amendment value			$563,400.00

All other terms and conditions of the agreement will remain in force. Should you have any questions regarding our submittal, please contact me at (650) 219-6380 or jpugliaresi@synagro.com. We look forward to hearing from you soon.

Warm regards,

John Pugliaresi

John Pugliaresi
Senior Area Sales Manager

Bid for
WW26-0400 Sludge Removal and Hauling

to the

CITY OF AMERICAN CANYON

Submitted on
August 8, 2025

435 Williams Court, Suite 100
Baltimore, MD 21220
www.synagro.com

AUGUST 8, 2025

City of American Canyon

Re: WW26-0400 SLUDGE REMOVAL AND HAULING

Ladies and Gentlemen:

Synagro-WWT, Inc. (Synagro) is pleased to respond to the City of American Canyon's Notice to Bidder's for the Sludge Removal and Hauling project. Enclosed for your review is our completed bid package.

Having been in business for over 45 years, Synagro is one of the largest residuals management companies in the country with over 650 municipal and industrial customers and operations in 33 states. Synagro provides ongoing residuals management services to numerous water and wastewater treatment plants throughout California and have the personnel and resources in place to successfully complete this project for the City.

Please note that Synagro's unit and extended prices for the services to be provided are as follows:

Line item	Units	Unit Price equivalent	Extended Price per bid sheet for one 300 dry ton lot
Sludge dewatering	300	$1,050.00	$315,000.00
Sludge disposal	300	$ 620.00	$186,000.00

Synagro appreciates this opportunity. Should you have any questions regarding our submittal, please contact me at (650) 219-6380 or jpugliaresi@synagro.com. We look forward to hearing from you soon.

Warm regards,

John Pugliaresi

John Pugliaresi, Senior Area Sales Manager

435 Williams Court, Suite 100
Baltimore, MD 21220
www.synagro.com

SYNAGRO

August 13, 2024

Delegation of Authority

Sean Heffernan

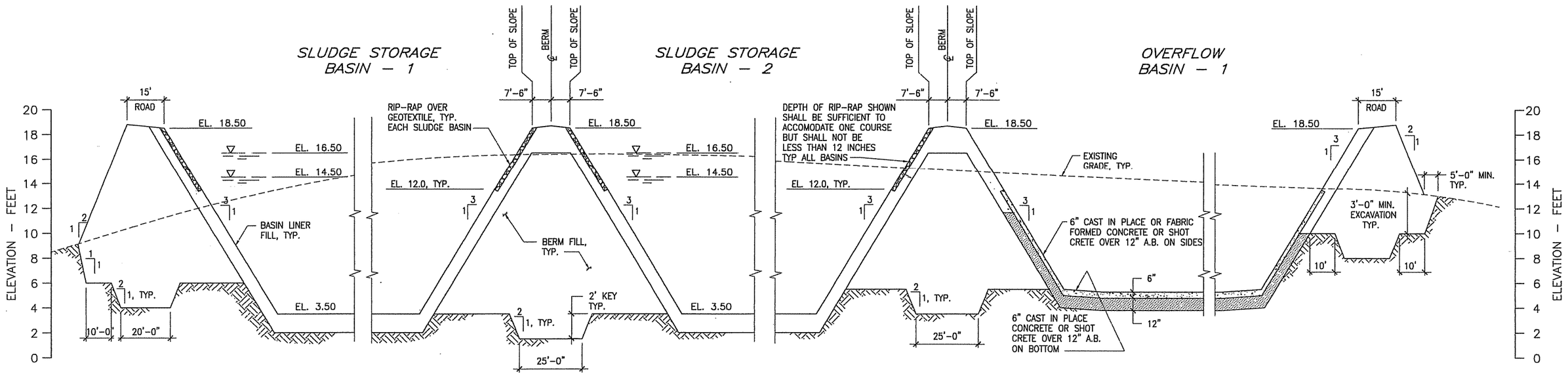
I, **Kaivan Desai,** President and Chief Commercial Officer of Synagro Technologies, Inc. and all its affiliates and subsidiaries, hereby delegate to you, Sean Heffernan**, Sales Support Proposal Coordinator,** authority to sign as an officer or as an authorized person binding bids, awarded contracts, contract renewals, contract extensions, bid bonds and performance bonds. Also, I delegate to you the authority to sign as an officer or as an authorized person any business-related applications and other agreements as necessary to provide uninterrupted service to current and new customers.

Such authority does not alter our internal approval processes. This delegation of authority is valid from the date of this letter until revoked by me.

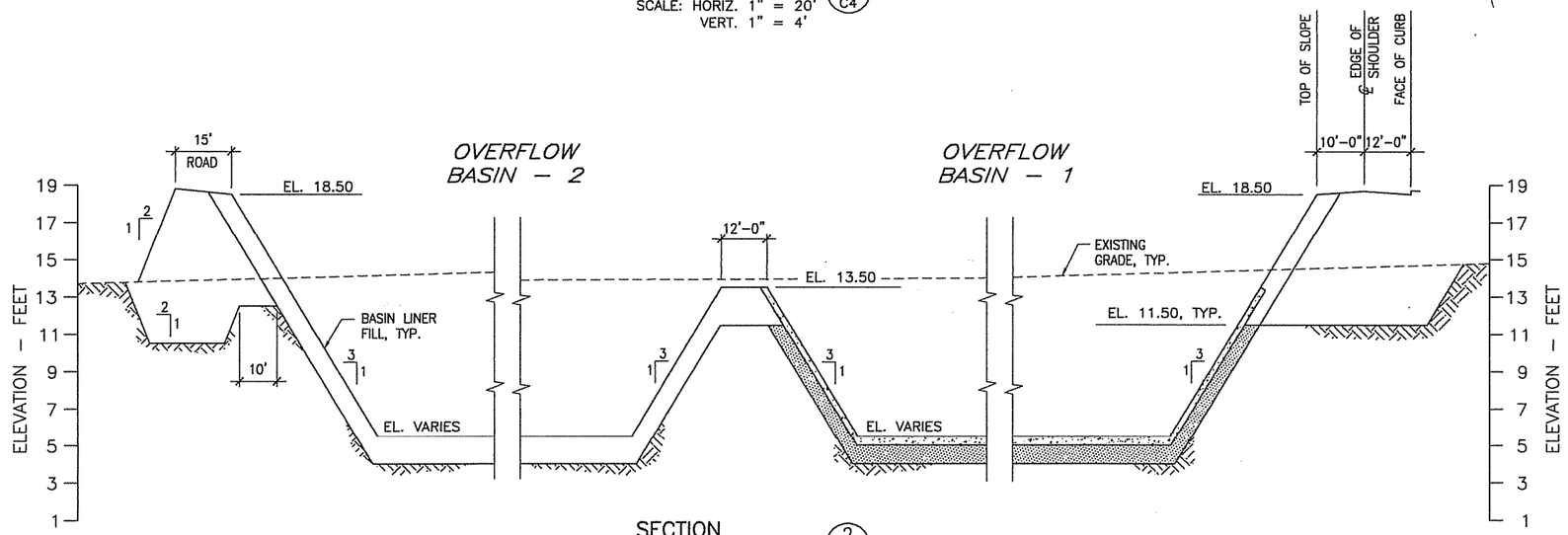
Kaivan Desai
President & CFO

Acknowledgement of Addendums 1&2

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APVD



SECTION 1/C4
SCALE: HORIZ. 1" = 20'
VERT. 1" = 4'

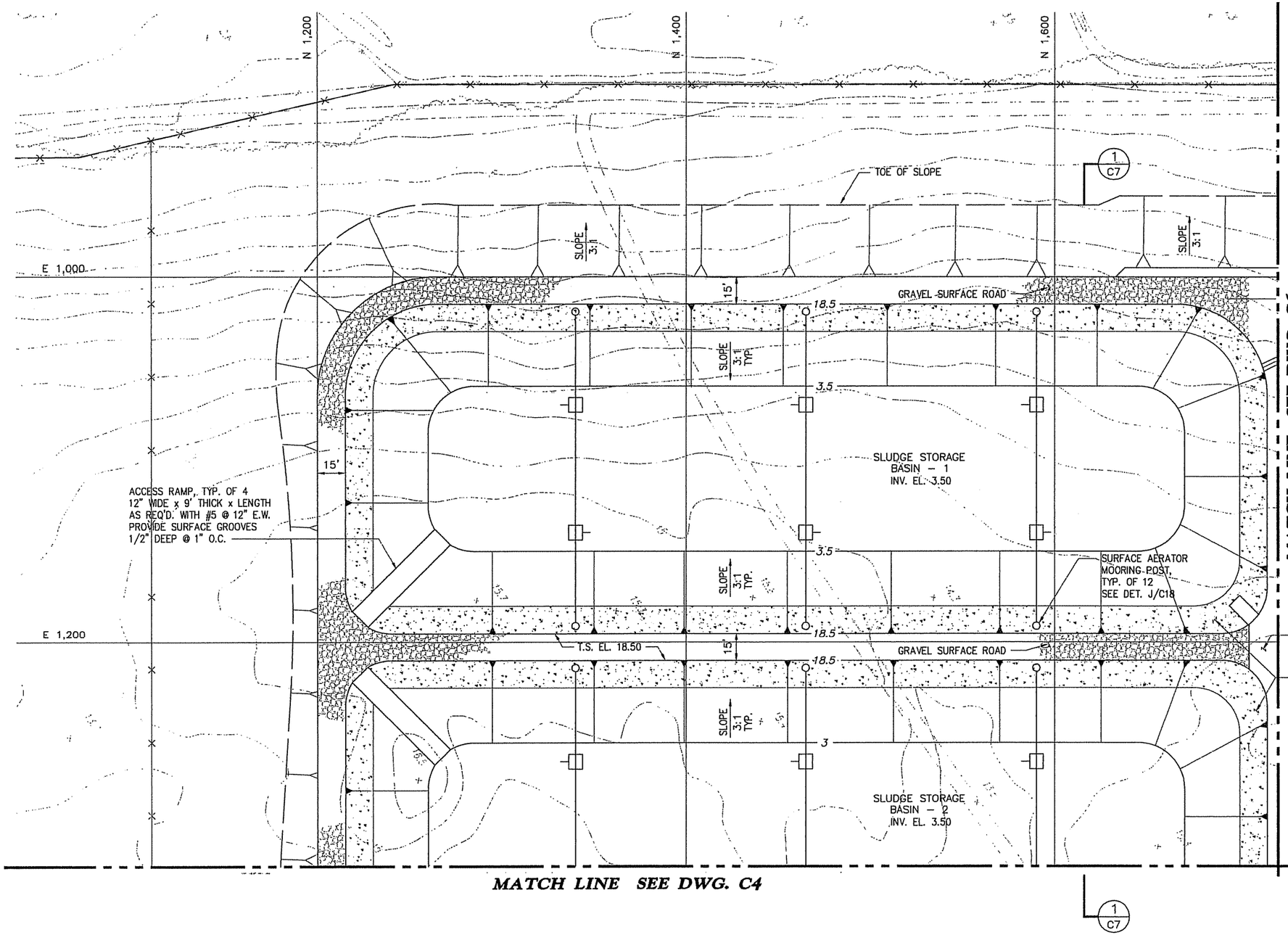


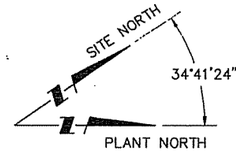
SECTION 2/C4
SCALE: HORIZ. 1" = 20'
VERT. 1" = 4'

REGISTERED PROFESSIONAL ENGINEER GEORGE D. RABBS No. 45080 Exp 3-31-02 CIVIL STATE OF CALIFORNIA

HydroScience Engineers, Inc. / IN ASSOCIATION WITH: DMG HYA A DAMES & MOORE COMPANY	DESIGNED BSP DRAWN EMK CHECKED LRC	SUBMITTED ___ DATE ___ APPROVED ___ DATE ___ APPROVED ___ DATE ___	FILE 106–001 CAD C–7 DATE JAN 2000	CITY OF AMERICAN CANYON NAPA COUNTY, CALIFORNIA	WASTEWATER TREATMENT FACILITIES	BASIN SECTIONS AND DETAILS	DRAWING NUMBER C 7 SHEET 13 OF 219

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APVD





SCALE: 1" = 30'

REGISTERED PROFESSIONAL ENGINEER
GEORGE D. HARRIS
No. 45080
Exp. 3-31-02
CIVIL
STATE OF CALIFORNIA

HydroScience Engineers, Inc. / IN ASSOCIATION WITH: DCM HYA A DAMES & MOORE COMPANY	DESIGNED BSP DRAWN EMK CHECKED LRC	SUBMITTED ___ DATE ___ APPROVED ___ DATE ___ APPROVED ___ DATE ___	FILE 106-001 CAD C-5 DATE JAN 2000	CITY OF AMERICAN CANYON NAPA COUNTY, CALIFORNIA	WASTEWATER TREATMENT FACILITIES	PAVING AND GRADING PARTIAL PLAN - 3	DRAWING NUMBER C 5 SHEET 11 OF 219

McCampbell Analytical, Inc.

"When Quality Counts"

Analytical Report

WorkOrder: 2507C90

Report Created for: City of American Canyon

151 Mezzetta Court
American Canyon, CA 94503

Project Contact: Pam Phillips
Project P.O.: 24-00054
Project: Biosolids

Project Location:
Project Received: 07/21/2025

Analytical Report reviewed & approved for release on 07/29/2025 by:

Tracy Babjar

Tracy Babjar
Project Manager

The report shall not be reproduced except in full, without the written approval of the laboratory. The analytical results relate only to the items tested. Results reported conform to the most current regulatory standards, where applicable, unless otherwise stated.

1534 Willow Pass Rd. Pittsburg, CA 94565 ♦ TEL: (877) 252-9262 ♦ FAX: (925) 252-9269 ♦ www.mccampbell.com
CA ELAP 1644 ♦ NELAP 4033 ORELAP

Proposal Documents

dca
DEPARTMENT OF CONSUMER AFFAIRS

CONTRACTORS
STATE LICENSE BOARD
ACTIVE LICENSE

License Number **801688** Entity CORP

Business Name SYNAGRO - W W T INC

Classification(s) A

Expiration Date 12/31/2025 www.cslb.ca.gov

CSLB

Department of Industrial Relations
STATE OF CALIFORNIA

APPLICATION FOR
PUBLIC WORKS CONTRACTOR REGISTRATION

Registration Information

Type: Public Works

Period: 07/01/2024 06/30/2027

Contractor Information

Contractor Name: SYNAGRO-WWT, INC

Trade Name:

License Type Number: 1000006919

Contractor Physical Address

Physical Business Country: United States of America

Physical Business Address: 435 WILLIAMS COURT, SUITE 100

Physical Business City/ Province: BALTIMORE

Physical Business State: MD

Physical Business Postal Code: 21220

Contractor Mailing Address

Mailing Country: United States of America

Mailing Address: 435 WILLIAMS COURT, SUITE 100

Mailing City /Province: BALTIMORE

Mailing State: MD

Mailing Postal Code: 21220

Contact Info

Daytime Phone:

Mobile Phone:

Daytime Phone Ext.:

Business Email: ekneis@synagro.com

Applicant's Email: ekneis@synagro.com

Workers' Compensation

Professional Employer Organization (PEO)

Do you lease employees through Professional Employer Organization? No

Workers' Compensation Overview

Carrier: AMERICAN GUARANTEE & LIABILITY INS. CO.

Inception Date: 08/01/2023

Policyholder Name: Synagro Technologies, Inc

Expiration Date: August 1, 2024

Policy Number: WC924396112

Certification

Yes I certify that I do not have any delinquent liability to an employee or the state for any assessment of back wages or related damages, interest, fines, or penalties pursuant to any final judgment, order, or determination by a court or any federal, state, or local administrative agency, including a confirmed arbitration award

Yes I certify that the contractor is not currently debarred under Section 1777.1 or under any other federal or state law providing for the debarment of contractors from public works.

Yes I certify that one of the following is true: (1) I am licensed by the Contractors State License Board (CSLB) in accordance with Chapter 9 (commencing with Section 7000) of the Business and Professions Code; or (2) my business or trade is not subject to licensing by the CSLB.

I understand refunds are not authorized

I, Emil Kneis, the undersigned, am , SYNAGRO-WWT, INC with the authority to act for and on behalf of the above named contractor. I certify under penalty of perjury that all of the above information provided is true and correct. I further acknowledge that any untruthful information provided in this application could result in the certification being canceled.

I certify this on: 10:23 AM

Legal Entity Information

Legal Entity Type: Corporation

Name: SYNAGRO-WWT, INC

Synagro Company Profile

Founded in 1986, Synagro's core business is the environmentally sound and economically viable management of municipal biosolids, including project development, operations and biosolids product distribution. Through this focus, Synagro has grown to be North America's leading provider of high-quality, cost-effective biosolids management and beneficial use solutions. We have been successfully meeting the biosolids management needs of hundreds of generators for more than 45 years. Synagro's experience in all areas of biosolids management is unparalleled.

Synagro annually manages more than 16 million tons of wastewater biosolids and other organic by-products. Synagro employs a team of 1200+ professional engineers, soil scientists, agronomists, construction managers, financial managers and the largest, most diverse operational staff in the industry. Our team is dedicated to working with our clients to find the right solution to their organic residuals management challenges. Synagro, and its subsidiaries, are at the forefront of the environmental movement to safely process and market organic residual materials for beneficial uses.

Synagro owns no proprietary technology which enables us to offer nearly all commercially viable processing options and product marketing channels for biosolids and organic residuals and allows us to develop projects that fit a municipality's unique needs. Our breadth of experience developing, building, financing as necessary, and operating and maintaining the complete range of biosolids options listed below is unique to Synagro.

- Auu
- Composting
- Incineration
- Digestion
- Product marketing
- Dewatering (installation and operation)
- Mobile dewatering
- Land application and reclamation
- Lagoon and digester cleaning
- Alkaline stabilization
- Rail transportation

Synagro currently operates 18 heat-drying facilities, three thermal processing facilities serving multiple regional generators, 9 composting facilities (8 of which provide an outlet for numerous generators), more than a dozen alkaline stabilization facilities, and in excess of 75 permanent and mobile dewatering facilities.

In addition, we provide final product distribution as a key component of many of these projects. Our Product Sales and Marketing team is responsible for successfully managing approximately 300,000 tons per year of AllGro® compost and 170,000 tons of Granulite® fertilizer pellets (heat-dried biosolids). We have unrivalled understanding of the markets for these products and continuously work to broaden the suite of outlets for these materials. As an example, Synagro pioneered the use of heat-dried biosolids as an alternative fuel resource in cement manufacturing. When Synagro operates a facility, we include product distribution services in our operation; however, we also work with municipally operated facilities to assist in managing their products.

In December 2020, Synagro was acquired by West Street Infrastructure Partners III, an infrastructure investment fund managed by Goldman Sachs Merchant Banking Division. Founded in 1869, The Goldman Sachs Group, Inc. is a leading global investment banking, securities, and investment management firm. Goldman Sachs Merchant Banking Division (MBD) is the primary center for the firm's long-term principal investing activity. MBD is one of the leading private capital investors in the world with investments across private equity, infrastructure, private debt, growth equity and real estate.

Cost Proposal

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	Mobile and Demobilization	1	Each	$109,987.00	$109,987.00
2	Sludge Dewatering 300 Dry Tons	1	Each	$315,000.00	$315,000.00
3	Sludge Disposal	1	Each	$186,000.00	$186,000.00
	Total				$610,987.00

EXECUTIVE ORDER N-6-22 COMPLIANCE CERTIFICATION

The Contractor certifies subject to penalty for perjury that the option checked below relating to the Contractor's status in regard to Executive Order N-6-22 is true and correct:

☑ The Contractor is in compliance with economic sanctions imposed by the U.S. Government in response to Russia's actions in Ukraine, as well as any sanctions imposed under state law.

Signature:

Printed Name: Sean Heffernan

Title: Proposal Coordinator

Firm Name: Synagro-WWT, Inc.

Date: August 7, 2025

Note: In accordance with Public Contract Code, false certification of this form shall be reported to the California Attorney General and may result in civil penalties equal to the greater of $250,000 or twice the Contract amount, termination of the Contract and/or ineligibility to bid on contracts for three years.

IRAN CONTRACTING ACT CERTIFICATION

(Public Contract Code section 2200 et seq.)

As required by California Public Contract Code Section 2204, the Contractor certifies subject to penalty for perjury that the option checked below relating to the Contractor's status in regard to the Iran Contracting Act of 2010 (Public Contract Code Section 2200 *et seq.*) is true and correct:

☑ The Contractor is not:

(1) identified on the current list of person and entities engaged in investment activities in Iran prepared by the California Department of General Services in accordance with subdivision (b) of Public Contract Code Section 2203; or

(2) a financial instruction that extends, for 45 days or more, credit in the amount of $20,000,000 or more to any other person or entity identified on the current list of persons and entities engaging in investment activities in Iran prepared by the California Department of General Services in accordance with subdivision (b) of Public Contract Code Section 2203, if that person or entity uses or will use the credit to provide goods or services in the energy sector in Iran.

☐ The City has exempted the Contractor from the requirements of the Iran Contracting Act of 2010 after making a public finding that, absent the exemption, the City will be unable to obtain the goods and/or services to be provided pursuant to the Contract.

☐ The amount of the Contract payable to the Contractor for the Project does not exceed $1,000,000.

Signature:

Printed Name: Sean Heffernan

Title: Proposal Coordinator

Firm Name: Synagro-WWT, Inc.

Date: August 7, 2025

Note: In accordance with Public Contract Code Section 2205, false certification of this form shall be reported to the California Attorney General and may result in civil penalties equal to the greater of $250,000 or twice the Contract amount, termination of the Contract and/or ineligibility to bid on contracts for three years

DESIGNATION OF SUBCONTRACTORS

Name of Company: Synagro-WWT, Inc.

As required by Section 4100-4107 of the California Public Contract Code, the General Contractor bidding will hereinafter state the subcontractor for each particular trade or subdivision of the work, and will state the firm name and principal location of the mill, shop or office of each. **The bidder shall note that he shall perform with his own organization at least 50% of the work with the remainder of the work performed by subcontractors.**

If the Contractor fails to specify a subcontractor for any portion of the work to be performed under the contract, he shall be deemed to have agreed to perform such portion himself, and he shall not be permitted to subcontract that portion of the work except under the conditions hereinafter set forth.

Subletting or subcontracting of any portion of the work for which no subcontractor was designated in the original bid shall only be permitted in case of public emergency or necessity, and then only after receiving written approval from the ENGINEER.

The name and location of the shop or office of each subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the project and that portion of the work to be performed by the subcontractor is as follows:

	Subcontractor's Name and Location of Mill, Shop or Office	Portion of Work or Items of Work to be Performed	Percent of Total Contract
1.	Jess Ranch Trucking 1886 Northgate Drive Manteca, CA 95336	Hauling	9%
	Subcontractor's License No.	Cal T #0206711 DIR No.	1000007356
2.			
	Subcontractor's License No.	DIR No.	
3.			
	Subcontractor's License No.	DIR No.	

Note: Attach additional sheets if required

QUESTIONNAIRE AND FINANCIAL ASSURANCE STATEMENT

The following statements as to experience and financial qualifications of the Bidder are submitted in conjunction with the proposal as a part thereof and the truthfulness and accuracy of the information is guaranteed by the Bidder.

The Bidder has been engaged in the contacting business under the present business for 45 years. Experience in work of a nature similar to that covered in the proposal extends over a period of 45 years.

The Bidder, as a contractor, has never failed to satisfactorily complete a contact awarded to contractor, except as follows:

N/A

List all claims and lawsuits presented or filed in the last five (5) years, regardless of the form, regarding any public works project:

Please see the attached list.

The following contracts for work have been completed in the last three (3) years for the persons, firm or authority indicated and to whom reference is made:

Year	Type of Work – Size, Length and Contract Amount	Location and for Whom Performed
2011 to present	Dredge, dewater, transport and land application $2,000,000 per year	City of Sunnyvale, CA
2016 to present	Dredge, dewater, transport and land application $1,000,000 per year	Town of Windsor, CA
2020, 2022 and 2024	Dredge, dewater, transport and land application $800,000	Sonoma County Water Agency, Santa Rosa, CA
2024	Dredge, dewater, transport and composting/disposal $550,000	City of Oakdale, CA

The following complaint(s) have been made against the Bidder's contractor's license within the past ten (10) years:

Date:	Nature of Complaint:
None.	

Reference is hereby made to the following bank(s) as to the financial responsibility of the bidder:

Name of Bank	Address
KeyBank National Association	127 Public Square, Cleveland, OH 44114

Reference is hereby made to the following surety companies as to the financial responsibility and general reliability of the bidder;

Name of Surety Company:

Aon Risk, Inc.

I, the undersigned, declare under penalty of perjury under the laws of the State of California, that the foregoing is true and correct.

Signature of Bidder

August 7, 2025
Date

Synagro-WWT, Inc.
Name of Bidder

List all claims and lawsuits presented or filed in the last five (5) years, regardless of the form, regarding any public works project:

Synagro has been named as a defendant in claims on insured matters (i.e. worker's compensation, liability, etc.). None of the claims or lawsuits have an impact to ongoing operations.

- ***Richard Martin et al v. Synagro-WWT, Inc., et al,*** **Case No. 50-CV-21-900113,** Circuit Court of Marshall County, Alabama.
  Personal injury, nuisance, trespass, and negligence claims asserted based on noxious odors allegedly emanating from Synagro's performance of services for Tyson Foods.

- ***Marvin Carter et al v. Synagro of Texas-CDR, Inc., Synagro-WWT, Inc., et al,*** **Case No. 067-339040-22,** Tarrant County, Texas, District Court.
  Personal injury, nuisance, trespass, and negligence claims resulting from alleged improper application of Fort Worth biosolids on neighbor's property.

- ***Blevins et al v. Synagro Technologies, Inc., et al,*** **Case No. 5:22-cv-01866-FLA-KK,** United States District Court for Central District of California
  Personal injury, property damage, trespass, and nuisance claim allegedly resulting from a fire at Nursery Products compost facility.

Noncollusion Affidavit
(Title 23 United States Code Section 112 and
Public Contract Code Section 7106)

To the CITY of American Canyon
DEPARTMENT OF PUBLIC WORKS.

In conformance with Title 23 United States Code Section 112 and Public Contract Code 7106 the bidder declares that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

Note: The above Noncollusion Affidavit is part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of this Noncollusion Affidavit.

Bidders are cautioned that making a false certification may subject the certifier to criminal prosecution.

Signature

August 7, 2025
Date

TITLE

Two-year Intergovernmental Services Agreement with the Housing Authority of the City of Napa (HACN)

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to sign a two-year Intergovernmental Services Agreement with the Housing Authority of the City of Napa (HACN) for housing-related services for the City of American Canyon during Fiscal Year 2026/27 and 2027/28.

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

The Housing Authority of the City of Napa (HACN) provides housing-related services for the City of American Canyon. Contracting these services with HACN provides a collaborative and cost-effective partnership.

The proposed two-year Intergovernmental Services Agreement would occur during Fiscal Year 2026/27 and 2027/28 at a Not to Exceed cost of $230,300.

The agreement provides the City of American Canyon with HACN staff on a variety of Housing-related services. These services include: Grant application and administration for the First Time Homebuyer Down Payment Program, Owner-Occupied Rehabilitation Program, prepare quarterly and annual Program Income Reports and Performance Reports, conduct annual monitoring of affordable housing units; Section 8 Housing Unit monitoring; participate in the Napa County Continuum of Care; advise staff on development applications to maximize options for affordable housing.

A Resolution to approve is included as Attachment 1. The Agreement which includes the scope of services is included as Exhibit A to Attachment 1.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The proposed contract costs for the 1st year are included in the Fiscal Year 2026-27 budget. The 2nd year costs will be included in the future Fiscal Year 2027-28 budget.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

1. Resolution - Housing Authority
Exhibit A - American Canyon Housing Services Contract

RESOLUTION NO. 2026-_____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SIGN A TWO-YEAR INTERGOVERNMENTAL SERVICES AGREEMENT WITH THE HOUSING AUTHORITY OF THE CITY OF NAPA (HACN) FOR HOUSING-RELATED SERVICES FOR THE CITY OF AMERICAN CANYON DURING FISCAL YEAR 2026/27 AND 2027/28

WHEREAS, the City of American Canyon and the City of Napa have proposed entering into a two-year Agreement during Fiscal Year 2026/27 and Fiscal Year 2027/28 for Housing-related supportive services provided by the Housing Authority of the City of Napa (HACN) for a Not to Exceed cost of $230,000; and

WHEREAS, City lacks the qualified personnel to provide the specified work product; and

WHEREAS, the "baseline" services provided by this agreement is depicted in the table below:

WORK PROGRAM	DESCRIPTION
A. COUNTYWIDE ACTIVITIES	
1. Section 8 Housing Services	HUD funded very low-income rental housing assistance program administer Countywide – 84% City of Napa, 12% American Canyon, & 4% elsewhere in County.
2. Continuum of Care	Participate in Countywide Continuum of Care for delivery of homeless services & projects.
B. STANDARD HOUSING SERVICES	
1. Regulatory Agreement Monitoring	Provide required annual monitoring of regulatory agreement units.
2. Review development projects	Technical assistance reviewing proposed housing developments to maximize affordable housing units.
3. Loan Servicing	Provide loan servicing and owner occupancy monitoring for CalHome, HOME, BEGIN, & CDBG homebuyer & rehab loans.
4. Affordable Housing Regulatory Agreements	Review affordable housing agreements & make recommendations.
5. Annual Meeting with Staff and Council	Report on year's activities; and

WHEREAS, total compensation for the services provided by HACN to the City under this Agreement, including the Baseline Rate and the Pass-Through Rate, shall not exceed $113,300 for Fiscal Year 2026-2027 and $117,000 for Fiscal Year 2027-2028; and

WHEREAS, if the City authorizes HACN to perform "Additional Services," Authority will be compensated for the Additional Services on a time and materials basis; and

WHEREAS, consistent with the "A/B/C Test" stipulated by the *Dynamex Operations West Inc. v. Superior Court* (Case No. S222732), the HACN is an independent contractor free from the control and direction of the City in connection with the performance of the work, who performs work that is outside the usual course of the City's business and is customarily engaged in an independently established trade, occupation, or business of the same nature as the work performed for the City.

NOW, THEREFORE, BE IT RESOLVED that the City of American Canyon City Council authorizes the City Manager to enter into a two-year Agreement with the Housing Authority of the City of Napa as depicted as Exhibit A to this Resolution.

PASSED, APPROVED, and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of June 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVED AS TO FORM:

_____
Matthew Summers, City Attorney

Exhibit A – Intergovernmental Agreement for Services by and between the Housing Authority of the City of Napa and the City of American Canyon

EXHIBIT A

INTERGOVERNMENTAL AGREEMENT FOR SERVICES BY AND BETWEEN THE HOUSING AUTHORITY OF THE CITY OF NAPA AND THE CITY OF AMERICAN CANYON

HOUSING AUTHORITY OF THE CITY OF NAPA AGREEMENT NO. _____
CITY OF AMERICAN CANYON AGREEMENT NO. _____

THIS AGREEMENT FOR SERVICES (this "Agreement") is made and entered into as of July 1, 2026 ("Effective Date"), by and between the HOUSING AUTHORITY OF THE CITY OF NAPA, a public body, corporate and politic (the "Authority"), and the CITY OF AMERICAN CANYON, a municipal corporation (the "City") under the joint exercise of powers provisions of the Government Code of the State of California, California Government Code Section 6500-6536. City and Authority are public entities organized and operating under the laws of the State of California and each is a public entity as defined in California Government Code Section 6500. The Authority and City are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the City desires to obtain housing services from the Authority during the Fiscal Year 2026 – 2027 and Fiscal Year 2027 – 2028, and the Authority is willing to provide such services to the City subject to the terms and conditions set forth herein.

TERMS

NOW, THEREFORE, City and Authority agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the Effective Date and shall expire on June 30, 2028 (the "Term") unless earlier terminated in accordance with Paragraphs 7 or 8 of this Agreement.

2. **Scope of Services.** Authority shall perform the services described in the *Scope of Services* in Exhibit "A", attached hereto and incorporated by reference herein (the "Services").

3. **Compensation.**

(a) Baseline Rate. In consideration of Authority's performance of the Services, the City shall pay to Authority the baseline rate ("Baseline Rate") of One Hundred Thirteen Thousand Three Hundred Dollars ($113,300.00) for fiscal year 2026–2027 and One Hundred Seventeen Thousand Dollars ($117,000.00) for fiscal year 2027–2028.

(b) Maximum Annual Compensation. The total compensation for the Services provided by Authority to the City under this Agreement, including the Baseline Rate shall not exceed $113,300.00 for fiscal year 2026-2027 or $117,000.00 for fiscal year 2027-2028 as detailed in the following table:

COMPENSATION BREAKDOWN			
Service Provided	**FY2026-27 Cost**	**FY2027-28 Cost**	**Total Cost**
HACN Baseline Housing Services (Baseline Rate)	$113,300	$117,000	$230,300

(d) Rate for Additional Services. If the City authorizes Authority to perform services that are not included in the *Scope of Services* set forth in Exhibit "A" ("Additional Services"), Authority will be compensated for the Additional Services on a time and materials basis. The rate for Authority's time for the Additional Services shall be the then-current fully burdened overhead rate (the "Fully Burdened Overhead Rate") for the employee performing the Additional Services. The Fully Burdened Overhead Rate is an hourly billable rate that captures all Authority costs (direct and indirect) associated with an employee, over and above gross compensation or payroll costs. Typical costs associated with the Fully Burdened Overhead Rate include payroll taxes, worker's compensation, health insurance, paid time off, pension contributions, other benefits, and indirect costs including departmental and citywide administrative overhead allocations. The applicable Fully Burdened Overhead Rate will depend on the Authority employee performing Additional Services as each employee has a different Fully Burdened Overhead Rate that is calculated based on that particular employee's salary and benefits.

(e) Invoices for Additional Services. Authority will submit a monthly itemized invoice to the City for any Additional Services provided by the Authority during the preceding month. The City will pay the Authority within 30 days after approval of each invoice.

4. **Method of Payment.** The Authority shall provide to City an invoice for payment for the Services on the following dates and in the following amounts:

(a) On July 1, 2026, an invoice equal to 50% of the Baseline Rate for fiscal year 2026-2027 in the amount of $56,650.00; and

(b) On January 1, 2027, a second invoice for the remaining 50% of the Baseline Rate for fiscal year 2026-2027 in the amount of $56,650.00.

(c) On July 1, 2027, a third invoice for 50% of the Baseline Rate for fiscal year 2027-2028 in the amount of $58,500.00; and

(d) On January 1, 2028, a fourth invoice for the remaining 50% of the Baseline Rate for fiscal year 2027-2028 in the amount of $58,500.00.

City shall pay the Authority within thirty (30) days following receipt of an invoice.

5. **Independent Contractor.** The Authority shall perform the Services under this Agreement as an independent contractor. The Authority and the officers, agents and employees of Authority are not, and shall not be deemed, City employees for any purpose, including workers' compensation. The Authority shall determine the method and manner by which the Services shall be performed. The Authority and its officers, employees and agents shall not be entitled to any of the benefits accorded to a City employee. City shall not deduct or withhold any amounts whatsoever from the compensation paid to the Authority, including, but not limited to amounts required to be withheld for state and federal taxes. The Authority shall be solely responsible for all such payments.

6. **Indemnification.** To the fullest extent permitted by law, City shall defend, indemnify and hold harmless the Authority and its elected and appointed officials, officers, agents and employees from and against any and all liability or claims (including actions, demands, damages, injuries, settlements, losses, or costs [including legal costs and attorney's fees]) (collectively, "Liability") of any nature, arising out of, pertaining to, or relating to City's acts or omissions under this Agreement. Consistent with Civil Code Section 2782, City will not be obligated to indemnify Authority for the proportionate share of the Liability caused by the Authority's active negligence, sole negligence, or willful misconduct. City's indemnification obligations under this Agreement are not limited by any limitations of any insurance held by City, including, but not limited to, workers' compensation insurance. To the fullest extent permitted by law, Authority shall defend, indemnify and hold harmless City and its elected and appointed officials, officers, agents and employees from and against any Liability of any nature, arising out of, pertaining to, or relating to the Authority's acts or omissions under this Agreement. Consistent with Civil Code Section 2782, Authority will not be obligated to indemnify City for the proportionate share of the Liability caused by the City's active negligence, sole negligence, or willful misconduct. Authority's indemnification obligations under this Agreement are not limited by any limitations of any insurance held by Authority, including, but not limited to, workers' compensation insurance.

7. **Termination for Cause.** If either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may, in addition to any other remedies it may have, terminate this Agreement by giving fifteen (15) days written notice to the defaulting party in the manner set forth in Paragraph 11 (Notices).

8. **Termination for the Convenience of a Party.** This Agreement may be terminated by either party for any reason and at any time by giving no less than thirty (30) days prior written notice of such termination to the other party and specifying the effective date thereof.

9. **Payment for Work upon Expiration or Termination.** In the event of termination for cause under Paragraph 7 or termination for the convenience of a party under Paragraph 8, Authority shall be entitled to receive compensation for any satisfactory Services and/or Additional Services provided by the Authority prior to the effective date of the notice subject to the maximum amount set forth in Paragraph 3(c). In the event the termination results in the Authority receiving payment in an amount that exceeds the amount due to Authority for the Services provided under this Agreement, City shall be entitled to receive reimbursement for any overpayment from Authority.

10. **No Waiver.** The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

11. **Notices**. All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by first class mail, postage prepaid. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

AUTHORITY
Housing Manager
Housing Authority of the City of Napa
P.O. Box 660
Napa, CA 94559

CITY OF AMERICAN CANYON
Jason B. Holley, City Manager
City of American Canyon
4381 Broadway, Suite 201
American Canyon, CA 94503

12. **Confidentiality.** Confidential information is defined as all information disclosed to the Authority which relates to City past, present, and future activities, as well as activities under this Agreement. Except as otherwise provided in Paragraph 15, as directed by the City Manager or designee thereof, or when required by the California Public Records Act, a subpoena or by court order, the Authority shall hold all such information as the Authority may receive, if any, in trust and confidence.

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended only in a writing signed by the Parties.

14. **Compliance with Laws.** In the performance of this Agreement, the Authority shall observe and comply with all applicable Federal, State and local laws, ordinances, and codes.

15. **Access to Records/Retention.** City shall have access to any books, documents, papers and records of the Authority prepared or obtained by the Authority when providing the Services under this Agreement. Upon expiration or termination of this Agreement the Authority shall return all such records to City unless otherwise directed by City to retain or dispose of such records, except that with the written permission of City, the Authority may keep a copy of such records as long as such copy is maintained in confidence and is returned to City or its successor agency to be destroyed upon notification to Authority that City has authorized destruction of the original records.

16. **Attorney's Fees.** In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action.

17. **Interpretation.** The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

18. **Severability.** If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

19. **Entirety of Contract.** This Agreement, together with “Exhibits A and B” attached hereto and incorporated herein, constitutes the entire agreement between the Parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

20. **Counterparts.** This Agreement may be executed in counterparts, each one of which is deemed an original, but all of which together constitute a single instrument.

21. **Privileges and Immunities.** In accordance with California Government Code section 6513, all of the privileges and immunities from liability, all exemptions from laws, ordinances and rules, and all pension, relief, disability, workmen's compensation, and other benefits which apply to the activity of the trustees, officers, employees or agents of the Parties when performing their functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties associated with performance of this Agreement.

[Signature page follows.]

22. **Signatures; Electronic Signatures**. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective legal entities of the Authority and the City. The parties agree that this Agreement may be executed and transmitted electronically and that electronic signatures shall have the same force and effect as original signatures in accordance with the Electronic Signatures in Global and National Commerce Act, 15 U.S.C. 7001 et seq.; the California Uniform Electronic Transactions Act, Civil Code Section 1633.1 et seq. and California Government Code Section 16.5.

IN WITNESS WHEREOF, this Agreement was executed by the Parties as of the date first above written.

CITY:
CITY OF AMERICAN CANYON, a municipal corporation

By: _____
PIERRE WASHINGTON, Mayor, City Council

ATTEST:

By: _____
TARESA GEILFUSS, CMC, City Clerk

APPROVED AS TO FORM:

By: _____
MATTHEW SUMMERS, City Attorney

AUTHORITY:
HOUSING AUTHORITY OF THE CITY OF NAPA, a public body, corporate and politic

By: _____
STEVE POTTER, Executive Director

COUNTERSIGNED:

By: _____
ERIKA LEAHY, City Auditor

APPROVED AS TO FORM:

By: _____
Christopher Diaz, Interim Authority General Counsel

EXHIBIT "A"

Scope of Services

WORK PROGRAM	DESCRIPTION
A. COUNTYWIDE ACTIVITIES	
1. Section 8 Housing Services	HUD funded very low-income rental housing assistance program administer Countywide – 84% City of Napa, 12% American Canyon, & 4% elsewhere in County
2. Continuum of Care	Participate in Countywide Continuum of Care for delivery of homeless services & projects.
B. STANDARD HOUSING SERVICES	
1. Regulatory Agreement Monitoring	Provide required annual monitoring of regulatory agreement units summarized in Exhibit B
2. Review development projects	Technical assistance reviewing proposed housing developments to maximize affordable housing units
3. Loan Servicing	Provide loan servicing and owner occupancy monitoring for CalHome, HOME, BEGIN, & CDBG homebuyer & rehab loans.
4. Affordable Housing Regulatory Agreements	Review affordable housing agreements & make recommendations
5. Annual Meeting with Staff and Council	Report on year's activities
C. ADDITIONAL HOUSING SERVICES	
1. Additional housing services as mutually agreed to	TBD: The Authority shall be compensated for such additional services in accordance with Section 3(d).

EXHIBIT "B"

MONITORING DETAIL

Project	Type	Affordable Units	Task	Description
Vineyard Crossing	MF	70	Annually	Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Up-date project database.
Canyon Ridge Apartments	MF	8	Annually	Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Up-date project database.
Village at Vintage Ranch	MF	16	Annually	Lease up certification. Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Up-date project database.
Lemos Pointe	MF	186	Annually	Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Up-date project database.
Napa Cove	MF	65	Annually	Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Up-date project database.
Valley View Apartments	Senior	70	Annually	Lease up certification. Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Up-date project database.
Heritage Park	BMR	7	Annually	Mail out owner occupancy certification, verify insurance & taxes paid. Follow-up when necessary. Up-date owner database
Chesapeake Homes	BMR	10	Annually	Mail out owner occupancy certification, verify insurance & taxes paid. Follow-up when necessary. Up-date owner database
Vineyard Place	BMR	23	Annually	Mail out owner occupancy certification, verify insurance & taxes paid. Follow-up when necessary. Up-date owner database
CDBG, HOME & CalHome Rehab Loans	loans	40*	Annually	Mail out owner occupancy certification, verify insurance & taxes paid. Follow-up when necessary. Up-date owner database

HOME & CalHome First Time Homebuyer Loans	loans	15*	Annually	Mail out owner occupancy certification, verify insurance & taxes paid. Follow-up when necessary. Up-date owner database
Additional affordable housing units	MF	up to 16**	Annually	Lease up certification. Mail out project compliance report and review tenant information for compliance with Regulatory Agreement. Update project database.

MF = rental multifamily
BMR = Below Market Rate home ownership

*Number of loans may increase or decrease over the term of contract
**Affordable units beyond the number identified above shall be billed on a time and material basis in accordance
with Paragraph 3(d).

TITLE

Fiscal Year 2026-27 Recommended Budget and Five-Year Capital Improvement Program

RECOMMENDATION

1. Adopt a Resolution approving adoption of the Recommended Operating Budget for Fiscal Year 2026-27 and authorizing the City Manager to increase the appropriations for FY 2026-27 expenditures in an amount not to exceed the amount encumbered for expenses that did not occur prior to the end of FY 2025-26 but are expected to be expended in FY 2026-27 consistent with the original purpose.

2. Adopt a Resolution approving the Five-Year Capital Improvement Program for Fiscal Years 2026-27 to 2030-31.

CONTACT

Jemelyn Cruz, Finance Director
Erica Ahmann Smithies, Public Works Director

BACKGROUND & ANALYSIS

The Fiscal Year (FY) 2026-27 Budget process kicked off in February. Finance Department staff has developed the Final Recommended Budget in collaboration with other City departments, the Assistant City Manager and the City Manager. The "Proposed Budget" was presented to the Finance Subcommittee on May 7, 2026, and the City Council on May 19, 2026. This "Final Recommended Budget" is being brought forth for adoption, incorporating final estimates and updated information.

Changes from Proposed Budget

The significant revisions from the proposed budget presented on May 19, 2026, include an update to Capital Improvement Project TR23-0200 (South Kelly-Highway 29 Intersection Project) to reflect the approved increase of $4,460,000 at the May 19, 2026 meeting, as well as the addition of $135,000 to project costs for TR24-0200 (Melvin Siewalk). All other changes consist of minor adjustments to final estimates.

All Funds

The FY 2026-27 Proposed Budget for All Funds is approximately $149.0M. This amount represents an decrease of approximately $5.3M (or 3.4%) from the FY 2025-26 Adopted Budget.

General Fund

The FY 2026-27 General Fund (GF) Proposed Budget is "balanced", with no projected deficit or surplus.

General Fund appropriations are approximately $34.2M. This amount represents an increase of $1.9M (or 5.9%) from the FY 2025-26 Adopted GF Budget.

Overall budget categories at their aggregate levels are shown in Attachment 1. Exhibit A - Summary of Proposed Revenues and Expenses. Estimated revenues and expenses (by fund) and projected ending fund balances are shown in Attachment 1. Exhibit B.

General Fund Revenue

The FY 2026-27 Proposed GF Revenues total approximately $34.3M. Of that amount, property taxes are expected to increase 2.67% (to $15.8M). This increase reflects continued development activity and the sale of new homes in 2025. There is lag between a home sale and realization of new property tax. For example, home sales in 2025 are placed on the "January 2026 Property Tax Roll" and then become property tax revenue in FY 2026-27.

Sales tax revenues are estimated to decrease by $1400k to $3.5M as the City begins to recover from significant declines experienced over the past two years following the closure of a major sales tax generator. Actual revenues in Fiscal Year 2025-26 are coming in higher than the previously anticipated level of decline.

Transient Occupancy Taxes (TOT) revenues are projected at $2.0M. This amount includes the projection of the fourth hotel (Home 2 Suites) being open for the full FY 2026-27 fiscal year. TOT revenues from the existing three properties are projected to remain flat. Additional hotels (Hampton Inn and Watson Ranch Hotel) are expected to increase TOT revenues in outlying fiscal years.

Other taxes, such Franchise Fees ($1.3M), will continue to increase as American Canyon grows. Most of these estimates are based on consultant analysis of economic performance.

Transfers-in for support services are projected to increase by $80k to $3.7M.

The remainder of the operational revenues are budgeted conservatively but continue to grow moderately. Most of these estimates are based on consultant analysis of economic performance and will be reassessed as more information becomes available.

General Fund Expenditures

The FY 2026-27 Proposed GF Expenditures total approximately $34.3M. Of that amount, personnel expenditures - including cost-of-living-adjustments for employees, step increases and re-

classifications for eligible employees, costs for employee retirement benefits, and Other Post-Employment Benefits - are proposed to increase by $562k (or 6%) to $11.3M.

The Proposed Budget includes the addition of (1) Chief Building Official in the Community Development Department and (1) Maintenance Worker in the Parks Maintenance Division of Public Works. The Chief Building Official will increase efficiencies in the Building and Safety Division and is funded by revenue from Building Charges for Services. The Maintenance worker will help meet the increased workload and responsibilities due to expanded park and landscape infrastructure, new facilities and higher community expectations.

Non-personnel expenditures include a $0.8M increase (or 7.9%) to the Sheriff Contract for Police Services, totaling $10.5M. This increase includes one additional officer and increased costs to salaries, benefits, and insurance.

Contributions to the Internal Service Fund (ISF) for Building, Fleet, and Information Technology are proposed to increase 13.8%.

Fund Balance

GF Fund Balance is proposed to be $11.4M. Fund Balance will be comprised of $1.7M in committed, assigned, or restricted funds, with $8.4M reserved for contingency, and $1.3M Unassigned. The GF Contingency Reserve represents 25% of the projected FY 25-26 expenditures and will remain fully funded under the proposed budget.

FY 2026-27 Capital Budget & 5-Year Capital Improvement Program

The Capital Improvement Program (CIP) is primarily funded from restricted sources (such as Gas Tax, etc.), as well as Enterprise Funds, where appropriate. It is a five-year planning tool that identifies anticipated capital improvements and their funding sources. The 5-year CIP does not appropriate funds, but rather functions as a forecasting tool which supports appropriations made through the annual budget adoption process.

The FY 2026-27 Capital Budget provides for total appropriations of $44.1M. The subsequent forecasts are updated annually as they are subject to change due to more detailed engineering analysis becoming available, City Council direction on project priorities, updates to revenues, including grant opportunities, and changes in project costs. CIP programs and projects are dedicated to maintaining and improving the city infrastructure in several categories: Civic, Parks, Recycled Water, Transportation, Wastewater, and Water. Attachment 3 to this report summarizes the five-year funding strategy for capital improvements. The following table summarizes the project funding by category for the Five-Year CIP, including the FY 2026-27 Capital Budget for adoption:

Project Category	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31	Total of Projects

Civic Facilities	$2,805,544	$1,000,000	$100,000	$0	$0	$3,905,544
Parks	$4,039,897	$2,369,750	$2,065,000	$5,130,000	$0	$13,604,647
Transportation	$23,274,207	$4,573,750	$4,835,730	$2,000,000	$2,000,000	$36,683,687
Water	$7,922,515	$900,000	$0	$0	$0	$8,822,515
Wastewater	$5,392,171	$1,375,000	$575,000	$75,000	$2,075,000	$9,492,171
Recycled Water	$671,440	$0	$0	$0	$0	$671,440
TOTAL	**$44,105,774**	**$10,218,500**	**$7,575,730**	**$7,205,000**	**$4,075,000**	**$73,180,004**

Government Code Sections 65401 and 65402 requires the CIP be consistent with (Section 65401) and be in conformance with the General Plan. On May 28, 2026, the Planning Commission found the Fiscal Year 2026-27 CIP consistent with the General Plan.

Water Fund

The FY 2026-27 Water Fund Proposed Budget has a projected deficit of $4.4M, with $7.9M attributed to one-time capital improvement costs.

Water Fund revenues are projected to be $23.5M, with operations revenues projected to increase by $1.0M to $12.0M as a result of anticipated increases to service rates in January 2027.

Water Fund expenditures are projected to be $27.9M, which is an increase of $5.2M over the prior year budget. This increase is primarily due to one-time capital improvement costs. Notable projects include the Zone 5 Water Pump Station ($6.5M), as well as new projects added to the list such as Oat Hill Tank 1 Exterior Coating Rehab and 260 Mobile Home Park Service Connection.

Capacity fee revenues are projected at $3.2M. These revenues are collected from development projects and funds will be utilized as the water system is expanded.

Wastewater Fund

The FY 2026-27 Wastewater Fund Proposed Budget is projected to have a deficit of $3.9M.

Wastewater Fund revenues are projected to increase by $1.9M to $14.4M, with operations revenues projected to increase $0.9M to $7.7M.

Wastewater Fund expenditures are projected to be $18.2M, an increase of $3.6M primarily to fund capital projects, as the Wastewater Capital Improvements total $5.4M. New projects added this year are the High Strength Waste Project, UV Rehab, and Melvin/Wilson Main Repair.

Capacity Fee revenues are projected at $1.8M, expenses are projected at $2.3M and include a $1.0M transfer to the CIP for the Broadway Sewer Rehabilitation-Crawford to Donaldson Project and $1.0M transfer to CIP for the High Strength Waste Project.

Recycled Water Fund

This newly created fund is now reported as a separate enterprise in our financial statements. Recycled Water is a key aspect of our water supply system – and as such – it was appropriate to create a separate enterprise fund separate from the Water and Wastewater Enterprise Funds. The proposed fund revenue totals $1.1M and proposed expenditures total $2.1M.

A rate study was recently completed, increasing the rates for recycled water to fund operational costs, and as more customers join the system, more revenue will be available to help this enterprise become self-sufficient.

Internal Services Funds

The City has historically maintained four (4) internal service funds (ISF) to support city services: Building Maintenance, Fleet, Information Technology, and Legal Services. The goal of any ISF is to break even over time. Fund balances are allowable if there is a plan to use those resources to fulfill the objective of the fund, such as information technology replacement, fleet replacements or other large building maintenance improvement or repair.

Total ISF revenues are projected to increase $0.5M to $4.5M. Total ISF expenditures are projected to increase by $0.5M to $4.6M.

The Building Maintenance ISF Fund Balance will be drawn down to fund the City Hall Repainting and Fascia Improvements Fund Balance in Fleet Maintenance will be drawn down to fund 3 vehicle outfittings.

Debt Service

The City maintains total debt of $7.5M as of June 30, 2025. This amount represents 5.2% of the City's All Funds amount. Annual debt service payments total $0.9M in FY 2026-27 across a number of funding sources, excluding non-financed long-term liabilities such as compensated absences, claims and judgments, net pension liability, and other post-employment benefits.

Looking Towards the Future

Projected growth in American Canyon will increase our property tax base, which accounts for over half of the City’s discretionary income. New residential, industrial and commercial development will also likely increase sales tax revenues to help pay for City services as more residents shop and dine in town and more businesses open up. There are also two (2) proposed new hotels that would supplement TOT revenues.

Our projects for Fiscal Year 2026-27 continue to evolve. With continued inflationary pressures in mind, we have begun to see minimal to no growth in many sales tax categories and a slowdown in existing home sales as inventory continues to be limited, as the revenue projections in this proposal suggest. New homes continue to sell and add to the City's property tax base, although persistently high interest rates have tempered demand somewhat as American Canyon continues to be a

desirable place to live and remains the most affordable area in the County.

Staff has also developed a 5-Year forecast providing analysis on projected revenues, employee benefits, pension costs and non-personnel expense trends (Attachment 4).

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The Recommended Action adopts the Recommended Operating Budget for Fiscal Year 2026-27 of $148,951,336.

The proposed budget reports are located on the City's Transparency Portal at the following link: Proposed Budget

ENVIRONMENTAL REVIEW

Approval of a 5-Year CIP and Capital Fund Budgets do not qualify as "Project(s)" as defined by the California Environmental Quality Act. Therefore, the Recommended Actions are exempt from environmental review. However, each of the projects listed in the 5-year CIP will be subject to environmental review (when applicable to potential changes in the physical environment and as required by applicable law) at the earliest opportunity.

COMMUNICATION

Level 1: Minimal Communication
Budget document will be published to the website by July 1, 2026. Proposed budget reports are available on the City's transparency portal.

ATTACHMENTS:

1. Resolution - Operating Budget FY 2026-27
Exhibit A - Summary of Revenue and Expenses FY 2026-27
Exhibit B - Summary of Projected Fund Balances FY 2026-27
2. Resolution - Five-Year CIP Program 2026-27 to 2030-31
3. Five-Year CIP Summaries
4. Five-Year General Fund Forecast

RESOLUTION NO. 2026-_____

RESOLUTION APPROVING ADOPTION OF THE RECOMMENDED OPERATING BUDGET FOR FISCAL YEAR 2026-27 AND AUTHORIZE THE CITY MANAGER TO INCREASE THE APPROPRIATIONS FOR FY 2026-27 EXPENDITURES IN AN AMOUNT NOT TO EXCEED THE AMOUNT ENCUMBERED FOR EXPENSES THAT DID NOT OCCUR PRIOR TO THE END OF THE FY 2025-26 BUT ARE EXPECTED TO BE EXPENDED IN FY 2026-27 CONSISTENT WITH THE ORIGINAL PURPOSE

WHEREAS, the Finance Subcommittee and City Council reviewed the Fiscal Year 2026-27 Citywide Proposed Operating Budget on May 7th and May 19th, 2026, respectively, and provided direction for the Recommended Operating Budget; and

WHEREAS, the Recommend Operating Budget proposes a balanced General Fund budget for Fiscal Year 2026-27 when including Developer Projects; and

WHEREAS, the City Manager has prepared a Recommended Fiscal Year 2026-27 Operating Budget that incorporates the Council requested changes and provides for organizational adjustments and allocations of resources in a manner which aligns with available resources; and

WHEREAS, the Summary of Proposed Revenues and Expenses attached hereto, reflects the Fiscal Year 2026-27 Budget for Governmental and Proprietary Funds for the City of American Canyon; and

WHEREAS, the City Council is required to adopt a Fiscal Year 2026-27 Budget before July 1, 2025.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby adopts the Recommended Operating Budget for Fiscal Year 2026-27, as shown generally attached hereto and incorporated herein as Exhibits A and B.

BE IT FURTHER RESOLVED that the City Council of the City of American Canyon authorizes the City Manager to increase the appropriations for Fiscal Year 2026-27 expenditures in an amount not to exceed the amount encumbered for expenses that did not occur prior to the end of Fiscal Year 2025-26 but are expected to be expended in Fiscal Year 2026-27 consistent with the original purpose.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Matthew T. Summers, City Attorney

Proposed Budget General Fund Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2026-27 Budget (Proposed)	% of Budget
PROPERTY TAX	13,979,137.00	14,315,420	15,388,500	15,799,265	46.2%
SALES TAX	4,320,251.00	3,888,031	3,550,000	3,500,000	10.2%
TRANSIENT OCCUPANCY TAX	1,426,580.00	1,301,442	1,929,000	2,000,000	5.9%
OTHER TAXES	588,319.00	568,005	598,000	614,200	1.8%
TOTAL TAX REVENUES	***20,314,287.00***	***20,072,898***	***21,465,500***	***21,913,465***	**64.1%**
FRANCHISE FEES	1,092,411.00	1,196,954	1,217,000	1,277,000	3.7%
LICENSES AND PERMITS	490,686.00	589,878	673,400	742,000	2.2%
FINES, FORFEITURES, AND PENALTIES	41,143.00	165,905	97,400	123,000	0.4%
INTERGOVERNMENTAL	90,766.00	78,397	86,000	92,245	0.3%
CHARGES FOR SERVICES	1,375,533.00	1,562,716	2,887,698	2,884,284	8.4%
INVESTMENT EARNINGS (INTEREST AND RENTS)	1,409,803.00	973,369	925,955	732,758	2.1%
MISCELLANEOUS	411,486.00	679,499	602,816	632,485	1.9%
TOTAL OPERATING REVENUES	***4,911,828.00***	***5,246,718***	***6,490,269***	***6,483,772***	**19.0%**
TRANSFERS IN - INTERFUND FOR SUPPORT SERVICES	2,377,336.00	3,137,316	3,645,591	3,698,917	10.8%
TRANSFERS IN - GASOLINE TAX	300,000.00	400,000	500,000	400,000	1.2%
TRANSFERS IN - CAPITAL PROJECTS	-	-	50,000	235,000	0.7%
TRANSFERS IN - OTHER	767,791.00	1,082,240	1,160,000	1,444,431	4.2%
TOTAL TRANSFERS IN	***3,445,127.00***	***4,619,556***	***5,355,591***	***5,778,348***	**16.9%**
TOTAL REVENUES	**28,671,242.00**	**29,939,172**	**33,311,360**	***34,175,585***	**100.0%**
EXPENDITURES					
SALARIES	5,742,100.00	6,366,841	7,243,704	7,623,394	22.3%
BENEFITS	1,407,390.00	1,538,978	1,799,628	1,950,636	5.7%
RETIREMENT (CalPERS)	817,591.00	968,877	1,163,491	1,253,271	3.7%
RETIREE MEDICAL (OPEB)	521,991.00	540,408	538,908	461,170	1.4%
TOTAL PERSONNEL	***8,489,072.00***	***9,415,104***	***10,745,731***	***11,288,471***	**33.0%**
SUPPLIES AND SERVICES	6,760,707.00	7,887,622	9,313,231	8,752,471	25.6%
INTERNAL SERVICE FEES	2,132,347.00	2,290,588	2,408,212	2,548,788	7.5%
DEBT SERVICE	505,588.00	507,098	507,150	509,751	1.5%
SHERIFF CONTRACT	8,474,338.00	9,409,148	9,759,801	10,528,153	30.8%
UTILITES	496,109.00	568,470	630,400	667,507	2.0%
CAPITAL OUTLAY	155,874.00	154,616	125,045	52,500	0.2%
MISCELLANEOUS	(84,268.00)	(204,093)	(210,510)	(205,356)	
TOTAL NON-PERSONNEL	***18,440,695.00***	***20,613,449***	***22,533,329***	***22,853,814***	**66.9%**
TRANSFERS OUT - CAPITAL PROJECTS	-	-	-	-	
TRANSFERS OUT - OTHER	5,479,976.00	31,387	32,300	33,300	
TOTAL TRANSFERS OUT	***5,479,976.00***	***31,387***	***32,300***	***33,300***	**0.1%**
TOTAL EXPENDITURES	**32,409,743.00**	**30,059,940**	**33,311,360**	***34,175,585***	**100.0%**
Revenues Less Expenditures	**(3,738,501.00)**	**(120,768)**	**-**	**-**	
Total Fund Balance	**11,561,991.00**	**11,441,223**	**11,441,223**	**11,441,223**	

Proposed Budget Special Revenue Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2026-27 Budget (Proposed)
PROPERTY TAX	705,681	736,087	828,050	767,300
SALES TAX	1,932,281	1,932,158	1,620,000	1,720,000
TOTAL TAX REVENUES	***2,637,962***	***2,668,245***	***2,448,050***	***2,487,300***
LICENSES AND PERMITS	-	-	-	-
INTERGOVERNMENTAL	4,537,711	4,100,270	5,805,218	7,269,416
CHARGES FOR SERVICES	8,442	13,444	30,509	18,881
INVESTMENT EARNINGS (INTEREST AND RI	779,090	1,030,877	601,962	594,334
MISCELLANEOUS	128,131	120,950	25,000	137,400
TOTAL OPERATING REVENUES	***5,453,374***	***5,265,541***	***6,462,689***	***8,020,031***
TRANSFERS IN - OTHER	1,966,838	31,387	32,300	33,300
TOTAL REVENUES	**10,058,174**	**7,965,173**	**8,943,039**	**10,540,631**
EXPENDITURES				
SALARIES	-	-	-	216,016
BENEFITS	-	-	-	97,146
RETIREMENT (CalPERS)	-	-	-	40,100
RETIREE MEDICAL (OPEB)	-	-	-	-
TOTAL PERSONNEL	**-**	**-**	**-**	***353,262***
SUPPLIES AND SERVICES	1,212,751	982,260	1,412,511	1,048,650
DEBT SERVICE	-	-	-	-
UTILITES	133,115	144,066	228,200	241,191
CAPITAL OUTLAY	-	-	82,565	-
TOTAL NON-PERSONNEL	***1,345,866***	***1,126,326***	***1,723,276***	***1,289,841***
TRANSFERS OUT - CAPITAL PROJECTS	5,838,560	5,073,915	7,149,739	11,908,074
TRANSFERS OUT - OTHER	838,530	1,064,605	1,490,000	2,059,431
TOTAL TRANSFERS OUT	***6,677,090***	***6,138,520***	***8,639,739***	***13,967,505***
TOTAL EXPENDITURES	**8,022,956**	**7,264,846**	**10,363,015**	**15,610,608**
Revenues Less Expenditures	**2,035,218**	**700,327**	**(1,419,976)**	**(5,069,977)**
Total Fund Balance	**17,070,662**	**17,770,989**	**16,351,013**	**11,281,036**

Proposed Budget Capital Projects Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2026-27 Budget (Proposed)
CHARGES FOR SERVICES	1,515,249.00	2,299,397	6,079,629	3,881,352
INVESTMENT EARNINGS (INTEREST AND RENTS)	467,138.00	642,606	510,774	403,675
INTERGOVERNMENTAL	2,403,881.00	-	-	6,750,150
MISCELLANEOUS	-	512,336	-	-
TOTAL OPERATING REVENUES	***4,386,268.00***	***3,454,339***	***6,590,403***	***11,035,177***
TRANSFERS IN - GASOLINE TAX	-	-		-
TRANSFERS IN - CAPITAL PROJECTS	5,909,591.00	12,016,712	12,740,226	26,256,661
TRANSFERS IN - OTHER	4,937,000.00	-	-	-
TOTAL TRANSFERS IN	***10,846,591.00***	***12,016,712***	***12,740,226***	***26,256,661***
TOTAL REVENUES	**15,232,859.00**	**15,471,051**	**19,330,629**	**37,291,838**
EXPENDITURES				
SUPPLIES AND SERVICES	1,886,144.00	75,651	159,547	-
DEBT SERVICE	-	-	-	-
CAPITAL OUTLAY	4,112,358.00	12,410,849	13,194,657	30,119,648
TOTAL NON-PERSONNEL	***5,998,502.00***	***12,486,500***	***13,354,204***	***30,119,648***
TRANSFERS OUT - CAPITAL PROJECTS	2,592,416.00	1,843,555	4,388,910	13,069,774
TRANSFERS OUT - OTHER	1,973,167.00	-	-	-
TOTAL TRANSFERS OUT	***4,565,583.00***	***1,843,555***	***4,388,910***	***13,069,774***
TOTAL EXPENDITURES	**10,564,085.00**	**14,330,055**	**17,743,114**	**43,189,422**
Revenues Less Expenditures	**4,668,774.00**	**1,140,996**	**1,587,515**	**(5,897,584)**
Total Fund Balance	**17,804,827.00**	**18,945,823**	**20,533,338**	**14,635,754**

Proposed Budget Debt Service Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2025-26 Budget (Proposed)
INVESTMENT EARNINGS (INTEREST AND RENTS	-	-	-	-
MISCELLANEOUS	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**
TRANSFERS IN - INTERFUND FOR SUPPORT SER	-	-	-	-
TRANSFERS IN - OTHER	505,588.00	507,098.00	507,150.00	509,751.00
TOTAL TRANSFERS IN	***505,588.00***	***507,098.00***	***507,150.00***	***509,751.00***
TOTAL REVENUES	**505,588.00**	**507,098.00**	**507,150.00**	**509,751.00**
EXPENDITURES				
DEBT SERVICE	505,588.00	507,098.00	507,150.00	509,751.00
TRANSFERS OUT - OTHER	-	-	-	-
TOTAL EXPENDITURES	**505,588.00**	**507,098.00**	**507,150.00**	**509,751.00**
Revenues Less Expenditures	**-**	**-**	**-**	**-**
Total Fund Balance	**-**	**-**	**-**	**-**

Proposed Budget Water Enterprises Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2026-27 Budget (Proposed)
FINES, FORFEITURES, AND PENALTIES	101,201.00	134,645.00	140,000.00	121,500.00
INTERGOVERNMENTAL	12,577.00	4,649.00	-	-
CHARGES FOR SERVICES	13,098,247.00	12,175,623.00	13,495,465.00	14,069,650.00
INVESTMENT EARNINGS (INTEREST AND RENTS)	1,014,345.00	1,342,782.00	864,029.00	842,449.00
MISCELLANEOUS	354,417.00	692,900.00	600,000.00	451,000.00
TOTAL OPERATING REVENUES	***14,580,787.00***	***14,350,599.00***	***15,099,494.00***	***15,484,599.00***
TRANSFERS IN - CAPITAL PROJECTS	-	-		-
INTRA-FUND TRANSFERS IN	89,171.00	92,812.00	99,732.00	8,021,729.00
TOTAL TRANSFERS IN	***89,171.00***	***92,812.00***	***99,732.00***	***8,021,729.00***
TOTAL REVENUES	**14,669,958.00**	**14,443,411.00**	**15,199,226.00**	**23,506,328.00**
EXPENSES				
SALARIES	1,101,146.00	1,379,125.00	1,471,735.00	1,628,895.00
BENEFITS	372,195.00	520,424.00	440,863.00	525,741.00
RETIREMENT (CalPERS)	148,760.00	182,983.00	211,868.00	269,265.00
RETIREE MEDICAL (OPEB)	473,906.00	159,615.00	122,130.00	98,383.00
TOTAL PERSONNEL	***2,096,007.00***	***2,242,147.00***	***2,246,596.00***	***2,522,284.00***
SUPPLIES AND SERVICES	3,566,100.00	4,411,733.00	5,764,235.00	5,684,400.00
INTERNAL SERVICE FEES	830,686.00	1,097,992.00	934,738.00	962,234.00
DEBT SERVICE	212,277.00	217,741.00	196,662.00	209,786.00
UTILITES	88,814.00	97,970.00	86,740.00	94,108.00
CAPITAL OUTLAY	2,170,261.00	1,494,976.00	461,832.00	8,047,514.00
MISCELLANEOUS	(228,669.00)	(114,386.00)	-	(162,351.00)
TOTAL NON-PERSONNEL	***6,639,469.00***	***7,206,026.00***	***7,444,207.00***	***14,835,691.00***
TRANSFERS OUT - CAPITAL PROJECTS	64,569.00	4,453,512.00	1,091,765.00	805,095.00
TRANSFERS OUT - OTHER	1,311,877.00	1,918,637.00	1,569,943.00	1,738,407.00
INTRA-FUND TRANSFERS OUT	89,171.00	92,812.00	99,732.00	8,021,729.00
TOTAL TRANSFERS OUT	***1,465,617.00***	***6,464,961.00***	***2,761,440.00***	***10,565,231.00***
TOTAL EXPENSES	***10,201,093.00***	***15,913,134.00***	***12,452,243.00***	***27,923,206.00***
Revenues Less Expenses	**4,468,865.00**	**(1,469,723.00)**	**2,746,983.00**	**(4,416,878.00)**
Total Net Position	**43,707,126.00**	**42,237,403.00**	**44,984,386.00**	**40,567,508.00**

Proposed Budget Wastewater Enterprises Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2026-27 Budget (Proposed)
FINES, FORFEITURES, AND PENALTIES	58,583.00	78,598.00	100,000.00	73,000.00
INTERGOVERNMENTAL	-	-	-	-
CHARGES FOR SERVICES	10,164,355.00	7,529,376.00	8,492,293.00	9,240,474.00
INVESTMENT EARNINGS (INTEREST AND RENTS)	539,368.00	475,437.00	295,344.00	232,476.00
MISCELLANEOUS	28,293.00	37,274.00	15,000.00	35,800.00
TOTAL OPERATING REVENUES	***10,790,599.00***	***8,120,685.00***	***8,902,637.00***	***9,581,750.00***
TRANSFERS IN - INTERFUND FOR SUPPORT SERVICES	-	-	-	-
TRANSFERS IN - CAPITAL PROJECTS	26,043.00	-	-	-
TRANSFERS IN - OTHER	-	-	-	-
INTRA-FUND TRANSFERS IN	421,910.00	401,923.00	304,485.00	4,856,952.00
TOTAL TRANSFERS IN	***447,953.00***	***401,923.00***	***304,485.00***	***4,856,952.00***
TOTAL REVENUES	**11,238,552.00**	**8,522,608.00**	**9,207,122.00**	**14,438,702.00**
EXPENSES				
SALARIES	1,227,797.00	1,377,080.00	1,465,357.00	1,608,738.00
BENEFITS	474,784.00	473,914.00	393,811.00	491,239.00
RETIREMENT (CalPERS)	198,585.00	233,198.00	277,360.00	297,531.00
RETIREE MEDICAL (OPEB)	190,951.00	164,507.00	128,962.00	104,170.00
TOTAL PERSONNEL	***2,092,117.00***	***2,248,699.00***	***2,265,490.00***	***2,501,678.00***
SUPPLIES AND SERVICES	902,915.00	910,779.00	1,189,729.00	1,295,245.00
INTERNAL SERVICE FEES	763,841.00	867,867.00	660,516.00	810,506.00
DEBT SERVICE	266,834.00	277,857.00	251,434.00	275,082.00
UTILITES	326,842.00	350,210.00	371,550.00	403,371.00
CAPITAL OUTLAY	310,372.00	1,357,024.00	1,247,886.00	6,482,553.00
MISCELLANEOUS	1,425,796.00	644,617.00	-	(199,515.00)
TOTAL NON-PERSONNEL	***3,996,600.00***	***4,408,354.00***	***3,721,115.00***	***9,067,242.00***
TRANSFERS OUT - CAPITAL PROJECTS	66,990.00	645,730.00	(4,531.00)	223,718.00
TRANSFERS OUT - OTHER	1,101,410.00	1,362,623.00	1,614,215.00	1,751,810.00
INTRA-FUND TRANSFERS OUT	421,910.00	401,923.00	304,485.00	4,856,952.00
TOTAL TRANSFERS OUT	***1,590,310.00***	***2,410,276.00***	***1,914,169.00***	***6,832,480.00***
TOTAL EXPENSES	**7,679,027.00**	**9,067,329.00**	**7,900,774.00**	**18,401,400.00**
Revenues Less Expenses	**3,559,525.00**	**(544,721.00)**	**1,306,348.00**	**(3,962,698.00)**
Total Net Position	**34,202,187.00**	**33,657,466.00**	**34,963,814.00**	**31,001,116.00**

Proposed Budget Recycled Water Enterprises Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2025-26 Budget (Proposed)
CHARGES FOR SERVICES	1,586,059.00	817,886.00	450,000.00	418,200.00
INVESTMENT EARNINGS (INTEREST AND RENTS)	5,254.00	16.00	27.00	25.00
MISCELLANEOUS	-	-	-	-
TOTAL OPERATING REVENUES	***1,591,313.00***	***817,902.00***	***450,027.00***	***418,225.00***
TRANSFERS IN - CAPITAL PROJECTS	2,617,322.00	-	-	-
INTRA-FUND TRANSFERS IN	(55,623.00)	13,937.00	47,598.00	671,441.00
TOTAL TRANSFERS IN	**2,561,699.00**	**13,937.00**	**47,598.00**	**671,441.00**
TOTAL REVENUES	**4,153,012.00**	**831,839.00**	**497,625.00**	**1,089,666.00**
EXPENSES				-
SALARIES	298,746.00	245,632.00	253,899.00	179,573.00
BENEFITS	265,702.00	74,611.00	89,603.00	62,945.00
RETIREMENT (CalPERS)	33,224.00	34,190.00	44,410.00	33,922.00
RETIREE MEDICAL (OPEB)	11,673.00	4,530.00	22,206.00	10,851.00
TOTAL PERSONNEL	***609,345.00***	***358,963.00***	***410,118.00***	***287,291.00***
SUPPLIES AND SERVICES	93,704.00	182,298.00	142,800.00	169,150.00
INTERNAL SERVICE FEES	63,571.00	59,810.00	56,004.00	58,472.00
DEBT SERVICE	211,757.00	64,866.00	66,351.00	59,500.00
UTILITIES & MAINTENANCE	-	-	300.00	737.00
CAPITAL OUTLAY	2,561,699.00	105,561.00	47,598.00	671,440.00
MISCELLANEOUS	(2,273,120.00)	396,935.00	-	-
TOTAL NON-PERSONNEL	***657,611.00***	***809,470.00***	***313,053.00***	***959,299.00***
TRANSFERS OUT - CAPITAL PROJECTS	-	-	-	-
TRANSFERS OUT - OTHER	193,310.00	273,692.00	461,433.00	228,700.00
INTRA-FUND TRANSFERS OUT	(55,624.00)	13,937.00	47,598.00	671,441.00
TOTAL TRANSFERS OUT	***137,686.00***	***287,629.00***	***509,031.00***	***900,141.00***
TOTAL EXPENSES	**1,404,642.00**	**1,456,062.00**	**1,232,202.00**	**2,146,731.00**
Revenues Less Expenses	**2,748,370.00**	**(624,223.00)**	**(734,577.00)**	**(1,057,065.00)**
Total Net Position	**1,431,924.00**	**807,701.00**	**73,124.00**	**(983,941.00)**

Proposed Budget Internal Service Funds Revenues and Expenditures

REVENUES	2023-24 Actuals	2024-25 Actuals	2025-26 Estimated Actuals	2026-27 Budget (Proposed)
CHARGES FOR SERVICES	4,311,007.00	4,326,007.00	4,089,470.00	4,380,000.00
INVESTMENT EARNINGS (INTEREST AND RENTS)	73,288.00	71,703.00	61,945.00	35,856.00
MISCELLANEOUS	50,750.00	35,750.00	58,120.00	40,000.00
TOTAL OPERATING REVENUES	***4,435,045.00***	***4,433,460.00***	***4,209,535.00***	***4,455,856.00***
TRANSFERS IN - CAPITAL PROJECTS	-	-		-
TRANSFERS IN - OTHER	-	-		-
TOTAL REVENUES	**4,435,045.00**	**4,433,460.00**	**4,209,535.00**	**4,455,856.00**
EXPENSES				
SALARIES	346,039.00	346,039.00	351,203.00	364,128.00
BENEFITS	120,985.00	120,985.00	99,317.00	109,575.00
RETIREMENT (CalPERS)	58,474.00	58,474.00	80,480.00	62,961.00
RETIREE MEDICAL (OPEB)	32,969.00	32,969.00	24,768.00	19,894.00
TOTAL PERSONNEL	***558,467.00***	***558,467.00***	***555,768.00***	***556,558.00***
SUPPLIES AND SERVICES	2,734,208.00	2,734,208.00	2,896,292.00	2,766,870.00
DEBT SERVICE	558,810.00	558,810.00	569,000.00	567,200.00
UTILITES	176,557.00	176,557.00	192,600.00	203,780.00
CAPITAL OUTLAY	145,464.00	145,464.00	229,723.00	262,100.00
MISCELLANEOUS	(185,981.00)	(185,981.00)	-	-
TRANSFERS OUT - CAPITAL PROJECTS	-	-	114,343.00	250,000.00
TOTAL NON-PERSONNEL	***3,429,058.00***	***3,429,058.00***	***4,001,958.00***	***4,049,950.00***
TOTAL EXPENSES	**3,987,525.00**	**3,987,525.00**	**4,557,726.00**	**4,606,508.00**
Revenues Less Expenses	**447,520.00**	**445,935.00**	**(348,191.00)**	**(150,652.00)**
	-	-	-	
Total Net Position	**1,354,209.00**	**1,800,144.00**	**1,451,953.00**	**1,301,301.00**

FY 2026-27 Recommended Budget Fund Balance Projections

Fund Number and Description	June 30, 2025 Fund Balance	FY 2025-26 Estimated Revenues	FY 2025-26 Estimated Expenses	FY 2025-26 Estimated Fund Balance	FY 2026-27 Proposed Revenues	FY 2026-27 Proposed Expenses	FY 2026-27 Budgeted Fund Balance
100 GENERAL FUND	10,349,077.35	31,943,253.00	32,132,860.00	10,159,470.35	32,836,248.00	32,882,700.00	**10,113,018.35**
105 DEVELOPER PROJECTS	990,563.66	1,368,107.00	1,178,500.00	1,180,170.66	1,339,337.00	1,292,885.00	**1,226,622.66**
210 STORM DRAIN/MEASURE A	5,324,125.02	198,673.00	1,761,256.00	3,761,542.02	206,687.00	2,407,104.00	**1,561,125.02**
211 MEASURE U	6,363,630.04	1,796,709.00	1,922,072.00	6,238,267.04	1,853,683.00	4,449,203.00	**3,642,747.04**
212 GAS TAX/ROAD MAINTENANCE	749,114.63	617,348.00	619,106.00	747,356.63	640,802.00	1,075,808.00	**312,350.63**
213 GAS TAX RMRA	929,240.10	589,049.00	-	1,518,289.10	607,865.00	-	**2,126,154.10**
215 CALHOME PROGRAM	13,501.54	384.00	-	13,885.54	30,278.00	5,000.00	**39,163.54**
216 CDBG - REHAB LOAN PROGRAM	98,094.52	2,771.00	-	100,865.52	4,391.00	1,000.00	**104,256.52**
217 HOME PROGRAM	(534,980.99)	864,981.00	330,000.00	0.01	105,000.00	30,000.00	**75,000.01**
218 STATE SUPP LAW ENF (COPS)	4,649.78	200,136.00	200,000.00	4,785.78	203,116.00	203,000.00	**4,901.78**
220 BEGIN PROGRAM	146,307.48	4,254.00	-	150,561.48	33,062.00	10,000.00	**173,623.48**
226 TFCA GRANT	(60,723.57)	99,767.00	115,811.00	(76,767.57)	260,960.00	184,189.00	**3.43**
230 STATE GRANTS	(90,846.02)	82,565.00	289,449.44	(297,730.46)	703,235.00	405,503.00	**1.54**
240 FEDERAL GRANTS	(51,555.22)	3,387,602.00	3,669,228.00	(333,181.22)	4,919,342.00	4,587,042.00	**(881.22)**
252 NEWELL OPEN SPACE PRESERVE	153,043.51	17,383.00	-	170,426.51	17,167.00	105,500.00	**82,093.51**
254 LAVIGNE OPEN SPACE MAINTEN	190,752.89	5,447.00	-	196,199.89	3,928.00	-	**200,127.89**
261 LLAD Zone 1, LaVigne	544,217.40	315,834.00	355,747.00	504,304.40	232,750.00	468,541.00	**268,513.40**
262 LLAD Zone 2, Vintage Ranch	1,074,143.26	376,910.00	570,184.00	880,869.26	385,849.00	907,850.00	**358,868.26**
263 LLAD Zone 3, Napa Junction	1,827,502.89	231,448.00	131,000.00	1,927,950.89	226,342.00	334,395.00	**1,819,897.89**
275 GP UPDATE FEE FUND	(171,063.02)	30,509.00	330,952.00	(471,506.02)	18,881.00	-	**(452,625.02)**
280 CANNABIS FUND	(14,631.87)	-	-	(14,631.87)	-	-	**(14,631.87)**
281 COMM FACILITIES DIST FUND	276,968.42	65,921.00	50,600.00	292,289.42	65,534.00	89,808.00	**268,015.42**
282 LEGAL SETTLEMENT	881,246.78	27,134.00	17,610.00	890,770.78	19,553.00	345,165.00	**565,158.78**
283 NATIONAL OPIOID SETTLEMENT	118,251.52	28,214.00	-	146,465.52	2,206.00	1,500.00	**147,171.52**
310 PARKS IMPACT FEE FUND	1,971,974.40	2,112,752.00	669,579.50	3,415,146.90	1,218,632.00	2,541,982.00	**2,091,796.90**
320 TRAFFIC IMPACT FEE FUND	5,304,692.48	1,671,633.00	(33,962.00)	7,010,287.48	2,417,664.00	4,969,767.00	**4,458,184.48**
330 CIVIC IMPACT FEE FUND	1,400,286.23	46,602.00	194,398.00	1,252,490.23	33,359.00	780,379.00	**505,470.23**
340 AFFORDABLE HOUSING	1,398,468.14	1,539,779.00	186,700.00	2,751,547.14	372,819.00	-	**3,124,366.14**
350 CAPITAL PROJECTS	1,326,953.50	12,786,083.00	13,007,957.00	1,105,079.50	26,287,467.00	30,119,648.00	**(2,727,101.50)**
360 AMCAN RD E ASSMT DIST	359,933.41	1,022.00	-	360,955.41	737.00	-	**361,692.41**
370 ZERO WATER FOOTPRINT	33,346.21	3,032.00	-	36,378.21	103,404.00	-	**139,782.21**
380 UTILITY UNDERGROUND FUND	414,520.87	11,837.00	-	426,357.87	7,879.00	-	**434,236.87**
381 COMM FACILITIES DIST CIP FUND	(889,339.32)	1,019,313.00	3,426,620.00	(3,296,646.32)	6,750,150.00	3,464,100.00	**(10,596.32)**
420 CABERNET VILLAGE LSE DS	-	468,638.00	468,638.00	-	468,640.00	468,640.00	**-**
440 ENGIE EQUIP/LEASE DEBT SVC	-	38,512.00	38,512.00	-	41,111.00	41,111.00	**-**

FY 2026-27 Recommended Budget Fund Balance Projections

Fund Number and Description	June 30, 2025 Fund Balance	FY 2025-26 Estimated Revenues	FY 2025-26 Estimated Expenses	FY 2025-26 Estimated Fund Balance	FY 2026-27 Proposed Revenues	FY 2026-27 Proposed Expenses	FY 2026-27 Budgeted Fund Balance
510 WATER OPERATIONS *(Working Capital)*	7,364,884.00	11,215,028.00	12,215,429.45	6,364,482.55	12,025,711.00	13,431,629.00	**4,958,564.55**
515 WTR DEBT SERVICE FUND	(1,034,261.94)	17,900.00	92,942.00	(1,109,303.94)	99,214.00	16,494.00	**(1,026,583.94)**
520 WATER CAPACITY FEE FUND	8,204,652.81	3,884,466.00	62,040.00	12,027,078.81	3,458,888.00	6,552,569.00	**8,933,397.81**
530 WATER CIP	869,214.99	81,832.00	81,832.00	869,214.99	7,922,515.00	7,922,514.00	**869,215.99**
540 WASTEWATER OPERATIONS *(Working Capital)*	5,656,033.00	6,796,586.00	7,251,775.36	5,200,843.64	7,744,970.00	10,185,517.00	**2,760,296.64**
545 WW DEBT SERVICE FUND	(2,654,738.34)	43,173.00	224,169.00	(2,835,734.34)	39,781.00	39,781.00	**(2,835,734.34)**
550 WASTEWATER CAPACITY FEE	7,043,450.52	2,092,521.00	238,517.00	8,897,454.52	1,826,908.00	2,265,508.00	**8,458,854.52**
560 WW CIP	(410,509.25)	186,312.00	186,312.00	(410,509.25)	4,642,171.00	5,392,172.00	**(1,160,510.25)**
570 WW CAPITAL RESERVE	511,248.11	88,530.00	-	599,778.11	84,872.00	418,422.00	**266,228.11**
580 RECYCLED WATER FUND	806,692.19	450,000.00	1,184,604.00	72,088.19	418,200.00	1,475,291.00	**(985,002.81)**
590 RECYCLED WATER CIP	1,006.64	47,625.00	47,598.00	1,033.64	671,466.00	671,440.00	**1,059.64**
651 ISF - BLDG MAINTENANCE	715,124.83	1,028,740.00	1,351,536.00	392,328.83	1,316,380.00	1,357,196.00	**351,512.83**
652 ISF - FLEET	448,574.90	1,418,057.00	1,487,414.00	379,217.90	1,347,066.00	1,435,934.00	**290,349.90**
653 ISF - INFO TECHNOLOGY	914,907.79	1,134,269.00	1,368,775.53	680,401.26	1,412,410.00	1,433,378.00	**659,433.26**
654 ISF - LEGAL SERVICES	(278,463.82)	628,469.00	350,000.00	5.18	380,000.00	380,000.00	**5.18**
655 ISF - PARKS RENO & REPL	2,596,453.08	75,576.00	213,477.00	2,458,552.08	54,420.00	1,160,991.00	**1,351,981.08**
656 ISF - STREETS RENO & REPL	1,523,779.30	44,312.00	-	1,568,091.30	31,895.00	-	**1,599,986.30**
657 ISF - CIVIC FACILITIES RENO & REPL	439,457.92	12,780.00	78,344.00	373,893.92	9,199.00	110,000.00	**273,092.92**
658 ISF - PUBLIC SAFETY BUILDING RENO & REPL	197,294.62	5,908.00	-	203,202.62	4,213.00	42,555.00	**164,860.62**
659 ISF - PENSION STABILIZATION	101,585.25	2,954.00	-	104,539.25	2,126.00	-	**106,665.25**
Total	**$ 86,114,225**	**$ 91,208,640**	**$ 88,171,320**	**$ 89,151,544**	**$ 126,026,572**	**$ 148,640,951**	**$ 66,537,166**

RESOLUTION NO. 2026-_____

ADOPTING THE FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2026-27 TO 2030-31

WHEREAS, the City of American Canyon has prepared a Five-Year Capital Improvement Program (CIP) which sets forth a funding strategy for proposed capital projects; and

WHEREAS, the CIP is a planning tool that identifies anticipated capital improvements for fiscal years 2026-27 to 2030-31; and

WHEREAS, the CIP also identifies the funding sources to finance the capital improvements proposed to be undertaken in the next five fiscal years and includes recommended time schedules and cost estimates of the various capital improvement projects; and

WHEREAS, the expenditures shown for the first year of the CIP comprise the Capital Budget starting in fiscal year 2026-27. Subsequent years are also included in the CIP, although these "future years" are subject to change due to more detailed engineering analysis becoming available, possible changes in project priorities, updates or revisions to anticipated revenues, and/or changes in cost and funding projections; and

WHEREAS, the CIP is anticipated to be updated annually, as a whole, and amendments can be considered by the City Council at any time; and

WHEREAS, City Council of the City of American Canyon has designated the City Planning Commission as the planning agency for the City of American Canyon; and

WHEREAS, State Law requires that designated planning agencies review their agency's capital improvement plan to ensure compliance with the adopted General Plan; and

WHEREAS, on May 28, 2026, the Planning Commission, during a regularly scheduled meeting, considered the projects and programs for FY 2026-27 in the City's Capital Improvement Program and their conformity to the adopted City General Plan.

WHEREAS, project funds have been identified in the proposed operating budget for Fiscal Year 2026-27.

NOW, THEREFORE, the City Council of the City of American Canyon City Council does resolve as follows:

1. The Five-Year Capital Improvement Program for Fiscal Years 2026-27 to 2030-31 is hereby adopted.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Matthew T. Summers, City Attorney

City of American Canyon
Civic Facilities Projects

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Capital Projects					
CF27-0100 - CORPORATIONN YARD PAVING ANND STORM DRAIN IMPROVEMENTS	$1,500,000	$0	$0	$0	$0
CF27-0200 - City Hall Repainting and Fascia Improvements	$250,000	$0	$0	$0	$0
CF24-0200 - NAPA RIVER ECOLOGY CENTER SITE IMPROVEMENTS	$718,800	$0	$0	$0	$0
CF25-0100 - PD PARKING LOT	$42,555	$0	$0	$0	$0
CF26-0100 - EV CHARGING STATIONS	$184,189	$0	$0	$0	$0
CF26-0200 - CITY MONUMENT SIGN REPLACEMENT	$110,000	$0	$0	$0	$0
CF28-0100 - CITY HALL EMERGENCY GENERATOR UPGRADE	$0	$1,000,000	$0	$0	$0
CF29-0100 - CITY HALL HVAC REPLACEMENT	$0	$0	$100,000	$0	$0
CAPITAL PROJECTS TOTAL	**$2,805,544**	**$1,000,000**	**$100,000**	**$0**	**$0**

City of American Canyon
Civic Facilities Projects Fund Source

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Fund Source					
210 - STORM DRAIN/MEASURE A	$854,438	$0	$0	$0	$0
226 - TFCA GRANT	$184,189	$0	$0	$0	$0
282 - LEGAL SETTLEMENT	$345,165	$0	$0	$0	$0
330 - CIVIC IMPACT FEE FUND	$780,379	$0	$0	$0	$0
657 - CIVIC FACILITIES RENOVATION & REPLACEMENT	$110,000	$0	$0	$0	$0
658 - PUBLIC SAFETY BUILDING RENOVATION & REPLACEMENT	$42,555	$0	$0	$0	$0
510 - WATER OPERATIONS	$119,409	$0	$0	$0	$0
540 - WASTEWATER OPERATIONS	$119,409	$0	$0	$0	$0
651 - ISF - BLDG MAINTENANCE	$250,000	$1,000,000	$100,000	$0	$0
FUND SOURCE TOTAL	**$2,805,544**	**$1,000,000**	**$100,000**	**$0**	**$0**

City of American Canyon
Parks Projects

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Capital Projects					
PR27-0100 - CLARK RANCH POWER IMPROVEMENTS	$50,000	$0	$0	$0	$0
PR19-0100 - WETLANDS EDGE ENVIRONMENTAL ED	$66,840	$0	$0	$0	$0
PR23-0100 - MELVIN PARK IMPROVEMENTS	$699,873	$0	$0	$0	$0
PR23-0200 - MELVIN TENNIS COURT IMPROVEMENTS	$490,644	$0	$0	$0	$0
PR23-0300 - AQUATIC FACILITY IMPROVEMENTS	$0	$60,000	$660,000	$2,630,000	$0
PR23-0500 - NORTHAMPTON PARK RESTROOM	$366,991	$0	$0	$0	$0
PR23-0700 - SILVER OAK PARK RESTROOM	$184,891	$0	$0	$0	$0
PR24-0100 - LINWOOD PARK IMPROVEMENTS	$349,422	$1,109,750	$0	$0	$0
PR24-0200 - RECREATION CENTER UPGRADES	$0	$0	$350,000	$0	$0
PR25-0100 - NEWELL OPEN SPACE BATHROOM	$0	$0	$255,000	$0	$0
PR25-0400 - VETERANS PARK PLAYGROUND R&R	$531,550	$0	$0	$0	$0
PR25-0500 - COMM PARK I PLAYGROUND R&R	$815,000	$0	$0	$0	$0
PR25-0600 - MAIN STREET PARK IMPROVEMENTS	$150,000	$0	$0	$0	$0
PR26-0100 - WETLANDS RESTORATION AND PUBLIC ACCESS PROJECT	$334,686	$1,200,000	$0	$0	$0
PR29-0100 - WETLANDS EDGE PARKING LOT EXPANSION	$0	$0	$200,000	$0	$0
PR29-0200 - RIO GRANDE PARK IMPROVEMENTS	$0	$0	$600,000	$2,500,000	$0
CAPITAL PROJECTS TOTAL	**$4,039,897**	**$2,369,750**	**$2,065,000**	**$5,130,000**	**$0**

City of American Canyon
Parks Projects Fund Source

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Fund Source					
230 - STATE GRANTS	$2,033	$1,200,000	$0	$0	$0
262 - LLAD Zone 2, Vintage Ranch	$184,891	$0	$0	$0	$0
263 - LLAD Zone 3, Napa Junction	$150,000	$0	$0	$0	$0
310 - PARKS IMPACT FEE FUND	$2,541,982	$1,169,750	$200,000	$0	$0
655 - PARKS RENOVATION & REPLACEMENT	$1,160,991	$0	$1,260,000	$2,500,000	$0
000 - UNFUNDED CIP	$0	$0	$605,000	$2,630,000	$0
FUND SOURCE TOTAL	**$4,039,897**	**$2,369,750**	**$2,065,000**	**$5,130,000**	**$0**

City of American Canyon
Transportation

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Capital Projects					
TR16-0700 - GREEN ISLAND RD RECON&WIDENING	$8,421,027	$0	$0	$0	$0
TR16-0704 - GREEN ISLAND ROAD CLASS I TRAIL	$1,300,000	$0	$0	$0	$0
TR23-0200 - SOUTH KELLY-HWY 29 INTERSECTION	$5,293,755	$0	$0	$0	$0
TR23-0300 - EAST AMERICAN CANYON ROAD GUARDRAIL	$371,808	$0	$0	$0	$0
TR24-0200 - MELVIN SIDEWALK	$420,273	$0	$0	$0	$0
TR25-0100 - RANCHO PHASE II	$199,690	$400,000	$0	$0	$0
TR26-0100 - CITYWIDE PAVEMENT REJUVENATION PROJECT	$2,182,887	$0	$0	$0	$0
TR26-0200 - RIO DEL MAR EXTENSION	$4,969,767	$0	$0	$0	$0
TR27-0100 - MELVIN ROAD PAVEMENT REHABILITATION	$115,000	$1,673,750	$0	$0	$0
TR28-0100 - CITYWIDE PAVEMENT REJUVENATION PROJECT FY 28	$0	$2,000,000	$0	$0	$0
TR28-0200 - THERESA AVENUE REHABILITATION	$0	$500,000	$2,000,000	$0	$0
TR29-0100 - CITYWIDE PAVEMENT REJUVENATION PROJECT FY 29	$0	$0	$2,000,000	$0	$0
TR30-0100 - TR30-0100-Citywide Pavement Rejuvenation Project FY 30	$0	$0	$0	$2,000,000	$0
TR31-0100 - TR31-0100-Citywide Pavement Rejuvenation Project FY 31	$0	$0	$0	$0	$2,000,000
TR16-1100 - E AMCAN RD SIDEWALK	$0	$0	$835,730	$0	$0
CAPITAL PROJECTS TOTAL	**$23,274,207**	**$4,573,750**	**$4,835,730**	**$2,000,000**	**$2,000,000**

City of American Canyon
Transportation Projects Fund Source

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Fund Source					
210 - STORM DRAIN/MEASURE A	$714,305	$0	$0	$0	$0
211 - MEASURE T/U	$4,214,203	$2,500,750	$3,000,000	$2,000,000	$2,000,000
212 - GAS TAX/ROAD MAINTENANCE	$671,808	$0	$0	$0	$0
213 - GAS TAX RMRA	$0	$500,000	$0	$0	$0
230 - STATE GRANTS	$0	$1,333,000	$0	$0	$0
240 - FEDERAL GRANTS	$4,587,042	$0	$0	$0	$0
320 - TRAFFIC IMPACT FEE FUND	$4,969,767	$0	$0	$0	$0
350 - CAPITAL PROJECTS	$3,862,987	$0	$0	$0	$0
360 - AMCAN RD E ASSMT DIST	$0	$0	$335,730	$0	$0
381 - COMM FACILITIES DIST - CIP	$3,464,100	$0	$0	$0	$0
000 - UNFUNDED CIP	$0	$0	$1,500,000	$0	$0
510 - WATER OPERATIONS	$685,686	$160,000	$0	$0	$0
540 - WASTEWATER OPERATIONS	$104,309	$80,000	$0	$0	$0
FUND SOURCE TOTAL	**$23,274,207**	**$4,573,750**	**$4,835,730**	**$2,000,000**	**$2,000,000**

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Capital Projects					
WA23-0100 - WATER TREATMENT PLANT SHOP	$75,000	$0	$0	$0	$0
WA23-0200 - WATER TREATMENT FILTER MEDIA REPL & UNDERDRAIN REPAIR	$349,315	$0	$0	$0	$0
WA24-0200 - NORTH KELLY ROAD WATER MAIN UPGRADE	$145,000	$0	$0	$0	$0
WA25-0200 - ZONE 5 PUMP STATION	$6,473,962	$0	$0	$0	$0
WA26-0100 - NORTHAMPTON WATER MAIN REPLACEMENT	$300,000	$900,000	$0	$0	$0
WA26-0200 - SCADA WATER TREATMENT PLANT	$314,238	$0	$0	$0	$0
WA26-0300 - OAT HILL FENCING	$90,000	$0	$0	$0	$0
WA27-0100 - OAT HILL TANK 1 EXTERIOR COATING REPAIR	$100,000	$0	$0	$0	$0
WA27-0200 - 260 MOBILE HOME PARK SERVICE CONNECTION	$75,000	$0	$0	$0	$0
CAPITAL PROJECTS TOTAL	**$7,922,515**	**$900,000**	**$0**	**$0**	**$0**

City of American Canyon
Water Projects Fund Source

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Fund Source					
510 - WATER OPERATIONS	$1,398,553	$900,000	$0	$0	$0
520 - WATER CAPACITY FEE FUND	$6,523,962	$0	$0	$0	$0
FUND SOURCE TOTAL	**$7,922,515**	**$900,000**	**$0**	**$0**	**$0**

City of American Canyon
Wastewater

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Capital Projects					
WW16-0300 - SCADA WATER RECLAMATION FACILITY	$81,077	$0	$0	$0	$0
WW20-0100 - SS4 BROADWAY SEWER REHAB, CRAWFORD TO DONALDSON	$1,790,131	$0	$0	$0	$0
WW24-0100 - ANDREW ROAD SEWER REPAIR	$418,422	$0	$0	$0	$0
WW26-0400 - SLUDGE REMOVAL AND HAULING WATER RECLAMATION FACILITY	$1,219,931	$0	$0	$0	$0
WW27-0100 - HIGH STRENGTH WASTE	$1,000,000	$0	$0	$0	$0
WW27-0200 - UV REHAB	$350,000	$0	$0	$0	$0
WW27-0300 - PROCESS BLOWER REPLACEMENT	$0	$500,000	$0	$0	$0
WW27-0400 - MELVIN/WILSON MAIN REPAIR	$100,000	$0	$0	$0	$0
WW28-0100 - PLC REPLACEMENT	$0	$300,000	$0	$0	$0
WW28-0200 - AIR SEPARATOR TANK REPLACEMENT	$0	$0	$200,000	$0	$0
WW28-0300 - SCOUR BLOWER REPLACEMENT	$0	$500,000	$0	$0	$0
WW28-0400 - ANNUAL SEWER LINING	$0	$75,000	$75,000	$75,000	$75,000
WW29-0100 - BROADWAY (CARTAGENA TO CREEK)	$0	$0	$100,000	$0	$0
WW29-0200 - WESTPARK MAIN	$0	$0	$100,000	$0	$0
WW29-0300 - BROADWAY (NAPA JUNCTION TO RIO DEL MAR)	$0	$0	$100,000	$0	$0
WW30-0100 - PLANT EXPANSION	$0	$0	$0	$0	$2,000,000
WW26-0100 - WETLANDS EDGE SS DEMOLITION	$95,000	$0	$0	$0	$0
WW26-0200 - BUILDING E PUMP STATION IMPROVEMENTS	$437,610	$0	$0	$0	$0
CAPITAL PROJECTS TOTAL	**$5,492,171**	**$1,375,000**	**$575,000**	**$75,000**	**$2,075,000**

City of American Canyon
Wastewater Projects Fund Sources

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Fund Source					
540 - WASTEWATER OPERATIONS	$2,283,618	$1,375,000	$575,000	$75,000	$2,075,000
550 - WASTEWATER CAPACITY FEES	$2,040,131	$0	$0	$0	$0
560 - WW CIP	$750,000	$0	$0	$0	$0
570 - WW CAPITAL RESERVE	$418,422	$0	$0	$0	$0
FUND SOURCE TOTAL	**$5,492,171**	**$1,375,000**	**$575,000**	**$75,000**	**$2,075,000**

City of American Canyon
Recycled Water Projects

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Capital Projects					
RW23-0100 - RECYCLED WATER REFILL STATION	$71,440	$0	$0	$0	$0
RW27-0100 - RECYCLED WATER TANK REHAB	$600,000	$0	$0	$0	$0
CAPITAL PROJECTS TOTAL	**$671,440**	**$0**	**$0**	**$0**	**$0**

City of American Canyon
Recycled Water Projects Fund Source

	Proposed Budget FY 2026-27	Projected FY 2027-28	Projected FY 2028-29	Projected FY 2029-30	Projected FY 2030-31
Fund Source					
580 - RECYCLED WATER OPERATIONS	$671,440	$0	$0	$0	$0
FUND SOURCE TOTAL	**$671,440**	**$0**	**$0**	**$0**	**$0**

General Fund 5-Year Forecast

	2026-27 Budget	2027-28	2028-29	2029-30	2030-31	2031-32
REVENUES						
PROPERTY TAX	13,346,900	14,044,516	14,877,709	15,411,767	15,862,893	16,237,907
IN LIEU OF VLF	2,452,365	2,550,460	2,703,488	2,818,386	2,902,938	2,972,609
TOTAL PROPERTY TAX	15,799,265	16,594,976	17,581,197	18,230,153	18,765,831	19,210,516
SALES TAX	3,500,000	3,605,000	3,785,250	3,898,808	4,015,772	4,136,245
TRANSIENT OCCUPANCY TAX	2,000,000	2,060,000	2,121,800	2,721,800	2,776,236	2,831,761
OTHER TAXES	614,200	622,324	633,035	686,937	697,218	705,072
FRANCHISE FEES	1,277,000	1,324,050	1,378,493	1,426,947	1,477,564	1,514,836
LICENSES AND PERMITS	742,000	868,840	786,648	712,440	694,691	701,639
FINES, FORFEITURES, AND PENALTIES	123,000	125,120	127,282	129,638	131,888	134,183
INTERGOVERNMENTAL	92,245	94,455	96,740	99,102	101,545	104,071
CHARGES FOR SERVICES	2,884,284	2,853,333	2,618,434	2,520,503	2,574,653	2,608,696
INVESTMENT EARNINGS (INTEREST AND RENTS)	732,758	669,399	637,090	653,339	670,018	678,268
MISCELLANEOUS	632,485	563,030	572,190	581,533	591,065	602,385
TRANSFERS IN - INTERFUND FOR SUPPORT SERVICES	3,698,917	3,809,886	3,924,184	4,041,909	4,163,168	4,288,063
TRANSFERS IN - OTHER	1,444,431	1,455,672	598,433	604,894	611,549	618,403
TRANSFERS IN - GASOLINE TAX	400,000	300,000	300,000	300,000	300,000	300,000
TRANSFERS IN - CAPITAL PROJECTS	235,000	-	-	-	-	-
TOTAL REVENUES	**34,175,585**	**34,946,085**	**35,160,776**	**36,608,003**	**37,571,198**	**38,434,138**
EXPENSES						
SALARIES	7,623,394	7,849,970	8,083,344	8,323,718	8,571,303	8,826,317
BENEFITS	1,950,636	2,034,851	2,120,144	2,208,759	2,301,374	2,398,185
RETIREMENT (CalPERS)	1,253,271	1,303,402	1,342,502	1,382,778	1,424,261	1,466,989
RETIREE MEDICAL (OPEB)	461,170	734,229	753,756	773,819	794,433	815,613
SHERIFF CONTRACT	10,528,153	11,001,920	11,441,997	11,899,677	12,375,664	12,994,447
SUPPLIES AND SERVICES	8,752,471	8,714,091	8,799,022	8,799,675	9,027,431	9,175,078
INTERNAL SERVICE FEES	2,548,788	2,839,663	2,749,919	2,832,414	2,917,384	2,975,729
UTILITES	667,507	694,699	723,068	752,662	783,538	807,043
CAPITAL OUTLAY	52,500	-	-	-	-	-
MISCELLANEOUS	(205,356)	(211,518)	(219,979)	(228,778)	(237,929)	(237,905)
TRANSFER OUT - DEBT SERVICE	509,751	509,751	509,751	509,751	509,751	509,751
TRANSFERS OUT - OTHER	33,300	34,299	35,328	36,388	37,480	38,604
TOTAL EXPENSES	**34,175,585**	**35,505,357**	**36,338,852**	**37,290,863**	**38,504,690**	**39,769,851**
REVENUES LESS EXPENSES	**-**	**(559,272)**	**(1,178,076)**	**(682,860)**	**(933,492)**	**(1,335,713)**
Fund Balance	**11,441,223**	**10,881,951**	**9,703,875**	**9,021,015**	**8,087,523**	**6,751,810**

TITLE

Engineer's Report for Citywide LLAD Fiscal Year 26/27

RECOMMENDATION

Conduct a Public Hearing and adopt a Resolution approving the Fiscal Year 2026/27 Annual Engineer's Report for the American Canyon Landscaping and Lighting Assessment District, approving the budgets within the Engineer's Report, confirming the assessment diagram and the annual assessment amounts, and authorizing the levy and collection of annual assessment for Fiscal Year 2026/27.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Noni Thomas, Management Analyst

BACKGROUND & ANALYSIS

This Public Hearing item is for Council's consideration regarding the American Canyon Landscaping and Lighting Assessment District (LLAD). NBS is the Assessment Engineer for the American Canyon LLAD. In that role, they have prepared the Fiscal (FY) 26/27 Annual Engineer's Report.

The annual filing of an Engineer's Report is required by the Landscaping & Lighting Act of 1972. Proposed adjustments to the annual assessments are described below. The complete FY 26/27 Engineer's Report is shown in Attachment 1, Exhibit A. In addition to the report, City staff mailed notices to all residents in Zones 1 and 2 regarding two informational in-person park pop-ups held in April 2026. The Zone 1 pop-up had approximately 6 attendees to hear an update from staff and there were no residents that attended for Zone 2.

On May 19, 2025, City Council took action on the following items: 1) preliminarily approved the FY 26/27 Annual Engineer's Report, 2) declared the intention to levy and collect assessments, and 3) set the time and date of the Public Hearing for consideration of the American Canyon Landscaping and Lighting Assessment District assessments for FY 26/27.

The Engineer's report has been updated to include itemized expenditures for the proposed fiscal year as well as provide prior and current year expenditures. City staff mailed updates to all residents in Zone 1 and 2 on May 21, 2026 alerting them to the proposed assessment increase which were not

yet known during the pop-up meetings held in April.

The American Canyon LLAD is divided into three (3) zones:

Zone 1: In January 2001, the City Council approved the formation of the LLAD. At the time, the purpose of the LLAD was to operate and maintain facilities constructed within the La Vigne subdivision. This area of the LLAD is known as Zone 1. The annual work associated with maintaining the facilities within Zone 1 includes operation and maintenance of landscaping in public areas, pedestrian paths, the streetscape of Via Bellagio, and the park areas. Also included are the operation and maintenance of the streetlights within the neighborhood.

Zone 2: Zone 2 encompasses the Vintage Ranch subdivision and includes operation and maintenance of parks, environmentally sensitive areas, bike trails, streetscape, water basins, fencing, walls, street lighting, and a portion of traffic signals within the subdivision.

Zone 3: Zone 3 encompasses the Napa Junction mixed-use development consisting of phases I, II & III which includes the operation and maintenance of landscaping, streetscape, bikeways, water basins, park areas, fencing, street lighting and a portion of traffic signals serving the development. It also includes mowing the frontage along Highway 29 between Rio Del Mar and Napa Junction Road.

Assessment Methodology:

The report includes a description of each zone in the LLAD, any proposed changes to the zones, the opposed cost to operate and maintain the improvements, the method of apportionment (spread) of the assessments, the assessment roll for all parcels, and the assessment diagrams (maps). As mentioned above, there will be no annexations to the LLAD this fiscal year.

Assessment Calculation:

The activities described in the report are paid for by assessments on parcels that derive special benefit from the amenities located within the LLAD. The assessments are updated annually in order account for changes in maintenance budgets and changes in development patterns. Staff has verified the proposed FY 26/27 assessments do not exceed the maximum assessment allowed. The table below illustrates all of the proposed FY 26/27 assessments:

Zone	Actual 24/25 Assessment	Actual 25/26 Assessment	Proposed 26/27 Assessment	Maximum 26/27 Assessment
1	$447.44	$459.78	$540	$742.81
2	$338.52	$358.82	$450	$1,138.62
3	$1,079.92/acre ($219.18/unit)	$1,109/acre ($225.22/unit)	$1,109/acre ($225.22/unit)	$2,511.88/acre ($416.40/unit)

Zone 1

The total proposed Zone 1 budget (Total Expenses) for FY 26/27 is $470,347. The proposed funding

will be $251,640 from FY 26/27 assessments, and $218,707 from available reserves. This budget is based on current landscaping contracts, expected increases in landscaping contracts based on preliminary bids, historical cost review, and professional estimates of labor efforts required to maintain the facilities.

The proposed Zone 1 annual assessment rate to levy and collect is proposed to be $540 per ESD. This represents an increase of 17.45% but still below the allowable maximum. The new maximum annual assessment for Zone 1 is $742.81 per ESD which includes the 2.17% CPI increase.

Zone 2

The total proposes Zone 2 budget (Total Expenses) for FY 26/27 is $724,877.20. This budget is based on current landscaping contracts and expected increases based on preliminary bids, historical cost review, and professional estimates of labor efforts required to maintain the facilities. The proposed funding will be $387,180 from FY 26/27 assessments, and $337,697 from available reserves. This includes a $32,300 contribution from the general fund to account for general benefit for the use of Shenandoah and Silver Oak parks. The proposed budget includes the full year maintenance funding for all facilities including the Environmentally Sensitive areas.

The proposed Zone 2 annual assessment rate to levy and collect is proposed to be $450. This represents an increase of 25.41% but still below the allowable maximum assessment. The new maximum annual assessment for Zone 2 is $1,138.62 per ESD which includes the 2.17% annual CPI increase.

Zone 3

The total proposed Zone 3 expenses for FY 26/27 is $186,146. This budget is based on current landscaping contracts, expected increases in landscaping contracts, expected increases in landscaping contracts based on preliminary bids, historical cost review, and professional estimates of labor efforts required to maintain the facilities. The proposed funding will be $179,640 from FY 26/27 assessments and $6,506 from reserves. No general fund contributions are proposed.

The proposed annual assessment to levy and collect for each parcel within Zone 3 is $1,109 per acre or portion thereof plus $225.22 per ESD. There is no proposed increase in the assessment rate for FY 26/27. The new maximum assessment is $2,511.88 per acre or portion thereof and $416.40 per ESD. The new maximum assessment includes the allowed 2.17% CPI increase.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Community and Sense of Place: "Build on the strength of our local community to develop a clear 'sense of place' and establish our unique identity."

FISCAL IMPACT

There is a General Fund impact by this action in the amount of $32,300 for the contributions to Zone 2 for general public benefit use of Shenandoah and Silver Oak parks. The General Fund contribution

is included in the proposed FY 26/27 Operating Budget. All other costs associated with the annual proceedings and the operation, maintenance, and administration of the Assessment District improvements are recovered from the assessments levied and collected on the parcels within each zone.

The total proposed Assessment District budget for FY 26/27 for all three Zones is as follows:

	As Preliminarily Filed with the City
Zone 1 Budget	$470,347.00
Zone 2 Budget	$724,877.20
Zone 3 Budget	$186,146.00
Reserve Contributions	$(562,909.24)
Balance to Assessment	$818,460.96

A more detailed budget for each zone showing the prior year's expenses and projections for the next two fiscal years is shown in the attached Engineer's Report for FY 26/27. This is done to provide each zone's property owners with information on trends and potential upcoming expenses, including planned capital expenditures.

ENVIRONMENTAL REVIEW

The use or change of property assessments as a funding mechanism for the operations and maintenance of landscaping and lighting systems is not a project as defined in Section 15378(b)(4) of the California Environmental Quality Act guidelines.

COMMUNICATION

Level 2: Targeted Communication
Neighborhood meetings for LLAD Zone 1 and 2 property owners occurred in mid-April. In addition to the neighborhood meetings, City staff mailed updates to all residents in Zone 1 and 2 on May 21, 2026, alerting them to the proposed assessment increase which were not yet known during the pop-up meetings held in April.

ATTACHMENTS:

1. Resolution: LLAD
1. Exhibit A: LLAD Engineer Report's 2026-27

RESOLUTION NO. 2026-_____

RESOLUTION APPROVING THE FISCAL YEAR 26/27 ANNUAL ENGINEER'S REPORT FOR THE LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT, TO APPROVE THE BUDGETS WITHIN THE ENGINEER'S REPORT, CONFIRMING THE ASSESSMENT DIAGRAMS AND THE ANNUAL ASSESSMENT AMOUNTS, AND AUTHORIZING THE LEVY AND COLLECTION OF ANNUAL ASSESSMENTS FOR FISCAL YEAR 26/27

WHEREAS, the City Council ordered the formation of the Landscaping and Lighting Assessment District (LLAD) in 2001 in order to levy and collect assessments pursuant to the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500 et. seq.); and

WHEREAS, the City Council intends to levy and collect assessments within the LLAD during Fiscal Year 26/27; and

WHEREAS, the Engineer of Work has prepared and filed with the City Clerk the Fiscal Year 26/27 Engineer's Report for the Assessment District as required by the Landscaping and Lighting Act of 1972 outlining the proposed budgets, the proposed improvements, and/or changes to the Assessment District in order to levy and collect assessments during any following fiscal year; and

WHEREAS, all interested persons are referred to the Fiscal Year 26/27 Engineer's Report for a full and detailed description of the improvements, the proposed operation and maintenance costs, the boundaries of the Assessment District, and the proposed assessments upon assessable lots or parcels of land within the Assessment District boundaries; and

WHEREAS, on May 19th, the City Council adopted a Resolution of Intention to levy and collect annual assessments for Fiscal Year 26/27, preliminarily approved the annual Engineer's Report for Fiscal Year 26/27, and set the time and date of the public hearing pursuant to Section 22624 of the Streets and Highways Code; and

WHEREAS, for Fiscal Year 26/27, the proposed annual assessment is $540 per Equivalent Single-Family Dwelling Unit (ESD) for all properties within Zone 1; and

WHEREAS, for Fiscal Year 26/27, the proposed annual assessment is $450 per ESD for all properties within Zone 2; and

WHEREAS, for Fiscal Year 26/27, the proposed annual assessment is $225.22 per ESD and $1,109.00 per acre of commercial property for all properties within Zone 3; and

WHEREAS, this Resolution is adopted pursuant to Section 22620 of the California Streets and Highways Code; and

WHEREAS, on June 3, 2026, the City Council held the public protest hearing and gave all interested persons the opportunity to protest the Fiscal Year 26/27 Engineer's Report, either in writing or orally, and the City Council has heard and considered all matters and things pertaining to the levy and collection of the proposed assessments.

NOW THEREFORE, BE IT RESOLVED that in accordance with the requirements of Section 22631 of the California Streets and Highways Code, the City Council hereby:

1. Approves the Fiscal Year 26/27 Annual Engineer's Report, attached hereto as Exhibit A and incorporated herein, for the Landscaping and Lighting Assessment District as prepared and filed.

2. Approves the budgets for each of the three zones within the Engineer's Report.

3. Confirms the assessment diagram and assessment as set forth in the Annual Engineer's Report or as modified as allowed by the City Council.

4. Authorizes the levy and collection of annual assessments for Fiscal Year 26/27 as set forth in said report for Landscaping and Lighting Assessment District Zone 1 - LaVigne Subdivision, Zone 2 - Vintage Ranch Subdivision, and Zone 3 – Napa Junction Mixed Use Development.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 2nd day of June, 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVED AS TO FORM:

_____
Matthew T. Summers, City Attorney

Attachments:
Exhibit A – City of American Canyon Fiscal Year 26/27 Annual Engineer's Report

CITY OF AMERICAN CANYON

Fiscal Year 2026/27 Consolidated Engineer's Report For:

Landscape and Lighting Assessment District

May 2026

Prepared by:

NBS
helping communities fund tomorrow

Corporate Headquarters
32605 Temecula Parkway, Suite 316
Temecula, CA 92592
Toll free: 800.676.7516

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1. ENGINEER'S LETTER

The City Council of the City of American Canyon (the "City"), State of California, directed NBS to prepare and file a report, in accordance with Chapter 1, Article 4 of the Landscaping and Lighting Act of 1972 (the "Act"), presenting the plans and specifications describing the general nature, location and extent of the improvements to be maintained, an estimate of the costs of the maintenance, operations and servicing of the improvements for the City's Landscape and Lighting Assessment District (the "Assessment District") for Fiscal Year 2026/27. The report includes a diagram for the Assessment District, showing the area and properties proposed to be assessed, an assessment of the estimated costs of the maintenance, operations and servicing the improvements, and the net amount upon all assessable lots and/or parcels within the Assessment District in proportion to the special benefit received.

The assessment for each parcel is in compliance with the Proposition 218 Omnibus Implementation Act and Section 4 of Article XIII D of the California Constitution. The proposed assessments are not proposed to increase by more than the approved maximum allowable increases.

The following table shows: (i) the total amount to be collected against all parcels in the Assessment District in FY 2026/27 ("FY 2026/27 Annual Assessment Amount") and (ii) within the boundaries of the Assessment District, parcels are assigned various zones ("Zones") each of which is associated with a set of improvements and/or type of improvements that provide special benefits to properties within that Zone.

Zones	ESD Units[2]	Acres	FY 2026/27 Maximum Rate	FY 2026/27 Proposed Rate	FY 2026/27 Annual Assessment Amount
Zone 1 – La Vigne	466.00		$742.81	$540.00	$251,640.00
Zone 2 – Vintage Ranch	860.40		$1,138.62	$450.00	$387,180.00
Zone 3 – Napa Junction [1]	570.92	46.04	$2,928.28	$1,334.22	$179,640.92

(1) Zone 3 – Napa Junction is a mixed-use project. The maximum assessment rate is a combined rate of $416.40 per ESD units and $2,511.88 per acres. The proposed rate is a combined rate of $225.22 per ESD units and $1,109.00 per acre.

(2) Equivalent Single-Family Dwelling ("ESD") unit are assigned to each parcel in the zones based on development status and land use classification.

2. INTRODUCTION

2.1 Background

The District was established in January 2001 to provide a dedicated funding source for the operation and maintenance of landscaping and lighting improvements that benefit parcels within the La Vigne Subdivision (Zone 1). In accordance with Proposition 218 and the Landscape and Lighting Act of 1972, the Engineer's Report prepared at the time of formation established the assessment methodology, maximum assessment amounts, and an annual escalation factor to account for inflation. The approved escalation allows assessments to increase annually based on the All Urban Consumers (San Francisco Area) Consumer Price Index (CPI) published by the U.S. Department of Labor, Bureau of Labor Statistics. These CPI adjustments may be applied without additional property owner notice or balloting; however, any increase above the approved inflation factor would require an assessment ballot process under Proposition 218.

Since the District's formation, additional areas have been annexed as development has occurred. The Vintage Ranch Subdivision (Zone 2) and the Napa Junction Mixed Use Development (Zone 3) were added to the District, and in July 2020 the Villages at Vintage Ranch, a 159-unit apartment complex, was annexed into Zone 2. Each annexation included approval of the same CPI-based annual escalation provision.

2.2 Engineer's Report Contents

The Landscape and Lighting Act of 1972 requires the preparation and adoption of an annual Engineer's Report by the City Council in order to levy and collect assessments for the upcoming fiscal year. The City Council has appointed NBS as the Engineer of Work to prepare this Annual Engineer's Report.

The first step in this process is for the City Council to adopt a resolution that generally describes any proposed new improvements or any substantial changes in existing improvements and orders the engineer to prepare and to file the Engineer's Report.

This report identifies the improvements to be maintained, the proposed maintenance budgets, and the assessments necessary to fund those costs. It also documents any land use changes or annexations within the District. For Fiscal Year 2026/27, the report calculates the maximum allowable assessment for each zone using the annual CPI escalation factor (2.17% for 2026) and confirms that the proposed assessments for Zones 1, 2, and 3 remain below the maximum permitted levels.

3. PLANS AND SPECIFICATIONS

Pursuant to sections 22567(a) and 22568 of the 1972 Act, this report describes the existing and any proposed improvements for the Districts. The sections below provide general descriptions of the improvements maintained by the Districts. The purpose of the Districts is to provide for the continued maintenance, operation, and servicing of various public improvements specially benefiting property within the Districts.

3.1 Description of Boundaries of the Districts

Exhibits from the Engineer's Report at the formation of the District define the boundaries and maintenance areas of each Zone within the District. These exhibits are on file and available for review at the Office of the City Engineer and, in conjunction with the County of Napa (the "County") Assessor's maps of the areas annexed, comprise the assessment diagrams for the respective annexations. The Assessor's maps are on file in the office of the County Assessor and are, by reference, made a part of this Report.

3.2 Description of Improvements and Services

As authorized by the 1972 Act, the improvements provided by the District and associated with each Zone incorporate various landscaping or lighting improvements that are maintained and serviced for the benefit of real property within the District. The work to be performed within each respective Zone may include but is not limited to (as applicable), the personnel, materials, equipment, electricity, water, professional contract services, construction and maintenance, repair and rehabilitation of the improvements and incidental expenses required to operate the District and provide the improvements and services for each Zone. The improvements provided within the District and for which parcels receive special benefits are generally described in the following paragraphs.

Zone 1 – La Vigne

This Zone provides for the funding of the following improvements, illustrated on the Zone 1 Assessment Diagram found in Section 8:

The maintenance and operation including repair, replacement, and servicing of street light standards, luminaries, wiring, and appurtenances necessary to provide street lighting within Zone 1.

The installation, maintenance and operation to include repair, replacement and servicing of street trees, shrubs, planting and irrigation systems together with earth berms, slopes, curbs, root deflectors, decorative paving, masonry walls and concrete or wood appurtenances, all as delineated on the improvements plans for APN 059-100-006 prepared by Carlson, Barbee & Gibson, Inc. dated June 1, 1999 or as specified in the City of American Canyon Public Works Department, Engineering Division Standard Details and Specifications.

Specifically, this work includes the following:

- Along the entire north side of Parcel A: landscaping and the public walkway adjacent to the creek running through La Vigne subdivision.
- Parcel B: landscape right-of-way area along east side of Flosden Road including the median area directly adjacent to parcel B; landscape and park area north of Parcel A and south of the north Via

Bellagio entry including the entry monument and the median area in Via Bellagio and special amenities.

- Parcel C: landscape right-of-way area along east side of Flosden Road including the median area directly adjacent to Parcel C; landscaping and detention basin landscaping including entry monument and special amenities and the median area within Via Bellagio.
- Parcel D: landscape right-of-way area along east side of Flosden Road, including the median area directly adjacent to Parcel D; landscaping and sound wall west of Parcel J including entry monument and special amenities.
- Parcel E: landscape right-of-way area along east side of Flosden Road including the median area directly adjacent to Parcel E and right-of-way area along south side of American Canyon Road to Via Firenze; median landscape areas within Via Firenze at the intersection of American Canyon Road, landscaping and sound wall north and west of La Vigne Unit 1 including entry monuments and special amenities.
- Parcel F: landscape right-of-way area along south side of American Canyon Road to the wetlands restoration area, asphalt and DG trail, sound wall and landscape area north of Parcel F, entry monuments, and special amenities.
- Parcel G: Asphalt trail extending from Parcel F to southern subdivision boundary.
- Parcel H: Special amenities and landscape within park site, “Via Bellagio Park.”
- Parcel K: Special amenities and landscape within park site, “Pelleria Park.”
- Via Bellagio including the entire length of the landscape right-of-way area from back of curb to face of sidewalk including ancillary medians that intersect Via Bellagio from adjoining parcels and neighborhoods. Entry monuments are not included as they are noted in other parcel descriptions.

The assessments collected in the Zone may also fund any and all incidental expenses in connection there to, all as more particularly authorized pursuant to the Landscaping and Lighting Act.

Zone 2 – Vintage Ranch

This zone provides funding for the maintenance of landscaping, public walkways, creeks and their related improvements, creek trails, landscaping related to water quality basins and ponds, streetscapes, Class 1 bikeways, walls and fences, maintenance and electricity of street lighting, a portion of intersection traffic signals, and parks within Vintage Ranch. The Assessment Diagram in Section 8 illustrates the location of these improvements including:

- Silver Oak Park, “LOT A”
- Shenandoah Park, “LOT H”
- PG&E Linear Park, “LOT F”
- Environmentally sensitive areas located on Lots A, C, D, G & in setback areas and ponds 1
- The Creek Trail System along the south side of the tract, north of parcel C
- Streetscapes within Vintage Ranch, including landscaped areas at the end of Farentino and the end of the Newhall right-of-way (at the dead end)

- The Class 1 Bikeway on Newell Drive
- Fence and Wall Maintenance
- Water Quality Basins 1, 2, 3 & 4
- Street Lighting
- 25% of the traffic signals at Flosden and American Canyon Road; Silver Oak and American Canyon Road, Newell and Silver Oak, and Donaldson and Highway 29

The assessments collected may also fund any and all incidental expenses in connection therewith, all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

Zone 3 – Napa Junction Mixed Use Project

This Zone maintains landscaping, streetscape, bikeways, landscaping related to water basins, park areas, fencing, street lighting and traffic signals within the Napa Junction Mixed Use Project. The Assessment Diagram in Section 8 illustrates the location of these improvements specifically:

- Streetscapes
- Class 1 Bikeways
- Highway 29 Ditch (Water Quality Basin 1)
- Small Park (Water Quality Basin 3)
- Street Lighting
- 25% of the traffic signal at Eucalyptus and Highway 29
- Caltrans right-of-way maintenance along the westerly border of the zone adjacent to the Napa Junction Phase I & II commercial development
- Improvements along the north and south sides of Napa Junction Road as part of the Napa Junction III development
- Multi-Use path/utility access road along the western property line of the Napa Junction III development
- Parcel 4 – Open space and wetlands parcel

The assessments collected may also fund any and all incidental expenses in connection therewith, all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

4. BENEFITS FROM IMPROVEMENTS

4.1 Special Benefits Identified

The Assessment District provides for the maintenance and repair of public parks and landscaping, landscaping related to water quality basins, environmentally sensitive areas, trails, bikeways, streetlights, and traffic signals. As determined at the time of formation, when these facilities are well maintained and in good working order, they provide benefits that are unique and special to the property within the district including:

Satisfaction of project design and mitigation requirements included within the CEQA documents for the development included in each zone. Satisfying these requirements uniquely benefits the property in the zone because it allows the various land uses being developed.

Satisfaction of Conditions of Approval for the development included in each zone. Satisfying these requirements uniquely benefits the property in the zone because it allows the various land uses being developed.

Provision of public safety benefits resulting from well-lit streets. Street lighting uniquely benefits the property within the zones that are adjacent to the lighting provided.

Provision of public safety benefits resulting from functioning traffic signals. Traffic signals benefit property within the zone by providing for safe ingress and egress from the property. Traffic signals also provide general benefits to all motorists that are able to travel safely on the roadway system. Twenty-five percent of the traffic signal maintenance costs are allocated to the benefiting zones reflecting the approximate amount of trips associated with development in the zones.

Provision of public safety benefits resulting from the maintenance of water quality detention basins. The water quality detention basins are part of the storm water management system which allows for adequate drainage and prevents flooding and destruction of landscape amenities within the zones. Adequate drainage and protection from flooding is a unique and special benefit to the properties within the zones.

Provision of public recreation benefits resulting from the parks and open spaces. The parks and open spaces within each zone are designed as local features that are integrated within the development and easily accessible to neighboring properties. These features are part of the overall park system, which also includes community facilities, which provide more regionally appropriate facilities (ball fields etc.). The local parks and open spaces uniquely benefit the property within each zone because they have been designed to be accessible and useful for the developed property in each zone.

Provision of aesthetic benefits resulting from parks, open space, and other landscaping features. The parks, open space and landscaping features are internal or directly adjacent to the properties in the zone, hence the aesthetic benefits provided from well-maintained landscaping features are experienced by the properties in the zone.

Provision of public safety benefits resulting from the maintenance of parks and open spaces. Unmaintained parks and open spaces can attract litter, vectors and other undesirable features that create health and safety problems for adjoining properties. Adequate maintenance uniquely benefits the property in each zone because these potentially adverse effects do not occur.

4.2 General Benefits Identified

Although the improvements may be visible to passersby or to the public at large, the improvements were installed as a requirement for the development of the zones and are designed for the benefit of properties within the zones. As mentioned above, the City contributes funds from the general fund to account for park usage by residents living outside the zones. This contribution was determined by identifying and separating the special and general benefit portions of the costs to maintain the parks. The City also makes contributions to landscaping improvements, upgrades, and replacements, acknowledging that there is some general benefit from the landscaping conferred to all residents of the City.

5. ESTIMATE OF COSTS

The estimated costs associated with the improvements as described in the Plans and Specifications are summarized on the following pages.

5.1 Fiscal Year 2026/27 Cost Estimates

The following table shows estimated costs associated with each Zone for work to occur in FY 2026/27.

District	Fiscal Year 2026/27
Zone 1	$470,347.00
Zone 2	$724,877.20
Zone 3	$186,146.00
Reserve Contributions	($562,909.24)
Balance to Assessment	**$818,460.96**

5.1.1 COST CATEGORIES AND DESCRIPTIONS

The following definitions describe the costs and expenses included in the District Budget:

Maintenance Cost

General Repairs and Maintenance (Code-42310): This item includes the costs of materials, supplies and contract services for the repair and/or maintenance of district facilities and improvements including irrigation system repairs, maintenance of landscaping related to water quality basins and appurtenant facilities, repairs to play structures, concrete or asphalt pathways, decorative entry walls and other improvements as listed in this report within the District. This item also includes costs of incidental miscellaneous materials and supplies used by City staff for the maintenance and repair of Assessment District improvements.

Electric (Code-43210): This item includes the costs to furnish electricity required for the operation and maintenance of the sprinklers and irrigation controllers, and streetlights.

Water (Code-43230): This item includes the costs to furnish irrigation water for the landscaping within the District.

Capital Repair/Maintenance Costs

Funds will be transferred annually from the restricted reserve fund balance within each zone as needed to fund the completion of the projects listed in the current year's budget for each of the zones. Any funds not expended will remain in the restricted reserve until needed for the completion of future capital projects or major maintenance activities. This will include the replacement/rehabilitation of the facilities shown in the capital reserve plan which is being developed for each zone.

District Expenses

Engineering Contract Services (Code-42130): This item includes the costs for the preparation of the Annual Engineer's Report and Assessment Roll as required by law for the placement of the assessments on the property tax roll.

Inspection/Contract Documents/LLAD Administration (Code-48115): This item includes the costs of all departments and staff and consultants of the City for providing the coordination of District services, contract management, inspections, annual bid management, responding to public concerns, public education, and procedural matters associated with the District.

Napa County Auditor Charges (Code-42290): This item includes the cost charged by the County for the placement and collection of the assessments on the County Property Tax roll.

Reserve Funds

Un-Restricted/Operating Reserve Collection: This item includes the amount to be collected to maintain reserves to enable the City to pay for the maintenance and servicing of the improvements prior to December 10 of the fiscal year, or whenever the City expects to receive its apportionment of special assessments and tax collections from the County, whichever is later. The Reserve Fund contribution will continue until such a time the Reserve Fund balance is approximately one half of the annual costs.

Repair/Replacement – Restricted/Capital Reserve: This item includes funds for the repair/replacement of improvements or the installation of new improvements to further enhance the level and quality of service provided within the boundaries of the District. The fund may be allowed to accumulate in anticipation of any unforeseen expenses not included in the yearly maintenance costs. This may include but is not limited to the repair/replacement of improvements at the end of their useful life, upgrading or enhancement of improvements within the District, repair of damaged equipment due to vandalism, storms, and other similar events where the costs cannot be covered by the annual assessment levy.

General Fund Contribution for Parks: This item accounts for the general benefit portion of the maintenance costs for parks and the special benefit to parcels outside the district boundary.

Neighborhood Park Service Area: The City of American Canyon's Parks Master Plan establishes a standard service radius of one-half mile for neighborhood parks. This means any parcels located within a half-mile radius of a neighborhood park could potentially receive benefit from that park because all residents can access and use the park amenities.

The parks were installed as a condition of development and as a part of the specific developments surrounding the parks. Those parks confer a special benefit to the parcels within the Neighborhood Park Service Area, of which those developments are located and can be assessed. There are also parcels outside the District boundary that receive special benefit from the park improvements. The parcels within the District may only be assessed for their share of special benefit from the park improvements. The share of special benefit received by parcels outside the District must be funded by sources other than District assessments, they cannot be assessed to the parcels within the District.

The General Fund Contribution for Parks, shown on the District budget pages, accounts for the portion of special benefit conferred to parcels outside the District but inside a one-half mile radius of the parks, as well as the general benefit portion. A portion of this contribution is also from rental revenue received from individuals renting the park for personal activities.

5.2 Maintenance Cost Estimates

The Maintenance Costs for each Zone included in table 5.1 are described by expense type in the following tables.

Landscaping and Lighting Assessment District Zone 1- La Vigne Subdivision FY 2026-27 Budget	FY 2025-26	Proposed Budget FY 2026-27
MAINTENANCE COSTS		
General Repairs & Maintenance (Code 261-85-430-4231)		
Annual Maintenance Cost	$ 60,000	$ 35,500
Brightview-Replacement Plantings	$ 7,500	$ 40,000
DG Pathway Repairs	$ 5,000	$ 5,000
Irrigation Repair	$ 20,000	$ 50,000
Streetlight/Lamp Maintenance	$ 5,000	$ 57,000
Tree Maintenance/Trimming Crown Reduction	$ 160,000	$ 50,000
Wood & Wire Fencing Repairs	$ 20,000	$ 19,300
Utilities - Electric (Code 261-85-430-43210)	$ 14,000	$ 12,378
Utilities - Water (Code 261-85-430-43230)	$ 43,200	$ 55,230
Contractual Services - Grazing (Code 261-85-430-42190)	$ -	$ 32,000
SUBTOTAL MAINTENANCE COSTS	**$ 334,700**	**$ 356,408**
RESERVE CONTRIBUTIONS		
Capital Reserve Contribution (Code XFER TO RESERVE)	$ 10,000	$ -
SUBTOTAL RESERVE COSTS	**$ 10,000**	$ -
DISTRICT EXPENSES		
Professional Services (Code 261-85-430-42160)		
Annual Administration (City)	$ -	$ 6,200
Annual Administration (Consultant)	$ 15,000	$ 5,000
County Collection Fees (Code 261-85-430-42290)	$ 233	$ 233
SUBTOTAL DISTRICT EXPENSES	**$ 15,233**	**$ 11,433**
TOTAL ESTIMATED COSTS	**$ 359,933**	**$ 367,841**
FUND BALANCE INFORMATION		
Unrestricted Operating Reserves	$ 439,502	$ 327,614
Restricted/ Capital Reserve	$ 85,412	$ 191,994
RESERVE TOTAL	**$ 524,914**	**$ 519,608**
CONTRIBUTION FROM RESERVES		
Unrestricted Operating Reserves	$ (145,676)	$ (116,201)
TOTAL CONTRIBUTION FROM RESERVES	**$ (145,676)**	**$ (116,201)**
Est. Unrestricted Operating Reserves – 07/01	$ 293,826	$ 211,413
Est. Restricted/ Capital Reserve Balance end of year 06/30	$ 95,412	$ 191,994
EST. RESERVE TOTAL	**$ 389,238**	**$ 403,407**
Total Revenue at Maximum Rate	$ 338,808	$ 346,149
Variance above/(below) Maximum Rate	$ (124,551)	$ (94,509)
PROPOSED TOTAL ASSESSMENT	**$ 214,257**	**$ 251,640**
Total ESD Units to be Assessed	466	466
Actual Proposed Assessment Rate	$ 459.78	$ 540.00
Maximum Allowable Assessment Rate	$ 727.06	$ 742.81

Landscaping and Lighting Assessment District Zone 2 - Vintage Ranch Subdivision FY 2026-27 Budget	FY 2025-26	Proposed Budget FY 2026-27
MAINTENANCE COSTS		
General Repairs & Maintenance (Code 262-85-430-42310)		
Annual Maintenance Cost	$ 165,000	$ 147,500
Traffic Signal Maintenance	$ 1,500	$ 10,000
Service Portable Restrooms	$ 6,300	$ 5,000
Irrigation Repair	$ 20,000	$ 60,000
Streetlight/Lamp Maintenance	$ 15,000	$ 50,000
Garbage Can Replacements	$ 2,800	$ 10,000
Wood & Wire Fencing Repairs	$ 20,000	$ 25,000
Sidewalk Repair & Grinding	$ 5,000	$ 10,000
Tree Trimming & Replacement	$ -	$ 30,000
Grazing Open Space areas in Zone (Code 262-85-430-42190)	$ 22,700	$ 31,250
Facilities Assessment (Code 262-85-430-42190)	$ -	$ 26,000
Utilities - Electric (Code 262-85-430-43210)	$ 40,500	$ 43,638
Utilities - Water (Code 262-85-430-43230)	$ 92,000	$ 105,180
SUBTOTAL MAINTENANCE COSTS	**$ 390,800**	**$ 553,568**
RESERVE CONTRIBUTIONS		
General Fund Contribution for Parks (General Benefit)	$ (32,300)	$ (33,300)
Park Rental Revenue	$ 6,000	$ 6,000
Capital Reserve Contribution (Code XFER TO RESERVE)	$ 25,000	$ -
SUBTOTAL RESERVE COSTS	**$ (1,300)**	**$ (27,300)**
CAPITAL PROJECT/REPAIRS COST		
Silver Oak Restroom (Code 262-85-450-48310)	$ 418,055	$ 184,891
SUBTOTAL CAPITAL PROJECT/ REPAIR COSTS	**$ 418,055**	**$ 184,891**
DISTRICT EXPENSES		
Professional Services (Code 262-85-430-42160)		
Annual Administration (City)	$ -	$ 5,000
Annual Administration (Engineering Services)	$ 20,000	$ 13,000
County Collection Fees (Code 262-85-430-42290)	$ 500	$ 500
SUBTOTAL DISTRICT EXPENSES	**$ 20,500**	**$ 18,500**
TOTAL ESTIMATED COSTS	**$ 828,055**	**$ 729,659**
FUND BALANCE INFORMATION		
Unrestricted Operating Reserves	$ 451,412	$ 390,271
Restricted/ Capital Reserve	$ 495,673	$ 315,281
RESERVE TOTAL	**$ 947,085**	**$ 705,552**
CONTRIBUTION FROM RESERVES		
Unrestricted Operating Reserves	$ (101,271)	$ (157,588)
Restricted/Capital Reserves	$ (418,055)	$ (184,891)
TOTAL CONTRIBUTION FROM RESERVES	**$ (519,326)**	**$ (342,479)**
Est. Unrestricted Operating Reserves – 07/01	$ 350,141	$ 47,792
Est. Restricted/ Capital Reserve Balance end of year 06/30	$ 76,318	$ 130,390
EST. RESERVE TOTAL	**$ 426,459**	**$ 178,182**
Total Revenue at Maximum Rate	$ 958,894	$ 985,330
Variance above/(below) Maximum Rate	$ (650,165)	$ (598,150)
PROPOSED TOTAL ASSESSMENT	**$ 308,729**	**$ 387,180**
Total ESD Units to be Assessed	860.40	860.40
Actual Proposed Assessment Rate	$ 358.82	$ 450.00
Maximum Allowable Assessment Rate	$ 1,114.47	$ 1,145.20

Landscaping and Lighting Assessment District Zone 3 - Napa Junction Mixed Use Project FY 2026-27 Budget		
	FY 2025-26	Proposed Budget FY 2026-27
MAINTENANCE COSTS		
General Repairs & Maintenance (Code263-85-430-42310)		
Annual Maintenance Cost	$ 47,000	$ 25,000
Tree Replacement	$ 10,000	$ 10,000
Service Portable Restrooms	$ -	$ -
Irrigation Repair	$ 10,000	$ 20,000
Streetlight/Lamp Maintenance	$ 7,000	$ 30,000
CalTrans Traffic Signal Maintenance	$ -	$ -
On-Site Inspection/Assessment of Facilities	$ -	$ -
NJ Split Rail Fence Repair	$ 30,000	$ 7,000
Sidewalk Repair & Grinding	$ 5,000	$ 10,000
Utilities - Electric (Code 263-85-430-43210)	$ 1,600	$ 262
Utilities - Water (Code 263-85-430-43230)	$ 11,300	$ 11,164
SUBTOTAL MAINTENANCE COSTS	**$ 121,900**	**$ 113,426**
RESERVE CONTRIBUTIONS		
Capital Reserve Contribution (Code XFER TO RESERVE)	$ -	$ -
SUBTOTAL RESERVE COSTS	**$ -**	**$ -**
CAPITAL PROJECT/REPAIRS COST		
Main Street Park Improvments	$ 150,000	$ 150,000
SUBTOTAL CAPITAL PROJECT/REPAIR COSTS	**$ 150,000**	**$ 150,000**
DISTRICT EXPENSES		
Professional Services (Code 263-85-430-42190)		
Annual Administration (Engineering Services)	$ 9,000	$ 11,000
County Collection Fees	$ 100	$ 5,000
Annual Administration (City Code 263-85-430-42160)	$ 4,500	$ 4,500
SUBTOTAL DISTRICT EXPENSES	**$ 13,600**	**$ 20,500**
TOTAL ESTIMATED COSTS	**$ 285,500**	**$ 283,926**
FUND BALANCE INFORMATION		
Unrestricted Operating Reserves	$ 199,298	$ 1,659,870
Restricted/ Capital Reserve	$ 1,419,282	$ 268,080
RESERVE TOTAL	**$ 1,618,580**	**$ 1,927,950**
COLLECTION/(CONTRIBUTION) FROM RESERVES		
Unrestricted Operating Reserves	$ 44,140	$ 45,715
Restricted/Capital Reserves	$ (150,000)	$ (150,000)
TOTAL CONTRIBUTION FROM RESERVES	**$ (105,860)**	**$ (104,285)**
Est. Unrestricted Operating Reserves – 07/01	$ 243,438	$ 1,705,585
Est. Restricted/ Capital Reserve Balance end of year 06/30	$ 1,269,282	$ 118,080
EST. RESERVE TOTAL	**$ 1,512,720**	**$ 1,823,665**
Total Revenue at Maximum Rate (ESD)	$ 232,697	$ 239,113
Variance above/(below) Maximum Rate (ESD)	$ (109,105)	$ (59,472)
Total Revenue at Maximum Rate (Acre)	$ 113,194	$ 116,315
Variance above/(below) Maximum Rate (Acre)	$ (57,146)	$ 63,326
PROPOSED TOTAL ASSESSMENT	**$ 179,640**	**$ 179,640.96**
Total ESD Units to be Assessed	570.92	570.92
Total Acres to be Assessed	46.04	46.04
Actual Proposed Assessment Rate per ESD	$ 225.22	$ 225.22
Maximum Allowable Assessment Rate per ESD	$ 407.58	$ 418.82
Actual Proposed Assessment Rate per Acre	$ 1,109.00	$ 1,109.00
Maximum Allowable Assessment Rate per Acre	$ 2,458.60	$ 2,526.39

6. METHOD OF ASSESSMENT

Each of the parcels within the Districts are deemed to receive special benefit from the improvements. Each parcel that has a special benefit conferred upon it as a result of the maintenance and operation of improvements are identified and the proportionate special benefit derived by each identified parcel is determined in relationship to the entire costs of the maintenance, operation and servicing of the improvements.

ZONES 1 AND 2 METHOD OF ASSESSMENT

The method of apportionment (spread) equates all parcels in Zones 1 and 2 to an Equivalent Single-Family Dwelling (ESD) unit, or portion thereof. The following ESD units were established for the American Canyon Landscaping and Lighting Assessment District, at its formation, and reflect the relative benefit accruing to parcels of land, in various stages of development, from the landscape and lighting facilities:

1. Vacant parcel in undeveloped area; 1/10 unit per parcel
2. Vacant parcel in developed area; 1/2 unit per parcel
3. Single dwelling parcel; 1 per unit
4. Multi-Family dwelling; 0.60 per unit

Vacant parcels in undeveloped areas experience the benefits provided from satisfying approval conditions but not the full benefits experienced when the facilities maintained by the zone are operational hence, they are assigned 1/10 of an ESD unit. Vacant parcels in developed areas experience the benefits provided from satisfying approval conditions and the public safety benefits associated with sound drainage systems. These parcels also experience some fraction of the benefits associated with safe lighting and ingress and egress but not at the same level as a fully developed parcel, hence they are assigned 1/2 of an ESD unit. Fully developed parcels experience all benefits provided by the zone. Because the land uses on both Zone 1 and 2 are relatively uniform single-family dwelling units, benefits are experienced equally. This relative equality of benefits results in an assessment methodology that spreads costs equally at full build out.

ESD units for each zone are determined annually based on the development pattern. Each zone's operation and maintenance expenses for the upcoming fiscal year is then divided by the total number of ESD units in order to calculate the annual cost per ESD unit (assessment rate) for the upcoming fiscal year. The annual assessment for each parcel is calculated by multiplying the annual cost per ESD unit (assessment rate) by the total number ESD units on the parcel in the upcoming fiscal year.

The method of apportionment for Zones 1 and 2 can be expressed mathematically as:

Cost per ESD Unit (Rate) = Fiscal Year Budget for Zone / Total Number of ESD Units in Zone

Assessment per Parcel = Cost per ESD Unit (Rate) x No. of ESD Units on Parcel

Although Section 22663 of the Streets and Highways Code typically requires that public property not be assessed, Article XIII, Section 4(a) of Proposition 218 requires that public property shall not be exempt from assessment if the property benefits from the facilities being maintained.

Zones 1 and 2 include publicly owned property which is utilized for parks, creeks, open spaces, public right-of-way, and easements. These properties serve to provide landscape, open space, drainage, and recreational benefits to the adjoining residential property. Because these properties provide special benefits rather than receive special benefits they do not receive an annual assessment.

Likewise, school sites, which provide for open space and recreational opportunities, enhance the special benefits received by residential property. In addition, school locations are required by the approval documents for the development and therefore help provide the special benefits associated with compliance with project CEQA documents and conditions of approval. Therefore, because these properties provide benefits rather than receive benefits, they are also not assessed.

Civic properties including public safety facilities and utility facilities which were constructed as a condition of approval for the residential development serve to support the special benefits received by residential properties. Because these properties support the provision of special benefits rather than receiving special benefits, they are also not assessed.

ZONE 3 METHOD OF ASSESSMENT

Unlike Zones 1 and 2, Zone 3 contains a mix of residential, commercial, industrial, and retail land uses. In order to apportion costs proportional to benefit, the method of apportionment (spread) for Zone 3 utilizes both an ESD unit component and an acreage component.

The benefits provided by the Class I bike path, three-rail fencing, streetlights, traffic signal, and the detention pond and right of way maintenance along Highway 29 are apportioned by acreage because the size of the property provides a reasonable measure of the number trips (vehicular and bicycle), length of fencing and runoff detained. Therefore, the cost of operating and maintaining these facilities is apportioned to the benefiting property based on its acreage.

The benefits provided by the streetscape, large and small parks are apportioned by ESD unit, as is done in the other two zones. These items provide benefit to and are accessible to resident families and employees of local businesses to enjoy during lunch breaks or after work hours. Non-residential land uses are converted to residential land uses, using square-footage in order to maintain equality between the average size residential unit in the zone and the non-residential units.

The following benefit units were established for the American Canyon Landscaping and Lighting Assessment Zone 3 (Napa Junction) at the time it was annexed to the Assessment District and these reflect the relative benefit accruing the various parcels of land within the zone:

Land Use Description	Total ESD's
Single Family Dwelling (SFD)	1/Unit
Condominium	1/Unit
Multiple Family Residential	1/Unit
Mobile Home	1/Unit
Commercial	1/1,500 sf floor space*
Commercial with Dwelling Unit – Includes Hotel	1/1,500 sf floor space + 1/Unit
All Land Use Types	Acres

ESD units for Zone 3 are determined annually based on the development pattern. The operational and maintenance expenses for the upcoming fiscal year for the streetscape, large park and small park facilities are then divided by the total number of ESD units in order to calculate the annual cost per ESD unit for the upcoming fiscal year.

Acreage units within Zone 3 are also determined annually based on development. The operational and maintenance expenses for the upcoming fiscal year for Class I bike path, three-rail fencing, streetlights, traffic signal, and the detention pond and right of way maintenance along Highway 29 are then divided by the total acreage units in order to calculate the annual cost per acreage unit for the upcoming fiscal year. The annual assessment for each parcel is calculated by:

1. Multiplying the number of ESD units on the parcel by the annual cost per ESD unit to arrive at the ESD assessment for the parcel
2. Multiplying the acreage of the parcel by the annual cost per acreage unit to arrive at the acreage assessment; and
3. Adding the ESD assessment to the acreage assessment to arrive at the total assessment for the parcel.

The allocation formula for Zone 3 can be expressed mathematically as:

Cost per ESD Unit = Fiscal Year Budget for ESD Unit Items in Zone / Total ESD Units in Zone

Cost per Acre = Fiscal Year Budget for Acreage Items in Zone / Total Acreage in Zone

Assessment per Parcel = (Cost per ESD x No. of ESD Units on Parcel) + (Cost per Acre x No. of Acres on Parcel)

Although Section 22663 of the Streets and Highways Code typically requires that public property not be assessed, Article XIII, Section 4(a) of Proposition 218 requires that public property shall not be exempt from assessment if the property benefits from the facilities being maintained.

Zone 3 includes publicly owned property which is utilized for parks, creeks, open spaces, public rights-of-way, and easements. These properties serve to provide landscape, open space, and recreational benefits to the adjoining property. Because these properties provide special benefits rather than receive special benefits they do not receive an annual assessment.

6.1 Calculation of Maximum Assessment Rate

The table below summarizes the maximum annual assessments allowed in Zones 1, 2 and 3, including the CPI increases, and compares the prior year assessments to the assessments proposed to be levied and collected in Fiscal Year 2026-27. As shown, the proposed assessment within each Zone is less than the Maximum Assessment allowed, thus Proposition 218 balloting is not required in any zone.

District	FY 2025/26 Maximum Rate	FY 2026/27 Maximum Rate	CPI % Increase	FY 2025/26 Applied Rate	FY 2026/27 Applied Rate	% Increase of Applied Rate
Zone 1 – La Vigne	$727.03	$742.81	2.17%	$459.78	$540.00	17.45%
Zone 2 – Vintage Ranch	$1,114.44	$1,138.62	2.17%	$358.82	$450.00	25.41%
Zone 3 – Napa Junction ESD (1)	$407.56	$416.40	2.17%	$225.22	$225.22	0%
Zone 3 – Napa Junction Acre (1)	$2,458.53	$2,511.88	2.17%	$1,109.00	$1,109.00	0%

(1) The prior consultant's budgets included category-based breakdowns. Applied rates were calculated by dividing each category budget by the total ESDs and acres within the zone. The ESD budget of $123,593 divided by 570.92 ESDs resulted in an applied rate of $225.22 per ESD. The acreage budget of $56,048 divided by 46.04 acres resulted in an applied rate of $1,109.00 per acre, which was further adjusted for rounding and parcel acreage.

7. ASSESSMENT DIAGRAMS

The following pages include the Assessment Diagrams for Zones 1, 2 and 3 within the Assessment District. Please note the lines and dimensions of each parcel, as well as the distinctive Assessor's Parcel Number, are shown on the Assessor's Maps for the City of American Canyon available at the County of Napa Assessor's Office. The reference to the appropriate Assessor Books at the County of Napa Assessor's Office for the respective subdivisions in each Zone are listed below.

ZONE 1 - LA VIGNE

All the land lying within the La Vigne Unit 1 Subdivision filed in the Recorder's office of the County of Napa in Book 22 of Recorded Maps, Pages 42 through 57.

All the land lying within the La Vigne Unit 2 Subdivision filed in the Recorder's office of the County of Napa in Book 22 of Recorded Maps, Pages 82 through 97.

ZONE 2 - VINTAGE RANCH

All the land within the Scally Ranch Unit 1 Subdivision filed in the Recorder's office of the County of Napa in Book 24 of Recorded Maps, Pages 1 through 22.

All the land within the Amended Scally Ranch Unit 1 Subdivision filed in the Recorder's office of the County of Napa in Book 24 of Recorded Maps, Pages 36 through 57.

All of the land within the Vintage Ranch Unit 2 Subdivision filed in the Recorder's office of the County of Napa in Book 25 of Recorded Maps, Pages 35 through 51.

All of the land within the Vintage Ranch Unit 3 Subdivision filed in the Recorder's office of the County of Napa in Book 25 of Recorded Maps, Pages 52 through 57.

Vineyard Crossing and Vineyard Place parcels were de-annexed from Zone 2 by City Council Resolution No. 2011-37.

The Villages at Vintage Ranch were annexed in the Zone in FY 2020-21 by City Council Resolution No. 2020-68.

ZONE 3 - NAPA JUNCTION MIXED USE PROJECT

All the land within the Napa Junction Phase 1 Subdivision filed in the Recorder's office of the County of Napa in Book 24 of Recorded Maps, Pages 81 through 87.

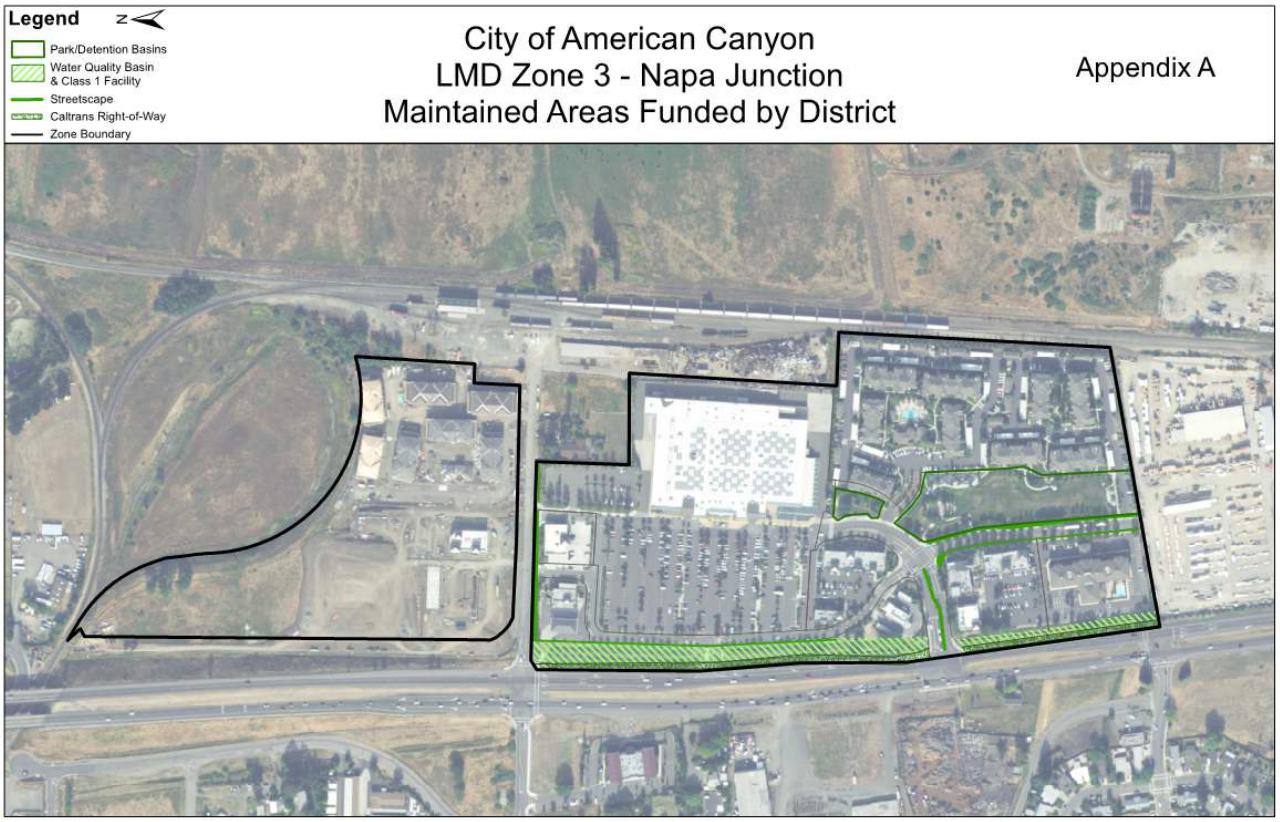
All the land within the Amended Napa Junction Phase 1 Subdivision filed in the Recorder's office of the County of Napa in Book 25, Pages 5 through 11.

City of American Canyon
LMD Zone 1 - La Vigne Subdivision

Appendix A

City of American Canyon
LMD Zone 2 - Vintage Ranch
Maintained Areas Funded by District

Appendix A


Legend
Park/Detention Basins
Water Quality Basin & Class 1 Facility
Streetscape
Caltrans Right-of-Way
Zone Boundary
City of American Canyon
LMD Zone 3 - Napa Junction
Maintained Areas Funded by District
Appendix A

8. ASSESSMENT ROLL

The Assessment Roll of assessments is provided on the following pages. The description of each lot or parcel as part of the records of the County of Napa Assessor is, by reference, part of this Report.

The Assessor's parcel identification for each lot or parcel within the District shall be based on the County Assessor's secured roll data for the applicable year in which this Report is prepared and is incorporated herein by reference.

A listing of the Assessor's parcels assessed within the District for Fiscal Year 2026/27, along with the assessment amounts, is on file in the office of the City Clerk and incorporated herein by reference. Based on the County Assessor's secured roll data, the current Assessor's parcels, including corrected or new Assessor's parcels, will be submitted or resubmitted to the County Auditor/Controller. The annual assessment amount to be levied and collected for the resubmitted parcel(s) shall be determined per the method of apportionment and assessment rate approved in this Report. Therefore, if a single assessor's parcel has a status change in development, other land use change, or subdivides into multiple Assessor's parcels, the assessment amounts applied to each of the new Assessor's parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment amount.

City of American Canyon

Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-191-002-000	172 VIA BELLAGIO	$540.00
059-191-003-000	168 VIA BELLAGIO	540.00
059-191-004-000	164 VIA BELLAGIO	540.00
059-191-005-000	160 VIA BELLAGIO	540.00
059-191-006-000	138 CASTELLINA CIR	540.00
059-191-007-000	134 CASTELLINA CIR	540.00
059-191-008-000	130 CASTELLINA CIR	540.00
059-191-009-000	126 CASTELLINA CIR	540.00
059-191-010-000	122 CASTELLINA CIR	540.00
059-191-011-000	118 CASTELLINA CIR	540.00
059-191-012-000	114 CASTELLINA CIR	540.00
059-191-013-000	110 CASTELLINA CIR	540.00
059-191-014-000	106 CASTELLINA CIR	540.00
059-191-015-000	102 CASTELLINA CIR	540.00
059-191-016-000	98 CASTELLINA CIR	540.00
059-191-017-000	94 CASTELLINA CIR	540.00
059-191-018-000	90 CASTELLINA CIR	540.00
059-191-019-000	86 CASTELLINA CIR	540.00
059-191-020-000	82 CASTELLINA CIR	540.00
059-191-021-000	78 CASTELLINA CIR	540.00
059-191-022-000	74 CASTELLINA CIR	540.00
059-191-023-000	70 CASTELLINA CIR	540.00
059-191-024-000	66 CASTELLINA CIR	540.00
059-191-025-000	62 CASTELLINA CIR	540.00
059-191-026-000	58 CASTELLINA CIR	540.00
059-191-027-000	54 CASTELLINA CIR	540.00
059-191-028-000	50 CASTELLINA CIR	540.00
059-191-029-000	45 CASTELLINA CIR	540.00
059-191-030-000	35 VIA FIRENZE	540.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-191-031-000	31 VIA FIRENZE	540.00
059-191-032-000	27 VIA FIRENZE	540.00
059-191-033-000	23 VIA FIRENZE	540.00
059-191-034-000	19 VIA FIRENZE	540.00
059-191-035-000	15 VIA FIRENZE	540.00
059-191-036-000	11 VIA FIRENZE	540.00
059-191-037-000	7 VIA FIRENZE	540.00
059-191-038-000	3 VIA FIRENZE	540.00
059-191-039-000	136 VIA BELLAGIO	540.00
059-191-040-000	140 VIA BELLAGIO	540.00
059-191-041-000	144 VIA BELLAGIO	540.00
059-191-042-000	148 VIA BELLAGIO	540.00
059-191-043-000	152 VIA BELLAGIO	540.00
059-191-044-000	156 VIA BELLAGIO	540.00
059-191-045-000	2 CASTELLINA CIR	540.00
059-191-046-000	6 CASTELLINA CIR	540.00
059-191-047-000	10 CASTELLINA CIR	540.00
059-191-048-000	14 CASTELLINA CIR	540.00
059-191-049-000	18 CASTELLINA CIR	540.00
059-191-050-000	22 CASTELLINA CIR	540.00
059-191-051-000	26 CASTELLINA CIR	540.00
059-191-052-000	30 CASTELLINA CIR	540.00
059-191-053-000	34 CASTELLINA CIR	540.00
059-191-054-000	38 CASTELLINA CIR	540.00
059-191-055-000	42 CASTELLINA CIR	540.00
059-192-001-000	87 CASTELLINA CIR	540.00
059-192-002-000	83 CASTELLINA CIR	540.00
059-192-003-000	79 CASTELLINA CIR	540.00
059-192-004-000	75 CASTELLINA CIR	540.00

Slight variances may occur due to rounding

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Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-192-005-000	71 CASTELLINA CIR	540.00
059-192-006-000	67 CASTELLINA CIR	540.00
059-192-007-000	63 CASTELLINA CIR	540.00
059-192-008-000	59 CASTELLINA CIR	540.00
059-192-009-000	55 CASTELLINA CIR	540.00
059-192-010-000	51 CASTELLINA CIR	540.00
059-192-011-000	35 CASTELLINA CIR	540.00
059-192-012-000	31 CASTELLINA CIR	540.00
059-192-013-000	27 CASTELLINA CIR	540.00
059-192-014-000	23 CASTELLINA CIR	540.00
059-192-015-000	19 CASTELLINA CIR	540.00
059-192-016-000	15 CASTELLINA CIR	540.00
059-192-017-000	11 CASTELLINA CIR	540.00
059-192-018-000	7 CASTELLINA CIR	540.00
059-192-019-000	3 CASTELLINA CIR	540.00
059-201-001-000	14 VIA FIRENZE	540.00
059-201-002-000	18 VIA FIRENZE	540.00
059-201-003-000	22 VIA FIRENZE	540.00
059-201-004-000	113 VIA PESCARA	540.00
059-201-005-000	109 VIA PESCARA	540.00
059-201-006-000	105 VIA PESCARA	540.00
059-201-007-000	101 VIA PESCARA	540.00
059-201-008-000	97 VIA PESCARA	540.00
059-201-009-000	93 VIA PESCARA	540.00
059-201-010-000	89 VIA PESCARA	540.00
059-201-011-000	85 VIA PESCARA	540.00
059-201-012-000	81 VIA PESCARA	540.00
059-201-013-000	57 VIA PESCARA	540.00
059-201-014-000	53 VIA PESCARA	540.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-201-015-000	49 VIA PESCARA	540.00
059-201-016-000	45 VIA PESCARA	540.00
059-201-017-000	27 VIA PESCARA	540.00
059-201-018-000	23 VIA PESCARA	540.00
059-201-019-000	19 VIA PESCARA	540.00
059-201-020-000	15 VIA PESCARA	540.00
059-201-021-000	6 ELBA CT	540.00
059-201-022-000	10 ELBA CT	540.00
059-201-023-000	14 ELBA CT	540.00
059-201-024-000	19 ELBA CT	540.00
059-201-025-000	15 ELBA CT	540.00
059-201-026-000	11 ELBA CT	540.00
059-201-027-000	7 ELBA CT	540.00
059-201-028-000	3 ELBA CT	540.00
059-202-001-000	118 VIA PESCARA	540.00
059-202-002-000	114 VIA PESCARA	540.00
059-202-003-000	110 VIA PESCARA	540.00
059-202-004-000	106 VIA PESCARA	540.00
059-202-005-000	102 VIA PESCARA	540.00
059-202-006-000	98 VIA PESCARA	540.00
059-202-007-000	94 VIA PESCARA	540.00
059-202-008-000	90 VIA PESCARA	540.00
059-202-009-000	86 VIA PESCARA	540.00
059-202-010-000	82 VIA PESCARA	540.00
059-202-011-000	78 VIA PESCARA	540.00
059-202-012-000	74 VIA PESCARA	540.00
059-202-013-000	70 VIA PESCARA	540.00
059-202-014-000	66 VIA PESCARA	540.00
059-202-015-000	62 VIA PESCARA	540.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-202-016-000	58 VIA PESCARA	540.00
059-202-017-000	54 VIA PESCARA	540.00
059-202-018-000	50 VIA PESCARA	540.00
059-202-019-000	46 VIA PESCARA	540.00
059-202-020-000	42 VIA PESCARA	540.00
059-202-021-000	38 VIA PESCARA	540.00
059-202-022-000	34 VIA PESCARA	540.00
059-202-024-000	108 VIA BELLAGIO	540.00
059-202-025-000	112 VIA BELLAGIO	540.00
059-202-026-000	116 VIA BELLAGIO	540.00
059-202-027-000	120 VIA BELLAGIO	540.00
059-202-028-000	124 VIA BELLAGIO	540.00
059-202-029-000	128 VIA BELLAGIO	540.00
059-202-030-000	132 VIA BELLAGIO	540.00
059-202-031-000	2 VIA PESCARA	540.00
059-202-032-000	6 VIA PESCARA	540.00
059-202-033-000	10 VIA PESCARA	540.00
059-202-034-000	14 VIA PESCARA	540.00
059-202-035-000	18 VIA PESCARA	540.00
059-202-036-000	22 VIA PESCARA	540.00
059-202-037-000	26 VIA PESCARA	540.00
059-202-038-000	30 VIA PESCARA	540.00
059-211-002-000	50 MONTECARLO WAY	540.00
059-211-003-000	46 MONTECARLO WAY	540.00
059-211-004-000	42 MONTECARLO WAY	540.00
059-211-005-000	38 MONTECARLO WAY	540.00
059-211-006-000	34 MONTECARLO WAY	540.00
059-211-007-000	30 MONTECARLO WAY	540.00
059-211-008-000	26 MONTECARLO WAY	540.00

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Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-211-009-000	22 MONTECARLO WAY	540.00
059-211-010-000	18 MONTECARLO WAY	540.00
059-211-011-000	14 MONTECARLO WAY	540.00
059-211-012-000	10 MONTECARLO WAY	540.00
059-211-013-000	6 MONTECARLO WAY	540.00
059-211-014-000	2 MONTECARLO WAY	540.00
059-212-001-000	59 MONTECARLO WAY	540.00
059-212-002-000	63 MONTECARLO WAY	540.00
059-212-003-000	67 MONTECARLO WAY	540.00
059-212-004-000	42 PIENZA DR	540.00
059-212-005-000	38 PIENZA DR	540.00
059-212-006-000	34 PIENZA DR	540.00
059-212-007-000	30 PIENZA DR	540.00
059-212-008-000	26 PIENZA DR	540.00
059-212-009-000	22 PIENZA DR	540.00
059-212-010-000	18 PIENZA DR	540.00
059-212-011-000	14 PIENZA DR	540.00
059-212-012-000	10 PIENZA DR	540.00
059-212-013-000	35 MONTECARLO WAY	540.00
059-212-014-000	39 MONTECARLO WAY	540.00
059-212-015-000	43 MONTECARLO WAY	540.00
059-212-016-000	47 MONTECARLO WAY	540.00
059-212-017-000	51 MONTECARLO WAY	540.00
059-212-018-000	55 MONTECARLO WAY	540.00
059-213-001-000	71 MONTECARLO WAY	540.00
059-213-002-000	75 MONTECARLO WAY	540.00
059-213-003-000	79 MONTECARLO WAY	540.00
059-213-004-000	167 VIA BELLAGIO	540.00
059-213-005-000	163 VIA BELLAGIO	540.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-213-006-000	159 VIA BELLAGIO	540.00
059-213-007-000	155 VIA BELLAGIO	540.00
059-213-008-000	151 VIA BELLAGIO	540.00
059-213-009-000	147 VIA BELLAGIO	540.00
059-213-010-000	143 VIA BELLAGIO	540.00
059-213-011-000	139 VIA BELLAGIO	540.00
059-213-012-000	135 VIA BELLAGIO	540.00
059-213-013-000	131 VIA BELLAGIO	540.00
059-213-014-000	127 VIA BELLAGIO	540.00
059-213-015-000	123 VIA BELLAGIO	540.00
059-213-016-000	119 VIA BELLAGIO	540.00
059-213-017-000	115 VIA BELLAGIO	540.00
059-213-018-000	111 VIA BELLAGIO	540.00
059-213-019-000	107 VIA BELLAGIO	540.00
059-213-020-000	3 PIENZA DR	540.00
059-213-021-000	7 PIENZA DR	540.00
059-213-022-000	11 PIENZA DR	540.00
059-213-023-000	15 PIENZA DR	540.00
059-213-024-000	19 PIENZA DR	540.00
059-213-025-000	23 PIENZA DR	540.00
059-213-026-000	27 PIENZA DR	540.00
059-213-027-000	31 PIENZA DR	540.00
059-213-028-000	35 PIENZA DR	540.00
059-213-029-000	39 PIENZA DR	540.00
059-213-030-000	43 PIENZA DR	540.00
059-213-031-000	47 PIENZA DR	540.00
059-213-032-000	51 PIENZA DR	540.00
059-221-001-000	59 VIA LA MORRA	540.00
059-221-002-000	55 VIA LA MORRA	540.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-221-003-000	51 VIA LA MORRA	540.00
059-221-004-000	47 VIA LA MORRA	540.00
059-221-005-000	43 VIA LA MORRA	540.00
059-221-006-000	39 VIA LA MORRA	540.00
059-221-007-000	35 VIA LA MORRA	540.00
059-221-008-000	31 VIA LA MORRA	540.00
059-221-009-000	27 VIA LA MORRA	540.00
059-221-010-000	23 VIA LA MORRA	540.00
059-221-011-000	19 VIA LA MORRA	540.00
059-221-012-000	15 VIA LA MORRA	540.00
059-221-013-000	11 VIA LA MORRA	540.00
059-221-014-000	7 VIA LA MORRA	540.00
059-221-015-000	3 VIA LA MORRA	540.00
059-221-016-000	69 VIA BELLAGIO	540.00
059-221-017-000	61 VIA BELLAGIO	540.00
059-221-018-000	55 VIA BELLAGIO	540.00
059-222-001-000	62 VIA LA MORRA	540.00
059-222-002-000	58 VIA LA MORRA	540.00
059-222-003-000	54 VIA LA MORRA	540.00
059-222-004-000	50 VIA LA MORRA	540.00
059-222-005-000	15 BIELLA CT	540.00
059-222-006-000	11 BIELLA CT	540.00
059-222-007-000	7 BIELLA CT	540.00
059-222-008-000	3 BIELLA CT	540.00
059-222-009-000	2 BIELLA CT	540.00
059-222-010-000	6 BIELLA CT	540.00
059-222-011-000	10 BIELLA CT	540.00
059-222-012-000	18 VIA LA MORRA	540.00
059-222-013-000	14 VIA LA MORRA	540.00

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Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-222-014-000	10 VIA LA MORRA	540.00
059-222-015-000	6 VIA LA MORRA	540.00
059-222-016-000	51 VIA BELLAGIO	540.00
059-222-017-000	47 VIA BELLAGIO	540.00
059-222-018-000	43 VIA BELLAGIO	540.00
059-222-019-000	39 VIA BELLAGIO	540.00
059-222-020-000	35 VIA BELLAGIO	540.00
059-222-021-000	31 VIA BELLAGIO	540.00
059-222-022-000	27 VIA BELLAGIO	540.00
059-222-023-000	23 VIA BELLAGIO	540.00
059-222-024-000	19 VIA BELLAGIO	540.00
059-222-025-000	15 VIA BELLAGIO	540.00
059-222-026-000	11 VIA BELLAGIO	540.00
059-222-027-000	7 VIA BELLAGIO	540.00
059-222-028-000	3 VIA BELLAGIO	540.00
059-231-001-000	14 VIA BELLAGIO	540.00
059-231-002-000	18 VIA BELLAGIO	540.00
059-231-003-000	22 VIA BELLAGIO	540.00
059-231-004-000	26 VIA BELLAGIO	540.00
059-231-005-000	30 VIA BELLAGIO	540.00
059-231-006-000	34 VIA BELLAGIO	540.00
059-231-007-000	38 VIA BELLAGIO	540.00
059-231-008-000	42 VIA BELLAGIO	540.00
059-231-009-000	46 VIA BELLAGIO	540.00
059-231-010-000	50 VIA BELLAGIO	540.00
059-231-011-000	54 VIA BELLAGIO	540.00
059-231-012-000	27 PELLERIA DR	540.00
059-231-013-000	31 PELLERIA DR	540.00
059-231-014-000	35 PELLERIA DR	540.00

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Landscape and Lighting Assessment District Zone 1 - La Vigne

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-231-015-000	39 PELLERIA DR	540.00
059-231-016-000	43 PELLERIA DR	540.00
059-231-017-000	47 PELLERIA DR	540.00
059-231-018-000	51 PELLERIA DR	540.00
059-231-019-000	59 VIA MARCIANA	540.00
059-232-001-000	78 VIA BELLAGIO	540.00
059-232-002-000	74 VIA BELLAGIO	540.00
059-232-003-000	70 VIA BELLAGIO	540.00
059-232-004-000	66 VIA BELLAGIO	540.00
059-232-005-000	62 VIA BELLAGIO	540.00
059-232-006-000	58 VIA BELLAGIO	540.00
059-232-007-000	23 PELLERIA DR	540.00
059-232-008-000	19 PELLERIA DR	540.00
059-232-009-000	15 PELLERIA DR	540.00
059-232-010-000	11 PELLERIA DR	540.00
059-232-011-000	7 PELLERIA DR	540.00
059-232-012-000	3 PELLERIA DR	540.00
059-232-013-000	27 VIA MONTALCINO	540.00
059-232-014-000	23 VIA MONTALCINO	540.00
059-232-015-000	19 VIA MONTALCINO	540.00
059-232-016-000	15 VIA MONTALCINO	540.00
059-232-017-000	11 VIA MONTALCINO	540.00
059-232-018-000	7 VIA MONTALCINO	540.00
059-232-019-000	3 VIA MONTALCINO	540.00
059-232-020-000	4 PALAZZO WAY	540.00
059-232-021-000	8 PALAZZO WAY	540.00
059-232-022-000	12 PALAZZO WAY	540.00
059-232-023-000	16 PALAZZO WAY	540.00
059-232-024-000	20 PALAZZO WAY	540.00

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Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-232-025-000	24 PALAZZO WAY	540.00
059-232-026-000	28 PALAZZO WAY	540.00
059-232-027-000	32 PALAZZO WAY	540.00
059-232-028-000	36 PALAZZO WAY	540.00
059-232-029-000	40 PALAZZO WAY	540.00
059-232-030-000	44 PALAZZO WAY	540.00
059-232-031-000	48 PALAZZO WAY	540.00
059-233-001-000	50 PELLERIA DR	540.00
059-233-002-000	46 PELLERIA DR	540.00
059-233-003-000	42 PELLERIA DR	540.00
059-233-004-000	38 PELLERIA DR	540.00
059-233-005-000	34 PELLERIA DR	540.00
059-233-006-000	30 PELLERIA DR	540.00
059-233-007-000	26 PELLERIA DR	540.00
059-233-008-000	22 PELLERIA DR	540.00
059-233-009-000	18 PELLERIA DR	540.00
059-233-010-000	14 VIA MONTALCINO	540.00
059-233-011-000	10 VIA MONTALCINO	540.00
059-233-012-000	6 VIA MONTALCINO	540.00
059-233-013-000	2 VIA MONTALCINO	540.00
059-233-014-000	21 PALAZZO WAY	540.00
059-233-015-000	25 PALAZZO WAY	540.00
059-233-016-000	29 PALAZZO WAY	540.00
059-233-017-000	33 PALAZZO WAY	540.00
059-233-018-000	37 PALAZZO WAY	540.00
059-233-019-000	41 PALAZZO WAY	540.00
059-233-020-000	45 PALAZZO WAY	540.00
059-233-021-000	49 PALAZZO WAY	540.00
059-233-022-000	53 PALAZZO WAY	540.00

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APN	Site Address	Assessment Total
059-233-023-000	57 PALAZZO WAY	540.00
059-241-001-000	30 VIA TREVISO	540.00
059-241-002-000	26 VIA TREVISO	540.00
059-241-003-000	22 VIA TREVISO	540.00
059-241-004-000	18 VIA TREVISO	540.00
059-241-005-000	14 VIA TREVISO	540.00
059-241-006-000	10 VIA TREVISO	540.00
059-241-007-000	6 VIA TREVISO	540.00
059-241-008-000	2 VIA TREVISO	540.00
059-241-009-000	22 SARCEDO WAY	540.00
059-241-010-000	26 SARCEDO WAY	540.00
059-241-011-000	30 SARCEDO WAY	540.00
059-241-012-000	34 SARCEDO WAY	540.00
059-241-013-000	38 SARCEDO WAY	540.00
059-241-014-000	42 SARCEDO WAY	540.00
059-241-015-000	46 SARCEDO WAY	540.00
059-241-016-000	50 SARCEDO WAY	540.00
059-241-018-000	54 SARCEDO WAY	540.00
059-241-019-000	58 SARCEDO WAY	540.00
059-241-020-000	62 SARCEDO WAY	540.00
059-241-021-000	66 SARCEDO WAY	540.00
059-241-022-000	70 SARCEDO WAY	540.00
059-241-023-000	74 SARCEDO WAY	540.00
059-241-024-000	78 SARCEDO WAY	540.00
059-241-025-000	82 SARCEDO WAY	540.00
059-241-026-000	86 SARCEDO WAY	540.00
059-241-027-000	90 SARCEDO WAY	540.00
059-241-028-000	94 SARCEDO WAY	540.00
059-241-029-000	98 SARCEDO WAY	540.00

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APN	Site Address	Assessment Total
059-242-001-000	55 SARCEDO WAY	540.00
059-242-002-000	59 SARCEDO WAY	540.00
059-242-003-000	35 VIA PESARO	540.00
059-242-004-000	15 VIA PESARO	540.00
059-242-005-000	11 VIA PESARO	540.00
059-242-006-000	7 VIA PESARO	540.00
059-242-007-000	3 VIA PESARO	540.00
059-243-001-000	75 SARCEDO WAY	540.00
059-243-002-000	79 SARCEDO WAY	540.00
059-243-003-000	83 SARCEDO WAY	540.00
059-243-004-000	59 VIA TREVISO	540.00
059-243-005-000	55 VIA TREVISO	540.00
059-243-006-000	51 VIA TREVISO	540.00
059-243-016-000	2 VIA PESARO	540.00
059-243-017-000	6 VIA PESARO	540.00
059-243-018-000	10 VIA PESARO	540.00
059-243-019-000	14 VIA PESARO	540.00
059-243-020-000	18 VIA PESARO	540.00
059-243-021-000	22 VIA PESARO	540.00
059-243-022-000	26 VIA PESARO	540.00
059-243-023-000	30 VIA PESARO	540.00
059-243-024-000	47 VIA TREVISO	540.00
059-243-025-000	43 VIA TREVISO	540.00
059-243-026-000	39 VIA TREVISO	540.00
059-243-027-000	35 VIA TREVISO	540.00
059-243-028-000	31 VIA TREVISO	540.00
059-243-029-000	27 VIA TREVISO	540.00
059-243-030-000	23 VIA TREVISO	540.00
059-243-031-000	19 VIA TREVISO	540.00

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Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-243-032-000	15 VIA TREVISO	540.00
059-244-001-000	34 VIA TREVISO	540.00
059-244-002-000	38 VIA TREVISO	540.00
059-244-003-000	42 VIA TREVISO	540.00
059-244-004-000	46 VIA TREVISO	540.00
059-244-005-000	50 VIA TREVISO	540.00
059-244-006-000	54 VIA TREVISO	540.00
059-244-007-000	58 VIA TREVISO	540.00
059-244-008-000	62 VIA TREVISO	540.00
059-244-009-000	66 VIA TREVISO	540.00
059-244-010-000	70 VIA TREVISO	540.00
059-244-011-000	2 VIA BELLAGIO	540.00
059-244-012-000	6 VIA BELLAGIO	540.00
059-244-013-000	10 VIA BELLAGIO	540.00
059-251-001-000	2 PALESTRINA CT	540.00
059-251-002-000	6 PALESTRINA CT	540.00
059-251-003-000	10 PALESTRINA CT	540.00
059-251-004-000	14 PALESTRINA CT	540.00
059-251-005-000	18 PALESTRINA CT	540.00
059-251-006-000	22 PALESTRINA CT	540.00
059-251-007-000	26 PALESTRINA CT	540.00
059-251-008-000	30 PALESTRINA CT	540.00
059-251-009-000	34 PALESTRINA CT	540.00
059-251-010-000	38 PALESTRINA DR	540.00
059-251-011-000	42 PALESTRINA DR	540.00
059-251-012-000	46 PALESTRINA DR	540.00
059-251-013-000	50 PALESTRINA DR	540.00
059-251-014-000	54 PALESTRINA DR	540.00
059-251-015-000	3 VIA MARCIANA	540.00

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Landscape and Lighting Assessment District Zone 1 - La Vigne

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APN	Site Address	Assessment Total
059-251-016-000	7 VIA MARCIANA	540.00
059-251-017-000	11 VIA MARCIANA	540.00
059-251-018-000	15 VIA MARCIANA	540.00
059-251-019-000	19 VIA MARCIANA	540.00
059-251-020-000	23 VIA MARCIANA	540.00
059-251-021-000	27 VIA MARCIANA	540.00
059-251-022-000	31 VIA MARCIANA	540.00
059-251-023-000	35 VIA MARCIANA	540.00
059-251-024-000	39 VIA MARCIANA	540.00
059-252-001-000	43 VIA MARCIANA	540.00
059-252-002-000	47 VIA MARCIANA	540.00
059-252-003-000	51 VIA MARCIANA	540.00
059-252-004-000	55 VIA MARCIANA	540.00
059-254-001-000	3 MARCELLO CT	540.00
059-254-002-000	7 MARCELLO CT	540.00
059-254-003-000	11 MARCELLO CT	540.00
059-254-004-000	15 MARCELLO CT	540.00
059-254-005-000	19 MARCELLO CT	540.00
059-254-006-000	60 PALAZZO WAY	540.00
059-254-007-000	56 PALAZZO WAY	540.00
059-254-008-000	52 PALAZZO WAY	540.00
059-255-001-000	3 CAMERINO CT	540.00
059-255-002-000	7 CAMERINO CT	540.00
059-255-003-000	11 CAMERINO CT	540.00
059-255-004-000	15 CAMERINO CT	540.00
059-255-005-000	19 CAMERINO CT	540.00
059-255-006-000	18 MARCELLO CT	540.00
059-255-007-000	14 MARCELLO CT	540.00
059-255-008-000	10 MARCELLO CT	540.00

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Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-255-009-000	6 MARCELLO CT	540.00
059-255-010-000	2 MARCELLO CT	540.00
059-256-001-000	3 PALESTRINA CT	540.00
059-256-002-000	7 PALESTRINA CT	540.00
059-256-003-000	11 PALESTRINA CT	540.00
059-256-004-000	15 PALESTRINA CT	540.00
059-256-005-000	19 PALESTRINA CT	540.00
059-256-006-000	2 TOLENTINO DR	540.00
059-256-007-000	6 TOLENTINO DR	540.00
059-256-008-000	10 TOLENTINO DR	540.00
059-256-009-000	14 CAMERINO CT	540.00
059-256-010-000	10 CAMERINO CT	540.00
059-256-011-000	6 CAMERINO CT	540.00
059-256-012-000	2 CAMERINO CT	540.00
059-257-001-000	2 VIA MARCIANA	540.00
059-257-002-000	6 VIA MARCIANA	540.00
059-257-003-000	10 VIA MARCIANA	540.00
059-257-004-000	14 VIA MARCIANA	540.00
059-257-005-000	18 VIA MARCIANA	540.00
059-257-006-000	22 VIA MARCIANA	540.00
059-257-007-000	26 VIA MARCIANA	540.00
059-257-008-000	68 PALAZZO WAY	540.00
059-257-009-000	64 PALAZZO WAY	540.00
059-257-010-000	31 TOLENTINO DR	540.00
059-257-011-000	27 TOLENTINO DR	540.00
059-257-012-000	23 TOLENTINO DR	540.00
059-257-013-000	19 TOLENTINO DR	540.00
059-257-014-000	15 TOLENTINO DR	540.00
059-257-015-000	11 TOLENTINO DR	540.00

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Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-257-016-000	7 TOLENTINO DR	540.00
059-257-017-000	3 TOLENTINO DR	540.00
466 Accounts		**$251,640.00**

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-080-012-000	100 TOSCANA DR	$42,930.00
059-301-001-000	20 WHITE OAK DR	450.00
059-301-002-000	24 WHITE OAK DR	450.00
059-301-003-000	28 WHITE OAK DR	450.00
059-301-004-000	32 WHITE OAK DR	450.00
059-301-005-000	36 WHITE OAK DR	450.00
059-301-006-000	40 WHITE OAK DR	450.00
059-301-007-000	44 WHITE OAK DR	450.00
059-301-008-000	48 WHITE OAK DR	450.00
059-301-009-000	52 WHITE OAK DR	450.00
059-301-010-000	56 WHITE OAK DR	450.00
059-301-011-000	51 RENWOOD LN	450.00
059-301-012-000	47 RENWOOD LN	450.00
059-301-013-000	43 RENWOOD LN	450.00
059-301-014-000	39 RENWOOD LN	450.00
059-301-015-000	35 RENWOOD LN	450.00
059-301-016-000	31 RENWOOD LN	450.00
059-301-017-000	27 RENWOOD LN	450.00
059-301-018-000	23 RENWOOD LN	450.00
059-301-019-000	19 RENWOOD LN	450.00
059-302-001-000	39 WHITE OAK DR	450.00
059-302-002-000	35 WHITE OAK DR	450.00
059-302-003-000	31 WHITE OAK DR	450.00
059-302-004-000	27 WHITE OAK DR	450.00
059-302-005-000	23 WHITE OAK DR	450.00
059-302-006-000	19 WHITE OAK DR	450.00
059-302-007-000	11 RENWOOD PL	450.00
059-302-008-000	7 RENWOOD PL	450.00
059-302-011-000	2 RENWOOD PL	450.00

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APN	Site Address	Assessment Total
059-302-012-000	6 RENWOOD PL	450.00
059-302-013-000	10 RENWOOD PL	450.00
059-302-014-000	14 RENWOOD LN	450.00
059-302-015-000	18 RENWOOD LN	450.00
059-302-016-000	22 RENWOOD LN	450.00
059-302-017-000	26 RENWOOD LN	450.00
059-302-018-000	30 RENWOOD LN	450.00
059-302-019-000	34 RENWOOD LN	450.00
059-302-020-000	38 RENWOOD LN	450.00
059-302-021-000	42 RENWOOD LN	450.00
059-302-022-000	46 RENWOOD LN	450.00
059-302-023-000	50 RENWOOD LN	450.00
059-311-001-000	536 SILVER OAK TRL	450.00
059-311-002-000	532 SILVER OAK TRL	450.00
059-311-003-000	528 SILVER OAK TRL	450.00
059-311-004-000	524 SILVER OAK TRL	450.00
059-311-005-000	520 SILVER OAK TRL	450.00
059-311-006-000	516 SILVER OAK TRL	450.00
059-311-007-000	512 SILVER OAK TRL	450.00
059-311-008-000	508 SILVER OAK TRL	450.00
059-311-009-000	504 SILVER OAK TRL	450.00
059-311-010-000	500 SILVER OAK TRL	450.00
059-312-003-000	90 STONECREEK DR	450.00
059-312-004-000	86 STONECREEK DR	450.00
059-312-005-000	82 STONECREEK DR	450.00
059-312-006-000	78 STONECREEK DR	450.00
059-312-007-000	74 STONECREEK DR	450.00
059-312-008-000	70 STONECREEK DR	450.00
059-312-009-000	66 STONECREEK DR	450.00

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APN	Site Address	Assessment Total
059-312-010-000	62 STONECREEK DR	450.00
059-312-011-000	58 STONECREEK DR	450.00
059-312-012-000	54 STONECREEK DR	450.00
059-312-013-000	50 STONECREEK DR	450.00
059-312-014-000	46 STONECREEK DR	450.00
059-312-015-000	42 STONECREEK DR	450.00
059-312-016-000	38 STONECREEK DR	450.00
059-312-017-000	34 STONECREEK DR	450.00
059-312-018-000	30 STONECREEK DR	450.00
059-312-019-000	26 STONECREEK DR	450.00
059-312-020-000	22 STONECREEK DR	450.00
059-312-021-000	18 STONECREEK DR	450.00
059-312-022-000	14 STONECREEK DR	450.00
059-312-023-000	10 STONECREEK DR	450.00
059-312-024-000	6 STONECREEK DR	450.00
059-312-025-000	2 STONECREEK DR	450.00
059-312-026-000	98 STONECREEK DR	450.00
059-312-027-000	94 STONECREEK DR	450.00
059-313-001-000	75 STONECREEK DR	450.00
059-313-002-000	71 STONECREEK DR	450.00
059-313-003-000	67 STONECREEK DR	450.00
059-313-004-000	63 STONECREEK DR	450.00
059-313-005-000	59 STONECREEK DR	450.00
059-313-006-000	55 STONECREEK DR	450.00
059-313-007-000	51 STONECREEK DR	450.00
059-313-008-000	47 STONECREEK DR	450.00
059-313-009-000	43 STONECREEK DR	450.00
059-313-010-000	39 STONECREEK DR	450.00
059-313-011-000	35 STONECREEK DR	450.00

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APN	Site Address	Assessment Total
059-313-012-000	31 STONECREEK DR	450.00
059-313-013-000	27 STONECREEK DR	450.00
059-313-014-000	23 STONECREEK DR	450.00
059-313-015-000	19 STONECREEK DR	450.00
059-313-016-000	15 STONECREEK DR	450.00
059-313-017-000	11 STONECREEK DR	450.00
059-313-018-000	7 STONECREEK DR	450.00
059-313-019-000	3 STONECREEK DR	450.00
059-313-020-000	39 SEQUOIA GROVE WAY	450.00
059-313-021-000	35 SEQUOIA GROVE WAY	450.00
059-313-022-000	31 SEQUOIA GROVE WAY	450.00
059-313-023-000	27 SEQUOIA GROVE WAY	450.00
059-313-024-000	23 SEQUOIA GROVE WAY	450.00
059-313-025-000	19 SEQUOIA GROVE WAY	450.00
059-313-026-000	2 KARLY CT	450.00
059-313-027-000	6 KARLY CT	450.00
059-313-028-000	10 KARLY CT	450.00
059-313-029-000	14 KARLY CT	450.00
059-313-030-000	18 KARLY CT	450.00
059-313-031-000	22 KARLY CT	450.00
059-313-032-000	23 KARLY CT	450.00
059-313-033-000	19 KARLY CT	450.00
059-313-034-000	15 KARLY CT	450.00
059-313-035-000	11 KARLY CT	450.00
059-313-036-000	7 KARLY CT	450.00
059-313-037-000	3 KARLY CT	450.00
059-313-038-000	2 DEAVER CT	450.00
059-313-039-000	6 DEAVER CT	450.00
059-313-040-000	10 DEAVER CT	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-313-041-000	14 DEAVER CT	450.00
059-313-042-000	18 DEAVER CT	450.00
059-313-043-000	11 DEAVER CT	450.00
059-313-044-000	7 DEAVER CT	450.00
059-313-045-000	3 DEAVER CT	450.00
059-313-046-000	36 TOSCANA DR	450.00
059-313-047-000	40 TOSCANA DR	450.00
059-314-001-000	63 TOSCANA DR	450.00
059-314-002-000	59 TOSCANA DR	450.00
059-314-003-000	55 TOSCANA DR	450.00
059-314-004-000	51 TOSCANA DR	450.00
059-314-005-000	47 TOSCANA DR	450.00
059-314-006-000	43 TOSCANA DR	450.00
059-314-007-000	39 TOSCANA DR	450.00
059-314-008-000	35 TOSCANA DR	450.00
059-314-009-000	31 TOSCANA DR	450.00
059-314-010-000	27 TOSCANA DR	450.00
059-314-011-000	23 TOSCANA DR	450.00
059-314-012-000	19 TOSCANA DR	450.00
059-314-013-000	15 TOSCANA DR	450.00
059-314-014-000	11 TOSCANA DR	450.00
059-314-015-000	7 TOSCANA DR	450.00
059-314-016-000	3 TOSCANA DR	450.00
059-314-017-000	7 SEQUOIA GROVE CT	450.00
059-314-018-000	3 SEQUOIA GROVE CT	450.00
059-314-019-000	2 SEQUOIA GROVE CT	450.00
059-314-020-000	6 SEQUOIA GROVE CT	450.00
059-314-021-000	10 SEQUOIA GROVE CT	450.00
059-314-022-000	14 SEQUOIA GROVE WAY	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-314-023-000	18 SEQUOIA GROVE WAY	450.00
059-314-024-000	22 SEQUOIA GROVE WAY	450.00
059-314-025-000	26 SEQUOIA GROVE WAY	450.00
059-314-026-000	30 SEQUOIA GROVE WAY	450.00
059-314-027-000	34 SEQUOIA GROVE WAY	450.00
059-314-028-000	38 SEQUOIA GROVE WAY	450.00
059-314-029-000	42 SEQUOIA GROVE WAY	450.00
059-314-030-000	46 SEQUOIA GROVE WAY	450.00
059-314-031-000	50 SEQUOIA GROVE WAY	450.00
059-314-032-000	54 SEQUOIA GROVE WAY	450.00
059-314-033-000	58 SEQUOIA GROVE WAY	450.00
059-321-001-000	3 SPINETTA CT	450.00
059-321-002-000	7 SPINETTA CT	450.00
059-321-003-000	11 SPINETTA CT	450.00
059-321-004-000	15 SPINETTA CT	450.00
059-321-005-000	14 SPINETTA CT	450.00
059-321-006-000	10 SPINETTA CT	450.00
059-321-007-000	6 SPINETTA CT	450.00
059-321-008-000	2 SPINETTA CT	450.00
059-322-001-000	94 OAKSTONE WAY	450.00
059-322-002-000	98 OAKSTONE WAY	450.00
059-322-003-000	102 OAKSTONE WAY	450.00
059-322-004-000	106 OAKSTONE WAY	450.00
059-322-005-000	110 OAKSTONE WAY	450.00
059-322-006-000	114 OAKSTONE WAY	450.00
059-322-007-000	118 OAKSTONE WAY	450.00
059-322-008-000	122 OAKSTONE WAY	450.00
059-322-009-000	126 OAKSTONE WAY	450.00
059-323-001-000	101 OAKSTONE WAY	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-323-002-000	97 OAKSTONE WAY	450.00
059-323-003-000	93 OAKSTONE WAY	450.00
059-323-004-000	89 OAKSTONE WAY	450.00
059-323-005-000	85 OAKSTONE WAY	450.00
059-323-006-000	81 OAKSTONE WAY	450.00
059-323-007-000	77 OAKSTONE WAY	450.00
059-323-008-000	73 OAKSTONE WAY	450.00
059-323-009-000	69 OAKSTONE WAY	450.00
059-323-010-000	65 OAKSTONE WAY	450.00
059-324-002-000	90 OAKSTONE WAY	450.00
059-324-003-000	86 OAKSTONE WAY	450.00
059-324-004-000	82 OAKSTONE WAY	450.00
059-324-005-000	78 OAKSTONE WAY	450.00
059-324-006-000	74 OAKSTONE WAY	450.00
059-324-007-000	70 OAKSTONE WAY	450.00
059-324-008-000	66 OAKSTONE WAY	450.00
059-324-009-000	62 OAKSTONE WAY	450.00
059-324-010-000	58 OAKSTONE WAY	450.00
059-324-011-000	54 OAKSTONE WAY	450.00
059-324-012-000	50 OAKSTONE WAY	450.00
059-324-013-000	46 OAKSTONE WAY	450.00
059-325-001-000	60 WHITE OAK DR	450.00
059-325-002-000	64 WHITE OAK DR	450.00
059-325-003-000	68 WHITE OAK DR	450.00
059-325-004-000	72 WHITE OAK DR	450.00
059-325-005-000	76 WHITE OAK DR	450.00
059-325-006-000	80 WHITE OAK DR	450.00
059-325-007-000	84 WHITE OAK DR	450.00
059-325-008-000	88 WHITE OAK DR	450.00

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Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-325-009-000	92 WHITE OAK DR	450.00
059-325-010-000	96 WHITE OAK DR	450.00
059-325-011-000	91 RENWOOD LN	450.00
059-325-012-000	87 RENWOOD LN	450.00
059-325-013-000	83 RENWOOD LN	450.00
059-325-014-000	79 RENWOOD LN	450.00
059-325-015-000	75 RENWOOD LN	450.00
059-325-016-000	71 RENWOOD LN	450.00
059-325-017-000	67 RENWOOD LN	450.00
059-325-018-000	63 RENWOOD LN	450.00
059-325-019-000	59 RENWOOD LN	450.00
059-325-020-000	55 RENWOOD LN	450.00
059-326-001-000	54 RENWOOD LN	450.00
059-326-002-000	58 RENWOOD LN	450.00
059-326-003-000	62 RENWOOD LN	450.00
059-326-004-000	66 RENWOOD LN	450.00
059-326-005-000	70 RENWOOD LN	450.00
059-326-006-000	74 RENWOOD LN	450.00
059-326-007-000	78 RENWOOD LN	450.00
059-326-008-000	82 RENWOOD LN	450.00
059-326-009-000	86 RENWOOD LN	450.00
059-326-010-000	90 RENWOOD LN	450.00
059-326-011-000	94 RENWOOD LN	450.00
059-331-001-000	48 IRONHORSE DR	450.00
059-331-002-000	44 IRONHORSE DR	450.00
059-331-003-000	40 IRONHORSE DR	450.00
059-331-005-000	14 IRONHORSE DR	450.00
059-331-006-000	10 IRONHORSE DR	450.00
059-331-007-000	6 IRONHORSE DR	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-331-008-000	2 IRONHORSE DR	450.00
059-331-009-000	2 OAKSTONE CT	450.00
059-331-010-000	6 OAKSTONE CT	450.00
059-331-011-000	10 OAKSTONE CT	450.00
059-331-012-000	14 OAKSTONE WAY	450.00
059-331-013-000	18 OAKSTONE WAY	450.00
059-331-014-000	22 OAKSTONE WAY	450.00
059-331-015-000	26 OAKSTONE WAY	450.00
059-331-016-000	30 OAKSTONE WAY	450.00
059-331-017-000	34 OAKSTONE WAY	450.00
059-331-018-000	38 OAKSTONE WAY	450.00
059-331-019-000	42 OAKSTONE WAY	450.00
059-332-001-000	39 IRONHORSE DR	450.00
059-332-002-000	35 IRONHORSE DR	450.00
059-332-003-000	31 IRONHORSE DR	450.00
059-332-004-000	27 IRONHORSE DR	450.00
059-332-005-000	23 IRONHORSE DR	450.00
059-332-006-000	19 IRONHORSE DR	450.00
059-332-007-000	15 IRONHORSE DR	450.00
059-332-008-000	11 IRONHORSE DR	450.00
059-332-009-000	7 IRONHORSE DR	450.00
059-332-010-000	3 IRONHORSE DR	450.00
059-332-011-000	2 SIRAH DR	450.00
059-332-012-000	6 SIRAH DR	450.00
059-332-013-000	10 SIRAH DR	450.00
059-332-014-000	14 SIRAH DR	450.00
059-332-015-000	18 SIRAH DR	450.00
059-332-016-000	22 SIRAH DR	450.00
059-332-017-000	26 SIRAH DR	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

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APN	Site Address	Assessment Total
059-332-018-000	30 SIRAH DR	450.00
059-332-019-000	34 SIRAH DR	450.00
059-332-020-000	38 SIRAH DR	450.00
059-333-001-000	39 SIRAH DR	450.00
059-333-002-000	35 SIRAH DR	450.00
059-333-003-000	31 SIRAH DR	450.00
059-333-004-000	27 SIRAH DR	450.00
059-333-005-000	23 SIRAH DR	450.00
059-333-006-000	19 SIRAH DR	450.00
059-333-007-000	15 SIRAH DR	450.00
059-333-008-000	11 SIRAH DR	450.00
059-333-009-000	7 SIRAH DR	450.00
059-333-010-000	3 SIRAH DR	450.00
059-341-001-000	584 GRANITE SPRINGS WAY	450.00
059-341-002-000	580 GRANITE SPRINGS WAY	450.00
059-341-003-000	576 GRANITE SPRINGS WAY	450.00
059-341-004-000	572 GRANITE SPRINGS WAY	450.00
059-341-005-000	568 GRANITE SPRINGS WAY	450.00
059-341-006-000	564 GRANITE SPRINGS WAY	450.00
059-341-007-000	560 GRANITE SPRINGS WAY	450.00
059-341-008-000	556 GRANITE SPRINGS WAY	450.00
059-341-009-000	552 GRANITE SPRINGS WAY	450.00
059-341-010-000	548 GRANITE SPRINGS WAY	450.00
059-341-011-000	544 GRANITE SPRINGS WAY	450.00
059-341-012-000	540 GRANITE SPRINGS WAY	450.00
059-341-013-000	536 GRANITE SPRINGS WAY	450.00
059-341-014-000	532 GRANITE SPRINGS WAY	450.00
059-341-015-000	528 GRANITE SPRINGS WAY	450.00
059-341-016-000	524 GRANITE SPRINGS WAY	450.00

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Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-341-017-000	520 GRANITE SPRINGS WAY	450.00
059-341-018-000	516 GRANITE SPRINGS WAY	450.00
059-341-019-000	512 GRANITE SPRINGS WAY	450.00
059-341-020-000	508 GRANITE SPRINGS WAY	450.00
059-341-021-000	504 GRANITE SPRINGS WAY	450.00
059-341-022-000	500 GRANITE SPRINGS WAY	450.00
059-342-001-000	575 GRANITE SPRINGS WAY	450.00
059-342-002-000	571 GRANITE SPRINGS WAY	450.00
059-342-003-000	567 GRANITE SPRINGS WAY	450.00
059-342-004-000	563 GRANITE SPRINGS WAY	450.00
059-342-005-000	559 GRANITE SPRINGS WAY	450.00
059-342-006-000	3 SADIE PL	450.00
059-342-007-000	2 SADIE PL	450.00
059-342-008-000	6 SADIE PL	450.00
059-342-009-000	545 GRANITE SPRINGS WAY	450.00
059-342-010-000	541 GRANITE SPRINGS WAY	450.00
059-342-011-000	537 GRANITE SPRINGS WAY	450.00
059-342-012-000	533 GRANITE SPRINGS WAY	450.00
059-342-013-000	529 GRANITE SPRINGS WAY	450.00
059-342-014-000	27 MARSALA PL	450.00
059-342-015-000	23 MARSALA PL	450.00
059-342-016-000	19 MARSALA PL	450.00
059-342-017-000	15 MARSALA PL	450.00
059-342-018-000	11 MARSALA PL	450.00
059-342-019-000	7 MARSALA PL	450.00
059-342-020-000	3 MARSALA PL	450.00
059-342-021-000	2 MARSALA PL	450.00
059-342-022-000	6 MARSALA PL	450.00
059-342-023-000	10 MARSALA PL	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-342-024-000	14 MARSALA PL	450.00
059-342-025-000	18 MARSALA PL	450.00
059-342-026-000	22 MARSALA PL	450.00
059-342-027-000	26 MARSALA PL	450.00
059-342-028-000	30 MARSALA PL	450.00
059-361-001-000	227 CANTADA WAY	450.00
059-361-002-000	231 CANTADA WAY	450.00
059-361-003-000	235 CANTADA WAY	450.00
059-361-004-000	239 CANTADA WAY	450.00
059-361-005-000	243 CANTADA WAY	450.00
059-361-006-000	247 CANTADA WAY	450.00
059-361-007-000	251 CANTADA WAY	450.00
059-361-008-000	255 CANTADA WAY	450.00
059-361-009-000	259 CANTADA WAY	450.00
059-361-010-000	263 CANTADA WAY	450.00
059-361-011-000	267 CANTADA WAY	450.00
059-361-012-000	271 CANTADA WAY	450.00
059-361-013-000	275 CANTADA WAY	450.00
059-361-014-000	279 CANTADA WAY	450.00
059-361-015-000	283 CANTADA WAY	450.00
059-361-016-000	287 CANTADA WAY	450.00
059-361-017-000	291 CANTADA WAY	450.00
059-361-018-000	295 CANTADA CT	450.00
059-361-019-000	299 CANTADA CT	450.00
059-361-020-000	311 CANTADA CT	450.00
059-361-021-000	312 CANTADA CT	450.00
059-361-022-000	308 CANTADA CT	450.00
059-361-023-000	304 CANTADA CT	450.00
059-361-024-000	300 CANTADA CT	450.00

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APN	Site Address	Assessment Total
059-361-025-000	236 SAGEBRUSH LN	450.00
059-361-026-000	232 SAGEBRUSH LN	450.00
059-361-027-000	228 SAGEBRUSH LN	450.00
059-361-028-000	19 FARENTINO PL	450.00
059-361-029-000	15 FARENTINO PL	450.00
059-361-030-000	11 FARENTINO PL	450.00
059-361-031-000	7 FARENTINO PL	450.00
059-361-032-000	3 FARENTINO PL	450.00
059-362-001-000	222 CANTADA WAY	450.00
059-362-002-000	226 CANTADA WAY	450.00
059-362-003-000	230 CANTADA WAY	450.00
059-362-004-000	234 CANTADA WAY	450.00
059-362-005-000	238 CANTADA WAY	450.00
059-362-006-000	242 CANTADA WAY	450.00
059-362-007-000	264 CANTADA WAY	450.00
059-362-008-000	268 CANTADA WAY	450.00
059-362-009-000	272 CANTADA WAY	450.00
059-362-010-000	235 SORRENTO LN	450.00
059-362-011-000	231 SORRENTO LN	450.00
059-362-012-000	227 SORRENTO LN	450.00
059-362-013-000	223 SORRENTO LN	450.00
059-362-014-000	219 SORRENTO LN	450.00
059-362-015-000	215 SORRENTO LN	450.00
059-363-001-000	206 SORRENTO LN	450.00
059-363-002-000	210 SORRENTO LN	450.00
059-363-003-000	214 SORRENTO LN	450.00
059-363-004-000	218 SORRENTO LN	450.00
059-363-005-000	222 SORRENTO LN	450.00
059-363-006-000	226 SORRENTO LN	450.00

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APN	Site Address	Assessment Total
059-363-007-000	230 SORRENTO LN	450.00
059-363-008-000	234 SORRENTO LN	450.00
059-363-009-000	282 CANTADA WAY	450.00
059-363-010-000	286 CANTADA WAY	450.00
059-363-011-000	290 CANTADA WAY	450.00
059-363-012-000	231 SAGEBRUSH LN	450.00
059-363-013-000	227 SAGEBRUSH LN	450.00
059-363-014-000	223 SAGEBRUSH LN	450.00
059-363-015-000	219 SAGEBRUSH LN	450.00
059-363-016-000	215 SAGEBRUSH LN	450.00
059-363-017-000	211 SAGEBRUSH LN	450.00
059-363-018-000	207 SAGEBRUSH LN	450.00
059-363-019-000	203 SAGEBRUSH LN	450.00
059-364-001-000	212 SAGEBRUSH LN	450.00
059-364-002-000	216 SAGEBRUSH LN	450.00
059-364-003-000	220 SAGEBRUSH LN	450.00
059-364-004-000	18 FARENTINO PL	450.00
059-364-005-000	14 FARENTINO PL	450.00
059-364-006-000	10 FARENTINO PL	450.00
059-364-007-000	6 FARENTINO PL	450.00
059-364-008-000	2 FARENTINO PL	450.00
059-364-009-000	3 SELVINO CT	450.00
059-364-010-000	7 SELVINO CT	450.00
059-364-011-000	11 SELVINO CT	450.00
059-364-012-000	15 SELVINO CT	450.00
059-371-001-000	350 SUMMERWOOD DR	450.00
059-371-002-000	346 SUMMERWOOD DR	450.00
059-371-003-000	342 SUMMERWOOD DR	450.00
059-371-004-000	338 SUMMERWOOD DR	450.00

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APN	Site Address	Assessment Total
059-371-005-000	334 SUMMERWOOD DR	450.00
059-371-006-000	330 SUMMERWOOD DR	450.00
059-371-007-000	326 SUMMERWOOD DR	450.00
059-371-008-000	322 SUMMERWOOD DR	450.00
059-371-009-000	318 SUMMERWOOD DR	450.00
059-371-010-000	314 SUMMERWOOD DR	450.00
059-371-011-000	310 SUMMERWOOD DR	450.00
059-371-012-000	306 SUMMERWOOD DR	450.00
059-371-013-000	302 SUMMERWOOD DR	450.00
059-371-014-000	126 TAPESTRY LN	450.00
059-371-015-000	122 TAPESTRY LN	450.00
059-371-016-000	118 TAPESTRY LN	450.00
059-371-017-000	114 TAPESTRY LN	450.00
059-371-018-000	110 TAPESTRY LN	450.00
059-371-019-000	106 TAPESTRY LN	450.00
059-371-020-000	102 TAPESTRY LN	450.00
059-371-021-000	103 TERRAZZO LN	450.00
059-371-022-000	107 TERRAZZO LN	450.00
059-371-023-000	111 TERRAZZO LN	450.00
059-371-024-000	115 TERRAZZO LN	450.00
059-371-025-000	119 TERRAZZO LN	450.00
059-371-026-000	123 TERRAZZO LN	450.00
059-371-027-000	127 TERRAZZO LN	450.00
059-371-028-000	131 TERRAZZO LN	450.00
059-371-029-000	135 TERRAZZO LN	450.00
059-371-030-000	139 TERRAZZO LN	450.00
059-371-031-000	143 TERRAZZO LN	450.00
059-371-032-000	147 TERRAZZO LN	450.00
059-371-033-000	151 TERRAZZO LN	450.00

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APN	Site Address	Assessment Total
059-371-034-000	155 TERRAZZO LN	450.00
059-371-035-000	159 TERRAZZO LN	450.00
059-371-036-000	163 TERRAZZO LN	450.00
059-371-037-000	167 TERRAZZO LN	450.00
059-371-038-000	171 TERRAZZO LN	450.00
059-371-039-000	175 TERRAZZO LN	450.00
059-372-001-000	181 GOLD VALLEY WAY	450.00
059-372-002-000	177 GOLD VALLEY WAY	450.00
059-372-003-000	173 GOLD VALLEY WAY	450.00
059-372-004-000	106 TERRAZZO LN	450.00
059-372-005-000	110 TERRAZZO LN	450.00
059-372-006-000	114 TERRAZZO LN	450.00
059-372-007-000	118 TERRAZZO LN	450.00
059-372-008-000	134 TERRAZZO LN	450.00
059-372-009-000	138 TERRAZZO LN	450.00
059-372-010-000	142 TERRAZZO LN	450.00
059-372-011-000	146 TERRAZZO LN	450.00
059-372-012-000	160 TERRAZZO LN	450.00
059-372-013-000	164 TERRAZZO LN	450.00
059-372-014-000	11 MOSAIC CT	450.00
059-372-015-000	7 MOSAIC CT	450.00
059-372-016-000	3 MOSAIC CT	450.00
059-372-017-000	2 MOSAIC CT	450.00
059-372-018-000	6 MOSAIC CT	450.00
059-372-019-000	10 MOSAIC CT	450.00
059-372-020-000	12 MOSAIC CT	450.00
059-373-001-000	223 CANTADA WAY	450.00
059-373-002-000	219 CANTADA WAY	450.00
059-373-003-000	215 CANTADA WAY	450.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-373-004-000	211 CANTADA WAY	450.00
059-374-001-000	202 CANTADA WAY	450.00
059-374-002-000	206 CANTADA WAY	450.00
059-374-003-000	210 CANTADA WAY	450.00
059-374-004-000	214 CANTADA WAY	450.00
059-374-005-000	218 CANTADA WAY	450.00
059-374-006-000	211 SORRENTO LN	450.00
059-374-007-000	207 SORRENTO LN	450.00
059-374-008-000	203 SORRENTO LN	450.00
059-375-001-000	178 GOLD VALLEY WAY	450.00
059-375-002-000	174 GOLD VALLEY WAY	450.00
059-375-003-000	170 GOLD VALLEY WAY	450.00
059-375-004-000	166 GOLD VALLEY WAY	450.00
059-381-001-000	22 SELVINO CT	450.00
059-381-002-000	18 SELVINO CT	450.00
059-381-003-000	14 SELVINO CT	450.00
059-381-004-000	10 SELVINO CT	450.00
059-381-005-000	6 SELVINO CT	450.00
059-383-001-000	151 HORIZON WAY	450.00
059-383-002-000	147 HORIZON WAY	450.00
059-383-003-000	143 HORIZON WAY	450.00
059-383-004-000	139 HORIZON WAY	450.00
059-383-005-000	135 HORIZON WAY	450.00
059-383-006-000	131 HORIZON WAY	450.00
059-383-007-000	127 HORIZON WAY	450.00
059-383-008-000	123 HORIZON WAY	450.00
059-383-009-000	119 HORIZON WAY	450.00
059-383-010-000	115 HORIZON WAY	450.00
059-383-011-000	111 HORIZON WAY	450.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-383-012-000	107 HORIZON WAY	450.00
059-383-013-000	103 HORIZON WAY	450.00
059-384-001-000	23 HORIZON CT	450.00
059-384-002-000	19 HORIZON CT	450.00
059-384-003-000	15 HORIZON CT	450.00
059-384-004-000	11 HORIZON CT	450.00
059-384-005-000	7 HORIZON CT	450.00
059-385-001-000	134 HORIZON WAY	450.00
059-385-002-000	130 HORIZON WAY	450.00
059-385-003-000	126 HORIZON WAY	450.00
059-385-004-000	122 HORIZON WAY	450.00
059-385-005-000	118 HORIZON WAY	450.00
059-385-006-000	114 HORIZON WAY	450.00
059-385-007-000	110 HORIZON WAY	450.00
059-385-008-000	106 HORIZON WAY	450.00
059-385-009-000	102 HORIZON WAY	450.00
059-385-010-000	103 HALLMARK LN	450.00
059-385-011-000	107 HALLMARK LN	450.00
059-385-012-000	111 HALLMARK LN	450.00
059-385-013-000	115 HALLMARK LN	450.00
059-385-014-000	119 HALLMARK LN	450.00
059-385-015-000	123 HALLMARK LN	450.00
059-385-016-000	127 HALLMARK LN	450.00
059-386-001-000	26 HORIZON CT	450.00
059-386-002-000	22 HORIZON CT	450.00
059-386-003-000	18 HORIZON CT	450.00
059-386-004-000	14 HORIZON CT	450.00
059-386-005-000	10 HORIZON CT	450.00
059-386-006-000	6 HORIZON CT	450.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-386-007-000	2 HORIZON CT	450.00
059-386-008-000	3 HALLMARK CT	450.00
059-386-009-000	7 HALLMARK CT	450.00
059-386-010-000	11 HALLMARK CT	450.00
059-386-011-000	15 HALLMARK CT	450.00
059-386-012-000	19 HALLMARK CT	450.00
059-386-013-000	23 HALLMARK CT	450.00
059-386-014-000	27 HALLMARK CT	450.00
059-387-001-000	26 HALLMARK CT	450.00
059-387-002-000	22 HALLMARK CT	450.00
059-387-003-000	18 HALLMARK CT	450.00
059-387-004-000	14 HALLMARK CT	450.00
059-392-001-000	102 TUSCAN OAK TRL	450.00
059-392-002-000	106 TUSCAN OAK TRL	450.00
059-392-003-000	110 TUSCAN OAK TRL	450.00
059-392-004-000	114 TUSCAN OAK TRL	450.00
059-392-005-000	118 TUSCAN OAK TRL	450.00
059-392-006-000	122 TUSCAN OAK TRL	450.00
059-392-007-000	126 TUSCAN OAK TRL	450.00
059-392-008-000	130 TUSCAN OAK TRL	450.00
059-392-009-000	134 TUSCAN OAK TRL	450.00
059-392-010-000	138 TUSCAN OAK TRL	450.00
059-392-011-000	253 GOLDEN BROOK LN	450.00
059-392-012-000	251 GOLDEN BROOK LN	450.00
059-392-013-000	143 CRESTWOOD LN	450.00
059-392-014-000	139 CRESTWOOD LN	450.00
059-392-015-000	135 CRESTWOOD LN	450.00
059-392-016-000	131 CRESTWOOD LN	450.00
059-392-017-000	127 CRESTWOOD LN	450.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-392-018-000	123 CRESTWOOD LN	450.00
059-392-019-000	119 CRESTWOOD LN	450.00
059-392-020-000	115 CRESTWOOD LN	450.00
059-392-021-000	111 CRESTWOOD LN	450.00
059-392-022-000	107 CRESTWOOD LN	450.00
059-392-023-000	103 CRESTWOOD LN	450.00
059-393-001-000	102 CRESTWOOD LN	450.00
059-393-002-000	106 CRESTWOOD LN	450.00
059-393-003-000	110 CRESTWOOD LN	450.00
059-393-004-000	114 CRESTWOOD LN	450.00
059-393-005-000	118 CRESTWOOD LN	450.00
059-393-006-000	122 CRESTWOOD LN	450.00
059-393-007-000	126 CRESTWOOD LN	450.00
059-393-008-000	130 CRESTWOOD LN	450.00
059-393-009-000	134 CRESTWOOD LN	450.00
059-393-010-000	138 CRESTWOOD LN	450.00
059-393-011-000	142 CRESTWOOD LN	450.00
059-393-012-000	139 SUMMERWOOD DR	450.00
059-393-013-000	135 SUMMERWOOD DR	450.00
059-393-014-000	131 SUMMERWOOD DR	450.00
059-393-015-000	127 SUMMERWOOD DR	450.00
059-393-016-000	123 SUMMERWOOD DR	450.00
059-393-017-000	119 SUMMERWOOD DR	450.00
059-393-018-000	115 SUMMERWOOD DR	450.00
059-393-019-000	111 SUMMERWOOD DR	450.00
059-393-020-000	107 SUMMERWOOD DR	450.00
059-393-021-000	103 SUMMERWOOD DR	450.00
059-394-001-000	127 TAPESTRY LN	450.00
059-394-002-000	123 TAPESTRY LN	450.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-394-003-000	119 TAPESTRY LN	450.00
059-394-004-000	115 TAPESTRY LN	450.00
059-394-005-000	111 TAPESTRY LN	450.00
059-394-006-000	107 TAPESTRY LN	450.00
059-394-007-000	147 GOLD VALLEY WAY	450.00
059-394-008-000	143 GOLD VALLEY WAY	450.00
059-394-009-000	139 GOLD VALLEY WAY	450.00
059-394-010-000	135 GOLD VALLEY WAY	450.00
059-394-011-000	102 GOLDEN BROOK LN	450.00
059-394-012-000	106 GOLDEN BROOK LN	450.00
059-394-013-000	110 GOLDEN BROOK LN	450.00
059-394-014-000	202 SUMMERWOOD DR	450.00
059-394-015-000	206 SUMMERWOOD DR	450.00
059-395-001-000	102 SUMMERWOOD DR	450.00
059-395-002-000	106 SUMMERWOOD DR	450.00
059-395-003-000	110 SUMMERWOOD DR	450.00
059-395-004-000	114 SUMMERWOOD DR	450.00
059-395-005-000	118 SUMMERWOOD DR	450.00
059-395-006-000	122 SUMMERWOOD DR	450.00
059-395-007-000	126 SUMMERWOOD DR	450.00
059-395-008-000	130 SUMMERWOOD DR	450.00
059-395-009-000	111 GOLDEN BROOK LN	450.00
059-395-010-000	107 GOLDEN BROOK LN	450.00
059-395-011-000	103 GOLDEN BROOK LN	450.00
059-395-012-000	123 GOLD VALLEY CT	450.00
059-395-013-000	119 GOLD VALLEY CT	450.00
059-395-014-000	115 GOLD VALLEY CT	450.00
059-395-015-000	102 GOLD VALLEY CT	450.00
059-395-016-000	106 GOLD VALLEY CT	450.00

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Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-395-017-000	110 GOLD VALLEY CT	450.00
059-395-018-000	114 GOLD VALLEY CT	450.00
059-395-019-000	118 GOLD VALLEY CT	450.00
059-395-020-000	122 GOLD VALLEY CT	450.00
059-395-021-000	126 GOLD VALLEY CT	450.00
059-395-022-000	130 GOLD VALLEY CT	450.00
059-395-023-000	134 GOLD VALLEY WAY	450.00
059-395-024-000	138 GOLD VALLEY WAY	450.00
059-395-025-000	142 GOLD VALLEY WAY	450.00
059-395-026-000	146 GOLD VALLEY WAY	450.00
059-395-027-000	150 GOLD VALLEY WAY	450.00
059-395-028-000	154 GOLD VALLEY WAY	450.00
059-395-030-000	158 GOLD VALLEY WAY	450.00
059-395-031-000	162 GOLD VALLEY WAY	450.00
059-402-001-000	199 SIENNA WAY	450.00
059-402-002-000	195 SIENNA WAY	450.00
059-402-003-000	191 SIENNA WAY	450.00
059-402-004-000	187 SIENNA WAY	450.00
059-402-005-000	183 SIENNA WAY	450.00
059-402-006-000	179 SIENNA WAY	450.00
059-402-007-000	175 SIENNA WAY	450.00
059-402-008-000	171 SIENNA WAY	450.00
059-402-009-000	167 SIENNA WAY	450.00
059-402-011-000	163 HORIZON WAY	450.00
059-402-012-000	159 HORIZON WAY	450.00
059-402-013-000	155 HORIZON WAY	450.00
059-403-001-000	178 SIENNA WAY	450.00
059-403-002-000	174 SIENNA WAY	450.00
059-403-003-000	170 SIENNA WAY	450.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-403-004-000	138 HORIZON WAY	450.00
059-403-005-000	131 HALLMARK LN	450.00
059-403-006-000	135 HALLMARK LN	450.00
059-404-002-000	223 SIENNA CT	450.00
059-404-003-000	219 SIENNA CT	450.00
059-404-004-000	215 SIENNA CT	450.00
059-404-005-000	211 SIENNA CT	450.00
059-404-006-000	207 SIENNA CT	450.00
059-405-001-000	216 SIENNA CT	450.00
059-405-002-000	212 SIENNA CT	450.00
059-405-003-000	208 SIENNA CT	450.00
059-405-004-000	204 SIENNA WAY	450.00
059-405-005-000	200 SIENNA WAY	450.00
059-405-006-000	196 SIENNA WAY	450.00
059-405-007-000	192 SIENNA WAY	450.00
059-405-008-000	188 SIENNA WAY	450.00
059-405-009-000	184 SIENNA WAY	450.00
059-405-010-000	31 SERENA PL	450.00
059-405-011-000	27 SERENA PL	450.00
059-405-012-000	23 SERENA PL	450.00
059-405-013-000	19 SERENA PL	450.00
059-405-014-000	15 SERENA PL	450.00
059-405-015-000	11 SERENA PL	450.00
059-405-016-000	7 SERENA PL	450.00
059-405-017-000	3 SERENA PL	450.00
059-406-001-000	2 SERENA PL	450.00
059-406-002-000	6 SERENA PL	450.00
059-406-003-000	10 SERENA PL	450.00
059-406-004-000	14 SERENA PL	450.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-406-005-000	18 SERENA PL	450.00
059-406-006-000	22 SERENA PL	450.00
059-406-007-000	26 SERENA PL	450.00
059-406-008-000	19 SAGEBRUSH CT	450.00
059-406-009-000	15 SAGEBRUSH CT	450.00
059-406-010-000	11 SAGEBRUSH CT	450.00
059-406-011-000	7 SAGEBRUSH CT	450.00
059-406-012-000	3 SAGEBRUSH CT	450.00
059-411-001-000	22 TUSCAN OAK TRL	450.00
059-411-002-000	18 TUSCAN OAK TRL	450.00
059-411-003-000	14 TUSCAN OAK TRL	450.00
059-411-004-000	10 TUSCAN OAK TRL	450.00
059-411-005-000	6 TUSCAN OAK TRL	450.00
059-411-006-000	2 TUSCAN OAK TRL	450.00
059-411-007-000	206 SONOMA CREEK WAY	450.00
059-411-008-000	202 SONOMA CREEK WAY	450.00
059-411-009-000	198 SONOMA CREEK WAY	450.00
059-411-010-000	194 SONOMA CREEK WAY	450.00
059-411-011-000	190 SONOMA CREEK WAY	450.00
059-411-012-000	186 SONOMA CREEK WAY	450.00
059-411-013-000	182 SONOMA CREEK WAY	450.00
059-411-014-000	178 SONOMA CREEK WAY	450.00
059-411-015-000	174 SONOMA CREEK WAY	450.00
059-411-016-000	170 SONOMA CREEK WAY	450.00
059-411-017-000	166 SONOMA CREEK WAY	450.00
059-411-018-000	162 SONOMA CREEK WAY	450.00
059-411-019-000	158 SONOMA CREEK WAY	450.00
059-411-020-000	154 SONOMA CREEK WAY	450.00
059-411-021-000	150 SONOMA CREEK WAY	450.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-413-001-000	183 SONOMA CREEK WAY	450.00
059-413-002-000	179 SONOMA CREEK WAY	450.00
059-413-003-000	175 SONOMA CREEK WAY	450.00
059-413-004-000	171 SONOMA CREEK WAY	450.00
059-413-005-000	167 SONOMA CREEK WAY	450.00
059-413-006-000	163 SONOMA CREEK WAY	450.00
059-413-007-000	159 SONOMA CREEK WAY	450.00
059-413-008-000	155 SONOMA CREEK WAY	450.00
059-413-009-000	151 SONOMA CREEK WAY	450.00
059-413-010-000	147 SONOMA CREEK WAY	450.00
059-413-011-000	143 SONOMA CREEK WAY	450.00
059-413-012-000	139 SONOMA CREEK WAY	450.00
059-413-013-000	135 SONOMA CREEK WAY	450.00
059-413-014-000	131 SONOMA CREEK WAY	450.00
059-413-015-000	127 SONOMA CREEK WAY	450.00
059-413-016-000	123 SONOMA CREEK WAY	450.00
059-413-017-000	119 SONOMA CREEK WAY	450.00
059-413-018-000	115 SONOMA CREEK WAY	450.00
059-413-019-000	111 SONOMA CREEK WAY	450.00
059-413-020-000	107 SONOMA CREEK WAY	450.00
059-413-021-000	103 SONOMA CREEK WAY	450.00
059-413-022-000	102 HEARTHSTONE DR	450.00
059-413-023-000	106 HEARTHSTONE DR	450.00
059-413-024-000	110 HEARTHSTONE DR	450.00
059-413-025-000	114 HEARTHSTONE DR	450.00
059-413-026-000	118 HEARTHSTONE DR	450.00
059-413-027-000	122 HEARTHSTONE DR	450.00
059-413-028-000	126 HEARTHSTONE DR	450.00
059-413-029-000	130 HEARTHSTONE DR	450.00

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-413-030-000	134 HEARTHSTONE DR	450.00
059-413-031-000	138 HEARTHSTONE DR	450.00
059-413-032-000	142 HEARTHSTONE DR	450.00
059-413-033-000	146 HEARTHSTONE DR	450.00
059-413-034-000	150 HEARTHSTONE DR	450.00
059-413-035-000	154 HEARTHSTONE DR	450.00
059-413-036-000	158 HEARTHSTONE DR	450.00
059-413-037-000	162 HEARTHSTONE DR	450.00
059-413-038-000	166 HEARTHSTONE DR	450.00
059-413-039-000	170 HEARTHSTONE DR	450.00
059-413-040-000	174 HEARTHSTONE DR	450.00
059-413-041-000	178 HEARTHSTONE DR	450.00
059-413-042-000	182 HEARTHSTONE DR	450.00
059-414-002-000	211 HEARTHSTONE DR	450.00
059-414-003-000	207 HEARTHSTONE DR	450.00
059-414-004-000	203 HEARTHSTONE DR	450.00
059-414-005-000	199 HEARTHSTONE DR	450.00
059-414-006-000	195 HEARTHSTONE DR	450.00
059-414-007-000	191 HEARTHSTONE DR	450.00
059-414-008-000	187 HEARTHSTONE DR	450.00
059-414-009-000	183 HEARTHSTONE DR	450.00
059-414-010-000	179 HEARTHSTONE DR	450.00
059-414-011-000	175 HEARTHSTONE DR	450.00
059-414-012-000	171 HEARTHSTONE DR	450.00
059-414-013-000	167 HEARTHSTONE DR	450.00
059-414-014-000	163 HEARTHSTONE DR	450.00
059-414-015-000	159 HEARTHSTONE DR	450.00
059-414-016-000	155 HEARTHSTONE DR	450.00
059-414-017-000	151 HEARTHSTONE DR	450.00

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City of American Canyon

Landscape and Lighting Assessment District Zone 2 - Vintage Ranch

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-414-018-000	147 HEARTHSTONE DR	450.00
059-414-019-000	143 HEARTHSTONE DR	450.00
059-414-020-000	139 HEARTHSTONE DR	450.00
059-414-021-000	135 HEARTHSTONE DR	450.00
059-414-022-000	131 HEARTHSTONE DR	450.00
059-414-023-000	127 HEARTHSTONE DR	450.00
059-414-024-000	123 HEARTHSTONE DR	450.00
059-414-025-000	119 HEARTHSTONE DR	450.00
059-414-026-000	115 HEARTHSTONE DR	450.00
059-414-027-000	111 HEARTHSTONE DR	450.00
059-414-028-000	107 HEARTHSTONE DR	450.00
059-414-029-000	103 HEARTHSTONE DR	450.00
766 Accounts		**$387,180.00**

Slight variances may occur due to rounding

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City of American Canyon

Landscape and Lighting Assessment District Zone 3 - Napa Junction

Final Billing Detail Report for Fiscal Year 2026/27

APN	Site Address	Assessment Total
059-020-047-000	406 NAPA JUNCTION RD	$2,238.34
059-020-048-000	408 NAPA JUNCTION RD	1,505.30
059-020-049-000	410 NAPA JUNCTION RD	2,301.92
059-020-050-000	800 RELIANT WAY	40,042.86
059-020-051-000	418 NAPA JUNCTION RD	6,108.98
059-020-052-000	416 NAPA JUNCTION RD	1,604.28
059-351-010-000	7011 MAIN ST	41,493.66
059-351-012-000	5500 EUCALYPTUS DR	58,933.52
059-351-013-000	401 NAPA JUNCTION RD	1,499.38
059-351-014-000	7021 MAIN ST	1,942.38
059-351-015-000	6055 MAIN ST	1,684.64
059-351-016-000	6040 MAIN ST	3,333.60
059-352-001-000	5055 MAIN ST	5,650.44
059-352-002-000	5001 MAIN ST	11,301.62
14 Accounts		**$179,640.92**
1,246 Total Accounts		**$818,460.92**

Slight variances may occur due to rounding

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TITLE

Potential Revenue Measure: Draft Ballot Language

RECOMMENDATION

Review and provide direction on the updated draft ballot language.

CONTACT

Jason Holley, City Manager

BACKGROUND & ANALYSIS

Updated Draft Ballot Language

Based on feedback from the polling results and City Council on May 5, staff recommends the following updated ballot language for a one percent (1.0% or one cent) general sales tax measure. The recommended language reflects voter priorities, including public safety, neighborhood concerns, parks and recreation, and quality of life services. The proposed measure is estimated to generate approximately $3.7 million annually to support general governmental services and maintain community priorities.

Revised ballot language:

American Canyon Public Safety, Parks, City Services Measure. Shall an ordinance funding American Canyon's general City services, such as maintaining 911 response/neighborhood police patrols; preventing crime; reducing wildfire risk by managing brush/other flammable vegetation; addressing speeding/unsafe driving; keeping public areas/parks safe/clean; maintaining and expanding safe places for children to play; maintaining parks, trails, youth/adult recreation, senior programming, among others; by establishing a 1% sales tax, providing approximately $3,700,000 annually until ended by voters, requiring audits, spending disclosure, funds locally controlled, be adopted?

Next Steps

This item is intended to provide the Council with information and to receive direction regarding potential next steps. The **deadline** for Council to place a revenue measure on the November 2026 Ballot is **June 16**. Should Council support the recommended updated draft ballot language and desire to continue moving forward with this measure, staff will bring the item back for Council

consideration at the June 16, 2026, meeting for potential placement on the November 2026 ballot.

In addition, staff will continue coordinating with Tripepi Smith & Associates to implement neutral public outreach and education efforts, as outlined in Attachment 2.

May 5 City Council Staff Report

The city retained the statewide polling firm Fairbank, Maslin, Maulin, Metz & Associates (FM3 Research) to conduct statistically valid voter opinion research regarding voter support for a sales tax measure and priorities for City services.

FM3 compiled a random sample of voters from American Canyon's local voter file. A total of 267 voters completed the poll. The sample did not include minors or adults who are not registered to vote. The demographic and geographical characteristics of survey respondents were carefully monitored during the data collection phase to ensure the final sample profile reflected the voters in American Canyon. Consequently, not all adults or voters were invited to participate in the survey. The margin of sampling error was +/- 6.2% at a 95% confidence level.

On May 5, 2026, the City Council received a presentation regarding the polling results (Attachment 1), including voter support levels for a potential sales tax measure, community priorities for maintaining and expanding City services, and testing of potential ballot language. Council also discussed distinctions between general and special taxes, voter approval thresholds, and potential next steps associated with a future ballot measure.

The polling efforts tested voter support for a general sales tax measure, including both a one percent (1.0% or one cent) and one-half percent (0.5% or one-half cent) options. Tax increases require voter approval, FM3 tested the following draft ballot language:

American Canyon Public Safety, Parks, City Services Measure. *Shall an ordinance funding City of American Canyon's general services, such as maintaining 911 response; preventing crime; adding well-trained police officers; keeping public areas/parks safe/clean; protecting wetlands, natural areas; keeping trash out of local creeks; maintaining parks, trails, youth/adult recreation, senior programs, among others; by establishing a 1% sales tax, providing approximately $3,700,000 annually until ended by voters, requiring audits, spending disclosure, funds locally controlled, be adopted?*

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The cost for FM3 and Tripeppi-Smith are included in the FY 25-26 Budget. The cost for the November 2026 election will be included in next year's budget.

Staff estimates a one percent (1%) sales tax would generate approximately $3.7M per year in new revenue. Over a 30-year time period this revenue could service approximately $62M in new debt (given current municipal bond rates of 4.25%). A one-half percent (0.5%) sales tax could generate half of this amount - or approximately $31M.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 4: Robust Communication & Engagement

Staff has conducted outreach to City commissions and local media to provide awareness of this item. The agenda, staff report, and associated materials also serve as a form of communication to inform the public of the City's evaluation of a potential sales tax measure.

Should the City Council provide direction to proceed with a sales tax measure for this general election, additional outreach and education efforts will be conducted in accordance with the attached communications plan. The plan provides a high-level approach and maybe refined to accommodate additional ideas, consistent with the approved budget.

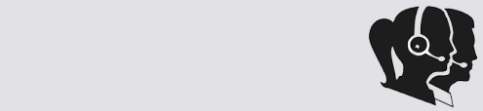
ATTACHMENTS:

1. Polling Results Presentation
2. Draft Outreach and Education Communications Plan

City of American Canyon
Budget Priority 2026 Survey

FM3 RESEARCH | OPINION RESEARCH & STRATEGY

Survey Methodology

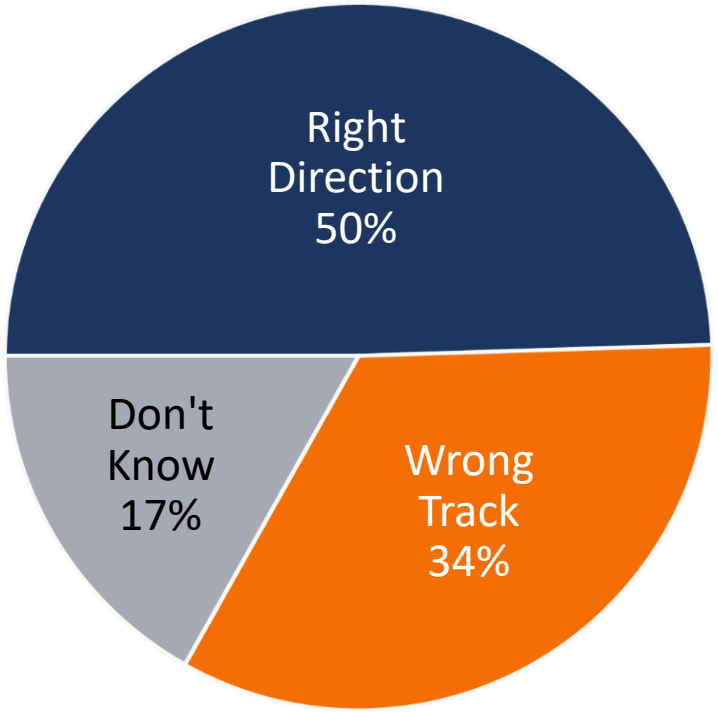
Dates	April 5-16, 2026
Survey Type	Dual-mode Voter Survey
Research Population	Likely November 2026 Voters in the City of American Canyon
Total Interviews	267
Margin of Sampling Error	(Full Sample) ±6.2% at the 95% Confidence Level (Half Sample) ±8.8% at the 95% Confidence Level
Contact Methods	Telephone Calls Email Invitations Text Invitations
Data Collection Modes	 Telephone Interviews Online Interviews
Languages	English and Spanish

(Note: Not All Results Will Sum to 100% Due to Rounding)

The Mood of the Electorate

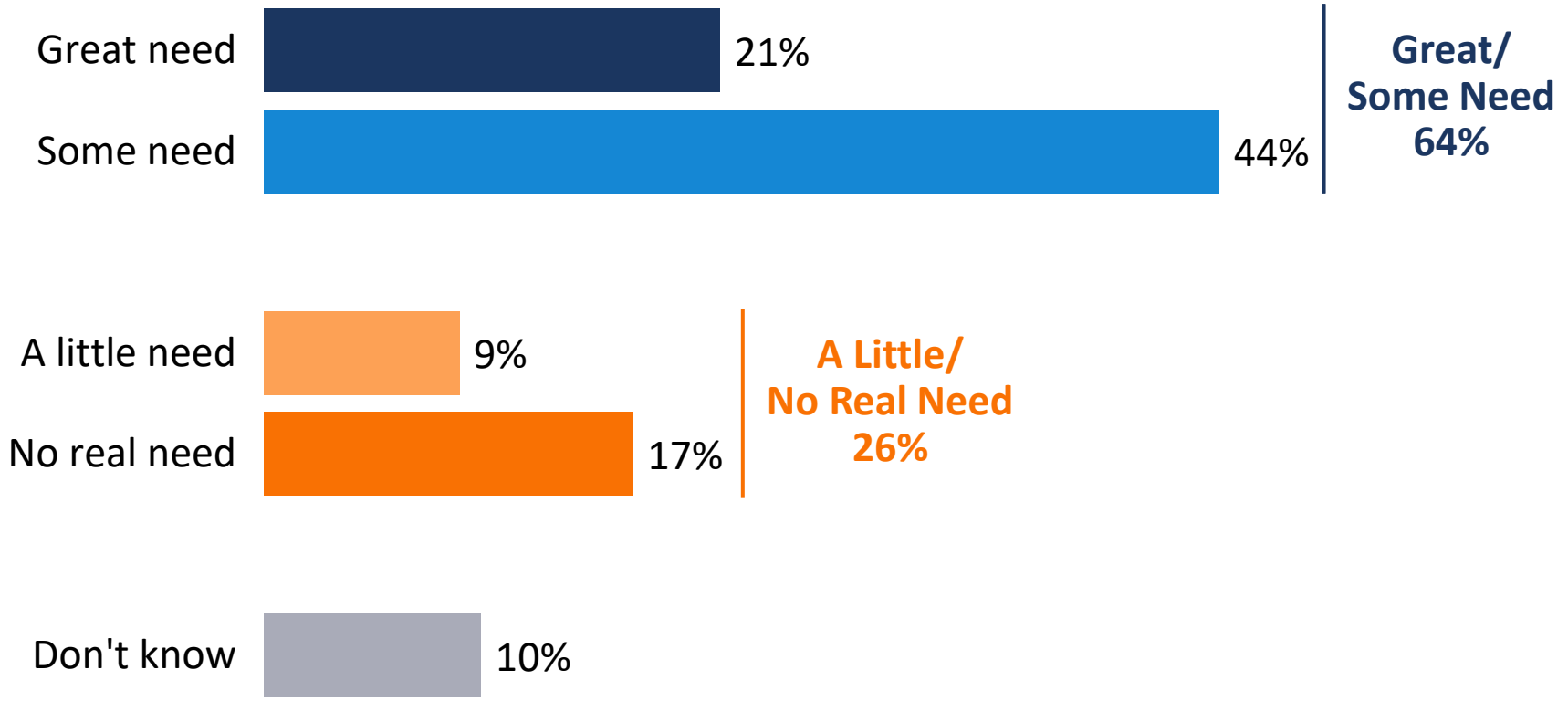
Half of voters are optimistic about the City's direction.

First, thinking about the City of American Canyon in general, would you say things are going in the right direction, or do you feel they are off on the wrong track?



Q. 204

Nearly two-thirds believe the City needs at least some additional funds, with a modest one-in-five saying there is a great need.



Q. In your personal opinion, do you think the City of American Canyon has a great need for additional funding, some need, a little need, or no real need for additional funds to provide the level of city services that American Canyon residents need and want?

205

Initial Attitudes on a Potential 1% Sales Tax Measure

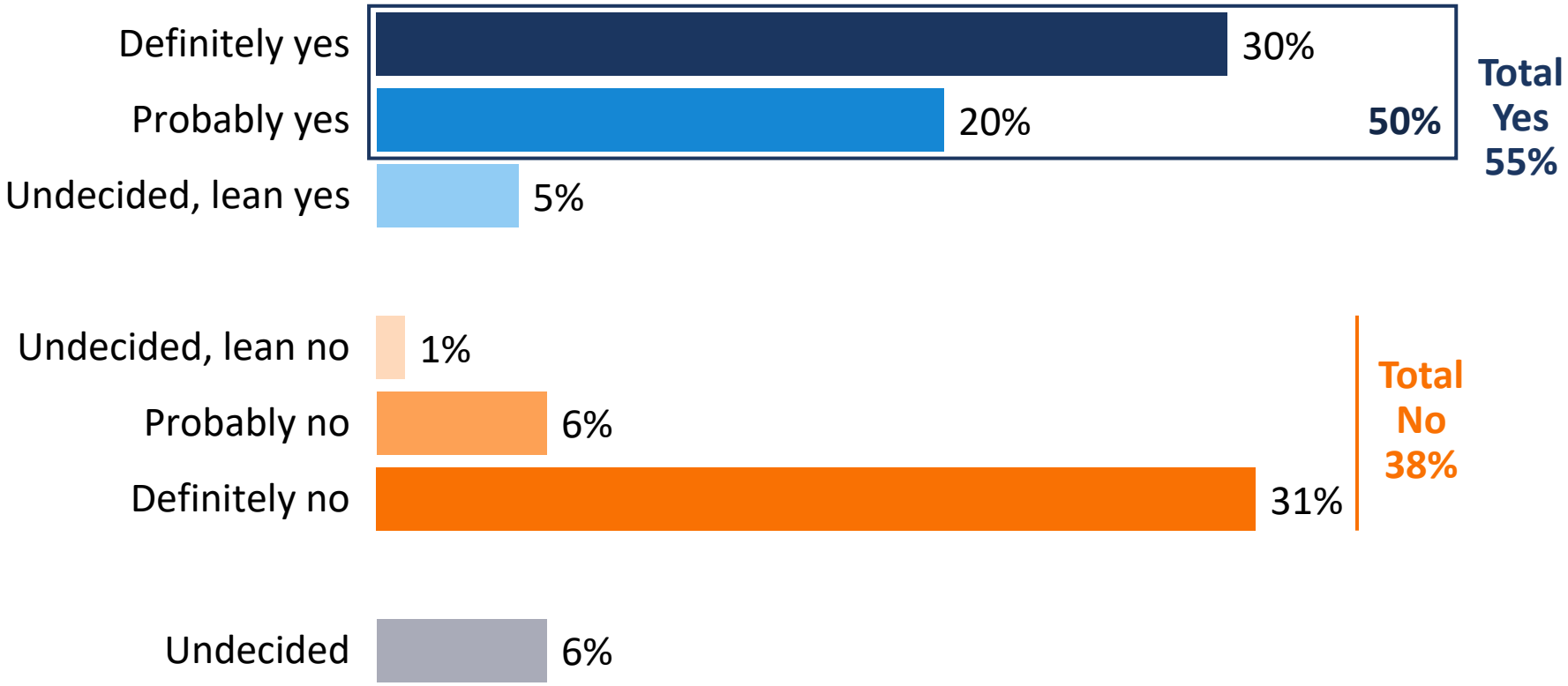
Hypothetical Ballot Measure Tested in the Survey

(As Approved by Legal Counsel)

American Canyon Public Safety, Parks, City Services Measure. Shall an ordinance funding City of American Canyon's general services, such as maintaining 911 response; preventing crime; adding well-trained police officers; keeping public areas/parks safe/clean; protecting wetlands, natural areas; keeping trash out of local creeks; maintaining parks, trails, youth/adult recreation, senior programs, among others; by establishing a 1% sales tax, providing approximately $3,700,000 annually until ended by voters, requiring audits, spending disclosure, funds locally controlled, be adopted?

Support is slightly over the simple majority threshold required for passage in the initial vote, although a modest three-in-ten would “definitely” vote yes.

(MOE: ±6.2%)

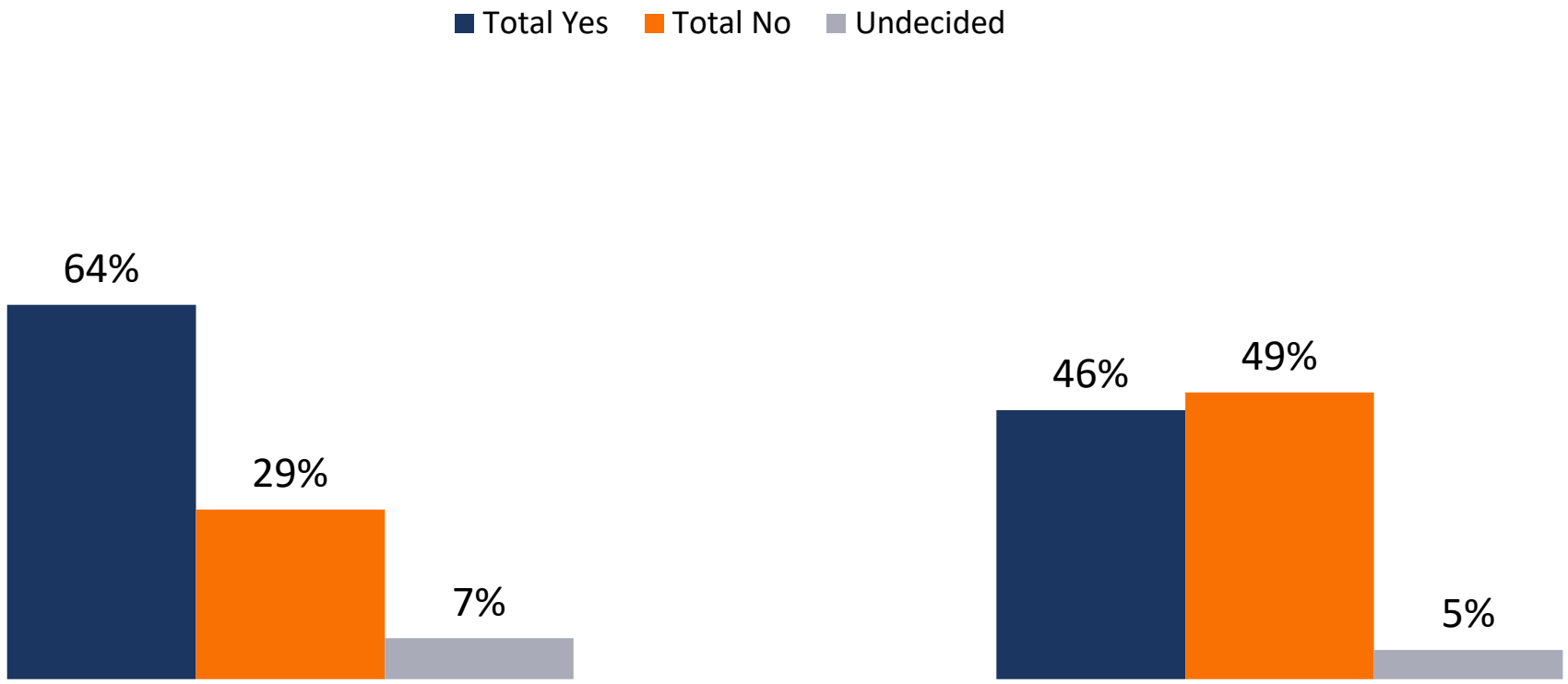


Q. If there were an election today, do you think you would vote yes or no on this measure?

208

Voters living east of Highway 29 strongly support the measure, while voters west of Highway 29 are split.

Initial Vote on American Canyon Public Safety, Parks, City Services Measure by East/West of Highway 29



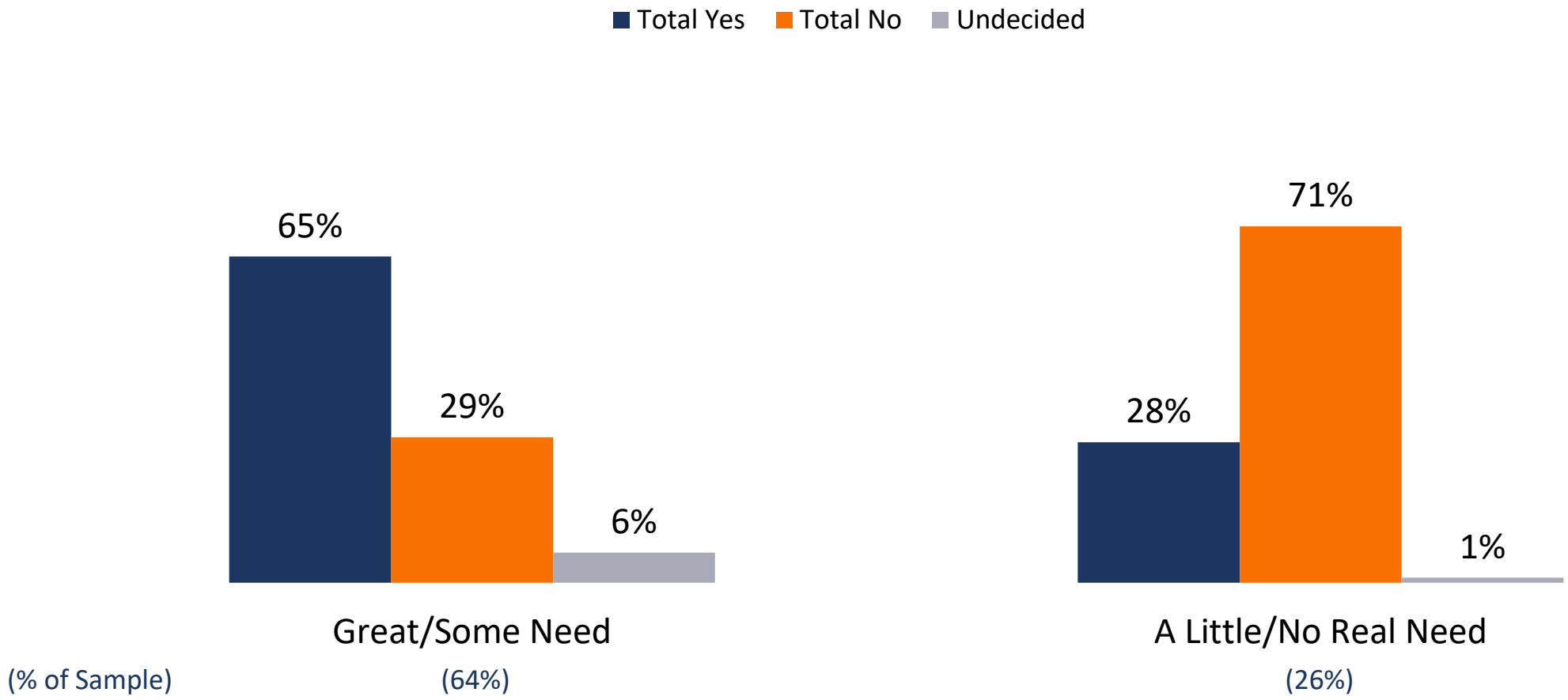
(% of Sample) (52%) (48%)

Q. If there were an election today, do you think you would vote yes or no on this measure?

209

Perceived need for additional funding is strongly linked to support for the measure.

Initial Vote on American Canyon Public Safety, Parks, City Services Measure by Funding Need

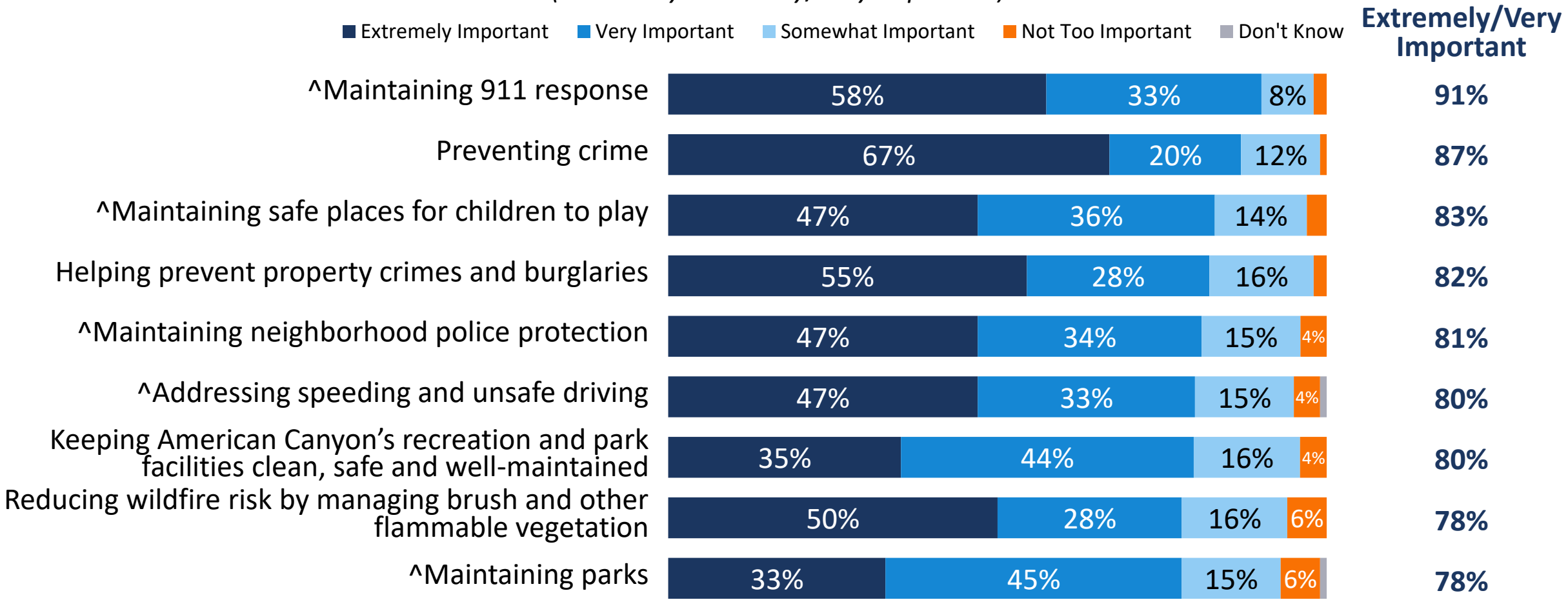


Q. If there were an election today, do you think you would vote yes or no on this measure?

Budget Priorities

Maintaining 911 response, preventing crime, maintaining safe places for children to play, maintaining neighborhood police protection and addressing speeding and unsafe driving are among voters' top funding measure priorities.

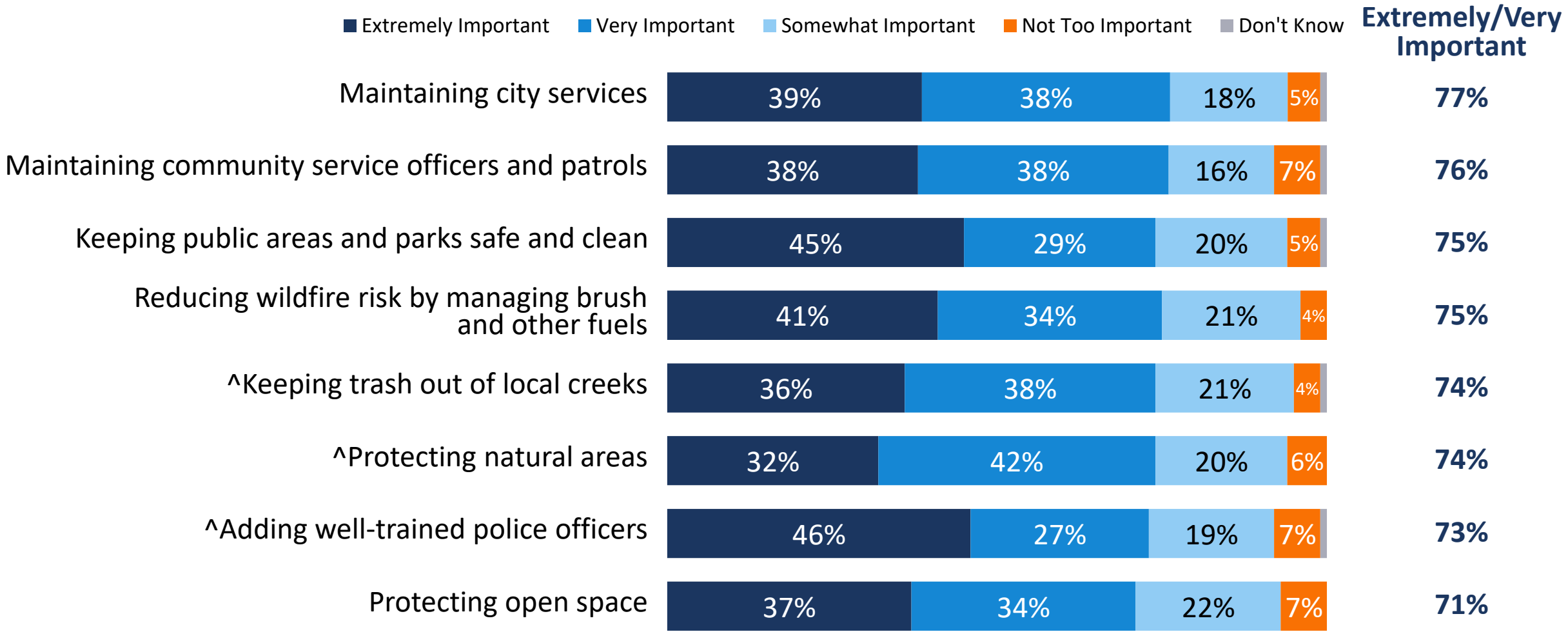
(Ranked by Extremely/Very Important)



Q. Next, please consider some potential elements of the ballot measure you just considered, including ways in which the funds it generates could be spent, and provisions that could be included. Regardless of your opinion of the measure, for each one, please indicate how important each one is to you personally: either extremely important, very important, somewhat important, or not too important. ^Not Part of Split San

Continued

(Ranked by Extremely/Very Important)



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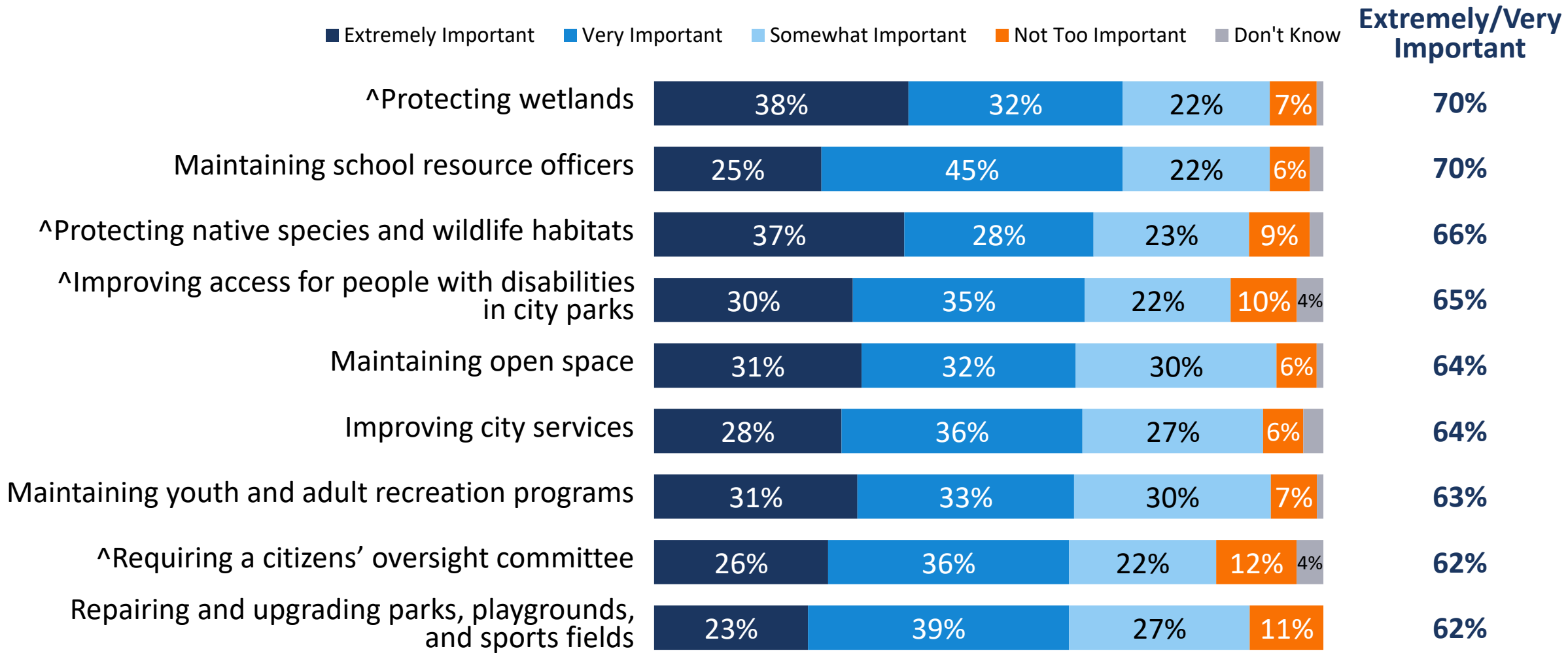
Continued

(Ranked by Extremely/Very Important)



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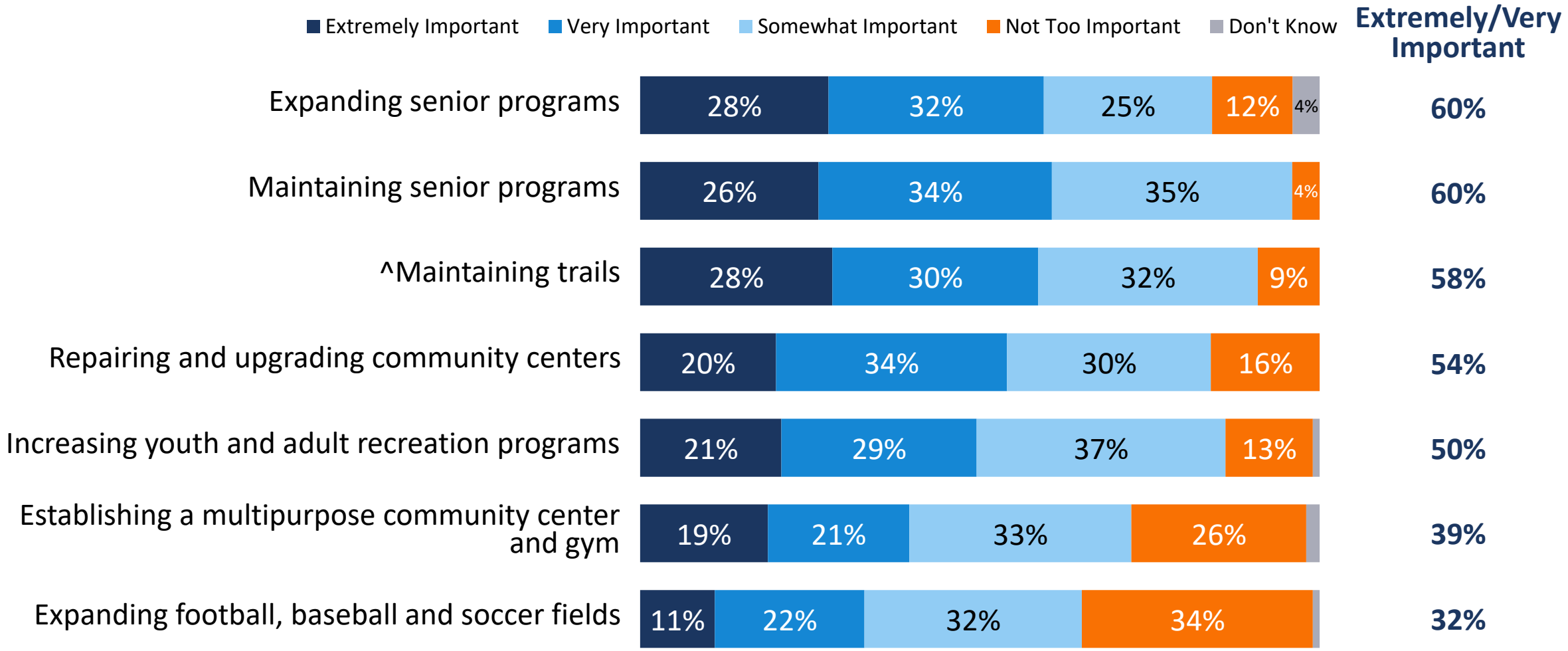
Continued

(Ranked by Extremely/Very Important)

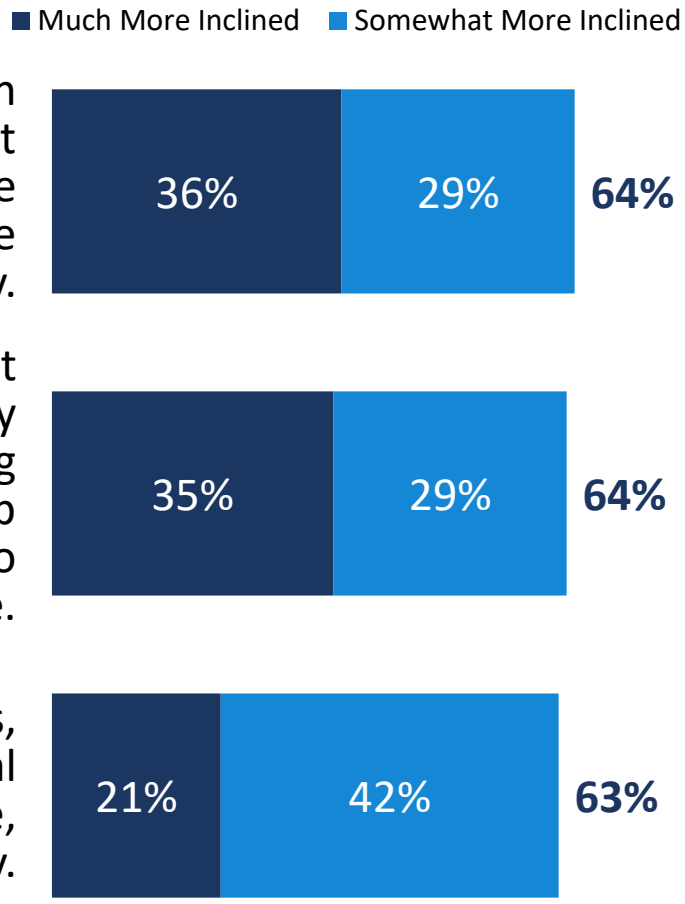


Q. Next, please consider some potential elements of the ballot measure you just considered, including ways in which the funds it generates could be spent, and provisions that could be included. Regardless of your opinion of the measure, for each one, please indicate how important each one is to you personally: either extremely important, very important, somewhat important, or not too important. ^Not Part of Split Sam 215

Effect of Educational and Critical Statements

The measure's strict accountability provisions, continuing to invest in crime reduction, and maintaining services to protect the quality of life are among the leading reasons to support the measure.

(Ranked by Total More Inclined to Vote Yes)



(ACCOUNTABILITY) This measure includes strict accountability requirements such as public disclosure of all spending and annual independent financial audits that ensure funds are used effectively and efficiently, and cannot be taken by the county, state or federal government so they can only be used to benefit the American Canyon community.

(CRIME) With more crime fighting tools available, our proactive police department made one-third more arrests last year. Most of these crimes are committed by individuals who come from other cities to target our community, including organized retail theft and car burglaries. The funds from this measure could help the City continue to reduce crime by investing in more neighborhood policing to keep local residents, businesses, and their property safe.

*__(PROPERTY VALUES)__ Safe and clean public spaces, parks and neighborhoods, and well-maintained neighborhood parks are investments that strengthen local property values and make our community a more desirable place to live, do business and raise a family.

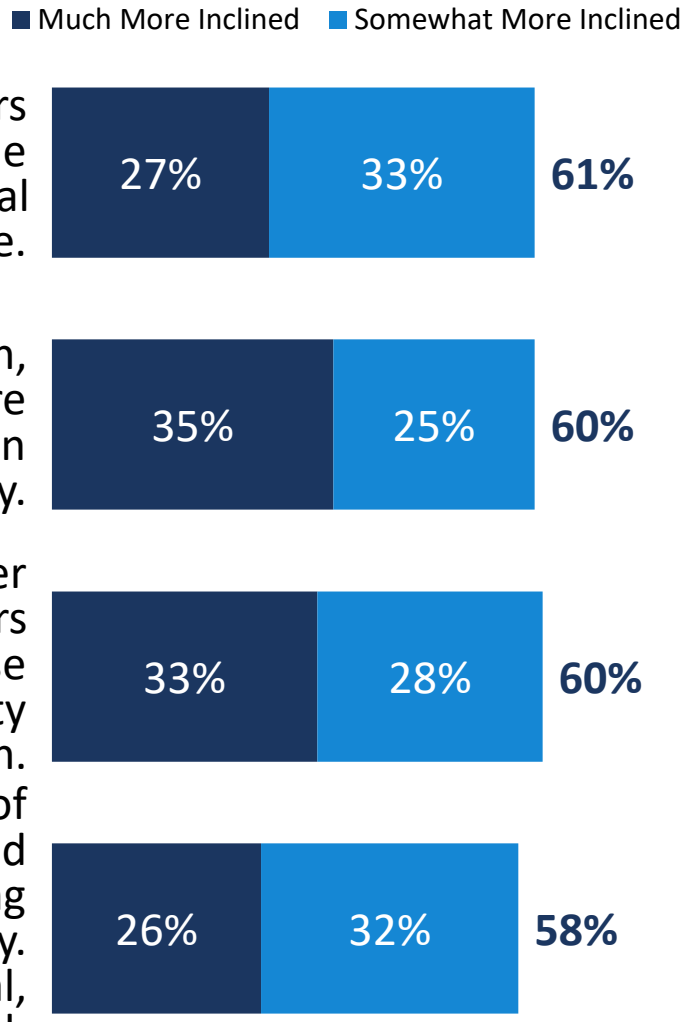
FM3 RESEARCH

*Q. Now please consider the **(PHONE:** following statements**) (ONLINE:** statements on the next few screens**)** from people who may <u>support</u> the potential measure you have been considering. For each statement, please indicate if it makes you much more inclined or somewhat more inclined to <u>vote Yes</u> on the measure. *Split Sample*

217

Continued

(Ranked by Total More Inclined to Vote Yes)



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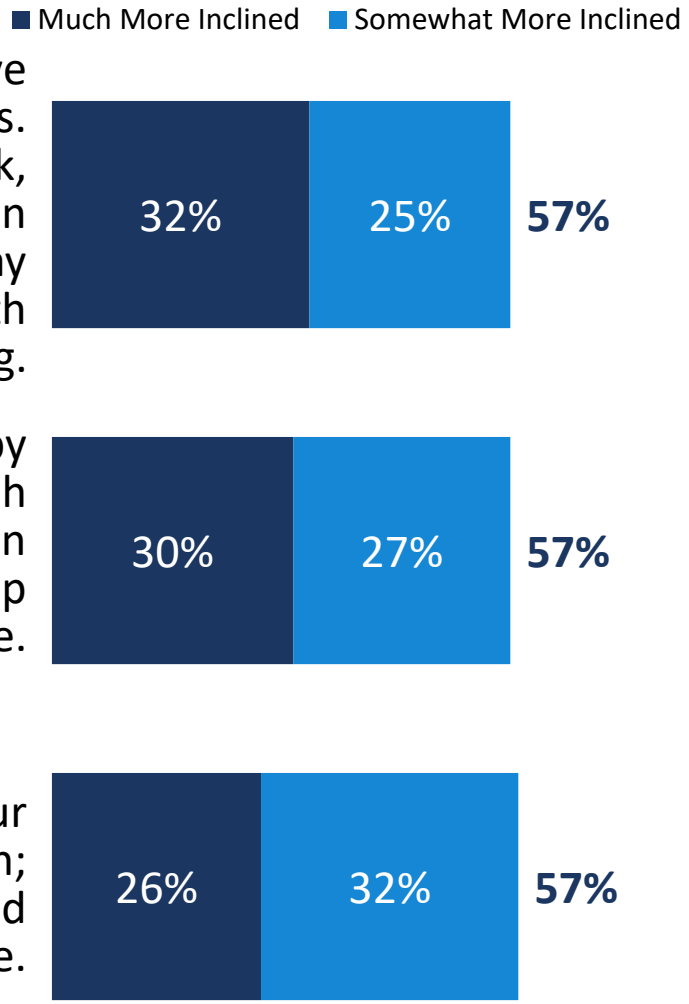
FM3 RESEARCH

218

Continued

(Ranked by Total More Inclined to Vote Yes)



(KIDS/HEALTH) In today's digital age, it is more important than ever to preserve opportunities for children to swim, play, create, and experience the outdoors. This measure could provide funding to maintain and expand afterschool park, recreation, aquatics, and arts programs as well as summer camps that more than 2,500 young people rely on. Additional funding will help ensure kids have time away from screens and access to activities that improve their overall physical health and well-being.

(OUT OF TOWNERS) About 45% of the funding from this measure will be paid by visitors and commuters from outside the city who work in or pass through American Canyon, and shop at Walmart, Safeway and other local retailers. This is an opportunity for people who do not live in our city to contribute their fair share to keep our community safe while they are here.

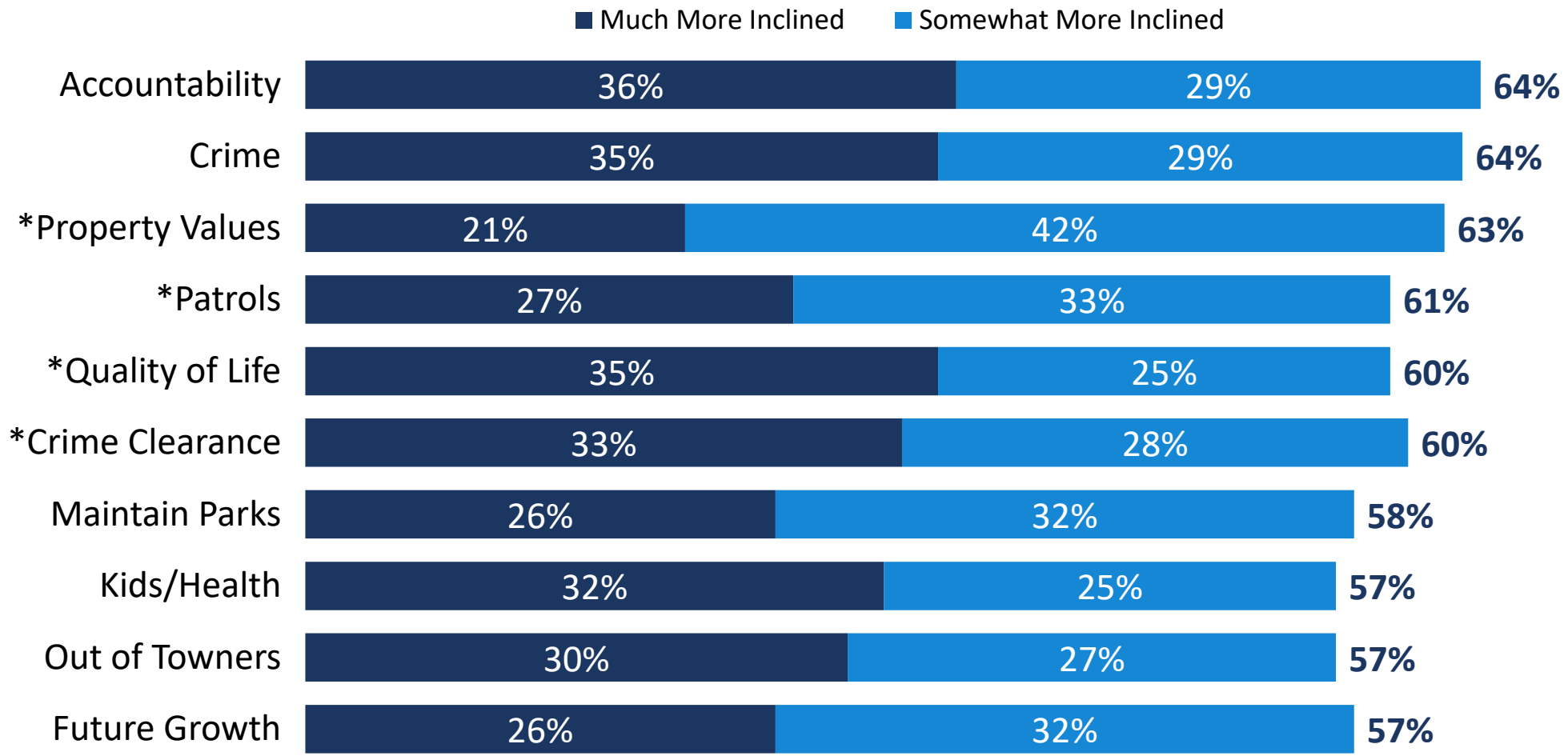
(FUTURE GROWTH) With our community continuing to grow, it's critical that our city services grow with it. Investing now will help maintain strong police protection; keep neighborhoods safe; expand youth, adult and senior recreation programs and ensure American Canyon is prepared for the future.

*Q. Now please consider the **(PHONE:** following statements**) (ONLINE:** statements on the next few screens**)** from people who may <u>support</u> the potential measure you have been considering. For each statement, please indicate if it makes you much more inclined or somewhat more inclined to <u>vote Yes</u> on the measure. Not Part of Split Sample*

219

Summary of Educational Statements

(Ranked by Total More Inclined to Vote Yes)

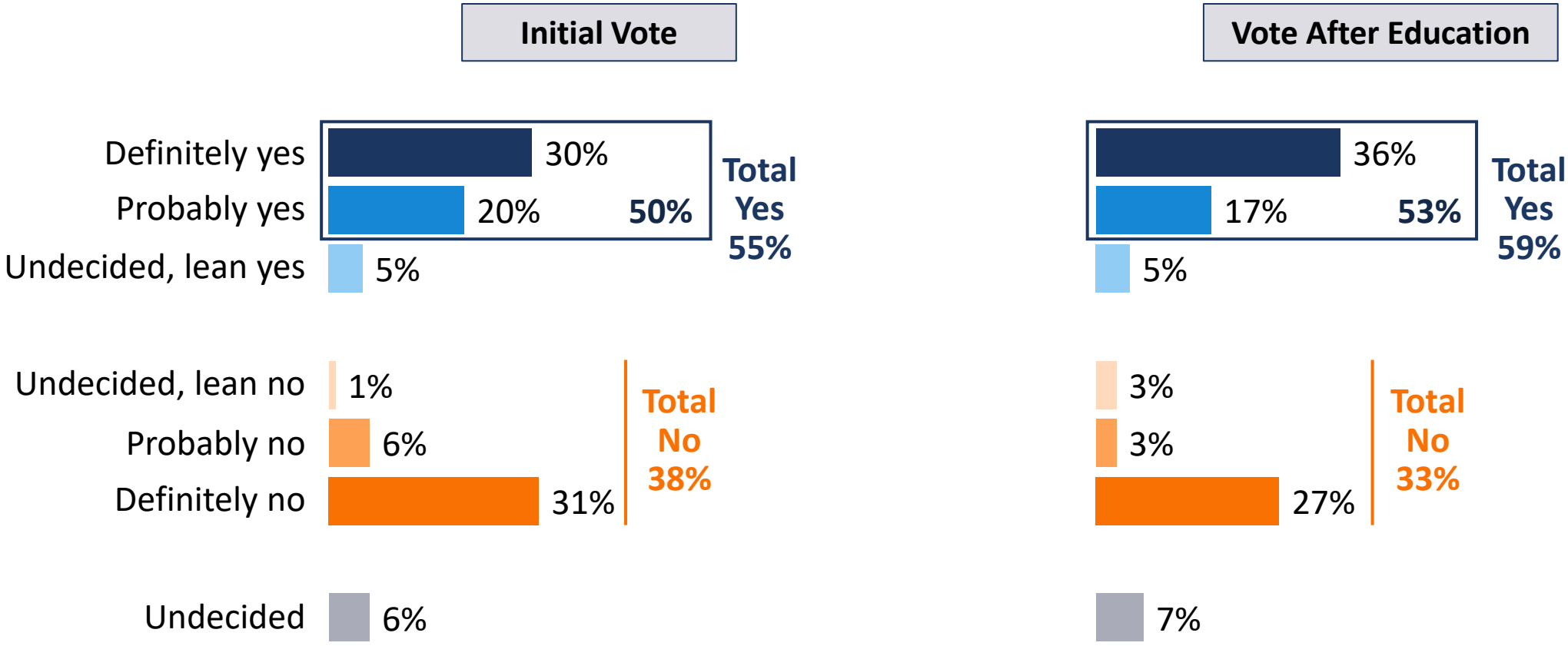


*Q. Now please consider the **(PHONE:** following statements**) (ONLINE:** statements on the next few screens**)** from people who may <u>support</u> the potential measure you have been considering. For each statement, please indicate if it makes you much more inclined or somewhat more inclined to <u>vote Yes</u> on the measure. *Split Sample*

220

After education, overall support increases four percentages points, with slightly more than one-third definitely voting yes.

(MOE: ±6.2%)



Q. If there were an election today, do you think you would vote yes or no on this measure?

Critical Statements

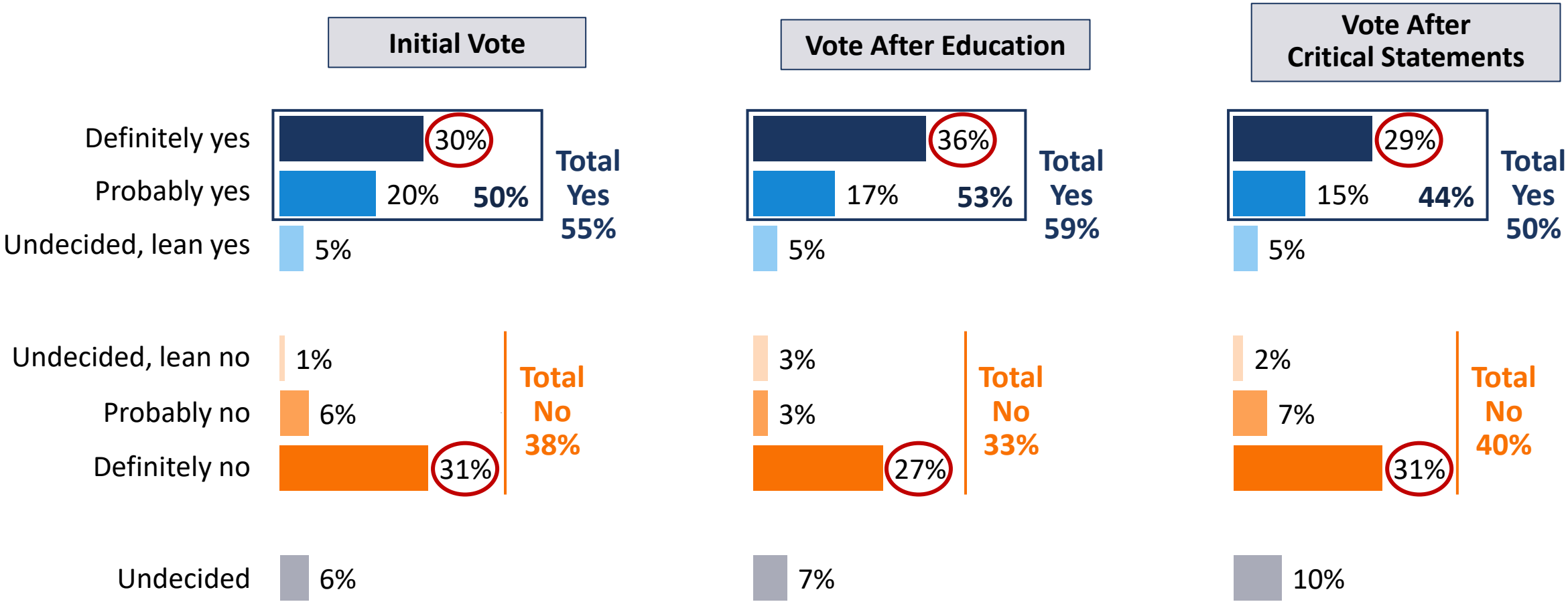
The cost of living, including groceries, gas and housing, is way too high, and many of us are struggling to make ends meet and keep up with rising taxes every year, including a recent $230 million local school bond measure and increases in our water rates. Now is not the time for another expensive tax increase. Further, nothing in this ballot measure requires the money to be used for public safety services, parks or any of the other programs mentioned in the description. It is just a blank check with no end date, which politicians can use to fund pet projects like luxury city buildings. With over $11 million in a reserve fund, the City has plenty of money for the services mentioned in this measure and should tighten its belt like the rest of us instead of asking for more. Opponents also note that many residents already pay a special assessment for park maintenance — before asking taxpayers to pay more, the City should show that the funds we are already paying are being used effectively and making real improvements in our parks.

Key Critical Arguments:

1. Cost of Living/Rising Taxes
2. Blank Check
3. Have the Money/ Cut Waste & Inefficiency
4. Some Already Paying a Parks Special Assessment/ City Should Show How the Money is Spent

Critical statements undermine support, with support declining nine points and below its initial levels; just 3-in-10 would definitely vote yes in this final query.

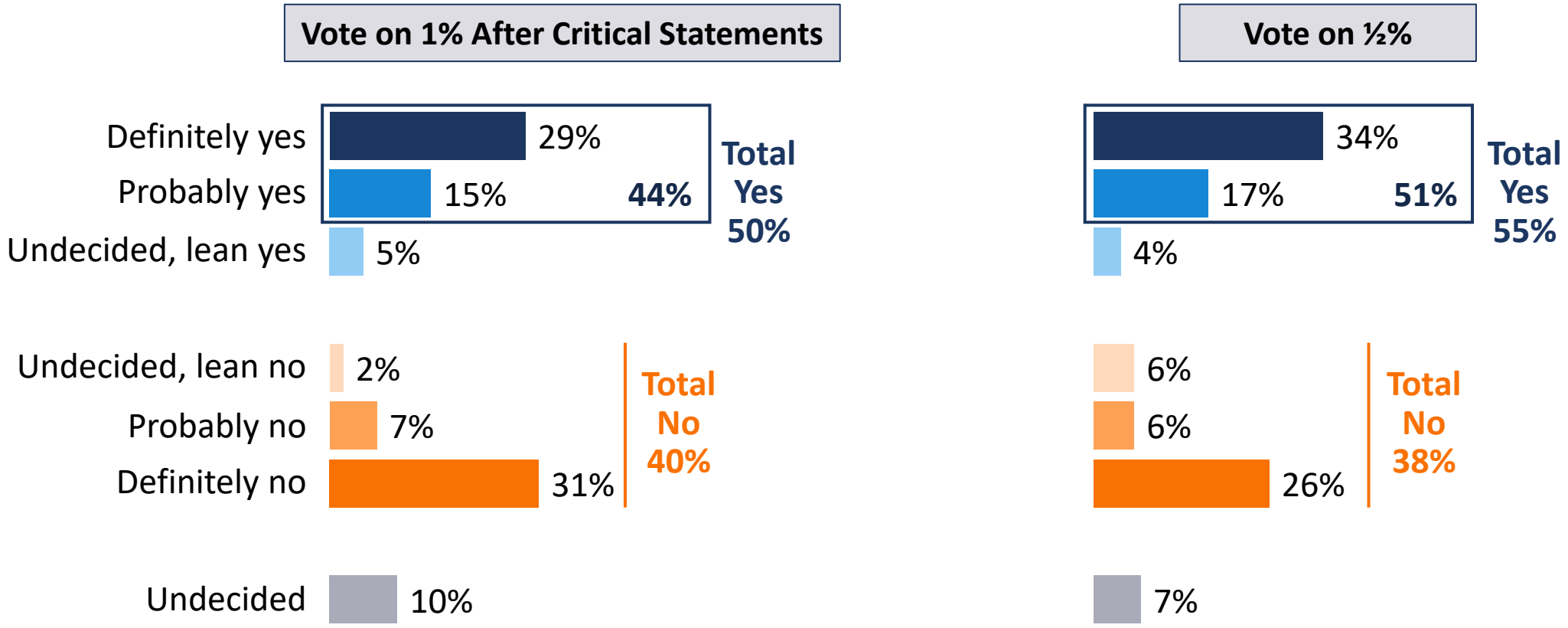
(MOE: ±6.2%)



Q If there were an election today, do you think you would vote yes or no on this measure?

Support bounces back to 55% if the sales tax drops from 1% to a ½%, though those saying they would definitely vote yes remains somewhat modest.

(MOE: ±6.2%)



Q. If there were an election today, do you think you would vote yes or no on this measure?
Q. What if instead of a 1% sales tax which generates approximately $3,700,000 annually, the measure you have been considering were for a ½%, which would generate approximately $1,850,000 annually with the funding used for the same general city services previously mentioned. If that were the case, would you vote yes or no on this measure?

FM3 RESEARCH

224

Hypothetical Sales Tax Measure in Context of a Countywide Measure

Napa County Sales Tax Ballot Measure

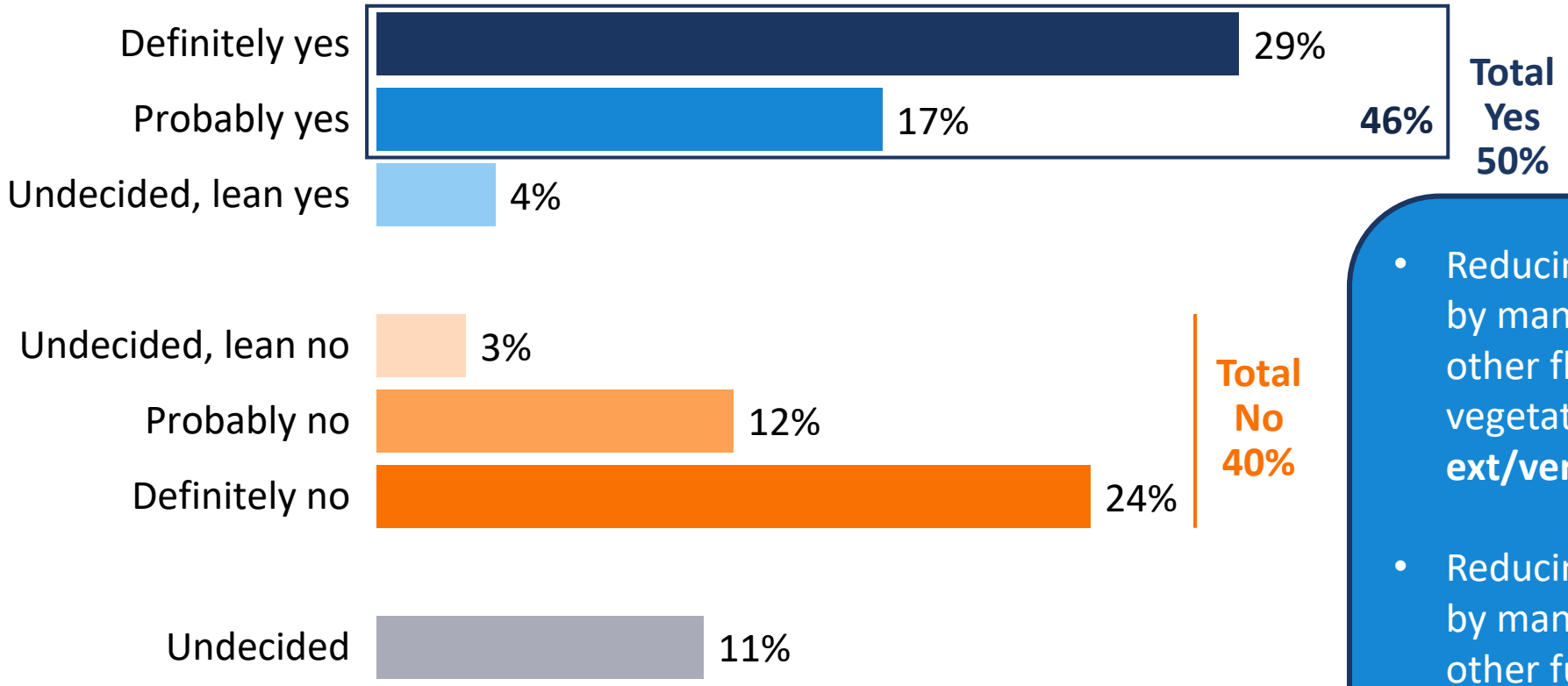
The Napa County Wildfire Preparedness, Watershed Protection and Open Space Preservation Act. To reduce the risk of catastrophic wildfires; remove dry brush, dead trees, and fire hazards; establish firebreaks and fire-safe evacuation routes for residents and first responders; preserve natural open spaces, and protect water quality/supplies and land around lakes, rivers, and streams; shall Napa County's one-half cent sales tax measure be adopted, providing $23,000,000 annually for 18 years, with oversight, annual audits and local control?

Q. If there were an election today, do you think you would vote yes in favor of this measure or no to oppose it?

226

Knowing the City and the County measure may be on the same ballot, 50% would vote yes on the County measure; however, slightly less than three-in-ten would definitely vote yes.

(MOE: ±6.2%)

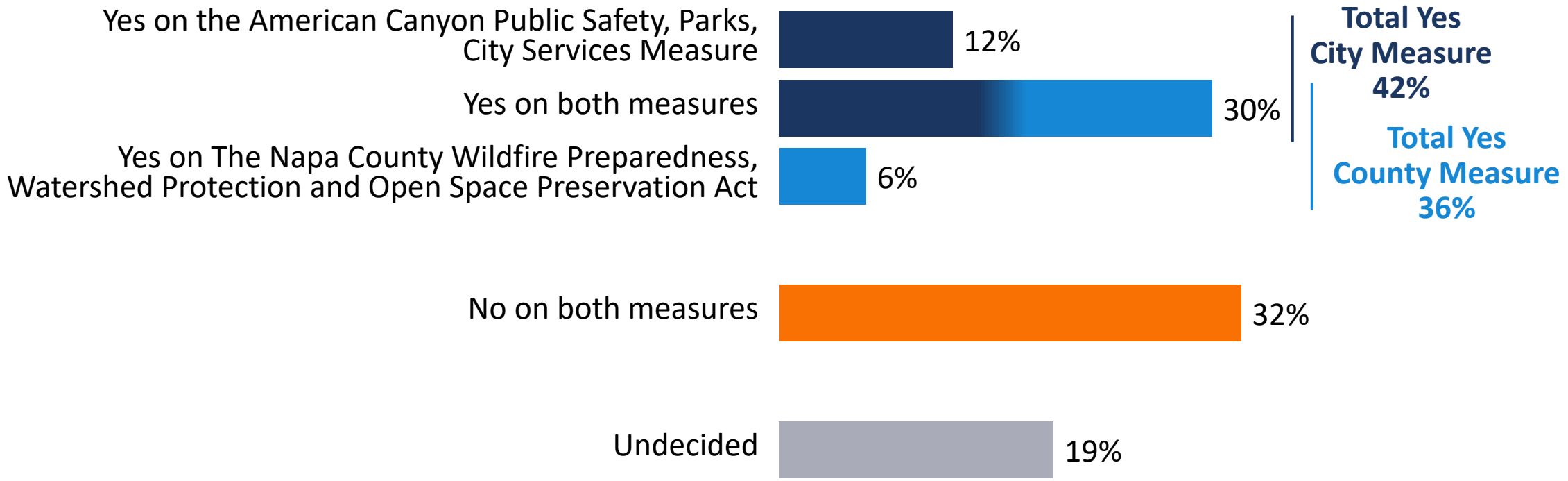


- Reducing wildfire risk by managing brush and other flammable vegetation **(78% ext/very important)**
- Reducing wildfire risk by managing brush and other fuels **(75% ext/very important)**

Q. If there were an election today, do you think you would vote yes in favor of this measure or no to oppose it?

When directly asked how they would vote if both the City and County measures were on the same ballot, approximately 42% would vote yes on the City measure and 36% on the County measure, with 19% undecided.

(MOE: ±6.2%)



Q (Combined). If the 1% sales tax entitled the American Canyon Public Safety, Parks, City Services Measure and the ½-cent sales tax entitled The Napa County Wildfire Preparedness, Watershed Protection and Open Space Preservation Act were on the ballot at the same time, would you vote yes on both these measures, yes on just one of the measures, or no on both measures?/Which would you vote "yes" on: the American Canyon Public Safety, Parks, City Services Measure or The Napa County Wildfire Preparedness, Watershed Protection and Open Space Preservation Act?

228

Conclusions

Conclusions

Context:

- One-in-two have a positive view of the direction of the City.
- More than 6-in-10 perceive the City has a need for additional funds, with only about 1-in-5 indicating great need.

1% City Sales Tax:

- Initially, overall support is 55%, with 30% having said they would definitely vote yes and 31% who said they would definitely vote no.
- After education, support rises to 59%, above the simple majority threshold and above the margin of error.
- After critical statements support drops to 50% — just at the threshold of passage and within the margin of error — with 29% having said they would definitely vote yes and 31% having said they would vote no.

Conclusions; Continued

1% vs ½% City Sales Tax:

- Lowering the sales tax from 1% to ½% increases support to 55%, above the simple majority threshold, but within the margin of error of passage.

Countywide 1/2-cent Sales Tax:

- Only 1-in-2 American Canyon likely November 2026 voters indicated they would vote yes, with only 3-in-10 willing to definitely vote yes.

- Assuming both measures would appear on the ballot, neither measure received the simple majority vote (City Measure 42% and County Measure 36%) needed for passage, though 19% are undecided as to how they would vote on each measure at the time of the survey.

City of American Canyon
Budget Priority 2026 Survey

FM3 RESEARCH | OPINION RESEARCH & STRATEGY

City of American Canyon
Project Schedule + Timeline

PROPOSAL

May 2026	☐ May 5: Presentation to Council about Results from survey and community outreach ☐ Talking Points: budget education ☐ Webpage Content: budget education ☐ FM3 Collaboration ☐ Confirm FB disclosure for boosting political ads ☐ Blurb for newsletters: community meeting ☐ Informational Mailer #1: Postcard for virtual community meeting/budget info ☐ Social media: virtual town halls ☐ Run of show for virtual town hall ☐ Presentation for virtual town hall ☐ Approach the AmCan Chamber of Commerce on Supporting a Possible Measure
Jun. 2026	☐ June 2: PR on FY 26/27 Budget adoption ☐ Virtual Town Hall #1 on Budget 101, possible measure [early June] ☐ June 10 - Booth at Meet Me In the Streets event ☐ June 16 - Council possibly adopt resolution ☐ PR on ballot measure adoption ☐ Social Media: ballot measure info directing to webpage ☐ Webpage update: ballot measure ☐ Talking Points: ballot measure ☐ Blurb for newsletters: measure adoption
Jul. 2026	☐ PR on Council endorsing the ballot measure [tentative] ☐ PR on ballot measure community meeting ☐ Social Media: ballot measure community meeting ☐ PR on FY 2026-27 Budget Adoption

	☐ Presentation/run of show for community workshop meetings ☐ Jul. 6: Submit Measure language in a resolution requesting consolidation. ☐ July 8: Booth at Meet Me In The Streets event
Aug. 2026	☐ Blurb for newsletters: community meeting ☐ Informational Mailer #1: Postcard invitation to community meetings ☐ Social media posts on ballot measure info directing to webpage ☐ Social media posts on ballot measure info directing to webpage ☐ Social media posts on ballot measure community meeting ☐ Track on ballot measure arguments, adjust messaging as needed ☐ Aug 7: Clerk of Board and County Counsel present consolidation to Board ☐ Aug 12: Booth at Meet Me In The Streets event ☐ Virtual community meeting #1 on ballot measure ☐ Social Media: post for people to watch recorded community meeting
Sep. 2026	☐ Blurb for Newsletters: ballot measure education ☐ Animated Video: Sales Tax Measure Education (boosted) ☐ Run Digital placements on ballot measure education ☐ Virtual community Meeting #2 on ballot measure ☐ Aug 25-Sept 3: Public Examination Period for Rebuttals ☐ Sept 9: Booth at Meet Me In The Streets event ☐ PR GFOA Award for Budget Book - Fall 2026
Oct. 2026	☐ Informational Mailer #2: on measure ☐ Oct 5: Mailing of Vote-By-Mail Ballots ☐ Cease comms 2 weeks prior to election
Nov. 2026	☐ Nov 3: Election Day

TITLE

Initiative Petition Measure M

RECOMMENDATION

Consider Initiative Petition Measure M and provide direction pursuant to California Elections Code sections 9212 and 9215 regarding whether to:

Option 1 - Adopt the proposed ordinance without alteration: Adopt a Resolution adopting, without alteration, the proposed ordinance submitted by initiative petition known as Measure M pursuant to California Elections Code 9215(a); or

Option 2 - Submit the proposed ordinance to the voters : Adopt a Resolution submitting the proposed initiative ordinance known as Measure M to the voters at the November 3, 2026, General Municipal Election Consolidated with Napa County Pursuant to California Elections Code Section 9215(b); or

Option 3 - Direct staff to prepare a report pursuant to Elections Code Section 9212: Adopt a Resolution ordering the preparation of a report pursuant to California Elections Code section 9212 regarding the proposed initiative ordinance known as Measure M.

CONTACT

Taresa Geilfuss, CMC, City Clerk

BACKGROUND & ANALYSIS

On the Consent Calendar of this same agenda, City Council accepted the certification of the Napa County Registrar of Voters that initiative petition Measure M, entitled: “Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane Extension and Newell Drive Extension to the General Plan Roadway Network," contains a sufficient number of valid signatures to qualify for further consideration under the California Elections Code.

Following certification of petition sufficiency, California Elections Code section 9215 requires the City Council to take one of the following actions with respect to the proposed initiative ordinance.

Option 1 – Adopt the Ordinance Without Alteration

Pursuant to Elections Code section 9215(a), the City Council may adopt the proposed ordinance, without alteration. If the City Council adopts the ordinance outright, the measure becomes law without submission to the voters, subject to any applicable effective dates and legal requirements.

Option 2 – Submit the Measure to the Voters

Pursuant to Elections Code section 9215(b), the City Council may submit the proposed ordinance to the voters at a future election. If the Council chooses this option, additional election-related actions would be required at a later date, including establishing deadlines and procedures for ballot arguments and impartial analysis; and authorizing related election administration activities.

Unless otherwise required by law, the measure would generally be submitted to the voters at the next regular municipal election.

Option 3 – Direct Preparation of a Report Pursuant to Elections Code Section 9212

Prior to taking final action under Elections Code section 9215, the City Council may direct staff to prepare a report pursuant to Elections Code section 9212. Section 9212 authorizes the City Council to request a report evaluating the potential impacts of the proposed initiative measure. The report may address topics including, but not limited to:

- Fiscal impacts;
- Land use and planning impacts;
- Traffic and circulation impacts;
- Infrastructure and public service impacts;
- Environmental considerations;
- Consistency with the General Plan and existing City policies; and
- Other matters requested by the City Council.

If the City Council directs preparation of a Section 9212 report, the report must be presented to the Council within 30 days.

Following receipt of the report, the City Council would then proceed under Elections Code section 9215 to either:

- Adopt the initiative ordinance without alteration; or
- Submit the measure to the voters.

Council Direction

At this meeting, staff is requesting that City Council provide direction regarding how it wishes to proceed under the California Elections Code. Depending on the action selected by the City Council, the appropriate implementing resolution will be presented for consideration.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

There is no immediate fiscal impact associated with receiving this report and considering the procedural options available under the California Elections Code.

Potential future fiscal impacts would depend on the action selected by the City Council. Preparation of a report pursuant to Elections Code section 9212 requires staff time, consultant support and legal counsel. Estimated expense is TBD.

Submission of the measure to the voters would result in additional election-related costs of approximately $20,000 including ballot preparation, publication, translation, and county election administration expenses.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

Option 1 - Resolution Adopting Ordinance as Submitted
Option 1 - Exhibit A - Initiative Petition Ordinance
Option 2 - Resolution Submitting to the Initiative to the Voters
Option 2 - Exhibit A - Initiative Petition Ordinance
Option 3 - Resolution Ordering a 9212 Report

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ADOPTING, WITHOUT ALTERATION, THE PROPOSED ORDINANCE SUBMITTED BY INITIATIVE PETITION KNOWN AS MEASURE M PURSUANT TO CALIFORNIA ELECTIONS CODE SECTION 9215(a)

WHEREAS, pursuant to California Elections Code section 9200 et seq., proponents submitted an initiative petition entitled:

"Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane Extension and Newell Drive Extension to the General Plan Roadway Network" ("Measure M"); and

WHEREAS, the initiative petition was examined by the Napa County Registrar of Voters in accordance with applicable provisions of the California Elections Code; and

WHEREAS, the Napa County Registrar of Voters certified that the initiative petition contains a sufficient number of valid signatures of registered voters of the City of American Canyon; and

WHEREAS, on June 2, 2026, the City Council adopted Resolution No. 2026-TBD accepting the certification of sufficiency for Measure M; and

WHEREAS, California Elections Code section 9215(a) authorizes the City Council to adopt a proposed initiative ordinance, without alteration, following certification of petition sufficiency; and

WHEREAS, the City Council has reviewed the proposed initiative ordinance and desires to adopt the ordinance without alteration pursuant to Elections Code section 9215(a).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of American Canyon as follows:

SECTION 1. Recitals.
The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. **Adoption of Initiative Ordinance.**
Pursuant to California Elections Code section 9215(a), the City Council hereby adopts, without alteration, the proposed initiative ordinance submitted by initiative petition known as Measure M, attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 3. Effective Date.
The ordinance adopted by this Resolution shall take effect in accordance with applicable provisions of law.

SECTION 4. CEQA.
The City Council finds that adoption of this Resolution and the initiative ordinance is not a project subject to the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378, subdivision (b)(3) as the ordinance was proposed by a petition signed by the requisite number of registered voters.

SECTION 5. Severability.
If any section, subsection, sentence, clause, phrase, or portion of this Resolution or the adopted initiative ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions.

SECTION 6. Certification.
The City Clerk shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 2nd day of June 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

_____
Matthew Summers, City Attorney

INITIATIVE MEASURE
TITLE AND SUMMARY
PREPARED BY AMERICAN CANYON CITY ATTORNEY
UNDER ELECTIONS CODE SECTION 9203

Title:
Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 and Newell Drive

Summary:
If approved by a majority of American Canyon voters, this initiative would make several amendments to the American Canyon 2040 General Plan's Mobility Element. The current Mobility Element plans for Newell Drive to connect to State Route 29 at Green Island Road in the north and via Donaldson Way in the south.

The initiative would amend the Mobility Element's SR 29 Corridor Planning to add a "Watson Lane/Marcus Road Connector" as an additional east-west and northern circulation connection to State Route 29. Watson Lane would be planned as a 2-lane east-west minor collector street connecting Newell Drive to State Route 29 via Paoli Loop Road. The initiative also proposes to connect Watson Lane to Rio Del Mar by a planned northern extension of Marcus Road. The Mobility Element would also plan for an improved at-grade public railroad crossing at Watson Lane.

The initiative would also amend the Mobility Element's Street Classifications section to add a new type of collector street, a "Minor Collector Street (Modified)," to the City's standard roadway cross sections. The initiative would reclassify previously planned roadway segments of Newell Drive from Donaldson Way to Rio Del Mar, and from Rio Del Mar to State Route 29 at Green Island Road, and on Mallen Way, from arterial or standard collector street classifications to a minor collector street (modified) classification, with a sidewalk on the west side.

The initiative would add a policy to the Mobility Element addressing improvements to Watson Lane and Marcus Road, including planning for the at-grade railroad crossing.

The initiative does not fund or authorize construction of any road. Any future construction requires additional approvals by the City Council.

If this initiative is approved, the City's General Plan Mobility Element would be amended to add the new east-west connection between Newell Drive and State Route

29 at Watson Lane and the new connection between Rio Del Mar and Watson Lane by extending Marcus Road.

If this initiative is not approved, the City's General Plan Mobility Element would remain the same as it reads now, with Newell Drive planned to connect to State Route 29 at Green Island Road in the north and via Donaldson Way in the south.

The initiative prohibits the City Council from changing any of its provisions. Only the City's voters could amend the initiative's provisions.

If you want a copy of the Initiative, or any documents related to the Initiative, you may obtain a copy at no cost to you by making a request to the City Clerk by phone at: (707) 647-4369 or email at: cityclerk@americancanyon.gov.

_____ _____

Teresa L. Highsmith Dated: _____
City Attorney, City of American Canyon

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FINANCE DEPARTMENT

The People of the City of American Canyon do ordain as follows:

SECTION 1 Purpose, Intent, Findings and Declarations.

(a) On November 18, 2025, the City Council of the City of American Canyon adopted Resolution No. 2025-92, that adopted the City of American Canyon 2040 General Plan Policy Document ("2040 General Plan"). The 2040 General Plan acts as the "constitution" and framework for the future growth and development of the City of American Canyon. The 2040 General Plan contains detailed goals and policies to direct development. State law requires that all implementing programs—such as zoning and subdivision ordinances, capital improvement plans, specific plans, and building and housing codes—remain consistent with the General Plan.

(b) The 2040 General Plan consists of elements and appendices. One of these elements is the "Mobility Element" that provides a long-term vision for transportation and circulation within the City of American Canyon. The Mobility Element includes information regarding the existing roads, including railroad crossings, and outlines future roadways with proposed sizes for diverse types of roads.

(c) This Initiative Measure amends the Mobility Element of the General Plan by designating Watson Lane as a new connector to provide northern access to the City's planned areas of development, including connections to Newell Drive and Marcus Road, as well as clean up other omissions in the 2040 General Plan's Mobility Element. This new Watson Lane would be developed with specific improvement standards that provide safe travel for the public.

(d) This is our City, our community, and our decision as to what is right for American Canyon! It is time for the voters of the American Canyon alone to stand up and improve circulation at the northern end of the City. Supporting this Initiative Measure and its General Plan Amendment will ensure improved circulation in the northern reaches of the City of American Canyon. Our sovereignty is sacred!

SECTION 2 Environmental Compliance.

We, the People of the City of American Canyon, are excluded legally from the ability to comply with the California Environmental Quality Act (CEQA) in our actions in this Initiative Measure. This Initiative Measure enacts legislative approvals that We, the People, can legally enact without CEQA compliance. However, the bottom line is: Future activities implementing this Initiative Measure may be subject to CEQA compliance.

SECTION 3 General Plan Amendments.

(a) We, the People of the City of American Canyon, do hereby amend the 2040 General Plan and adopt that "General Plan Amendment" set forth in Attachment A to this Initiative Measure, attached hereto and incorporated herein by this reference as if set forth here in full in this place.

(b) The voters intend for Section 9217 of the Elections Code to apply to this Initiative Measure, specifically that no portion of the measure shall be repealed or amended except by a vote of the people.

SECTION 4 Implementation.

(a) This Initiative Measure supports and anticipates additional approvals and permits outside of the scope of this Initiative Measure (including without limitation, annexation, subdivision maps, use permits, future amendments to the General Plan, future amendments to the Watson Ranch Specific Plan, future amendments to the American Canyon Municipal Code, and all other local laws and approvals, etc.) that may be needed for or desirous to the further planning, development, construction, maintenance, occupancy, and/or build out of the areas described in the General Plan. Nothing in this Initiative Measure is intended to remove the legal requirement that the City and all responsible agencies fully comply with CEQA, Planning and Zoning law, the Subdivision Map Act, and all other relevant laws prior to taking action on any such subsequent approvals and permits so needed or desired for the implementation of the General Plan, with the understanding that those subsequent processes and approvals must be conducted in a manner that is consistent with the legislative approvals granted by this Initiative Measure. Therefore, We, the People of American Canyon, do hereby direct the City to commence immediately, and continue with due diligence until completed, all processes and approvals that are within the City's powers and that are necessary or desirous to bring the Geneal Plan as amended by this Initiative Measure to fruition.

(b) Nothing in this Initiative Measure shall be construed to preclude, prohibit, or limit the City from complying with any requirements under State Housing Law. To the extent that any provision of this Initiative Measure can be read to conflict with State Housing Law, it shall be interpreted to allow for compliance with State Housing Law, consistent with the effectuation of all the purposes and provisions of this Initiative Measure.

(c) Once adopted by this Initiative Measure, no portion of the General Plan Amendment provisions of this Initiative Measure shall be repealed or amended except by a vote of the people.

SECTION 5 Conflicting Measures.

(a) This Initiative Measure shall be deemed to conflict with any other initiative measure and/or referendum measure appearing on the same ballot (collectively, "Other Measure(s)") if such Other Measure(s) addresses any of the following subjects, whether it does so by specific application or as a more general enactment that could otherwise be applied in a manner that addresses any of the following subjects, including without limitation: roadway control, growth control; water use control; or any Other Measure(s) that may impede, impair, or prohibit the planning, development, construction, maintenance, occupancy, and/or build out consistent with the General Plan Amendment enacted in this Initiative Measure.

(b) In the event that this Initiative Measure and any Other Measure(s) are approved by the voters at the same election, and this Initiative Measure receives a greater number of affirmative votes than any such Other Measure(s), this Initiative Measure shall control in its entirety and the Other Measure(s) shall be rendered void and without any legal effect. If this Initiative Measure is approved by a majority of the voters but does not receive a greater number of affirmative votes than any such Other Measure(s), then this Initiative Measure shall take effect to the extent permitted by law. To that end and to the maximum extent permitted by law, the provisions of this Initiative Measure shall be fully adopted except to the extent that specific provisions contained in each measure (this Initiative Measure and the Other Measure(s)) are deemed to be in direct conflict with each other on a "provision by provision" basis.

SECTION 6 Construction.

(a) This Initiative Measure shall be liberally construed to effectuate its purposes.

(b) This Initiative Measure shall be interpreted so as to be consistent with all federal, state, regional, and City of American Canyon laws, rules and regulations.

SECTION 7 Severability, Cure and Re-Approval.

(a) If any portion, section, phrase, sentence, or word (collectively, "portion") of this Initiative Measure, or a portion's application to a particular situation, is held invalid by a court of competent jurisdiction, then that portion shall be considered severed from this Initiative Measure and the remaining portions of this Initiative Measure shall remain in legal force and effect. We, the People of the City of American Canyon, declare that We would have adopted this Initiative Measure, and each portion of it, irrespective of the fact that any other portion, or application to a situation, be held invalid.

(b) If any portion of this Initiative Measure is held by a court of competent jurisdiction to be invalid, We, the People of the City of American Canyon, indicate our strong desire that: (1) the City Council shall use its best efforts to sustain and reenact that portion; and that (2) the Council

shall implement this Initiative Measure by taking all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of We, the People of the City of American Canyon, through this Initiative Measure.

SECTION 8 Adopted Date; Effective Date; Statute of Limitations.

(a) If a majority of the voters vote in favor of this Initiative Measure, then this Initiative Measure shall be considered adopted, and shall be considered to go into effect, in accordance with the provisions of Elections Code section 9217. If, instead, this Initiative Measure is adopted without alteration by a majority of the City Council in accordance with the provisions of Elections Code section 9215, then this Initiative Measure shall be considered adopted and effective upon such date of adoption by such City Council majority.

(b) Unless a statute is enacted by the State Legislature providing a shorter timeline, all provisions of this Initiative Measure shall be deemed subject to Government Code Section 65009(c), and no action or proceeding challenging all or any part of this Initiative Measure shall be maintained unless commenced and service made upon the City of American Canyon within 90 days of this Initiative Measure's adoption, either by the voters or by the City Council, as provided above.

>>Attachment A begins on the next page.

ATTACHMENT A

General Plan Amendment

Section A-1. Generally.

(a) We, the People of American Canyon, do hereby amend the 2040 General Plan Policy Document as adopted by the City Council of the City of American Canyon on November 18, 2025, as set forth in this Attachment A. This Initiative Measure neither amends nor deletes existing General Plan text by implication; all amendments are made expressly as follows: when new text is added to the General Plan by this Initiative Measure, that new text is shown as underscored (i.e., new text). When existing General Plan text is deleted by this Initiative Measure, that deleted text is shown as struck through (i.e., ~~deleted text~~). Additionally, amendments to the General Plan effectuated by this Initiative Measure are cited by Element or other relevant major section of the General Plan, and then the particular Exhibits, Figures, Objectives, Goals, Policies, and/or Actions that are being added, deleted or revised, and the approximate page in the existing General Plan where the text before revision resides. Inaccuracies in citation shall not nullify the amendments effectuated by this Initiative measure.

Section A-2. Recitals/Findings.

(a) Pursuant to Section 65300 of the State Planning and Zoning Law, the City of American Canyon ("City") has adopted the 2040 General Plan Policy Document ("2040 General Plan") to provide comprehensive long-range planning and a blueprint of the City's future form, including a Mobility Element that includes circulation maps that specify the roadway network and the distribution of types of roadway improvements to promote circulation within the City.

Section A-3. Approval.

(a) We, the People of American Canyon, do hereby find that the General Plan Amendment is in the public interest: the creation of a new Watson Lane Modified Collector will provide a much-needed northern access for properties east of State Route 29, improving safety for schools and providing alternate routes for emergency vehicles, as set forth in this Initiative Measure, as further depicted on the following Exhibit A-1, attached hereto and incorporated herein by this reference as if set forth in this place in full.

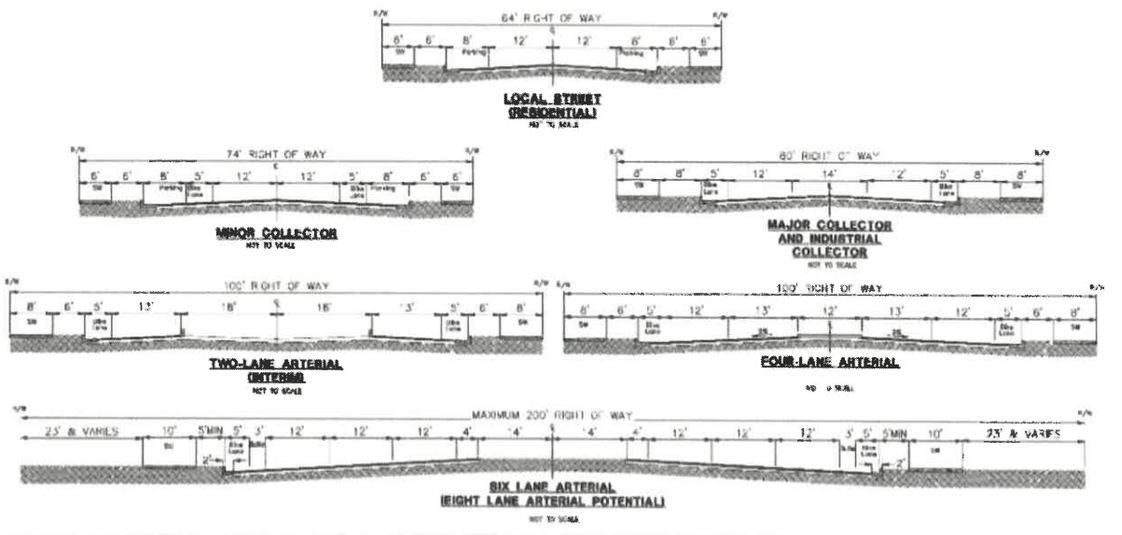
(b) We, the People of American Canyon, do hereby find, determine, ordain, and resolve that the General Plan Amendment is consistent and compatible with the rest of the 2040 General Plan.

Section A-4. Amendments

(a) The following amendments are hereby made to the Mobility Element of the 2040 General Plan:

(1) MOB Figure 6 on page M-16 of the Mobility Element of the 2040 General Plan is hereby amended to include a new Standard Roadway Cross Section for Minor Collector (Modified). The new figure is shown with a green background.

MOB Figure 6: Standard Roadway Cross Sections (Existing)



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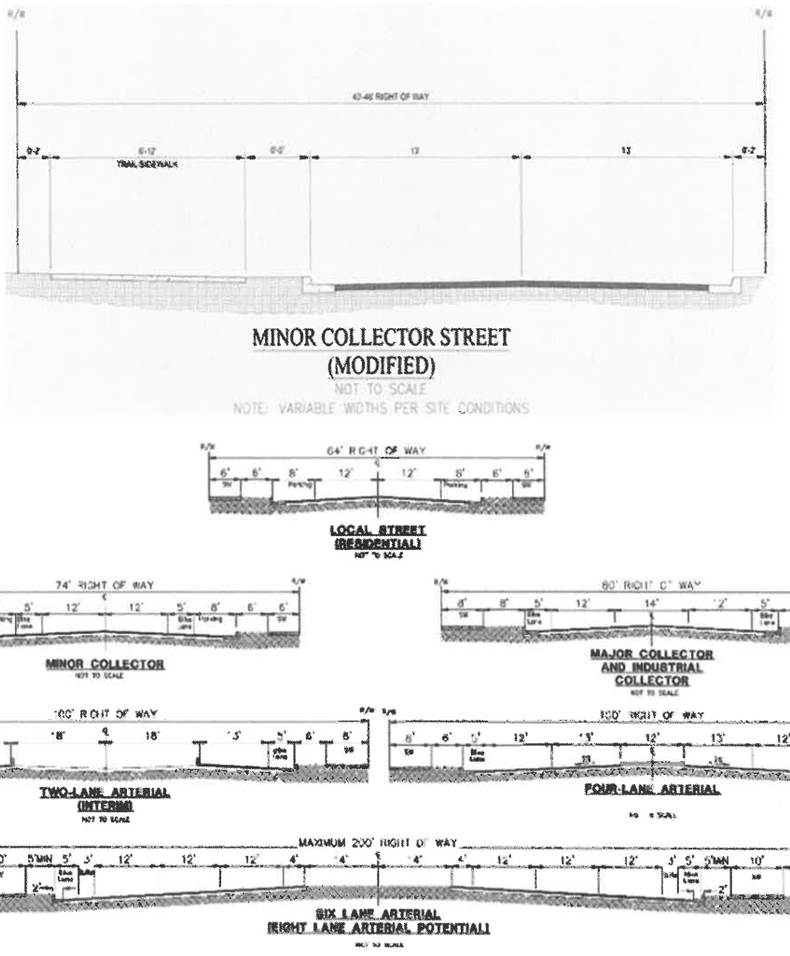
CITY OF AMERICAN CANYON
FINANCE DEPARTMENT

MOB Figure 6: Standard Roadway Cross Sections (Amended) The new figure is shown with a green background.



(2) Text in the "Street System Plan," "SR 29 Corridor Planning" section of the Mobility Element of the 2040 General Plan under the heading "Newell Drive and South Kelly Road Extensions" on Page M-18 is amended to read as follows, with new text shown in underscore (i.e., new text) and deleted text shown in strikethrough (i.e., ~~deleted text~~):

Newell Drive and South Kelly Road Extensions (Amended)

The Mobility Element roadway network includes extension of Newell Drive north from its current terminus concurrent with future development. MOB- Figure 8 shows the conceptual future alignment of Newell Drive. The precise alignment will be determined through future planning processes. As envisioned, Newell Drive would eventually connect American Canyon Road in the south with SR 29 at Green Island Road. In addition, South Kelly Road would extend south from North Kelly Road to a new connection with Newell Drive. ~~The future roads~~ Newell Drive, from Donaldson Way to SR 29 at Green Island Road, ~~would be a 2-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks.~~ would be a 2-lane collector with one motor vehicle lane in each direction, with a sidewalk on the west side.

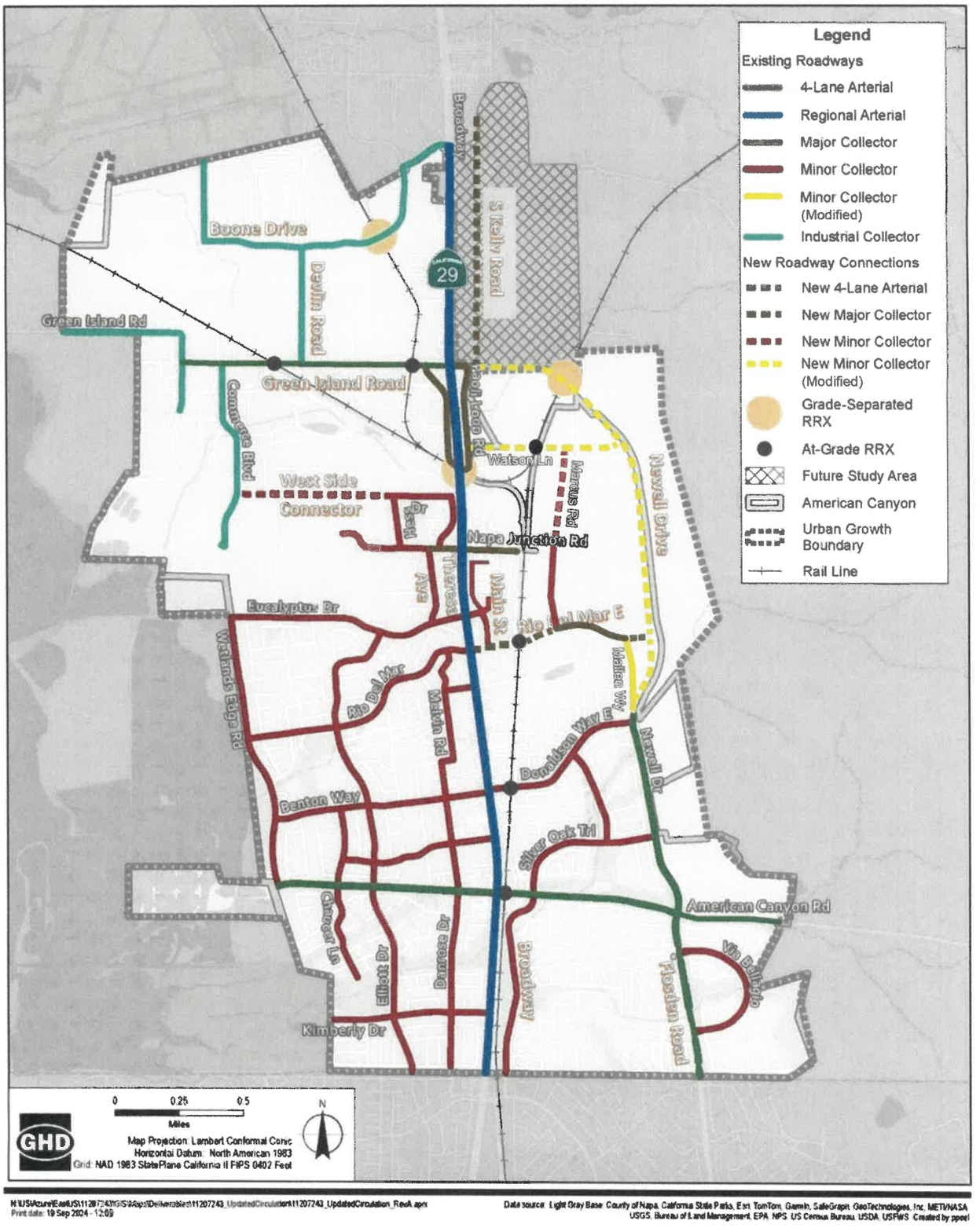
Mallen Way has been completed from Donaldson Way in the south to Rio Del Mar in the north, providing a north-south connection prior to the Newell Drive extension. Mallen Way is a 2-lane minor collector (modified) with one motor vehicle lane in each direction, with the Napa Valley Vine Trail on the west side.

(3) Text in the "Street System Plan," "SR 29 Corridor Planning" section of the Mobility Element of the 2040 General Plan on Page M-19 is added before the text heading "Rio Del Mar East" to read as follows, with new text shown in underscore (i.e., new text) and deleted text shown in strikethrough (i.e., ~~deleted text~~):

Watson Lane/Marcus Road Connector

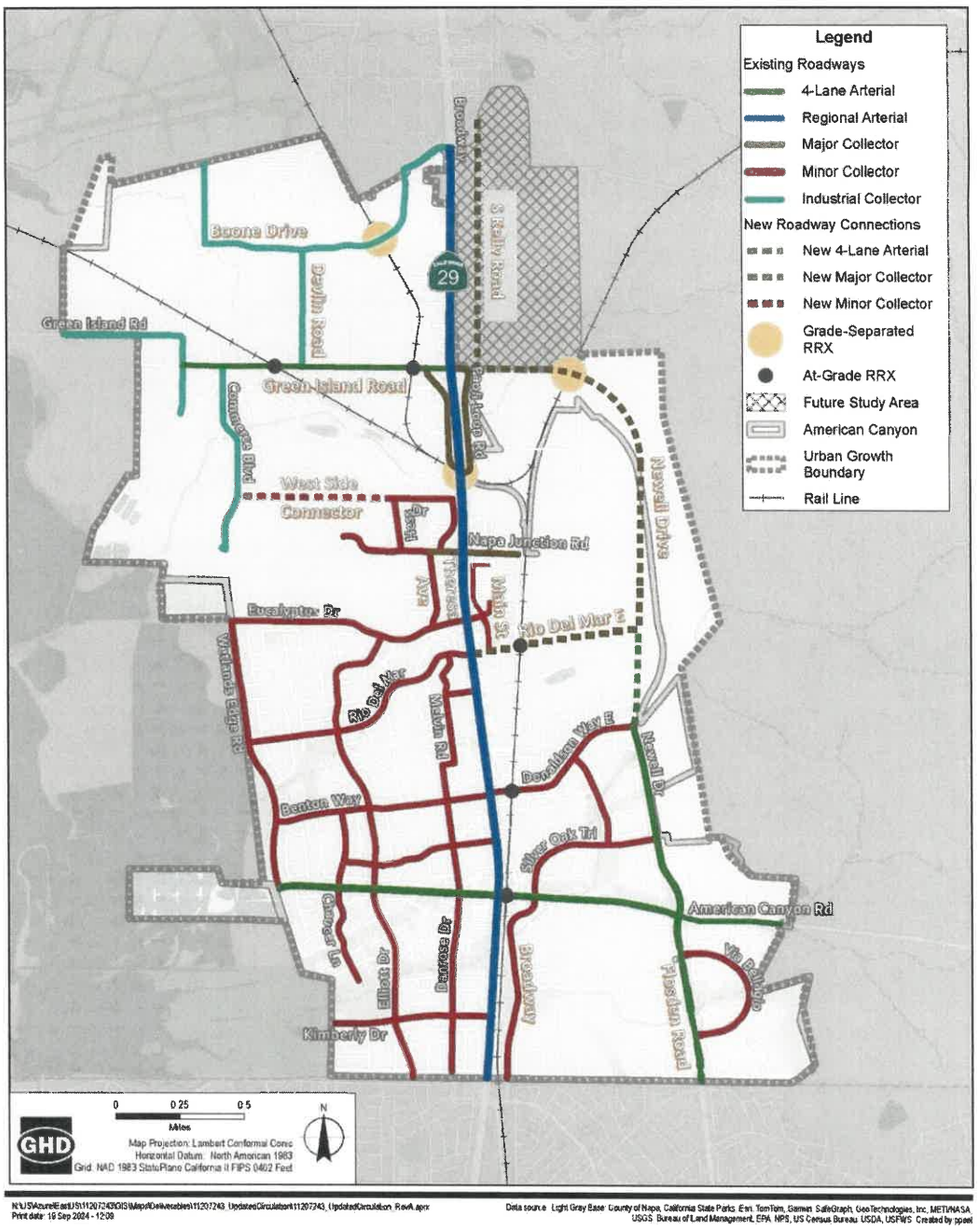
Watson Lane is an existing east-west roadway extending east from Paoli Loop Road. When completed, Watson Lane will connect to SR 29 via Paoli Loop Road to the west and Newell Drive to the east as a 2-lane minor collector (modified) and serve as an efficient cross-town east-west roadway at the northern extents of Watson Ranch and the City. As part of improvements to this roadway segment, Watson Lane will also have an improved Union Pacific Railroad line at-grade public crossing. To further enhance roadway connectivity between the east-west portions of the City, the existing segment of Marcus Road north of Rio Del Mar will be extended northward to connect to Watson Lane. Marcus Road is a minor collector with one motor vehicle lane in each direction, bicycle lanes, sidewalks, and parking on one side. The Watson Lane/Marcus Road Connector, once constructed and improved, is recognized as providing a viable connection and secondary access to the Watson Ranch Specific Plan, in addition or as a substitute to the Rio Del Mar and South Napa Junction secondary access options. The construction and improvement of Watson Lane/Marcus Road Connector will be done in phases as necessary or desired to meet development needs.

MOB Figure 8: General Plan Mobility System Map (Amended) The new segments are shown in yellow.



(4) MOB Figure 8: General Plan Mobility System Map on page M-20 of the Mobility Element of the 2040 General Plan is hereby amended as follows:

MOB Figure 8: General Plan Mobility System Map (Existing)



(5) MOB Table 3: Major Circulation Improvements on page M-26 of the Mobility Element of the 2040 General Plan is amended to read as follows, with additions shown in underline (i.e., addition) and deletions shown in strikethrough (i.e., ~~strikethrough~~):

Planned Street Network Improvements

To provide complete streets and correlate existing and planned land uses within the city, mobility improvements will be needed. Major street improvement locations are summarized on MOB-Table 3.

MOB-Table 3: Major Circulation Improvements

Street	From (South or East)	To (North or West)	Classification
State Route 29	Southern City Limits	Northern City Limits	See NVTA PID Report
Newell Drive	Rio Del Mar	SR 29/Green Island Road	~~2-Lane Major Collector~~ 2-Lane Minor Collector (Modified)
S. Kelly Road	Paoli Loop	N. Kelly Road	2-Lane Major Collector
Newell Drive	Donaldson Way	Rio Del Mar	~~4-Lane Arterial~~ 2-Lane Minor Collector (Modified)
Green Island Road	Western Terminus	Easter Terminus	3-Lane Arterial
West Side Connector	Commerce Boulevard	Hess Drive	2-Lane Major Collector
Eucalyptus Drive	Theresa Avenue	SR 29	2-Lane Major Collector
Rio Del Mar or South Napa Junction Road (includes new at-grade railroad crossing)	SR 29	Newell Drive	2-Lane Major Collector
Napa Junction Road	Western Terminus	Theresa Avenue	2-Lane Minor Collector
Newell Drive Railroad Overcrossing	South of Railroad	North of Railroad	2-Lane Arterial Bridge Structure
American Canyon Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Donaldson Way Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Napa Junction Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Watson Lane and At-Grade Railroad Crossing Improvements	East of Paoli Loop Road	West of Newell Drive	2-Lane Minor Collector (Modified), At-Grade Crossing

Source: City of American Canyon

(6) Policy MOB-1.28 is hereby added on p. M-31 of the Mobility Element of the 2040 General Plan to read as follows, with new text shown in underscore (i.e., new text) and deleted text shown in strikethrough (i.e., ~~deleted text~~):

MOB-1.27: Sustainable Roadway Expansion. Monitor the effects of roadway expansion on air, noise, seismic and archeological resources, and nesting habitat.

MOB-1.28: Coordination with Adjacent Jurisdictions. Coordinate with adjacent jurisdictions to ensure connected and consistent non- vehicular facilities, including bridges, grade-separate crossings, as appropriate.

MOB-1.29: Watson Lane/Marcus Road Improvements. Improve Watson Lane/Marcus Road substantially pursuant to a Minor Collector (Modified) street facility classification from Paoli Loop Road to Newell Drive, including at-grade railroad crossing improvements. Design should take into consideration site constraints and adjacent property owner needs.

RESOLUTION NO. 2026-
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON SUBMITTING THE PROPOSED INITIATIVE ORDINANCE KNOWN AS MEASURE M TO THE VOTERS AT THE NOVEMBER 3, 2026, GENERAL MUNICIPAL ELECTION CONSOLIDATED WITH NAPA COUNTY PURSUANT TO CALIFORNIA ELECTIONS CODE SECTION 9215(b)

WHEREAS, pursuant to California Elections Code section 9200 et seq., proponents submitted an initiative petition entitled:

"Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane Extension and Newell Drive Extension to the General Plan Roadway Network" ("Measure M"); and

WHEREAS, the initiative petition was examined by the Napa County Registrar of Voters in accordance with applicable provisions of the California Elections Code; and

WHEREAS, the Napa County Registrar of Voters certified that the initiative petition contains a sufficient number of valid signatures of registered voters of the City of American Canyon; and

WHEREAS, on June 2, 2026, the City Council adopted Resolution No. 2026-___ accepting the certification of sufficiency for Measure M; and

WHEREAS, on June 2, 2026, the City Council adopted Resolution No. 2026-___ calling the November 3, 2026, General Municipal Election and requesting consolidation of that election with Napa County; and

WHEREAS, California Elections Code section 9215(b) authorizes the City Council to submit a proposed initiative ordinance to the voters following certification of petition sufficiency; and

WHEREAS, the City Council desires to submit the proposed initiative ordinance known as Measure M to the voters on the November 3, 2026, General Municipal Election consolidated with Napa County.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of American Canyon as follows:

SECTION 1. Recitals.
The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. Submission to the Voters.
Pursuant to California Elections Code section 9215(b), the City Council hereby directs to be submitted to the voters of the City of American Canyon regarding the proposed initiative ordinance known as Measure M, the following question:

Shall the measure to amend the American Canyon 2040 General Plan Mobility Element to add Watson Lane/Marcus Road circulation connection between State Route 29 and Newell Drive be adopted?	YES
	NO

SECTION 3. The proposed measure title and summary are as follows:

"Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/ Marcus Road Circulation Connection Between State Route 29 and Newell Drive"

Summary:
If approved by a majority of American Canyon voters, this initiative would make several amendments to the American Canyon 2040 General Plan's Mobility Element. The current Mobility Element plans for Newell Drive to connect to State Route 29 at Green Island Road in the north and via Donaldson Way in the south.

The initiative would amend the Mobility Element's SR 29 Corridor Planning to add a "Watson Lane/Marcus Road Connector" as an additional east-west and northern circulation connection to State Route 29. Watson Lane would be planned as a 2-lane east-west minor collector street connecting Newell Drive to State Route 29 via Paoli Loop Road. The initiative also proposes to connect Watson Lane to Rio Del Mar by a planned northern extension of Marcus Road. The Mobility Element would also plan for an improved at-grade public railroad crossing at Watson Lane.

The initiative would also amend the Mobility Element's Street Classifications section to add a new type of collector street, a "Minor Collector Street (Modified)," to the City's standard roadway cross sections. The initiative would reclassify previously planned roadway segments of Newell Drive from Donaldson Way to Rio Del Mar, and from Rio Del Mar to State Route 29 at Green Island Road, and on Mallen Way, from arterial or standard collector street classifications to a minor collector street (modified) classification, with a sidewalk on the west side.

The initiative would add a policy to the Mobility Element addressing improvements to Watson Lane and Marcus Road, including planning for the at-grade railroad crossing. The initiative does not fund or authorize construction of any road. Any future construction requires additional approvals by the City Council.

If this initiative is approved, the City's General Plan Mobility Element would be amended to add the new east-west connection between Newell Drive and State Route 29 at Watson Lane and the new connection between Rio Del Mar and Watson Lane by extending Marcus Road.

If this initiative is not approved, the City's General Plan Mobility Element would remain the same as it reads now, with Newell Drive planned to connect to State Route 29 at Green Island Road in the north and via Donaldson Way in the south.

The initiative prohibits the City Council from changing any of its provisions. Only the City's voters could amend the initiative's provisions.

SECTION 4. Consolidation with Napa County.
The election for Measure M shall be consolidated with the November 3, 2026, statewide election to be conducted by the Napa County Registrar of Voters pursuant to Resolution No. 2026-___ previously adopted by the City Council.

SECTION 5. Election Administration.
The Napa County Registrar of Voters is hereby authorized and requested to take all actions necessary for the conduct and administration of the election related to Measure M in accordance with applicable provisions of law.

SECTION 6. CEQA.
The City Council finds that adoption of this Resolution and the initiative ordinance, if approved by the City's voters, is not a project within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378, subdivision (b)(3) as the ordinance was proposed by a petition signed by the requisite number of registered voters.

SECTION 7. Certification.
The City Clerk shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 2nd day of June 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

_____
Matthew Summers, City Attorney

INITIATIVE MEASURE
TITLE AND SUMMARY
PREPARED BY AMERICAN CANYON CITY ATTORNEY
UNDER ELECTIONS CODE SECTION 9203

Title:
Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane/Marcus Road Circulation Connection Between State Route 29 and Newell Drive

Summary:
If approved by a majority of American Canyon voters, this initiative would make several amendments to the American Canyon 2040 General Plan's Mobility Element. The current Mobility Element plans for Newell Drive to connect to State Route 29 at Green Island Road in the north and via Donaldson Way in the south.

The initiative would amend the Mobility Element's SR 29 Corridor Planning to add a "Watson Lane/Marcus Road Connector" as an additional east-west and northern circulation connection to State Route 29. Watson Lane would be planned as a 2-lane east-west minor collector street connecting Newell Drive to State Route 29 via Paoli Loop Road. The initiative also proposes to connect Watson Lane to Rio Del Mar by a planned northern extension of Marcus Road. The Mobility Element would also plan for an improved at-grade public railroad crossing at Watson Lane.

The initiative would also amend the Mobility Element's Street Classifications section to add a new type of collector street, a "Minor Collector Street (Modified)," to the City's standard roadway cross sections. The initiative would reclassify previously planned roadway segments of Newell Drive from Donaldson Way to Rio Del Mar, and from Rio Del Mar to State Route 29 at Green Island Road, and on Mallen Way, from arterial or standard collector street classifications to a minor collector street (modified) classification, with a sidewalk on the west side.

The initiative would add a policy to the Mobility Element addressing improvements to Watson Lane and Marcus Road, including planning for the at-grade railroad crossing.

The initiative does not fund or authorize construction of any road. Any future construction requires additional approvals by the City Council.

If this initiative is approved, the City's General Plan Mobility Element would be amended to add the new east-west connection between Newell Drive and State Route

29 at Watson Lane and the new connection between Rio Del Mar and Watson Lane by extending Marcus Road.

If this initiative is not approved, the City's General Plan Mobility Element would remain the same as it reads now, with Newell Drive planned to connect to State Route 29 at Green Island Road in the north and via Donaldson Way in the south.

The initiative prohibits the City Council from changing any of its provisions. Only the City's voters could amend the initiative's provisions.

If you want a copy of the Initiative, or any documents related to the Initiative, you may obtain a copy at no cost to you by making a request to the City Clerk by phone at: (707) 647-4369 or email at: cityclerk@americancanyon.gov.

_____ _____

Teresa L. Highsmith
City Attorney, City of American Canyon

Dated: _____

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The People of the City of American Canyon do ordain as follows:

SECTION 1 Purpose, Intent, Findings and Declarations.

(a) On November 18, 2025, the City Council of the City of American Canyon adopted Resolution No. 2025-92, that adopted the City of American Canyon 2040 General Plan Policy Document ("2040 General Plan"). The 2040 General Plan acts as the "constitution" and framework for the future growth and development of the City of American Canyon. The 2040 General Plan contains detailed goals and policies to direct development. State law requires that all implementing programs—such as zoning and subdivision ordinances, capital improvement plans, specific plans, and building and housing codes—remain consistent with the General Plan.

(b) The 2040 General Plan consists of elements and appendices. One of these elements is the "Mobility Element" that provides a long-term vision for transportation and circulation within the City of American Canyon. The Mobility Element includes information regarding the existing roads, including railroad crossings, and outlines future roadways with proposed sizes for diverse types of roads.

(c) This Initiative Measure amends the Mobility Element of the General Plan by designating Watson Lane as a new connector to provide northern access to the City's planned areas of development, including connections to Newell Drive and Marcus Road, as well as clean up other omissions in the 2040 General Plan's Mobility Element. This new Watson Lane would be developed with specific improvement standards that provide safe travel for the public.

(d) This is our City, our community, and our decision as to what is right for American Canyon! It is time for the voters of the American Canyon alone to stand up and improve circulation at the northern end of the City. Supporting this Initiative Measure and its General Plan Amendment will ensure improved circulation in the northern reaches of the City of American Canyon. Our sovereignty is sacred!

SECTION 2 Environmental Compliance.

We, the People of the City of American Canyon, are excluded legally from the ability to comply with the California Environmental Quality Act (CEQA) in our actions in this Initiative Measure. This Initiative Measure enacts legislative approvals that We, the People, can legally enact without CEQA compliance. However, the bottom line is: Future activities implementing this Initiative Measure may be subject to CEQA compliance.

SECTION 3 General Plan Amendments.

(a) We, the People of the City of American Canyon, do hereby amend the 2040 General Plan and adopt that "General Plan Amendment" set forth in Attachment A to this Initiative Measure, attached hereto and incorporated herein by this reference as if set forth here in full in this place.

(b) The voters intend for Section 9217 of the Elections Code to apply to this Initiative Measure, specifically that no portion of the measure shall be repealed or amended except by a vote of the people.

SECTION 4 Implementation.

(a) This Initiative Measure supports and anticipates additional approvals and permits outside of the scope of this Initiative Measure (including without limitation, annexation, subdivision maps, use permits, future amendments to the General Plan, future amendments to the Watson Ranch Specific Plan, future amendments to the American Canyon Municipal Code, and all other local laws and approvals, etc.) that may be needed for or desirous to the further planning, development, construction, maintenance, occupancy, and/or build out of the areas described in the General Plan. Nothing in this Initiative Measure is intended to remove the legal requirement that the City and all responsible agencies fully comply with CEQA, Planning and Zoning law, the Subdivision Map Act, and all other relevant laws prior to taking action on any such subsequent approvals and permits so needed or desired for the implementation of the General Plan, with the understanding that those subsequent processes and approvals must be conducted in a manner that is consistent with the legislative approvals granted by this Initiative Measure. Therefore, We, the People of American Canyon, do hereby direct the City to commence immediately, and continue with due diligence until completed, all processes and approvals that are within the City's powers and that are necessary or desirous to bring the Geneal Plan as amended by this Initiative Measure to fruition.

(b) Nothing in this Initiative Measure shall be construed to preclude, prohibit, or limit the City from complying with any requirements under State Housing Law. To the extent that any provision of this Initiative Measure can be read to conflict with State Housing Law, it shall be interpreted to allow for compliance with State Housing Law, consistent with the effectuation of all the purposes and provisions of this Initiative Measure.

(c) Once adopted by this Initiative Measure, no portion of the General Plan Amendment provisions of this Initiative Measure shall be repealed or amended except by a vote of the people.

SECTION 5 Conflicting Measures.

(a) This Initiative Measure shall be deemed to conflict with any other initiative measure and/or referendum measure appearing on the same ballot (collectively, "Other Measure(s)") if such Other Measure(s) addresses any of the following subjects, whether it does so by specific application or as a more general enactment that could otherwise be applied in a manner that addresses any of the following subjects, including without limitation: roadway control, growth control; water use control; or any Other Measure(s) that may impede, impair, or prohibit the planning, development, construction, maintenance, occupancy, and/or build out consistent with the General Plan Amendment enacted in this Initiative Measure.

(b) In the event that this Initiative Measure and any Other Measure(s) are approved by the voters at the same election, and this Initiative Measure receives a greater number of affirmative votes than any such Other Measure(s), this Initiative Measure shall control in its entirety and the Other Measure(s) shall be rendered void and without any legal effect. If this Initiative Measure is approved by a majority of the voters but does not receive a greater number of affirmative votes than any such Other Measure(s), then this Initiative Measure shall take effect to the extent permitted by law. To that end and to the maximum extent permitted by law, the provisions of this Initiative Measure shall be fully adopted except to the extent that specific provisions contained in each measure (this Initiative Measure and the Other Measure(s)) are deemed to be in direct conflict with each other on a "provision by provision" basis.

SECTION 6 Construction.

(a) This Initiative Measure shall be liberally construed to effectuate its purposes.

(b) This Initiative Measure shall be interpreted so as to be consistent with all federal, state, regional, and City of American Canyon laws, rules and regulations.

SECTION 7 Severability, Cure and Re-Approval.

(a) If any portion, section, phrase, sentence, or word (collectively, "portion") of this Initiative Measure, or a portion's application to a particular situation, is held invalid by a court of competent jurisdiction, then that portion shall be considered severed from this Initiative Measure and the remaining portions of this Initiative Measure shall remain in legal force and effect. We, the People of the City of American Canyon, declare that We would have adopted this Initiative Measure, and each portion of it, irrespective of the fact that any other portion, or application to a situation, be held invalid.

(b) If any portion of this Initiative Measure is held by a court of competent jurisdiction to be invalid, We, the People of the City of American Canyon, indicate our strong desire that: (1) the City Council shall use its best efforts to sustain and reenact that portion; and that (2) the Council

shall implement this Initiative Measure by taking all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of We, the People of the City of American Canyon, through this Initiative Measure.

SECTION 8 Adopted Date; Effective Date; Statute of Limitations.

(a) If a majority of the voters vote in favor of this Initiative Measure, then this Initiative Measure shall be considered adopted, and shall be considered to go into effect, in accordance with the provisions of Elections Code section 9217. If, instead, this Initiative Measure is adopted without alteration by a majority of the City Council in accordance with the provisions of Elections Code section 9215, then this Initiative Measure shall be considered adopted and effective upon such date of adoption by such City Council majority.

(b) Unless a statute is enacted by the State Legislature providing a shorter timeline, all provisions of this Initiative Measure shall be deemed subject to Government Code Section 65009(c), and no action or proceeding challenging all or any part of this Initiative Measure shall be maintained unless commenced and service made upon the City of American Canyon within 90 days of this Initiative Measure's adoption, either by the voters or by the City Council, as provided above.

>>Attachment A begins on the next page.

ATTACHMENT A

General Plan Amendment

Section A-1. Generally.

(a) We, the People of American Canyon, do hereby amend the 2040 General Plan Policy Document as adopted by the City Council of the City of American Canyon on November 18, 2025, as set forth in this Attachment A. This Initiative Measure neither amends nor deletes existing General Plan text by implication; all amendments are made expressly as follows: when new text is added to the General Plan by this Initiative Measure, that new text is shown as underscored (i.e., new text). When existing General Plan text is deleted by this Initiative Measure, that deleted text is shown as struck through (i.e., ~~deleted text~~). Additionally, amendments to the General Plan effectuated by this Initiative Measure are cited by Element or other relevant major section of the General Plan, and then the particular Exhibits, Figures, Objectives, Goals, Policies, and/or Actions that are being added, deleted or revised, and the approximate page in the existing General Plan where the text before revision resides. Inaccuracies in citation shall not nullify the amendments effectuated by this Initiative measure.

Section A-2. Recitals/Findings.

(a) Pursuant to Section 65300 of the State Planning and Zoning Law, the City of American Canyon ("City") has adopted the 2040 General Plan Policy Document ("2040 General Plan") to provide comprehensive long-range planning and a blueprint of the City's future form, including a Mobility Element that includes circulation maps that specify the roadway network and the distribution of types of roadway improvements to promote circulation within the City.

Section A-3. Approval.

(a) We, the People of American Canyon, do hereby find that the General Plan Amendment is in the public interest: the creation of a new Watson Lane Modified Collector will provide a much-needed northern access for properties east of State Route 29, improving safety for schools and providing alternate routes for emergency vehicles, as set forth in this Initiative Measure, as further depicted on the following Exhibit A-1, attached hereto and incorporated herein by this reference as if set forth in this place in full.

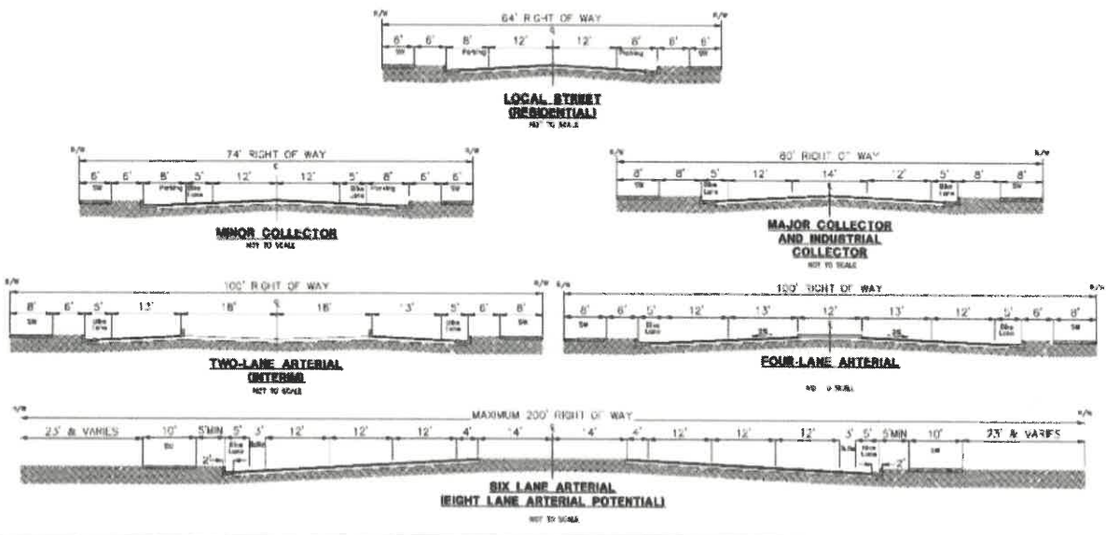
(b) We, the People of American Canyon, do hereby find, determine, ordain, and resolve that the General Plan Amendment is consistent and compatible with the rest of the 2040 General Plan.

Section A-4. Amendments

(a) The following amendments are hereby made to the Mobility Element of the 2040 General Plan:

(1) MOB Figure 6 on page M-16 of the Mobility Element of the 2040 General Plan is hereby amended to include a new Standard Roadway Cross Section for Minor Collector (Modified). The new figure is shown with a green background.

MOB Figure 6: Standard Roadway Cross Sections (Existing)



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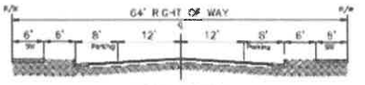
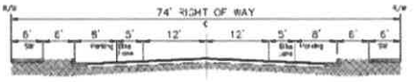
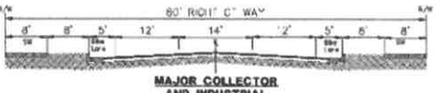
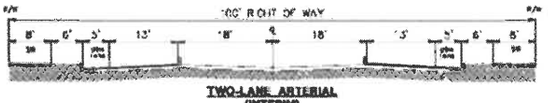
MOB Figure 6: Standard Roadway Cross Sections (Amended) The new figure is shown with a green background.









(2) Text in the "Street System Plan," "SR 29 Corridor Planning" section of the Mobility Element of the 2040 General Plan under the heading "Newell Drive and South Kelly Road Extensions" on Page M-18 is amended to read as follows, with new text shown in underscore (i.e., new text) and deleted text shown in strikethrough (i.e., ~~deleted text~~):

Newell Drive and South Kelly Road Extensions (Amended)

The Mobility Element roadway network includes extension of Newell Drive north from its current terminus concurrent with future development. MOB- Figure 8 shows the conceptual future alignment of Newell Drive. The precise alignment will be determined through future planning processes. As envisioned, Newell Drive would eventually connect American Canyon Road in the south with SR 29 at Green Island Road. In addition, South Kelly Road would extend south from North Kelly Road to a new connection with Newell Drive. ~~The future roads~~ Newell Drive, from Donaldson Way to SR 29 at Green Island Road, ~~would be a 2-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks.~~ would be a 2-lane collector with one motor vehicle lane in each direction, with a sidewalk on the west side.

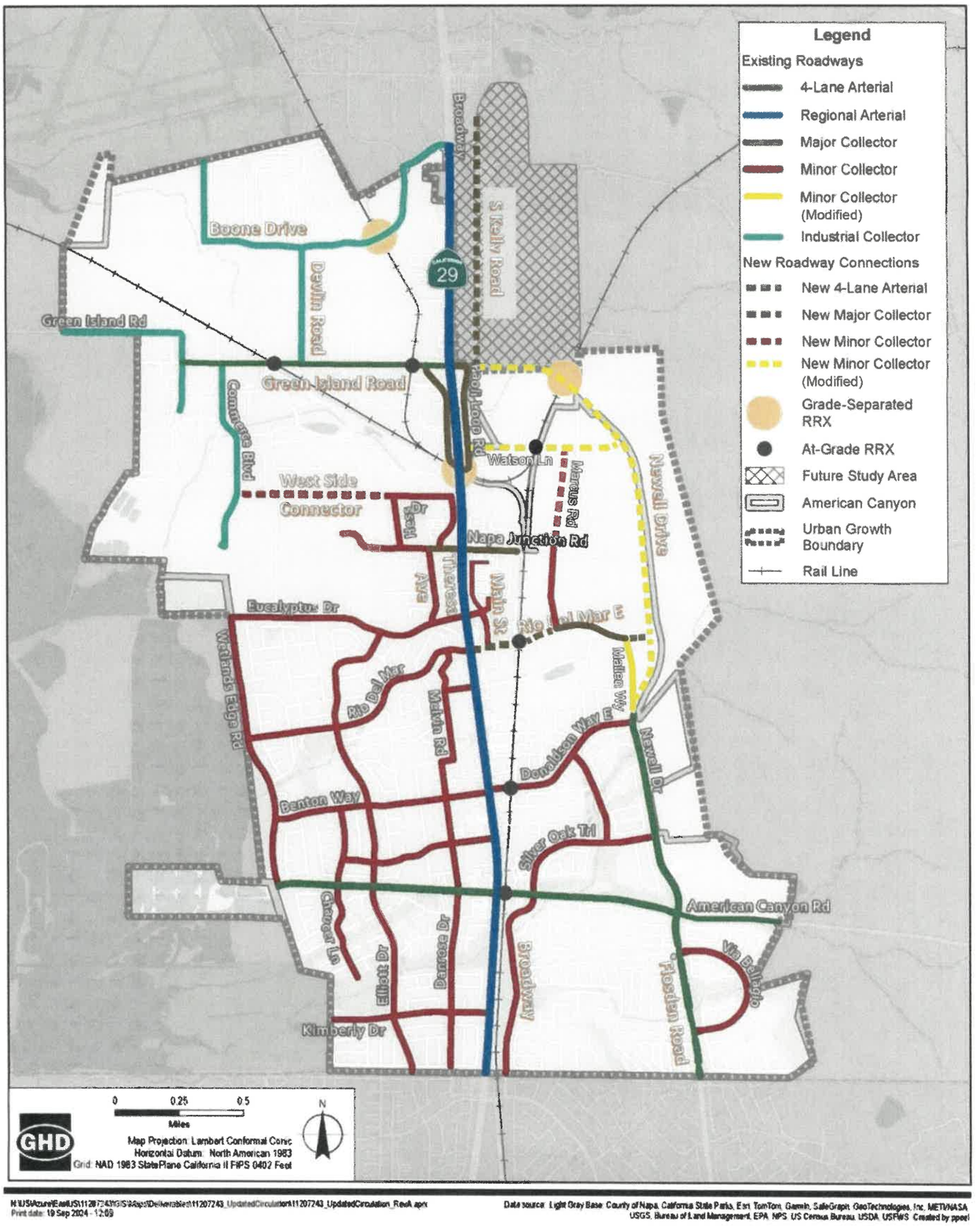
Mallen Way has been completed from Donaldson Way in the south to Rio Del Mar in the north, providing a north-south connection prior to the Newell Drive extension. Mallen Way is a 2-lane minor collector (modified) with one motor vehicle lane in each direction, with the Napa Valley Vine Trail on the west side.

(3) Text in the "Street System Plan," "SR 29 Corridor Planning" section of the Mobility Element of the 2040 General Plan on Page M-19 is added before the text heading "Rio Del Mar East" to read as follows, with new text shown in underscore (i.e., new text) and deleted text shown in strikethrough (i.e., ~~deleted text~~):

Watson Lane/Marcus Road Connector

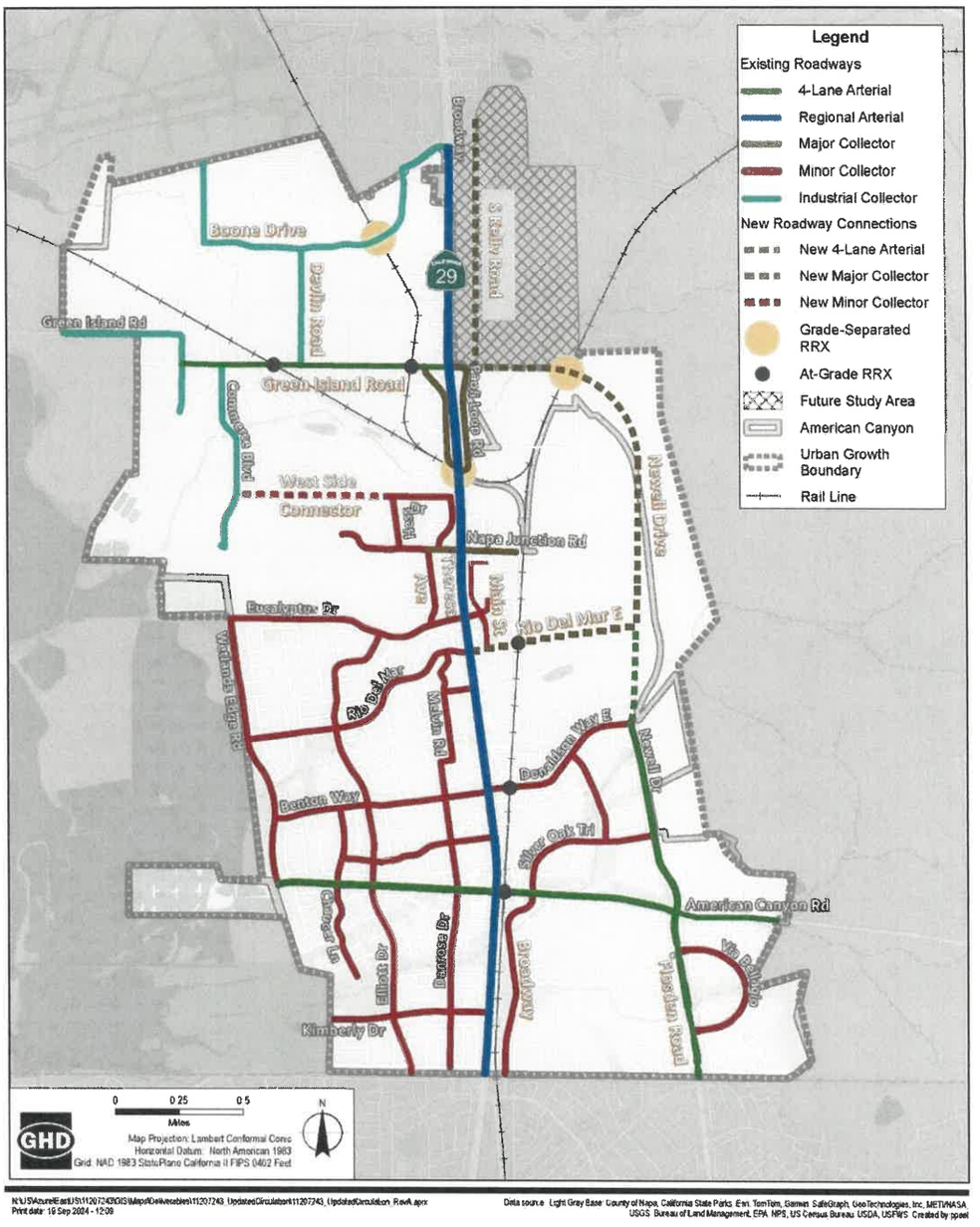
Watson Lane is an existing east-west roadway extending east from Paoli Loop Road. When completed, Watson Lane will connect to SR 29 via Paoli Loop Road to the west and Newell Drive to the east as a 2-lane minor collector (modified) and serve as an efficient cross-town east-west roadway at the northern extents of Watson Ranch and the City. As part of improvements to this roadway segment, Watson Lane will also have an improved Union Pacific Railroad line at-grade public crossing. To further enhance roadway connectivity between the east-west portions of the City, the existing segment of Marcus Road north of Rio Del Mar will be extended northward to connect to Watson Lane. Marcus Road is a minor collector with one motor vehicle lane in each direction, bicycle lanes, sidewalks, and parking on one side. The Watson Lane/Marcus Road Connector, once constructed and improved, is recognized as providing a viable connection and secondary access to the Watson Ranch Specific Plan, in addition or as a substitute to the Rio Del Mar and South Napa Junction secondary access options. The construction and improvement of Watson Lane/Marcus Road Connector will be done in phases as necessary or desired to meet development needs.

MOB Figure 8: General Plan Mobility System Map (Amended) The new segments are shown in yellow.



(4) MOB Figure 8: General Plan Mobility System Map on page M-20 of the Mobility Element of the 2040 General Plan is hereby amended as follows:

MOB Figure 8: General Plan Mobility System Map (Existing)



(5) MOB Table 3: Major Circulation Improvements on page M-26 of the Mobility Element of the 2040 General Plan is amended to read as follows, with additions shown in underline (i.e., addition) and deletions shown in strikethrough (i.e., ~~strikethrough~~):

Planned Street Network Improvements

To provide complete streets and correlate existing and planned land uses within the city, mobility improvements will be needed. Major street improvement locations are summarized on MOB-Table 3.

MOB-Table 3: Major Circulation Improvements

Street	From (South or East)	To (North or West)	Classification
State Route 29	Southern City Limits	Northern City Limits	See NVTA PID Report
Newell Drive	Rio Del Mar	SR 29/Green Island Road	~~2-Lane Major Collector~~ 2-Lane Minor Collector (Modified)
S. Kelly Road	Paoli Loop	N. Kelly Road	2-Lane Major Collector
Newell Drive	Donaldson Way	Rio Del Mar	~~4-Lane Arterial~~ 2-Lane Minor Collector (Modified)
Green Island Road	Western Terminus	Easter Terminus	3-Lane Arterial
West Side Connector	Commerce Boulevard	Hess Drive	2-Lane Major Collector
Eucalyptus Drive	Theresa Avenue	SR 29	2-Lane Major Collector
Rio Del Mar or South Napa Junction Road (includes new at-grade railroad crossing)	SR 29	Newell Drive	2-Lane Major Collector
Napa Junction Road	Western Terminus	Theresa Avenue	2-Lane Minor Collector
Newell Drive Railroad Overcrossing	South of Railroad	North of Railroad	2-Lane Arterial Bridge Structure
American Canyon Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Donaldson Way Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Napa Junction Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Watson Lane and At-Grade Railroad Crossing Improvements	East of Paoli Loop Road	West of Newell Drive	2-Lane Minor Collector (Modified), At-Grade Crossing

Source: City of American Canyon

(6) Policy MOB-1.28 is hereby added on p. M-31 of the Mobility Element of the 2040 General Plan to read as follows, with new text shown in underscore (i.e., new text) and deleted text shown in strikethrough (i.e., ~~deleted text~~):

MOB-1.27: Sustainable Roadway Expansion. Monitor the effects of roadway expansion on air, noise, seismic and archeological resources, and nesting habitat.

MOB-1.28: Coordination with Adjacent Jurisdictions. Coordinate with adjacent jurisdictions to ensure connected and consistent non- vehicular facilities, including bridges, grade-separate crossings, as appropriate.

MOB-1.29: Watson Lane/Marcus Road Improvements. Improve Watson Lane/Marcus Road substantially pursuant to a Minor Collector (Modified) street facility classification from Paoli Loop Road to Newell Drive, including at-grade railroad crossing improvements. Design should take into consideration site constraints and adjacent property owner needs.

RESOLUTION NO. 2026-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ORDERING THE PREPARATION OF A REPORT PURSUANT TO CALIFORNIA ELECTIONS CODE SECTION 9212 REGARDING THE PROPOSED INITIATIVE ORDINANCE KNOWN AS MEASURE M

WHEREAS, pursuant to California Elections Code section 9200 et seq., proponents submitted an initiative petition entitled:

"Initiative Measure to Amend American Canyon 2040 General Plan Mobility Element to Add Watson Lane Extension and Newell Drive Extension to the General Plan Roadway Network" ("Measure M"); and

WHEREAS, the initiative petition was examined by the Napa County Registrar of Voters in accordance with applicable provisions of the California Elections Code; and

WHEREAS, the Napa County Registrar of Voters certified that the initiative petition contains a sufficient number of valid signatures of registered voters of the City of American Canyon; and

WHEREAS, on June 3, 2026, the City Council adopted Resolution No. 2026-___ accepting the certification of sufficiency for Measure M; and

WHEREAS, pursuant to California Elections Code section 9212, prior to taking final action under Elections Code section 9215, the City Council may direct the preparation of a report concerning the potential effects and impacts of the proposed initiative measure; and

WHEREAS, California Elections Code section 9212(b) provides that the report shall be presented to the legislative body within the time prescribed by the legislative body, but no later than 30 days after the elections official certifies to the legislative body the sufficiency of the petition; and

WHEREAS, the City Council desires to obtain additional information and analysis regarding the potential impacts of Measure M before taking final action pursuant to Elections Code section 9215.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of American Canyon as follows:

SECTION 1. Recitals.
The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. Direction to Prepare Report.
Pursuant to California Elections Code section 9212, the City Council hereby directs staff to prepare a report regarding the proposed initiative ordinance known as Measure M.

SECTION 3. Scope of Report.
The report may address any or all matters identified in California Elections Code section 9212, including but not limited to:

a) Fiscal impacts of the proposed initiative measure;
b) Effects on the internal consistency of the City's General Plan and specific plans;
c) Effects on land use, housing availability, and regional housing needs;
d) Impacts on infrastructure and public services, including transportation, parks, and open space;

e) Impacts on business and employment;
f) Impacts on traffic congestion, agricultural lands, open space, and developed areas designated for revitalization; and
g) Any other matters deemed relevant by the City Manager, City Attorney, or City Council.

SECTION 4. Timing of Report.
The report shall be presented to the City Council within the time prescribed by the City Council, but no later than 30 days after certification of the sufficiency of the initiative petition in accordance with California Elections Code section 9212.

SECTION 5. Future Council Action.
Following receipt of the report, the City Council shall proceed in accordance with California Elections Code section 9215.

SECTION 6. CEQA.
The City Council finds that adoption of this Resolution is not a project within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378 because it constitutes an administrative and organizational action that will not result in a direct or reasonably foreseeable indirect physical change in the environment.

SECTION 7. Certification.
The City Clerk shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 2nd day of June 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

_____
Matthew Summers, City Attorney

TITLE
Citywide Circulation

RECOMMENDATION
Discussion on Citywide Circulation

CONTACT
Jason Holley, City Manager

BACKGROUND & ANALYSIS
******* Council-Requested Item*******

At the end of its May 19 meeting, Council requested a discussion on the topic of "Citywide circulation" at tonight's meeting.

Given the short turnaround, staff endeavored to coalesce relevant documents to aid the discussion. Potential discussion topics could include:

- History of new roads developed since incorporation (private capital vs. public funds).
- Current and future planned roadway network west of the highway.
- Current and future planned roadway network west of the highway.
- Future planned road improvements and connections to the highway.
- Current and future planned a ctive transportation networks.
- Roadway safety plans and traffic calming program.
- Typical phases and funding sources for City road projects.
- Relevant new developer agreements.

Staff will provide a brief presentation based on the attachments and then Council can begin its discussion.

COUNCIL PRIORITY PROGRAMS AND PROJECTS
Community and Sense of Place: "Build on the strength of our local community to develop a clear 'sense of place' and establish our unique identity."

FISCAL IMPACT

None

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

0. 2026 Hwy Connection Analysis
1. General Plan 2040 Mobility Element
2. 2022 Local Roadway Safety Plan
3. 2024 Traffic Calming Program
4. 2025 WRSP Implementation Update
5. 2024 Newell Drive Implementation Update
6. 2023 WRSPA
7. 2023 WRSPA Map
8. 2023 Paoli-Watson Lane Annexation EIR (Alt 4 Excerpt)
9. 2019 AC-1 DA
10. 2017 Circulation Update
11. 2015 Traffic Impact Fee Update
12. NVTA GP Amendment Presentation
13. NVTA SR29 Presentation

March 24, 2026

Jason Holley
City Manager
City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, CA 94503

Subject: Amendment No. 1 to Agreement 2025-A162 (TR26-0200) for SR 29 Corridor Intersection Configuration Sensitivity Analysis

Dear Jason,

We understand that the project direction under Agreement 2025-A162 has evolved now that only Alternative 1 of the SR 29 Corridor Improvements is moving forward. The City wishes to undertake a planning-level sensitivity analysis to help the City Council evaluate and compare a defined set of SR 29 intersection configurations at three locations: Eucalyptus Drive (Euc.), Rio Del Mar Road (RDM), and South Napa Junction Road (SNJ), as specifically defined herein.

Kimley-Horn is pleased to offer this amended scope of work. The analysis will evaluate eight (8) intersection configurations, each analyzed under two sub-scenarios (with and without the Main Street extension to South Napa Junction Road), for a total of sixteen (16) scenario combinations. The evaluation framework will be preliminary traffic analysis using simtraffic analysis relative in nature (a sensitivity analysis, not an absolute traffic operations study) consistent in format and depth with the weighted alternatives scoring methodology used for the West Side Connector evaluation during American Canyon's 2021 Circulation Element update. The format and depth of analysis will be consistent with that prior effort and will not exceed it in technical rigor or scope.

The analysis will rely on readily available existing traffic data, previous study from F&P and approved opening year 2030 traffic data from the SR 29 Corridor PA&ED project and other available City records. No new traffic counts are included in this scope.

Our approach is based on the correspondence from Jason Holley dated March 16th 2026, following key understandings, and assumptions:

- The analysis is planning-level study based on the available information as stated earlier, no new forecast work will be performed. Results are not intended as absolute traffic operations conclusions and shall not be represented as such.
- Eight (8) configurations are to be evaluated, organized into two groups based on whether Rio Del Mar remains 3-legged (Configurations 1–5) or becomes 4-legged (Configurations 6–8), as defined in Task 2.2.
- Each configuration is analyzed under two sub-scenarios: (A) with the Main Street extension to South Napa Junction Road through Adobe Lumber, and (B) without, yielding total sixteen (16) scenario combinations.
- For Configurations 1–5, South Napa Junction Road is extended to Newell Drive via the existing at-grade railroad crossing. Rio Del Mar is not extended through Adobe Lumber.
- For Configurations 6–8, Rio Del Mar is extended to Newell Drive through Adobe Lumber via

a new at-grade railroad crossing. South Napa Junction Road does not cross the railroad tracks.

- All existing approaches are assumed to be retained and upgraded to modern multi-modal and safety standards.
- Evaluation criteria will be similar to the one City had developed for West Side Connection. We will confirm the criteria and finalized with City before scoring begins.

Thank you for the continued opportunity to serve the City of American Canyon. If you have any questions, please contact me at **(510) 449- 7337** or **parag.mehta@kimley-horn.com**.

Sincerely,

Kimley-Horn and Associates, Inc.

Parag Mehta, PE – Project Manager
Vice President
10 S Almaden Blvd, Suite 1250
San Jose, CA 95113
parag.mehta@kimley-horn.com

Detailed Scope of Work

This scope is structured as a planning-level sensitivity analysis based on readily available data to support City Council decision-making on SR 29 intersection configurations, organized into four tasks.

Task 1: Project Management and Administration

1.1 Project Kick-off

Conduct one (1) kick-off meeting with City staff to confirm the evaluation framework, finalize the sixteen-scenario matrix, establish evaluation criteria, agree on data sources, and align on deliverable format and schedule.

1.2 Coordination & Meetings

Attend Bi-weekly progress meetings (TEAMS call) with City staff in addition to the kick-off meeting. Up to three Kimley-Horn staff will attend these calls and prepare and distribute agendas, action items, and meeting summaries. Project duration is anticipated to be 6 months.

1.3 Reporting and Invoicing

Submit monthly progress reports and invoices in the City's specified format.

Deliverables

- *Kick-off meeting agenda and minutes*
- *Monthly progress reports and invoices*
- *Biweekly meeting agendas and summaries*

Task 2: Data Collection and Base Mapping

2.1 Existing Data Review

Compile and review existing data from the SR 29 Corridor PA&ED project and City records, including traffic volumes, turning movement counts, signal timing data, geometric information, right-of-way constraints, environmental studies, railroad crossing records, and the Watson Ranch EIR.

As part of this review, Kimley-Horn will specifically confirm whether:

- Existing turning movement counts at SR 29/Eucalyptus Drive and SR 29/Rio Del Mar Road are no older than three (3) years from Notice to Proceed. Counts older than three (3) years will be flagged as potentially stale and will require additional data collection.
- SR 29 mainline volume and gap data are available near South Napa Junction Road sufficient to support planning-level signal warrant screening.
- Watson Ranch trip generation and distribution data from prior studies remains applicable.

Findings will be transmitted to the City in writing within ten (10) business days of Notice to Proceed. If data gaps are identified that cannot be resolved using existing sources and that materially affect the analysis, Kimley-Horn will notify the City in writing. Any additional data

collection required will be identified within 10 days of the NTP.

2.2 Configuration Matrix Confirmation

Confirm and document the full 16-scenario evaluation matrix with City staff. The matrix is as follows:

Group A: 3-Legged Rio Del Mar (Configurations 1–5) *South Napa Junction extended to Newell Dr. via existing at-grade railroad crossing. Rio Del Mar not extended through Adobe Lumber.*

Config.	Eucalyptus Dr.	Rio Del Mar	So. Napa Junction
1	3-Leg Signal	3-Leg Signal	4-Leg Signal
2	4-Leg Signal	3-Leg Signal	4-Leg Signal
3	4-Leg Signal	RIRO (no signal)	4-Leg Signal
4	4-Leg Signal	OWSC (no signal)	4-Leg Signal
5	3-Leg Signal	3-Leg Signal	4-Leg Unsignalized (TWSC)

Group B: 4-Legged Rio Del Mar (Configurations 6–8) *Rio Del Mar extended to Newell Dr. through Adobe Lumber via new at-grade railroad crossing. South Napa Junction does not cross the railroad tracks.*

Config.	Eucalyptus Dr.	Rio Del Mar	So. Napa Junction
6	4-Leg Signal	4-Leg Signal	4-Leg Signal
7	4-Leg Signal	4-Leg Signal	4-Leg Unsignalized (TWSC)
8	3-Leg Signal	4-Leg Signal	4-Leg Unsignalized (TWSC)

Each configuration is evaluated under:

- With the extension of Main Street to South Napa Junction Road (through Adobe Lumber)
- Without the extension of Main Street to South Napa Junction Road

The configuration matrix is fixed upon written confirmation at kick-off. Additions or modifications will require a written scope and fee amendment.

2.3 Evaluation Criteria Development

Working with City staff, develop and finalize a weighted set of evaluation criteria appropriate to this intersection configuration context. Criteria will be selected from the following categories:

- Traffic Operations (SR 29 mainline and local intersections)
- Multi-Modal Connectivity and Safety (pedestrians, bicyclists, transit)

- Network Connectivity and Circulation
- Constructability / Right-of-Way Requirements
- Railroad Crossing Implications
- Environmental Constraints
- Relative Capital Cost
- Implementation Timeline / Phasing Compatibility

Criteria and weightings will be confirmed in writing by City staff before scoring begins. Written confirmation constitutes authorization to proceed with Task 3. Kimley-Horn will not initiate scoring until that confirmation is received.

Deliverables
- *Written data review findings memo*
- *Confirmed configuration matrix memo*
- *Confirmed evaluation criteria and weighting summary*

Task 3: Sensitivity Analysis and Scoring

3.1 Planning-Level Traffic and Operations Assessment

Using existing data from the SR 29 Corridor PA&ED project and City records, develop relative traffic and operations ratings for each of the 16 scenarios against the traffic-related evaluation criteria. Where necessary to distinguish between configurations, qualitative professional judgment informed by existing data will be applied and documented with a brief rationale for each rating.

For signalized configurations, assessments will be based on a comparison of approach volumes and directional demand using existing PA&ED data and forecasts. For unsignalized configurations (TWSC and RIRO), assessments will use SR 29 mainline gap data and cross-street demand volumes to develop relative operational ratings only. No HCM capacity analysis, Synchro modeling, or formal gap acceptance calculations are included.

3.2 Preliminary Configuration Layouts and Order-of-Magnitude Assessment

To inform scoring of the ROW, environmental, and cost criteria in the matrix, Kimley-Horn will prepare preliminary conceptual layouts for each of the eight (8) base configurations. Layouts will be prepared at a 5–10% level of design (sufficient to identify approximate intersection footprints, right-of-way extents, and major physical constraints) and will not constitute engineered design documents.

Based on these layouts, Kimley-Horn will develop the following for each configuration:

- A relative order-of-magnitude construction cost assessment, expressed as a comparative range (e.g., low / medium / high / very high relative to other configurations) and not as a detailed engineer's estimate. Absolute dollar figures, if included, will be clearly labeled as planning-level order-of-magnitude only and shall not be used for budgeting, grant applications, or contract purposes.
- A qualitative identification of right-of-way impacts, including whether new ROW acquisition from identified parcels (including Adobe Lumber) appears likely to be required.

- A qualitative identification of potential environmental constraints visible from existing studies and aerial review, including but not limited to wetland buffers, railroad corridor setbacks, and known biological or cultural resource areas documented in the Watson Ranch EIR or SR 29 PA&ED.

Layouts will be prepared using available base mapping from the SR 29 Corridor PA&ED project. No new survey, geotechnical investigation, utility potholing, or environmental field work is included. Layouts are schematic only and do not represent Caltrans-approvable geometric designs.

The sixteen (16) sub-scenarios (A and B for each configuration) will not receive independent layouts. The Main Street extension sub-scenarios will be addressed through notation on the applicable base configuration layout rather than separate drawing sheets.

Deliverables: Eight (8) schematic configuration layout exhibits at 5–10% level; comparative order-of-magnitude cost summary table; ROW and environmental constraint summary table; all formatted for direct incorporation into the scoring matrix.

3.3 Multi-Criteria Scoring Matrix

Using the traffic and operations ratings developed in Task 3.1 and the layout, cost, ROW, and environmental findings developed in Task 3.2, develop a weighted multi-criteria scoring matrix evaluating all 16 scenarios against the confirmed evaluation criteria. Each scenario receives a relative score per criterion; criteria weights are applied to produce a weighted composite score. The lowest composite score represents the most favorable configuration. Scoring methodology will follow the West Side Connector approach (2021), adapted for this context.

Each score will be documented with a brief supporting rationale referencing the specific Task 3.1 or Task 3.2 finding that supports the rating. Scores derived from the preliminary layouts in Task 3.2 will be clearly identified as based on schematic-level design only.

City staff will provide one (1) round of consolidated, non-conflicting written comments on the draft scoring matrix within ten (10) business days of submission. A second round of revisions is not included in this scope.

3.4 Sensitivity Check on Criteria Weighting

Conduct a limited sensitivity check by adjusting the weighting of the highest-priority criteria across up to three (3) alternative weighting scenarios to illustrate whether rankings are robust or sensitive to priority assumptions. No additional weighting scenarios are included.

Deliverables:

- *Planning Level Traffic Analysis*
- *Preliminary Design and Costs*
- *Draft Multi-Criteria Scoring Matrix (for City review and comment)*
- *Final Multi-Criteria Scoring Matrix incorporating City comments*
- *Criteria weighting sensitivity summary*

Task 4: Report and Presentation

4.1 Draft Sensitivity Analysis Report

Prepare a draft report suitable for City Council consideration, including:

- Project background and purpose
- Description of all 16 scenarios with configuration matrix and exhibits
- Evaluation criteria and weighting rationale
- Scoring methodology
- Multi-criteria scoring matrix results and rankings
- Summary bar chart of weighted scores (consistent with West Side Connector format)
- Key findings and identification of top-performing and low-performing configurations
- Schematic configuration layout exhibits and order-of-magnitude cost and ROW summary tables (from Task 3.2)

The report will be formatted for a non-technical City Council audience and will not exceed the format and depth of the 2021 West Side Connector evaluation presentation.

4.2 City Staff Review and Comment

Incorporate one (1) round of consolidated, non-conflicting City staff comments into the Final Sensitivity Analysis Report.

4.3 City Council Presentation

Prepare a presentation based solely on the Final Report content; no new analysis, scenarios, or scoring will be introduced. Attend and present at one (1) City Council meeting.

Deliverables:

- *Draft Sensitivity Analysis Report (for City staff review)*
- *Final Sensitivity Analysis Report incorporating City comments*
- *City Council presentation slides*
- *Attendance at one (1) City Council meeting*

Overall Project Assumptions:

1. Scope Nature: Planning-level, relative sensitivity analysis only. Not a traffic study, signal warrant analysis, Caltrans DEER, or PS&E document.
2. City Data Responsibilities: The City will provide all relevant existing project data, including traffic counts, signal timing, geometric and ROW information, railroad crossing records, and environmental documents
3. Railroad Crossings: Railroad crossing implications will be addressed as a qualitative evaluation criterion only. No railroad engineering design or agency coordination is included.
4. Environmental Review: No CEQA or NEPA analysis is included. Existing environmental documents and available information will be used as inputs to the scoring criteria only.
5. Right-of-Way: No ROW appraisal, acquisition, or legal description services are included.
6. Cost Estimates: No detailed engineer's estimates are included. Relative capital cost is addressed as a qualitative scoring criterion only.

Overall Project Exclusions:

1. New traffic counts or field data collection of any kind.
2. Full traffic operations analysis (LOS, signal warrant analysis, Synchro/SimTraffic modeling).
3. Caltrans coordination, DEER preparation, or PS&E design documents.
4. Railroad engineering, railroad regulatory coordination (CPUC, UPRR/NWPR, etc.), or at-grade crossing design.
5. CEQA or NEPA environmental technical studies.
6. Right-of-way appraisal, acquisition, or legal services.
7. Geotechnical investigation.
8. Detailed engineer's estimates or cost-benefit analysis.
9. Detailed geometric design, construction documents, or engineer's estimates for any configuration. Task 3.2 layouts are schematic only and shall not be used for design, permitting, or cost-estimation purposes beyond the relative scoring context of this analysis.
10. Public or stakeholder outreach beyond the single City Council presentation identified in Task 4.3.

Project Schedule

It is anticipated that the project duration will 6 months. A detailed schedule will be confirmed at the kick-off meeting.

Cost Estimate and Level of Effort

Kimley-Horn proposes to execute this scope of work on a fixed-price (lump sum), not-to-exceed basis. The total fee for this Amendment No. 1 is $293,700, which is $73,380 below the original Agreement 2025-A162 amount of $367,080. Invoicing will be on a monthly basis for percent

complete by task. A summary of estimated level of effort and costs by task is provided below..

AGREED AND ACCEPTED:
City of American Canyon

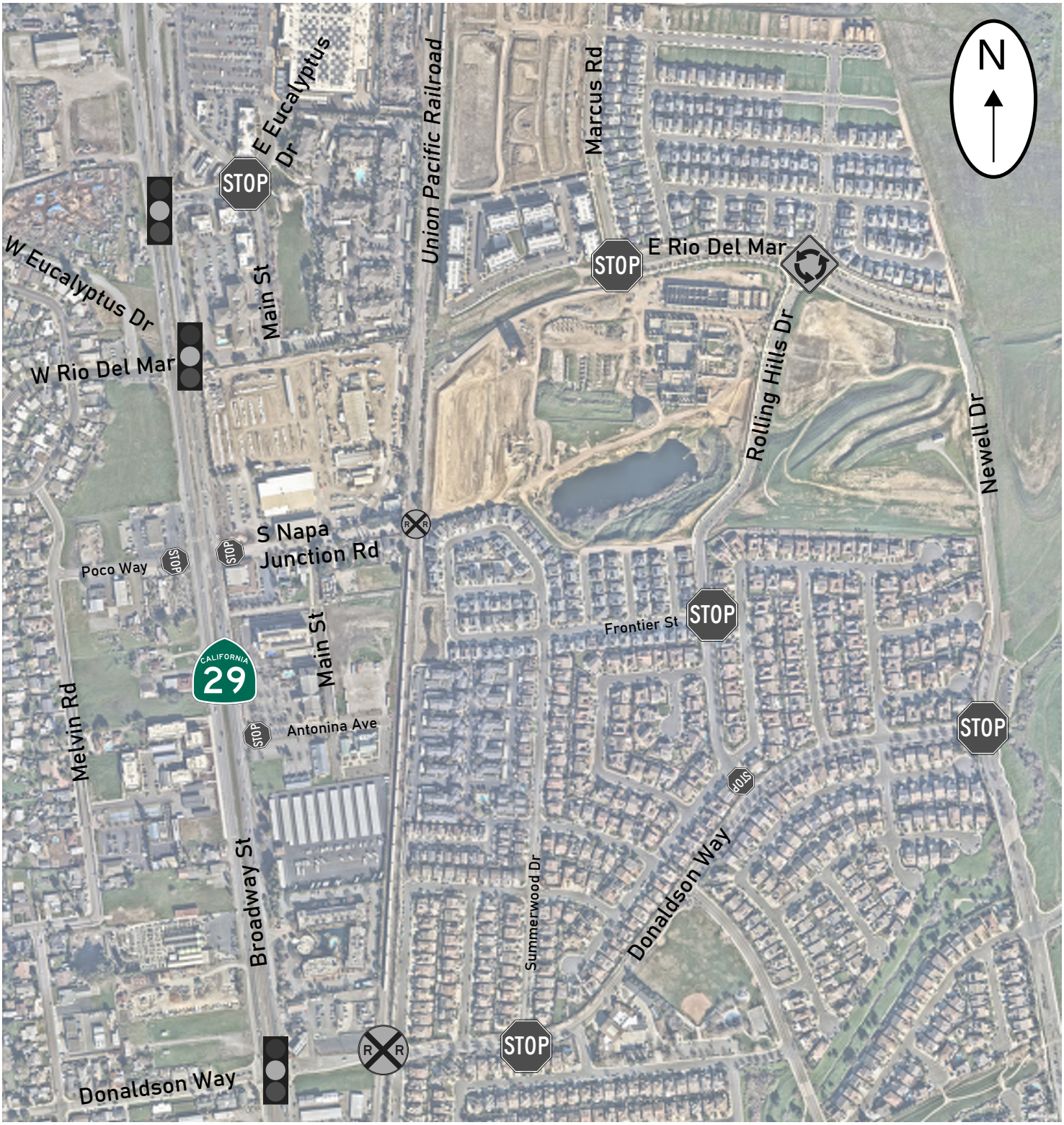
By: _____

Title: _____

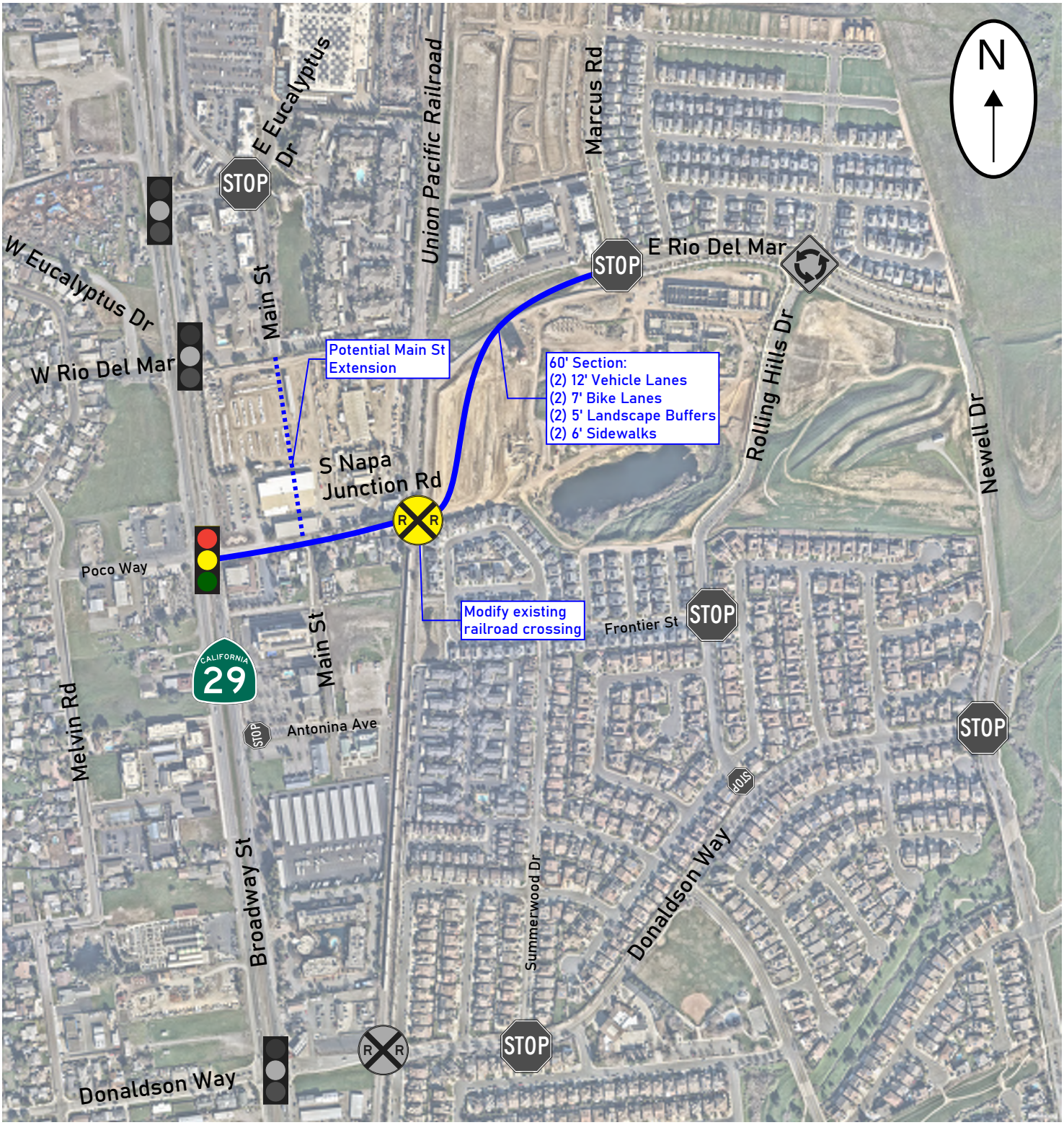
Date: _____

		Kimley-Horn and Associates, Inc.									
	Name	Parag Mehta	Vignesh Swaminathan	Ravi Puttagunta	Professional	Professional	Analyst II	Analyst I	Project Support	TOTAL HOURS	TOTAL COST
	Category/Title	Project Manager	Deputy Project Manager	Sr Professional II							
	Billing Rate	$430	$280	$375	$250	$220	$190	$175	$165		
Task 1	**Task 1: Project Management and Administration**	**10**	**22**	**10**		**24**		**2**	**12**	**80**	**$ 22,000**
1.1	Project Kickoff & Planning	2	4	4		4		2		16	$ 4,800
1.2	Coordination & Meetings	6	12	6		12				36	$ 10,900
1.3	Reporting and Invoicing	2	6			8			12	28	$ 6,300
Task 2	**Task 2: Data Collection and Base Mapping**	**8**	**24**	**18**	**40**		**36**	**8**	**2**	**136**	**$ 35,700**
2.1	Existing Data Review	2	8	8	24		24	8		74	$ 18,100
2.2	Configuration Matrix Confirmation	2	8	2	8		4			24	$ 6,700
2.2	Evaluation Cirteria Development	4	8	8	8		8		2	38	$ 10,900
Task 3	**Task 3: Sensitivity analysis and Scoring**	**14**	**72**	**76**	**48**	**144**	**212**	**320**	**4**	**890**	**$ 195,400**
3.1	Planning-Level Traffic and Operations Assessment	4	12	60		120	80	160		432	$ 97,200
3.2	Preliminary Configuration Layouts and Order-of-Magnitude Assessment	4	40		24		120	160	4	348	$ 70,400
3.3	Multi-Criteria Scoring Matrix	4	12	8	24	24				68	$ 19,400
3.4	Sensitivity Check on Creiteria Weighting	2	8	8			12			28	$ 8,400
Task 4	**Task 4: Report and Presentation**	**12**	**56**	**16**	**16**	**64**	**160**	**8**	**10**	**342**	**$ 34,100**
4.1	Draft Sensitivity Analysis Report	4	24	8		40	120		8	204	$ 44,400
4.2	City Staff Review and Comment	4	8	4		20	40		2	78	$ 17,800
4.3	Feasibility Report/Presentation	4	24	4	16	4		8		60	$ 16,300
	TOTAL HOURS	**44**	**174**	**120**	**104**	**232**	**408**	**338**	**28**	**1,448**	
	Subtotal Labor:	**$18,920.00**	**$48,720.00**	**$45,000.00**	**$26,000.00**	**$51,106.00**	**$77,520.00**	**$59,150.00**	**$4,620.00**		**$ 287,200**
	Other Direct Costs										**$ 6,500**
	Travel/Mileage/Outside Printing/Courier Services/Etc.										$ 1,500
	Traffic Data Collection										$ 5,000
	TOTAL COST:										**$ 293,700**

ALTERNATIVE 0:
Existing Conditions

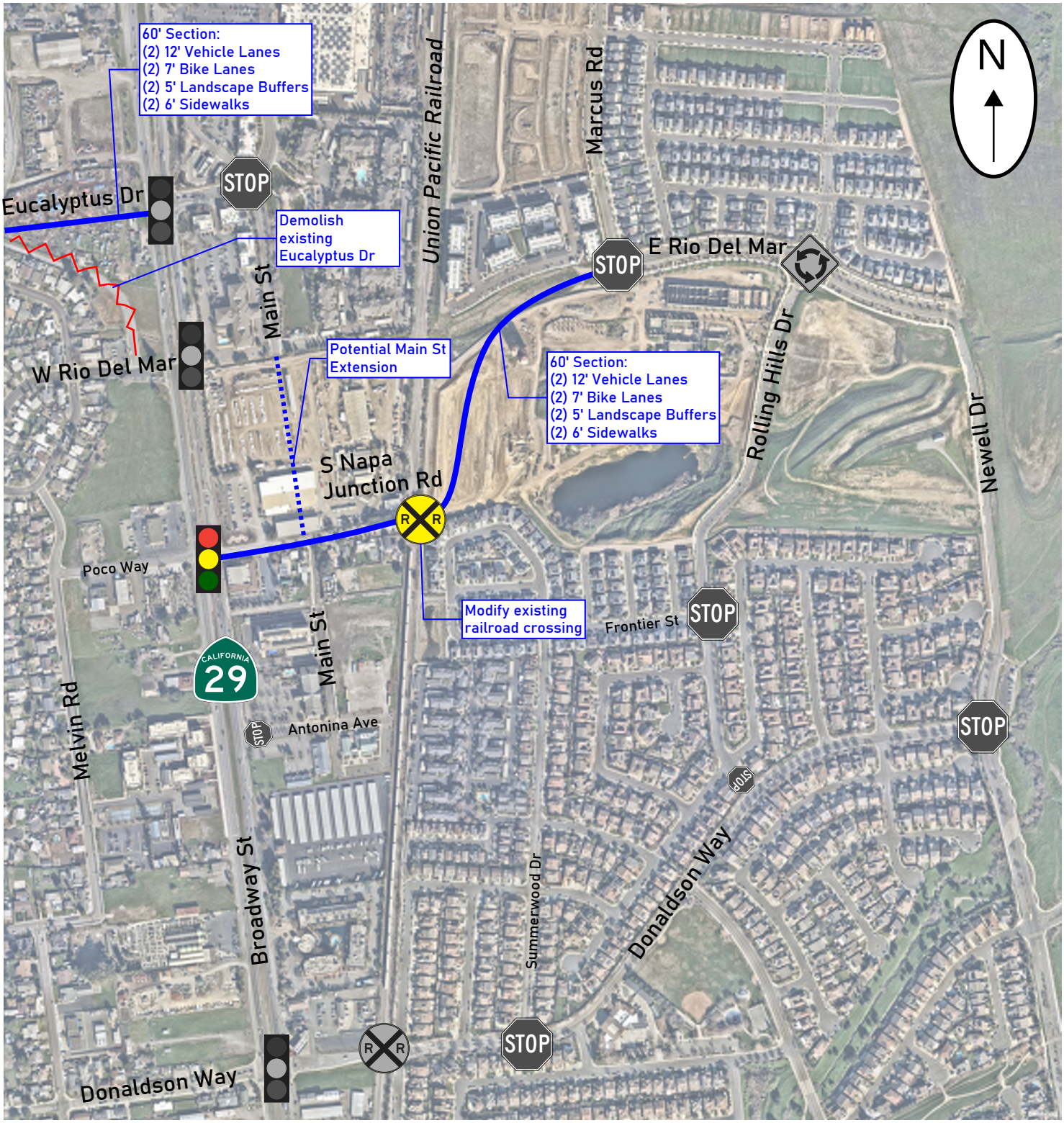


ALTERNATIVE 1:
S Napa Junction Extension to Newell (Signalized)



ALTERNATIVE 2:

S Napa Junction Extension to Newell (Signalized) & Eucalyptus Extension to SR 29



ALTERNATIVE 3:
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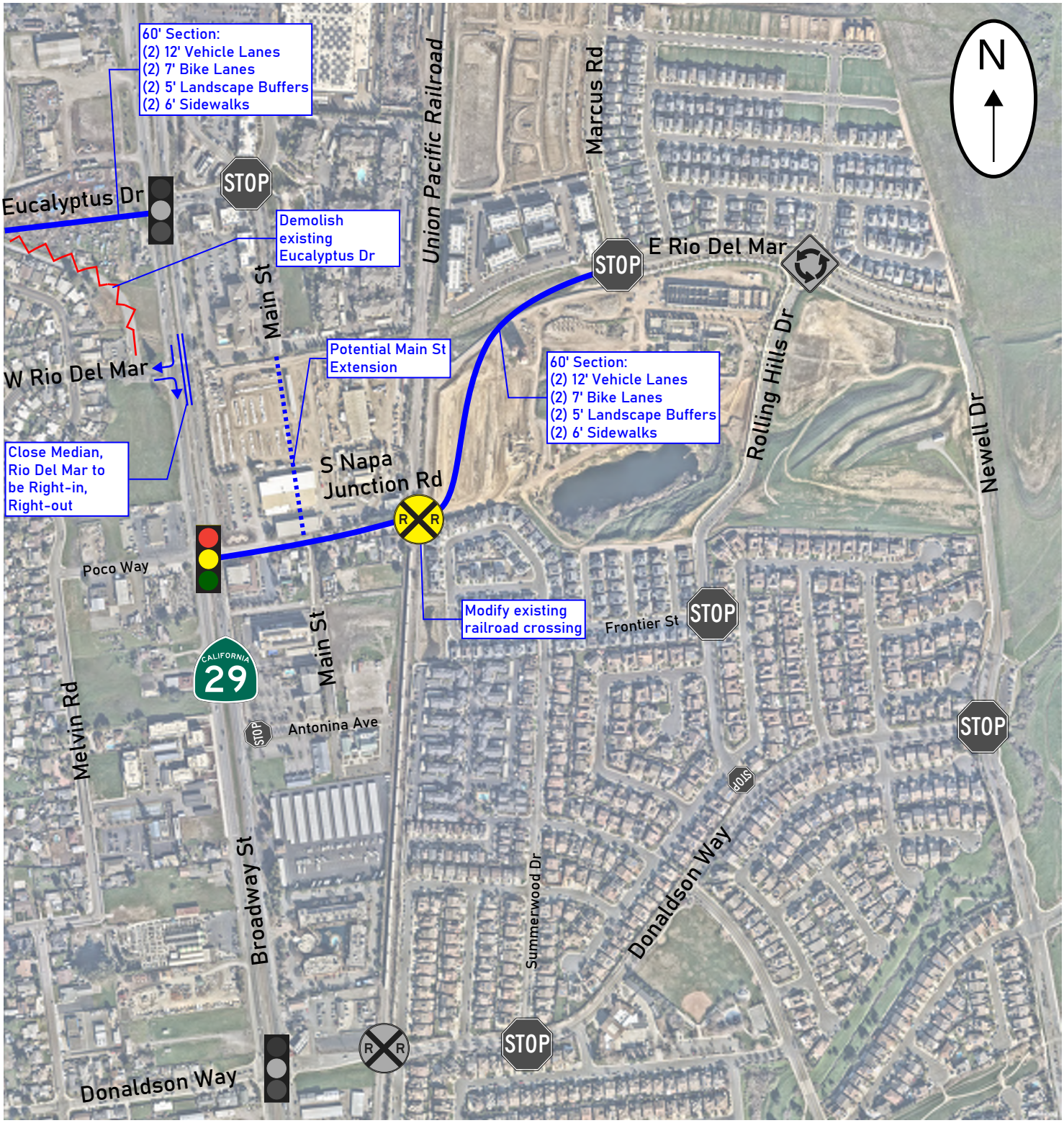
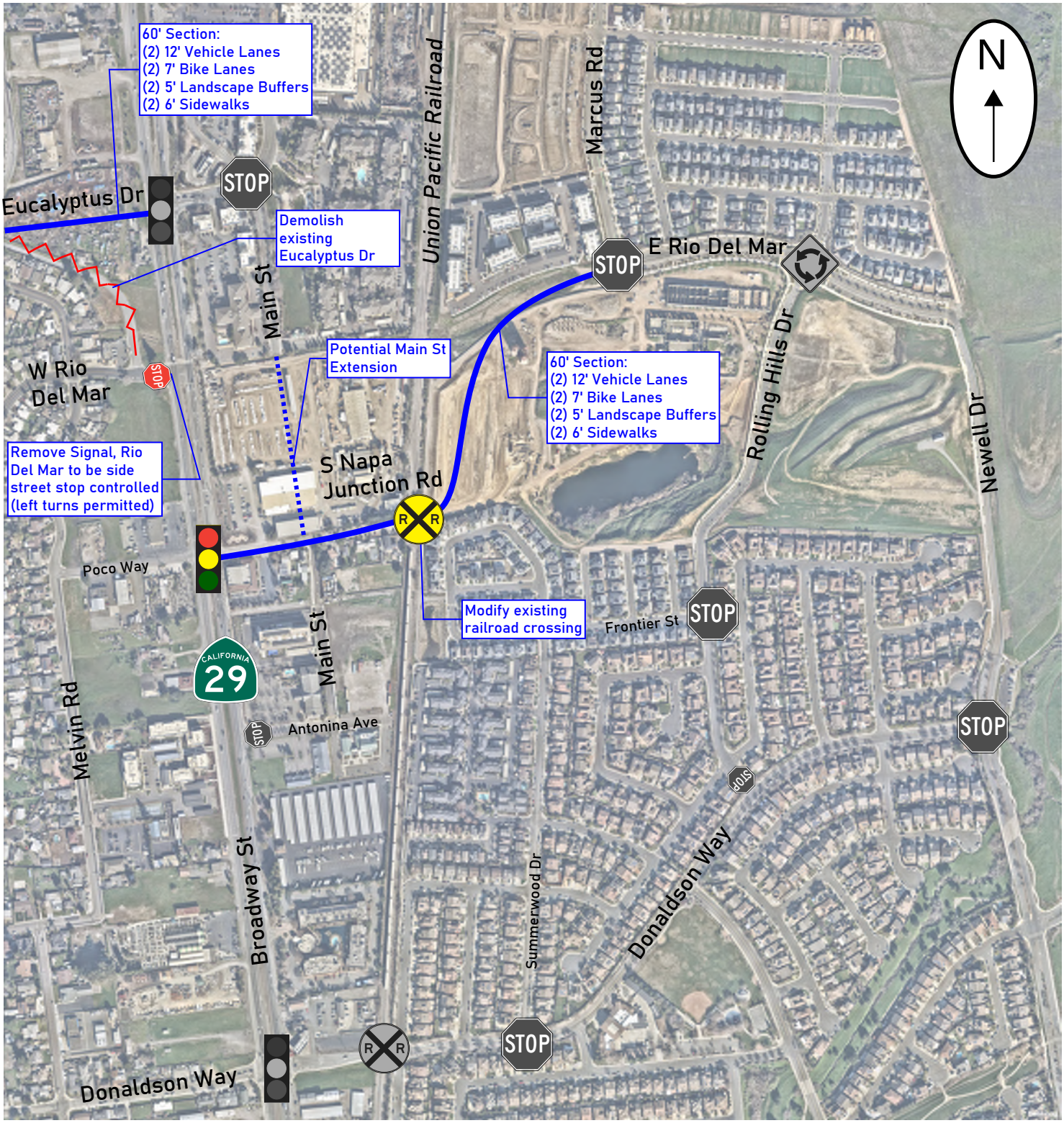
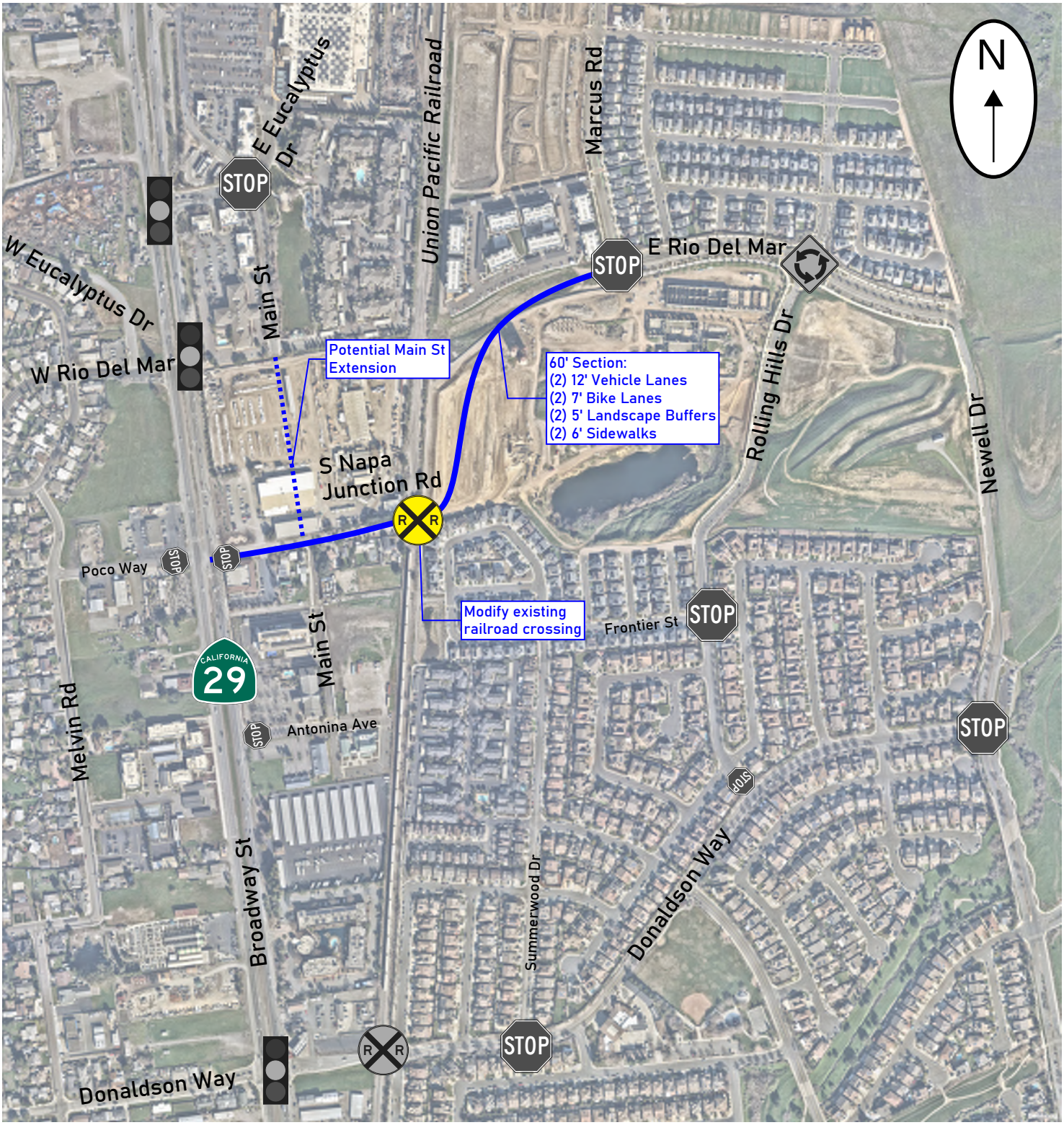
Rio del Mar made Right-in, Right Out



ALTERNATIVE 4:
S Napa Junction Extension to Newell (Signalized), Eucalyptus Extension to SR 29, &
Rio del Mar Signal Removed



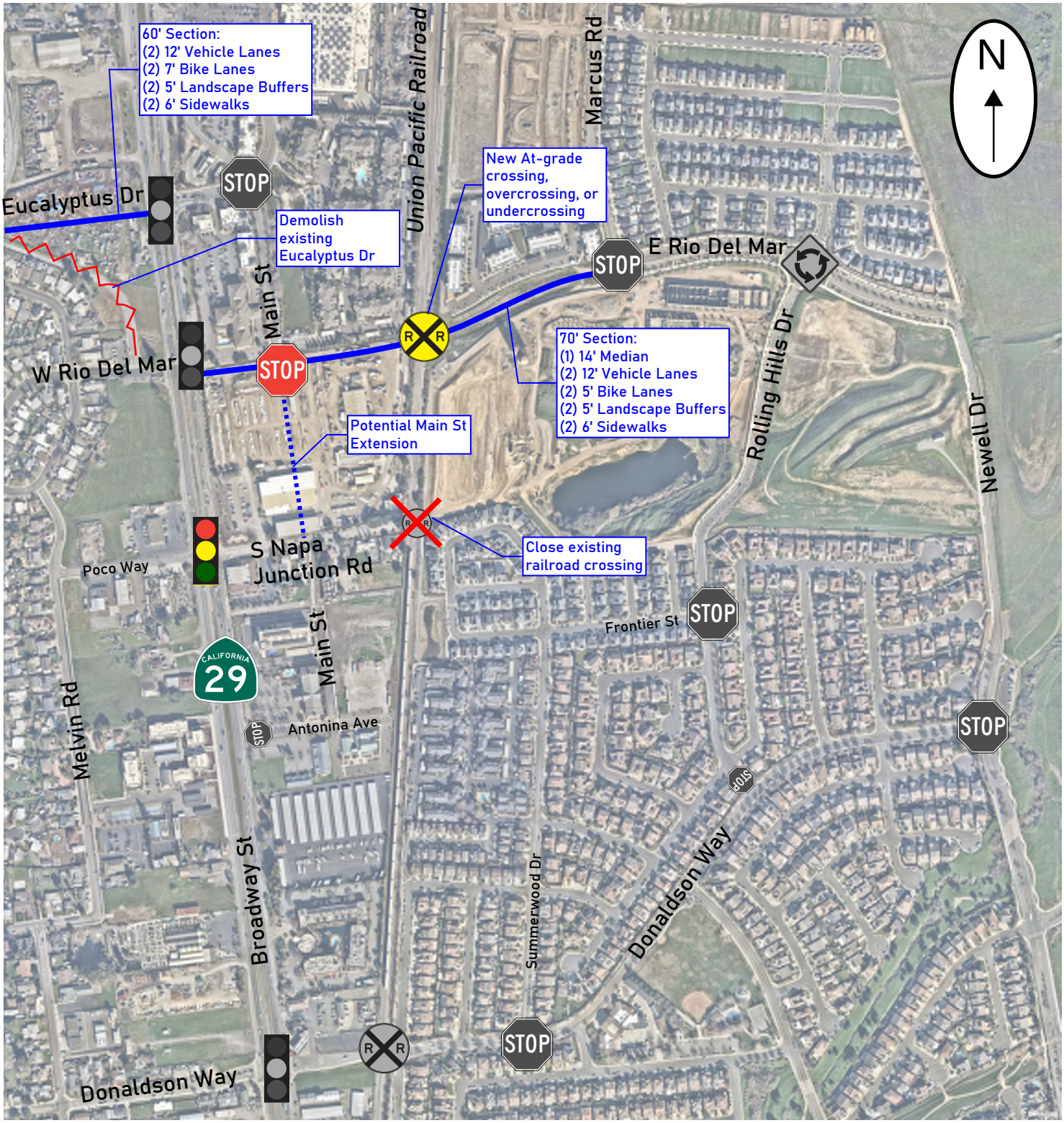
ALTERNATIVE 5:
S Napa Junction Extension to Newell (Stop Control Maintained)



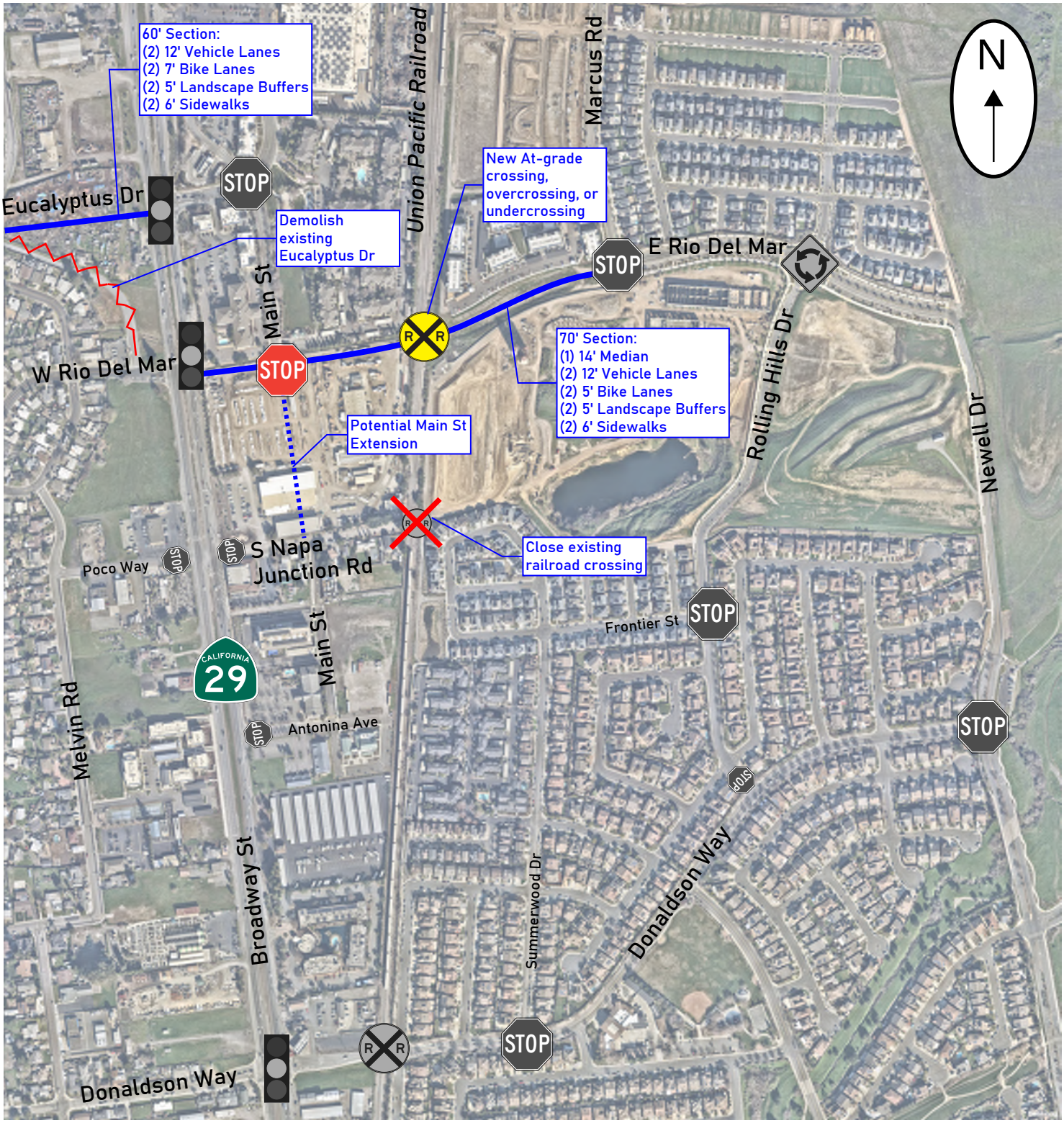
ALTERNATIVE 6:

Rio del Mar Extension to SR 29, Eucalyptus Extension to SR 29, & Signal at S Napa Junction

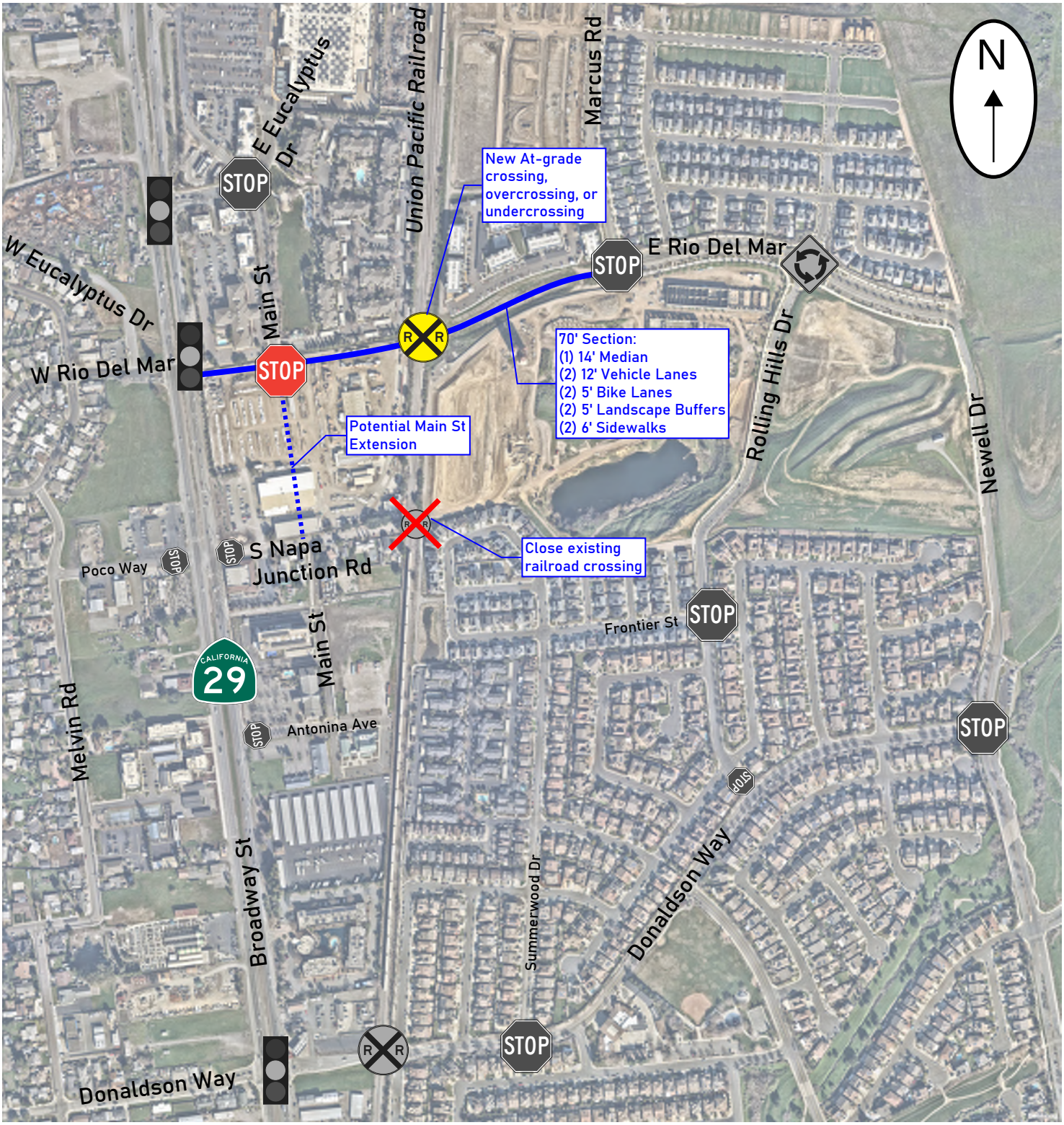
NVTA's SR 29 Corridor Improvement Project Analysis



ALTERNATIVE 7:
Rio del Mar Extension to SR 29 & Eucalyptus Extension to SR 29



ALTERNATIVE 8:
Rio del Mar Extension to SR 29



4 Mobility

The Mobility Element provides a framework for decisions concerning the City's multimodal transportation network. Correlated with the Land Use Element, the Mobility Element guides a safe and efficient transportation system that includes roadway, transit, bicycle, pedestrian, rail transport, and aviation. Recognizing the contribution of transportation to greenhouse gas emissions, the Mobility Element integrates with Climate Change and Sustainability policies.

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Mobility Vision

The City of American Canyon is a community that embraces mobility through all transportation modes. The core value of the Mobility Element is to provide safe and easy travel for pedestrians, bicyclists, transit riders and motor vehicles correlated with the Land Use Element.

This community mobility value is based on enhancing the City's " sense of place" with a strong emphasis on all forms of mobility safety and environmental protection. An efficient multi-modal plan will improve our sense of place, provide greater mobility choice for all residents, and help the environment.

Introduction

The Mobility Element provides a vision and guiding principles for the transportation system, and detailed goals and policies which implement a compete streets approach to mobility in the future.

Local transportation planning is a coordinated effort involving local and regional agencies. The goals and policies set forth in this document are intended to promote local planning but also foster cooperation between jurisdictional partners such as the Napa Valley Transportation Authority (NVTA), the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

The transportation planning and policy in the Mobility Element includes a critical component of the City's responsibility towards supporting regional efforts to meet greenhouse gas reduction targets, through coordinating planning for land use, transportation, and housing. The Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) for the San Francisco Bay Area, Plan Bay Area 2050, was jointly produced and adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) on October 21, 2021. Plan Bay Area 2050 is the strategic update to Plan

Bay Area 2040, and it connects the elements of housing, the economy, transportation, and the environment through 35 strategies that will make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. It is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.

A portion of the Planning Area - the Broadway District (SR 29) corridor - has been designated by MTC and ABAG as a Priority Development Area (PDA), meaning that it is recognized as an area with substantial opportunity for infill development near transit. PDAs play a critical role in accommodating future growth in the regional agencies' SCS plans.

California Planning Requirements

Required General Plan Element. California law mandates a "Mobility Element" or "Circulation Element" that contains the "general location and extent of existing and proposed major thoroughfares, transportation routes, and other local public utilities and facilities, all correlated with the land use element" of the General Plan per Government Code Section 65302 (b).

Complete Streets Act. The term "complete streets" refers to a balanced, multimodal transportation network that meets the needs of all users of streets -- including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. A complete street is one that provides safe and convenient travel in a manner that is suitable for the local context. In 2012, the City adopted a Complete Streets Policy (Resolution 2012-72).

The Mobility Element is consistent with the California Complete Streets Act (AB 1358), which requires cities and counties incorporate "Complete Street" policies when updating their General Plan Mobility Element. Complete streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. While every street does not need to provide dedicated space to all users, the street network must accommodate the needs of all users.

Economically, complete streets help lower transportation costs by enabling people to use transit, walking, or bicycling rather than driving to reach their destinations. Caltrans is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities for the State highway system.

Provision of safe mobility for all users contributes to the Caltrans's vision: "improving mobility across California." The successful long-term implementation of this vision will provide more options for people to travel from one place to another, less traffic congestion, fewer greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

Local Roadway Safety Plan. American Canyon is currently preparing a Local Roadway Safety Plan (LRSP). Required for an agency to apply for Federal Highway Safety Improvement Program (HSIP) funding, the LRSP will proactively correct high collision or problem locations and prevent local road fatalities and injuries. The final plan will recommend proven countermeasures, provide a structure and realistic set of responses that implement changes over time, will integrate the "5 E's" approach (Education, Enforcement, Education, Emergency Service, and Engineering) in its proposed solution strategies, and identify road safety partners that could sustain a long-term effort.

Traffic Calming Program. The American Canyon "We ♥ Safe Streets" Traffic Calming Program provides a framework for the community to submit concerns of problem areas to our Traffic Calming Team for evaluation. The Program includes criteria to assess the magnitude of the need to modify a street or roadway, and probable effectiveness of a potential traffic calming measure installation.

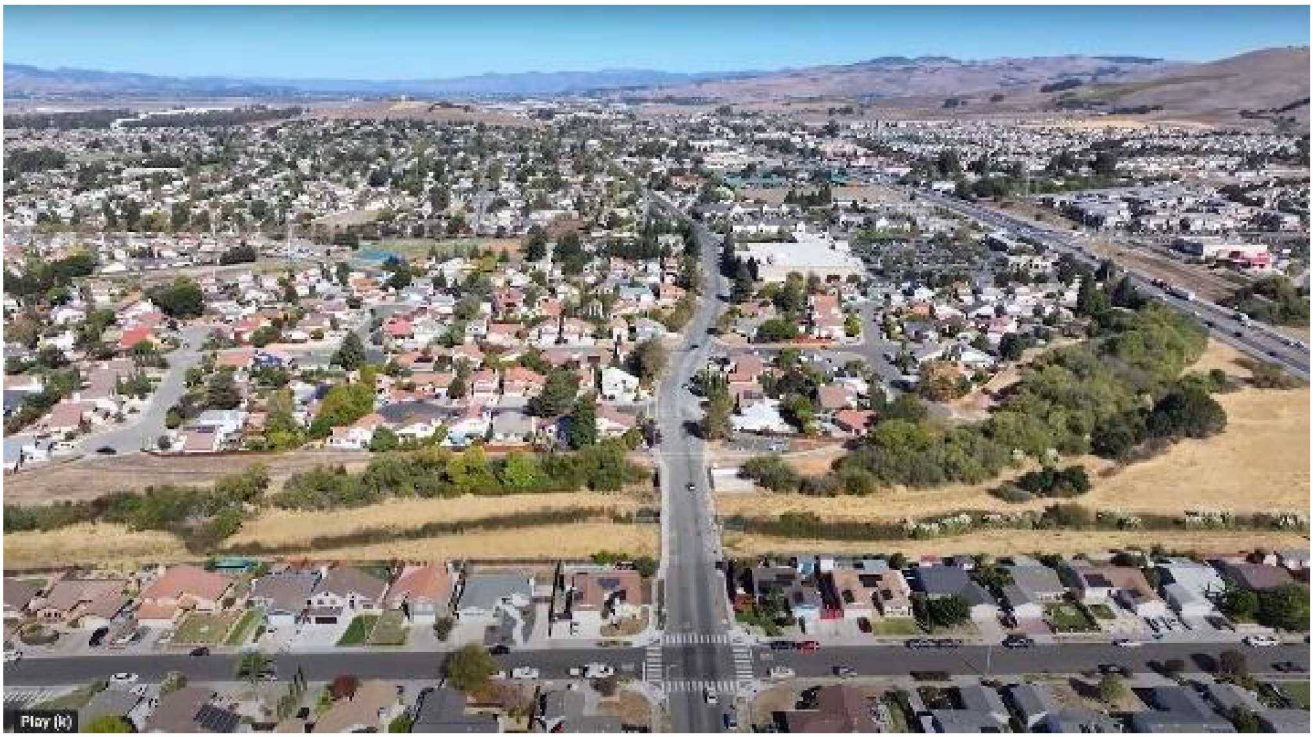
Capital Improvement Programs. California Government Code Section 65401 specifies public works projects must conform to the General Plan. In practice, this requires the Five-Year Capital Improvement Program (CIP) adoption include findings that the proposed City of American Canyon Five-Year CIP conforms with the General Plan, which includes the Mobility Element.

Vehicle Miles Traveled. The Mobility Element aligns with Senate Bill (SB) 743, which revised the California Environmental Quality Act (CEQA) guidelines by designating vehicle miles traveled (VMT) as the primary metric for evaluating transportation impacts, effective July 1, 2020. This shift emphasizes statewide

priorities such as infill development, investment in transit, active transportation, public health, and the reduction of greenhouse gas emissions—rather than focusing solely on local traffic congestion.

Under the updated CEQA standards, transportation impact analysis is no longer based on Level of Service (LOS), which measured vehicle delay. Instead, VMT now serves as the standard metric for assessing the transportation impacts of development projects.

Although LOS is no longer used for CEQA compliance, it remains a valuable tool for non-CEQA planning and for helping the City ensure its roadways function effectively and meet community expectations, particularly on key corridors.



Transportation Setting

American Canyon is in southern Napa County, approximately 35 miles northeast of San Francisco. To the south, it borders the city of Vallejo in Solano County. To the north, the cities of Napa, St. Helena, Calistoga, and the Town of Yountville lie along State Route 29 (SR 29), a key corridor serving wine country destinations—just as it does in American Canyon, where it also bisects the city.

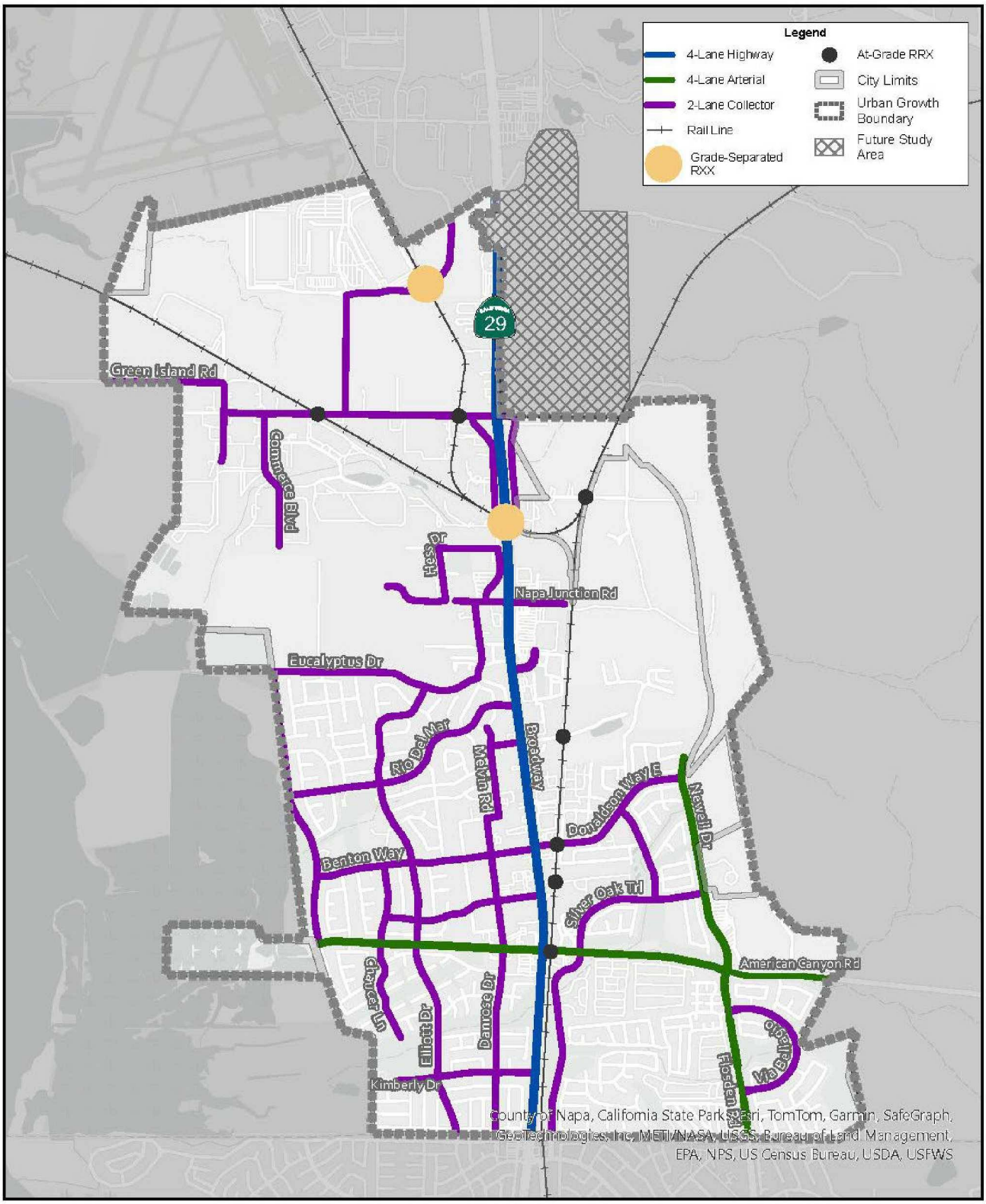
As of 2020, American Canyon had an estimated population of 21,800, growing from 19,454 in 2010 and 9,774 in 2000, making it the second most populous city in Napa County after Napa itself. With its abundant recreational amenities, nearby wineries, and proximity to Napa Valley, Sonoma County, the East Bay, San Francisco, and Sacramento, American Canyon attracts a diverse mix of roadway users daily.

State Route 29, which runs primarily at-grade through the city, functions as a major thoroughfare for both local and regional traffic. The city's streets support a wide variety of users, including pedestrians, cyclists, transit riders, passenger vehicles, and freight trucks—serving a blend of local, recreational, and regional travel demands.

MOB-Figure 1 shows the existing mobility system map. Traffic to and from the I-80 corridor is served by American Canyon Road and Jameson Canyon Road (SR 12). Access to and from Vallejo and the East Bay, including the Counties of Contra Costa and Alameda, is provided via Flosden Road and SR 29. To and from the north, access is provided via SR 29 and SR 12, which also collects traffic from the rest of Napa County. Marin and Sonoma counties to the west and northwest may also access the city using SR 29 via SR 37.

Rail transportation in the city is currently limited to freight service only. No commuter rail service exists in the city or county. The main rail line in the city is owned by Union Pacific Railroad Company and enters the city parallel to and on the east side of SR 29 at the Solano County line.

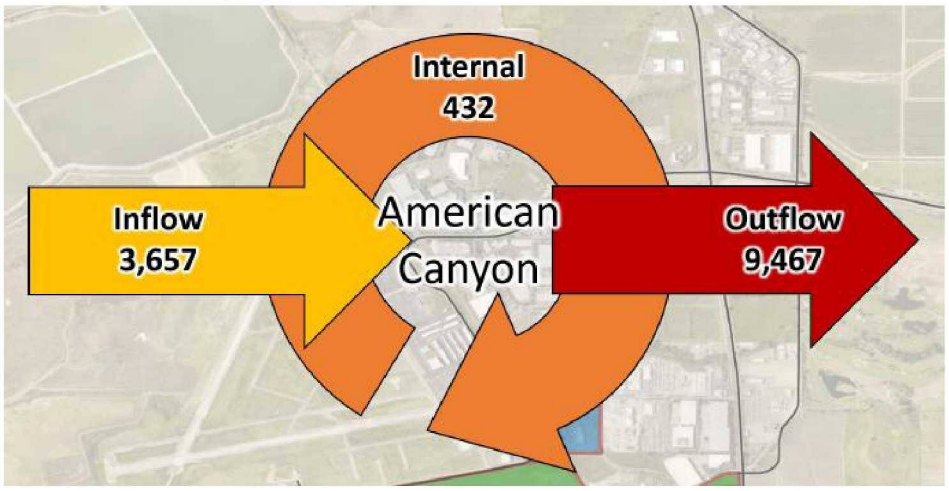
MOB-Figure 1: Existing Mobility System Map



Local Travel Trends

The U.S. Census Bureau tracks "journey to work" data through its decennial census and the American Community Survey. MOB-Figure 2 illustrates commuting patterns in and out of American Canyon. Of the 4,089 people employed within the city, only 432 are residents, while 3,657 commute in from outside areas. Meanwhile, more than 9,000 American Canyon residents travel outside the city for work.

MOB-Figure 2: Employment Inflow-Outflow Travel Patterns (2017)



The vast majority of American Canyon residents commute by car, with nearly 79 percent driving alone and 14 percent carpooling, as shown in MOB-Table 1. Only about 3 percent use other modes of transportation, including 2.4 percent by public transit and less than 1 percent by walking or biking.

MOB-Table 1: Means of Transportation to Work (Residents)

	1990	2000	2010	2018
Single-Occupancy Vehicle	73.9%	73.3%	78.2%	78.5%
Carpool	21.4%	20.6%	13.7%	14.1%
Work from Home/Other	1.5%	3.3%	3.8%	2.9%
Public Transit	0.8%	1.5%	2.0%	2.4%
Motorcycle or Other	2.4%	0.2%	0.7%	1.3%

Source: US Census Bureau, 1990 and 2000 Summary files, and American Community Survey (ACS) 5-Year Estimates for 2006- 2010 and 2014-2018.

As shown on MOB-Table 2: while many American Canyon residents commute less than 25 miles to work, nearly 1,500 residents (15 percent) must travel more

than 50 miles for work each day. American Canyon employed residents have heavy commute patterns south and north of the city, and most of these residents travel north to the city of Napa.

MOB-Table 2: Travel Time to Work (Residents)

Travel	Number	Percent
Less than 10 miles	2,977	30.1%
10 to 24 miles	3,514	35.5%
25 to 50 miles	1,920	19.4%
Greater than 50 miles	1,488	15.0%
Total	**9,899**	**100.00%**

Source: US Census Bureau, Center for Economic Studies, LEHD On the Map.

During the five-year period between 2017 and 2021, there were two fatal and five severe injury collisions recorded for the roadways under the City of American Canyon's jurisdiction. There were two fatal and 10 severe injury collisions on SR 29. MOB-Figure 3 shows the locations of fatal and severe injuries.

Active Transportation

American Canyon features more than 13 miles of bicycle infrastructure, including over 8 miles of Class I multiuse paths, 2.8 miles of Class II bike lanes, and more than 2 miles of Class III designated routes on public roadways.

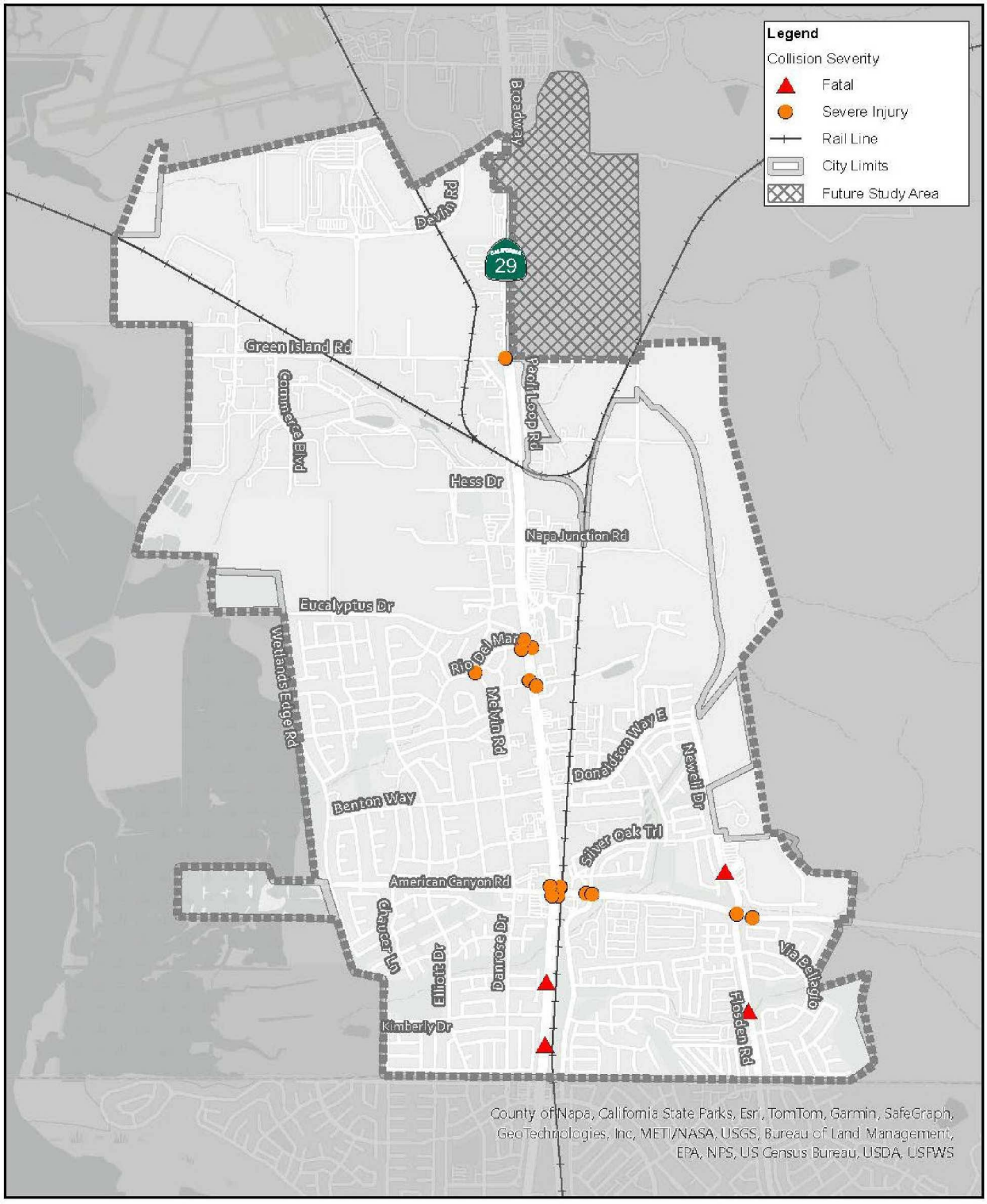
While most areas of the city have sidewalks, pedestrian infrastructure is limited in some places—especially in older neighborhoods with a more rural character and in the absence of a centralized downtown. Sidewalk coverage is particularly sparse along SR 29, the city's main commercial corridor.

According to MOB-Figure 4, bicycle collisions between 2017 and 2021 were concentrated along American Canyon Road. MOB-Figure 5 shows that pedestrian collisions during the same period were primarily located along SR 29 and American Canyon Road.

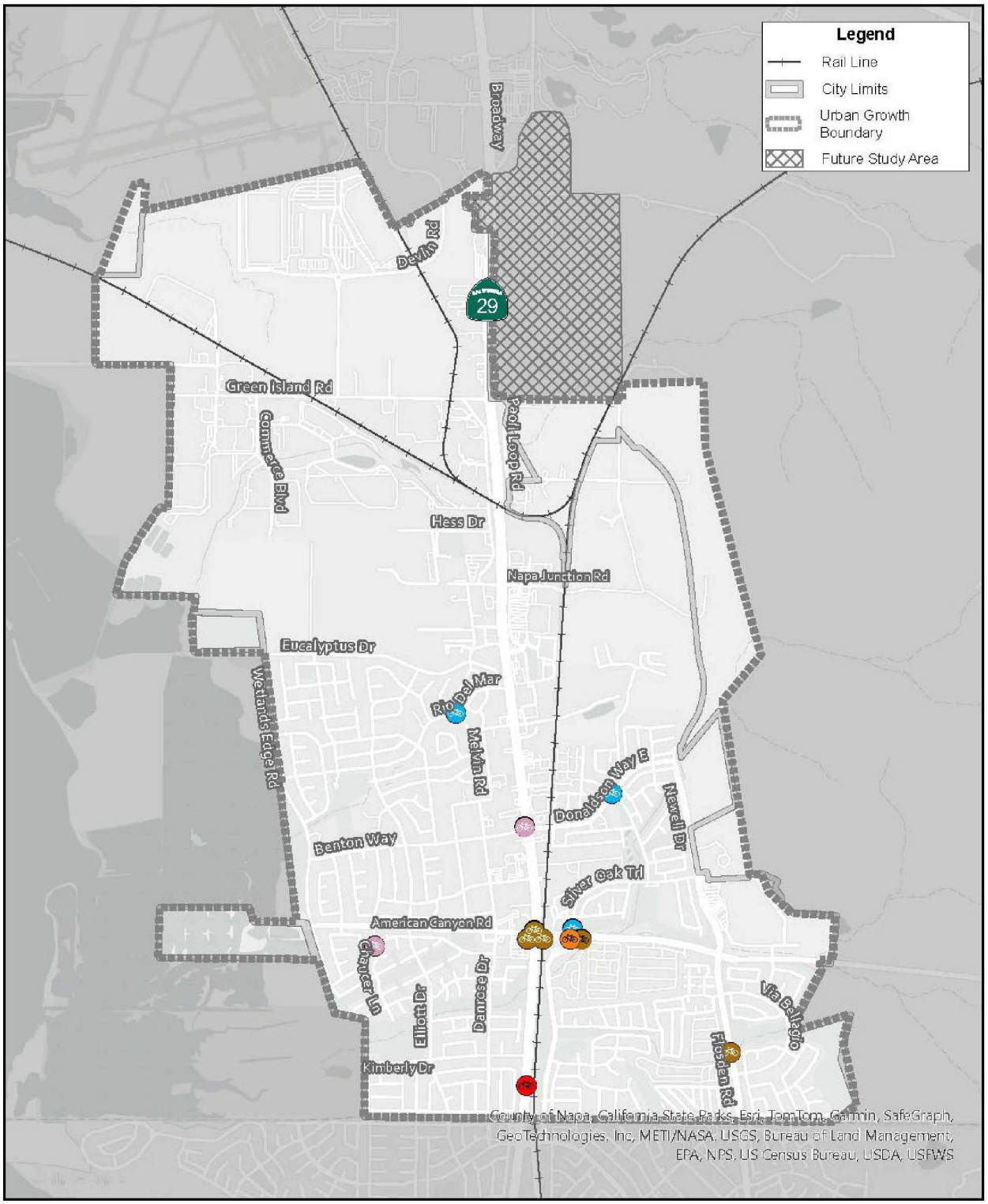
Public Transit Service

Public transportation within the city is provided by American Canyon Transit, which is a part of the Napa Valley Transportation Authority (NVTA) Vine Transit system. American Canyon Transit is a fixed route and on-demand, door-to-door, transit service within specific areas of the city. Vine's Route 29 (Napa-BART) Express connects the BART Station in El Cerrito to the Redwood Park-n-Ride in the city of Napa and stops in American Canyon at the Post Office on Crawford Way.

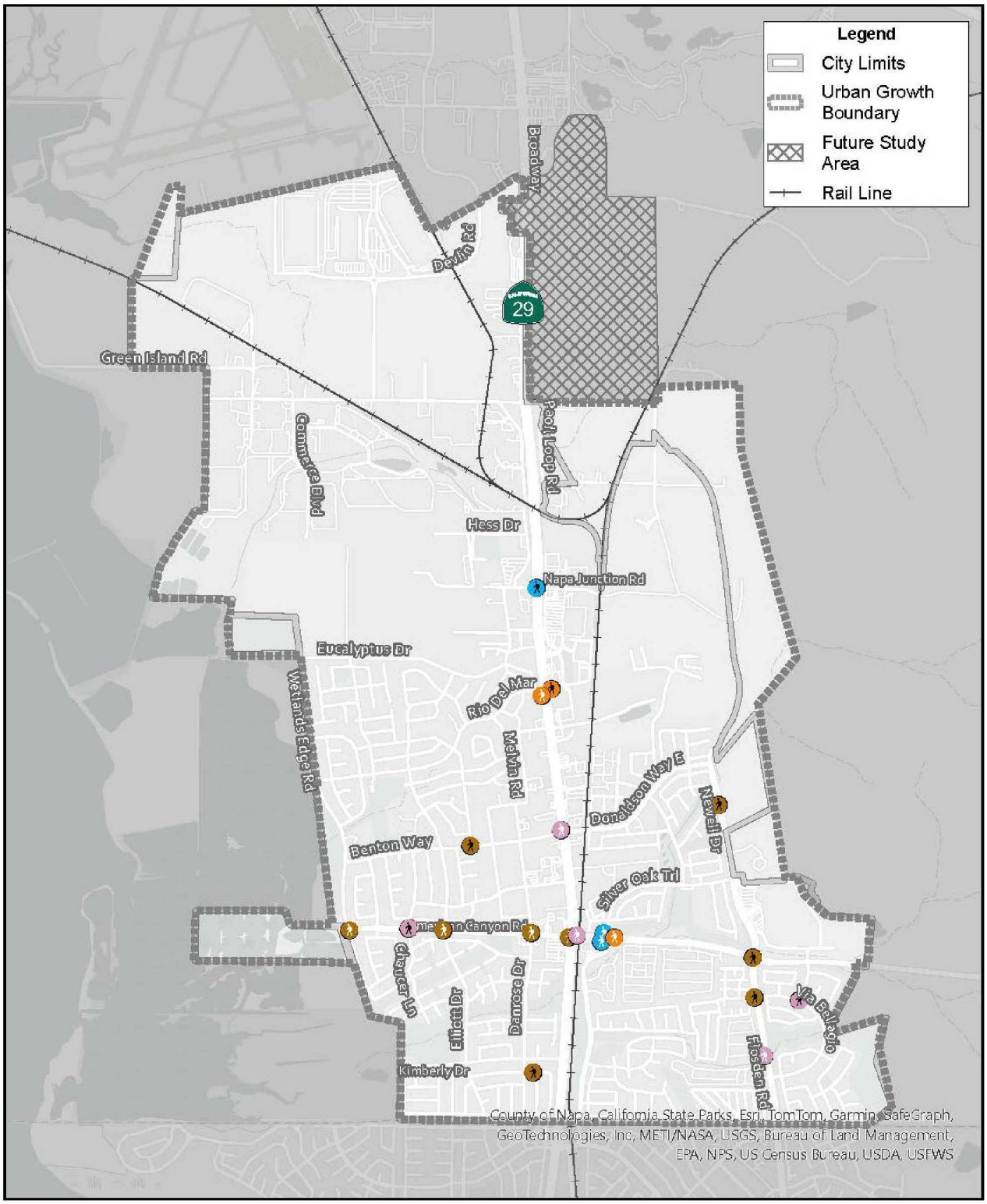
MOB-Figure 3: Fatal and Severe Injury Collision Locations 2017-21



MOB-Figure 4: Bicycle Collision Locations 2017-21



MOB-Figure 5: Pedestrian Collision Locations 2017-21



Airport

The Napa County Airport is located just northwest of American Canyon, in unincorporated Napa County. Originally constructed by the U.S. Army Air Force in 1942, it was transferred to Napa County for civilian use following World War II. The nearest major commercial airports are in Oakland, San Francisco, and Sacramento.

Land use around the airport is guided by the Napa Airport Land Use Compatibility Plan, adopted by the Napa County Airport Land Use Commission in December 2024.

Street System Plan

The planned street network will provide an efficient transportation system that includes a citywide network of complete streets. A commitment to providing complete streets is a key to effective transportation planning and will maximize the effectiveness of the existing street network.

Street Classifications

American Canyon consists of a network of complete streets. These streets play an integral role in connecting the city to other destinations in Napa County, the adjacent city of Vallejo, Solano County, and the San Francisco Bay Area. MOB-Figure 6 shows the planned buildout street network based on the following classifications:

- **Arterial Streets.** Arterial facilities in American Canyon accommodate all travel modes and link major activity centers throughout the urban area. These roads also serve to channel vehicle traffic from freeways and highways to the city's collector streets. Within American Canyon, arterial roads—such as American Canyon Road, Flosden Road, and Newell Drive—typically include four vehicle lanes, bicycle lanes, and sidewalks, with posted speed limits ranging from 30 to 45 mph.

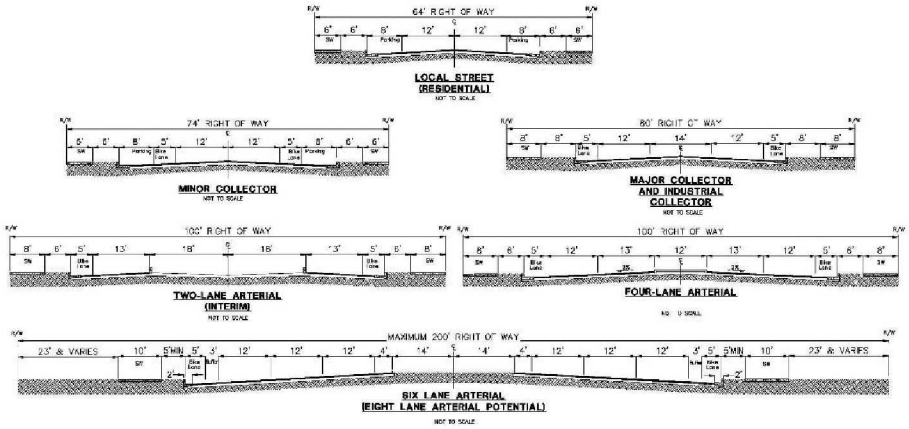
  SR 29, a designated Regional Arterial, bisects the city and provides key interregional access—connecting to Vallejo in the south and the rest of Napa County to the north. SR 29 serves a dual role: offering local, cross-town access for all modes of travel and supporting regional mobility primarily for motor vehicles, including public transit. This regional traffic

includes two main components: "through" traffic that passes through the city without stopping, and "commute" traffic that either begins or ends within American Canyon.

- **Collectors.** Collector streets accommodate all travel modes and serve as links between local streets and arterial roads, providing access to residential, commercial, and industrial areas. In American Canyon, these streets typically feature two vehicle lanes—one in each direction—with speed limits up to 30 mph. Notable examples include Broadway Street, Eucalyptus Drive, Green Island Road, Rio Del Mar, Donaldson Way, and Commerce Boulevard.

- **Local Streets.** Local streets provide direct access for all travel modes to abutting properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and current operating speeds of 25 to 30 mph.

MOB-Figure 6: Standard Roadway Cross Sections



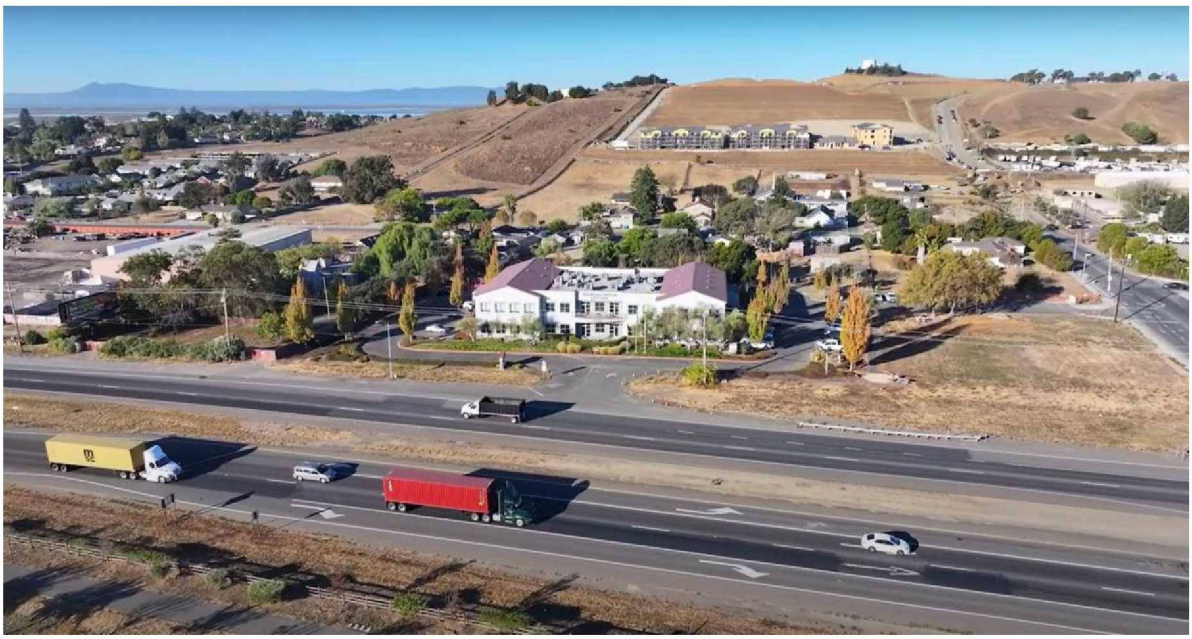
SR 29 Corridor Planning

Broadway SR 29) is a four-lane highway running through American Canyon. Between Napa Junction Road and American Canyon Road, it serves as a defining feature of the City—shaping the experience of residents, businesses, and the thousands of drivers who pass through daily. Local planning efforts have led to the development of preliminary design concepts for this corridor, which have been shared with the community through public workshops for input and feedback.

Planning for the SR 29 corridor is a high priority not just for American Canyon, but for the entire region. Communities in both Solano County to the south and Napa County to the north depend on SR 29 for daily travel related to work, school, shopping, and recreation.

As a State-owned roadway, Caltrans plays a central role in approving and funding any improvements to SR 29. All planning and implementation efforts require Caltrans review and authorization, and State funding is administered through the agency.

Currently, the City—working in partnership with the Napa Valley Transportation Authority (NVTA)—is advancing the American Canyon Multimodal Improvement Project. This effort is evaluating two options for enhancing the Broadway segment between Napa Junction Road and American Canyon Road. Both options include landscape upgrades, pedestrian improvements, and multimodal features. Option 2 retains the existing four-lane configuration and introduces roundabouts at major intersections.



MOB-Figure 7: American Canyon Multimodal Improvement Project Option 2

Newell Drive and South Kelly Road Extensions

The Mobility Element roadway network includes extension of Newell Drive north from its current terminus concurrent with future development. MOB-Figure 8 shows the conceptual future alignment of Newell Drive. The precise alignment will be determined through future planning processes. As envisioned, Newell Drive would eventually connect American Canyon Road in the south with SR 29 at Green Island Road. In addition, South Kelly Road would extend south from North Kelly Road to a new connection with Newell Drive. The future roads would be a 2-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks.

West Side Connector

A West Side Connector (WSC) roadway has been part of the General Plan since its adoption in 1994. A "Circulation Element Advisory Committee" was appointed by the City Council to provide input on a revised "West Side Connector" road alignment. The Committee considered four roadway alignments. On June 15, 2021, the Committee recommended a new east-west roadway that would connect the northern edge of Commerce Court to the western terminus of Hess Road. This alignment is reflected on MOB Figure 8: General Plan Mobility System Map.

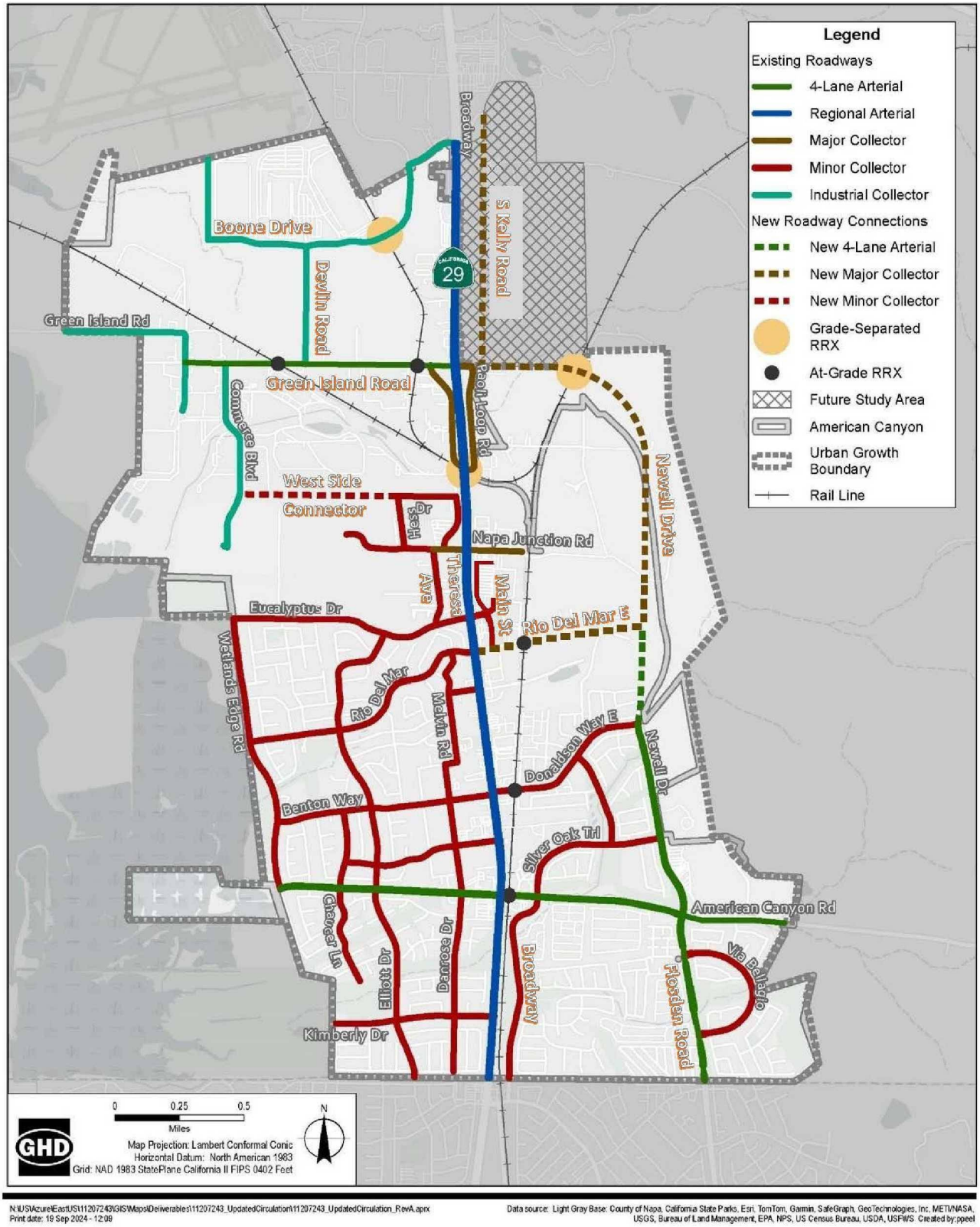
Rio Del Mar East

The General Plan envisions extending Rio Del Mar east from its terminus at SR 29. Within the new roadway segment, Rio Del Mar East will cross the Union Pacific Railroad line at-grade. When completed, Rio Del Mar East will connect SR 29 on the west to Newell Drive on the east as a 2-lane arterial and serve as a cross-town east-west roadway arterial.

Vision Zero

The Mobility Element includes Vision Zero goals and policies. Vision Zero aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traffic deaths and injuries can be reduced over time by prioritizing traffic safety as a public health issue. The City of American Canyon Local Roadway Safety Plan (LRSP) identifies safety countermeasures to improve safety.

MOB-Figure 8: General Plan Mobility System Map



Bikeway Network Plan

American Canyon is ideally situated for bicycle and pedestrian mobility, with a generally flat topography, scenic landscapes in the Newell Open Space and Napa River Wetlands a short distance to the east, west, and north. Combined with the Napa Valley Vine Trail, the goal is to interconnect American Canyon as well as the surrounding communities in the County with a seamless bicycle network for recreational and commuter use. The plan includes proposed bicycle and pedestrian trails, as well as on-street bicycle facilities to complete the partial network already in place in the city and county.

Types of Bikeways

Four classes of bikeways are defined by Caltrans:

- **Class I Multi Use Path.** Typically known as bike paths, Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane.** Known as bike lanes, Class II facilities provide a striped and signed lane for one-way bicycle travel on each side of a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

- **Class Ill Bike Route.** Known as bike routes, Class Ill facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class Ill routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

- **Class IV Separated Bikeway.** A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less).

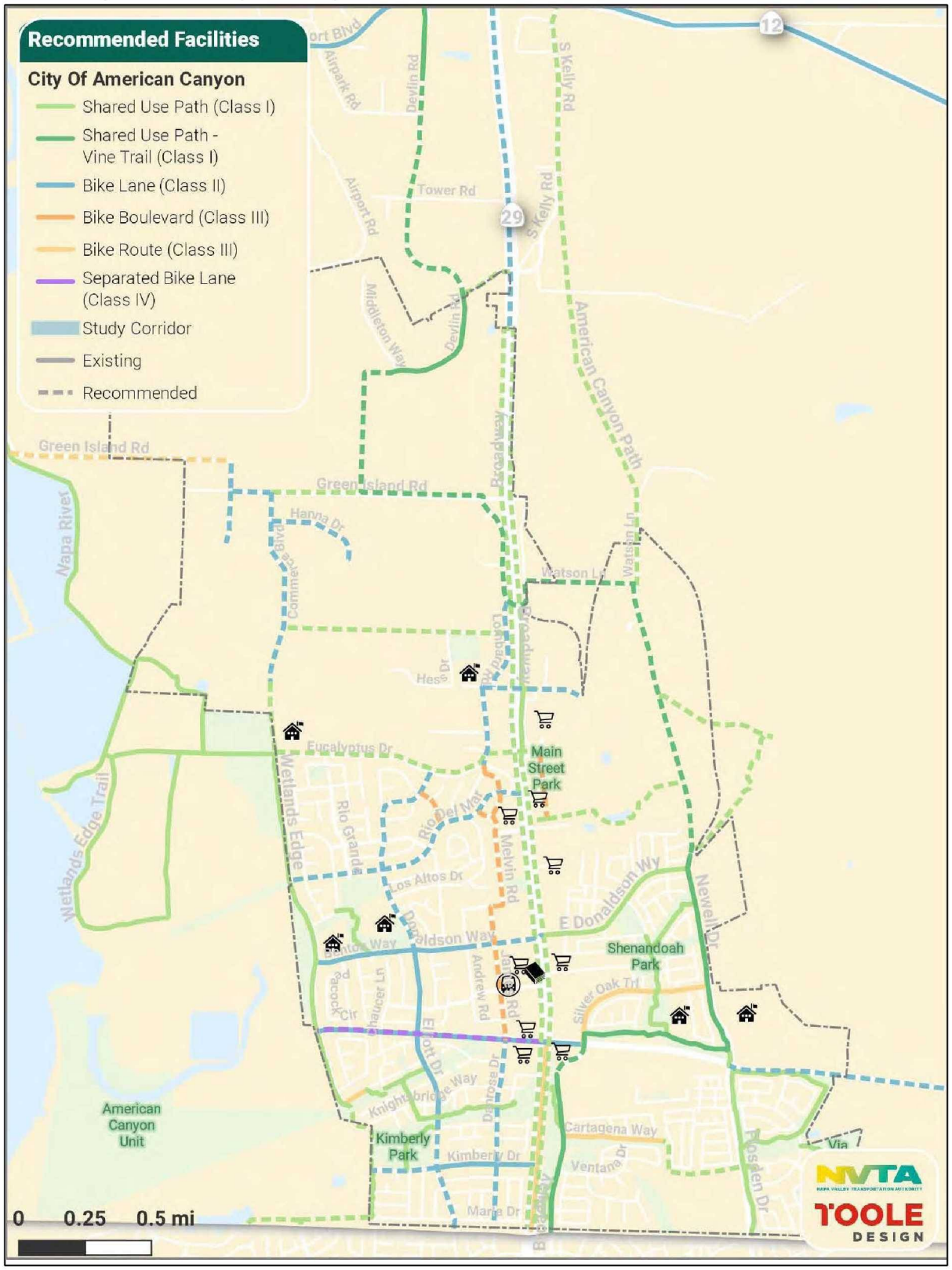
Example of a Class IV Separated Bikeway

Currently, bikeway facilities separated from vehicular traffic in American Canyon include a network of recreational pathways located throughout the community in City parks and on the American Canyon Creek corridor, a north-south Class I Multi-use Path along Flosden Road and Newell Drive, and a Bay Trail pathway on Wetlands Edge Road. Class II bike lanes are provided on Elliot Drive, Broadway Street, Benton Way, Donaldson Way, American Canyon Road, and Kimberly Drive. Connecting gaps in the planned trail network is a high priority for the City.

Bicycle Plan

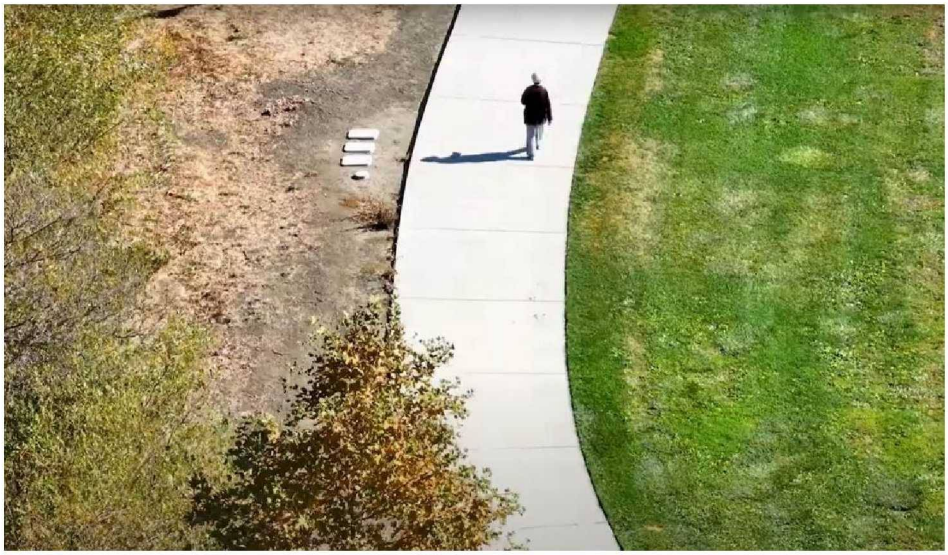
The City adopted a Bicycle Plan in 2020 (Resolution 2020-11) which is incorporated into the General Plan as Appendix 4-1. The Bicycle Plan was prepared by the NVTA in accordance with the California Bicycle Transportation Act as part of the Napa Countywide Bicycle Plan. The plan was coordinated with extensive public outreach and existing City and Regional Plans at the time of its adoption. The Bicycle Plan adoption was one of several City actions implementing SB 375, the Sustainable Communities Strategy Act. MOB-Figure 9 shows the Bikeway Plan map.

MOB-Figure 9: Bikeway Plan Map

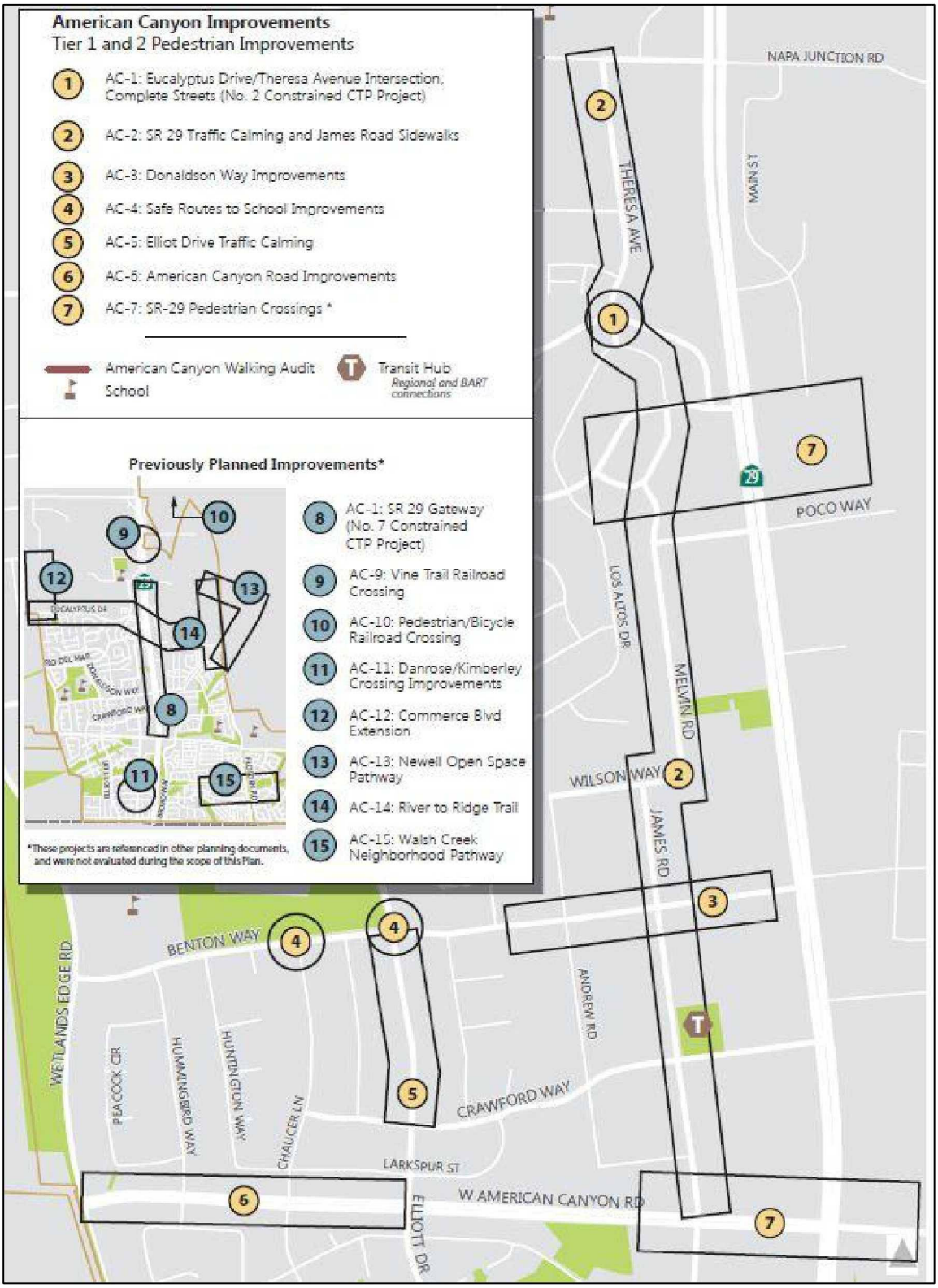


Pedestrian Plan

The City adopted a Pedestrian Master Plan into the General Plan in 2017 (Resolution 2017-42) which is incorporated into the General Plan as Appendix 4-2. The Pedestiran Plan was prepared by the NVTA in accordance with the Caltrans Active Transportation Program (ATP) Guidelines, which outline statewide requirements for what should be included in active transportation plans. Together with the Bicycle Plan, the Pedestrian Plan creates an Active Transportation Plan that will position American Canyon to effectively compete for project funding. MOB-Figure 10 shows the Pedestrian Plan Priority Improvements map.



MOB-Figure 10:Pedestrian Plan Priority Improvements Map



Planned Street Network Improvements

To provide complete streets and correlate existing and planned land uses within the city, mobility improvements will be needed. Major street improvement locations are summarized on MOB-Table 3.

MOB-Table 3: Major Circulation Improvements

Street	From (South or East)	To (North or West)	Classification
State Route 29	Southern City Limits	Northern City Limits	See NVTA PID Report
Newell Drive	Rio Del Mar	SR 29/Green Island Road	2-Lane Major Collector
S. Kelly Road	Paoli Loop	N. Kelly Road	2-Lane Major Collector
Newell Drive	Donaldson Way	Rio Del Mar	4-Lane Arterial
Green Island Road	Western Terminus	Easter Terminus	3-Lane Arterial
West Side Connector	Commerce Boulevard	Hess Drive	2-Lane Major Collector
Eucalyptus Drive	Theresa Avenue	SR 29	2-Lane Major Collector
Rio Del Mar or South Napa Junction Road (includes new at-grade railroad crossing)	SR 29	Newell Drive	2-Lane Major Collector
Napa Junction Road	Western Terminus	Theresa Avenue	2-Lane Minor Collector
Newell Drive Railroad Overcrossing	South of Railroad	North of Railroad	2-Lane Arterial Bridge Structure
American Canyon Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Donaldson Way Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Napa Junction Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing

Source: City of American Canyon

Goals and Policies[1]

Goal MOB-1:

Provide safe and convenient access throughout the community with a citywide network of complete streets that meet the needs of all users and reduce vehicle miles traveled (VMT).

Policies

MOB-1.1: **Complete Streets.** Maintain and update street standards that that serve not just automobile operations, but also multi-modal movement and adjacent land uses, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.

MOB-1.2: **Complete Street Standards**. Review current arterial, collector, and local street standards and update as necessary to conform to best practice classification standards and NACTO complete streets guidelines.

MOB-1.3: **Street Design Standard Exceptions**. Consider exceptions to adopted street standards by the City Engineer subject to substantial evidence included in an Engineering Design Standard Exception application.

MOB-1.4: **Development Review**. Evaluate new development to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given an equal or greater level of consideration to motor vehicle operators.

MOB-1.5: **Sidewalks.** Require sidewalks on all arterial and collector streets. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

[1] Sustainable policies are noted with a green leaf.

MOB-1.6: **Transportation Facility Construction and Modification.** When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists, and pedestrians appropriate for the road classification and adjacent land use.

MOB-1.7: **Promote Walking and Bicycling.** Promote walking and bicycling for transportation, recreation, and improvement of public health and the environment.

MOB-1.8: **Discourage SR 29 Traffic on City Streets.** Design the city circulation system to discourage regional traffic from bypassing SR 29 and impacting City streets.

MOB-1.9: **SR 29 Mobility.** Work with regional partners, including Caltrans, NVTA, and other agencies to explore a complete streets approach that will expand the travel capacity of SR 29 and establish a low-stress method for crossing for students walking and biking to school and other active transportation users.

MOB-1.10: **Circulation System Design.** Provide and maintain a circulation system that is correlated with planned land uses in the city and surrounding areas in the.

MOB-1.11: **Reduce the Need to Drive.** Implement land use policies designed to create a pattern of activity that makes it easy to shop, play, visit friends, and conduct personal business without driving.

MOB-1.12: **Neighborhood Context.** Support safe, complete, and well-connected neighborhood street, bicycle, and pedestrian access and connections that balance circulation needs with the neighborhood context.

MOB-1.13: **Multimodal Level of Service.** Strive to achieve and maintain a Multimodal LOS D or better during peak hours recognizing that LOS D may not be achievable or cannot be maintained upon full buildout of the General Plan, due to traffic generated from sources beyond the control of the City. Locations that may not achieve or maintain LOS D and therefore will be exempt from the LOS D policy are: (1) Green Island Road; (2) Devlin Road; (3) American Canyon Road (4) Newell Drive; and (5) Flosden Road south of American Canyon Road.

MOB-1.14: **Street Improvement Design.** The street facility classifications indicated on the General Plan Circulation Map shall be the standard to which roads needing improvements are built to support the traffic generated by General Plan Land Use Element buildout and therefore represent the buildout standards to which a street segment or intersection shall be improved.

MOB-1.15: **Existing Facility Use.** Make efficient use of existing transportation facilities and improve these facilities as necessary in accordance with the Circulation Map and NVTA Active Transportation Plan as it may be updated over time.

MOB-1.16: **Agency Coordination.** Coordinate with State, Regional, County, and neighboring agencies to ensure highway improvements (e.g., SR 12, SR 29, and SR 37) appropriately consider impacts to American Canyon.

MOB-1.17: **Reduce Vehicle Miles Traveled.** Through layout of land uses, improve alternate travel modes, provide more direct routes for all modes of travel, and strive to reduce total vehicle miles traveled by city- and non-residents traveling to American Canyon to work or shop.

MOB-1.18: **Circulation System Enhancements.** Achieve, maintain, and improve mobility in the city in accordance with the Circulation Map, support multimodal travel of all users and goods, explore creative circulation system enhancements that increase system capacity, and consider improvements in addition to those identified on the Circulation Map, where feasible and appropriate.

MOB-1.19: **Financing Program.** Maintain a transportation financing program that will fund to the greatest extent feasible the planned transportation network consistent with the General Plan, including Transportation Impact Fee (TIF) program funding consistent with AB 1600.

MOB-1.20: **Bicycle Plan Funding.** Include funding for the City's Bicycle Plan updates and bikeway improvements consistent with the Bicycle Plan in the City's transportation financing program and TIF, recognizing the multi-modal travel needs of the City.

MOB-1.21: **Address Mobility Needs.** Recognize and meet the mobility needs of people using wheelchairs and those with other mobility limitations.

MOB-1.22: **Non-motorized Circulation System.** Provide safe, low-stress, and direct pedestrian routes and bikeways between places.

MOB-1.23: **Pedestrian Connections to Employment Destinations**. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over SR 29.

MOB-1.24: **Bicycle Facilities.** Bicycle facilities shall be provided to complete a continuous low stress bikeway system, consistent with adopted bikeway standards, as shown on the current Bikeway Plan Map. Deviations from adopted bikeway standards shall be permitted with the approval of the City Engineer. Deviations from the routing shown on the adopted bikeway diagram shall be permitted with the approval of the City Council.

MOB-1.25: **Street Trees.** Ensure that street tree plans consider shade and comfort for pedestrians and bicyclists and traffic calming benefits.

MOB-1.26: **Universal Design.** Provide pedestrian facilities that are accessible to people with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts such as bus pullouts and shelters, street lighting, and curbside management features such as pickup/drop-off locations for shared ride/transit network

companies and spaces for delivery vehicles to park safely for short durations.

MOB-1.27: **Sustainable Roadway Expansion.** Monitor the effects of roadway expansion on air, noise, seismic and archeological resources, and nesting habitat.

MOB-1.28: **Coordination with Adjacent Jurisdictions**. Coordinate with adjacent jurisdictions to ensure connected and consistent non-vehicular facilities, including bridges, grade-separate crossings, as appropriate.

Goal MOB-2:

A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.

Policies

MOB-2.1: **Vision Zero.** Strive for the elimination of all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

MOB-2.2: **Context Sensitive Design.** Apply a context sensitive design lens to improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure.

MOB-2.3: **Bicycle Facilities Maintenance.** Increase the safety of bicycle travel by sweeping debris from and repairing bicycle paths and lanes and repairing and restriping worn or damaged surface facilities.

MOB-2.4: **Improved Bikeway Visibility.** Consistent with evolving best practices, upgrade existing bikeways using all means available, such as conflict markings, buffers, rumble strips, and delineators. Use visual cues, such as brightly colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists. Nurture a "share the lane" ethic, prioritizing bikeways with recent automobile-bicycle collisions and those that are routes to school.

MOB-2.5: **Speeds on Residential, Collector, and Arterial Streets**. Implement the current Traffic Calming Program to reduce vehicular speeds through residential neighborhoods with evidence-based best practices, such as enhanced crosswalks, lighted crosswalks, speed cushions, reduced lane widths, and others.

MOB-2.6: **Site Designs and Safety**. Ensure, through the development review process, that development projects follow best design practices to reduce conflicts between multiple travel modes.

MOB-2.7: **Stakeholder Partners.** Partner with public, nonprofit, and community stakeholders to secure dedicated funding for the education and infrastructure needs of the Countywide *Safe*

Routes To School Partnership to provide safe and equitable access for students going by active transportation to local schools.

MOB-2.8: **Bicycle Friendly Community.** Obtain resources to assist with improving bicycle facilities and education for people of all ages and abilities by securing and maintaining status as a Bicycle Friendly Community awarded by the National League of American Bicyclists.

Goal MOB-3:

Support safe evacuation routes in the event of an emergency.

Policies

MOB-3.1: **Parallel North-South Roadway**. Prioritize construction of roadways that provide alternate vehicle access parallel to SR 29 through American Canyon and coordinate continuation of parallel routes outside the city with regional agencies.

MOB-3.2: **Evacuation Routes.** Identify important roadways that would serve as evacuation routes in the event of an emergency.

MOB-3.3: **Natural Hazard Awareness Week.** Coordinate with the American Canyon Fire Protection District to conduct outreach to the community on emergency evacuation routes in the city.

MOB-3.4: **Evacuation Route Obstacles.** Evaluate potential physical conditions that could impede an evaluation route, including overhead utility poles, dead or dying trees, and aging infrastructure.

Goal MOB-4:

Support mobility programs that reduce reliance on fossil fuel.

Policies

MOB-4.1: **Transit Electrification.** Support NVTA in its efforts to electrify the transit fleet.

MOB-4.2: **Municipal Fleet**. Prepare a plan to systematically replace the City's vehicle fleet to electric vehicles.

MOB-4.3: **Effects of New Technologies**. Monitor and evaluate the development of convenient new electric mobility technologies (e.g., scootershare and bikeshare).

MOB-4.4: **Expand Electric Charging Stations**. Evaluate regulatory and incentivized processes and funding mechanisms to streamline installation of new electric vehicle charging stations at the lowest possible cost.

NVTA's bus electrification program supports compliance with the California Air Resources Board's (CARB) proposed Initiative Clean Transit (ICT) regulation. The ICT requires that all California transit systems transition to ZEB technologies by 2040. NVTA's goal is to have a fully electric bus fleet by 2030.

Vine Transit's current electric fleet includes five 30-foot buses and two 40-foot buses.

Source: NVTA

Public Transportation

American Canyon has a variety of public transportation options including fixed route systems and demand-responsive systems as well as local systems and regional systems.

American Canyon Transit

American Canyon Transit (ACT), part of the Napa County Transit (VINE) network operated by the Napa Valley Transportation Authority (NVTA), provides weekday bus service on a 90-minute loop between 7:30 AM and 6:00 PM. ACT operates one main route served by two buses—ACT-1 and ACT-2—as well as a peak service route in the morning. ACT buses may deviate from their scheduled routes to provide on-demand service for seniors and individuals with disabilities, as time permits.

- **ACT-1 (Southbound)** begins service at 6:00 AM on weekdays from the ACT stop on Main Street next to Wal-Mart. It travels southbound via Rio Del Mar and Donaldson Way (shown as the blue route on MOB-Figure 5).
- **ACT-2 (Northbound)** starts service at 10:00 AM on weekdays from the ACT stop at James Street and Crawford Way. It travels east on Donaldson Way and then south on Shenandoah (blue route on MOB-Figure 6).

The **AM Peak Service** includes two morning loops:

1. The first departs the Wal-Mart bus stop at 7:25 AM.
2. The second departs from the Rio Del Mar/Eucalyptus (7-Eleven) stop.

This Peak Service is designated as the “American Canyon High School” route, which is identified on the front of the bus (green route on MOB-Figure 6).

VINE

VINE provides transit services throughout Napa County, complementing ACT routes by connecting American Canyon with neighboring cities. Within the city, two routes—Route 10 and VINE 29—offer local stops.

- **Route 10** (shown in purple on MOB-Figure 6) runs between Napa Valley College in the city of Napa and the city of Vallejo. In American Canyon,

it stops at SR 29/Rio Del Mar and the American Canyon Active Adults Center on Elliot Drive between Knightsbridge Way and Kimberly Drive.

- **VINE 29** (yellow route on MOB-Figure 6) is a commuter express line that runs from Calistoga to the El Cerrito Del Norte BART station and the Vallejo Ferry Terminal. In American Canyon, it stops at the Post Office at SR 29 and Crawford Way.

Both routes operate throughout the week. Additionally, **VINE Go** offers door-to-door service for eligible seniors and disabled individuals.

Goals and Policies

Goal MOB-5:

Support increased public transit to improve mobility, improve air quality, and support efforts to reduce vehicle miles traveled (VMT).

Policies

MOB-5.1: **VMT Thresholds**. Maintain and periodically reevaluate established vehicle miles traveled (VMT) thresholds and Transportation Demand Management (TDM) mitigation requirements for the purposes of environmental review under the California Environmental Quality Act (CEQA). Continue to maintain LOS standards for the purposes of planning and designing street improvements on Green Island Road, Devlin Road, and American Canyon Road.

MOB-5.2: **Existing Transportation Demand Management Efforts**. Continue to support the implementation of existing local and regional efforts to manage traffic demand, such as the Napa Logistics Park trip monitoring program, and employer TDM provisions of the Bay Area Air Quality Management District (BAAQMD).

MOB-5.3: **Support Transit Operation Improvements.** Work with NVTA to expand both ACT and VINE fixed route services, improve operations, and support dedicated bus lanes and/or queue-jump lanes on SR 29 to enhance bus operations by reducing travel time for transit vehicles.

MOB-5.4: **Demand-Responsive Transit.** Support NVTA's demand responsive transit system.

MOB-5.5: **Transit Stops.** Work with NVTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.

MOB-5.6: **Transit Service Funding.** Encourage NVTA to continue to pursue Federal and State funds to subsidize capital and operating costs associated with transit operation in the city.

MOB-5.7: **Future Transit Links.** Consider orienting transit system expansion to link with other potential future commuter bus and/or rail services.

MOB-5.8: **Transit Services Marketing**. Support NVTA efforts to encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

MOB-5.9: **Support VINE Services.** Continue to support the VINE service provided by NVTA.

MOB-5.10: **Transit Supportive Development**. Ensure that new development is designed to make transit a viable transportation choice for residents, including neighborhood centers or focal points with sheltered bus stops; locating medium and high-density development on or near streets served by transit wherever feasible; and link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

MOB-5.11: **Transit for Seniors**. Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.

MOB-5.12: **SB 375 Implementation**. Coordinate with other agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.

MOB-5.13: **Park and Ride Facilities**. Continue to encourage additional regional public transportation services and support facilities, such as park and ride lots near Broadway (SR-29).

MOB-5.14: **Effects of New Technologies on Transit Use**. Monitor and evaluate the development of new mobility technologies (such as rideshare, microtransit, and potentially commuter rail transit) and the potential effects on transit demand and the way users access public transit.

Goods Movement

Truck Routes

Truck routes are designed to accommodate heavy commercial, industrial, and agricultural vehicles while minimizing disruptions to local traffic and reducing impacts on residential neighborhoods. Given the significant existing and anticipated light industrial activity in the city's northwest quadrant, it is important to clearly designate truck routes to prevent heavy vehicle intrusion into residential areas.

Green Island Road and SR 29 are the city's designated truck routes. SR 29 currently carries substantial truck traffic and is classified as a terminal access route under the federal Surface Transportation Assistance Act (STAA). Enacted in 1982, the STAA established size and access standards for large trucks—known as STAA trucks—on the National Network, which includes the Interstate System and designated roadways like SR 29.

Rail Transport

Rail transportation in the American Canyon is limited to freight service only. The main rail line is owned by Union Pacific Railroad Company and enters the city from the city of Vallejo parallel to and on the east side of SR 29.

The rail line continues on this trajectory diverting from the SR 29 alignment north of American Canyon Road. North of Napa Junction Road, the railroad line splits into three segments:

- One segment heads northeast parallel to Jameson Canyon Road towards the city of Fairfield.
- Another segment heads northwest under SR 29 and across Green Island Road toward the city of Sonoma.

- The third leg heads north past Napa County Airport, terminating just north of Kennedy Park in the city of Napa. This leg connects to the Napa Valley Wine Train.

The Napa Valley Railroad operates a tourist-oriented passenger train service between the cities of Napa and St. Helena. The Wine Train makes multiple round trips per day between the two cities.

In 2003, the NVTA studied potential passenger rail service from the Vallejo Ferry Terminal north to St. Helena or Calistoga. The Napa/Solano Passenger/Freight Rail Study concluded that passenger rail service could be feasible. However, the service would require a significant subsidy with no current funding source.

In 2019, Sonoma-Marin Area Rail Transit (SMART) completed a Passenger Rail Service Feasibility Study for a 41-mile Novato to Suisun City corridor. This study determined that this corridor is feasible for passenger rail including a potential rail station in American Canyon.

Goals and Policies

Goal MOB-6:

Efficient and safe transport of goods by truck and rail.

Policies

MOB-6.1: **Promote Safe and Efficient Goods Movement.** Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.

MOB-6.2: **Promote Railroad Safety.** Maintain safe railroad crossings by coordinating road improvements at rail crossings with the California Public Utilities Commission.

MOB-6.3: **Passenger Rail Service**. Encourage regional transit agencies to evaluate passenger rail service with a station in American Canyon.

MOB-6.4: **Location of Industrial Development.** Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.

MOB-6.5: **Secure Truck Parking.** Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas.

MOB-6.6: **Goods Movement Along City Arterials**. Continue to restrict truck traffic through the city to its arterial roadways in order to facilitate goods movement to regional facilities; continue to prohibit truck traffic on residential streets.

MOB-6.7: **Truck Route Signage**. Ensure that clear signage is provided from regional gateways to truck routes in the city.

MOB-6.8: **Truck Route Design**. Incorporate provisions for trucks in the design of industrial collector streets and other designated truck routes. Ensure that truck routes are designed according to California and, where appropriate, STAA standards for intersections and turning movements.

MOB-6.9: **Effects of New Technologies on Goods Movement**. Monitor and evaluate the development of new technologies and trends (such as e-commerce) and the potential effects on the goods movement network (including increased curbside loading demand).

Goal MOB-7:

Improve the mobility system with fiscally-sound financing methods.

Policies

MOB-7.1: **Funding Sources.** Leverage existing available funding methods and sources to fund the transportation system in American Canyon while also researching innovative funding sources at the Federal, State, regional, and county levels.

MOB-7.2: **New Development.** Ensure new development projects contribute their fair share to transportation network improvements and that existing funding commitments are met.

MOB-7.3: **Monitor Funding.** Monitor fee programs and regular funding mechanisms to ensure adequate funding for programmed transportation improvements.

MOB-7.4: **Regional Funding.** Maintain standards to qualify for regional transportation revenues and engage regional agencies to provide adequate transportation funding to local jurisdictions.

SR29 American Canyon Multimodal Improvement Project Photosimulation

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Capital Improvement Program** Update the Capital Improvement Program annaually to incorporate necessary circulation system improvements.	MOB-1.1 MOB -1.2 MOB -1.7 MOB -1.8 MOB -1.9 MOB -1.13 MOB -1.18 MOB -1.19	Public Works / City Manager				■	
B	**Update Street Standards** Update the City's street standards based on the complete streets guidelines published by the National Association of City Transportation Officials (NACTO).	MOB -1.1 MOB -1.2	Public Works	■				
C	**Active Transportation Plan** Prepare and update every five years an Active Transportation Plan to replace the Bicyle Master Plan and include pedestrian faclities. The Plan should include a full range of facilities for bicycle travel, including Class I bike/multiuse paths, Class II bike lanes, Class III bike routes, and Class IV separated bikeway to provide a continuous system of bikeways trhoughout the city.	MOB -1.6 MOB -1.19 MOB -1.22 MOB -1.23	Public Works	■	■	■		
D	**Update Transportation Impact Analysis (TIA) Guidelines** Update and adopt Transportation Impact Analysis (TIA) guidelines to include VMT and a Multimodal LOS assessment methodology for the evaluation of potential transportation impacts resulting from new development.	MOB -1.2 MOB -1.3	Pbulic Works	■				
E	**Transportation Impact Fee** Maintain and update the transportation impact fee (TIF) program consistent with AB 1600.	MOB -1.18	Public Works					■
F	**Active Transportation Funding** Annually allocate TIF funds for the Active Transportation Plan updates and bikeway design and improvements consistent with the Active Transportation Plan implementation program.	MOB -1.18 MOB -1.19	Public Works					■
G	**Bicycle Use by City Employees** Establish a program to encourage bicycle use among City employees.	MOB -1.6	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
H	**Bicyle Facility Development and Maintenance** Prepare and update every five years a bike facility development and maintenance program that includes the following provisions: • signage consistent with according to Caltrans or City standards • lighting where needed; • bicycle paths and lanes on bridges and overpasses; • bicycle-safe drainage grates; • bikeways free of hazards such as uneven pavement or gravel; • merging or crossing signage where bike routes and paths make transitions into or across roadways; • promoting classes on bicycle safety in the schools in coordination with the Napa Valley Unified School District; and • sweeping debris from and repairing bicycle paths and lanes)	MOB -1.12 MOB -1.17 MOB -1.19 MOB -2.3 MOB -2.4	Public Works					■
I	**Reserved**							
J	**Pedestrian Crosswalk Installation** Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. While mid-block crossings are discouraged, if conditions warrant and are approved by City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Where possible, pedestrians should be roiuted to grade separated crossings over State Route 29.	MOB -1.6 MOB -1.22	Public Works					■
K	**Pedestrian Connections to Schools** Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings over SR 29.	MOB -1.6 MOB -1.21	Public Works					■

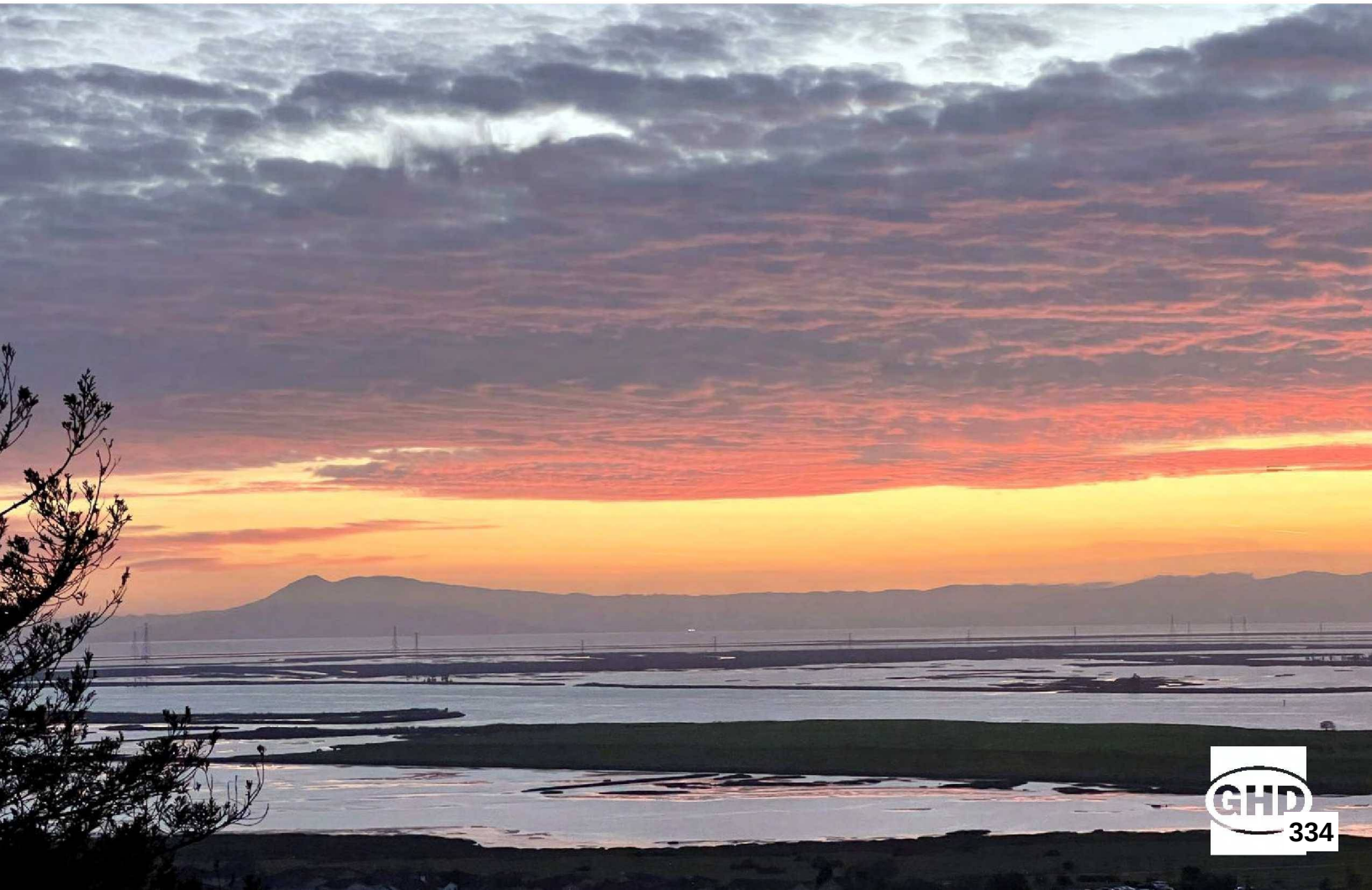
	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
L	**Vision Zero** Prepare and update every five years a Vision Zero program and install safety countermeasures consistent with the results and recommendations of the Local Roadway Safeway Plan (LRSP).	MOB -2.1 MOB -2.2 MOB -2.2 MOB -2.4	Public Works		■			
M	**Truck Facilities Financing** Prepare an analysis of possible funding sources, including user fees, to help finance truck routes and truck parking areas.	MOB -4-1 MOB -4.2 MOB -4-3 MOB -4.4	Public Works		■			
N	**Railroad Crossing Safety Program** Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted. Participate in railroad safety education, such as Operation Lifesaver activities when offered.	MOB -4-1 MOB -4.2	Public Works					■
O	**New Railroad Crossings** Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on the Circulation System map to ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at Newell Drive (grade separated); and Rio Del Mar or South Napa Junction Road (initially at-grade, may be grade separated in the future).	MOB -4-1 MOB -4.2	Public Works		■			

Local Roadway Safety Plan

Final Document

City of American Canyon

August 16, 2022



REPORT SIGNATURE SHEET

This Local Road Safety Plan for the City of American Canyon has been prepared under the direction of the following Professional Engineer. The Registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Kathryn Savoy Kleinschmidt, PE
Registered Civil Engineer

August 16, 2022
Date

Acknowledgements

A special thanks to all the Safety Partners that contributed to this plan.

City of American Canyon

Public Works Department

City Council

Planning Commission

Napa County

Public Works

Caltrans, District 4

American Canyon Police Department

American Canyon Fire Protection District

Napa Valley Transportation Authority

Napa County Bicycle Coalition

Napa Valley Unified School District

Napa County Office of Education

Executive Summary

A Local Roadway Safety Plan (LRSP) is a data driven traffic safety planning document that is now a requirement for Cycle 11 of the Highway Safety Improvement Program (HSIP). The goal of the LRSP is overall road safety improvements with an emphasis on reducing fatal and severe injury collisions. This plan also involves input from stakeholders and the public in identifying priority locations that could benefit from safety improvements but might not currently show a collision issue. This comprehensive plan is focused on mitigating the City of American Canyon (City) primary collision types and factors, with an overall reduction in collisions citywide.

The development of American Canyon's LRSP was a collaborative process with a local leadership group that represents the 5 E's (not just engineering) and public outreach. **The 5 E's of traffic safety include Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies.**

This holistic approach allows certain areas of concern not showing a crash pattern to be analyzed. Also, it fosters local, state, and agency partnerships to advance local road safety.

In following the overall LRSP process, a Stakeholder Working Group (Working Group) was formed with the City as the lead and local organizations from the 5 E's and anyone with an interest in improving the City's roadway safety. This group gathered for meetings to discuss the overall collision analysis, goals, priorities, safety recommendations, and overall development of the safety plan.

Based on the past 5 years' collision analysis and the City's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge/Emphasis Areas including but not limited to:

- Pedestrians
- Bicyclists
- Intersections
- Aggressive Driving/Speeding
- Distracted Driving

In addition, the vision, mission statement, and goals were established in guiding the development of the LRSP. It was also decided that the LRSP for the City of American Canyon would be a living document with official updates every five (5) years.

Data analysis, public input, and City feedback helped to determine the priority locations in the City. State Route 29 (SR 29) runs at grade through American Canyon and divides the east and west sides of the City. These locations have been separated from the City jurisdiction intersections. All the locations, along with their proposed countermeasures per Caltrans Local Roadway Safety Manual for HSIP grant funding, are shown in the tables below.

Priority Intersections and Recommended Countermeasures

Intersection	Recommended Countermeasures
City Jurisdiction	
Flosden Rd and Daniel Dr	Improve sight distance to intersection (Clear Sight Triangles)
	Install pedestrian crossing at uncontrolled locations (new signs and markings only)
American Canyon Rd and Broadway/Silver Oak Trail	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd and Newell Dr/Flosden Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Rio Del Mar and Los Altos Pl	Evaluate conversion of intersection to mini-roundabout
Flosden Rd and Canyon Creek Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Flosden Rd and Via Bellagio	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd and Via Firenze	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
	Install high visibility yellow school crosswalk striping
Rio Del Mar and Rio Grande	Relocate existing school crossing
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
*Caltrans Jurisdiction**	
SR 29 and American Canyon Rd	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Rio Del Mar	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Napa Junction Rd	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 and Eucalyptus Dr	Improve signal timing (coordination, phases, red, yellow, or operation)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Donaldson Way	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Green Island Rd	Install signage for traffic merging onto SR 29

*Only low-cost countermeasures considered. Larger corridor improvements planned and anticipated to begin construction in FY 2025/26

Priority Segments and Recommended Countermeasures

Segment	Recommended Countermeasures
City Jurisdiction	
Newell Dr (Silver Oak Trail to American Canyon Rd)	Install dynamic/variable speed warning signs
American Canyon Rd (Newell Dr to E City Limit)	Install dynamic/variable speed warning signs Install guardrail Install delineators, reflectors and/or object markers Repair and paint (retroreflective) median end caps
Paoli Loop Rd (SR 29 to SR 29 Overpass)	Install dynamic/variable speed warning signs Install centerline rumble strips/stripes
Flosden Rd (Daniel Dr to S City Limit)	Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers
American Canyon Rd (Silver Oak Trail to Newell Dr)	Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers
Silver Oak Trail (American Canyon Rd to Newell Dr)	Install dynamic/variable speed warning signs Install pedestrian crossing (with enhanced safety features)
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	Install dynamic/variable speed warning signs Install pedestrian crossing (with enhanced safety features)
*Caltrans Jurisdiction**	
SR 29 (American Canyon Rd to S City Limit)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Green Island Rd to Napa Junction Rd)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Rio Del Mar to Donaldson Way)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Donaldson Way to American Canyon Rd)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Napa Junction Rd to Rio Del Mar)	Add segment lighting Install dynamic/variable speed warning signs

*Only low-cost countermeasures considered. Larger corridor improvements planned and anticipated to begin construction in FY 2025/26

Recommended Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)
	Education	Safe driver education for all drivers
	Education	Safe driving campaign for students
	Enforcement	Speed enforcement and management[2]
	Engineering	Install bike infrastructure[1]
	Engineering	Add sidewalks/close sidewalk gaps
	Engineering	Pedestrian Crossing Enhancements[1]
	Engineering	Provide pedestrian countdown timers, updated push buttons, AND Leading Pedestrian Intervals (LPIs) at signalized intersections (as needed)
	Engineering	Flashing Yellow Arrows/Protected Left Turn signal heads at signalized intersections
	Engineering	Evalute installation of green bike conflict markings at intersections[1]
	Engineering	Evalute adding bike boxes at intersections[1]

[1] *Pedestrian Crossing Enhancements and Bike Safety Improvements are part of the HSIP Set Aside funding and do not require previous collision history*

[2] *Speed Management can include the installation of traffic calming devices and/or speed limit changes through AB 43*

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed countermeasures are HSIP fundable (Cycle 11 opened May 9, 2022). However, countermeasures can be implemented through other funding sources including:

- Active Transportation Program (ATP)
  - Next call for funding projects is scheduled to start in March 2024
- Congestion Mitigation and Air Quality (CMAQ) program
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Stimulus funding sources
- Capital Improvement Program or with on-going maintenance work

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Appendices

Appendix A	Stakeholder and Public Input
Appendix B	Collision Data

List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
AWSC	All-Way Stop Control
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Roadway/Road Safety Plan
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
TWSC	Two-Way Stop Control

1. Introduction

The project involves the development of a Local Roadway/Road Safety Plan (LRSP), which provides local agencies an opportunity to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide the City in safety countermeasures and allow eligibility for funding in future HSIP applications. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements for future Highway Safety Improvement Program (HSIP) funding.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge/emphasis areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1.1**).

The City and GHD will follow the Federal Highway Administration's (FHWA) Local Road Safety process in the following six (6) steps as shown in **Figure 1.2**:

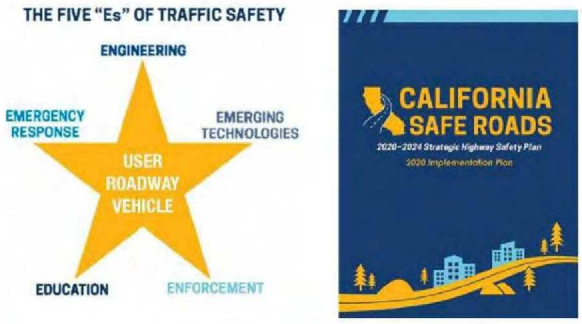


Figure 1.1 California SHSP (2020-2024)

Figure 1.2 FHWA's LRSP Development Process

In working with the first step of establishing leadership, GHD and the City of American Canyon reached out to the various stakeholder representative for the LRSP working group in capturing the "5E's" and local community members that can contribute to the overall safety plan for the City of American Canyon. This working group was key in developing a comprehensive safety plan that is tailored to address the local needs and issues.

2. Background

2.1 Purpose and Need

American Canyon is located at the southern tip of Napa Valley and serves as a gateway to wine country. The City lies approximately 40 miles northeast from San Francisco and has easy access to the San Francisco Bay Ferry located in Vallejo. Its population is approximately 22,000 as of the 2020 Census, up from approximately 20,000 in the 2010 Census. American Canyon is host to multiple recreational areas with the Newell Open Space Preserve in the east, the Napa River Bay Trail and Wetlands Edge Park in the west, and Eagle Vines and Chardonnay Golf Clubs to the north. Additionally, Napa County Airport lies just north of the City near the industrial area.

With its recreational options, local wineries, and close proximity to both Napa Valley and San Francisco, American Canyon sees many different types of roadway users each day. State Route 29 runs through the City at grade and serves as a main thoroughfare for local and pass through traffic. In addition, the City of American Canyon roadways serve a variety of users including pedestrians, bicyclists, transit riders, passenger cars, and heavy trucks for freight, with a mix of local, recreational, and regional trips.

In focusing in on the roadway safety needs, the past five years of collisions (2017-2021) were evaluated for City roadways and the high severity collisions are discussed below.

2.1.1 City Roadways

During the five-year period between 2017 and 2021, there were 2 fatal and 5 severe injury collisions recorded for the roadways under the City of American Canyon's jurisdiction. There were 2 fatal and 10 severe injury collisions on SR 29.

Figure 2.1 shows a map of the 4 fatal and 15 severe injury collisions on City and Caltrans roadways between 2017 and 2021. In improving roadway safety for the City of American Canyon, it is important to focus on mitigating these high injury and loss of life collisions.

Figure 2.1 Fatal and Severe Injury Collisions in the City of American Canyon (2017-2021)

2.2 Standards and Guidelines

In developing the City of American Canyon LRSP, the following standards and guidelines were followed:

- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.6, April 2022.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012.
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.

2.2.1 California Strategic Highway Safety Plan

The LRSP will complement California's SHSP 2020-2024. Per this plan, the recommended challenge areas are shown in **Figure 2.2**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.

Figure 2.2 SHSP Challenge Areas

For HSIP Cycle 11, Caltrans has updated the SHSP Challenge Areas to incorporate speed management in conjunction with aggressive driving.

2.3 Methodology

The LRSP methodology followed the FHWA's LRSP development process as shown in **Figure 2.3**.

Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Road Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**

   i) Working Group was formed of the 5 E's and other interested representatives.

2. **Use Safety Data**

   i) Past 5 years of collisions were analyzed with discussion of other high-risk locations.

3. **Chose Proven Solutions**

i) FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.

4. **Implement Solutions**

i) Projects were identified for specific location and systemically.

Figure 2.3 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

3.1 Stakeholder Working Group Members

Based on community connections, the City of American Canyon led the formation of the LRSP Stakeholder Working Member Group. This leadership group was crucial in the development of the LRSP and helped in capturing the safety needs, goals, and priorities including safety countermeasures for the City of American Canyon.

The Stakeholder Working Group included the following representatives:

- City of American Canyon
- Napa County
- Caltrans, District 4
- American Canyon Police Department
- American Canyon Fire Protection District
- Napa Valley Transportation Authority
- Napa County Bicycle Coalition
- Napa Valley Unified School District
- Napa County Office of Education

3.1.1 Stakeholder Working Group Meetings

Two meetings were held with the stakeholder working group and facilitated by GHD. The virtual meetings were as follows:

- Tuesday, May 3, 2022 from 1 p.m. to 2:30 p.m.
    - Discussed the LRSP overall process, working group member's safety priorities, past 5 years of collisions (City and Caltrans roadways), vision, goals, and priorities.
- Thursday, June 16, 2022 from 2 p.m. to 3:30 p.m.
    - Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined LRSP's guiding principles, and coordinated next steps.

The meeting agendas for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group provided their feedback and comments on the Draft Local Roadway Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering, enforcement, and emergency response, it is important to have buy off from the stakeholders in understanding how the plan will be implemented.

3.2 SHSP Challenge Areas

Based on the LRSP Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

- Pedestrians
- Bicyclists
- Intersections
- Aggressive Driving/Speeding
- Distracted Driving

3.3 Guiding Principles

The members of the working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. Ideally, this document will help the City move toward Vision Zero. The aim of Vision Zero is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally, traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.3.1 Vision Zero

Vision Zero is a significant departure from the status quo in two major ways:

- Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to minimize those inevitable mistakes and reduce their likeliness to result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. Roadway users are however still responsible for their mistakes and should follow all applicable laws and use reasonable judgement when conducting themselves within the public right of way.
- Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

3.3.2 Safe Systems Approach

The Federal Highway Administration (FHWA) is using the Safe System approach to work towards their goal of zero fatalities in vehicles. In providing a comprehensive approach to safety, the Safe System approach is to design our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

FHWA defines the Safe System Approach Principles and Elements as follows:

- *Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.*
- *Safe Vehicles—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.*

- *Safe Speeds—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.*
- *Safe Roads—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.*
- *Post-Crash Care—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.*

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety. With the passing of Assembly Bill (AB) 43, there will be flexibility in setting speed limits.

Figure 3.1 shows a graphic displaying the safe systems approach.

Figure 3.1 Safe Systems Approach

3.3.3 Vision, Mission Statement, and Goals

3.3.3.1 Vision

A vision statement describes what the Local Road Safety Plan is trying to achieve.

The City of American Canyon will strive toward the elimination of all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

3.3.3.2 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

The City of American Canyon will provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways in the city.

3.3.3.3 Goals

Safety goals were developed for the Local Roadway Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

Goal #1: Create a safe, healthy, convenient, and connected community by developing a roadway safety plan targeted to American Canyon's transportation and roadway safety needs.

Goal #2: Reduce the potential for fatal and severe injury collisions citywide.

Goal #3: Reduce rear end collisions on SR 29 by implementing strategies that mitigate speed.

Goal #4: Reduce broadside collisions on City roadways by implementing strategies that reduce Right of Way and Signals/signs violations.

Goal #5: Improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure using context sensitive design.

Goal #6: Improve safety around schools by increasing multimodal infrastructure, enhanced crossings, and education and enforcement

3.3.3.4 Motto and Pledge

The City of American Canyon adopted a motto as part of their on-going efforts to create safer streets in the community. This motto encompasses the efforts of the LRSP as well as the Traffic Calming Program. The motto is:

"We ♥ Safe Streets"

Residents are invited to take the safe streets pledge and proudly display the above decal to encourage others to take the pledge.

4. Analyze Safety Data

4.1 Recent/Planned Safety Projects

4.1.1 American Rescue Plan Act of 2021 Proposed Projects

In March 2021, United States Congress passed the American Rescue Plan Act of 2021 to provide additional relief in response to the impacts of the COVID-19 pandemic. The City of American Canyon was successful in receiving funding for multiple Capital Improvement Projects. The proposed projects are as follows:

- Benton Way Enhanced Crosswalk Improvements
- Class II Bike Lanes and Intersection Improvement Projects (See **Figure 4.1** below)
- Elliott Drive Enhanced Crosswalk Improvements
- Melvin Road Sidewalk and Drainage Improvements
- Paving and Utility Improvements (Rancho Del Mar Area)

Figure 4.1 Proposed ARPA Funded Bike Lane and Intersection Improvement Project

4.1.2 State Route 29 Multimodal Improvement Project

Regionally, State Route (SR) 29 provides a direct connection between counties along Interstate 80 (I-80) and I-580 and counties along US 101 in the North Bay. Locally, SR 29 is also the lifeblood of access into and out of Napa County. Notwithstanding their disparate local context, vehicular volumes on SR 29 are comparable to other nearby state highways (SR 12 and SR 37). However, because the SR 29 Corridor functions as American Canyon's "Main Street", it experiences significant safety, operational, and context sensitive design issues between American Canyon Road and Napa Junction during weekday and weekend peak hour conditions.

This plan builds upon the previously completed SR 29 Comprehensive Multimodal Corridor Plan (completed May 2020) by identifying three alternative solutions to relieve traffic congestion, improve safety, support transit, and increase multimodal options for pedestrians and cyclists. These options then moved forward to the next phase of project development Project Initiation Document (PID). Per the SR 29 Corridor PID the preferred alternative is shown in **Figure 4.2**.

Figure 4.2 SR 29 Roundabout Corridor Alternative

Once the PID is approved, the preferred alternative will move forward to the Project Approval & Environmental Documents (PA&ED) phase and Project Plans, Specifications, and Estimate (PS&E) design package with construction anticipated to begin in FY 2025/26.

4.1.3 Other Projects

In addition to the above projects, American Canyon has other projects in construction, planned, continually on-going, and recently completed. These projects are as follows:

In construction:

- Green Island Road Reconstruction and Widening Project – Updating signal crossing, reconstructing railroad crossing, and constructing Class I multi-use trail (Napa Valley Vine Trail)

On-going/Planned:

- Bike Rodeos in coordination with the Napa County Bicycle Coalition
- Child Seat and Bike Helmet giveaways with pedestrian and bicycle safety presentations by ACPD
- Community Safety Booklets
- Broadway District Specific Plan
- Updates to the Traffic Calming Guidelines
- Complete Streets Safety Assessment in coordination with Berkeley SafeTREC – currently underway and recommendations are being coordinated
- Pedestrian Crossing Improvements at Daniel Drive and Flosden Road – previously evaluated improvements in consideration
- Safe Routes to School in coordination with Napa County Bicycle Coalition and Napa Valley Transportation Authority
- Citywide Speed Survey – currently underway by Fehr and Peers

Recently Completed:

- Devlin Road and Vine Trail Extension – Extension of Devlin Road to Green Island Road to improve circulation

4.2 Collision Data

The City of American Canyon collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS). The City supplemented some missing collision data using collision reports. Each data set was analyzed, crosschecked, and compiled into one complete comprehensive data set. This process was done to ensure that all reported collisions occurring within the City are accounted for and to provide additional information that one system may not have captured. The data set contains five years' worth of collisions spanning from January 1, 2017, to December 31, 2021.

Between 2017 and 2021, 671 collisions were reported in the City of American Canyon. These collisions were classified based on roadway jurisdiction (City or Caltrans). Collisions were further categorized into intersection related collisions and roadway segment related collisions with a separate focus on the City streets and Caltrans roadways.

The pie chart in **Figure 4.3** depicts the number of collisions by collision location (intersection or segment) and jurisdiction (City, SR 29). The highest number of collisions were at SR 29 intersections (270 collisions).

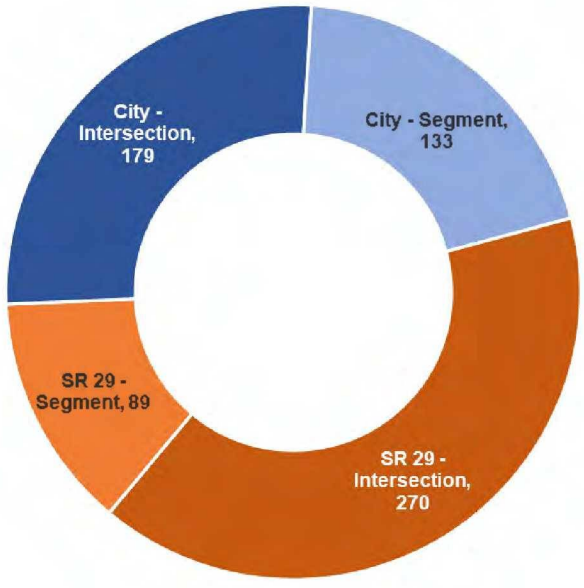


Figure 4.3 Total Collisions within the City of American Canyon (2017-2021)

As shown on the collision density map (see **Figure 4.4** below), areas with high density of collisions include along all of SR 29, American Canyon Road, Newell Drive, and Flosden Rd,

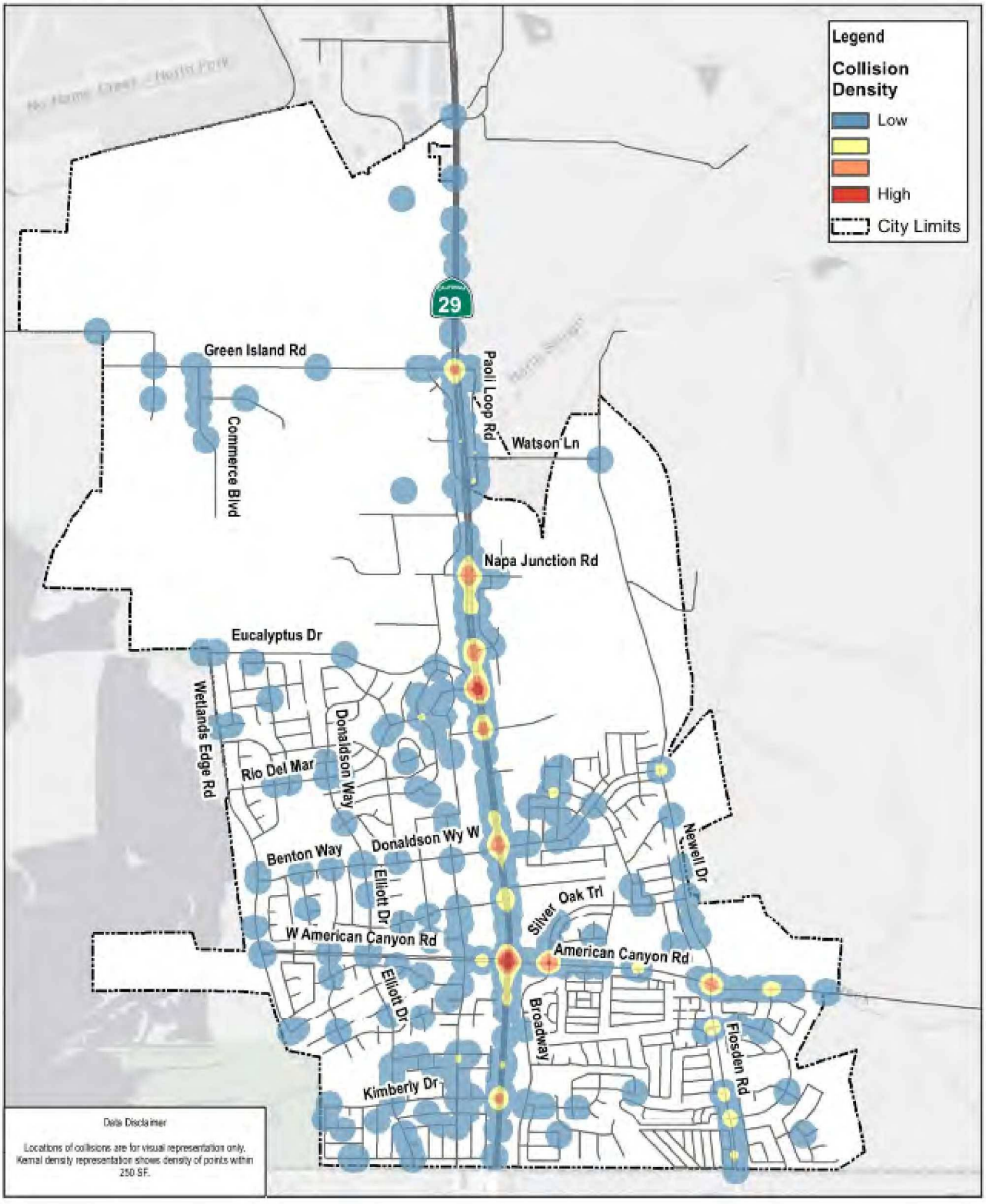


Figure 4.4 Collision Density on All Roadways (2017-2021)

4.2.1 Collisions on City Roadways

There were 312 collisions recorded on roadways under the City's jurisdiction between 2017 and 2021. There were 2 fatal collisions and 5 severe injury collisions on City roadways. Sideswipe collisions were the most common collision type followed by broadside and hit object collisions. **Figure 4.5** summarizes the City collisions based on severity and type.

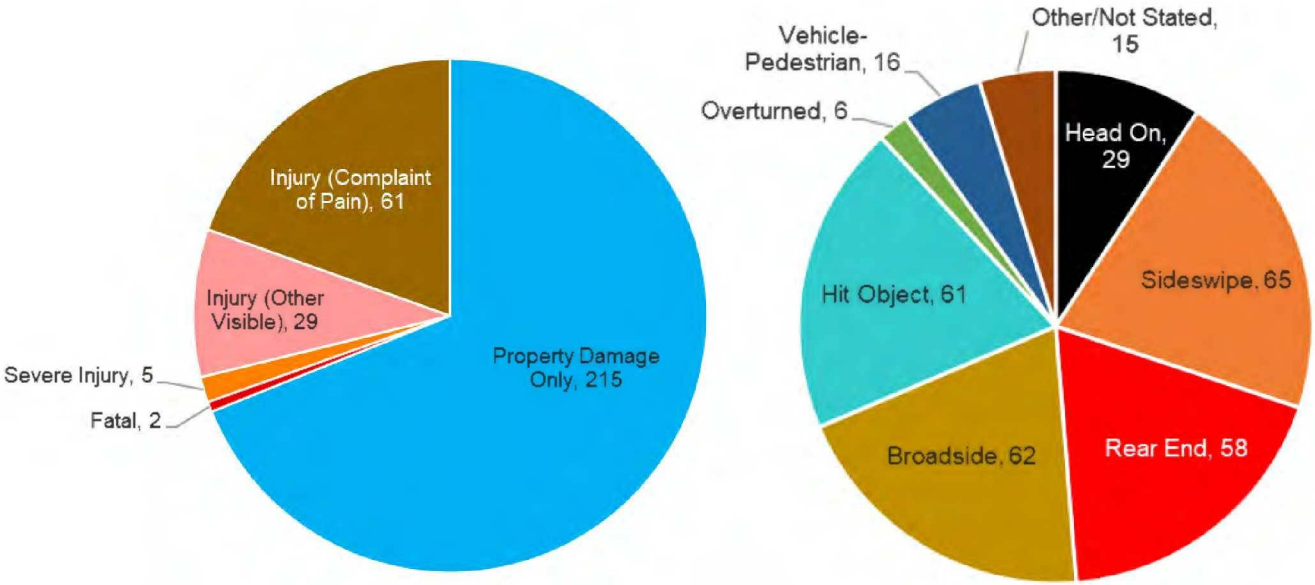


Figure 4.5 Summary of City Collisions (2017-2021)

The top five violation categories (not including unknown or not stated collisions) for City roadways are presented in **Figure 4.6**. The top violation category on City roadways was unsafe speed. Many of the unsafe speed collisions resulted in rear end collisions.

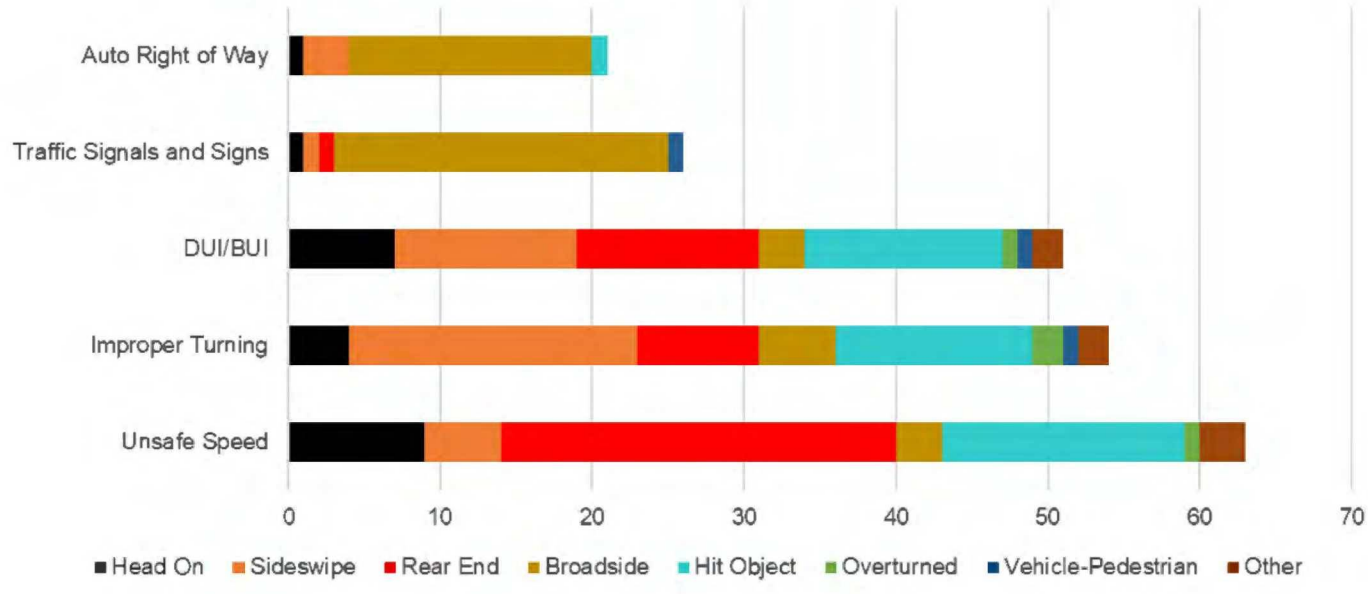


Figure 4.6 Top Violation Categories on City Roadways (2017-2021)

With the Highway Safety Improvement Program (HSIP) funding concentrating on the past five (5) years of collision data, further collision analysis focused on collisions from 2017 to 2021. The total number of collisions and Equivalent Property Damage Only (EPDO) rating were assessed to determine the top study intersections (refer to **Appendix B: Collision Data**). Per the *Caltrans Local Roadway Safety Manual*, it is recommended to rank locations with higher severity as higher focus. The Highway Safety Manual (HSM) methodology of Equivalent Property Damage Only (EPDO) rating assigns a weight to collisions in capturing the relative severity in equivalent property damage only (PDO =1).

Table 4.1 provides the comprehensive collision costs and EPDO weights that were used in ranking the collisions. Collision costs include both direct and indirect costs. Direct crash costs include ambulance service, police and fire services, property damage, insurance, and other costs directly related to the crashes. Indirect collision costs account for the value society would place on pain and suffering or loss of life associated with the crash.

Table 4.1 Comprehensive Collision Costs and Equivalent Property Damage Only (EPDO) Weights (2020 dollars)

SWITRS Code	Crash Severity	Location Type	Crash Cost*	Severity Ranking**
Highway Safety Manual (HSM)				
1	Fatal	-	$ 7,219,800	543
2	Severe Injury	-	$ 389,000	29
3	Other Visible Injury	-	$ 142,300	11
4	Complaint of Pain	-	$ 80,900	6
0	Property Darmage Only	-	$ 13,300	1
Local Roadway Safety Manual (LRSM)***				
1 & 2	Fatal & Severe Injury	Signalized Intersection	$ 1,787,000	120
		Non-Signalized Intersection	$ 2,843,000	191
		Roadway	$ 2,461,000	165
3	Other Visible Injury	-	$ 159,900	11
4	Complaint of Pain	-	$ 90,900	6
0	Property Darmage Only	-	$ 14,900	1

* *Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2020 dollars.*

** *Based on Equivalent Property Damge Only (EPDO)*

*** *Local Roadway Safety: A Manual for California's Local Road Owners (LRSM), Version 1.6, 2022.*

For the purposes of identifying priority locations for this plan, the intersection and segment collisions on City roadways were analyzed based off the LRSM EPDO ranking and total collisions. The top five intersections and segments in each of these three categories were identified as a priority. After removing duplicates between the lists, 7 unique City intersections, 7 unique State Route 29 intersections, 7 unique City roadway segments, and 5 unique State Route 29 segments were identified.

The intersection of American Canyon Rd and Broadway/Silver Oak Trail had the highest severity ranking due to multiple severe injury collisions as well as the highest number of collisions (28). The intersection of Flosden Rd and Daniel Dr ranked second due to a fatality at the intersection. **Table 4.2** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 4.2 Top Intersections on City Roadways, Per Collision Analysis

Primary Road	Secondary Road	EPDO	Total Collisions
American Canyon Rd	Broadway/Silver Oak Trail	311	28
Flosden Rd	Daniel Dr	209	5
American Canyon Rd	Newell Dr/Flosden Rd	198	19
Rio Del Mar	Los Altos Pl	197	3
Flosden Rd	Canyon Creek Dr	32	7
Flosden Rd	Via Bellagio	27	7
American Canyon Rd	Via Firenze	22	7

The segment collisions were also analyzed EPDO and total number of collisions. **Table 4.3** shows the top segments, per collision analysis. The segment of American Canyon Road (Newell Drive to East City Limit) had the highest EPDO (178) and tied with two other segments for the highest number of collisions (9).

Table 4.3 Top Segments on City Roadways, Per Collision Analysis

Location	EPDO	Total Collisions
American Canyon Rd (Newell Dr to E City Limit)	178	9
Newell Dr (Silver Oak Trail to American Canyon Rd)	166	2
American Canyon Rd (SR 29 to Silver Oak Trail)	47	7
Paoli Loop Rd (SR 29 to SR 29 Overpass)	29	9
W American Canyon Rd (James Rd to SR 29)	22	7
Flosden Rd (Daniel Dr to S City Limit)	19	9
American Canyon Rd (Silver Oak Trail to Newell Dr)	18	8

4.2.1.1 Additional Locations

Per stakeholder feedback, the segments of Silver Oak Trail from American Canyon Road to Newell Drive and Benton Way from Wetlands Edge Road to Donaldson Way/Elliott Drive are included as priority locations. These two locations did not have significant enough severity or number of collisions to appear in the top segments on their own but are still top priorities due to their proximity to schools. Both locations are main routes to schools and see significant numbers of vulnerable road users during school hours.

Additionally, the Planning Commission identified the intersection of Rio Del Mar and Rio Grande as a location in need of improvements. The existing school crossing is located approximately 60 feet south of the intersection and lies at the end of a curve resulting in limited sight distance. Due to its proximity to a public park and multiple schools, this location sees significant numbers of vulnerable road users as well.

4.2.2 Collisions on Caltrans Roadways

There were 312 collisions recorded on Caltrans roadways between 2017 and 2021. Of these collisions, 179 were at SR 29 intersections and 133 were along segments. The intersection of SR 29 and American Canyon Road had the highest EPDO (650) and the highest number of collisions (59) in the five-year period between 2017 and 2021. **Table 4.4** shows the top intersections, per collision analysis.

Table 4.4 Top Intersections on Caltrans Roadways, Per Collision Analysis

Primary Road	Secondary Road	EPDO	Total Collisions
SR 29	American Canyon Rd	650	59
SR 29	Rio Del Mar	522	50
SR 29	Poco Way	424	16
SR 29	Green Island Rd	244	15
SR 29	Napa Junction Rd	126	31
SR 29	Eucalyptus Dr	87	27
SR 29	Donaldson Way	70	25

The segment of SR 29 from American Canyon Road to the South City Limit had the highest EPDO (416) due to a fatality. The segment of SR 29 from Green Island Road to Napa Junction Road had the highest number of collisions (25). **Table 4.5** shows the top segments per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 4.5 Top Segments on Caltrans Roadways, Per Collision Analysis

Location	EPDO	Total Collisions
SR 29 (American Canyon Rd to S City Limit)	416	23
SR 29 (Green Island Rd to Napa Junction Rd)	80	25
SR 29 (Rio Del Mar to Donaldson Way)	76	21
SR 29 (Donaldson Way to American Canyon Rd)	68	13
SR 29 (Napa Junction Rd to Rio Del Mar)	54	14

4.2.3 Collisions Related to Challenge/Emphasis Areas

4.2.3.1 Pedestrians

There were twenty (20) total collisions involving pedestrians from 2017 to 2021. These majority took place at City intersections – 13 collisions occurred at City intersections, 5 occurred at SR 29 intersections, and 2 occurred along City segments. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 4.7**. Of the 20 collisions, 4 included pedestrians in the road (including the shoulder), and 14 included pedestrians crossing in the crosswalk at an intersection.

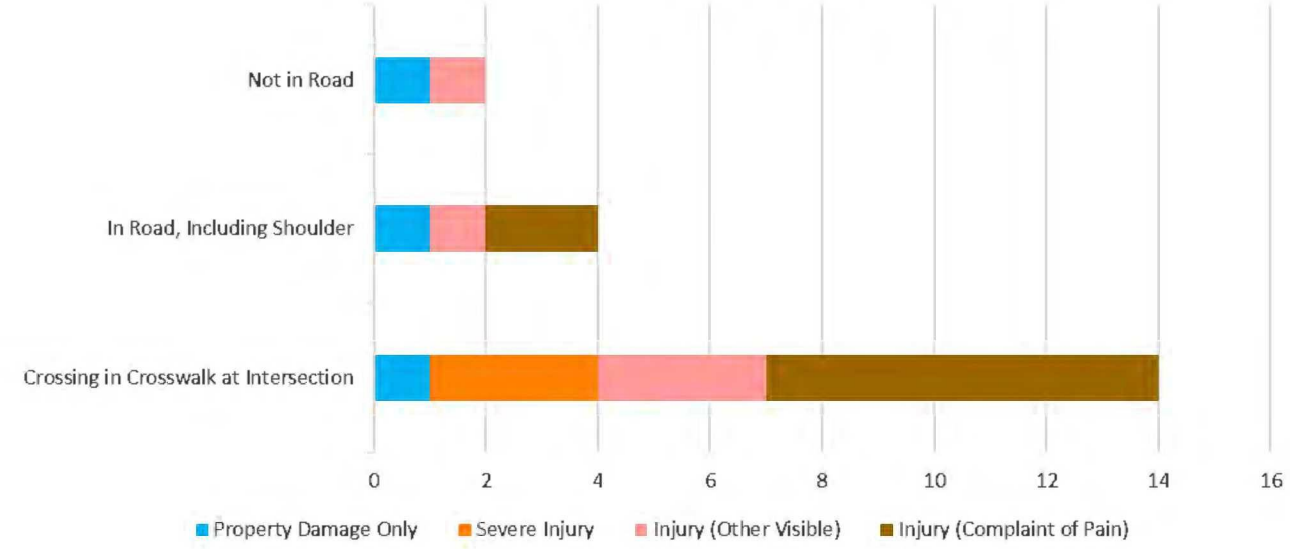


Figure 4.7 Pedestrian Location at Time of Collision

The mapped location of each pedestrian collision is shown in **Figure 4.8**.

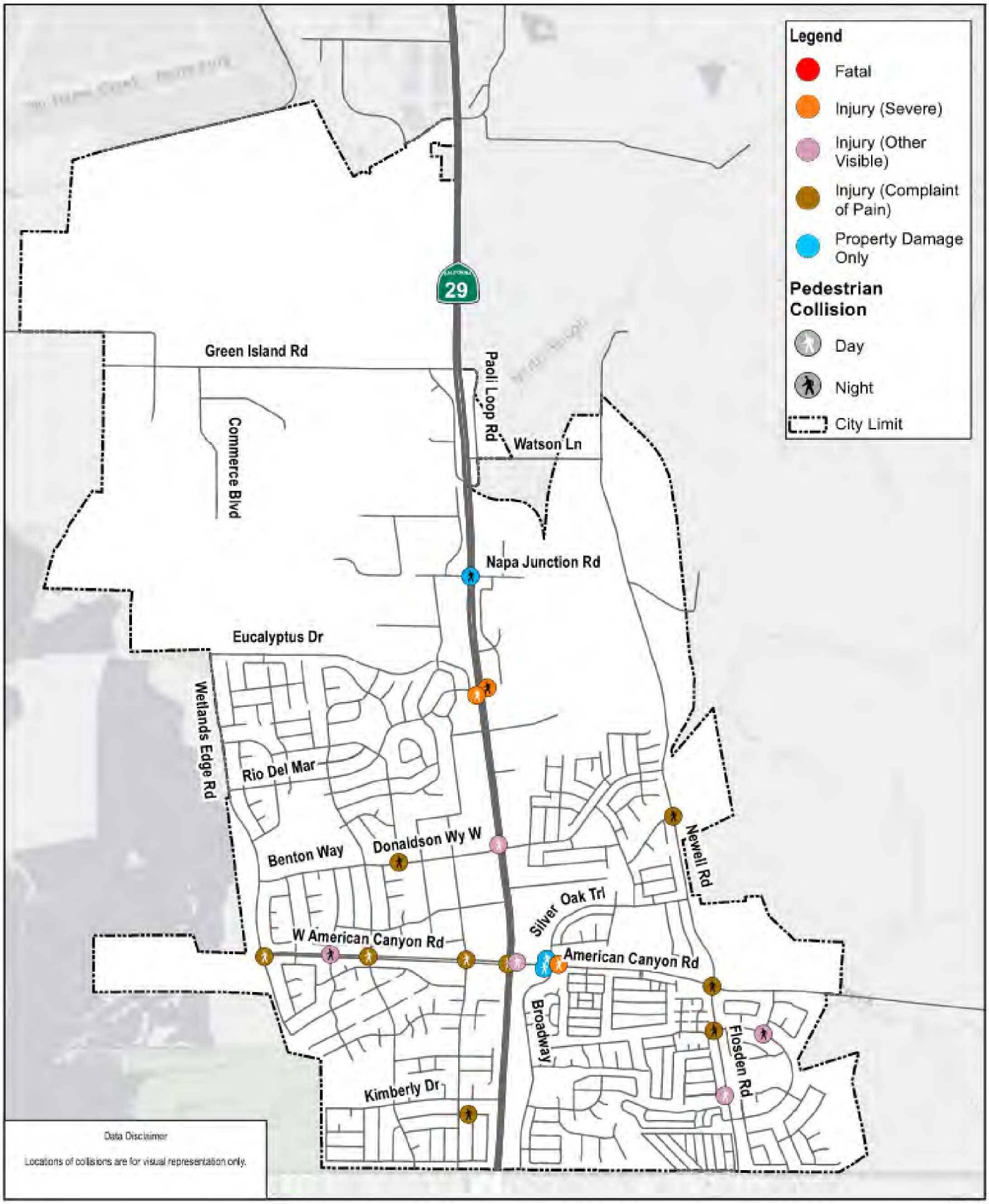


Figure 4.8 Map of Pedestrian Collisions (2017-2021)

4.2.3.2 Bicyclists

There were twelve (12) total bicycle collisions in the City from 2017 to 2021 including one (1) fatal incident. The highest collision type was broadside with 5 collisions. The majority of these collisions took place at the intersections of SR 29 at American Canyon Rd and American Canyon Rd at Broadway/Silver Oak Trail. The type of bicycle collisions, along with corresponding severity, is shown in **Figure 4.9**.

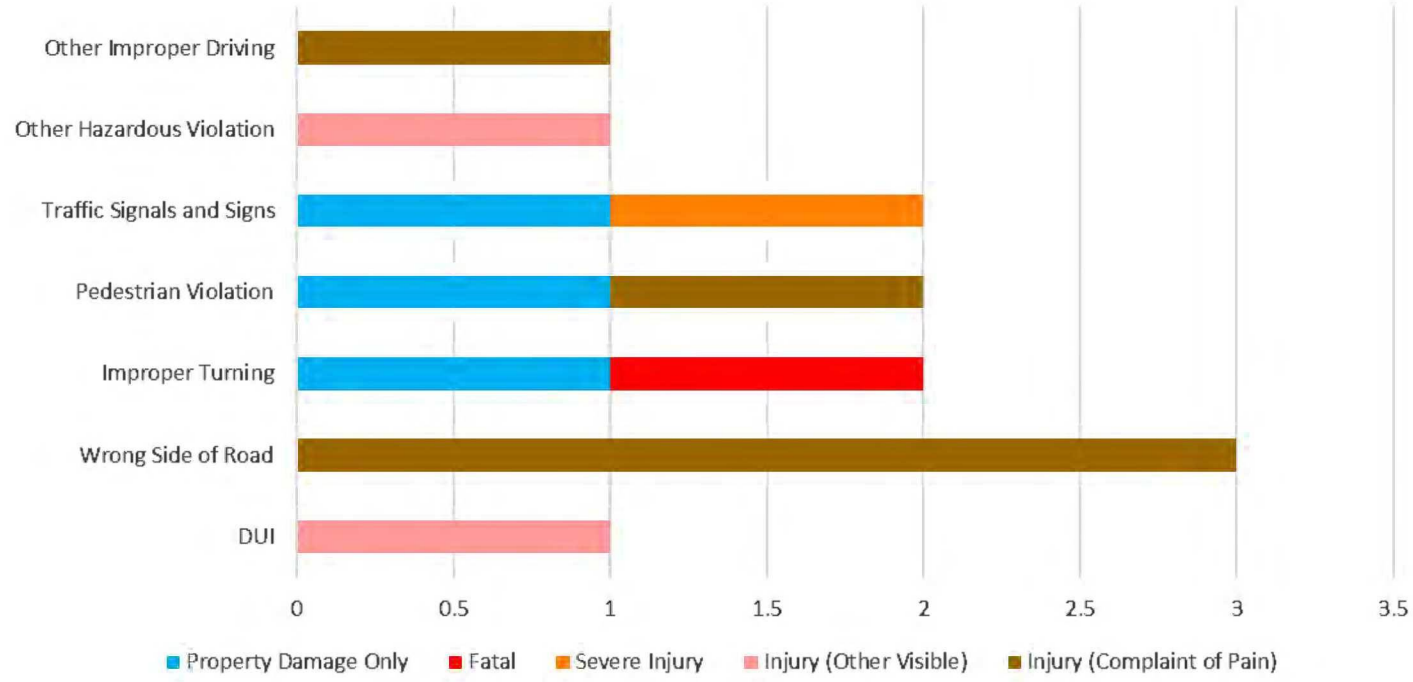


Figure 4.9 Bicycle Collision Types and Severity

The mapped location of each bicycle collision is shown in **Figure 4.10**.

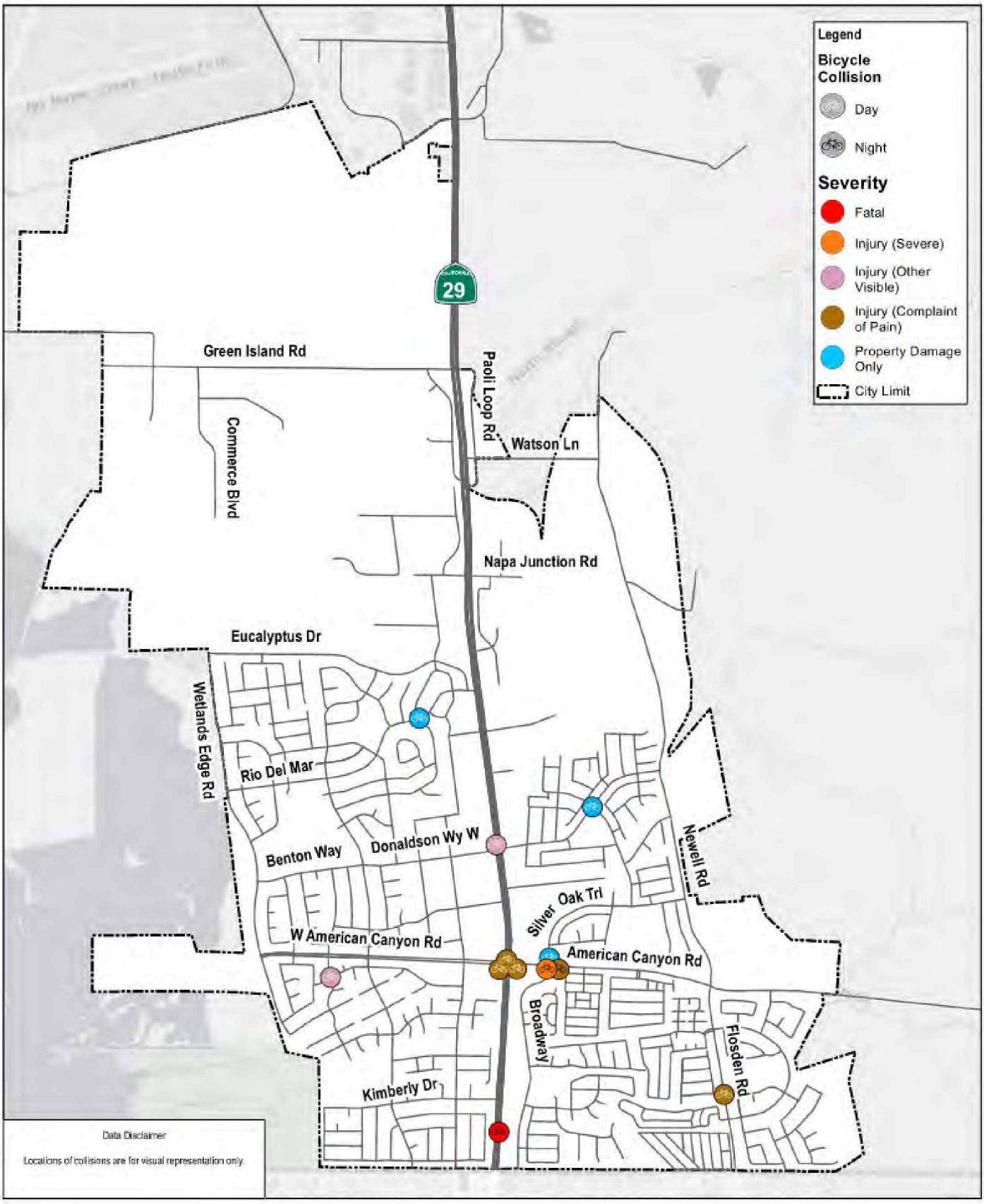


Figure 4.10 Map of Bicycle Collisions (2017-2021)

4.2.3.3 Intersections

For the past 5 years (2017-2021), there were 671 collisions on all roadways in American Canyon (City and Caltrans jurisdictions). Of those collisions, 449 (67%) occurred at intersections. The majority of intersection collisions (270) occurred at intersections under Caltrans jurisdiction. There were 179 intersection related collisions at City intersections. The top violation category for intersections was unsafe speed (see **Figure 4.8**). The majority of unsafe speed violations resulted in rear end collisions.

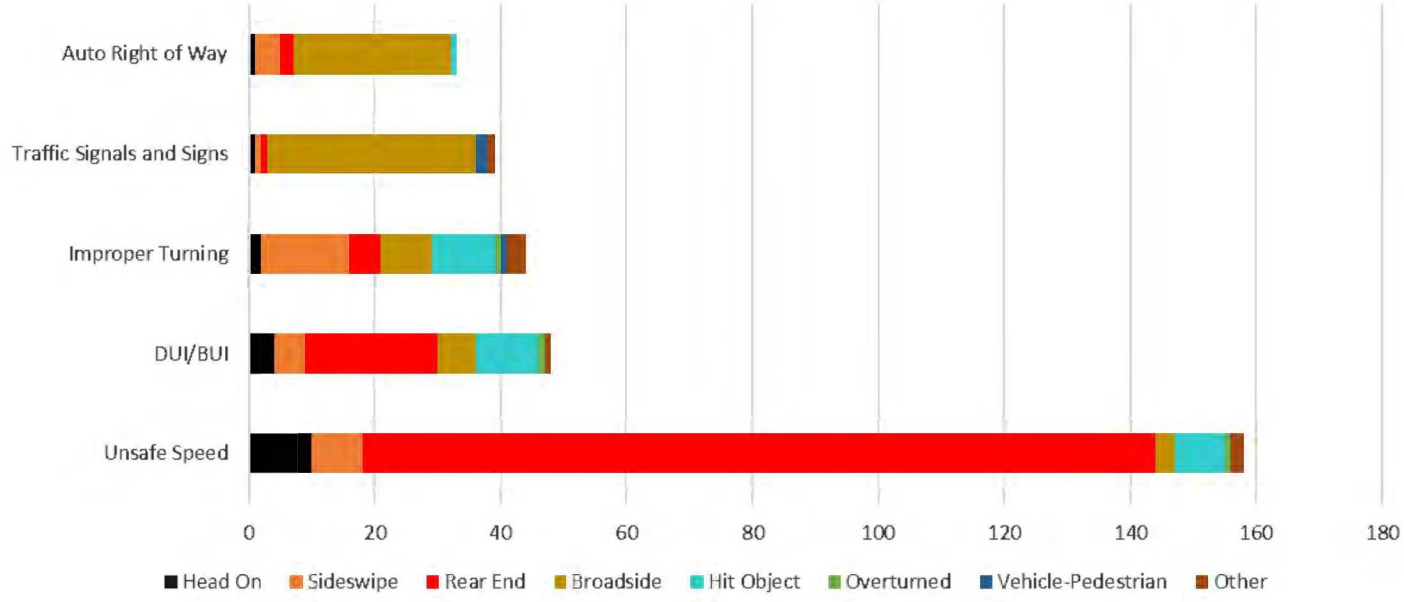


Figure 4.11 Top 5 Violation Categories for Intersection Collisions

4.2.3.4 Aggressive Driving / Speeding

Aggressive driving including speeding can be assessed through collision violation categories for unsafe speed and traffic signals and signs violations. There were 279 collisions on all roadways in the City due to these violations between 2017 and 2021 (see **Table 4.6**). This is approximately 42 percent of all collisions on City roadways. Many of these collisions resulted in rear end or broadside collisions.

Table 4.6 Aggressive Driving Collisions on All Roadways (2017-2021)

Severity	Collisions on All Roadways		Percentage of Collisions Per Severity	Percentage of Total Collisions
	Aggressive Driving	Total		
Fatal	1	4	25%	0%
Severe Injury	8	15	53%	1%
Injury (Other Visible)	24	57	42%	4%
Injury (Complaint of Pain)	94	183	51%	14%
Property Damage Only	152	412	37%	23%
TOTAL	279	671	-	42%

4.2.3.5 Distracted Driving

Distracted driving is categorized in collision data as inattention. Categories for inattention include cell phones (handheld or hands-free), electronic equipment, smoking, eating, children, animal, personal hygiene, and reading. There were 108 collisions between 2017 and 2021 that had inattention as a factor of the collision. Most of these

collisions were listed an “Other” type of inattention and the second highest type of inattention was using a cell phone while driving.

5. Public Outreach

5.1 Public Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for public engagement. **Figure 5.1** displays the homepage for the website found at ghd.mysocialpinpoint.com/american-canyon-lrsp. The project website had the Google Translate option enabled that could translate the webpage in over 100 languages and detect the user’s browsers settings to automatically display the website in their language preference. In addition, the user could toggle the preferred language on the upper right corner of the webpage. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.

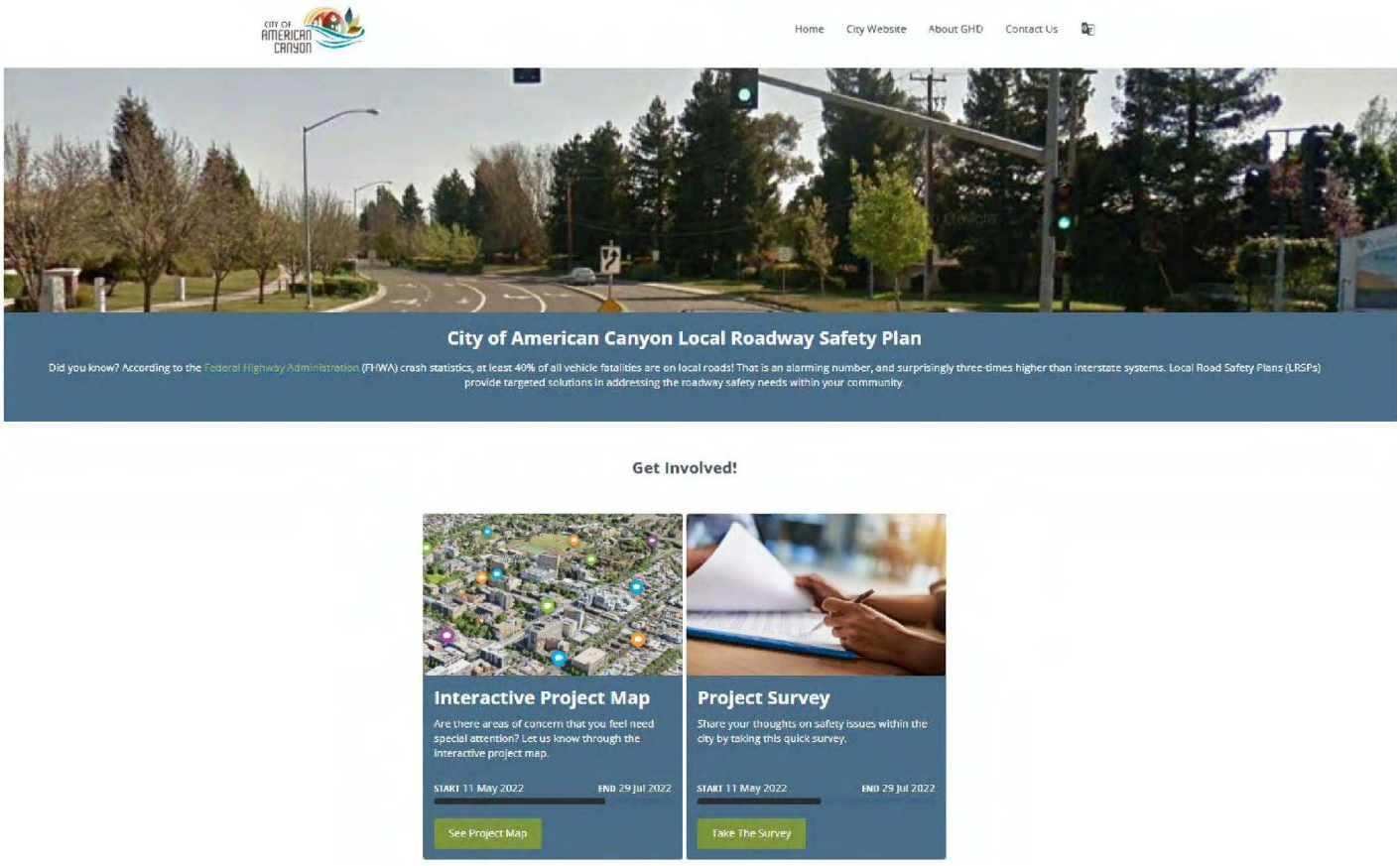


Figure 5.1 Public Website Home Page

The website was open to public input from May 11, 2022 to July 29, 2022 (80 days). It was promoted through a variety of sources including, but not limited to:

- City Facebook
- City Newsletter
- City website

– NextDoor
– Traffic Calming Workshop on May 19, 2022

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the City and leave a comment regarding driving, transit, schools biking, or pedestrians at that location. At the end of the open comment period, there were 292 map comments. **Figure 5.2** shows the interactive map feature from the website. Areas with high densities of interactive map comments within American Canyon include Elliott Way between Benton Way and W American Canyon Road, James Road between Wilson Way and Donaldson Way W, Wetlands Edge Road, Donaldson Way E, Newell Drive, and Melvin Road.

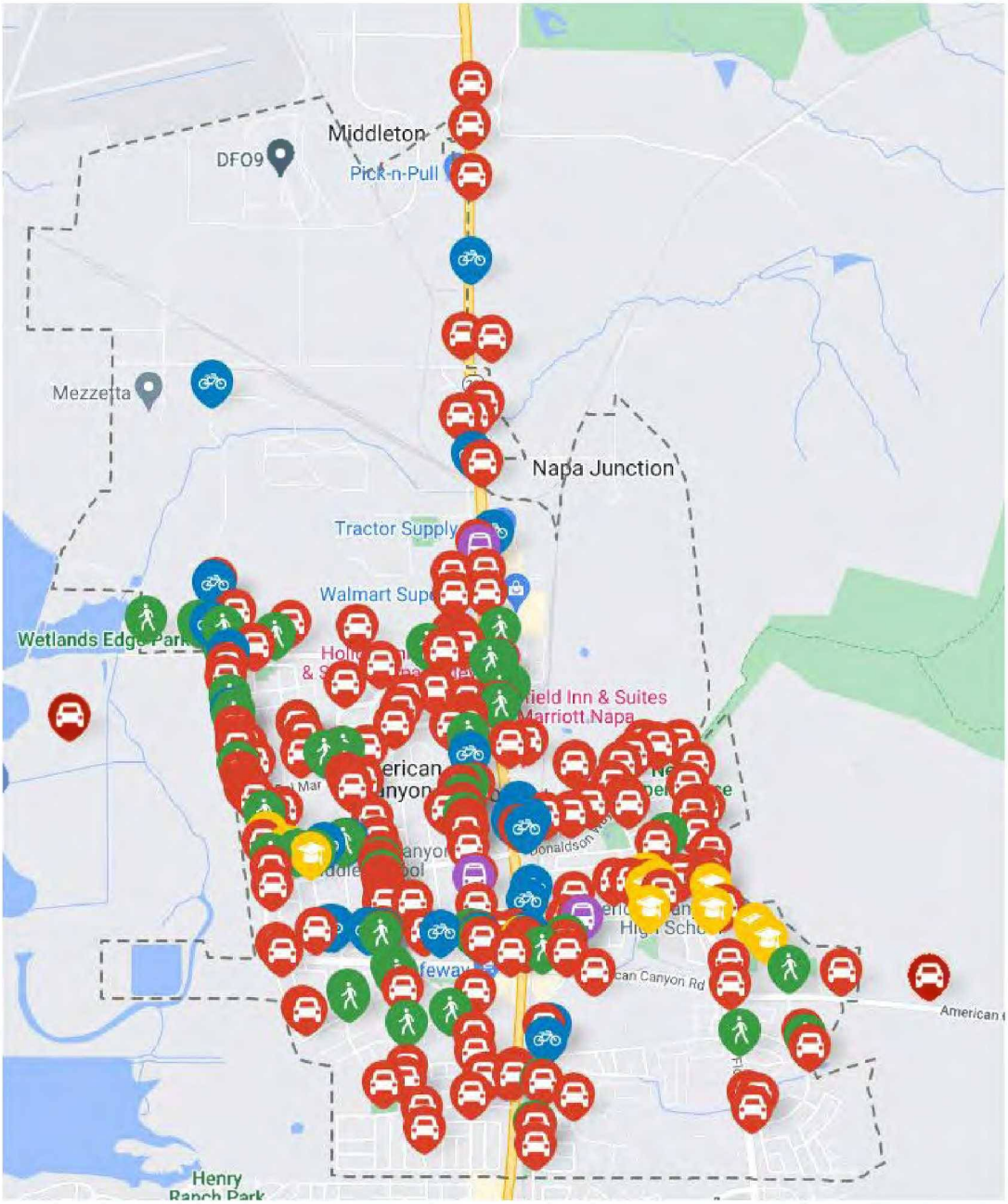


Figure 5.2 Public Website Interactive Map

Individual comments, along with their respective responses, are presented in **Appendix A: Stakeholder and Public Input**. As the comment collection period is still on-going, not all provided comments have been addressed at the time of this draft. All comments will be addressed in the final report appendices.

5.1.2 Public Survey

As shown in **Figure 5.3**, the City of American Canyon Public Survey asked respondents six questions relating to the LRSP and received 90 survey responses during the open comment period. According to the survey, the primary safety issues for American Canyon are intersections and speed related collisions. Other identified issues included lack of protected bike lanes, drivers running stop signs, and lack of traffic calming in neighborhoods.

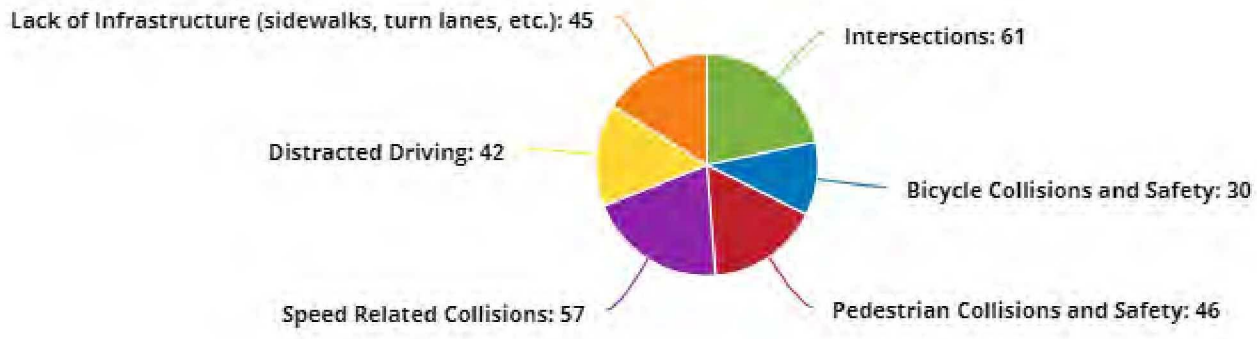


Figure 5.3 Public-Identified Roadway Issues

All survey questions and their corresponding responses are provided in **Appendix A: Stakeholder and Public Input**.

5.2 Public Engagement

On May 19, 2022, the City of American Canyon held a Traffic Calming Workshop to update the public on the plans for traffic calming within the City. This workshop also addressed the LRSP and promoted the public website to receive public feedback.

Additionally, the American Canyon LRSP was presented at a City Council meeting on July 19, 2022, and at a Planning Commission meeting on July 28, 2022. These meetings provided updates to the public with the work completed on the plans and provided time at the end of the presentation for the attendees to address any questions or concerns they had. Attendees were also directed to the public website to leave comments on the interactive map and respond to the survey after these meetings.

6. Identify Strategies

Through coordination and feedback from the City of American Canyon, LRSP stakeholder working group, and public outreach, safety projects and strategies were identified for the Local Roadway Safety Plan.

The LRSP references specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

Recommended countermeasures for the priority locations were chosen per the most recent Caltrans, Local Roadway Safety Manual (Version 1.6), April 2022, guidance from the City and stakeholders on preferred countermeasures, crash characteristics, and observations from Google Maps.

6.1.1 Intersection Projects

The locations and characteristics of the seven (7) City and seven (7) Caltrans priority intersections are shown in **Table 6.1** below.

Table 6.1 Priority Intersection Characteristics

			Crash Characteristics												
Primary Road	**Secondary Road**	**Control**	**Relative Severity (EPDO)**	**Total Crashes**	**Top Type of Collision** (Number of Collisions)	**Top Violation Category** (Number of Collisions)	**Fatal + Severe Injury**	**% at Night**	**Wet**	**Ped**	**Bike**	**Involv. w/Fixed Object**	**Pedestrian Not in Crosswalk**	**Alcohol Involved**	**Dark with No Streetlights**
City Jurisdiction															
Flosden Rd	**Daniel Dr**	TWSC	209	5	All Unique	All Unique	1	40%	1	1	1	0	1	1	0
American Canyon Rd	**Broadway/Silver Oak Trail**	Signal	311	28	Broadside (11)	Traffic Signals and Signs (8)	2	39%	3	3	3	1	0	6	0
American Canyon Rd	**Newell Dr/Flosden Rd**	Signal	198	19	Broadside (7)	Traffic Signals and Signs (6)	1	32%	0	1	0	3	0	2	0
Rio Del Mar	**Los Altos Pl**	AWSC	197	3	Other (2)	All Unique	1	0%	0	0	1	0	0	0	0
Flosden Rd	**Canyon Creek Dr**	Signal	32	7	Broadside (3)	Traffic Signals and Signs (2)	0	43%	0	1	0	0	0	0	0
Flosden Rd	**Via Bellagio**	Signal	27	7	Broadside (3)	Unsafe Speed (2)	0	29%	1	0	0	2	0	1	0
American Canyon Rd	**Via Firenze**	Signal	22	7	Sideswipe (2), Hit Object (2)	DUI (2), Traffic Signals and Signs (2)	0	57%	0	0	0	2	0	2	0
Caltrans Jurisdiction															
SR 29	**American Canyon Rd**	Signal	650	59	Rear End (30)	Unsafe Speed (20)	4	36%	7	7	3	4	1	9	1
SR 29	**Rio Del Mar**	Signal	522	50	Rear End (38)	Unsafe Speed (34)	3	26%	9	9	0	2	0	6	1
SR 29	**Napa Junction Rd**	Signal	126	31	Rear End (20)	Unsafe Speed (16)	0	29%	3	3	0	1	1	1	2
SR 29	**Poco Way**	TWSC	424	16	Rear End (7)	Auto Right of Way (5)	2	13%	1	1	0	1	0	1	0
SR 29	**Eucalyptus Dr**	Signal	87	27	Rear End (22)	Unsafe Speed (14)	0	37%	2	2	0	1	0	6	1
SR 29	**Green Island Rd**	TWSC	244	15	Rear End (9)	Unsafe Speed (9)	1	27%	0	0	0	1	0	2	0
SR 29	**Donaldson Way**	Signal	70	25	Rear End (16)	Unsafe Speed (8)	0	20%	4	4	1	0	0	5	0

The countermeasures recommended for these locations are presented in **Table 6.2**.

Table 6.2 Recommended Countermeasures for Priority Intersections

Intersection	Control	Relative Severity (EPDO)	Total Collisions	Top Type of Collision	Countermeasure Number*	CRF	Funding Eligibility	Recommended Countermeasures
City Jurisdiction								
Flosden Rd / Daniel Dr	TWSC	209	5	All Unique	NS11	20%	90%	Evaluate and improve sight distance to intersection
					NS20PB	10%	90%	Install pedestrian crossing (new signs and markings only)
American Canyon Rd / Broadway/Silver Oak Trail	Signal	311	28	Broadside (11)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd / Newell Dr/Flosden Rd	Signal	198	19	Broadside (7)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Rio Del Mar / Los Altos Pl	AWSC	197	3	Other (2)	NS05mr	30%	90%	Evaluate conversion to mini-roundabout[1]
Flosden Rd / Canyon Creek Dr	Signal	32	7	Broadside (3)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Flosden Rd / Via Bellagio	Signal	27	7	Broadside (3)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd / Via Firenze	Signal	22	7	Sideswipe (2), Hit Object (2)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
					-	-	-	Install high visibility yellow school crosswalk striping
Rio Del Mar / Rio Grande	AWSC	0	0	-	-	-	-	Relocate existing school crossing
					NS21PB	35%	90%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
Caltrans Jurisdiction								
SR 29 / American Canyon Rd	4	650	59	Rear End (30)	S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
					S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Rio Del Mar	3	522	50	Rear End (38)	S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
					S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Napa Junction Rd	4	126	31	Rear End (20)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Poco Way	4	424	16	Rear End (7)	**Mitigations along SR 29 influence the operations and safety of this intersection.**			
SR 29 / Eucalyptus Dr	3	87	27	Rear End (22)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 / Green Island Rd	4	244	15	Rear End (9)	-	-	-	Install signage for traffic merging onto SR 29
					-	-	-	Replace botts dots with thermoplastic striping
SR 29 / Donaldson Way	4	70	25	Rear End (16)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)

*Countermeasure number is per the LRSM and can be found in the Appendix

[1] Intersection must meet CA MUTCD warrants to implement countermeasure

6.1.2 Segment Projects

Throughout the analysis period, there were 133 collisions reported on City of American Canyon roadway segments and 89 collisions on SR 29 roadway segments (non-intersection related). A breakdown of roadway collisions on City streets are included in **Appendix B: Collision Data**. Priority segments and their crash characteristics for the City of American Canyon are displayed in **Table 6.3** below.

Table 6.3 Priority Segments Characteristics

			Crash Characteristics												
Primary Road	**Limits**	**Length (mi)**	**Relative Severity (EPDO)**	**Total Crashes**	**Top Type of Collision** (Number of Collisions)	**Top Violation Category** (Number of Collisions)	**Fatal + Severe Injury**	**% at Night**	**Wet**	**Ped**	**Pedestrian Not in Crosswalk**	**Bike**	**Involv. w/Parked Car**	**Involv. w/Fixed Object**	**Alcohol Involved**
City Jurisdiction															
Newell Dr	**Silver Oak Trail to American Canyon Rd**	0.31	166	2	Hit Object (2)	DUI (1), Unsafe Speed (1)	1	100%	0	0	0	0	0	1	1
American Canyon Rd	**SR 29 to Silver Oak Trail**	0.12	47	7	Rear End (4)	Unsafe Speed (4)	0	29%	0	1	0	0	0	0	2
American Canyon Rd	**Newell Dr to E City Limit**	0.38	178	9	Hit Object (3)	Unsafe Speed (3)	1	22%	2	0	0	0	0	3	1
Paoli Loop Rd	**SR 29 to SR 29 Overpass**	0.46	29	9	Head On (3)	Unsafe Speed (7)	0	44%	3	0	0	0	1	4	0
W American Canyon Rd	**James Rd to SR 29**	0.13	22	7	Broadside (5)	Auto Right of Way (5)	0	14%	0	0	0	0	0	0	2
Flosden Rd	**Daniel Dr to S City Limit**	0.26	19	9	Hit Object (5)	Improper Turning (3), Auto Right of Way (3)	0	44%	0	0	0	0	0	5	2
American Canyon Rd	**Silver Oak Trail to Newell Dr**	0.55	18	8	Hit Object (4)	Unsafe Speed (3)	0	13%	2	0	0	0	0	4	0
Silver Oak Trail	**American Canyon Rd to Newell Dr**	0.59	3	3	Rear End (1), Broadside (1), Hit Object (1)	Improper Turning (1), Auto Right of Way (1), Unknown (1)	0	0%	0	0	0	0	1	1	0
Benton Way	**Wetlands Edge Rd to Donaldson Way/Elliott Dr**	0.36	16	6	Sideswipe (2), Broadside (2)	Traffic Signals and Signs (2)	0	16%	1	0	0	0	0	1	0
Caltrans															
SR 29	**American Canyon Rd to S City Limit**	0.69	416	23	Rear End (11)	Unsafe Speed (9)	2	48%	3	0	0	1	0	6	4
SR 29	**Green Island Rd to Napa Junction Rd**	0.71	80	25	Rear End (16)	Unsafe Speed (18)	0	20%	2	0	0	0	0	4	2
SR 29	**Rio Del Mar to Donaldson Way**	0.55	76	21	Rear End (16)	Unsafe Speed (13)	0	43%	1	0	0	0	1	2	2
SR 29	**Donaldson Way to American Canyon Rd**	0.38	68	13	Rear End (6)	Unsafe Speed (5)	0	46%	1	0	0	0	1	2	3
SR 29	**Napa Junction Rd to Rio Del Mar**	0.39	54	14	Rear End (12)	Unsafe Speed (12)	0	50%	0	0	0	0	0	1	2

The countermeasures recommended for these locations are presented in **Table 6.4**.

Table 6.4 Recommended Countermeasures for Priority Segments

Segment	Relative Severity (EPDO)	Total Collisions	Top Type of Collision	Length	Countermeasure Number*	CRF	Funding Eligibility	Recommended Countermeasures
City Jurisdiction								
Newell Dr (Silver Oak Trail to American Canyon Rd)	166	2	Hit Object (2)	0.31	R26	30%	90%	Install dynamic/variable speed warning signs
American Canyon Rd (SR 29 to Silver Oak Trail)	47	7	Rear End (4)	0.12	**Mitigations at American Canyon Rd/SR 19 and American Canyon Rd/Silver Oak Trail intersections influence the operations and safety of this segment.**			
American Canyon Rd (Newell Dr to E City Limit)	178	9	Hit Object (3)	0.38	R26	30%	90%	Install dynamic/variable speed warning signs
					R04	25%	90%	Install guardrail
					R27	15%	90%	Install delineators, reflectors and/or object markers
					-	-	-	Repair and paint (retroreflective) median end caps
Paoli Loop Rd (SR 29 to SR 29 Overpass)	29	9	Head On (3)	0.46	R26	30%	90%	Install dynamic/variable speed warning signs
					R30	20%	90%	Install centerline rumble strips/stripes
W American Canyon Rd (James Rd to SR 29)	22	7	Broadside (5)	0.13	-	-	-	Evaluate sight distance at driveways
Flosden Rd (Daniel Dr to S City Limit)	19	9	Hit Object (5)	0.26	R26	30%	90%	Install dynamic/variable speed warning signs
					R27	15%	90%	Install delineators, reflectors and/or object markers
American Canyon Rd (Silver Oak Trail to Newell Dr)	18	8	Hit Object (4)	0.55	R26	30%	90%	Install dynamic/variable speed warning signs
					R27	15%	90%	Install delineators, reflectors and/or object markers
Silver Oak Trail (American Canyon Rd to Newell Dr)	3	3	Rear End (1), Broadside (1), Hit Object (1)	0.59	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced features)
					R26	30%	90%	Install dynamic/variable speed warning signs
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	16	6	Sideswipe (2), Broadside (2)	0.36	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced features)
					R26	30%	90%	Install dynamic/variable speed warning signs
Caltrans Jurisdiction								
SR 29 (American Canyon Rd to S City Limit)	416	23	Rear End (11)	0.69	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Green Island Rd to Napa Junction Rd)	80	25	Rear End (16)	0.71	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Rio Del Mar to Donaldson Way)	76	21	Rear End (16)	0.55	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Donaldson Way to American Canyon Rd)	68	13	Rear End (6)	0.38	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Napa Junction Rd to Rio Del Mar)	54	14	Rear End (12)	0.39	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs

*Countermeasure number is per the LRSM and can be found in the Appendix

6.1.3 Systemic Safety Countermeasures

When selecting countermeasures, just focusing on locations with current collision issues is a reactive approach to roadway safety planning. A reactive approach targets recent hot-spots and specific problems that are associated with these locations; as a result of this approach, locations with low traffic volumes but with similar safety issues as hot spot locations are not addressed. To mitigate collisions in a both a reactive and proactive approach, Caltrans' Local Roadway Safety Manual suggests agencies utilize a comprehensive approach that includes systemic and hot spot location improvements in developing a safety plan.

Potential countermeasures that can be applied systemically throughout various locations in the City are presented in **Table 6.5** below.

Table 6.5 Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)
	Education	Safe driver education for all drivers
	Education	Safe driving campaign for students
	Enforcement	Speed enforcement and management[2]
	Engineering	Install bike infrastructure[1]
	Engineering	Add sidewalks/close sidewalk gaps
	Engineering	Pedestrian Crossing Enhancements[1]
	Engineering	Provide pedestrian countdown timers, updated push buttons, AND Leading Pedestrian Intervals (LPIs) at signalized intersections (as needed)
	Engineering	Flashing Yellow Arrows/Protected Left Turn signal heads at signalized intersections
	Engineering	Evalute installation of green bike conflict markings at intersections[1]
	Engineering	Evalute adding bike boxes at intersections[1]

[1] *Pedestrian Crossing Enhancements and Bike Safety Improvements are part of the HSIP Set Aside funding and do not require previous collision history*

[2] *Speed Management can include the installation of traffic calming devices and/or speed limit changes through AB 43*

6.1.4 Active Transportation

American Canyon has an active walking and biking community, with multimodal improvements already on the roadways or in planning and design. In evaluating future transportation projects, it is important to look for opportunities to incorporate facilities and safety improvements for bicycle, pedestrians, and transit, including evaluating protected bicycle and pedestrian pathways. This will help to provide a safe alternative to driving and reduce greenhouse gases while increasing the health and vitality of the community. The reduction of greenhouse gases and increase of active transportation coincides with the City's Climate Adaption Plan which is in the process of being updated.

With additional bikeways and safety improvements, the City acknowledges the importance of bike racks at major attractions and plans to incorporate these into improvement plans.

6.2 Non-Engineering Strategies

A comprehensive approach to selecting countermeasure recognizes that not all safety issues can be addressed through infrastructure improvements. The comprehensive approach to safety involves the 5 E's of traffic safety. Besides engineering safety countermeasures, it is important to recommend safety countermeasures to coincide with the other safety E's. Non-engineering strategies for the American Canyon LRSP are shown in **Table 6.6** below.

Table 6.6 Non-Engineering Strategies

Strategy Type	Recommended Strategy
Education	Pedestrian education campaign
	Bicyclist education and resources
	Safe Routes to School maps and outreach at schools
	Social media blasts with quick education tool for all users
	Dangers of speeding/speed management campaigns
	Driver education through distracted driving campaigns
	Partner with Regional and Local partners (NVTA, Napa Bike, NCOE)
Emerging Technologies	ITS infrastructure, web/mobile application (apps) and smart cities practices
	Crash warning system
	Changeable message signs
	Bicycle detection
	Upgraded controllers for leading pedestrian intervals as needed.
	Installing touchless Accessible Pedestrian Signals
Enforcement	Targeted speed enforcement
	Focused DUI check points or routine stops
	Increasing number of traffic enforcement officers through OTS grants
	Distracted driving enforcement
Emergency Response	Maintain emergency preemption at signalized intersections
	Improve and maintain access for emergency response vehicles

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

Funding opportunities can come through grant funding such as HSIP, Active Transportation Program (ATP), and other state funded grants. It should be noted that the Active Transportation Program (ATP) funding is very competitive and typically awarded for larger projects in high-density communities.

Each HSIP cycle has available project funding for Benefit to Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and the predicted collision reduction from the recommended countermeasures.

HSIP also provides funding set-aside projects that do not require a collision history. Set aside funding consists of guardrail upgrades, pedestrian crossing enhancements, installing edge-lines, bike safety improvements, and set-aside for tribes. Each of the set-aside projects except the tribal set-asides are applicable for the City of American Canyon.

For funding for the non-engineering strategies, the California Office of Traffic Safety has resources that can be used by the City to help in traffic safety education for residents. Some campaigns highlighted in their website include impaired driving, distracted driving, pedestrian & bicycle safety, and speeding. The website provides educational materials, safety tips, facts, and resources to use in educating the public on traffic safety.

7.2 Prioritized Projects

In evaluating how to implement safety projects, preliminary benefit-to-cost ratios (BCRs) for priority intersection and segment projects were calculated using the HSIP Cycle 11 Analyzer. **Tables 7.1** and **7.2** contain lists of the proposed intersection and segment projects and their corresponding BCRs. These tables also show additional potential funding opportunities. It should be noted that some of the recommended countermeasures are not current HSIP countermeasures. However, these improvements can typically be included in an HSIP project provided the cost does not exceed 20% of the total project cost.

In addition, the awarded projects through the BCR application for HSIP Cycle 10 started at a BCR of 12. Even though the minimum for the grant application was a BCR of 3.5, the projects submitted were very competitive. Some of this was due to agencies' funding shortfalls with COVID lockdowns and the HSIP grant application deadline extension which allowed more agencies to submit. Therefore, the maximum project cost is also included for a BCR of 10.

Table 7.1 Priority of City Intersection Projects

Intersection	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**
City Jurisdiction							
Flosden Rd and Daniel Dr	Improve sight distance to intersection (Clear Sight Triangles)	$134,976	34.6	$1,349,760	$39,000	90%	
	Install pedestrian crossing at uncontrolled locations (new signs and markings only)					90%	PCE
American Canyon Rd and Broadway/Silver Oak Trail	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$579,442	66.0	$5,794,422	$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
American Canyon Rd and Newell Dr/Flosden Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$171,784	19.6	$1,717,839	$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
Rio Del Mar and Los Altos Pl	Convert intersection to mini-roundabout	$353,856	18.1	$3,538,561	$195,000	90%	
Flosden Rd and Canyon Creek Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$34,389	3.9	$343,893	$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
Flosden Rd and Via Bellagio	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$22,272	2.5	$222,722	$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
American Canyon Rd and Via Firenze	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	$18,054	2.1	$180,542	$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
Caltrans Jurisdiction							
SR 29 and American Canyon Rd	Improve signal timing (coordination, phases, red, yellow, or operation)	$328,342	43.9	$3,283,423	$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
SR 29 and Rio Del Mar	Improve signal timing (coordination, phases, red, yellow, or operation)	$597,777	80.0	$5,977,771	$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
SR 29 and Napa Junction Rd	Improve signal timing (coordination, phases, red, yellow, or operation)	$56,547	8.7	$565,471	$65,000	50%	
SR 29 and Eucalyptus Dr	Improve signal timing (coordination, phases, red, yellow, or operation)	$39,009	5.2	$390,091	$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
SR 29 and Donaldson Way	Improve signal timing (coordination, phases, red, yellow, or operation)	$31,275	4.8	$312,751	$65,000	50%	

* Includes 30% contingency
**PCE = Pedestrian Crossing Enhancements

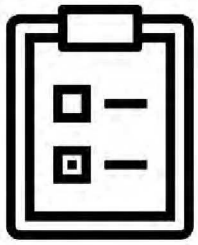
Table 7.2 Priority of City Segment Projects

Segment	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**
City Jurisdiction							
Newell Dr (Silver Oak Trail to American Canyon Rd)	Install dynamic/variable speed warning signs	$148,554	76.2	$1,485,541	$19,500	90%	
American Canyon Rd (Newell Dr to E City Limit)	Install dynamic/variable speed warning signs	$426,984	49.0	$4,269,843	$87,108	90%	
	Install guardrail					90%	G
	Install delineators, reflectors and/or object markers					90%	
Paoli Loop Rd (SR 29 to SR 29 Overpass)	Install dynamic/variable speed warning signs	$37,321	4.5	$373,209	$82,649	90%	
	Install centerline rumble strips/stripes					90%	
Flosden Rd (Daniel Dr to S City Limit)	Install dynamic/variable speed warning signs	$23,174	10.9	$231,743	$21,285	90%	
	Install delineators, reflectors and/or object markers					90%	
American Canyon Rd (Silver Oak Trail to Newell Dr)	Install dynamic/variable speed warning signs	$21,967	9.4	$219,674	$23,275	90%	
	Install delineators, reflectors and/or object markers					90%	
Silver Oak Trail (American Canyon Rd to Newell Dr)	Install dynamic/variable speed warning signs	$2,682	0.3	$26,821	$84,500	90%	
	Install pedestrian crossing (with enhanced safety features)					90%	PCE
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	Install dynamic/variable speed warning signs	$9,924	1.2	$99,241	$84,500	90%	
	Install pedestrian crossing (with enhanced safety features)					90%	PCE
Caltrans Jurisdiction							
SR 29 (American Canyon Rd to S City Limit)	Add segment lighting	$761,181	29.0	$7,611,811	$262,600	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Green Island Rd to Napa Junction Rd)	Add segment lighting	$108,508	4.1	$1,085,076	$262,600	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Rio Del Mar to Donaldson Way)	Add segment lighting	$111,604	5.4	$1,116,040	$205,400	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Donaldson Way to American Canyon Rd)	Add segment lighting	$125,012	8.4	$1,250,116	$148,200	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Napa Junction Rd to Rio Del Mar)	Add segment lighting	$83,636	5.1	$836,357	$162,500	90%	
	Install dynamic/variable speed warning signs					90%	

* Includes 30% contingency

**G = Upgrade Guardrail, PCE = Pedestrian Crossing Enhancements

8. Evaluation Process



To evaluate the success of this plan, yearly collision analysis, along with requests for public feedback, can take place and be compared to the established goals.

1. **Goal: Create a safe, healthy, convenient, and connected community by developing a roadway safety plan targeted to American Canyon's transportation and roadway safety needs.**

   Measure of Success: The number of residents choosing alternative modes of transportation more often noticeably increases after the implementation of this plan and proposed countermeasures. Residents report feeling safe and are better able to navigate the City without a vehicle. This can be captured through a public survey.

2. **Goal: Reduce the potential for fatal and severe injury collisions citywide.**

   Measure of Success: There is a downward trend of fatal and severe injury collisions throughout the City over a 5-year period.

3. **Goal: Reduce rear end collisions on SR 29 by implementing strategies that mitigate speeding.**

   Measure of Success: There is a downward trend of rear end collisions on SR 29 after speed management strategies have been implemented over a 5-year period.

4. **Goal: Reduce broadside collisions in City roadways by implementing strategies that reduce Right of Way and Signals/Signs violations.**

   Measure of Success: There is a downward trend of broadside collisions on City roadways after strategies have been implemented over a 5-year period.

5. **Goal: Improve multimodal transportation safety by expanding the City's opportunities for non-motorized transportation infrastructure using context sensitive designs.**

   Measure of Success: American Canyon prioritizes multimodal improvements in grant and city funding opportunities with context sensitive design solutions. With these improvements, there will be a downward trend in bicycle and pedestrian collisions with vehicles over a 5-year period.

6. **Goal: Improve safety around schools by increasing multimodal infrastructure, enhanced crossings, and education and enforcement.**

   Measure of Success: Residents will feel more comfortable choosing multimodal transportation to travel to and from school zones and express an increased feeling of safety in these areas. This can be captured through a survey from the schools.

9. Next Steps

The City of American Canyon sent the Local Roadway Safety Plan to City Council for adoption on August 16, 2022, where it was unanimously adopted. This safety plan is a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored.

10. References

Recent/Planned Projects

Traffic Data

- City of American Canyon Collision Data, Statewide Integrated Traffic Records System, 2017-2021.
- City of American Canyon Collision Data, Transportation Injury Mapping System, 2017-2021.

Plans/Manuals/Articles

- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.6, April 2022
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.

Websites

- California Department of Transportation, "Strategic Highway Safety Plan (SHSP)", https://dot.ca.gov/programs/safety-programs/shsp.
- California Department of Transportation, "Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans.
- California Department of Transportation, "HSIP Cycle 10", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now.
- City of American Canyon Local Road Safety Plan, https://ghd.mysocialpinpoint.com/american-canyon-lrsp
- Institute of Transportation Engineers, https://www.ite.org/technical-resources/topics/safe-systems/.

Surveys

- Local Road Safety Plan Project Survey, https://ghd.mysocialpinpoint.com/american-canyon-lrsp.

Appendix A

Stakeholder and Public Input

Agenda

May 03, 2022

Project	City of American Canyon Local Road Safety Plan	**From**	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting	**Tel**	+1 805 858-3147
Date/Time	May 3, 2022 from 1 p.m. to 3 p.m.	**Project no.**	12574952

1. **Introductions**
    a. Erica Ahmann Smithies -Safety Champion/Project Manager for the City
    b. LRSP Stakeholder Working Group members
        i. Role and interest in serving on this committee
2. **Background**
    a. Purpose of LRSP
        i. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects
    b. LRSP Process
3. **Data Analysis**
    a. Collision data from the past 6 complete years (2015-2020)
        i. Location
        ii. Hot Spot Locations
        iii. Collision Severity
        iv. Collision Type
        v. Fatal and Severe Injury Collisions
        vi. Environmental Factors
        vii. Top Violation Categories
        viii. Pedestrian Collisions
        ix. Bicycle Collisions
    b. Focus challenge areas per Strategic Highway Safety Plan
    c. Top ranking intersections and segments
    d. Safety Approach
        i. Safe System Approach
    e. Safety Projects
        i. Recent, on-going, and planned
        ii. ARPA proposed projects
        iii. SR 29
4. **Vision, Goals, & Priorities**
        i. Vision
        ii. Goals
        iii. Mission Statement
        iv. Metrics and Strategies
        v. FHWA's Proven Safety Countermeasures
        vi. HSIP Funding

5. **Plan Updates**
    a. Track metrics
    b. Update every 5 years
    c. Living document

6. **Other Items**
    a. Public Outreach
    b. Action Items

Agenda

June 16, 2022

Project	City of American Canyon Local Road Safety Plan	**From**	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #2	**Tel**	+1 805 858-3147
Date/Time	June 16, 2022, from 2 p.m. to 3:30 p.m.	**Project no.**	12574952

1. **Introductions**
    a. Facilitators
    b. Safety Champion/Project Manager for the County/City
    c. LRSP Stakeholder Working Group members

2. **1st Meeting Summary**
    a. Meeting summary
        i. Challenge/emphasis areas
        ii. Sample mission, vision, and goals
        iii. Collision analysis from past 5 years
    b. Guiding principles
        i. Finalize mission, vision, and goals

3. **Recent Developments**
    a. Public website engagement
        i. Overall engagement
        ii. Summarized interactive map comments
        iii. Summarized survey results

4. **Safety Countermeasures**
    a. Methodology
    b. Countermeasures for City and Caltrans roadways
        i. Recent projects
        ii. Priority locations
            1. Intersection countermeasures
            2. Segment countermeasures
        iii. Systemic countermeasures
        iv. Non-engineering strategies
5. **Next Steps**
    a. Provide feedback on meeting topics
    b. Public meeting to follow
    c. Draft LRSP document

Memorandum

August 11, 2022

To	Erica Smithies, Becky Hendryx	**Tel**	+1-805-858-3147
From	Kathryn Kleinschmidt	**Email**	Kathryn.Kleinschmidt@ghd.com
CC	Kiera Bryant	**Ref. No.**	12574952
Subject	Summary of Current Public Engagement from the American Canyon LRSP Public Website		

1. Introduction

This memorandum documents the public website engagement from the American Canyon Local Roadway Safety Plan public website (ghd.mysocialpinpoint.com/american-canyon-lrsp). The website opened for public input on May 12, 2022 and is still accepting responses at the time of this memorandum. It was promoted through a variety of sources including, but not limited to:

- City of American Canyon Facebook post (May 12, 2022) and news feed
- City of American Canyon city website home page
- City of American Canyon Traffic Calming Workshop (May 19, 2022)

2. Public Website Results

2.1 Overall Engagement

Figure 1 shows the number of unique stakeholders, interactive map comments, and survey responses that the website gathered during the current public input period. Unique stakeholders are the number of people who are interacting with the website (adding comments/answering surveys).

Figure 1 Summary of Current Engagement

The week with the most engagement (highest number of comments and survey responses submitted) was June 28 to July 6. **Figure 2** shows the stakeholder engagement by day.

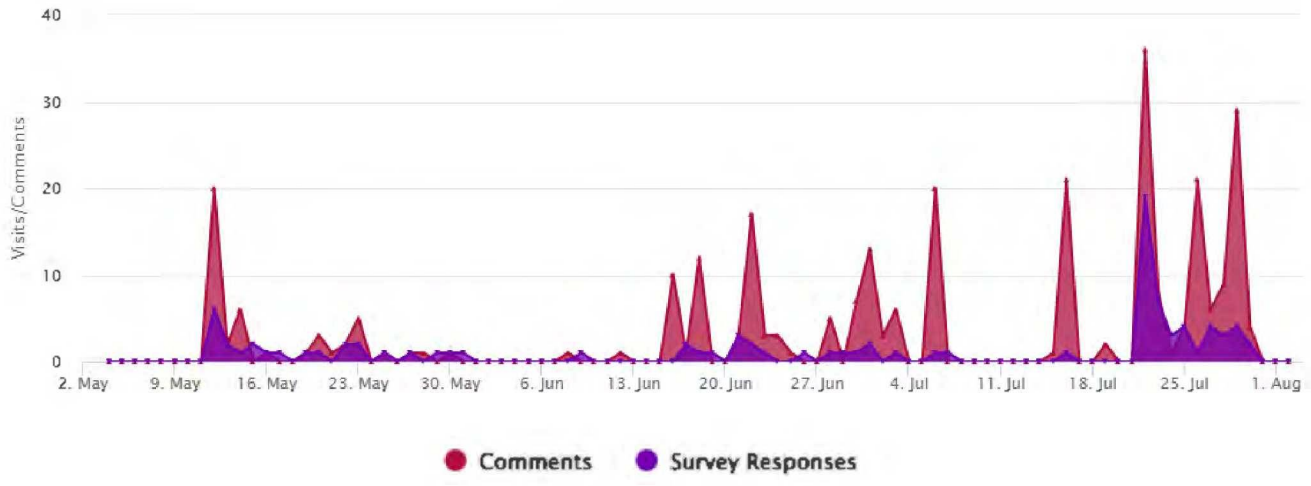


Figure 2 Stakeholder Engagement by Day

2.2 Interactive Map Engagement

There were 151 comments on the interactive map feature of the website. This feature on the website allowed the public to drag icons to a location within the city and leave a comment regarding driving, transit, schools, biking, or pedestrians at that location. The recorded interactive map comments are mapped in **Attachment 1**. The top comment type was a driving comment (see **Figure 3** for the breakdown of responses).

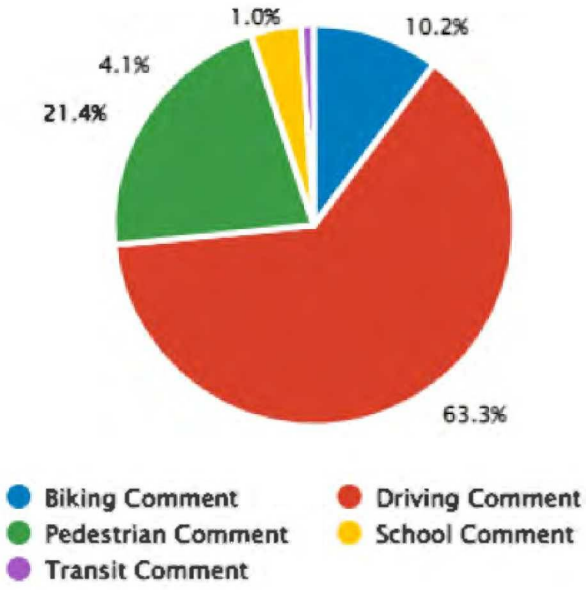


Figure 3 Type of Comments for the Interactive Map

Figure 4 shows a heatmap of the interactive map comments. Areas with high densities of interactive map comments within American Canyon include Elliott Way between Benton Way and W American Canyon Road, James Road between Wilson Way and Donaldson Way W, Wetlands Edge Road, Donaldson Way E, Newell Drive, and Melvin Road.

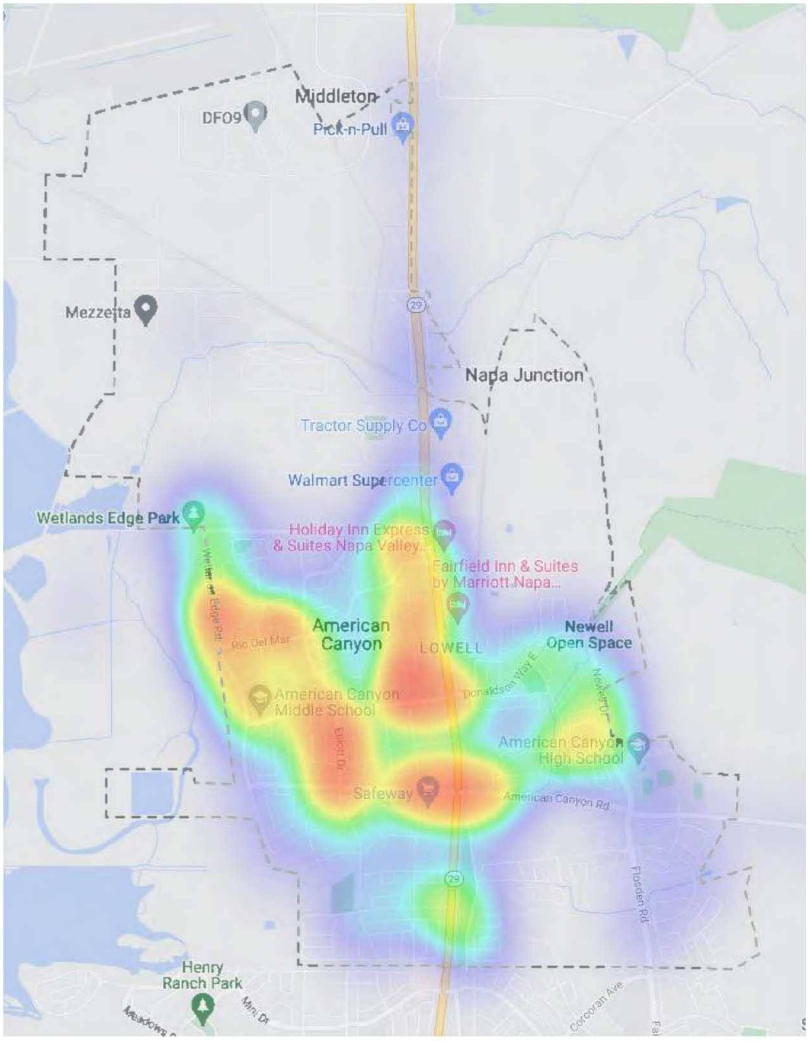


Figure 4 Heatmap of Interactive Map Comments

2.3 Public Survey

The City of American Canyon Public Survey asked six primary questions relating to the LRSP. The survey received 44 responses as of July 14, 2022. The results from the survey are documented below.

1. What are the main roadway safety issues for American Canyon?

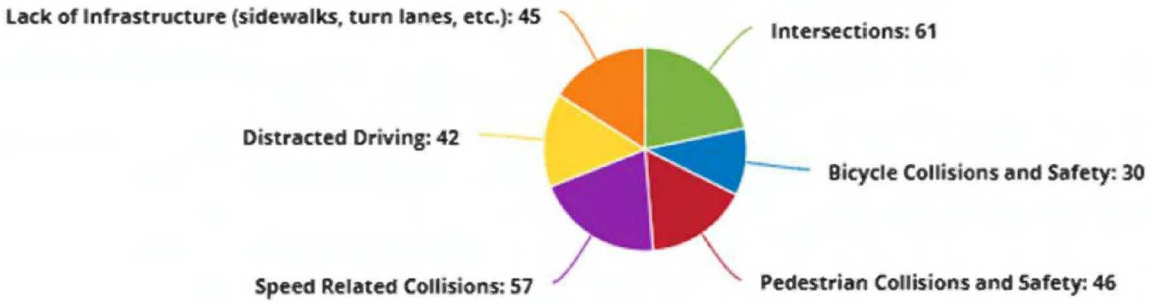


Figure 5 Responses to Public Survey Question 1

Other safety issues and concerns identified by the public include:

- Accidents
- Additional bike paths that connect neighborhoods and provide an alternative to driving. Safer pedestrian and bike crossings for hwy 29 (Rio Del Mar, American Canyon Road, Donaldson Way)
- A lot of the streets are in poor condition. A lot of speeding on main roads that are used to go around HWY29 traffic and people not knowing how to use a stop sign. There are also portions that do not have sidewalks or ramps that make it difficult for people walking with strollers or handicap.
- A lot of traffic in neighbors.
- Alot of vehicles use Dan Rose and Elliott to bypass hwy 29 traffic. Cars are speeding, not paying attention and running stop signs. Suggesting Speed bumps- similar to what was added on Wetlands Edge near the new Napa Junction campus. Continued Police presence at school bus stops, Dan Rose drive and near schools during Commute time.
- Anything to help with making people Stop instead of rolling through . Plus on 29 the lane that turns into the shopping center with Westamerica bank. Cars race Down the strip and at last minute shoot back Into traffic on many time going well over the painted white stripes, can raised white concrete and raised material to stop drivers from going over it.
- Donaldson & Eucalyptus and Donaldson & Jana stop signs impact me directly.
- Donaldson Way East/West stop light has grown into a major traffic back up intersection. A round about is a GREAT idea. it could be mirrored off of several larger roundabouts that have been successfully installed down towards Pebble Beach off of hwys 1 and 68 in Carmel Woods.
- Drivers flying (speeding) through our residential streets, and hardly anyone stops at stop signs-they just blow through. It’s very unsafe on our residential roads.
- Drivers -- particularly those younger than age 50 -- routinely drive beyond the posted speed limits. A notable number of drivers operate their vehicles while using a mobile device.
- Drivers routinely drive beyond the posted 25MPH speed limit along Shenandoah Drive and Silver Oak Trail -- typically driving 30-40MPH (based both on my estimation and by way of the speed indicator on Shenandoah Dr.). About 30% of all drivers are driving while simultaneously attending to a mobile device. On rare occasion, drivers will run stop signs -- the few times I've seen this it was 100% young Black males. An extremely reckless act I increasingly observe regards drivers stopped on the railroad tracks (on American Canyon Road) while awaiting the to signal change; the drivers committing this unsafe act are overwhelmingly females of all ages.
- Every day I see total disregard for safety like speeding, ignoring stop signs, endangering pedestrians etc.
- Excessive speeding down Rio Del Mar. Running 4-way stops by schools.
- Few residents seem concerned with speed and stop signs. As someone who has been hit by a car as a child and now has grandchildren living in American Canyon, I find the lack of enforcement unfortunate. I hope it doesn't take a tragedy to make changes.
- Google maps routes traffic through vintage ranch on Newell and then Donaldson so that it is non-stop traffic and people drive way to fast and ignore and blow through the stop signs. I see this almost daily.
- Heavy volume of traffic on roads not designed to bear that level of traffic
- Hello I resigned at 20 Corrina Way in American Canyon I’m concerned about the speeding that on our street now. Corvina court was a private Court . It’s no longer a private Court . I think we should think about speed bumps. Also the Street light at night time.

- I live on Danrose and you'd never know there were stop signs at every corner if you just watched all the cars blowing through all day.
- I live on Melvin Rd and it is the frontage road to highway 29. People use Melvin Road to keep from traveling on the conjested highway. It is particularly heavily traveled in early morning and afternoon during rush hour. People traveling on Melvin Road are very rude, speeding and overtake you while you are pulling out of your driveway. I realize there is no resolve to this issue but I wish drivers would be more considerate.
- Inconsistent traffic flows, caused backups
- Infrastruture is need on American Canyon Road leading to Hwy 80. No road divider or lights. We hear screeching all night long from cars speeding and braking. The lights on 29 thru AC are not timed and create a hellacious commute.
- I see a lot of people running through stop signs and speeding in neighborhoods.
- Its no secret we have too many cars commuting thru our town. Many using side streets to speed thru to avoid the traffic of the highway. There also needs to be more speed measure put into place near schools.
- Las personas cada vez manejan muy distraídos y muy alta velocidad
- Many of the large setbacks and large parking lots on commercial lots make it dangerous for pedestrians to shop and dine out because there are many unmarked traffic lanes in the parking lot and there is a large space to traverse that is solely designed for cars. We should consider reducing free parking requirements on these businesses and create design standards that protect pedestrians who are crossing the parking lot that the businesses can opt into. It will be good for businesses, pedestrians, and the city.
- Many streets are very crowded during peak morning rush and many children are walking to school. People in vehicles speeding through intersections. More stop signs, speed bumps ands crossing walk lights could help. Also our streets are crowded with cars, trucks and RVs that never more or just rotate and block streets and views of driveways and crosswalks.
- Mobile home parks with no speed bumps!!! Signs are posted for 10 MPH HOWEVER, after recently removing the speed bumps traffic goes 40-60 MPH on a daily basis
- No one stops at stop signs, lots of speeding. Traffic from the highway diverts to residential surface streets causing major problems in morning and evening commutes. I could go on and on and on and……
- Not enough ada sidewalks
- Not stopping for stop signs
- On American canyon road people drive very fast. In order to curb this speeding maybe another stop sign or stop light would help.
- People speeding on residential streets. People running stop signs. People doing donuts qnd burning rubber on residential streets/intersections.
- People speed through the neighborhoods running stop signs.
- Road discipline is in steep decline as drivers rush due to busy lives. Probably most of us fall in that category. A great tactic is simply to tell drivers to leave a little early to get there on time. This reduces a primary cause of accidents, namely rushing. If that doesn't work, traffic cameras can force better behavior and be a revenue stream for the city.

- Some motorist are either speeding or not stopping at the stop signs (intersection of Broadway & Vine Terrace Way (by Montevino)
- Some speed limits are too high for the streets. Tall plants at corners make it hard to see on coming traffic. When Newell drive and Summerwood are extended for Watson ranch please keep the speed limit 25mph on Summerwood and change Newell drive to 30 mph
- Speed bumps are very effective, and needed on Elliott Drive but....the City most likely will turn a blind eye to the possibility.
- Speeding and not stopping at stop signs is a big problem.
- Speeding is a big factor. Northampton Drive is a big cut thru street, reckless speeders every day. Drivers blowing thru stop signs is also prevalent.
- Speeding on James road between Donaldson and Crawford during rush hours.
- Speeding on residential streets Need more stop signs
- Speeding on residential streets where it is "25" and standard is 45 plus.
- Stop signs. They are not followed by drivers they roll through them or just drive straight through them. Was almost broad sided today by someone turning right never even slowed down to see if anyone was coming as he swung into my lane
- The main safety issue is people driving 50 to 60 miles per hour down certain residential streets. West Donaldson and Eucalyptus to Wetlands edge to name a few. Another safety issue is all the pot holes from terribly maintained roads. People have to drive around the deep holes and go onto the wrong side of the road to do it.
- There are roads in neighborhoods without proper sidewalks, which makes it dangerous for pedestrians. Also the speeding and rush hour traffic on roads parallel to 29 are dangerous from people cutting around traffic on 29. There seems to be a lack of people stopping at stop signs and speeding in neighborhoods.
- There have been a lot of incidents that have made my family feel unsafe in American Canyon, I would love if it were possible to install cameras on certain parts of the city to reduce crime rates.
- There should be a 4-way stop in Marla x Elliot and Marla x Danrose due to blind spots brought about by curved road.
- The speedway/Race track on Newell Dr at night. Someone is going to get really hurt one night. The number of speeding trucks (especially heavy construction trucks) running stop signs and crossing over the line. Plus we havea residence on Granite Springs Way who likes to race his dark green Mustang with loud pipes up and down the street at all hours of the day and night
- The traffic on Elliott Dr, between Benton/DonaldsonWay and American Canyon Road. This is a main road for before and after school auto traffic and kids walking and riding their bikes. People driving on Elliott are going extremely fast, which presents a safety issue for our kids, people walking their dogs and the people stopping at the fruit vendor on the corner. Maybe speed bumps or rumble strips could help to slow the traffic
- This is the same for all cities. People with no talent not paying attention
- Too many large RV's parked on streets that obstruct views, especially near intersection. These same RVs are left in the same parking spot for longer than 72hours. The police do not follow up as needed with these situations. Bicyclists should not be allowed to share the sidewalk with pedestrians on Wetlands Edge Rd. It was a terrible decision to allow that. A bicycle lane should be added on Wetlands Edge Rd.

- Too many people speeding up and down quiet neighborhoods. Also, Taking residential streets to avoid signals at 29!
- Traffic and driver behavior is a big problem throughout the state, but we definitely have our fair share of problems that the city needs to address and help mitigate.
- Traffic speeds are unsafe. Speed cushions decreased speeding on the 500 block by 54%! We are tracking cars and their speeds as they pass our house. This speed study has been underway for two-years. A similar study was conducted in the 500 block of Wetlands Edge. After speed cushions, speeding reduced from 72% to 18%. Excessive speeding (>35mph) has decreased to one-half percent!!! Traffic calming works! More please - the length of Wetlands Edge.
- We need more sidewalks to walk safely around town and from east side to west side of the city
- Wetlands edge continued Ed to be a problem for speeders. The end towards Kensington does not have any sign indicating the road ends. In the past 3 years we have had numerous accidents with residents cars being damaged. City property has been damaged and fencing destroyed. The fence remains damaged still.
- You can't fix stupid. 1) darting across the Hwy 29 divider to enter the Union 76 gas station from the Southbound left turn lane. 2) Completely and utterly misjudging the differential in speed between Hwy 29 50-ish mph traffic and right turn from a feeder onto Hwy 29 from a complete standstill. 3) Pick a lane, any lane, be clear what lane you are in. But you can address Vehicle Code issues: 1) "California Stops" that aren't even close (all 4 way stops); or, take a turn at speed (slowing only to not roll over) (W Am Can Rd and Elliot, W Am Can Rd and Wetlands Edge) 2) Bicyclists that don't realize the Vehicle Code applies to them (signalling, stopping at stop signs/traffic lights). 3) Distracted driving, not using hands free devices.

2. Are you familiar with the City's traffic calming program?

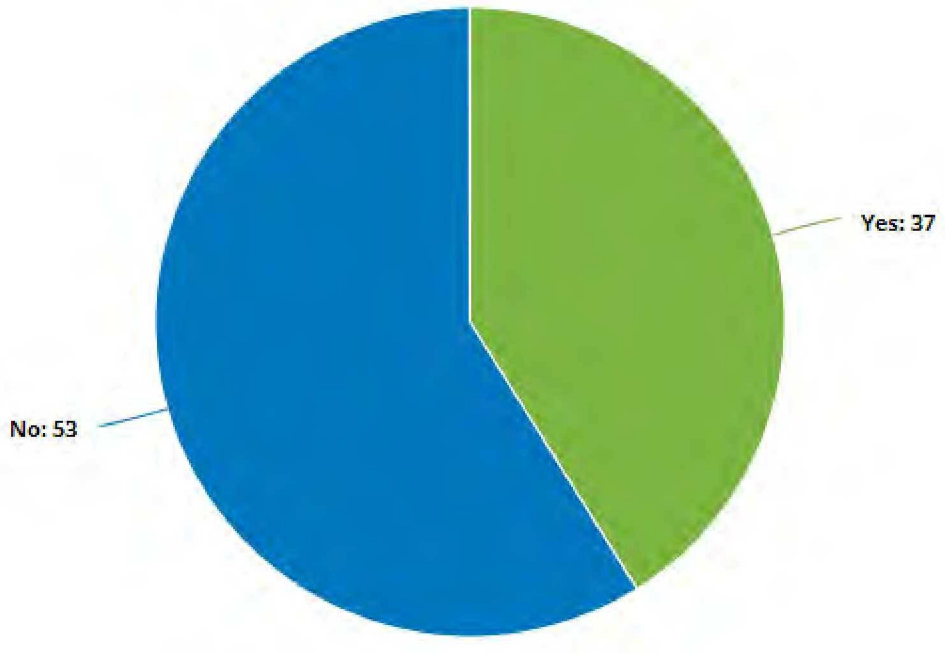


Figure 6 Responses to Public Survey Question 2

3. Do you find the traffic calming program difficult to navigate or understand?

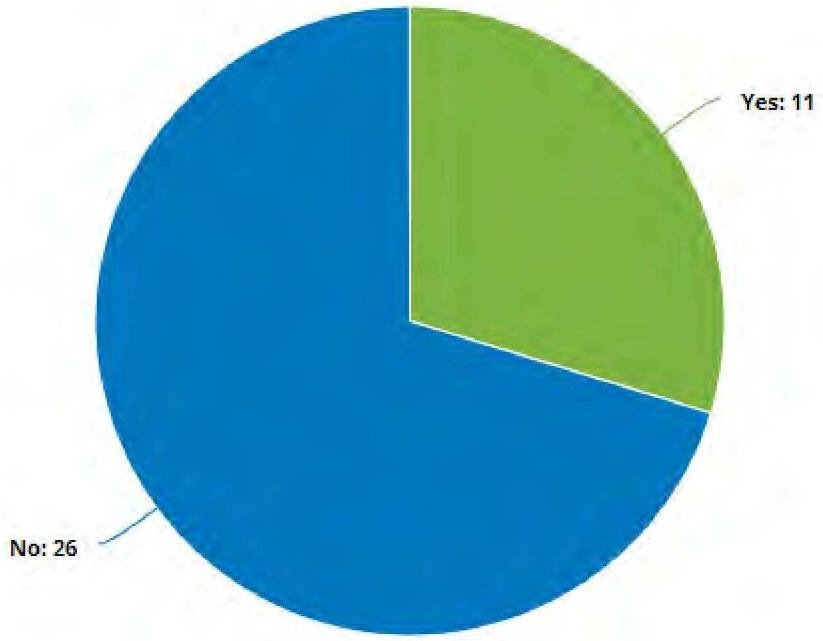


Figure 7 Responses to Public Survey Question 3

4. What changes would make the program easier to navigate/understand?

- Add more lanes
- Easier process to submit a project for traffic calming
- I am familiar that the city has a recently adopted traffic calming program, started as a response to overwhelming complaints about road safety. What makes the program hard to understand is lack of transparency. We don't know what you are doing. The city needs to not just provide traffic calming where people have recently fought hard to get it like Wetlands Edge. The city needs to adopt a working program where dangerous road conditions are sought after and dealt with. Example: on Eucalyptus by West Donaldson, no one can walk on the side walk toward Wetland's edge because the dead grass and weeds at the lot the city owns have overtaken the sidewalk. We have to go into the road and pray someone is not coming up the road in a car at 60 miles per hour cutting the corner sharply and hitting us. If the city is going to own a large lot of weeds by homes, the weeds should be maintained. It is a fire hazard and a pedestrian hazard. We should not have to keep repeatedly complaining about it. The citizens have a right to safety and we have a right know what you are doing to keep us safe. This is why we pay taxes.
- Improvements in both communication, awareness and understanding have already started. Clearing hurdles around who needs to approve and securing funds would help.
- Make it easier to locate by putting on the front page of the City website in "blue/green box" like the construction updates, community calendar, etc.
- Make the resolve to the issues more appealing, ex. Speed humps on Wetlands Edge are ugly and only put where people complain instead of the entire road.
- Most traffic calming has been very good. A few traffic calming improvements seem to be over-engineered. For example sidewalk corner bump-outs ended up being too large for Donaldson Way /

James Road intersection and had to be scaled back. It would have been helpful to test the sizes of the bump-outs with temporary barriers before pouring the concrete.

- none
- None. (Done motorist don't read/understand traffic rules!)
- Once you introduce round-abouts, you'll need an VERY EXTENSIVE education campaign.
- Stop it!!
- Streamline some of the paperwork. Make it easier to initiate traffic calming study, but still require a majority of residents to support road changes. Work out the conflict between tenants and property owners.
- The barrier of entry is very high and the city ignores some requests for traffic calming - even when the majority of a specific neighborhood have requested help.
- The extreme bump outs at some intersection are a hazard. Longer speed bumps would make more sense than the bump outs

5. What roadway safety improvements would you like to see in and around school zones?

- 15 miles per hour enforced
- Add divider
- add same traffic calming humps on 'all roads' leading up to schools, particularly the elementary and middle schools. Maybe at 75 yards and 25 yards prior to the school site or pedestrian crossing areas.
- All of the schools should have the safety lights at the crosswalk like the ones at the elementary school at Eucalyptus and Wetlands edge.
- better crosswalks, improved directions for drop-off cars (busing would be the best option to limit cars). more crossing guards to help with pedestrian and car flow.
- Better response to speeding
- Better stop sign alignment, flags, possibly speed bumps near schools and parks.
- Cameras
- Cameras so parents can get tickets for U turns in front of people and in intersections.
- Change traffic light by high school so each side has a protected turn arrow. That is a major cause of traffic and safety issues. Impatient drivers will turn within inches of students in the crosswalk nearly hitting them
- Crossing guards and police presence
- Crossing guards to help foot traffic as well as street traffic during peak hours.
- Crosswalk attendants
- Definitive turn lanes and holding pattern for pick-up. Sadly this is an accident waiting to happen.
- Enforced speeding and running stop signs.
- Enforcement: drivers, cyclists, pedestrians.
- Enforcement of speed limits.
- Flashing crosswalk lights on the ground.

- Flashing crosswalks at all schools. Police department present every morning and every school dismissal.
- Get rid of bottlenecks
- Greater enforcement, including significantly increased fines, and limiting left turns while, also, considering a further reduction of speed limits.
- Improved or complete sidewalk connections to allow children to walk to school. Add safe bike routes so children can bike to school.
- Improved pedestrian crossing mechanisms
- I would like to see speed bumps on both Newell and Donaldson. I would like to see about 4 x more crosswalks in Vintage Ranch with flashers, especially near Shenandoah park. There are not enough crosswalks across Newell and not enough across Shenandoah. (Every 1/4 mile is too far for a cross walk.) It is only a matter of time before someone is killed crossing Donaldson because the heavy traffic and people literally going 50 mph past the police station. Hey - why doesn't the police install a speed trap camera there and just send tickets to anyone going over 35 mph?
- Lighted crosswalks
- Más vigilancia
- Modified Pick up and Drop off times,
- More clearly marked bicycle lanes and pedestrian walkways in residential areas and more crossing guards for busy intersections. Also some educational signs and city communication, cars don't always know they're supposed to yield to pedestrians and bicycles.
- More crack downs on racing and speeding
- more crossing guards at all Elementary, Middle and High Schools.
- More crossing guards at large intersections.
- More crossing guards, parents could also volunteer to assist
- More efficient pick up/drop off systems. More sidewalks.
- More illuminated signs showing how fast cars are going! Enforcement! There is rarely any police officers at any schools!
- More lightup crosswalks, more road bumps like wetlands edge..
- More measures to slow down speeders thru the side streets.
- More police patrols during high traffic times. Speed bumps/controls.
- More police presence during school starts and outs. Especially at the 4-way intersections. Speed bumps put on Rio Del Mar to slow people down. I have seen animals hit, near misses on people and cars.
- More specific flow during school times. More crossing guards and education around keeping our neighborhood safe.
- More speed bumps.
- More speed humps and all around measures to slow drivers down.
- More visible law enforcement.

- Parents picking up their children should not be allowed to double park in front of the schools, or in the middle of the school parking lots, for extended periods of time, waiting for their children.
- PD watching the school intersections. Traffics patrol by school officials. Start sighting people for not stopping at stop signs and for speeding
- Pedestrian Beacons.
- Perhaps blinking crosswalks so drivers see a pedestrian is crossing
- Potholes fixed
- Reduced speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per AB 321)
- Safe walkways for students, even across the highway.
- Sidewalks
- Slowing traffic and mitigation of traffic
- Speed bumbs and traffic lights where it's appropriate.
- Speed bumps
- Speed Bumps
- Speed bumps & cameras
- Speed Bumps in Hummingbird Way Cars are flying before and after school starts (ACMS)
- Speed bumps or more cops present
- Stop sign enforcement.
- Stop sign in more places to slow traffic down in residence streets. More radar endorecment
- Stop signs at Canyon Oaks. Speed limit enforcement. Maybe another crosswalk for the HS kids that J walk across Newell
- Streetlights instead of people directing traffic.
- Targeted speed enforcement around school zones.
- the corner of Benton/Donaldson and Elliott Dr. is a 4-way stop, but I see many people running that stop sign every day. They also run the stop sign by the Boys and Girls Club at Chaseur.
- The issue is not the roadways -- which are fine. Rather, the issue resides squarely with the drivers. California does not require recurring driving competency assessments (like it did in the 1960s and 1970s), and as a result the driving culture of Californians has shifted from that of an earned "privilege" to that of an expected "right". Add to this the cultural shifts seen in the past 25 years and one can understand why the average American driver is increasingly self-absorbed and clearly less socially concerned.
- The new elementary school is causing traffic on Wetlands Edge drive. Parents queue on that road northbound to drop off and pick up their children. Eucalyptus Westbound is wide enough to accommodate the traffic queues but Wetlands Edge is not. Some drivers drive up the left side to turn right, which is dangerous. Please prevent drivers from going straight from Wetlands during pick up and drop-off. This is exactly the same as the old elementary school setup so we have a direct precedent.
- The state allows speed reduction to 15MPH around schools. We should look at that, plus adding rumble strips or speed humps. Parents are sometimes the biggest speeding offenders.

- Touch ups on road lines to have more visibility.
- Traffic calming on streets leading to schools, especially around the middle school - Hummingbird Way
- Traffic enforcement and signage to reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321

6. What other roadway safety improvements would you like to see?

- A bicycle lane on Wetlands Edge Rd.
- ACPD to start giving tickets. No consequences, no one cares.
- A project to create a road to avoid traffic
- Better accessibility for disabled citizens better traffic lights
- Better bike trails, possibly decided from the roadway.
- Better markings and caution lights for crosswalks.
- Better paved roads, better times stop lights, should be able to drive from one end of town to another, if following the speed limit, without encountering a red light.
- Better roads and better enforcement of speed violations
- Clearly marked walking and bike lanes. Many pedestrians walking the hwy along the should/breakdown areas. Better merge lanes (where they exist) to the hwy.
- Complete SR29 improvements and the Newell extension, so there will be less cut through traffic on local streets, and offer an alternate route when there an accident on SR29.
- Donaldson Way East/West stop light has grown into a major traffic back up intersection. A round about is a GREAT idea. it could be mirrored off of several larger roundabouts that have been successfully installed down towards Pebble Beach off of hwys 1 and 68 in Carmel Woods.
- Fix the worn out roads Need more stop signs
- Get rid of the merger lane at the entrance of American Canyon road at the intersection of Flosom and American Canyon Road.
- Giant underpass for highway 29/broadway and allow cross streets to flow better
- Highway 29 needs a new image and underpass connections for pedestrians safety.
- I know police can't be everywhere all the time but increased enforcement would help
- I would like to see lower speed limits on Danrose Drive along with speed limit signs. We have a lot of accidents and people drive so fast it is ridiculous and dangerous. Check the police department records of the crashes on Danrose Drive. Please help this street. Even speed bumps would be a great help.
- Less congestion
- Less stop signs. Wider streets. Fix potholes. Roads in the city are so bumpy.
- License plate readers on the highway.
- main road, heavily auto-use, non traffic lighted intersections should be reworked to be round-a-bouts. This could easy speeding, allow for continuous flow, and open up difficult areas (or turns) to merging automobiles.
- Maintain the streets better

- Make sure roads are clearly and properly stripped. The white or yellow lines are not faded. If the road need replaced get it done.
- More lanes on Hwy 29 and a freeway overpass through town!
- More lighted crosswalks. improve the street paving, FIXING the large number of manhole covers that are no longer flush with the rest of the street.
- More measures to reduce speed on our side streets.
- More sidewalk
- more sidewalks
- More sidewalks and better crosswalks marking. Especially around parks. e.g. Around almost Elliott Park that extend the length of the west side. It crosses multiple roads that have very bad curb drops or miss-aligned curbs forcing. Some on blind corners with evidence of speeders and "side-show" donut marks.
- More sidewalks on school routes. The intersection of Rio Del Mar and American Canyon Road seems to have a lot of rear-ending accidents, maybe it needs a flashing light to warn when the signal is about to change or better timing with the other signals around it?
- more speed buttons (?) at intersections, perhaps in an X pattern, preventing donuts and speeding car thru the intersections
- More striping within crosswalks to make them more visible
- no idea how you get people to stop at stop signs, but it would be nice. Safer crossing for highway 29. Biking and walking are difficult.
- On Donaldson Way in Broadway I would like to see handicap assessability walking from . From the gas station across the railroad tracks
- People do donuts at Newell and Donaldson on weekend nights and speed and drag race there. Plus they blow through the stop sign. This is only going to get much, much worse when the road is expanded. This is a suburban neighborhood and it is now a major thoroughfare but the city seems to be completely ignoring that fact even though the police/fire department must be aware.
- Pothole management in all neighborhoods
- Put signal lights for left turn lanes to blinking red when opposing traffic is absent from from view, rather than waiting for a full signal cycle. Also longer left turn lanes would help thru traffic.
- Red light runner cameras More police patrol at intersections
- Reduce speed on Flosden.
- Re paving American Canyon Rd toward 80
- Roadway safety strategies at stop signs, lights and unmarked intersections. Safe pedestrian crossings on SR29.
- Safe bike routes to allow the community to bike around the city for work, pleasure or school
- Safe sidewalks
- Sidewalk repair and put sidewalks in where there aren’t any.
- Sidewalks
- Sidewalks!

- Sidewalks along 29 especially by rio Del Mar. Lots of kids walk along to roadside.
- Sidewalks and clearly marked bike lanes on main streets to protect pedestrians and bicyclists. Especially an alternative path along the east side of Highway 29 for pedestrians and cyclists to go from American Canyon Road to Napa Junction - for east side residents to get to the WalMart shopping center.
- Sidewalks on both sides of the street, throughout McKniight Acres. Repave all streets.
- Smoother and even pavements along highway 29.
- Something in the crosswalk that slows cars down so they cannot just blow through the crosswalk and speed down the road. One example is West Donaldson and Eucalyptus. So much speeding and reckless driving.
- Speed bumps/controls. Giving fines to cars that park on top of sidewalks in the Rancho del Mar neighborhood. Many vehicles park on the sidewalk which is already small making it more difficult for pedestrians to walk safely.
- Speed bumps in 25 mph streets. More ticketing and pullovers for driving infractions.
- Speed bumps in neighborhoods. People driving fast.
- Speed bumps on Dan Rose near the bus stop. Flashing lights at the cross walk.
- Speed cushions in Elliott Dr Stop sign at Crawford Way and Elliott Dr
- speed monitoring signs on streets where cars frequently speed, pedestrian islands for crossing hwy 29, more share the road messaging, green bike lanes in high traffic areas
- Stop sign violators are a danger to pedestrians, other drivers and each other. Enforcement with additional officers. We've seen it working in targeted areas, but there are so many violators throughout the city. They are our own neighbors, we know.
- Streets repaired, stop sign brighter
- The crosswalk on Rio Del Mar and highway 29 needs to he relocated further south of red light. Where it is presently located causes traffic turning left onto highway 29 to stop and traffic backs up and people get restless because the light is short.
- There should also be a stop light at Kimberly x 29 esp for those turning left to 29 from Kimberly.
- Time hwy 29 and Rio del mar on the same schedule to help traffic flow. Roundabouts will not help, they will just move traffic backup to the side streets. With a steady flow of traffi On hwy 29 due to roundabouts cars on side streets will have a difficult time entering roundabouts (will happen at soscal junction too). What we need are better timedlights an maybe an extra lane. Every where has traffic during commute timesits normal.
- To combat continuous increasing traffic, build a freeway connecting Vallejo to Napa. (Doing so is the only logical solution at this time given 40+years of immigration patterns from Central America indicate California's population will continue to increase unabated.)
- Use of more speed humps in parts of town that have become SR 29 bypass routes, additional class I bicycle lanes, sidewalks built-out throughout town and undergrounding of utility poles.
- Walking path along 29. You have to walk through a bunch of meandering neighborhoods to get up and down 29 safely.
- Walking path along the side of the highway towards the local stores to residential areas.

7. Additional Comments

- Can someone please pay attention to why the congestion is so bad and ignored in and out of AC?
- During fires in the Newell Open Space (and we've had 2) we need about 10 times more police presence to keep the looky loos away from blocking our evacuation route in case the fire would jump Newell. This was an extremely dangerous situation last year and there was absolutely no Sheriff deputys on hand to help manage this. Only volunteers. Luckily it didn't jump Newell - but what if that would have happened? No one living in houses with evacuation orders would have been able to get out of their culdesacs due to looky loos blocking it with their cars so that they could post on Instagram. It was a huge failure of the city to not protect everyone from this potential disaster.
- I know hwy 29 is caltrans but they honestly need to make it an underpass with off ramps for those who live or want to shop in our town.
- I know my comments don't mean squat to anyone, but...
- I think the city has been very lucky that there hasn't been more serous injury/fatalities to pedestrians.
- Keep us safe and informed.
- Love the traffic calming changes on Wetlands Edge
- Many people cross the street at dangerous places, spend time sitting or standing in the street or the median, and live in disused street parking and commercial parking lots. I think all this behavior would be reduced if American Canyon embraced Vallejo's supportive housing initiative using HomeKey money to build a supportive housing facility.
- Many thanks for initiating the LRSP
- More police patrols are needed during peak traffic times especially on Theresa Ave, Los Altos Dr. and Rio del Mar. Too many cars run stop signs and drive at excessive speed as they avoid the traffic on highway 29. It's dangerous for other drivers, cyclists and pedestrians.
- No more housing projects. Needs were meet with Watson ranch ,canyon estates, and new ones by 7-11. Building on oat hill near a fault line is ridiculous. Please reduce apartmentsfor napa cove so there is proper parking. Please notify all residents for any projects becauseit affectsthe city as a whole not just those living in the immediate area,
- Our local police need to do a better job enforcing parking and traffic laws. Too many people are allowed to block the sidewalks with their vehicles, and monopolize street parking.
- PLEASE DO NOT USE MY EMAIL ADDRESS TO ANYONE!!! I do not want any repercussions from my landlord!
- Roads need to be repaired and repaved.
- Thanks for the survey. Keep harping!
- Thank you for your consideration and taking up this survey.
- Thank you for your work to improve traffic in American Canyon!
- The boys and girls responsible for managing the applicable infrastructure need to convert CA-29 into a freeway between CA-37 and Napa. Unfortunately, this will never happen...because none of these people truly care.
- The problems seem to be mostly bad, impatient drivers. I think AC has very nice sidewalks and streets
- The traffic calming program needs to be set for periodic review, maybe every 4 years. As we are doing a review now, we should be thorough and gather as much information as possible. Additionally,

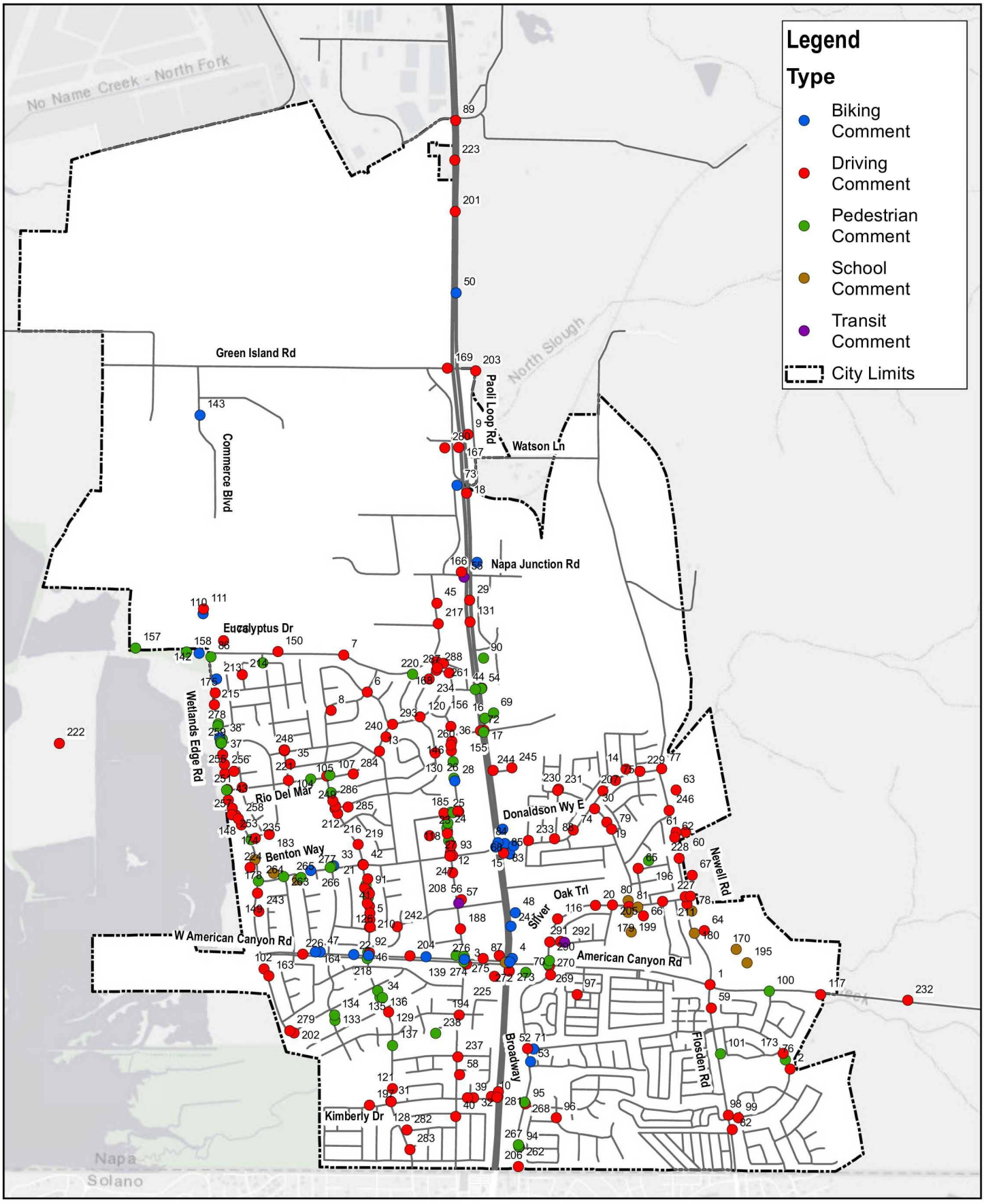
information on how citizens can record speeds and other traffic infractions should be included in the plan.

- Wish for an overpass over American canyon road
- Next Steps

In moving forward with the LRSP process, the next step is to incorporate the comments from the public in the draft LRSP. Once the draft LRSP is complete, it will be sent to the County for review.

Attachment 1

Interactive Map Comments



Paper Size ANSI A

0 0.15 0.3 0.45 0.6

Miles

Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere

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GHD

CITY OF AMERICAN CANYON
LOCAL ROADWAY SAFETY PLAN

PUBLIC COMMENT LOCATIONS

Project No. 12574952
Revision No. -
Date 08/11/2022

FIGURE 1

N:\US\San Luis Obispo\Projects\661\12574952\GIS\Maps\Working\Public Comments1.mxd
Print date: 10 Aug 2022 - 11:13

Data source: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Created by: I

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
1	5/12/2022 14:01	Driving Comment	The drivers turning from Flosden on to American Canyon need better lane guidance for the turn. Also, during school hours, keep crossing guards staffed.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300904	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
2	5/12/2022 14:03	Driving Comment	Speed bumps should be in place for Via Bellagio. Drivers are going excessive speed on this road and there are children walking to school plus with bus pick-up/drop-off that are endangered by this activity.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300905	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
3	5/12/2022 14:05	Driving Comment	Drivers going west to east on American Canyon Road are doing so over the speed limit. There are numerous close calls with cars turning into Safeway complex at gas station and Starbucks.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300906	Thank you for taking the time to leave a comment. This location as well as speeding/aggressive driving are addressed as a priority in this report.
4	5/12/2022 14:06	Biking Comment	There are no bike lanes provided on Highway 29. Pedestrians are also at risk when attempting to walk or cross over.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300907	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
5	5/12/2022 15:06	Driving Comment	People speeding continuously especially before school and after school buuut at all times	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300913	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
6	5/12/2022 17:00	Driving Comment	This intersection requires a 4-way stop; Donaldson runs on a hill, and has no stop signs (which Gisela does) and drivers invariably go too fast downhill from west to east. There are many kids who live in this area & play in the street.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300923	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install an All-Way Stop, the intersection would need to meet CA MUTCD warrants.
7	5/12/2022 17:02	Driving Comment	Eucalyptus requires speed bumps or rumble strips - drivers take this back road well over the speed limit, especially headed west/downhill towards the school, and around the bend where I placed the marker. The bend is a nearly-blind curve. Considering current traffic plans will route more cars along this road, speed bumps will decrease the danger to pedestrians on the south sidewalk, and students at the school.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300926	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
8	5/12/2022 17:04	Driving Comment	This is another intersection that, if it had a complete 4-way stop, would prevent drivers from taking the downward slope of Donaldson too quickly - at present, it is a hazard, and it is dangerous to turn left onto Elke from eastbound Donaldson, since you can't see who's coming over the hill on the westbound side.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300929	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install an All-Way Stop, the intersection would need to meet CA MUTCD warrants.
9	5/12/2022 17:09	Driving Comment	We need multiple radar-sensored speed signs that flash at you when you go over the speed limit, along the 29. The long downhill slope moving northbound is a good place for ACPD to nab speeders with radar guns, but it'd be nice if they didn't have to.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300930	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
10	5/12/2022 17:21	Driving Comment	People use Kimberly as a way around traffic but people use it as a highway. There have been multiple time someone has crashed into the houses adjacent to hwy 29 from going too fast and you can rarely pull out of your driveway. The road conditions are also terrible and cars kick up rocks onto the sidewalk and into cars parked.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300931	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
11	5/12/2022 18:28	Pedestrian Comment	Need a full side walk along this road with wheelchair ramps	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300940	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
12	5/12/2022 18:29	Driving Comment	Continue the road repairs	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300941	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
13	5/12/2022 18:33	Driving Comment	Road repair	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300943	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
14	5/12/2022 19:39	Driving Comment	Lately there has been a lot of fast driving and near miss accidents around this area.. It is an area of concern because there are many kids that play around this area in front of their homes.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300950	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
15	5/12/2022 19:41	Pedestrian Comment	Would love to see some kind of pedestrian bridge built on this road.. it would provide access for children walking from school and also encourage residents to exercise or even walk to local stores.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300952	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
16	5/12/2022 20:53	Pedestrian Comment	Need sidewalk	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300962	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
17	5/12/2022 20:54	Driving Comment	Roundabout here with bike and pedal crossing	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300963	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install a roundabout, the intersection would need to meet CA MUTCD warrants.
18	5/12/2022 20:55	Driving Comment	A underpass is needed here	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300964	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
19	5/12/2022 22:39	Driving Comment	Drivers routinely drive above the posted 25MPH speed limit. The average speed appears to be 30-40MPH (based on the speed indicator and personal estimation).	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300971	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
20	5/12/2022 22:45	Driving Comment	Drivers routinely drive above the posted 25MPH speed limit. The average speed appears to be 30-40MPH (based on personal estimation). Also consider relocating the center stripe closer to the "east-bound side". Currently, the stripe is centered; however, given parking is allowed only on the "west-bound side", more roadway could be freed-up to the west-bound drivers, which would promote an overall safer roadway.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/300973	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
21	5/13/2022 8:15	Pedestrian Comment	Need police presence and or Crossing guards to keep our kids from being hit. Drivers ignore the stop signs and are too impatient with pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301004	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
22	5/13/2022 8:16	Driving Comment	Drivers speed down this street every morning. Running the stop signs. Putting pedestrians and bikers at risk.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301006	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
23	5/14/2022 9:45	Driving Comment	Continue replacing the roads. No more big rigs through the neighborhood!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301150	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
24	5/14/2022 9:46	Pedestrian Comment	Sidewalks need lots of improvement	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301151	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
25	5/14/2022 9:48	Driving Comment	People ignore the stop sign here and drive way too fast.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301152	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
26	5/14/2022 9:53	Pedestrian Comment	Sidewalks! Taking a walk would be much safer with sidewalks on Melvin. Cars drive way too fast on this road	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301154	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
27	5/14/2022 9:57	Driving Comment	Traffic enforcement at this intersection. Many drivers roll right through the stop signs without stopping.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301155	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
28	5/14/2022 9:58	Biking Comment	A dedicated bike lane would be nice along this road. I worry for the people I see biking on these roads.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301156	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
29	5/16/2022 0:28	Driving Comment	During commute hours, I have seen many vehicles using the shoulder and/or turn lanes on both side of 29 to bypass traffic illegally and at unsafe speeds at the intersection of Broadway & Napa Junction Rd. One of many reasons I choose not to commute to work on my bike.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/301283	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
30	5/19/2022 19:47	Driving Comment	I often see people not stopping at this stop sign. I don't mean "California stop" either, they don't even seem to slow down. Most often, I notice it during commute traffic in the morning.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302169	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
31	5/20/2022 19:55	Driving Comment	Cars speed on Elliott. Cars often don't stop when making a right from Kimberly onto Elliott. We have kids and feel the crosswalks and sidewalks are dangerous because of the cars. For example our neighbors car was totaled while parked on Elliott. When I do yard work next to the street our neighbors express concern about being hit by speeding cars.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302370	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
32	5/20/2022 19:59	Driving Comment	Cars drive too fast on Kimberly. The street is exceptionally wide, which facilitates speeding. I what traffic calming measures might lower speeds and improve the aesthetic of the street? Street trees or shrubs? There's a lot of room for improvement on Kimberly between 29 and Elliott.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302371	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
33	5/20/2022 20:03	Biking Comment	When biking or walking to the parking lot between DWES, BGC, and ACMS it's awkward to cross Benton. The crosswalks don't align with the driveway. Making the left onto Benton from this parking lot is very difficult on bike with school traffic. It's especially sketchy when biking with kids	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302372	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
34	5/21/2022 7:05	Pedestrian Comment	Bicycle / pedestrian path from dog park to tennis & basketball courts to community garden -- need crosswalk on these streets, please and would be nice if the curb drops lined up to minimize time to cross the street	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302396	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
35	5/22/2022 17:07	Driving Comment	Corner of Rio Grande and West Carolyn should be a 4-way stop sign. The curve on Rio Grande is somewhat blind and large vehicles often are parked, legally, but making it hard t o see cross-traffic if you are stopped at West Carolyn.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302597	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install an All-Way Stop, the intersection would need to meet CA MUTCD warrants.
36	5/22/2022 17:14	Driving Comment	Lots of speeding on Melvin during commute hours. Speed humps might slow everyone down and make this a safer street.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302599	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
37	5/23/2022 11:22	Driving Comment	Speeding cars, heavy traffic during school drop off/pick up times, dangerous conditions for kids/pets/elderly when crossing street to walk along wetlands edge trail. Requesting traffic calming in the form of speed cushions as installed in the 500 block.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302695	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
38	5/23/2022 15:38	Pedestrian Comment	All the crosswalks on Wetlands Edge Road are highly used by the neighborhood to reach the Wetlands Linear Path trail or outdoor gym/park Please ADD striping to the crosswalks to make them more visible, and remove bushes (or keep trimmed short) that impede visibility of smaller pedestrians waiting to cross.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302758	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
39	5/23/2022 19:29	Driving Comment	Roads are terrible. People speed after turning onto Kimberly.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302908	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
40	5/23/2022 19:30	Driving Comment	Road repairs, please!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302909	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
41	5/23/2022 21:02	Driving Comment	There is continuously speeding	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302914	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
42	5/25/2022 13:16	Driving Comment	every morning during peak drop-off hours (7:45 to 8:10 AM) multiple drivers create their "own" turning lane to turn on Donaldson way towards the middle school. If cars are stopped at the intersection, they split the lane to turn right. Most of the time, the car is stopped because somebody is crossing the street. I have witnessed at least five incidents where somebody almost got hit by a driver who decided to split the lane and cross the crosswalk without looking.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303226	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
43	5/27/2022 16:04	Driving Comment	Traffic speeds in 200 - 400 block wetlands edge road	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303660	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
44	5/28/2022 13:11	Driving Comment	There are many accidents here going from 55 to a dead stop… is there any way to have a overpass? So there is a straight drive from Mini Drive to Walmart? I understand there is a fault line along 29 but just thought it was worth a shot to ask! Thank you for your time!!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303719	Thank you for taking the time to leave a comment. There are planned operational improvements for SR 29 that may help mitigate this issue.
45	5/30/2022 7:58	Driving Comment	Theresa Avenue is "officially" the alternate Route 29. The traffic, especially during commute hours, is horrendous. As a 45 year resident of American Canyon, having always lived on Theresa Avenue, I have witnessed dramatic traffic changes, both on our street and in our city. I noted that traffic calming measures were implemented on Wetlands Edge. I believe that similar measures should be considered for Theresa Avenue. Additionally, the STOP sign at Napa Junction and Theresa is mostly ignored.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303779	Thank you for taking the time to leave a comment. There are planned operational improvements for SR 29 that may help mitigate this issue.
46	6/8/2022 13:29	Pedestrian Comment	the fruit vendor on this corner often takes up the entire sidewalk. The fruit stand, the chairs, the pets and the umbrella take up so much space, that pedestrians have to walk in the bike lane to get around them. This creates a problem with cyclists and with the cars. It is a dangerous intersection already, and this makes it worse.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/307469	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
47	6/12/2022 16:12	Biking Comment	Many Bikers tend to use the sidewalk for biking because they don't want to bike next to 40+ mph cars. This applies to other roads such as Donaldson. Do either: A) intentionally narrow lanes to slow car speed B) have cars yield to bicycles at stop signs because bicycles are most vulnerable after stopping (they should be continuous) C) Define the bike lane (green or physical barrier) D) widen bike lane (Also possibly contributes to A)	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/308640	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
48	6/16/2022 14:24	Biking Comment	No official bike lane on 29 from American Canyon Road to Donaldson.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310597	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
49	6/16/2022 14:25	Biking Comment	Pedestrian/bike lane ends before the train tracks. Need alternative for bikes/pedestrians going over the over pass.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310606	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
50	6/16/2022 14:29	Biking Comment	Biking Southbound on 29 from Kelly Road to Green Island is so treacherous. Many cracks and rough pavement. There is a less than one foot space from the white line that there is no shoulder and gravel for cyclists right by Doshier Gregson.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310609	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
51	6/16/2022 14:30	Biking Comment	No bike lane from Donaldson to Walmart area. Roads are rough and many deep cracks.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310611	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
52	6/16/2022 14:31	Biking Comment	Need official bike lane on Boradway from Cartanega to AmCAn Road.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310613	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
53	6/16/2022 14:32	Biking Comment	Need Share Road painted here.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310615	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
54	6/16/2022 17:02	Pedestrian Comment	This is one of the primary pedestrian routes between the Napa Junction shopping center and the southbound bus stop, as the north one located directly on the highway. There is a crosswalk here, but once you go to the eastern side of the highway, it instantly dips into a drainage pit with the path being a dirt road. This is dangerous, especially during rainy weather	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310699	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
55	6/16/2022 17:05	Transit Comment	This bus stop sits directly to the side of the highway with no shelters, sidewalks or benches. Could the vacant lot be used for a transit stop, similar to the one in Benicia at Military and 1st?	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310702	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
56	6/16/2022 17:12	Driving Comment	This is American Canyon's transit hub; however it's not served by the normal Route 11, one of Napa County's lifeline routes. The closest stops are located about 1/2 a mile away, I recommend the 11 turn at Donaldson and W. American Canyon way	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310705	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
57	6/16/2022 17:13	Transit Comment	This is American Canyon's transit hub; however it's not served by the normal Route 11, one of Napa County's lifeline routes. The closest stops are located about 1/2 a mile away, I recommend the 11 turn at Donaldson and W. American Canyon way	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310707	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
58	6/17/2022 21:28	Driving Comment	Too many speeders and non stops at stop signs. Accidents are to frequent, roll overs, cars parked on the street being hit. Just waiting for someone to get hit. Lots of kids are always on the street. People don't always obey the school bus lights or stop sign.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311066	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
59	6/18/2022 6:07	Driving Comment	East American Canyon Rd is too dark. Too many close calls with drivers passing on double lines, need divider poles on all double line sections	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311084	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
60	6/18/2022 8:31	Driving Comment	Constant excessive speeding; hit and run accidents; drivers losing control of their vehicles; high noise levels due to speeding. Pedestrian safety concern. Residential street has turned into "AC Speedway". Need traffic calming along Newell Drive before completion of its extension and development on either side. Would post pics of speeding vehicles but they would only show up as a blur.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311098	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
61	6/18/2022 8:35	Driving Comment	Granite Springs Way - excessive speeding through residential street.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311101	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
62	6/18/2022 8:39	Driving Comment	Granite Springs Way and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311103	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
63	6/18/2022 8:41	Driving Comment	E Donaldson Way and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311106	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
64	6/18/2022 8:42	Driving Comment	Silver Oak Trail and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311108	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
65	6/18/2022 8:44	Driving Comment	Shannondoah and Granite Springs Way and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311109	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
66	6/18/2022 8:46	Driving Comment	Silver Oak Trail and Shannondoah - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Improve pedestrian safety and school crossing safety. Raising would not impair emergency vehicle response or damage to vehicles.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311111	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
67	6/18/2022 8:48	Driving Comment	Speeding in excess of posted speed limit along Newell Drive.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311112	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
68	6/18/2022 8:56	Biking Comment	Bike-Ped Bridge installation for safety. Less impediment of traffic flow on SR29.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311115	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
69	6/18/2022 8:58	Pedestrian Comment	Bike-Ped Bridge installation for safety. Less impediment of traffic flow on SR29.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311117	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
70	6/18/2022 8:59	Pedestrian Comment	Bike-Ped Bridge installation for safety. Less impediment of traffic flow on SR29.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311118	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
71	6/21/2022 13:35	Driving Comment	Broadway should have all double yellow lines. I've seen too many close calls with people zipping around other vehicles, doing the speed limit, on the dotted lines.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/311848	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
72	6/21/2022 23:39	Driving Comment	Close this cross through and push traffic to safer ways to access 29 via one of the lighted intersections at Rio Del Mar or Donaldson.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312114	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
73	6/21/2022 23:44	Biking Comment	Create a connection here so bikers have full paved access to the large industrial area as a commute option and can stay completely off 29.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312115	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
74	6/22/2022 17:00	Driving Comment	People regularly go well over the 30mph speed limit. This is right in front of the police station.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312360	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
75	6/22/2022 17:00	Driving Comment	People regularly go well over the 30mph speed limit. usually over 40.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312361	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
76	6/22/2022 17:01	Pedestrian Comment	No crosswalks at this point in the street (LaVigne) where a park is located.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312362	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
77	6/22/2022 17:01	Driving Comment	People do not stop at this stop sign. It can make it difficult to cross over Donaldson Way.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312363	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
78	6/22/2022 17:02	School Comment	There is no "School Zone" speed limit set for this area where two schools are located.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312364	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
79	6/22/2022 17:03	Driving Comment	Many people go 40+ on this part of the road. There are tons of kids playing, pedestrians, and cyclists. Every time we cross the street we make sure there is no one even at the stop sign. It's particularly concerning because of the soccer fields and picnic area. we have seen many people run into the street to get their balls.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312365	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
80	6/22/2022 17:05	School Comment	This area becomes very congested with pedestrians and cars at pick-up and drop-off. A crossing guard at the stop sign could be really helpful to manage flow and safety.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312366	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
81	6/22/2022 17:06	Driving Comment	This stopsign is hard to see. There is a tree that regularly grows in front of it. I have seen many people run through this intersection and was once almost hit while in the crosswalk.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312367	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
82	6/22/2022 17:07	Driving Comment	Caution light should be added for when light is changing (Northbound on Flosden at Via Bellagio). Numerous times where stoplight is run by inattentive drivers. This is a crosswalk well that needs better markings. Should be a "No Truck" zone as well. Have seen a number of large rigs coming through to avoid 29.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312368	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
83	6/22/2022 17:08	Biking Comment	This intersection feels very unsafe to cross. A bridge or slower traffic would make it better.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312369	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
84	6/22/2022 17:08	Biking Comment	There is always a lot of gravel buildup in this crosswalk. If a bike is using the street it is rather dangerous.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312370	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
85	6/22/2022 17:10	Driving Comment	It would be great to have a right turn lane at this intersection. Then people are not blocked when turning right nor would they squeeze past stopped cars and not see pedestrians in the cross walk.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312371	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
86	6/22/2022 17:10	Pedestrian Comment	This has become a dangerous intersection with new traffic coming through due to new school and warehouse just north. Better markings needed and caution lights for crosswalk. Pedestrians are also crossing for wetlands access.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312372	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
87	6/22/2022 17:11	Driving Comment	I have seen many near misses and a few hits at the turn into safeway. People will go around stopped traffic, in the left turn lane, and people trying to pull out don't see them. This entire spot is tricky.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312373	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
88	6/22/2022 17:14	Driving Comment	What stop sign?	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312374	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
89	6/22/2022 17:17	Driving Comment	The left turn lane is not long enough for morning traffic. The left lane gets backed up all the way to the Walmart light some mornings. This needs to be extended like the one on airport drive.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312376	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
90	6/22/2022 17:18	Pedestrian Comment	There is no safe route for pedestrians to get from neighborhoods to these shops or the park.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312378	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
91	6/23/2022 12:22	Driving Comment	people drive very fast on Elliott, even though there is a stop sign at the corners of Benton and American Canyon Road	5	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312604	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
92	6/23/2022 12:23	Pedestrian Comment	the fruit vendor on this corner often takes up the entire sidewalk. The fruit stand, the chairs, the pets and the umbrella take up so much space, that pedestrians have to walk in the bike lane to get around them. This creates a problem with cyclists and with the cars. It is a dangerous intersection already, and this makes it worse.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312605	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
93	6/23/2022 12:29	Driving Comment	this is one of the worst intersections in the whole town. Several (like more than 30) times I have had to back up in order to accommodate a truck or bus getting through the intersection. The way the sidewalk is constructed, it has narrowed the intersection and makes it unsafe for pedestrians, cyclists and autos. It seems like City Council is trying to make the city less safe - I don't know wy	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312608	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
94	6/24/2022 6:30	Driving Comment	Drivers often don't stop at this stop sign, it's dangerous for peds and kids.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312967	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
95	6/24/2022 6:31	Driving Comment	Drivers often don't stop at this stop sign, it's dangerous for peds and kids. Stop sign from the south is often hidden by foliage, hard to see.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312968	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
96	6/24/2022 6:32	Driving Comment	Drivers often speed down this part of the street, it's dangerous for peds and kids.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/312969	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
97	6/25/2022 19:46	Driving Comment	Parking in the streets during the days and all nights I have pictures to show you. Plus we have speed bumps in the mobilehome park. They don't work. The water was shut off all day no one called the firehouse to have a water tanker ready if there was a fire in the park. They other managers use to call and let the firehouse know about water off. Thank you for the time.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/313478	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
98	6/28/2022 23:20	Driving Comment	Traffic is so fast on flosden road, I've almost been hit head on so many times when turning left onto via Bellagio from flosden and cars heading north run the light..	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314394	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
99	6/28/2022 23:23	Driving Comment	Vehicles turning left from sarcedo to via Bellagio and vehicles coming from flosden onto via Bellagio - many near miss accidents here - difficult to see one another	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314395	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
100	6/28/2022 23:27	Pedestrian Comment	So dangerous to walk here with fast moving traffic and path leading right to roadway. Numerous accidents have happened here thankfully no pedestrians (yet).	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314396	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
101	6/28/2022 23:29	Pedestrian Comment	Traffic travels so fast on flosden it's very scary to walk on the sidewalk between the via bellagios.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314397	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
102	6/28/2022 23:31	Driving Comment	Drivers regularly run the stop signs at this intersection	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314398	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
103	6/30/2022 8:48	Driving Comment	I see cars drive straight through these stop signs, all four of them This a heavy traffic area. I have almost been hit from the side by cars, twice.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314900	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
104	6/30/2022 8:50	Driving Comment	Cars drive right through this stop sign. On an evening walk I counted 8 cars go through the intersection. ONLY 2 OF THEM STOPPED.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314901	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
105	6/30/2022 8:53	Pedestrian Comment	People use this stretch of road to race. So fast I can only make out the colors of the cars, no license plate or even make/model. Children play in this area. Since living here I have picked up 3 dead cats on Rio Del Mar and 4 dead squirrels. This is a horrible dangerous block to live on.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314902	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
106	6/30/2022 8:55	Pedestrian Comment	Need police presence and or Crossing guards to keep our kids from being hit. Drivers ignore the stop signs and are too impatient with pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314903	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
107	6/30/2022 8:56	Pedestrian Comment	Need police presence and or Crossing guards to keep our kids from being hit. Drivers ignore the stop signs and are too impatient with pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/314904	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
108	6/30/2022 15:29	Pedestrian Comment	Another cat was killed by a speeding car in this location. Please do better American Canyon!!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315102	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
109	6/30/2022 15:30	Pedestrian Comment	Another cat was killed by a speeding car. Please do better American Canyon ! Lives depend on it.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315107	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
110	7/1/2022 14:23	Biking Comment	Could we possibly open the route to allow biking into Napa?	0	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315494	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
111	7/1/2022 14:24	Driving Comment	Could we open this road to allow pedestrian, bikers and cars another safer route into Napa?	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315495	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
112	7/1/2022 14:44	Driving Comment	Traffic is a major problem on Melvin Road, especially during commute times and early evening. Dangerous/illegal driving by passing on double yellow lines happens frequently. Exciting private driveways is becoming less safe due to the way people drive down this street.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315499	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
113	7/1/2022 14:44	Pedestrian Comment	The crossing at American canyon rd And Elliott is extremely dark in the evening and could use either new lighting or the flashing crosswalks. There have been several times I have seen close call near misses when drivers can't see pedestrians crossing the street.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315500	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
114	7/1/2022 15:53	Driving Comment	Constantly witness cars NOT stopping at the stop sign at Donaldson and Andrew road. Some cars never touch the brakes and fly through the intersection. Have called AmCan PD many times. We need to put speed bumps down Donaldson. The fire trucks won't be bothered a bit	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315545	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
115	7/1/2022 16:13	Driving Comment	Worst design ever. Too narrow. And the stop areas are too set back.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315555	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
116	7/1/2022 16:16	Driving Comment	Can we put speed bumps. Too many cars come barreling from here and its hard to turn onto this street when u have people speeding.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315558	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
117	7/1/2022 16:21	Driving Comment	We need to stop semi trucks from using the road. 2x i have had to pull to the side to let them by as they were too large for the turn. They r tearing up the road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315562	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
118	7/1/2022 16:38	Driving Comment	Too much speeding on James Road. Consider speed bumps or other methods to slow vehicular traffic. This will only become worse with all the new traffic from the housing going in on Melvin Road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315567	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
119	7/1/2022 18:04	Driving Comment	This is a long curved road with a blind spot and cars are traveling at excessive speed coming from Donaldson Way toward American Cyn. Rd. No four way stop for pedestrians to walk across safely.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315582	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
120	7/1/2022 18:07	Driving Comment	Cars running stop signs every day.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315584	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
121	7/1/2022 19:10	Driving Comment	We need something to slow cars down on Elliott dr! Several people take walks and bikes on this street when cars go up to 50mph. I am not exaggerating. What can I do to help support any and all initiatives to slow cars down for our street. You can contact me if you need additional resources. Thank you in advance for constructing this platform.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315597	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
122	7/1/2022 19:16	Driving Comment	We need something to slow cars down on Elliott dr! People go for walks and bike on this street and cars go way above the speed limit. I I would be glad to help support any initiative to fix this problem.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315598	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
123	7/2/2022 14:27	Driving Comment	SR29 Northbound at the American Canyon Rd. intersection. The left turn lane going towards Safeway should be extended by 2-3 times its current length. This would alleviate northbound traffic as a large percentage of traffic on 29 will be going to the large residential area down West American Canyon Rd.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315767	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
124	7/2/2022 14:30	Driving Comment	Busiest intersection in American Canyon This 6 lane intersection has enough space to be replaced with a round-about. Will cut down on traffic and provide more safety for pedestians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315770	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
125	7/2/2022 16:16	Driving Comment	Daily occurrence of a driver peeling out in a truck, cars doing doughnuts and turning at high speeds drifting sideways towards American Canyon Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315787	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
126	7/3/2022 7:47	Driving Comment	Constant speeding. Favorite U turn location which is unsafe with blind curve. Impatient drivers drive in bike lane rather than wait for residents to turn into their driveways. They even honk and yell. The 30 mph sign for American Canyon to Donaldson is perplexing with it being a school route. Even buses speed down the road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315925	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
127	7/3/2022 7:49	Driving Comment	This stop sign is treated as a suggestion. Very unsafe for all.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315926	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
128	7/3/2022 7:53	Driving Comment	The stop sign all four ways is ignored completely during almost all hours. Often multiple cars will ease on through right behind each other to prevent other direction from moving. Complete chaos!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315927	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
129	7/3/2022 8:00	Driving Comment	Excessive speeding all along Elliott, but particularly on this stretch I have been passed by cars who go into oncoming traffic if I am trying to actually drive the 25mph speed limit. Tailgating every single day. With the park and Senior Center nearby, this is an extreme hazard.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315928	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
130	7/3/2022 8:09	Driving Comment	This is a favorite cut through road to avoid 29 traffic and I also take it. However, I generally have other vehicles riding my bumper as I go the proper speed navigating the bendy road. And then when they hit the intersection they want to turn on, they blow through the stop sign to get around me.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315931	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
131	7/3/2022 8:13	Driving Comment	Recognizing you are looking for residential road issues to fix, the reality is the bulk of them are caused by cars seeking to avoid 29 traffic. This road needs to be expanded and have overpasses and pedestrian walkovers to make it safe and flow better.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/315933	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
132	7/6/2022 11:23	Pedestrian Comment	No crosswalk for two blocks around the school. Many people cross near the bridge/school and it's a really speedy location for cars. Please consider a 3 way stop and add a crosswalk.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316902	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
133	7/6/2022 11:24	Pedestrian Comment	Drop curb but no matching curb on other side. Please install a real crosswalk here. This is a blind corners and there's a lot of evidence of speeders and "side-show" donuts on the road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316904	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
134	7/6/2022 11:25	Pedestrian Comment	Same as my other comment for this block. This is the other side of drop curb. Pleas re-align the drop curbs to make it easier for wheel chair, stroller and bikes crossing thru the trail.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316906	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
135	7/6/2022 11:26	Pedestrian Comment	Drop curb but crosswalk or matching curb on opposite side. Please align and make it easier for wheelchair, stroller and bikes passing through the park.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316909	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
136	7/6/2022 11:27	Pedestrian Comment	Drop curb but crosswalk or matching curb on opposite side. Please align and make it easier for wheelchair, stroller and bikes passing through the park.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316910	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
137	7/6/2022 11:28	Pedestrian Comment	Very busy road and hard to get traffic to stop for pedestrians. Please consider flashing crossing and better markings.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316912	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
138	7/6/2022 11:30	Biking Comment	Add divided bike lane. I've seen drivers use the bike lane to overtake the the traffic is too slow (doing speed limit). Make Amcan road safe the entire length for bikers. It's wide enough to put in a concrete divider.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316915	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
139	7/6/2022 11:30	Biking Comment	Add divided bike lane. I've seen drivers use the bike lane to overtake the the traffic is too slow (doing speed limit). Make Amcan road safe the entire length for bikers. It's wide enough to put in a concrete divider.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316916	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
140	7/6/2022 11:31	Pedestrian Comment	Complete sidewalk on North Side of AmCan Road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316917	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
141	7/6/2022 11:33	Driving Comment	Extend northbound turn lane and add 2nd turn left lane. Traffic backs up here all the time. People often take an unsafe left turn on Kimberley to avoid the backup. There have been countless accidents on Hwy 29/Kimberley because of this.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316920	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
142	7/6/2022 11:33	Biking Comment	Install bike parking at the park. Some people want to walk the park but ride their bikes there.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316922	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
143	7/6/2022 11:35	Biking Comment	Add bike lanes through length of commerce. Now we have Devlin open more people will want to take this route to work, but it's very dangerous at some spots to bikes.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316923	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
144	7/6/2022 11:36	Driving Comment	Close off Theressa to Los Altos Pl to thru traffic. This will reduce cut through traffic in the area incl. Melvin.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316924	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
145	7/6/2022 11:36	Pedestrian Comment	Add more sidewalks the length of Melvin	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316925	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
146	7/6/2022 11:37	Driving Comment	Traffic calming needs on Melvin. Reduce cut through traffic.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316926	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
147	7/6/2022 11:38	Driving Comment	Lots of speeding on wide open stretches of Wetlands Edge Road. Excess speed and only a matter of time until someone gets hit.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316928	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
148	7/6/2022 11:38	Driving Comment	Add speed humps the length of Wetlands Edge.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316929	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
149	7/6/2022 11:38	Driving Comment	Lots of speeding on wide open stretches of Wetlands Edge Road. Add speed humps.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316930	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
150	7/6/2022 11:41	Driving Comment	Even newly installed speed limit signs. People love to speed up and down Eucalptus even when kids are around. The new 3 way stop sign is optional to many too.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316932	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
151	7/6/2022 12:31	Pedestrian Comment	Some times of the year pedestrians are hidden from approaching vehicles waiting @ crosswalk due to overgrown plants. Making it dangerous to cross. Please replace the tall "grassy" plants with sometime more appropriate. Don't do the usual tactic of just removing everything. We need landscaping but sometime more appropriate.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316963	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
152	7/15/2022 18:09	Pedestrian Comment	It would be great to have this intersection fully cross walked. Though there is a cross walk connecting both sides of Greenwing, to get to the heavily used Gadwall park from Greenwing, one must either jaywalk or walk all the way to Ringneck street (past the park) to cross.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321101	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
153	7/16/2022 9:10	Pedestrian Comment	We need a sidewalk through here and connecting around along Melvin. This is a very dangerous intersection, and it's only a matter of time before a real tragedy occurs. As it is, we can never let our children be unattended out front. I worry for the kids I see walking through here.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321231	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
154	7/16/2022 9:11	Pedestrian Comment	Connect sidewalk to work done further down James Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321232	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
155	7/16/2022 9:14	Pedestrian Comment	This would be a great spot for a pedestrian/bike over-crossing. I ALWAYS take me car to go across 29 because it is too dangerous as a pedestrian or on my bike.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321234	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
156	7/16/2022 9:16	Pedestrian Comment	This would be another location that a pedestrian/bike over-crossing might work, but we need a bike lane on Rio Del Mar to make it work.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321235	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
157	7/16/2022 9:22	Pedestrian Comment	This may be a better location for a bike rack because our bikes would be safer from someone cutting our lock and stealing it (being able to have easy access to tools in their car). I am another who rides my bike to the park to go for a walk. As it is, I lock it to the gate here, or along the fence somewhere.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321236	Thank you for taking the time to leave a comment. The City recognizes the importance of bike racks in places of interest and may evaluate new locations in the future.
158	7/16/2022 9:25	Pedestrian Comment	Cars that drive in here frequently drive too fast. There seems to be more of them than ever before. There needs to be strict rules regarding the speed limit here, and the correct behavior for anyone driving there (as you would see in a campground where pedestrians and bicycles use similar trails).	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321237	Thank you for taking the time to leave a comment. Speed management/aggressive driving and pedestrian/bicycle safety are addressed as priorities in the LRSP.
159	7/16/2022 9:29	Driving Comment	People drive very fast around this corner, adding to the unsafe conditions for pedestrians/bikers, especially given there are no sidewalks or bike lane. And we all "pray" that we aren't hit going in/out of our driveways.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321238	Thank you for taking the time to leave a comment. Speed management/aggressive driving and pedestrian/bicycle safety are addressed as priorities in the LRSP.
160	7/16/2022 9:31	Driving Comment	It seems that this (now) difficult corner has become a challenge to thrill seekers. Cars can frequently be seen to turn left onto James from Wilson way as fast as possible. I'm literally afraid for the neighbor who's had their fence taken out twice. It may someday be their livingroom, along with their dogs and/or our neighbors themselves.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321239	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the LRSP. This may be a location for increased enforcement.
161	7/16/2022 9:34	Biking Comment	This would be a convenient route for us to take across the highway to visit Newell preserve, but it is far too dangerous for my taste to ride my bike along the block before and after the highway crossing. This would be another good location for a pedestrian/bike over-crossing. As it stands, I have no choice but to drive to Newell from our side of town.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321242	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
162	7/16/2022 9:40	Biking Comment	Bike lanes here might help us get through this unsafe narrowing of the road where the tracks cross Donaldson. This is one reason that I don't ride my bike to Newell.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321244	Thank you for taking the time to leave a comment. Bicycle facilities and safety are addressed as priorities in the LRSP.
163	7/16/2022 9:57	Driving Comment	People speed with abandon along this stretch of Wetlands Edge Rd. When you notice how many reports of speeding there are throughout the city, you can't help but wonder about our residents. Would a city-wide road safety campaign help? I doubt it. At the very least, all high-school students should be receiving a course on safe driving like we used to get half-a-century ago. Removing those classes from school curriculum was a big mistake.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321246	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the LRSP. Safe driving campaigns are recommended in the plan.
164	7/16/2022 9:59	Biking Comment	To add to other comment here, a review of bike hand signals in the community would be a smart move. I feel like using my hand signals on my bike simply confuses car drivers.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321247	Thank you for taking the time to leave a comment. Bicycle safety and education are addressed as priorities in the LRSP.
165	7/16/2022 10:09	Driving Comment	I feel bad for people living on this street. This is the only route to take from this side of town to bypass the highway (I live nearby, so I'm not an outsider cutting through, but neither do I want to deal with the few blocks of the mess of 29). I wish I had a solution for this stretch of road, but I cannot think of anything feasible.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321249	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
166	7/16/2022 10:13	Driving Comment	Do not proceed with any further constructio until the traffic problems in our city have been solved. The more we build, the more restricted our options will be when we are finally forced to address our roads and paths. Let's get the infrastructure in place and THEN consider more businesses and resident construction. It is a slap in the face to our residents who have been suffering from the local traffic problems for years to continue to add to the problem while dragging feet to fix the problems.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321250	Thank you for taking the time to leave a comment. This plan aims to address infrastructure and traffic safety. Your concern will be passed along to the City.
167	7/16/2022 10:17	Driving Comment	A wall along this stretch of 29 should reduce people driving on right shoulder to pass stopped/slowed traffic as we are entering the insanity of the highway going through town. As many predicted. Walmart did nothing that was promised to ease traffic from the new congestion their development created. Easing the frustration of getting through town would probably ease many of the other problems reported on this map.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321251	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
168	7/16/2022 10:35	Driving Comment	Closing this road to through would remove one of the few emergency evacuation routes from this side of town. As it is, we have very few ways to evacuate American Canyon, should the need arise. This is an important consideration when planning traffic improvements for our city.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321263	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
169	7/16/2022 14:46	Driving Comment	With all the truck traffic related to the warehouses (with even more warehouses being planned!) we need to tax these businesses money directly to help maintain the roads through this city. AmCan is essentially a hub for a lot of shipping. Since we seem willing to embrace it, infrastructure to smooth truck the impact, and access in and out of these areas, should be carefully thought out now. And encourage those businesses to invest in our communities traffic solutions.	2	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321325	Thank you for taking the time to leave a comment. All new developments require traffic impact studies. Your concern will be passed along to the City.
170	7/16/2022 14:50	School Comment	I mentioned this elsewhere, but I realize now that it belongs here. All children should receive road safety education at all ages, and particularly in high-school as they are beginning to drive vehicles. We had classes that taught us defensive driving in high school a half-century ago, let's bring those back as basic curriculum. Also, a campaign to educate our community at large may possibly benefit us.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321330	Thank you for taking the time to leave a comment. Education for all ages is recommended in the LRSP.
171	7/16/2022 20:35	School Comment	People use park parking lot as drop off zone for canyon oaks traffic . Turning around needs to be easier.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321454	Thank you for taking the time to leave a comment. This location is identified as a priority in the report.
172	7/16/2022 20:39	Driving Comment	Should be traffic circle here or a 4 way stop because turning left is hard, stops traffic.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321455	Thank you for taking the time to leave a comment. To install an all-way stop or roundabout, the intersection would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
173	7/16/2022 20:40	Driving Comment	Needs four way stop sign with crosswalk across from park.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321456	Thank you for taking the time to leave a comment. To install an all-way stop, the intersection would need to meet CA MUTCD warrants. Intersection and pedestrian safety are addressed as priorities in the LRSP.
174	7/19/2022 19:42	Driving Comment	Add back or repair "Flashing" Speed Signs. They used to around the school and along Wetlands Edge. City can access raw data on them to see how fast cars are going.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/322209	Thank you for taking the time to leave a comment. Speed feedback signs are recommended in the report.
175	7/19/2022 19:42	Driving Comment	Add back or repair "Flashing" Speed Signs. They used to around the school and along Wetlands Edge. City can access raw data on them to see how fast cars are going.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/322211	Thank you for taking the time to leave a comment. Speed feedback signs are recommended in the report.
176	7/22/2022 11:35	Driving Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323174	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
177	7/22/2022 11:47	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323178	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
178	7/22/2022 11:48	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323179	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
179	7/22/2022 11:49	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323180	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
180	7/22/2022 11:50	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323181	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
181	7/22/2022 12:28	Biking Comment	Very busy road with cars. And with the new bike trail on Devlin now open, seeing more groups of bicyclists who ride together in the streets. Due to their speed/size, it's great they are on the road and not the linear path. However, still too much car speeding on Wetlands on 200-400 blocks	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323190	Thank you for taking the time to leave a comment. Bicycle safety and speed management/aggressive driving are addressed as priorities in the report.
182	7/22/2022 14:05	Driving Comment	Corner of Silver Oak Trail & American Canyon Rd (there's a traffic light) I noticed that some motorist will make a right turn even the light is red. The sign says NO TURN ON RED, but its ignored.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323213	Thank you for taking the time to leave a comment. This intersection is identified as a priority location in the report.
183	7/22/2022 14:11	Driving Comment	I live on spike rush circle. It is being used like a race track. Why can't speed bumps be installed like the ones on wetlands edge. I was told the fire department said no but now they are on wetlands edge. Any help	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323214	Thank you for taking the time to leave a comment. An engineering study will need to be completed to install speed bumps/humps. Speed management/aggressive driving is addressed as a priority in the report.
184	7/22/2022 14:14	Driving Comment	Speeding around the "corner" from Melvin onto James Rd is an issue. It's being used as a racetrack with people speeding around it very fast and then driving even faster down James Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323216	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
185	7/22/2022 14:18	Pedestrian Comment	Please extend the sidewalks to connect James and Melvin Rd. I see many kids walking to and from school or the bus stop having to walk in the street on a blind curve. It is nerve wracking hoping someone doesn't get hit by a car.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323218	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
186	7/22/2022 14:21	Driving Comment	More signage to slow down drivers are needed at this corner. This curve is somewhat sharp and drivers take it very quickly. Pedestrians have to cross the street here to reach the area where there is an actual sidewalk, and pulling out of our driveways is a hazard.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323219	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
187	7/22/2022 14:26	Driving Comment	Fix the light at the high school so those making a left turn out of the high school have a green arrow when the crosswalk is not engaged. The only time drivers have to make a left turn is when pedestrians are also allowed to cross the crosswalk so there are always a lot of back ups and drivers chance it and get close to pedestrians.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323222	Thank you for taking the time to leave a comment. Intersections are identified as a priority in the report. Your comment will be passed along to the City.
188	7/22/2022 14:32	Driving Comment	James rd it's not only the second busiest road in AmCan, but it's treated as a speedway fire through traffic. I understand that the fire dept used this road, but there need to be either speed bumps installed and/or electronic does signs. The amount of speeding done on this road doesn't allow for safe pedestrian crossing etc.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323236	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
189	7/22/2022 14:36	Driving Comment	Make a single left turn lane but extend it and then turn the far right lane (the lane immediately to the left of the Safeway gas station) into a dedicated right turn lane. I constantly see people who are going straight stopped at the light in the far right lane and blocking all those who want to turn right. This causes a lot of congestion.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323241	Thank you for taking the time to leave a comment. Intersections are identified as a priority in the report. Your comment will be passed along to the City.
190	7/22/2022 14:40	Pedestrian Comment	This is a general comment but I recommend putting a red curb ten feet from crosswalks which drivers turn right into them. Often drivers park so close to the crosswalk that drivers turning right cannot see pedestrians until they are nearly hitting them.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323249	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
191	7/22/2022 14:53	Driving Comment	The traffic calming work on the 500 block appears to be a success. The city has been given factual data of that fact. What is the real reason that project is not being continued the length of Wetlands Edge Rd? The city has also been given evidence that that success in slowing down speed has not carried over to the remaining section of the road. Is there a reason for not making a better effort by the city to enforce the law for the stop sign violations on Wetlands and Rio Del Mar and Benton?	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323264	Thank you for taking the time to leave a comment. The City's Traffic Calming Program is currently being updated. Your concern will be passed along.

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192	7/22/2022 15:01	School Comment	Over crowded middle school.	0	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323272	Thank you for taking the time to leave a comment. Please pass this concern along to the proper school representative.
193	7/22/2022 15:01	Driving Comment	Might it be time to add a traffic light to the intersection between CA-29 and Kimberley? I ask because, with the increase in traffic, it's becoming more and more difficult to turn into Kimberley and onto CA-29. Matter of fact, most drivers heading north on CA-29 from Kimberley, don't even try. I know I don't. Instead most drive down Danrose to AC Rd, causing more congestion near Safeway. Turning onto CA-29 from Kimberley is getting dangerous at times and we shouldn't wait for a wreck to happen.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323273	Thank you for taking the time to leave a comment. To install a signal, the intersection must meet CA MUTCD warrants.
194	7/22/2022 15:05	Driving Comment	Repaving Danrose between Folland and American Canyon Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323277	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
195	7/22/2022 15:05	School Comment	Access to use outdoor courts at High school	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323278	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
196	7/22/2022 15:08	Pedestrian Comment	Build an outdoor gym here or near by.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323279	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
197	7/22/2022 15:52	Driving Comment	there are multiple trucks with trailers full of various items like wine barrels, huge plastic containers and pallets among other things, parked along Kimberly in front of the park on both sides of the street. This is very dangerous as if you are coming from Marshcreek or Poppyfield, your vision is blocked by these parked commercial vehicles and you can't see oncoming traffic. it also obstructs the driver's view of pedestrian crossing the street, particularly children who are coming from the park	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323292	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
198	7/22/2022 16:04	Driving Comment	This intersection needs a 4 way stop sign. The curve in the road, coupled with the cars that park on the street closest to the corners, create a bad blind spot against oncoming cross traffic. Going west on W. Carolyn, after stopping at the Stop sign, there is a major blind spot to the left and slightly to the right. Crossing cars tend to speed and its difficult to see cross traffic.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323296	Thank you for taking the time to leave a comment. To install an all-way stop, the intersection would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
199	7/22/2022 16:05	School Comment	For heaven's sake, please start enforcing helmet laws with our local children. I rarely see a helmet on a kid when they're riding bikes on our unsafe streets. Just because we haven't had a tragedy related to lack of a helmet, doesn't mean that it can't/won't happen. As an RN, I have seen those injuries first hand among many people over the years, including children. The odds of survivors having a normal life after a head injury goes WAY down.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323297	Thank you for taking the time to leave a comment. Bicycle education and safety are addressed as priorities in the report.
200	7/22/2022 16:06	Driving Comment	We need a right turn lane at Kimberley and CA-29. Some drivers slow down and almost stop on the CA-29 right lane to turn onto Kimberley, slowing down traffic and causing near misses.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323298	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.
201	7/22/2022 16:08	Driving Comment	The evening southbound traffic needs to be addressed after South Kelly Rd.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323300	Thank you for taking the time to leave a comment. There are planned operational improvements for SR 29 that may help mitigate this issue.
202	7/22/2022 16:08	Driving Comment	Add DEAD END or Turn indicator sign to prevent people from speeding around the corner. This would also help with people driving through the fence.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323301	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
203	7/22/2022 16:18	Driving Comment	the potholes at this turn and curve are deep and dangerous. The big rigs that use this road have created unsafe road hazards that need to be filled or repaved. Someone mentioned having the trucking warehouses pay a fee or 'big rig' tax to help pay or offset the cost of road repairs.	1	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323304	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
204	7/22/2022 16:29	Driving Comment	this is 'drag strip alley'.. you can hear the cars gun their engines going east bound (after a rolling stop at Elliott) or west bound after sorta stopping at Danrose. Residents are one drunken fool away from having their backyard plowed. How do we enforce speed limits down here? Can we implement the speed humps that are on Wetlands Edge?	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323308	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
205	7/22/2022 17:20	Driving Comment	There is a white line painted on Silver Oak Trail attempting to look like a crosswalk but am pretty sure it is not. If it is, it needs to be made compliant.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323314	Thank you for taking the time to leave a comment. This was a temporary crosswalk and will be removed. A compliant crosswalk may be installed in the future.
206	7/22/2022 17:22	Driving Comment	Can we have 'Napa County' painted on the street at the County line here? There is one on American Canyon road near HWY80. This seems to be a part o a State Highway ("Lincoln Highway").	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323315	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
207	7/22/2022 17:57	Driving Comment	People are often going 40plus miles an hour here especially in the middle of the day 10:30am- 11am.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323317	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
208	7/22/2022 18:54	Driving Comment	Speeding on James rd is out of hand!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323327	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
209	7/22/2022 20:54	Driving Comment	Is there anything you can do about the speeders on American canyon rd?	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323351	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
210	7/22/2022 22:22	Driving Comment	What are we going to do to stop the cars from speeding? We need to find a way to slow them down! Let me know what I can do to help with this. People walk dogs, ride bikes and take strolls on this street. Our personal car was hit while it was parked! Luckily no one was injured. Please do something about the safety on this street and speeders! This is not a raceway.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323369	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
211	7/22/2022 23:49	Driving Comment	Official Dedicated Turning Lane - - It has come to my attention that during school hours this intersection is very busy and unofficially people have used the right shoulder as a dedicated turning lane to go right on Newell.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323411	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
212	7/23/2022 0:44	Driving Comment	Alot of speeding cars daily	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323414	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
213	7/23/2022 3:55	Biking Comment	Can the yellow posts that narrow down the passage be replaced with speed bumps ? It is dangerously narrow for a car to pass thru while a cyclist is passing through. I have been squeezed off to the side by cars passing through that won't wait for the cyclist to pass through. Accident waiting to happen !	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323429	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
214	7/23/2022 6:32	Driving Comment	Many cars drive fast past this park while there are often many children running or riding bikes across the street. Could speed bumps be put in around Gadwall park to deter a tragedy? We have witnessed little ones nearly being run over on several occasions!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323444	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
215	7/23/2022 10:23	Driving Comment	This is one of the most heavily regulated stretches of street in the city. I would not want this replicated elsewhere.	0	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323462	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
216	7/23/2022 10:25	Driving Comment	Visibility at this corner, particularly pulling out from Los Altos, is very difficult. Much worse when traffic is heavier during the school year.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323463	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the report.
217	7/23/2022 10:34	Driving Comment	I appreciate the recent enforcement activity on Theresa by a traffic officer. Deploying such a technique on identified trouble spots more regularly would help train drivers on lawful speeds.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323466	Thank you for taking the time to leave a comment. Increased enforcement is recommended in this report.
218	7/23/2022 11:17	Biking Comment	Bicyclists are vehicles and subject to the vehicle code. Stop signs apply to them too. During the pandemic I saw 2 folks out of at least 100 be safe crossing this intersection. One used hand signals to demonstrate intent, the other slowed to genteel "California Stop". The rest just blew through the intersection at speed.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323473	Thank you for taking the time to leave a comment. Bicycle safety and education are addressed as priorities in the LRSP.
219	7/23/2022 12:41	Driving Comment	Needs speed calming	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323503	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
220	7/24/2022 17:11	Pedestrian Comment	Glad the city is finally adding a connecting sidewalk between Theresa and Donaldson Way but now the need is to finish the connecting bike path from the new Napa Junction School as well	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323668	Thank you for taking the time to leave a comment. Bicycle infrastructure is addressed as a priority in the report.
221	7/25/2022 11:25	Driving Comment	Rio Grande needs some stop signs. All to often people tend to speed on this road. W. Carolyn and Rio Grande need a 4 way to many time have I seen people almost get T boned.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323813	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
222	7/25/2022 13:32	Driving Comment	300 and 400 block wetlands edge rd. Speeders. General observation stop signs not observed in city. I see people running red lights. As a pedestrian I have to avoid people backing out of driveways without looking.. always on high alert when walking as drivers take eyes off the road and are careless.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323841	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
223	7/25/2022 15:28	Driving Comment	The shoulder should be marked off somehow as there are too many drivers treating it like a third lane heading SB in the late afternoon/evening. It's not like we all like sitting in traffic.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323884	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
224	7/25/2022 18:46	Driving Comment	I moved to 224 Wetlands Edge Rd. 21 years ago, and I have since seen a tremendous increase of traffic on my street. We really need some type of speed bumps on this road due to speeders who don't abide by the 25 mph postings. I realize neighborhoods change; however, a traffic study to observe the speeding would be appreciated. Also, the proposed Eco Center on Wetlands will cause more traffic congestion to our neighborhood. Thank you Michelle Torres	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323905	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
225	7/26/2022 0:59	Driving Comment	Just have a cop stand with a radar gun at the edge of Ashby Ct. just out of sight from the speeding vehicles flying down Danrose each afternoon. He can write about 50 tickets during the afternoon commute. Seriously! Northampton has gotten real bad also. You wanna drive fast, take it to Sears point.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323974	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
226	7/26/2022 6:47	Driving Comment	Please reduce the speed on American Canyon Road, 45 m.ph. is way too fast for the area	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324005	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
227	7/26/2022 6:52	Driving Comment	Change the light so both sides on Silver Oak Trail go at different times with dedicated turn lights. This light is a huge cause of school traffic and safety issues for pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324006	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
228	7/26/2022 6:54	Driving Comment	Reduce speed limit especially if/when extended to Watson Ranch project. I have seen to many near misses with speeding impatient drivers and pedestrians (most kids going to school)	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324007	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.

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229	7/26/2022 6:56	Driving Comment	speed limit should have never changed this a residential area with a blind curve on this street. Please set it back to 25 m.ph. an maybe add some traffic calming too.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324008	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
230	7/26/2022 6:59	Driving Comment	Please make this a 4 way stop. There is a a lot of fast drivers coming out of the apartments making this a dangerous intersection. It is a safety issue for pedestrians, bicyclists, and drivers.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324009	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
231	7/26/2022 7:02	Driving Comment	Please make a no parking area at this intersection. The little area at the corner on Tapestry Lane on both sides are NOT parking spots but people often park there any way. It makes it more difficult to navigate this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324011	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
232	7/26/2022 7:06	Driving Comment	Please reduce the speed limit, 55 m.p.h. is too fast for a road with a lot of curves. Most of the time you can only go 45-50 m.p.h. because of the curves. It would also make it a little safer for the residents on that street. I have seen many close calls with people slowing down to turn to their homes or trying to get out onto American Canyon Road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324014	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
233	7/26/2022 7:09	Driving Comment	Plants at this intersection (and several others) make it difficult to see to the left for on coming traffic. You need to pull up close to Donaldson Way E. to be able to see on coming cars. Please plant low growing plants at corners.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324016	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in this report. Your concern will be passed along to the City.
234	7/26/2022 7:18	Driving Comment	Traffic calming measures would be nice on this loop of Los Altos Pl. going from Rio Del Mar/Cassayre/ Los Altos intersection to Rio Delmar/Los Altos Place intersection. That whole loop has issues with speeding traffic, and one side is narrow and has blind a curve.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324017	Thank you for taking the time to leave a comment. An engineering study will need to be completed to install any traffic calming measures. Speed management/aggressive driving is addressed as a priority in the report.
235	7/26/2022 7:28	Driving Comment	Please make this a 3 way stop intersection. It is very difficult to see on coming cars when you are on Spikerush Circle. It would improve safety especially during school hours. And adding a crosswalk to cross Wetlands Edge would be helpful once there is stop signs.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324018	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
236	7/26/2022 11:21	Pedestrian Comment	The crosswalks have slightly improved the safety of crossing benton way but this area is still unsafe. I've had many run ins walking/biking my kids to school here. This is an ill aligned way of entering the parking lot. I have also seen drivers make u turns in this intersection after picking up children. The most trouble is with middle school pick up/drop off.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324151	Thank you for taking the time to leave a comment. This location is identified as a priority in the report.
237	7/26/2022 15:23	Driving Comment	Drivers do not stop at the stop signs and speed on this road. This should have speed bumps or some deterrent to slow drivers.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324267	Thank you for taking the time to leave a comment. An engineering study will need to be completed to install any traffic calming measures. Speed management/aggressive driving is addressed as a priority in the report.
238	7/26/2022 15:25	Pedestrian Comment	This trail is never maintained. The weeds are always overgrown, the sidewalk path isn't walkable by pets due to all the cattails and spikey weeds on the tail that affect their paws. Ground crews must maintain this trail to keep it as nice as the primary parks.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324268	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
239	7/26/2022 20:14	Driving Comment	The speed for this road (Elliot Dr.) should not be over 25 mph as this is a residential area. People living along this road should feel safe pulling in and out of their driveways. Suggest lowering speed limit AND installing speed bumps.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324346	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
240	7/26/2022 20:16	Driving Comment	Road is in very bad shape. Needs repaving.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324347	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
241	7/26/2022 20:19	Biking Comment	Need a safer way to bike through American Canyon towards Napa or Vallejo. A Class 1 bike lane is highly recommended along Highway 29.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324348	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
242	7/26/2022 20:22	Driving Comment	Several intersections along Crawford Way lack stop signs. Almost seems like an accident just waiting to happen. Might be best to remedy this BEFORE an accident actually occurs.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324349	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
243	7/26/2022 20:25	Driving Comment	Stop signs are generally ignored along Wetlands Edge Road. Traffic officers regularly stationed along this road every day may help to curb this very bad habit. Police officers would definitely fulfill their monthly ticket quotas if they took this suggestion to heart.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324350	Thank you for taking the time to leave a comment. Speed management/aggressive driving and increased enforcement are addressed as priorities in the report.
244	7/26/2022 20:34	Driving Comment	Traffic coming from the church (Holy Family), the strip mall, and the hotel is bottlenecked here, as there is no light and cars can only make a right turn here. Suggest installing a 4-way intersection across Highway 29 and a traffic light.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324353	Thank you for taking the time to leave a comment. To install an all-way stop or signal, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
245	7/26/2022 20:38	Driving Comment	There is no other way out of the hotel, church, and strip mall areas except to exit via Highway 29. There should be an alternate route that allows access to other roads on the East side of Highway 29.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324354	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
246	7/27/2022 9:18	Driving Comment	Newell Drive from American Canyon Road traveling northbound. Without a doubt, morning commuters will use this stretch of road to bypass traffic from NB highway 29. Please consider speed calming alternatives (solar speed sign, rumble strips, speed bumps, speed traffic ticket cameras). It appears 2 NB lanes will converge into 1 NB lane after crossing Donaldson once construction is complete on the Newell Dr extension. The opposite will happen in the afternoon going southbound on this road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324433	Thank you for taking the time to leave a comment. This location is identified as a priority in the report.
247	7/27/2022 10:13	Driving Comment	This intersection needs more signs reminding drivers that it is a 4 way stop a flashing light or something else. Drives heading south on James can not see and choose to not see the people stopping on the right side of Donaldson Way heading East towards Highway 29. So many times drivers have rolled and either almost hit us, others and pedestrians too.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324470	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
248	7/27/2022 10:16	Driving Comment	This intersection is very dangerous. This has a blind curve coming from Rio Grande towards Carolyn. Many drive speed down this road. This intersection could use a crosswalk with a light. We live on this street and trying to back out is getting more difficult every day.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324471	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.
249	7/27/2022 20:12	Driving Comment	Cars speed down Donaldson Way, the majority at speeds over 35mph. We've run our own traffic studies here. We have much more extensive traffic surveys running 2+ years on Wetlands Edge Road. If it will help, we can expand our study on Donaldson Way to provide statistical evidence of the problem as we've done for Wetlands Edge. Appreciate the city's help with traffic calming.	12	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324687	Thank you for taking the time to leave a comment and your coordination with the City. Speed management/aggressive driving is addresses as a priority in the report.
250	7/27/2022 21:48	Driving Comment	Vehicles routinely fail to yield at this three-way stop. When they do stop, many southbound drivers accelerate towards the middle school, reaching 35+mph by the time they pass our speed camera, just three houses down. Cars turning from Rio Del Mar too often speed up through the turn instead of stopping. I'm thankful and surprised that nobody has been seriously injured yet.	14	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324706	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.
251	7/27/2022 22:04	Pedestrian Comment	The crosswalk between Rio Del Mar and Wetlands Edge Road is heavily trafficked by pedestrians, parents with strollers and lots of dog walkers. Cars that assume people will wait while they run the stop sign is a fatality waiting to happen.	14	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/324711	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
252	7/28/2022 17:56	Driving Comment	Optional stop sign. Cars turn off of Wetlands Edge without stopping, then cruise through this turn without stopping. Same drivers, our neighbors, run the same course in reverse too.	13	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325142	Thank you for taking the time to leave a comment. Increased enforcement is recommended in this report.
253	7/28/2022 18:14	Driving Comment	It makes safe-sense to install speed cushions the length of Wetlands Edge. The 500 block proves that it makes cars slow down and drive more safely. But when they reach the 400 block, they take off again. By the time they reach the 300 block, they are dangerous and we can only hope they slow past the middle school. In reverse, there is no reason for people to drive safely until they reach the end of Wetland Edge near the park.	13	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325145	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
254	7/28/2022 18:22	Pedestrian Comment	A hit-and-run driver killed a 13-year-old dog, nearly killed his owner, and never even slowed down. Mottu flew into the air and landed 40 ft from where his owner was nearly killed as well. This was February 3rd, 2019, but could easily happen today.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325148	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
255	7/28/2022 18:23	Pedestrian Comment	A hit-and-run driver killed a 13-year-old dog, nearly killed his owner, and never even slowed down. Mottu flew into the air and landed 40 ft from where his owner was nearly killed as well. This was February 3rd, 2019, but could easily happen today.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325150	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
256	7/28/2022 18:39	Driving Comment	Our neighbor was pulling out of her driveway in 2018 and was T-boned by a car that police estimated was speeding at 50 mph. Luckily her children were not in the car.	13	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325154	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
257	7/28/2022 19:22	Driving Comment	Speeding cars overtake bicyclists and slower (e.g., 25mph) vehicles at high rates of speed.	12	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325161	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
258	7/28/2022 19:25	Driving Comment	Traffic speeds are unsafe. Speed cushions decreased speeding on the 500 block by 54%! We are tracking cars and their speeds as they pass our house. This speed study has been underway for two-years. A similar study was conducted in the 500 block of Wetlands Edge. After speed cushions, speeding reduced from 72% to 18%. Excessive speeding (>35mph) has decreased to one-half percent. Traffic calming works! More please - the length of Wetlands Edge.	11	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325162	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
259	7/28/2022 19:32	Pedestrian Comment	hit-and-run driver ended the life of a 13-year-old dog, nearly hitting his owner, and never even slowed down. Mottu flew into the air and landed 40 ft from where his owner was nearly hurt as well. This was February 3rd, 2019, but could easily happen today.	12	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325163	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
260	7/28/2022 20:18	Driving Comment	I agree with others that there needs to be traffic calming measures. I watched several cars speed by and a few were clocked at 36 m.p.h. and 38 m.p.h by "this is your speed" sign.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325169	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
261	7/29/2022 12:08	Driving Comment	Fix the road! My car is vibrating apart here. I may go back to Tijuana. It was better roads there.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325352	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
262	7/29/2022 15:26	Pedestrian Comment	Distracted drivers do not pay attention to pedestrians crossing to go back and forth to the park. Pedestrian Beacons would be a great addition.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325504	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
263	7/29/2022 15:27	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325505	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
264	7/29/2022 15:27	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	10	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325506	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
265	7/29/2022 15:29	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325507	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
266	7/29/2022 15:30	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325508	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
267	7/29/2022 15:31	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325509	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
268	7/29/2022 15:31	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325510	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
269	7/29/2022 15:32	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325512	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
270	7/29/2022 15:33	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325513	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
271	7/29/2022 15:35	Pedestrian Comment	Pedestrian beacons are a must at this intersection. It's extremely dangerous to cross specially for students going to ACMS or ACHS at either side of town.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325514	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
272	7/29/2022 15:42	School Comment	Students cross this intersection every day, and it's so dangerous. Add extra preventative systems to ensure safety.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325516	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29 that may address this.
273	7/29/2022 15:43	Biking Comment	Need more bike signage, green bike lanes, more safety for bikers of all ages.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325517	Thank you for taking the time to leave a comment. Bike infrastructure and safety are addressed as priorities in this report.
274	7/29/2022 15:45	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325519	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
275	7/29/2022 15:46	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325520	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
276	7/29/2022 15:47	Biking Comment	Bike lanes all the way on American Canyon Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325521	Thank you for taking the time to leave a comment. Bike infrastructure and safety are addressed as priorities in this report.
277	7/29/2022 15:49	Biking Comment	Add green biking lane all along Benton.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325523	Thank you for taking the time to leave a comment. This location is addressed as a priority in the LRSP.
278	7/29/2022 15:54	Pedestrian Comment	Vegetation too tall. Drivers can't see someone behind this tall grass. We've reported it multiple times.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325524	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the report.
279	7/29/2022 16:03	Driving Comment	I routinely see people speed/slide around this corner. A few months ago someone lost control and took out the fence (yet to be replaced). There are children on this street to play and walk to the adjacent park. Please figure out a way to slow down the curve	10	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325525	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
280	7/29/2022 16:09	Driving Comment	Giant underpass for hwy29/broadway!!!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325528	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
281	7/29/2022 16:10	Driving Comment	Can we restrict left turn off of Hwy 29 onto Kimberley. Way too many accidents over the years. I feel sorry for those living on the corner. Their fence has been rebuilt so many times. Someone will be killed one day.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325529	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
282	7/29/2022 16:11	Driving Comment	So many speeders! This is another hwy29!!! This area needs help. Also need to be replaced or speed humps placed.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325530	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
283	7/29/2022 16:13	Driving Comment	This road needs to be repaired badly. Lots of highway traffic from 29 cuts these surface streets when the highway gets backed up during high traffic hours. Major speed trap needs to happen here! They'd make lots of $$	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325531	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
284	7/29/2022 16:29	Driving Comment	The quality of the road here is very bad on the 300 block of Rio Del Mar. This is very difficult for the bus, cars and our neighbors.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325538	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
285	7/29/2022 16:31	Driving Comment	Road quality is very poor. It's been 40+ years since the street was repaved.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325539	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
286	7/29/2022 16:32	Driving Comment	Road needs to be repaved. The bus and cars use this heavily and it throws rocks now.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325540	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
287	7/29/2022 16:43	Driving Comment	Drivers are constantly running the stop signs and speeding down Theresa Ave/Los Altos Dr/Eucalyptus at high speeds. I live on this street and traffic has progressively gotten worse over the last few years. Even attempting to cross the street here has become dangerous during peak traffic hours. More police presence is needed here during traffic peak times and traffic calming measures would be helpful as well.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325543	Thank you for taking the time to leave a comment. Speed management/aggressive driving and increased enforcement are addressed as priorities in the report.
288	7/29/2022 16:54	Driving Comment	Large trucks/Semis often drive through Los Altos. Those vehicles are way to large and big to have them driving through residential streets.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325547	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
289	7/29/2022 21:04	Driving Comment	Everyday there are cars speeding down our street, Elliott Dr., past the speed limit. We have two small children, and we are always worried whenever we walk out our front door. Would it be possible to place speed bumps on our street? I think this would help in terms of forcing people to slow down. Maybe even add a speedometer sign too. This is my top concern for our city.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325627	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
290	7/30/2022 0:35	Driving Comment	Blind spot for drivers turning left. People speed around the curb, or even if going slightly over speed limit, it's always nearly a missed collision as the driver turning left from Toscana is also watching cars turning right around corner onto Silver Oak Trail from AC Road. It's dangerous.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325659	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the report.
291	7/30/2022 0:36	Driving Comment	Drivers are constantly speeding down this street, putting our young children playing outside in danger.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325660	Thank you for taking the time to leave a comment. Speed management/aggressive driving and increased enforcement are addressed as priorities in the report.
292	7/30/2022 0:40	Transit Comment	Parking is extremely congested on this street due to apartment tenants not being given sufficient parking spots within their complex. Have also had multiple commercial vehicles (Adecco) using this street as their commercial parking lot.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325661	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
293	7/30/2022 7:16	Driving Comment	PLEASE consider adding a stop sign here on Rio Del Mar between Carolyn and Los Altos. The high speeds are very dangerous!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325682	Thank you for taking the time to leave a comment. To install an all-way stop or signal, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.

Appendix B

Collision Data

Collisions at Selected Intersections

Intx ID	Primary Road	Secondary Road	Location	Severity					Type								Pedestrian	Bicycle						HSM Severity Ranking (EPDO)	LRSM Severoty Ranking (EPDO)	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian	Other/Not Listed			2017	2018	2019	2020	2021				
1	Green Island Rd	Mezzetta Ct	City				2		1		1										2			12	12	2	2
2	Green Island Rd	Commerce Blvd	City					3	1	1			1								1	2		3	3	0	3
3	Green Island Rd	Paoli Loop Rd	City					2	1			1							2					2	2	0	2
4	Commerce Blvd	Hanna Dr	City					2					2						1				1	2	2	0	2
5	Paoli Loop Rd	Klamath Ct	City																					0	0	0	0
6	Paoli Loop Rd	Watson Ln	City					2		1				1					1		1			2	2	0	2
7	Napa Junction Rd	Theresa Ave	City																					0	0	0	0
8	Napa Junction Rd	Lombard Rd	City																					0	0	0	0
9	Napa Junction Rd	Main St	City					2			1					1			1			1		2	2	0	2
10	Eucalyptus Dr	Main St	City			1		1				1	1							1			1	12	12	1	2
11	Eucalyptus Dr	Theresa Ave	City																					0	0	0	0
12	Theresa Ave	Los Altos Pl	City				1					1										1		6	6	1	1
13	Rio Grande	Bufflehead St	City					1			1									1				1	1	0	1
14	Eucalyptus Dr	Rio Del Mar	City					2		1	1								1	1				2	2	0	2
15	Wetlands Edge Rd	Bluebell St	City					1					1							1				1	1	0	1
16	Redhead St	Bluebell St	City					1	1										1					1	1	0	1
17	Donaldson Way	Landana St	City			1							1								1			11	11	1	1
18	Rio Del Mar	Spikerush Cir	City					1			1									1				1	1	0	1
19	Rio Del Mar	Donaldson Way	City					1		1									1					1	1	0	1
20	Rio Del Mar	Gisela Dr	City			1			1													1		11	11	1	1
21	Rio Del Mar	Los Altos Pl	City		1		1	1				1				2		1		1		2		36	197	2	3
22	Donaldson Way	Amarillo Dr	City					1			1										1			1	1	0	1
23	James Rd	Wilson Way	City					1					1								1			1	1	0	1
24	Summerwood Dr	Mascota Way	City					1			1								1					1	1	0	1
25	Tapestry Ln	Covina Ct	City					1		1											1			1	1	0	1
26	Tapestry Ln	Summerwood Dr	City			1						1								1				11	11	1	1
27	Tuscan Oak Trail	Golden Brook Ln	City					1		1											1			1	1	0	1
28	Benton Way	Wetlands Edge Rd	City					2	1			1								1			1	2	2	0	2
29	Benton Way	Huntington Way	City					1		1									1					1	1	0	1
30	Benton Way	Chaucer Ln	City					1		1											1			1	1	0	1
31	Donaldson Way W	Elliott Dr	City				2				1	1									2			12	12	2	2
32	Donaldson Way W	Carolyn Dr	City				1								1		1					1		6	6	1	1
33	Donaldson Way E	Tuscan Oak Trail	City					1		1									1					1	1	0	1
34	Donaldson Way E	Summerwood Dr	City					1			1										1			1	1	0	1
35	Donaldson Way E	Vinegate Way	City					1					1						1					1	1	0	1
36	Donaldson Way E	Shenandoah Dr	City			1		1				1	1					1		1			1	12	12	1	2
37	Donaldson Way E	Newell Dr	City			1	1	3	1	2			2							2	1		2	20	20	2	5
38	Newell Dr	Granite Springs Way	City				2						1		1		1			1	1			12	12	2	2
39	Newell Dr	Silver Oak Trail	City					3	1		1		1						2		1			3	3	0	3
40	Huntington Way	Abbey Ct	City					1		1									1					1	1	0	1
41	Elliott Dr	Crawford Way	City																					0	0	0	0
42	Crawford Way	Norwick Ct	City			1				1												1		11	11	1	1
43	Crawford Way	Andrew Rd	City					1				1								1				1	1	0	1
44	James Rd	Crawford Way	City					1								1							1	1	1	0	1
45	Shenandoah Dr	Sirah Dr	City					1					1										1	1	1	0	1
46	Silver Oak Trail	Toscana Dr	City				1					1							1					6	6	1	1
47	Toscana Dr	Stonecreek Dr	City																					0	0	0	0
48	Toscana Dr	Karly Ct	City					1								1			1					1	1	0	1
49	W American Canyon R	Wetlands Edge Rd	City				2			1					1		1			1			1	12	12	2	2
50	W American Canyon R	Hummingbird Way	City																					0	0	0	0
51	W American Canyon R	Chaucer Ln	City			1									1		1		1					11	11	1	1
52	W American Canyon R	Elliott Dr	City				1	2			1		1		1		1				1		2	8	8	1	3
53	W American Canyon R	James Rd	City				1	2		1		1			1		1			1		1	1	8	8	1	3
54	American Canyon Rd	Broadway/Silver Oak Trail	City		2		9	17	3	2	6	11	1		4	1	3	3	4	2	13	4	5	129	311	11	28
55	American Canyon Rd	Redwood Cir	City			1	1	1				2	1							1		2		18	18	2	3
56	American Canyon Rd	Newell Dr/Flosden Rd	City		1	2	8	8	1	4	3	7	2	1	1		1			7	4	6	2	107	198	11	19
57	American Canyon Rd	Via Firenze	City			1	1	5		2	1	1	2	1						1	2	1	3	22	22	2	7
58	Vinci Way	Carrara Ct	City																					0	0	0	0
59	Northampton Dr	Chaucer Ln	City			1										1		1	1					11	11	1	1
60	Northampton Dr	Brixton Ct	City					1			1												1	1	1	0	1
61	Northampton Dr	Danrose Dr	City					1			1								1					1	1	0	1
62	Wetlands Edge Rd	Kensington Way	City					1					1										1	1	1	0	1
63	Chaucer Ln	Northrup Ln	City					1					1									1		1	1	0	1
64	Elliott Dr	Folland Dr	City			1		1			2								1			1		12	12	1	2
65	Folland Dr	Kemp Way	City					1		1											1			1	1	0	1
66	Folland Dr	Danrose Dr	City				2				1	1							1	1				12	12	2	2
67	Kemp Ln	Sheffield Way	City					1	1														1	1	1	0	1
68	Danrose Dr	Reed Dr	City					2		1		1							1	1				2	2	0	2
69	Kimberly Dr	Meadow Bay Dr	City					1			1											1		1	1	0	1
70	Kimberly Dr	Poppyfield Dr	City																					0	0	0	0
71	Kimberly Dr	Elliott Dr	City				1					1							1					6	6	1	1
72	Kimberly Dr	Danrose Dr	City																					0	0	0	0
73	Kimberly Dr	Tyler Ct	City			1		1				2									2			12	12	1	2
74	Cattail Dr	Cattail Ct	City					1		1												1		1	1	0	1
75	Danrose Dr	Patricia Dr	City				1				1								1					6	6	1	1
76	Marla Dr	Meadow Bay Dr	City																					0	0	0	0
77	Elliott Dr	Lisa Ct	City																					0	0	0	0
78	Elliott Dr	Marla Dr	City					1				1										1		1	1	0	1
79	Broadway	Veterans Memorial Park	City					1	1											1				1	1	0	1
80	Broadway	Ventana Dr	City			1		2	1		1		1							3				13	13	1	3
81	Ventana Dr	Independence Ct	City					1		1										1				1	1	0	1

Intx ID	Primary Road	Secondary Road	Location	Severity					Type								Pedestrian	Bicycle						HSM Severity Ranking (EPDO)	LRSM Severoty Ranking (EPDO)	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian	Other/Not Listed			2017	2018	2019	2020	2021				
82	Michael Ln	Karen Dr	City																					**0**	**0**	**0**	**0**
83	Spring Mountain Ln	Canyon Creek Dr	City				**1**						**1**								**1**			**6**	**6**	**1**	**1**
84	Flosden Rd	Canyon Creek Dr	City			**1**	**3**	**3**		**2**	**1**	**3**			**1**		**1**		**1**	**2**	**2**	**1**	**1**	**32**	**32**	**4**	**7**
85	Flosden Rd	Daniel Dr	City	**1**		**1**	**1**	**2**		**1**		**1**	**1**		**1**	**1**	**1**	**1**		**3**	**1**	**1**		**562**	**209**	**3**	**5**
86	Flosden Rd	Via Bellagio	City			**1**	**2**	**4**			**2**	**3**	**2**						**2**		**2**		**3**	**27**	**27**	**3**	**7**
87	Via Bellagio	Verona Dr	City					**1**	**1**											**1**				**1**	**1**	**0**	**1**
88	Via Bellagio	Via Firenze	City			**1**									**1**		**1**		**1**					**11**	**11**	**1**	**1**
89	Via Bellagio	Via La Morra	City					**1**		**1**										**1**				**1**	**1**	**0**	**1**
90	Via La Morra	Biella Ct	City																					**0**	**0**	**0**	**0**
2901	SR 29	S Kelly Rd	29					**1**			**1**										**1**			**1**	**1**	**0**	**1**
2902	SR 29	Green Island Rd	29		**1**	**2**	**4**	**8**	**1**	**1**	**9**	**3**				**1**			**6**	**4**	**2**	**2**	**1**	**83**	**244**	**7**	**15**
2903	SR 29	Napa Junction Rd	29			**3**	**13**	**15**	**1**	**2**	**20**	**5**	**1**	**1**		**1**	**1**		**8**	**6**	**8**	**6**	**3**	**126**	**126**	**16**	**31**
2904	SR 29	Main St	29				**1**	**3**		**1**	**2**	**1**							**3**	**1**				**9**	**9**	**1**	**4**
2905	SR 29	Eucalyptus Dr	29			**2**	**8**	**17**	**1**	**1**	**22**	**2**	**1**						**6**	**5**	**10**	**2**	**4**	**87**	**87**	**10**	**27**
2906	SR 29	Rio Del Mar	29		**3**	**5**	**13**	**29**	**2**	**2**	**38**	**4**	**1**		**2**	**1**	**2**		**7**	**13**	**13**	**10**	**7**	**249**	**522**	**21**	**50**
2907	SR 29	Poco Way	29		**2**	**1**	**4**	**9**		**2**	**7**	**6**	**1**						**3**	**5**	**2**	**3**	**3**	**102**	**424**	**7**	**16**
2908	SR 29	Donaldson Way	29			**2**	**5**	**18**		**4**	**16**	**3**			**1**	**1**	**1**	**1**	**5**	**5**	**7**	**4**	**4**	**70**	**70**	**7**	**25**
2909	SR 29	Holcomb Ln	29				**1**				**1**												**1**	**6**	**6**	**1**	**1**
2910	SR 29	Crawford Way	29			**1**	**3**	**7**		**1**	**6**	**2**	**1**	**1**					**2**	**3**	**3**	**1**	**2**	**36**	**36**	**4**	**11**
2911	SR 29	American Canyon Rd	29		**4**	**1**	**21**	**33**	**2**	**7**	**30**	**15**	**3**		**1**	**1**	**1**	**3**	**18**	**8**	**8**	**11**	**14**	**286**	**650**	**26**	**59**
2912	SR 29	Kimberly Dr	29			**3**	**8**	**5**	**1**		**4**	**8**	**2**			**1**			**3**	**4**	**5**		**4**	**86**	**86**	**11**	**16**
		Total		1	14	40	126	252	24	52	188	94	38	5	18	14	18	11	91	94	107	69	72	-	-	-	433

Collisions at Selected Segments

Segment ID	Street Name	Begin Segment	End Segment	Location	Severity					Type							Pedestrian	Bicycle						HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total
					Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian	Other/Not Stated			2017	2018	2019	2020	2021				
1	Devlin Rd	Middleton Way	N City Limit	City					1					1									1	1	1	0	1
2	Green Island Rd	W City Limit	Jim Oswalt Way	City					1					1								1		1	1	0	1
3	Green Island Rd	Commerce Blvd	Paoli Loop Rd	City			1	1			1						1				1			1	17	17	2	2
4	Mezzetta Ct	Green Island Rd	End	City					1					1										1	1	1	0	1
5	Commerce Blvd	Green Island Rd	Hess Collection Dwy	City					3		1			2						1		1	1		3	3	0	3
6	Paoli Loop Rd	SR 29	SR 29 Overpass	City			2		7	3	1		1	2			2			1	1	2	3	2	29	29	2	9
7	Watson Ln	Paoli Loop Rd	End	City					1								1				1				1	1	0	1
8	Lombard Rd	Napa Junction Rd	End	City					1						1							1			1	1	0	1
9	Napa Junction Rd	SR 29	Steel Mill Recycling Dwy	City					2			1			1						1		1		2	2	0	2
10	Main St	Napa Junction Rd	Eucalyptus Dr	City					1			1									1				1	1	0	1
11	Eucalyptus Dr	SR 29	Shopping Center Dwy	City																					0	0	0	0
12	Eucalyptus Dr	Wetlands Edge Rd	Donaldson Way	City			1		2	1				2								1	1	1	13	13	1	3
13	Gadwell St	Ring Neck St	Greenwing St	City					1				1								1				1	1	0	1
14	Donaldson Way	Elke Dr	Eucalyptus Dr	City																					0	0	0	0
15	Los Altos Pl	Rio Del Mar	Theresa Ave	City				1				1										1			6	6	1	1
16	Rio Del Mar	Spikerush Cir	Carolyn Dr	City					2	1	1										1			1	2	2	0	2
17	Rio Del Mar	Carolyn Dr	Eucalyptus Dr	City					5	1	3	1								2	1		1	1	5	5	0	5
18	Cassayre Dr	Rio Del Mar	Melvin Rd	City					1				1							1					1	1	0	1
19	Los Altos Pl	Rio Del Mar	Carolyn Dr	City			1		2		2	1									1	2			13	13	1	3
20	Del Rey Ct	Los Altos Pl	End	City					1			1								1					1	1	0	1
21	Melvin Rd	Poco Way	Wilson Way	City			1		1		1	1											2		12	12	1	2
22	Tapestry Ln	Mascota Way	Summerwood Dr	City					3	1	1		1							1		1	1		3	3	0	3
23	Corvina Ct	Tapestry Ln	Tuscan Oak Trail	City					1		1										1				1	1	0	1
24	Golden Brook Ln	Tuscan Oak Trail	Summerwood Dr	City					1								1					1			1	1	0	1
25	Summerwood Dr	Golden Brook Ln	Donaldson Way E	City					1	1												1			1	1	0	1
26	Donaldson Way E	SR 29	Newell Dr	City				1	1			1		1								1		1	7	7	1	2
27	James Rd	Wilson Way	Thayer Way	City				1	4	1	1			2			1			1	1	2		1	10	10	1	5
28	Wetlands Edge Rd	Spikerush Cir	W American Canyon Rd	City					1					1							1				1	1	0	1
29	Elliott Dr	Donaldson Way W	W American Canyon Rd	City					1			1										1			1	1	0	1
30	Andrew Rd	Donaldson Way W	Thayer Way	City					1		1									1					1	1	0	1
31	Thayer Way	Andrew Rd	James Rd	City					1	1										1					1	1	0	1
32	Donaldson Way W	Carolyn Dr	SR 29	City																					0	0	0	0
33	W American Canyon Rd	James Rd	SR 29	City				3	4			2	5							4		1	2		22	22	3	7
34	American Canyon Rd	SR 29	Silver Oak Trail	City			3	2	2		1	4	1			1		1		4	1		2		47	47	5	7
35	American Canyon Rd	Silver Oak Trail	Newell Dr	City				2	6		1	2	1	4						3	2	1	1	1	18	18	2	8
36	American Canyon Rd	Newell Dr	E City Limit	City		1		1	7		2	2		3	1		1			2	4		2	1	42	178	2	9
37	Silver Oak Trail	American Canyon Rd	Newell Dr	City					3			1	1	1								1	2		3	3	0	3
38	Newell Dr	Silver Oak Trail	American Canyon Rd	City	1				1					2								1	1		544	166	1	2
39	Kensington Way	Wetlands Edge Rd	Chaucer Ln	City					1	1													1		1	1	0	1
40	Northampton Dr	Elliott Dr	Danrose Dr	City					1		1										1				1	1	0	1
41	Elliott Dr	W American Canyon Rd	Knightsbride Way	City					1		1													1	1	1	0	1
42	Elliott Dr	Knightsbride Way	Marla Dr	City					4	1		3								2			1	1	4	4	0	4
43	Ashby Pl	Danrose Dr	End	City					1				1								1				1	1	0	1
44	Linwood Ln	Knightsbride Way	End	City					1				1									1			1	1	0	1
45	Folland Dr	Elliott Dr	Corbin Dr	City					1		1									1					1	1	0	1
46	Danrose Dr	Folland Dr	Marla Dr	City				1	2	1	1			1						1	1		1		8	8	1	3
47	Kimberly Dr	Elliot Dr	Folland Dr	City																					0	0	0	0
48	Meadow Bay Dr	Kimberly Dr	Marla Dr	City					1		1									1					1	1	0	1
49	Poppyfield Dr	Kimberly Dr	Marla Dr	City					1		1									1					1	1	0	1
50	Capra Dr	Elliott Dr	Blanco St	City				1	1		1					1		1					1	1	7	7	1	2
51	Marla Dr	Meadow Bay Dr	Elliott Dr	City					2		2											1	1		2	2	0	2
52	Ventana Dr	Broadway	Highridge Dr	City					2		2									1				1	2	2	0	2
53	Independence Dr	Ventana Dr	Ford Dr	City					1		1									1					1	1	0	1
54	Goldfinch Dr	Montevino Dr	Vine Terrace Way	City					1					1								1			1	1	0	1
55	Flosden Rd	American Canyon Rd	Daniel Dr	City																					0	0	0	0
56	Flosden Rd	Daniel Dr	S City Limit	City				2	7		1		3	5						2		3	2	2	19	19	2	9
57	Tolentino Dr	Palazzo Way	Palestrina Ct	City					1			1									1				1	1	0	1
2901	SR 29 (Lincoln Hwy)	Kelly Rd	Green Island Rd	29				3	4			2		4			1			5	1	1			22	22	3	7
2902	SR 29 (Broadway)	Green Island Rd	Napa Junction Rd	29				11	14	1	3	16		5						7	4	6	3	5	80	80	11	25
2903	SR 29 (Broadway)	Napa Junction Rd	Rio Del Mar	29			1	6	7	1	1	12								2	3	4	3	2	54	54	7	14
2904	SR 29 (Broadway)	Rio Del Mar	Donaldson Way	29			1	9	11		2	16		2			1			3	9	2	5	2	76	76	10	21
2905	SR 29 (Broadway)	Donaldson Way	American Canyon Rd	29			2	7	4	4	3	6								3	5	1	1	3	68	68	9	13
2906	SR 29	American Canyon Rd	S City Limit	29	2		4	5	12	5	1	11	3	2			1		1	5	5	3	3	7	1172	416	11	23
Total					3	1	17	57	152	24	41	87	20	43	3	2	10	2	1	58	50	43	43	36	-	-	-	230

Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01	Lighting	Add intersection lighting	Night	40%	20	90%	Medium
NS02*	Control	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*	All	50%	10	90%	High
NS03*	Control	Evaluate installing signals*	All	30%	20	90%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	90%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Low
NS05mr	Control	Convert intersection to mini-roundabout	All	30%	20	90%	Medium
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings	All	25%	10	90%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning	All	30%	10	90%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u- turns	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands	Ped and Bike	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	Ped and Bike	25%	10	90%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Ped and Bike	35%	20	90%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	Ped and Bike	35%	20	90%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	Ped and Bike	55%	20	90%	Low

Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting	Night	40%	20	90%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
~~S04~~	~~Signal Mod.~~	~~Provide Advanced Dilemma Zone Detection for high speed approaches~~	~~All~~	~~40%~~	~~10~~	~~100%~~	~~High~~
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
S09	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
S10	Operation/ Warning	Install flashing beacons as advance warning	All	30%	10	90%	Medium
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
S12	Geometric Mod.	Install raised median on approaches	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
S18PB	Ped and Bike	Install pedestrian crossing	P & B	25%	20	90%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

Countermeasures for Roadway Segments

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	90%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	90%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	90%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane (without reducing travel lanes)	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	All	30%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped & Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

Final Report

City of American Canyon – Traffic Calming Program

MARCH 2024 |

FINAL

City of American Canyon — Traffic Calming Program

Prepared for:
City of American Canyon

March 2024

WC23-3975

FEHR PEERS

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Introduction

Fehr & Peers staff met with City staff on March 28, 2023, to discuss ways in which the City's existing Traffic Calming Program (TCP) is working well, and ways in which it can be improved. We reviewed options to identify how the City would like to structure the program, and we prepared this memo and corresponding flow chart of the proposed new TCP process and menu of applicable devices that can be installed based on the problem and street-type.

TCP Program Structure

The flowchart below identifies the steps the City would take when a request is made by a resident. The text accompanies the program process flowchart shown in **Figure 1**. The colors correspond to components in the flowchart, and the letters in bold correspond to individual steps in the flowchart. Where the color is darker and text is italicized for a step, an Existing Safety Program should be reviewed to identify if a request has been previously highlighted by a plan or program.

The process is separated into four key components focused on developing a strategy to address requests and manage City resources. The four components of the process are: plan initiation, development, support, and implementation. Each of these components are discussed in greater detail in **Table 1**.

Table 1: Traffic Calming Program Process

Step 1. Plan Initiation The first component of the process is the plan initiation. This component describes how the traffic calming process is initiated and how requests are handled and considered for treatment. Letters in bold correspond to individual steps in the plan initiation component.	
A	The process is initiated when a resident or group of residents express interest in addressing speeding, traffic volumes, or traffic-related safety issues within their neighborhood and submits the Traffic Concern Form on the City's website.
B	The requester(s) completes the petition which requires the signatures of at least 30% of the households on the subject street, indicating they perceive a significant problem. If the street contains fewer than 10 households, signatures from a minimum of three households are required. If the minimum number of signatures cannot be obtained, then the process does not continue due to a lack of support for action. Requests from an institution may be exempt from the petition process. For example, a school may request City action to treat a perceived speeding issue. Staff then assesses the issue and bypasses the minimum required signatures.
C	A completed petition with the required number of signatures is submitted to the City's Department of Public Works. City staff, at the direction of the Public Works Director, reviews the petition and defines the appropriate boundaries for the study area. The affected area should include all streets that might be treated or affected by potential actions. Traffic calming treatments may be applied to multiple streets within the study area.
D	A submitted petition is placed in a queue of neighborhood requests to be selected on a first come, first served basis. However, the queue serves only to initiate the process and does not indicate a priority in project approval, funding, or implementation. *If a concern is on a street or corridor that was previously identified as a priority in a Safety Program, the concern is given a priority in the queue.*
E	Staff identifies the number of requested areas in the queue that can be addressed in a given year based upon budget and staff resources. This typically occurs on a first-come, first-served basis. However, City Council can also supplement the available funding and direct staff regarding priorities.
F	City Council annually reviews the areas identified being treated in that year. Areas in the queue will remain in first-come, first-served list for future fiscal years.

Step 2. Plan Development The plan development component begins after the study areas have been selected for treatment. This section describes how the residents, City staff, the Police Chief, the Fire Chief, and other affected agencies work together to develop a plan to treat traffic calming related issues.	
A	City staff notifies all study area residents/property owners and business owners about the selection of their neighborhood area to participate in the traffic calming plan. Following the notice, a neighborhood planning meeting will be held. The meeting is intended for staff to provide an overview of the process. City staff will also provide any relevant data and discuss the menu of treatment options.
B	City staff collects traffic data on the identified streets, such as: traffic speeds, traffic volumes, and available collision history for the previous years. Staff will review traffic data within the study area and develop a strategy to address the concerns. Data regarding the traffic-related concerns will be compared to the traffic calming device guidelines to determine which measures may be most appropriate.
C	Staff will develop a draft plan within the constraints of the device guidelines. This draft plan will be shared with the community for feedback/input. The plan will consider non-physical measures (e.g., lane striping, signage, speed legends) and physical measures (see Traffic Calming Toolbox for more information). Physical measures increase the cost of implementation and may result in new issues (i.e., traffic diversion onto another street). Due to land use context and speeds along collectors and arterials, countermeasures will be more limited than those available on local roads. *If any conceptual plans or treatments were previously identified in a Safety Program, include them in the draft plan.*
D	City staff will solicit feedback from other departments and agencies that may be potentially affected by physical measures. The intent of this process is to identify concerns and potential modifications to the plan. The following agencies will likely be involved in reviewing most plans: • Fire Department • Police Department • Transit Agencies • Local School District

Step 3. Plan Support The plan support component begins after the draft plan has been vetted in the community and with agency staff. This section describes how engagement for neighborhood support will be completed.	
A	Once staff have developed a plan they feel appropriately addresses the traffic-related issues, a final neighborhood meeting will be arranged to present the proposed traffic calming plan. Residents will also be informed of the approval process and surveys they will receive subsequent to the meeting.
B	The level of neighborhood support for the proposed plan will be determined in the form of mail-in surveys. Staff will mail the surveys to neighborhood area residents/property owners and business owners. Surveys will be distributed to all tenants of record, owners (single and multi-family), and businesses addresses within the study area. The surveys will include a description and map of the proposed plan indicating the type and location of device(s) being proposed. The survey will also include a mail back postcard which will be used to determine public support by clearly asking: • Do you support the proposed plan? Yes or No. The mail back postcard will also provide a space for residents to write comments regarding the proposed plan. Survey information should be provided in multiple languages, when needed, consistent with current City policy. This survey shall also be limited to one response per household or business.
C	A minimum response rate and support rate must be met from individuals in the study area before the plan moves forward. For implementation of a plan, a minimum of 30% of residents or business owners must respond, and 66% of residents or business owners/managers must be in favor. City staff counts all received surveys and discusses the outcome internally and with the residents. *If recommendations from a previous Safety Program are included as part of the Plan, lower the neighborhood support approval rate to 15%.*
D	Staff determines whether the minimum response and support rate are satisfied. If the minimum support rate is not achieved, and staff believes they can enhance the plan to increase support, they will have one opportunity to revise the plan. Modifying the plan also requires consulting the affected agencies of any meaningful changes, holding a public meeting to present the revised plan, and redistributing surveys to the study area. If the minimum response rate and support rate are met, then the plan continues to the implementation step.

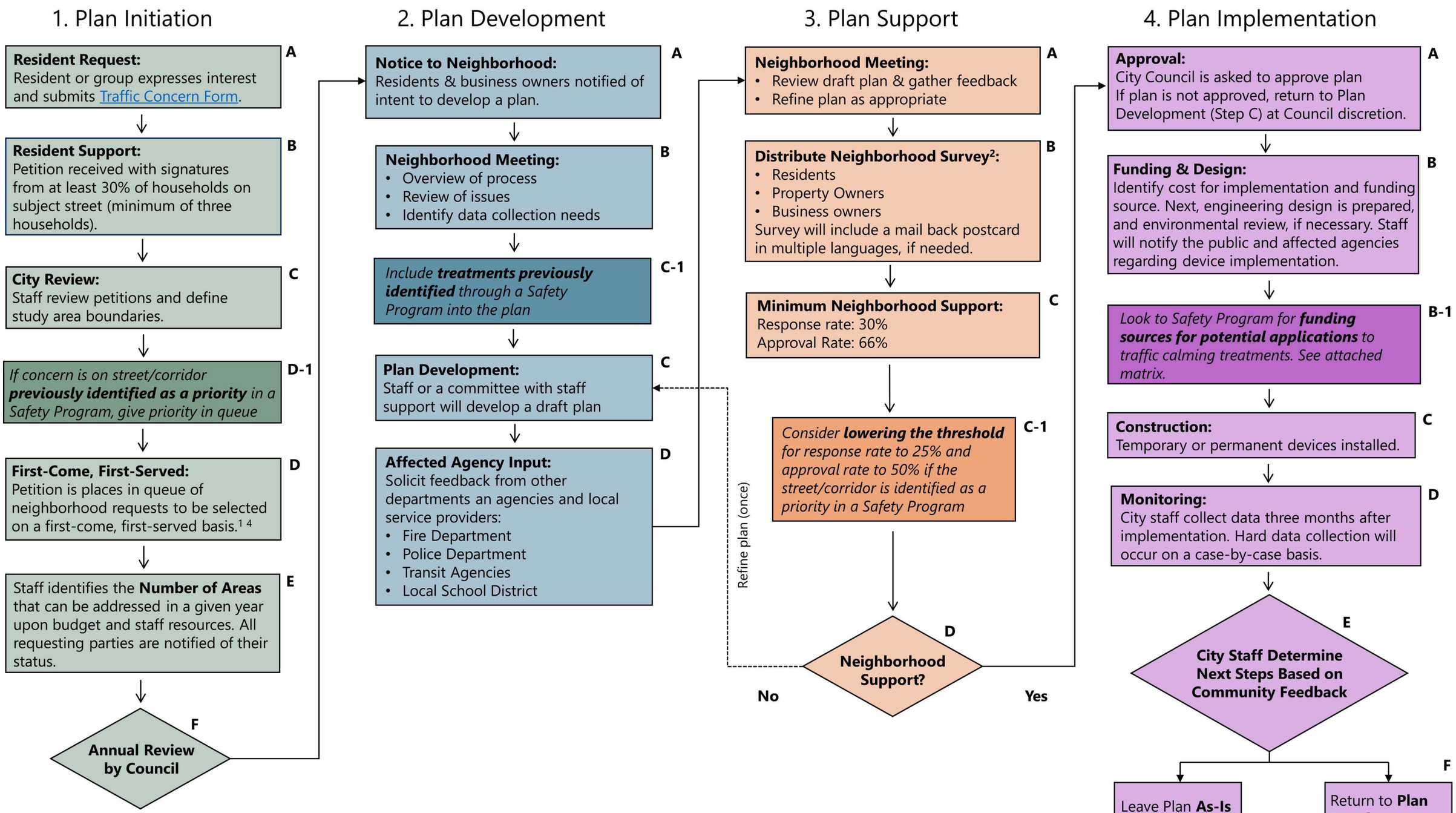
Step 4. Plan Implementation The final component of the traffic calming process is implementation.	
A	City Council is asked to approve the plan. If Council does not approve, then the plan can return to Plan Development (Step C) at the direction of Council.
B	The costs of the plan's implementation will be categorized into three buckets: strategic planning, opportunistic, or discretionary. See the Safety Program Matrix for further details. *If a project is previously identified in a Safety Program, staff can look to federal, state, regional, and local funding sources for implementation funding. This structure builds upon the Safety Programs the city has created, and allows for an equitable distribution of funding and staff resources to support concerns identified by the American Canyon community.*
C	The traffic calming devices can be constructed either as temporary or permanent devices. Temporary devices can be constructed at staff's discretion based on previous experience with the device. These temporary devices can be converted to permanent devices after three months of acceptable performance.
D	After construction of the approved plan, staff monitors the devices[1] and collects data three months after implementation, along with feedback from the community. The feedback will typically be requested via a neighborhood meeting, but it could be via an online survey at staff's discretion. Typical data collection will include speed, volume, origin/destination, and collisions.
E	Based on community feedback and collected data, staff determine the next steps. For example, the approved plan may have produced reasonable and satisfactory results and therefore no further action is needed.
F	If the approved plan has not produced reasonable and satisfactory results, staff will return to plan development and modify the plan. The plan can be revised once, dependent on funding availability. This includes the removal of devices found to be ineffective. Removal of devices would follow the same support steps as described in this chapter (beginning with Step A of the Plan Support component).

Source: Fehr & Peers, 2023.

[1] Staff may make immediate changes if they conclude a device is unsafe.

Figure 1: Traffic Calming Program Template

Darker Boxes Indicate Linkage to Safety Programs



1. The first-come, first-served queue serves only to initiate the process and does not indicate a priority in project approval, funding, or implementation
2. Surveys distributed within study area and is limited to one signature per household or business
3. Process for removal of devices would begin at Plan Support (Step A)
4. Consider means to have equity balance in resource allocation

Safety Program Matrix

CATEGORY	DESCRIPTION	RELATION TO EXISTING PLANS/PROGRAMS	CURRENT FUNDING SOURCES
Strategic Planning	Projects that focus on preventing fatal and severe crashes through systemic safety efforts based on historical crash history	• NVTA Bike Plan • NVTA Ped Plan • NVTA Vision Zero • Local Road Safety Plan • Complete Streets Safety Assessment • Safe Routes to School Reports • Engineering and Traffic Survey	• Safe Streets for All (SS4A) • Highway Safety Improvement Program (HSIP) • Community Development Block Grant (CDBG) Program • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program • Active Transportation Program (ATP) • California Office of Traffic Safety (OTS) Grant Program
Opportunistic	Projects that can be folded into existing funding mechanisms and work plans	• Capital Improvement Projects • Reconstruction and Widening Projects • NVTA Joint Powers Authority Projects	• Capital Improvement Program (CIP) • Measure T Funding • Developer Fees
Discretionary	Projects that do not fall into the other categories and can use the annual set aside funding for Traffic Calming	• Calming Community Form	• Annual Council Funding

Application Guidelines

When selecting the most appropriate traffic calming devices, the types of measures should be narrowed to those that: most closely target the key traffic issue, are appropriate for the surrounding uses of the identified location, are cost effective, and are compatible with traffic volumes, geometrics, and adjacent land uses.

City staff and the Traffic Working Group will evaluate the most appropriate devices based on effectiveness and context of the facility being evaluated.

Step 1:

Address the Traffic-Related Concern

The first task when selecting the most appropriate traffic calming device is to narrow the field of considered devices to those that address the primary traffic concern. The most common traffic-related concerns are:

- Speeding – motor vehicle speeds are too high
- Traffic volumes – motor vehicle usage levels (all trips or non-local trips) are too high
- Safety – motor vehicle speeds or volumes create a safety concern

Each device in the toolbox is appropriate to a different subset of the above traffic-related concerns. The appropriateness of each device (which accounts for how effective a service is in that context) is summarized in **Table 2**.

Step 2:

Address the Location Type

The appropriate device for a given problem is also a function of the location. Special consideration should be given when considering measures located on primary streets used by the Fire Department when responding to emergencies.

Table 3 indicates the location(s) where each type of traffic calming measure is applicable.

Step 3:

Address Other Constraints by Street Type

The third step in determining the most appropriate device is to consider how each device is compatible with the street classification, street grade, traffic volumes, posted speeds, and special roadway users. **Table 4** illustrates where each device is appropriate under certain conditions.

In general, roadway width is not a constraint for implementing physical measures. Speed lumps, speed tables, and raised crosswalks can be constructed across any reasonable roadway width. Traffic circles need to be sized relative to the space available but can typically be accommodated at any intersection.

Table 2: Safety Measures by Traffic-Related Concerns

Types of Measures	Types of Traffic-Related Concerns		
	Speeding	Traffic Volumes*	Collisions
Non-Physical Measures			
Targeted Speed Enforcement	●	▲	▲
Speed Feedback Sign	●	▲	⊘
Centerline/Edgeline Lane Striping	●	▲	⊘
Signage	●	▲	▲
Education	▲	▲	▲
Speed Control – Vertical Measures			
Speed Lump	●	▲	▲
Speed Table	●	▲	▲
Raised Crosswalk	●	▲	▲
Speed Control – Horizontal Measures			
Traffic Circle	●	▲	●
Roundabout (Single Lane)	●	▲	●
Median with Horizontal Deflection	●	▲	●
Slow Turn Wedges**	●	▲	●
Hardened Centerlines/Rubber Speed Bumps**	●	▲	●
Speed Control – Narrowing Measures			
Bulb-Out/Curb Extension	▲	⊘	●
Two-Lane Choker	▲	⊘	●
Median without Horizontal Deflection/Pedestrian Refuge Island	▲	⊘	●
Street Trees	▲	⊘	⊘

● Strongly Appropriate ▲ Moderately Appropriate ⊘ Inappropriate

* Depends largely on availability of alternate routes

** More info available at: https://www1.nyc.gov/html/dot/html/pedestrians/turn-calming.shtml; https://www1.nyc.gov/html/dot/downloads/pdf/left-turn-pedestrian-and-bicycle-crash-study.pdf

Types of Measures		Types of Traffic-Related Concerns		
		Speeding	Traffic Volumes*	Collisions
Volume Control Measures				
	Full Closure	▲	●	●
	Half Closure	▲	●	●
	Diagonal Diverter	▲	●	●
	Forced-Turn Island	⊘	●	▲

● Strongly Appropriate ▲ Moderately Appropriate ⊘ Inappropriate

* Depends largely on availability of alternate routes

** More info available at: https://www1.nyc.gov/html/dot/html/pedestrians/turn-calming.shtml; https://www1.nyc.gov/html/dot/downloads/pdf/left-turn-pedestrian-and-bicycle-crash-study.pdf

Table 3: Applicability of Devices by Location Type

Types of Measures	Local Streets		Collectors*		Arterials	
	Mid-block	Intersection	Mid-block	Intersection	Mid-block	Intersection
Non-Physical Measures						
Targeted Speed Enforcement	●	●	●	●	●	●
Speed Feedback Sign	●	⊘	●	⊘	●	⊘
Centerline/Edgeline Lane Striping	●	⊘	●	⊘	●	⊘
Signage	●	●	●	●	●	●
Education	●	●	●	●	●	●
Speed Control – Vertical Measures**						
Speed Lump	●	⊘	▲	⊘	⊘	⊘
Speed Table	●	⊘	●	⊘	⊘	⊘
Raised Crosswalk	●	▲	●	▲	▲	▲
Speed Control – Horizontal Measures						
Traffic Circle	⊘	●	⊘	●	⊘	⊘
Roundabout (Single Lane)	⊘	▲	⊘	●	⊘	●
Median with Horizontal Deflection	●	▲	●	▲	▲	⊘
Slow Turn Wedges	⊘	▲	⊘	▲	⊘	⊘
Hardened Centerlines/Rubber Speed Bumps	⊘	▲	⊘	●	⊘	⊘
Speed Control – Narrowing Measures						
Bulb-Out/Curb Extension	⊘	●	⊘	●	⊘	●
Two-Lane Choker	●	⊘	●	⊘	⊘	⊘
Median without Horizontal Deflection/Pedestrian Refuge Island	●	●	●	●	●	●
Street Trees	●	⊘	●	⊘	●	⊘

● Strongly Appropriate ▲ Moderately Appropriate ⊘ Inappropriate

* Due to emergency response concerns

** Vertical measures may affect emergency response times. City staff and the Traffic Working Group will implement safety measures based on effectiveness and context of the facility being evaluated

Types of Measures	Local Streets		Collectors*		Arterials	
	Mid-block	Intersection	Mid-block	Intersection	Mid-block	Intersection
Volume Control Measures						
Full Closure	⊘	●	⊘	⊘	⊘	⊘
Half Closure	⊘	●	⊘	▲	⊘	⊘
Diagonal Diverter	⊘	●	⊘	⊘	⊘	⊘
Forced-Turn Island	⊘	▲	⊘	▲	⊘	▲

● Strongly Appropriate ▲ Moderately Appropriate ⊘ Inappropriate

* Due to emergency response concerns
** Vertical measures may affect emergency response times. City staff and the Traffic Working Group will implement safety measures based on effectiveness and context of the facility being evaluated

Table 4: Applicability of Devices by Street Type

Types of Measures	Street Types		
	Local Streets	Collectors	Arterials
Non-Physical Measures			
Targeted Speed Enforcement	No limitations with respect to ADT or speed		
Speed Feedback Sign			
Centerline/Edgeline Lane Striping			
Signage			
Education			
Speed Control – Vertical Measures			
Speed Lump	Speed Limit ≤ 25 MPH; Grade ≤ 8%		
Speed Table	Daily Entering Volume < 16,000; Speed Limit ≤ 35 MPH		
Raised Crosswalk*			
Speed Control – Horizontal Measures			
Traffic Circle	Daily Entering Volume < 10,000; Speed Limit ≤ 35 MPH		
Roundabout (Single Lane)	Daily Entering Volumes < 16,000; Speed Limit ≤ 45 MPH		
Median with Horizontal Deflection	No limitations with respect to ADT or speed		
Slow Turn Wedges			
Hardened Centerlines/Rubber Speed Bumps			
Speed Control – Narrowing Measures			
Bulb-Out/Curb Extension	ADT ≤ 20,000; Speed Limit ≤ 35 MPH		
Two-Lane Choker			
Median without Horizontal Deflection/Pedestrian Refuge Island			
Street Trees	No limitations with respect to ADT or speed, but sight lines must be preserved		

* Not appropriate for streets without curbs, gutters, or sidewalks.

Types of Measures	Street Types		
	Local Streets	Collectors	Arterials
Volume Control Measures			
Full Closure	Proper evaluation should be conducted to determine amount of diverted traffic to alternate routes		
Half Closure			
Diagonal Diverter			
Forced-Turn Island			

* Not appropriate for streets without curbs, gutters, or sidewalks.

Traffic Calming Toolbox

This section describes the "toolbox" of devices that are available to community members and Staff when developing a Neighborhood Traffic Management Plan. The "toolbox" contains different devices that address neighborhood traffic-related concerns such as speeding vehicles, high traffic volumes, cut-through traffic, or safety concerns. The devices vary in their ability to treat various traffic-related concerns.

The toolbox of neighborhood traffic management devices is grouped into same three categories as noted above:

1. Non-Physical devices
2. Speed Control devices (primarily speed, but they can impact volume)
    i. Vertical devices
    ii. Horizontal devices
3. Volume Control devices (primarily volume, but they can impact speed)

For each device in the toolbox, the following discussions are provided:

- Description of the measure
- Photograph and/or schematic
- List of advantages and disadvantages

Non-Physical Devices

Non-physical devices include any measure that does not require physical changes to the roadway. They are intended to increase drivers' awareness of surroundings and influence driver behavior without physical devices. Because these devices are not self-enforcing, they have limited effectiveness as stand-alone devices and should supplement physical devices.

This category includes the following devices:

- Targeted Speed Enforcement
- Speed Feedback Sign
- Centerline/Edgeline Lane Striping
- Signage
- Education

Targeted Speed Enforcement

Police can perform targeted enforcement at locations where speeding is common. Depending on Police Department resources, the targeted enforcement may be limited in duration. Targeted enforcement may also be used in conjunction with new traffic calming devices to help drivers become aware of the new restrictions.

Equity considerations should be carefully considered to determine if traffic enforcement is appropriate. Automated speed enforcement could be a potential alternative if allowed at the state and local level.

ADVANTAGES
- Inexpensive
- Does not physically slow emergency vehicles or buses
- Quick implementation

DISADVANTAGES
- Expensive to maintain an increased level of enforcement
- Effectiveness may be temporary
- Equity concerns given potential for profiling and higher impact to lower income communities

Speed Feedback Sign

Speed feedback signs measure each approaching vehicle's speed. Real-time speeds are relayed to drivers and flash when speeds exceed the limit. Speed feedback signs are typically mounted on or near speed limit signs and are most common in school zones. Speed feedback signs are also available as portable trailers.

ADVANTAGES
- Real-time speed feedback
- Does not physically slow emergency vehicles or buses
- Permanent installation or portable trailer
- Provides immediate feedback
- Speed and count data can be recorded

DISADVANTAGES
- Effectiveness may be temporary
- May require power sources or stop working if solar power is insufficient
- Only effective for one direction of travel
- Subject to vandalism

Source: Lakota Contracting

Centerline/Edgeline Lane Striping

Lane striping can be used to create formal bicycle lanes, parking lanes, or edge lines. As a traffic management measure, they are used to narrow the travel lanes for vehicles, thereby inducing drivers to lower their speeds. However, past evidence on speed reductions is inconclusive.

ADVANTAGES

- Inexpensive
- Can be used to create bicycle lanes or delineate on-street parking
- Does not slow emergency vehicles

DISADVANTAGES

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance

Signage

Signage that can be used as a traffic management measure include:

- Truck restriction signs
- "Cross traffic does not stop" signs
- Turn restrictions

Turn-movement restrictions involve the use of signs to prevent undesired turning movements without the use of physical devices. The restrictions may generally apply to turning movements in or out of a residential street to a larger street. The turn-movement restrictions may be permanent or only during peak commute hours.

ADVANTAGES

- Truck restrictions can reduce through traffic
- Truck restrictions can reduce cut-through traffic at specific time of day
- Does not slow emergency vehicles or buses
- Can increase safety at an intersection by prohibiting certain turning movements
- Low cost

DISADVANTAGES

- Turn restrictions require enforcement during time of restriction to be effective
- May divert a traffic problem to another street

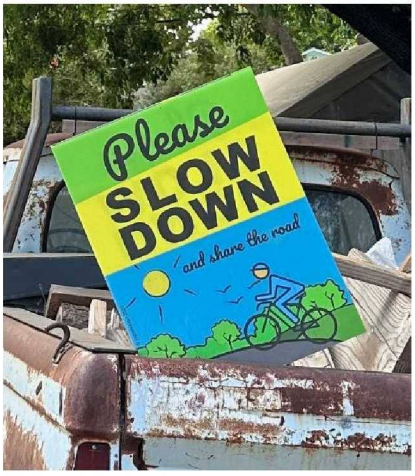
Education

A variety of education strategies can be used to educate people on the safety risks associated with speeding. Changing driver behavior and attitudes will require increased public safety education. The following strategies can be employed by agencies as funding and Staff resources allow:

- **Brochure** – describe the Traffic Calming Program and process.
- **Traffic Safety newsletter (jurisdiction-wide and/or neighborhood specific)** – provide information on volumes, speeds, speeding fines (particularly in school zones), and average speeds; describe traffic concerns and recommendations; provide reminders of traffic laws and traffic safety tips for all modes.
- **Website** – have a designated page on the agency's website to provide information on the Traffic Calming Program and the same information recommended for the newsletter.
- **Speed yard signs** – implement a public safety education campaign targeting safe speeds. Make yard signs available to the public for free. They should be brightly colored and include phrases like, "20 is plenty," "Keep kids safe," and "SLOW DOWN. Drive like you live here."
- **Permanent roadside memorial signs at fatal crash locations** – install signs to commemorate the lives of loved ones lost. This could include flowers, photos, handmade signs, white bikes (for locations where a bicyclist was killed), and other displays.

ADVANTAGES
- Relatively inexpensive
- Can be implemented incrementally over time

DISADVANTAGES
- Staff time required to maintain these resources



City of Napa

Speed Control – Vertical Devices

Vertical deflection devices use variations in pavement height and alternative paving materials to physically reduce travel speeds. These devices are designed for travel speeds over the device of approximately 15 to 20 MPH depending on the device.

The vertical deflection devices in the toolbox include:

- Speed Lump
- Speed Table
- Raised Crosswalk

Speed Lump

Speed lumps are rounded raised areas placed across the road with two-wheel cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal slowing. The design limits passenger cars and mid-size SUVs from fully passing through the cut-outs and requires travel over the lump.

They are slightly less than four inches high, typically parabolic in shape, and have a design speed of 15 to 20 MPH. They are usually constructed with a taper on each side to allow unimpeded drainage between the lump and curb. When placed on a street with rolled curbs or no curbs, bollards are placed at the ends of the speed lump to discourage vehicles from veering outside of the travel lane to avoid the device. A series of speed lumps are often needed to retain slower speeds over a longer distance.

ADVANTAGES
- Effective in reducing speeds
- Maintains repaid emergency response times
- Relatively easy for bicyclists to cross

DISADVANTAGES
- Maintenance can be challenging
- Vehicles with wide wheelbase can pass through the lump using wheel cut-outs
- Increased noise from vehicles accelerating

Speed Table

Speed tables are flat-topped speed humps approximately 22 feet long, which is typically long enough for the entire wheelbase of a passenger car to rest on top. Their long flat fields, plus ramps that are more gently sloped than speed lumps, give speed tables higher design speeds than lumps and thus may be more appropriate for streets with higher ambient speeds. Concrete is the preferred material. Stamped concrete can give the appearance of brick or other textured materials, which would improve the appearance of speed tables, draw attention to them, and may enhance safety and speed reduction.

ADVANTAGES

- Effective in reducing speeds, though not to the extent of speed lumps
- Maintenance is easier than speed lumps
- Slightly higher design speed compared to speed lumps – compatible with collector streets and on grades

DISADVANTAGES

- Increased noise from vehicles accelerating

Source: XFXL

Raised Crosswalk

Raised crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists. Stamped concrete can give the appearance of brick or other textured materials, which would improve the appearance of speed tables, draw attention to them, and may enhance safety and speed reduction.

ADVANTAGES

- Effective in reducing speeds, though not to the extent of speed lumps
- Maintenance is easier than speed lumps
- Improve safety for both vehicles and pedestrians

DISADVANTAGES

- Increased noise from vehicles accelerating
- Impact to drainage needs to be considered

Speed Control – Horizontal Devices

Horizontal deflection devices use raised islands to eliminate straight-line paths along roadways and through intersections.

The horizontal deflection devices in the toolbox include:

- Traffic Circle
- Roundabout (Single Lane)
- Hardened Centerlines/Rubber Speed Bumps
- Median with Horizontal Deflection
- Slow Turn Wedges

Traffic Circle

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs can be used as traffic controls at the approaches of the traffic circle. Circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Depending upon the size of the intersection and circle, trucks may be permitted to turn left in front of the circle, and the agency can use mountable curbs if turn radii are a concern for emergency vehicles and/or trucks.

ADVANTAGES

- Very effective in moderating speeds and improving safety
- Can have positive aesthetic value

DISADVANTAGES

- If not designed properly, difficult for emergency vehicles or large trucks to travel around
- Must be designed so that the circulating traffic does not encroach on crosswalks
- Potential loss of on-street parking

Roundabout (Single Lane)

Like traffic circles, roundabouts require traffic to circulate counterclockwise around a center island. But unlike circles, roundabouts are used on higher volume streets to allocate right-of-way among competing movements. They are found primarily on collector streets, often substituting for traffic signals. They are larger than neighborhood traffic circles, have raised splitter islands to channel approaching traffic to the right, and do not have stop signs. Due to the large amount of required right-of-way and construction costs, roundabouts may be most appropriate for new developments or redevelopment areas.

ADVANTAGES

- Enhanced safety compared to a traffic signal or stop sign
- Minimizes queuing at approaches to the intersection
- Less expensive to operate than traffic signals
- Can have positive aesthetic value
- Shorter pedestrian crossing distance

DISADVANTAGES

- May require major reconstruction of an existing intersection
- Loss of on-street parking
- Continuous flow of traffic limits opportunity for pedestrians to cross (compared to signal)
- May present additional obstacles to visually impaired pretentions

Medians with Horizonal Deflection

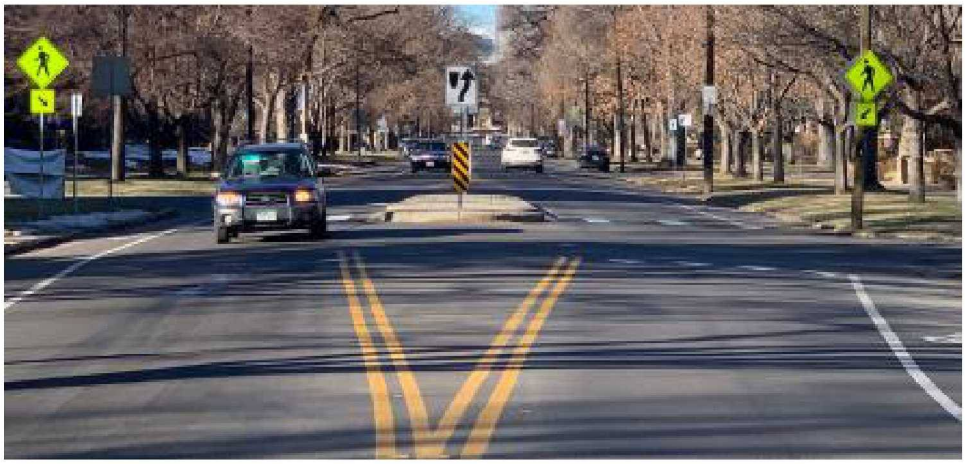
Medians are raised islands placed in the middle of the roadway around which traffic circulates. Medians do not always have horizontal deflection. To meet this definition, a median must extend into the travel lane to eliminate the straight-line path and force drivers to slow down to navigate the curve.

ADVANTAGES

- Effective in moderating speeds and improving safety
- Where pedestrian crossing activity is expected, can provide two-stage crossing opportunities
- Can have positive aesthetic value

DISADVANTAGES

- Can increase potential for fixed object collisions
- Potential loss of on-street parking



Slow Turn Wedges

Slow turn wedges use markings and flexible plastic posts to buffer pedestrians from traffic and shrink the area where they could get hit by a car.

ADVANTAGES

- Effective in reducing speeds and conflicts with pedestrians/bicyclists
- Discourages drivers from cutting corners and encourages following the proper path when making left turns
- Low cost

DISADVANTAGES

- Potentially limited to one-way streets
- Less durable than raised concrete islands

Source: NYC DOT

Hardened Centerlines/Rubber Speed Bumps

Hardened centerlines are bollards that prevent left-turners from crossing the centerlines to make a turn. Pedestrian islands can also accomplish the same goal if they are placed strategically, with the added benefit of being more durable and providing refuge for walkers.

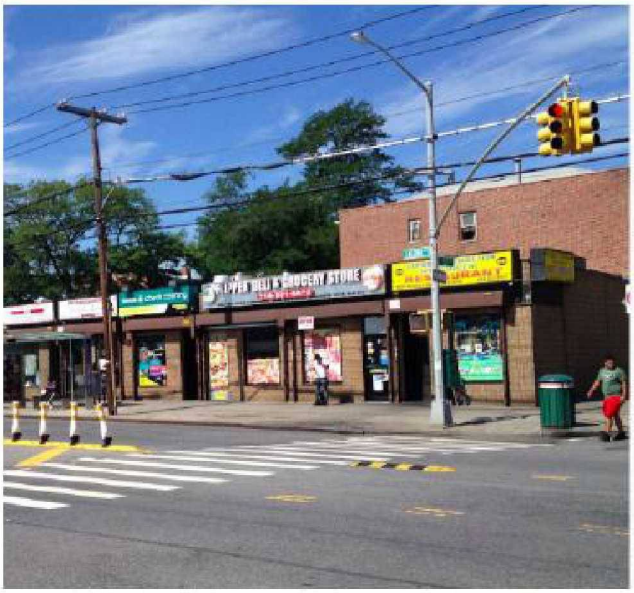
Rubber speed bumps are often used in conjunction with hardened centerlines and placed in an intersection. There are a variety of design configurations.

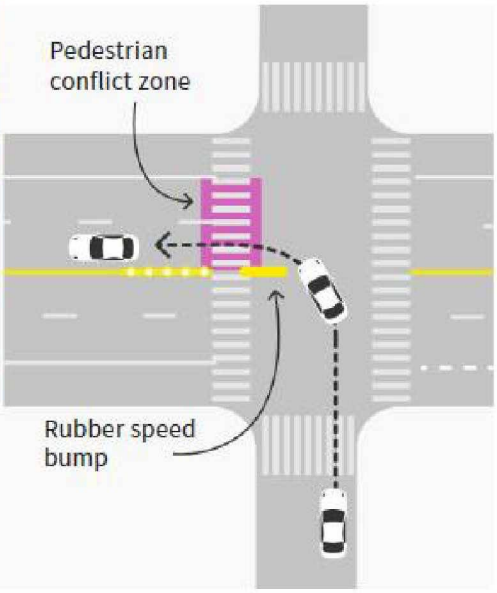
ADVANTAGES

- Effective in reducing speeds and conflicts with pedestrians/bicyclists
- Discourages drivers from cutting corners and encourages following the proper path when making left turns
- Low cost

DISADVANTAGES

- Less durable than raised concrete islands





Source: qz.com and NYC DOT

Speed Control – Vertical Devices

Narrowing devices use raised islands, curb extensions, and other treatments to narrow the travel lane for motorists. They are not as effective as vertical or horizontal devices but can still provide traffic calming.

The narrowing devices in the toolbox include:

- Bulb-Out/Curb Extension
- Two-Lane Choker
- Street Trees
- Median Without Horizontal Deflection/Pedestrian Refuge Island

Bulb-out/Curb Extension

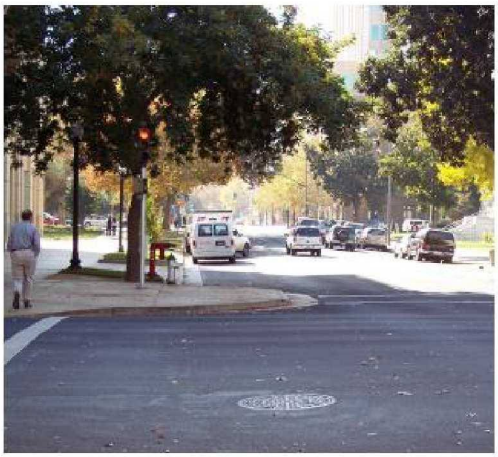
Bulb-outs and curb extensions extend the sidewalk into the parking lane to narrow the roadway at intersections. Their effectiveness in calming traffic is limited by the absence of vertical or horizontal deflection, but they can still be beneficial. Bulb-outs can make intersections more pedestrian friendly by shortening the crossing distance and decreasing the curb radii, thus reducing turning vehicle speeds. Both of these effects increase pedestrian comfort and safety at the intersection.

ADVANTAGES

- Reduces pedestrian crossing distance and exposure to vehicles
- Through and left-turn movements are easily negotiable by larger vehicles
- Creates protected on-street parking bays
- Reduces speeds (especially right-turning vehicles)

DISADVANTAGES

- Effectiveness is limited by the absence of deflection
- May slow right-turning emergency vehicles
- Potential loss of on-street parking



Two-Lane Choker

Chokers are curb extensions at midblock that narrow a street. Chokers leave the street cross section with two lanes that are narrower than the normal cross section. Their effectiveness in calming traffic is limited by the absence of vertical or horizontal deflection, but they can still be beneficial.

ADVANTAGES

- Easily negotiable by emergency vehicles and buses
- Can have positive aesthetic value
- Reduces speeds

DISADVANTAGES

- Effect on vehicle speeds is limited by the absence of vertical or horizontal deflection
- May require bicyclists to briefly merge with vehicular traffic
- Potential loss of on-street parking
- Build-up of debris in gutter

Street Trees

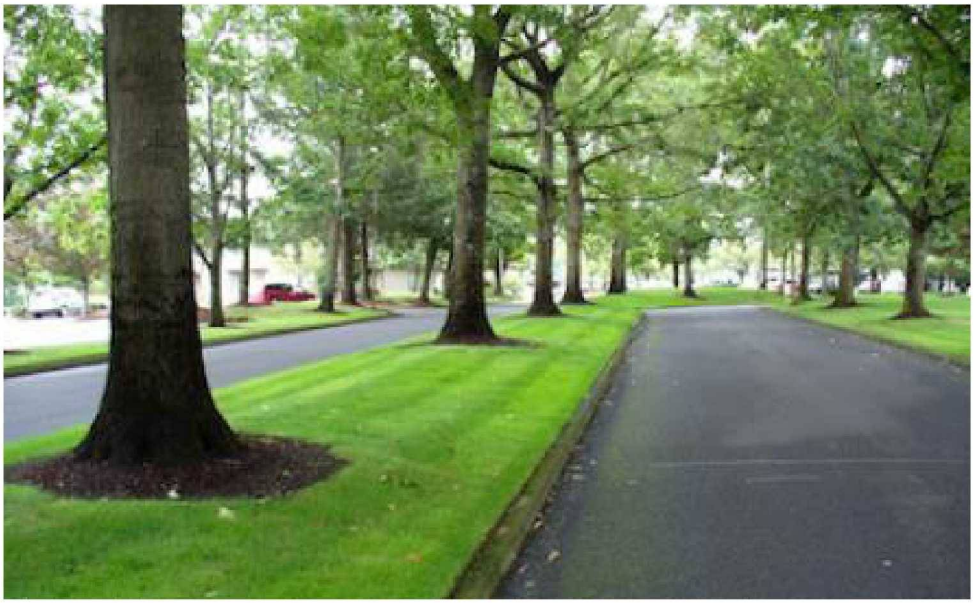
Trees placed along streets can potentially help reduce motor vehicle speeds and collisions, though studies show mixed results. Streets lined with trees or with landscaped center medians can affect driver perception of lane width, called an "edge effect". Street trees require irrigation in arid climates.

ADVANTAGES

- Low cost
- Positive aesthetic value and placemaking
- Reduces speeds, though studies are limited
- Environmental benefits like reduces flooding and carbon emissions
- Shade enhances pedestrian experience

DISADVANTAGES

- Requires maintenance



Source: University of Washington

Median Without Horizontal Deflection/Pedestrian Refuge Island

Medians are raised islands placed in the middle of the roadway around which traffic circulates. Medians without horizontal deflection do not extend into the travel lane, maintaining a straight-line path for drivers. While they are not as effective as medians with horizontal deflection, they can still be beneficial. They can act as pedestrian refuges, increasing pedestrian safety, and provide aesthetic benefits.

ADVANTAGES
- Can increase pedestrian safety
- Can have positive aesthetic value
- Reduces speeds

DISADVANTAGES
- Effect on vehicle speeds is limited by the absence of vertical or horizontal deflection
- Potential loss of on-street parking

Volume Control Devices

Diversion devices use raised islands and curb extensions to preclude particular vehicle movements, such as left turn or through movements, usually at an intersection.

The volume control devices in the toolbox include:

- Full Closure
- Half Closure
- Diagonal Diverter
- Forced-Turn Island

Full Closure

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open. The barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car. Emergency vehicles are accommodated via removable bollards or similar devices.

ADVANTAGES

- Very effective in reducing cut-through traffic volumes
- Able to maintain pedestrian and bicycle connectivity
- Can be designed to maintain access for emergency vehicles

DISADVANTAGES

- Causes circuitous routes for local residents
- Diverts traffic to another street

Half Closure

Half closures (or partial street closures) are barriers that block travel in one direction for a short distance on otherwise two-way streets. Partial closures are often used in sets to make travel through neighborhoods with "gridded" streets circuitous rather than direct.

ADVANTAGES

- Able to maintain two-way bicycle access
- Effective in reducing traffic volumes

DISADVANTAGES

- Causes circuitous routes for local residents
- May limit access to businesses
- Divers can bypass the barrier
- Diverts traffic to another street

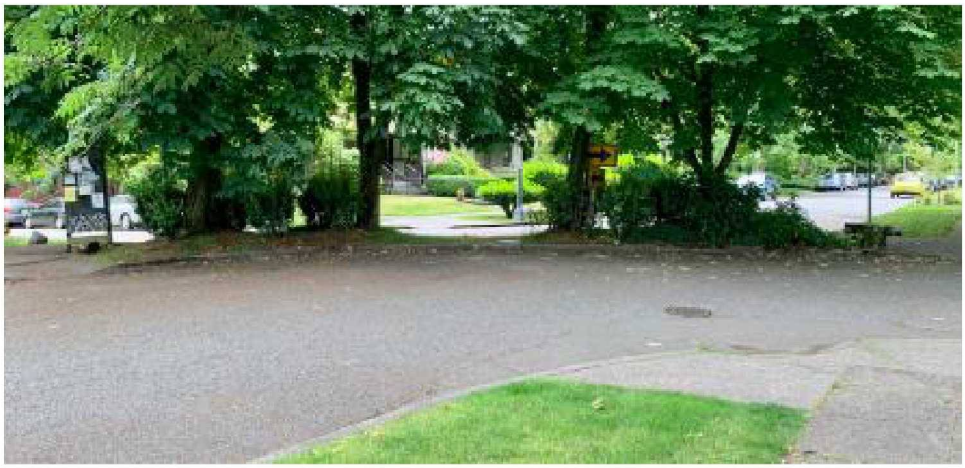
Source: FHWA Safety

Diagonal Diverter

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movement. Like half closures, diagonal diverters are usually staggered to create circuitous routes through neighborhoods.

ADVANTAGES
- Reduces traffic volumes
- Able to maintain full pedestrian and bicycle access

DISADVANTAGES
- Causes circuitous routes for local residents
- Delays for emergency services
- May require reconstruction of corner curbs



Forced-Turn Island

Forced-turn islands are raised islands that prohibit certain movements on approaches to an intersection.

ADVANTAGES

- Can improve safety at an intersection by prohibiting critical turning movements
- Effective in reducing traffic volumes

DISADVANTAGES

- If designed improperly, drivers can maneuver around the island to make an illegal movement
- May divert a traffic problem to a parallel street

Palo Alto, CA
Source: NACTO

TITLE

Watson Ranch Specific Plan Implementation

RECOMMENDATION

Receive and file an update on the implementation of the Watson Ranch Specific Plan and consider adopting one or more Minute Orders approving the following:

1) Notice of Intent to submit an application to the California Department of Alcohol Beverage Control for an "Entertainment Zone" at the Napa Valley Ruins and Gardens; and/or

2) Notice of Intent to submit an application to the California Public Utilities Commission for a public road railroad crossing to access the Watson Ranch Specific Plan; and/or

3) Notice of Intent to submit an application with the California Department of Fish and Wildlife to create a Mitigation Bank for the Watson Ranch Specific Plan.

CONTACT

Jason Holley, City Manager

BACKGROUND & ANALYSIS

History of the American Canyon "Town Center"

American Canyon does not (yet) have a "town center". However, the absence of communal gathering place(s) is not uncommon for relatively new cities (American Canyon was incorporated in 1992).

The idea to create a town center was memorialized by American Canyon's founding figures in 1994 as part of the first "General Plan". The location chosen was the former Standard Portland Cement/Basalt Rock Company's cement plant/quarry, which was located within the original City limits (Attachment 1).

Planning for the "American Canyon Town Center Project" began a decade later and by the late 2000's the Council was considering a "specific plan" for mixed residential and commercial uses for the 30-acres of land surrounding the cement plant. Given the financial challenges of creating a town

center, the Council was also considering annexing 70-acres of adjacent unincorporated land that was within the original Urban Limit Line (ULL) to help financially support the project (Attachment 2).

Even those addition lands were deemed inadequate and City leaders began to dream bigger. Thereafter they decided to expand the ULL to provide for additional lands to support the town center. By mid-2008, American Canyon and Napa County reached agreement to expand the ULL and the subsequent voter initiative implementing its expansion was approved by the Council later that year (Attachment 3). The 2008 Agreement set the stage for American Canyon to help the County reach its affordable housing goals and provide water to the unincorporated airport area. The expanded ULL contained another 175-acres of land north and east of the town center site. This action was important because the financial reality of a mixed-use town center project in small community was becoming foreboding - especially in the face of the looming Great Recession.

In late-2010, the Napa County Local Agency Formation Commission approved the annexation of those additional lands - totaling 315-acres - into the City (Attachment 4). Now that these additional lands were in City limits, they could be developed to support the creation of a town center. But since the project had more than doubled in size, additional master planning was needed.

Watson Ranch Specific Plan

From 2012 to 2018, a thirteen-member citizen steering committee facilitated countless private and public planning sessions. The resulting public input was extraordinary. Finally, more than two decades after incorporation, an important milestone was reached; namely, the adoption of the *Watson Ranch Specific Plan* (WRSP) (Attachment 5).

The WRSP is a comprehensive planning document that encompasses 309-acres of land that will contribute significantly to the identity of American Canyon. The WRSP Area is located north of Vintage Ranch; east of the Union Pacific Rail Line; west of the City limits, and generally south of Watson Lane. With its unique draw of new residential neighborhoods surrounding a rebranded town center (Napa Valley Ruins & Gardens or NVRG) - the WRSP lays the foundation for the community's vision to become a reality.

Unfortunately, despite overwhelming local support, 3rd-party legal challenges initially delayed implementation. After settling those legal issues in mid-2019, the Council adopted two ordinances that set the stage for the development of 1,439 dwelling units, 176,000 square feet of commercial space, 58,000 square feet of ancillary commercial space, a 200-room hotel, and an amphitheater contemplated by the WRSP.

Unfortunately, a global pandemic would soon alter the trajectory of the WRSP implementation. Importantly, the Council approved a Development Agreement (DA) with one developer (American Canyon I, LLC or AC-1) which allows development activity to flexibly respond to market conditions for 30 years (Attachment 6).

In 2023, the Watson Ranch Specific Plan was amended to reflect progress accomplished in the first few years. (Attachment 7).

Accomplishments

To date, six (6) different residential project s are approved. The result: 880 dwelling units entitled for construction; of those, 415 dwelling units are complete and inhabited, while 26 units are actively under construction.

In addition, the 200-room hotel with conference facilities, a 3,300-seat amphitheater, and an 800-seat amphitheater are also approved. As proof-of-concept for the permanent amphitheaters, temporary concerts uses are also approved.

Attachment 8 shows the chronology of the discretionary approvals and related actions by the Planning Commission and/or City Council. The table below is a snapshot of residential construction activity.

Lot/Name	**Project Name**	**Homebuilder**	**Units Entitled**	**Building Permit Status**			
				Not Applied	**Plan Check**	**Issued**	**Occupancy**
Lot 24	Lemos Pointe	Pacific West Communities	186	0	0	0	186
Lots 14, 15	Artisan	DR Horton	98	0	0	0	98
Lot 10	Harvest	DR Horton	219	58	4	26	131
Lot 7	TBD	KB Homes	136	136	0	0	0
Lot 8	TBD	KB Homes	25	25	0	0	0
Promontory	TBD	Design Permit	216	216	0	0	0
Total			**880**	**435**	**4**	**26**	**415**

As shown above, substantial development activity has already occurred, with approximately 60% of the residential units contemplated by the WRSP either complete and/or currently entitled.

Entertainment Zone

The first commercial event at NVRG occurred a few weeks ago in conjunction with Blue Note's '2025 Fall Series". Four of the six concert events in this series have already occurred with the final two events happening next weekend. According to the promoter and attendees, the proof-of-concept has been a resounding success.

Other entities related to AC-1 have acquired businesses such as a Loch and Union Distillery, Old Kan Brewery, Ruins Wine Co. and Napa Valley Roasting Co. for the purposes of relocating to NVRG. A

new law (SB 969) could help incentivize these businesses to relocate to American Canyon in support of next year's concert series, which promises to be even more entertaining (Attachment 9).

In addition to more music offerings, a new "sculpture garden" which will initially include 10 - 20 large sculpture art pieces in a garden setting is underway. A beer garden, wine bar, food trucks, picnic areas, etc. with ancillary activities for different age groups is expected to open in late Spring 2026 (weekends/daytime only) weather permitting. For now, parking will be located on the future hotel property, but plans are underway to develop a parking lot on the west side of the NVRG to be accessed directly from South Napa Junction Rd.

The installation of on-site utilities (water, fire, sanitary sewer, recycled water, etc.) inside NVRG will commence following the last concert event this fall. The developer expects this to last 4-5 months. Once complete, there will be permanent fire hydrants, modular restrooms and a separate sanitary system for food services in support of next year's program.

Staff recommends the Council adopt a Minute Order approving a Notice of Intent to submit an application to the California Department of Alcohol Beverage Control for an "Entertainment Zone" at the Napa Valley Ruins and Gardens.

Commercial Access Needed

In order to decouple the dependency of NVRG's food, beverage, and retail offerings from this initial cadence of the music events, the NVRG developer believes bonafide commercial access to highway is needed. This is because support from local American Canyon patrons alone will be insufficient to make these business successful. Instead, NVRG is dependent upon customers visiting American Canyon from elsewhere (who will primarily access NVRG from the highway). Potential NVRG Hotel developers share this perspective.

Currently, no public railroad crossing exists between NVRG and the highway, so the City will be pursuing approval from the CPUC to build one. Recently approved legislation (SB 544 - Laird) provides a new, streamlined process for approving such crossings, and adopting a Notice of Intent will formally initiate that process. The proposed location for this crossing is shown in the WRSP and the General Plan to be the future extension of Rio Del Mar; however final design considerations by both CPUC and/or Caltrans may dictate a different location (Attachment 10).

Staff recommends the Council adopt a Minute Order approving Notice of Intent to submit an application to the California Public Utilities Commission for a public road railroad crossing to access the Watson Ranch Specific Plan.

Mitigation Bank

The 321-acre Jaeger Open Space (JOS) was in 2025 to conserve, protect, and partially compensate for unavoidable impacts to covered species and covered habitat associated with the adjacent WRSP. In particular, the JOS was established to mitigate for a portion of the impacts to the Federal listed California red-legged frog. A Long-Term Management and Monitoring Plan (LTMP) is being implemented to ensure that CRLF habitat within the JOS is managed, monitored, and maintained in perpetuity.

The LTMP establishes objectives, priorities, and tasks to monitor, manage, maintain, and report on covered species, and covered habitat on the property. The LTMP is consistent with the Conservation Easement (CE) covering the JOS (Attachment 11). The LTMP identifies initial capital improvements and a long-term management phase. JOS may provide public access to a limited number of trails - some which may connect to and are accessed from the adjacent City-owned Newell Open Space. The CE allows for the construction and maintenance of the proposed trials and public access. (Attachment 7)

AC-1 proposes to develop a "mitigation bank" to offset costs associated with the JOS. The proposed bank includes permanently setting aside open space lands adjacent to American Canyon and the recently recorded CE will prevent important habitat from being developed.

California's conservation and mitigation banking programs are guided by Fish and Game Code Sections 1797 et seq. The programs are implemented by the Department of Fish and Wildlife (CDFW) with interagency consultation by others (Attachment 12). To assist AC-1, staff recommends adopting a Notice of Intent to submit an application to CDFW for a Mitigation Bank and to begin the interagency consultation process.

Staff recommends the Council adopt a Minute Order approving notice of Intent to submit an application with the California Department of Fish and Wildlife to create a Mitigation Bank for the Watson Ranch Specific Plan.

Conclusion

The numerous successes now unfolding in real-time are rooted in the well-conceived plans of prior leaders and are the result of tremendous efforts by the City's development partners. Additional challenges await, but the foundation for activity remains strong and the future of Watson Ranch and the Napa Valley Ruins and Gardens remains strong.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Community and Sense of Place: "Build on the strength of our local community to develop a clear 'sense of place' and establish our unique identity."

FISCAL IMPACT

Funding the implementation of the WRSP is a complicated and risky endeavor.

For example, AC-1 reports it has invested $30.5 million on Master Backbone Infrastructure (MBI) and $18 million more on "in-tract" infrastructure. MBI is the infrastructure that residents of WRSP will use to travel throughout the area and connect to existing city streets. Visitors to NVRG and existing residents will also utilize the MBI. Examples of MBI include Rolling Hills Drive, Mallen Way, Rio Del Mar Segment 4, and Marcus Road Segment 1. In-tract infrastructure are smaller neighborhood streets that have houses fronting on them. Examples include Encore Street and Junegrass Street.

The MBI enabled the Lemos Pointe Affordable Housing Project to be completed in mid-2024. This first-of-its-kind in Napa Valley modular construction project was developed by Pacific West Communities, Inc. with one-time support of $7.5 million from California Department. of Housing and Community Development (HCD) Infill Infrastructure Grant (IIG) funding and $4.3 million in annual federal tax credits from the CA Tax Credit Allocation Committee (CTCAC). The project includes 186 apartments set aside for tenants making between 30% and 60% of Area Median Income for our area, which is $146,700 for a family of four. Of note, construction of these dwelling units exceeded AC-1's "affordable housing" obligations in their DA.

The sale of finished lots to homebuilders such as K.B. Homes and D.R. Horton help AC-1 recoup the cost of infrastructure needed for the development. Three tranches of financing facilitated by the California Statewide Community Development Authority (CSCDA) - of which American Canyon has been a member since 2007 - in amounts of $6.6 million (2023), $15.6 million (2024) and $15 million (2025 - pending) also supported AC-1 efforts (Attachment 13). Of note, the IIG program and CTCAC tax credits are state and federal programs, while the CSCDA financing will be repaid by the eventual homeowners as part of annual property tax assessments.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 1: Minimal Communication

ATTACHMENTS:

1. Town Center Location 1994 General Plan
2. 2007 Draft Town Center Site Plan
3. 2008 City/County ULL Agreement
4. 2010 LAFCO Approval of Town Center Annexation
5. 2018 Watson Ranch Specific Plan
6. 2019 AC-1 Development Agreement
7. 2023 Watson Ranch Specific Plan Amendment

9. Holley Memo to Council SB 969 Entertainment Zone for NVRG
8. Chronology of City Approvals 2017-2025
10. 2025 General Plan - Mobility Element Map
11. JOS Conservation Easement
12. CDFW Mitigation Bank Guidelines
13. CSCDA SCIP Presentation 2024

TITLE
Newell Drive Extension

RECOMMENDATION
Receive and file and update on the extension of Newell Drive.

CONTACT
Jason Holley, City Manager

BACKGROUND & ANALYSIS
This item responds to Council's request for an update on the Newell Drive Extension Project.

Extending Newell Drive helps accomplish American Canyon's Transportation Goal – to "Improve the transportation network within the City to alleviate congestion and enhance the quality of life for the community."

Specifically, the Project would result in the continuation of a north-south roadway east of Highway 29, which is consistent with Strategy TR-3 ("Expand network of local streets and parallel routes to Highway 29").

Simply put, the Newell Drive Extension Project is significant for the American Canyon community and the Napa Valley region, impacting transportation, economic development, and community well-being.

Newell Drive is comprised of four (4) sections. Segment 1 is complete. Segments 2 and 3 are underway and within City limits. Segment 4 as proposed is located outside City-limits in an area planned for annexation in the near future (Attachment 1).

Segment 4 is contingent on the occurrence of other actions some of which are accomplished by other governmental agencies. Design cannot begin until a decision about the type of railroad crossing (at-grade vs. grade-separated) is reached. Environmental review of City action on the annexation is complete but challenged by the City of Vallejo. Property acquisition is 60% complete, but also delayed because of the legal challenge. Construction is anticipated to occur in conjunction with development activity within the Watson Lane Annexation Area.

Funding Challenges: In 2017, Segment 4 had an estimated cost of $10M with an at-grade railroad crossing. The grade-separated crossing was estimated at an additional cost of $20M. Due to inflation, these costs will be at least 50% higher. Developers will contribute a portion of the roadway costs with additional funding sources needed. Securing grant funding is difficult because of State requirements for projects similar to that proposed and there are competing local budget priorities and limited available financial resources that could also hinder progress on Segment 4.

Environmental Concerns: Potential environmental impacts, such as effects on local wildlife, habitats, or water quality, were extensively studied and mitigation measures reducing impacts have been identified and adopted. The studies for Segment 4 demonstrate the at-grade railroad crossing is the least damaging (environmental) alternative when compared to the grade-separated crossing.

Regulatory Hurdles: Navigating the regulatory landscape can be complex. The Project requires various permits and approvals from state and federal agencies, most significantly, special approval from the California Public Utilities Commission for a Segment 4 at-grade crossing because of concerns about safety (in contrast to a grade-separated crossing which would be a ministerial approval). Also, special approval from the other governmental agencies would be required for the grade separated-crossing as it would have more project impacts. Thus, Segment 4 is currently also delayed pending a decision about the railroad crossing.

Land Acquisition: The City has agreements with two (2) property owners to acquire property rights for Segment 4 once annexation is complete. Property acquisition from the remaining properties cannot begin until a decision on the type of railroad crossing is complete, because impacts to properties could be more wide-ranging with a grade-separated alternative compared to a at-grade crossing.

Litigation

Since 2023, the City of Vallejo through Vallejo's City Attorney has initiated three (3) lawsuits against American Canyon on several theories of American Canyon not complying with applicable law. One of the cases was decided in American Canyon's favor at the trial court. The remaining lawsuits, including one challenging portions of the annexation containing Segment 4, are progressing through the legal system.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Transportation: "Improve the transportation network within the City to alleviate congestion and enhance the quality of life for the community."

FISCAL IMPACT

Not applicable

ENVIRONMENTAL REVIEW

This communication provides information only and is not a Project under the California Quality Environmental Quality Act.

ATTACHMENTS:

1. Newell Drive Segment 4

TITLE

Watson Ranch Specific Plan and General Plan Technical Amendment

RECOMMENDATION

Take the following actions related to the General Plan and Watson Ranch Specific Plan:

1. Adopt a Resolution of the City Council of the City of American Canyon amending the General Plan to ensure consistency with and between the General Plan and the Watson Ranch Specific Plan.
2. Waive first reading, read by title only, and adopt an Ordinance by the City Council of the City of American Canyon amending the Watson Ranch Specific Plan.

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

The Watson Ranch Specific Plan (WRSP) is a comprehensive planning document that encompasses 309-acres and will contribute significantly to the identity of American Canyon with its unique draw of new residential neighborhoods and the Napa Valley Ruins & Gardens (NVRG). The WRSP area is located north of Vintage Ranch; east of the Union Pacific Rail Line; west of the City limits, and generally south of Watson Lane. On January 31, 2023, the City Council approved the WRSP, amended the General Plan to maintain consistency with the WRSP, and certified the Final Environmental Impact Report (State Clearinghouse Number 2015022030). A Project setting map is included as Attachment 0.1.

Land ownership within the WRSP is shared by two property owners - American Canyon 1, LLC (AC-1, LLC) and the Newell Family. AC-1, LLC owns approximately 252 acres and the Newell Family owns approximately 57 acres. A map depicting the WRSP ownership is included as Attachment 0.2.

The WRSP project development program includes 1,253 market rate dwelling units allocated among Medium and High residential densities. Required inclusionary (affordable) housing is not subject to the 1,253 market rate dwelling unit limit. The project also includes a 200-room hotel, amphitheaters, and 234,000 square feet of commercial development, parks, trails, and a school site. The current WRSP Land Use Map is included as Attachment 0.3.

As a policy framework, the WRSP by necessity will require amendment from time-to-time to provide appropriate modifications to address current needs and improved ideas. For example, on June 4, 2019, the City Council amended the General Plan to accommodate technical revisions to the Watson Ranch Specific Plan (Resolution 2019-40) and approved the first amendment to the WRSP (Ordinance 2019-05).

Today, the community is taking shape. Since 2019, the City has approved numerous discretionary applications that have resulted in a Development Agreement; Large Lot Vesting Tentative Map; Street and Park Dedications; Design Permits for the Lemos Pointe Apartments, Artisan and Harvest single-family homes; Tentative and Final Maps for single family subdivisions; the NVRG Hotel and Condominiums; two NVRG Amphitheaters; and approval of ministerial construction permits.

In 2022, the applicant, American Canyon 1-LLC, proposed a General Plan Amendment and WRSP amendment to implement improved ideas for a more efficient roadway circulation, park locations, public school needs, and clarification of narrative language and policy descriptions throughout the Specific Plan document (File No. PL22-0023). There is no proposed change to the number of allowable market rate residential dwelling units, and only refinements to commercial development intensity assumptions. Notable changes to the WRSP include the following:

- Amendment to the General Plan Land Use Element map (See Attachment 1.1);
- Amendment to the General Plan Circulation Element map (See Attachment 1.2);
- Development Phasing revised from a geographical approach to market-based at the Developer's discretion;
- Replace the elementary school site with a larger Park and Medium Density Residential (MDR-16) zoning;
- Relocate a 2-acre community plaza with an approximately 20,000 square foot community center from the NVRG site to an alternate park location;
- Rename "Loop Road" to "Marcus Road";
- Revise Newell Drive south of Rio Del Mar East from a 4-lane arterial to a 2-lane Collector;
- Add a local road segment "Mallen Way" between Rio Del Mar East and Newell Drive;
- Delete Implementation Plan WRSP Section 9.3.5.8 regarding Newell Drive extension north of the Project site to SR-29 at Green Island Road; and
- Various clerical and word clarification amendments throughout the document

A "clean" (non-redline) copy of the WRSP with proposed changes is included as Attachment 2.1. A redline copy depicting changes to the WRSP is included as Attachment 3.

On May 25, 2023, the Planning Commission conducted a public hearing on the project and unanimoulsly recommended City Council approval of the proposed General Plan Amendment and Specific Plan Amendment.

On June 7, 2023, the Open Space, Active Transporation, and Sustainability (OSATS) Commission

reviewed amendments to the bicycle trail plan.

On August 10, 2023, the Parks & Community Services (PCS) Commission reviewed amendments to the park plan.

School Site Redesignation

The WRSP designates 10.1 acres for a proposed Elementary School. This property was designated in compliance with a private 2016 agreement (School Agreement) between the WRSP Property Owners and the Napa Valley Unified School District (NVUSD). The WRSP Applicant informed staff that they are in discussions with the NVUSD on changes to the school district agreement that is expected to result in the school site no longer being needed.

In anticipation of the School Agreement modification, the elementary school site has been designated to a park site, and a portion allocated to a proposed 25 single family lot extension of the Harvest Single Family neighborhood.

Newell Family Property

The WRSP amendment, proposed by American Canyon 1, LLC includes land use changes on the Newell Family property. Subsequent to the WRSP amendment application submittal, the Newell Family submitted the Promontory project which encompasses the entire Newell Family property. Fortunately, the Promontory project can be accommodated with the existing and proposed WRSP policy framework. On May 22, 2023, staff received a letter from the Newell Family representative, Steve Reilly of 330 Land Company LLC. A copy of the 330 Land Company letter and staff response is included as Attachment 4.

Traffic Impacts

Fehr & Peers, a Registered Traffic Engineering firm, prepared the original traffic analysis for the 2018 WRSP Environmental Impact Report. To evaluate the proposed WRSP amendment, Fehr & Peers prepared a May 5, 2023 trip generation memorandum that compares the revised WRSP land use with the certified WRSP EIR land use.

Changes from the 2018 EIR Land Use Assumptions include:

- Deletes traffic from the 600-student Elementary School (replaced by park acreage)
- Deletes 24,780 square foot Office Use (replaced with newer uses at NVRG)
- Deletes a proposed 20,000 square foot Community Center (the Center is unfunded with no scheduled construction timeframe)

Refined Commercial use assumptions at NVRG include:

- 200-room Hotel
- 19,580 sf Artisan Shops (NVRG 9)
- 3,000 sf Fine Dining Restaurant (NVRG 11)
- 5,710 sf Pizza Service (NVRG 2)

- 5,510 sf Brewery Tap Room (NVRG 12 + 13)
- 4,630 sf Wine Tasting Room (NVRG 7)
- 12,195 sf Distillery (NVRG 3 + 18)
- 0.67-acre Open Space Uses (NVRG 21 + 22 + 23)
- 4,240 sf Catering Kitchen (NVRG 10)
- 1,380 sf Takeout Food Service (NVRG 6)
- 30,000 sf Event Space Buildings (NVRG 4 + 5 + 15)
- 12,000 sf Derail Skate Park (NVRG 26)
- 0.6-acre Farmer's Market (NVRG 24)
- 10,000 sf Food Truck Venue (NVRG 25)
- 3,250-seat Quarry Amphitheater (NVRG 19)
- 750-seat Fig Tree Amphitheater (NVRG 16)

Based on the refined trip generation assumptions, the potential net new weekday vehicle trips generated by the revised WRSP Build-out would be less than or similar to the certified WRSP EIR. For this reason, the proposed WRSP amendment is covered by the certified WRSP EIR. No additional analysis or mitigation measures are necessary. A copy of the May 5, 2023 Fehr & Peers traffic memorandum is included as Attachment 5.

Public Comments: Prior to the Planning Commission meeting, the project was announced through the City's GovDelivery system on May 10, 2023 which has a subscriber list of approximately 3,800 email addresses. A public hearing notice was sent by GovDelivery on May 12, 2023. The project was also published in the Vallejo Times Herald on May 13, 2023. A public hearing reminder was sent by GovDelivery on May 24, 2023. Staff received one comment in response to outreach. A copy of the letter and staff's response is included as Attachment 6.

Prior to the City Council meeting, a public hearing notice was sent by GovDelivery on June 9, 2023 and the project was published in the Vallejo Times Herald on June 10, 2023. A project public hearing reminder was sent by GovDelivery on June 15, 2023.

Napa Airport Land Use Compatibility

According to the California Airport Land Use Handbook, Article 3.5 of the SAA (PUC Section 21676(a)), a Specific Plan amendment must be referred to the local Airport Land Use Commission (ALUC) for a determination whether the proposed action is consistent with the airport land use compatibility plan. The Napa County ALUC staff has previously stated that they prefer the ALUC to review projects after the Planning Commission has made its recommendation, and before City Council action.

Since the WRSP amendment is proposed by a private developer, the applicant will communicate with the ALUC staff and submit applicable correspondence to the City prior to final City Council action on the project.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Community and Sense of Place: "Build on the strength of our local community to develop a clear 'sense of place' and establish our unique identity."

FISCAL IMPACT

A Fiscal Impact Analysis (FIA) was prepared for the WRSP at the time of the original approval. This FIA concluded that the proposed development will create a positive overall fiscal impact on the City's General Fund.

ENVIRONMENTAL REVIEW

The proposed Watson Ranch General Plan Amendment and Specific Plan changes are consistent with the Project FEIR (SCH# 2015022030) and the Watson Ranch Specific Plan Development Agreement (Ordinance 2019-06, Agreement 2019-A107). In accordance with CEQA, the Watson Ranch Specific Plan Project FEIR is a program EIR and is generally assumed to be used at a "development level." See, e.g., CEQA Guidelines § 15168. There is no substantial evidence of changed circumstances under CEQA Guidelines section 15162 requiring further CEQA review as the whole of the approvals sought are contemplated under the Project FEIR analysis.

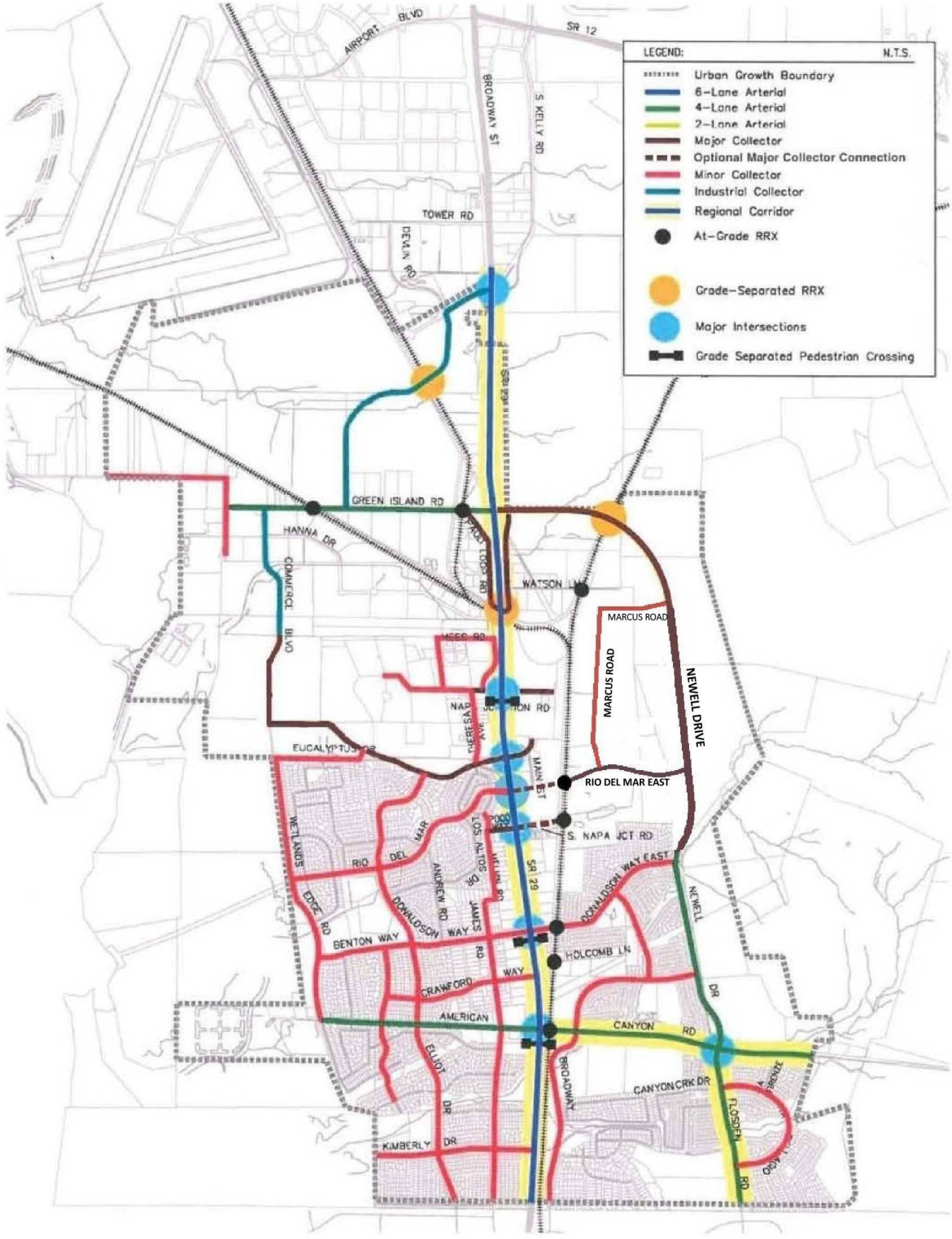
ATTACHMENTS:

01. Project Setting Map
0.2. WRSP Ownership Map
0.3. Existing WRSP Land Use Map
1. CC Reso WRSP GPA
1.1. Exhibit A Revised WRSP SP Land Use Amendment - Final Draft (4-11-2023)
1.2. Exhibit B Revised Circulation Element Map WRSP
2.1. Exhibit A WRSP Amendment - Final Draft May2023
2. CC WRSP Ordinance
3. REDLINE WRSP-Amendment_May 2023
4. 330 Land Company LLC Letter and Staff Response
5. Fehr & Peers Trip Generation Memo
6. Watson Ranch Specific Plan Amendment Project Comments

EXHIBIT B

ATTACHMENT 1.2

FIGURE 3: CIRCULATION MAP



Technical Memorandum

July 8, 2023

To	Brent Cooper, City of American Canyon	**Contact No.**	(707) 647-4335
Copy to	Leo Mena, Rincon Consultants	**Email**	bcooper@cityofamericancanyon.com
From	Colin Burgett, GHD	**Project No.**	12592240
Project Name	Paoli/Watson Lane Annexation EIR		
Subject	**Alternative 4 (Watson Lane Reconfiguration) Constraints & Benefits**		

This memorandum describes the key transportation-related constraints associated with Alternative 4, as described in the *Paoli/Watson Lane Draft Environmental Impact Report* (Draft EIR) prepared in March 2023, particularly in comparison with the proposed Project. Key considerations include the effect on long-term citywide and regional circulation, conformance with the City's General Plan, access to the site and properties east of the railroad tracks, and effect on existing residences.

- The Project would allow for a direct street connection between Broadway / State Route (SR) 29 at Green Island Road and Newell Drive via an extension of Newell Drive through the annexation area, including a grade-separated crossing where Newell Drive would cross the railroad tracks.
- Alternative 4 would not provide a direct street connection between SR 29 and Newell Drive. Instead, the existing at-grade railroad crossing on Watson Lane would be reconfigured to accommodate increased travel between Newell Drive and Paoli Loop Road.

1. Proposed Circulation with Newell Drive Extension

The extension of Newell Drive, north from its current terminus near Donaldson Way to SR 29, including a grade-separated crossing of the railroad tracks, is a key component of the City's long-term circulation plan, as described in the City of American Canyon *General Plan Circulation Element* (adopted 2018), Watson Ranch Specific Plan (WRSP, adopted 2018), and *Draft 2040 General Plan Mobility Element* (2023). Figures 1, 2 and 3 illustrate the City's long-term circulation plan including the Newell Drive extension with a grade-separated crossing of the railroad tracks. Figures 2 and 3 also show a proposed connection to an extension of Kelly Road that would provide a continuous parallel route to SR 29 between American Canyon and SR 12.

As envisioned, Newell Drive would connect American Canyon Boulevard in the south with SR 29 at Green Island Road, providing a parallel route to SR 29 within American Canyon and providing access to the 2018 *Watson Ranch Specific Plan* (WRSP) area to the southeast of the annexation area. As illustrated on Figure 4: the Newell Drive extension north of Rio Del Mar would be developed to Major Collector street standards, with one motor vehicle lane in each direction, bicycle lanes and sidewalks.

Watson Lane would remain a local street, providing direct access to adjacent properties within the annexation area from Paoli Loop. In addition, the *American Canyon Bicycle Plan* (2012) recommended provision of a bicycle/pedestrian trail (referred to as the proposed Vine Trail) along Watson Lane.

Figure 5 shows the circulation plan for the WRSP area, including the Newell Drive extension extending along the eastern edge of the WRSP area consistent with the General Plan. No street connections were recommended between the WRSP area and the at-grade crossing of the railroad tracks via Watson Lane. Instead, as shown on Figure 6: the WRSP recommended that provision of a bicycle and pedestrian trail connection to Watson Lane, consistent with the proposed Vine Trail described in the *American Canyon Bicycle Plan* (2012).

Figure 7 shows the proposed alignment for the Newell Drive extension through the annexation area. The Newell Drive extension would extend east from Broadway/SR 29 at Green Island Road along the northern boundary of the annexation area and would intersect Paoli Loop Road one block east of SR 29 before curving southeast near the railroad tracks.

2. Proposed Circulation under Alternative 4 (Watson Lane Reconfiguration)

Under Alternative 4, the Newell Drive extension would not be extended through the annexation area. Instead, the existing at-grade railroad crossing on Watson Lane would be reconfigured to accommodate increased east-west travel between the annexation area and the WRSP area to the east, where Watson Lane would continue east to meet the future north terminus of Newell Drive.

Under Alternative 4, Watson Lane would be expanded to meet City standards for a Major Collector street, consistent with the planned configuration for portions of the Newell Drive extension north of Rio Del Mar (as shown on Figure 4), which requires an 80-foot right-of-way width to accommodate two motor vehicle lanes (one per direction), bicycle lanes, sidewalks and landscape strips on both sides, with a raised center median. Figure 7 shows the expended footprint to accommodate the required width of the right-of-way Watson Lane to accommodate the reconfiguration under Alternative 4.

As illustrated on Figure 8, under existing conditions, the railroad tracks are approximately 8 feet higher than the adjacent portion of Watson Lane to the west of the tracks, and approximately 2 feet higher than the adjacent portion of Watson Lane to the east of the tracks, with an abrupt change in elevation on Watson Lane near the tracks. To the west, Watson Lane continues to slope downward, with an estimated 2 percent downward slope to the west towards the Paoli Loop Road. The elevation of Watson Lane would thus be raised to provide a roughly level segment within 30 feet of edge of rail in both directions, consistent with applicable guidelines, and to provide gently sloping approaches for up to approximately 500 feet west of the level segment to the west of the tracks, and approximately 100 feet east of the level segment to the east of the tracks. Therefore, the total extent of potential fill to raise the elevation of Watson Lane would extend roughly 670 feet (west to east).

Additional improvements at and near the at-grade crossing under Alternative 4 would include providing railroad crossing gates and flashers, and raising the elevation of Watson Lane to reduce changes in elevation near the tracks.

Figure 1. Citywide Circulation Plan: Current Adopted General Plan Circulation Element (October 2018)

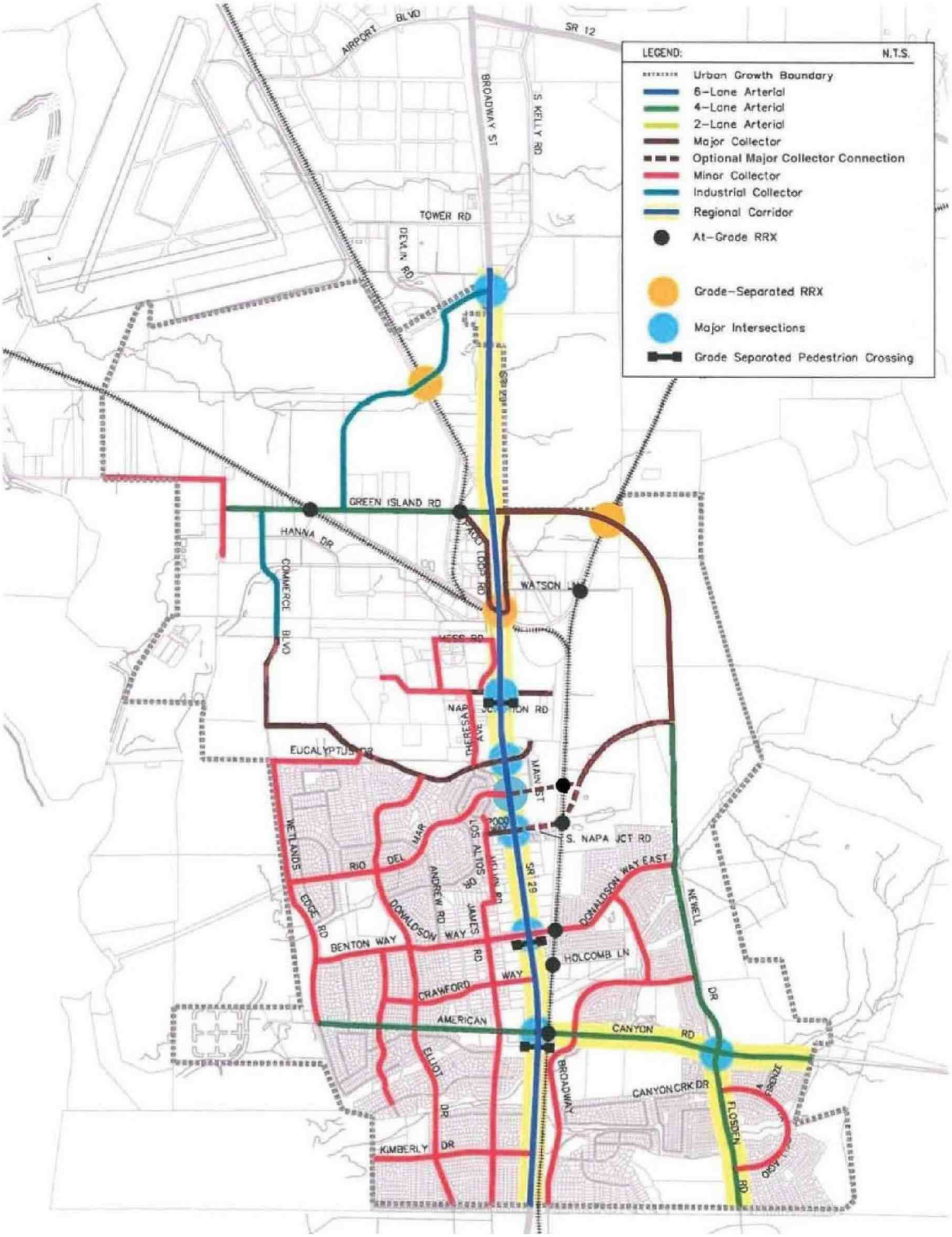


Figure 2. Citywide Circulation Plan: Draft 2040 General Plan Mobility Element

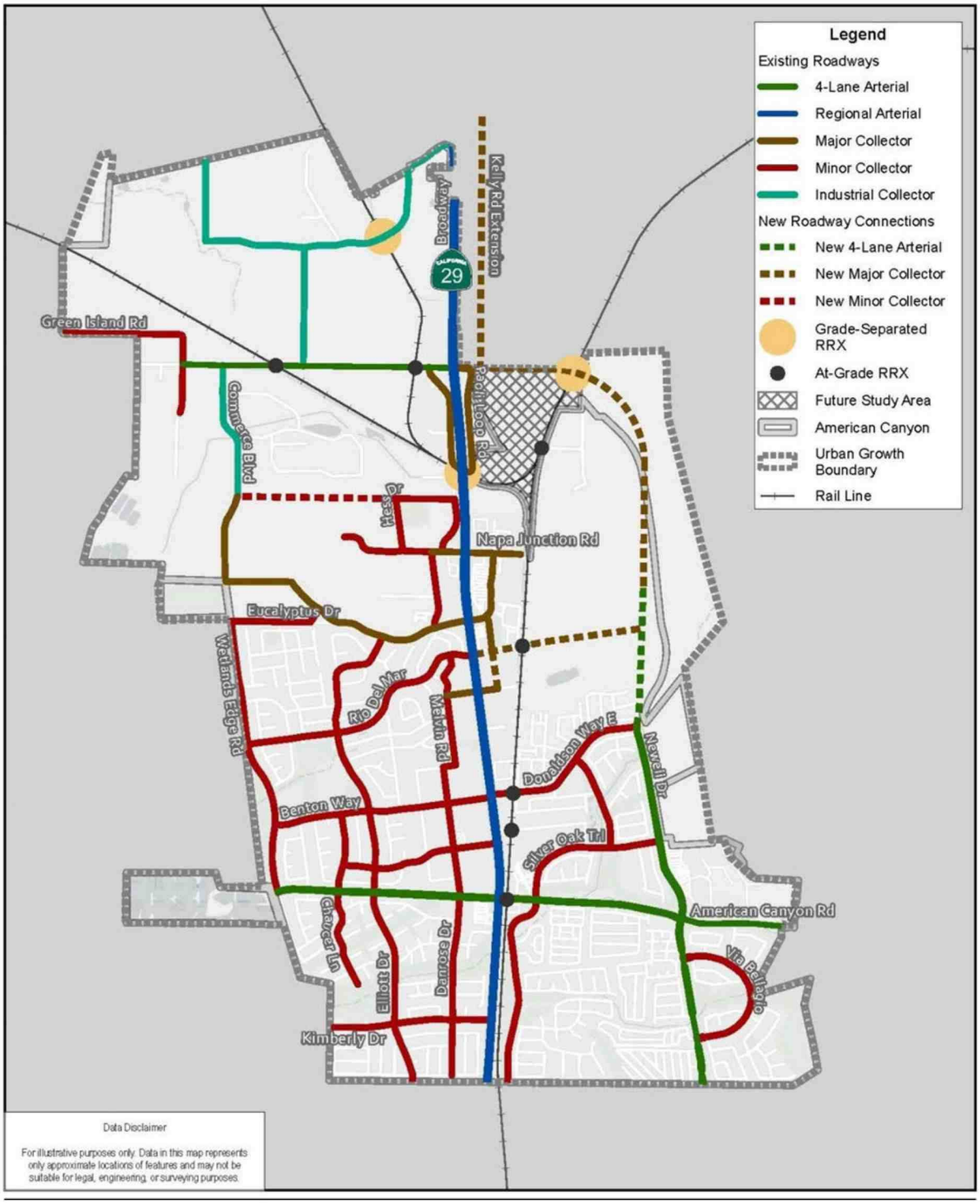


Figure 3. Newell Drive Extension & Proposed Kelly Road Connection

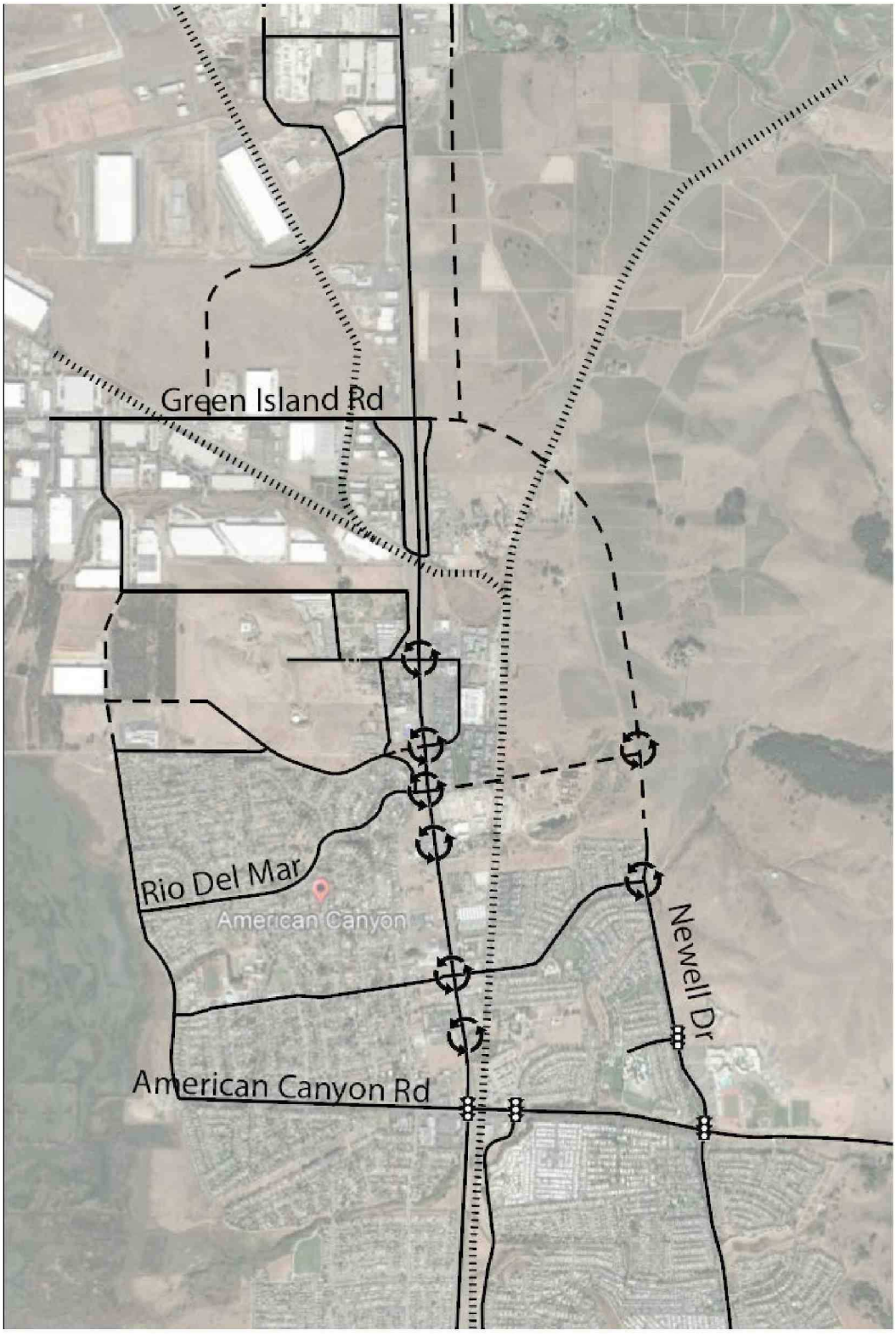


Figure 4. Planned Street Cross-section for 2-lane Major Collector: Newell Drive Extension (north of Rio Del Mar)

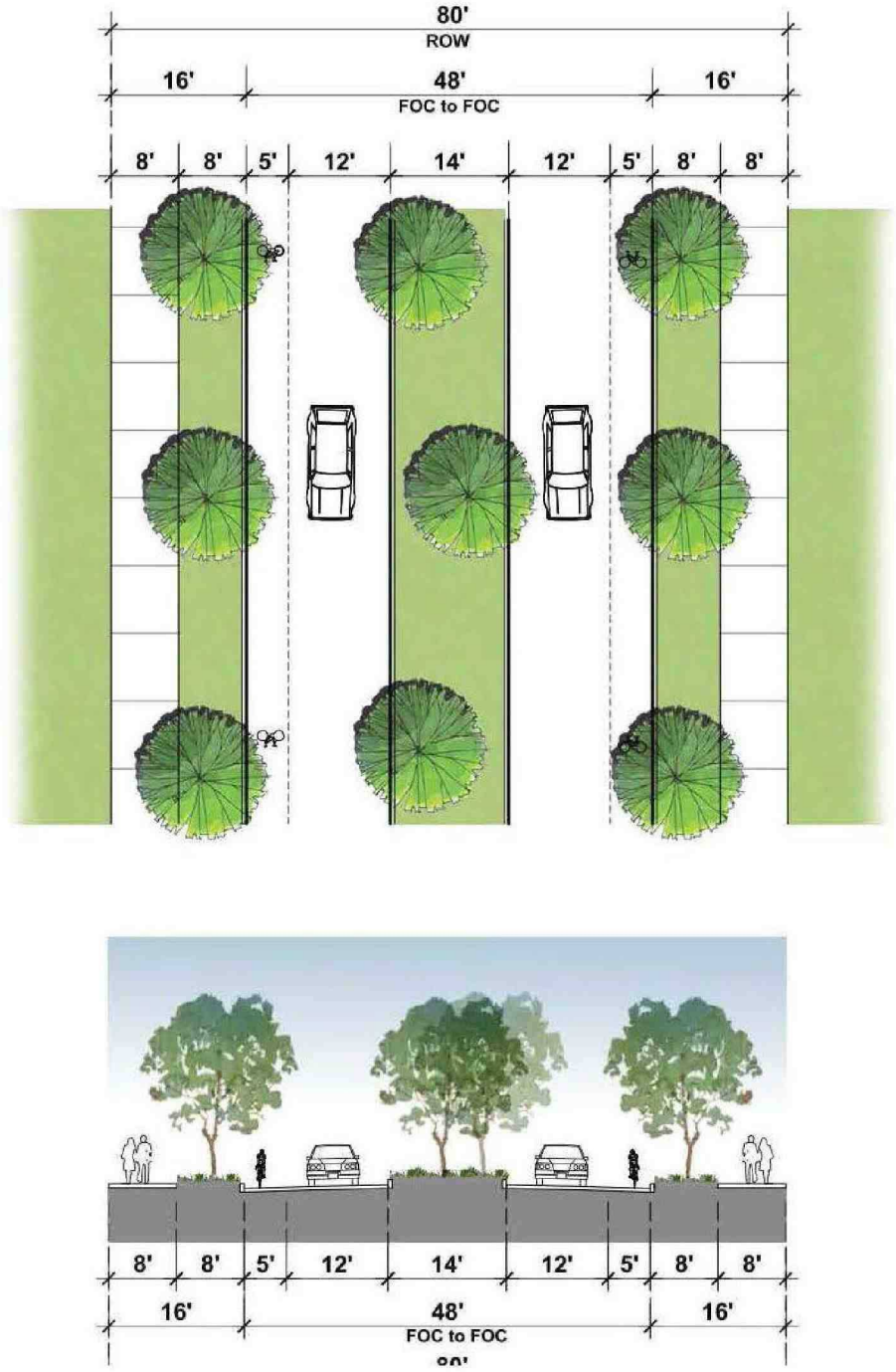
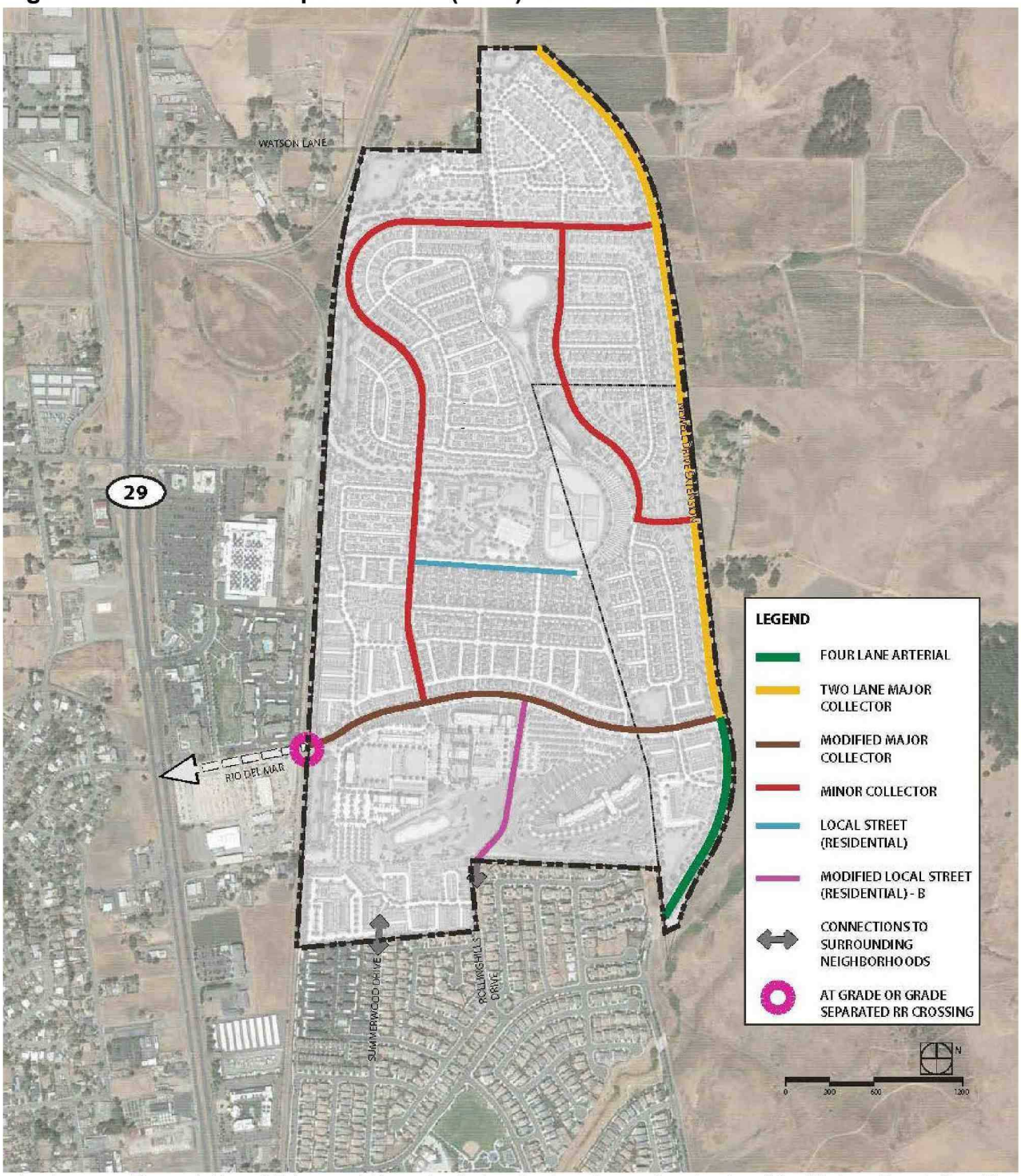


Figure 5. Watson Lane Specific Plan (2018): Circulation Plan



As shown on Figure 4: Newell Drive would be extended north along the eastern border of the Watson Ranch Specific Plan area as a 4-lane Arterial south of Rio Del Mar and 2-lane Major Collector north of Rio Del Mar.

Figure 6. Watson Lane Specific Plan (2018): Illustrative Plan including Vine Trail

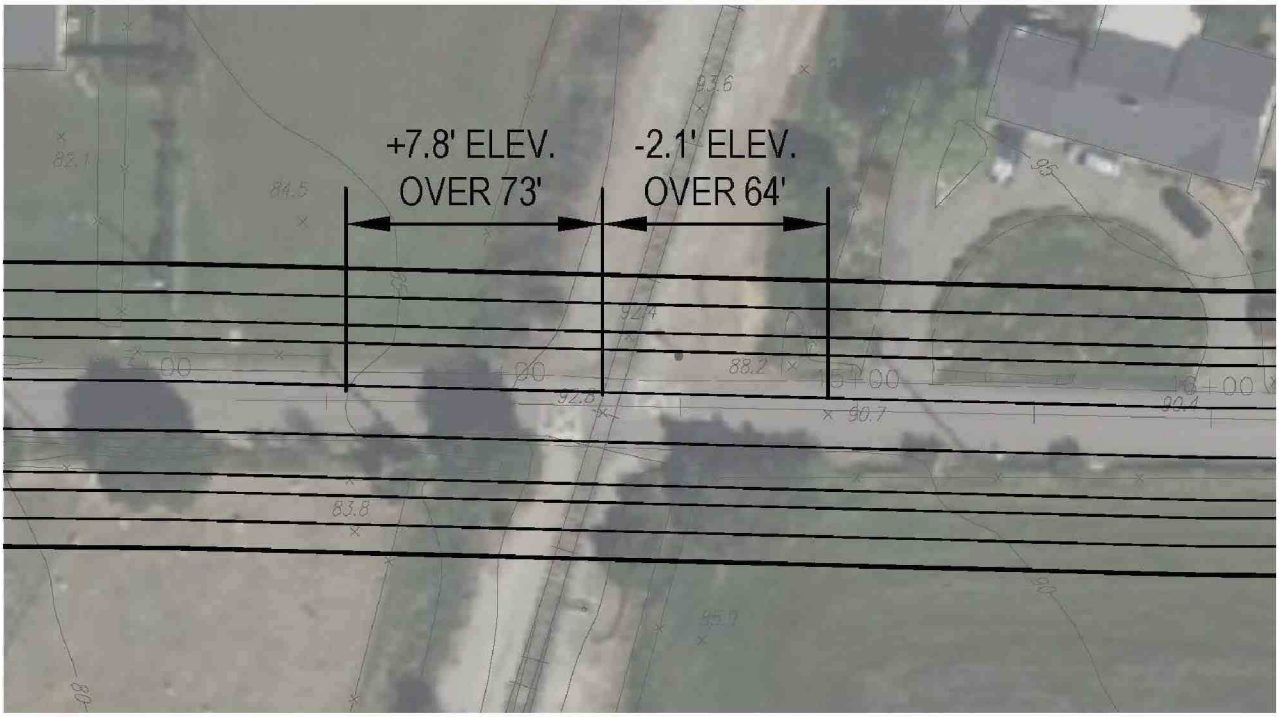
As shown on Figure 5: the Watson Lane Specific Plan recommends provision of a bicycle/pedestrian trail connection to the annexation area via the Watson Lane right-of-way, but with no local street connections between the Specific Plan area and the at-grade railroad crossing on Watson Lane.

Figure 7. Proposed Newell Drive Alignment through Annexation Area (Project)

Imagery provided by Microsoft Bing and its licensors © 2022.
Additional data provided by County of Napa, 2022.

Figure 8. Watson Lane Reconfiguration (Alternative 4): Right-of-Way Width

Figure 9. Watson Lane Reconfiguration (Alternative 4); Existing Elevation Change at Railroad Tracks



3. Constraints & Benefits

Based on the descriptions on the preceding pages, a summary of the key constraints and opportunities associated with Alternative 4 is summarized below.

Key Benefits

The key benefits of implementing Alternative 4 (Watson Lane reconfiguration) are:

1. **Utilizing the existing at-grade crossing of the railroad tracks at Watson Lane (as proposed under Alternative 4) would have a lower cost compared to a grade-separated crossing.** Alternative 4 would reduce the intensity of construction required for an overcrossing as compared to an at-grade crossing, despite the expanded footprint required for Watson Lane and the extent of fill anticipated to be required to raise the elevation of Watson Lane near the existing at-grade crossing.
2. **Alternative 4 would provide a more direct connection for a portion of trips (between the southern half of the annexation area and Watson Ranch).** For trips between land uses in the southern half of the annexation area and future development of sites within the Watson Ranch Specific Plan area, Alternative 4 would provide a more direct route compared to the Newell Drive extension under the proposed Project. However, this would only apply to a small portion of trips. Most motor vehicle trips across the railroad tracks would be traveling between SR 29 and Watson Ranch or American Canyon Boulevard, or between the annexation area and American Canyon Boulevard.

Key Constraints

The key constraints resulting from Alternative 4, in comparison with the Project, are summarized below:

3. **Alternative 4 would result in potential delays to emergency access compared to the proposed Project.** Utilizing an at-grade crossing (as proposed under 4) would halt travel during times of railroad use, including potential delays to emergency vehicles.
4. **Alternative 4 would provide a less-direct route between SR 29 and land uses east of the railroad tracks compared to the Project.** Alternative 4 would require that motorists traveling between SR 29 and neighborhoods to the southeast of the annexation area (including the Watson Ranch Specific Plan area) to connect with Newell Drive via Paoli Loop and Watson Lane. By contrast, the Project would provide a direct connection between SR 29 and Newell Drive that would reduce travel distance and travel time for most motorists crossing the tracks. In addition, the Project would accommodate a direct connection between Newell Drive and the proposed Kelly Road extension that would not be possible under Alternative 4.
5. **Alternative 4 would require an expanded footprint and substantial fill to reduce the slope due to the existing grade changes near the railroad tracks, affecting existing residences located on Watson Lane.** The proposed reconfiguration of Watson Lane would require an expanded footprint on existing segments of Watson Lane including an 80-foot right-of-way width to accommodate two motor vehicle lanes (one per direction), bicycle lanes, sidewalks and landscape strips on both sides, with a raised center median. In addition, substantial fill would be required to provide a roughly level segment within 30 feet of the edge of rail in both directions. The total extent of potential fill to raise the elevation of Watson Lane would extend roughly 670 feet (west to east).
6. **Alternative 4 conflicts with the City of American Canyon General Plan and Watson Ranch Specific Plan.** The City's General Plan and Watson Ranch Specific Plan identify the Newell Drive extension as the future route for accommodating travel between future development areas on both sides of the tracks, and for connecting SR 29 with existing segments of Newell Drive to the south. The extension of Newell Drive, north from its current terminus near Donaldson Way to SR 29 including a grade-separated crossing of the railroad tracks, is a key component of the City's long-term circulation plan, as described in the City of American Canyon General Plan Circulation Element (adopted 2018), Watson Ranch Specific Plan (WRSP, adopted 2018), and Draft 2040 General Plan Mobility Element (2023). In addition, the *American Canyon Bicycle Plan* (2012)

recommended provision of a bicycle/pedestrian trail (referred to as the proposed Vine Trail) along Watson Lane, while street connections for motor vehicles between the annexation area and the WRSP area via the existing at-grade crossing on Watson Lane were not recommended by the General Plan or WRSP.

Summary & Recommendation(s)

Based on the key constraints and benefits described above, Alternative 4 is not recommended because it would provide inferior circulation between SR 29 and most properties, particularly those located east of the railroad tracks including the Watson Ranch Specific Plan area, in comparison to the Project. While the Project would provide direct connections between Newell Drive and SR-29, and between Newell Drive and the proposed Kelly Road extension, Alternative 4 would require travel between Newell Drive and SR 29 or the proposed Kelly Road extension via Watson Lane and Paoli Loop. As a result, Alternative 4 would result in added travel times and increased vehicle miles traveled (VMT) compared to the Project.

In addition to requiring a more indirect route for most travelers crossing the tracks, Alternative 4 is not recommended because it would result in potential delays during times of railroad use, including effects on emergency access, and would affect residences due to the expanded footprint and fill that would be required.

In conclusion, provision of the Newell Drive extension under the proposed Project is recommended because it would better enhance access to most properties east of the railroad tracks, and thus have a more desirable effect on long-term citywide and regional circulation.

2019-0013806
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Official Records
County of
Napa
JOHN TUTEUR
Assessor-Recorder-Co.

12:43PM 19-Jul-2019

REC FEE 0.00
CCI-CONFORMED C 1.00

JW
Page 1 of 106

RECORDING FEES EXEMPT
PURSUANT TO GOVERNMENT
CODE SECTION 27383

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF AMERICAN CANYON
4381 BROADWAY STREET, SUITE 201
AMERICAN CANYON, CA 94503

DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF AMERICAN CANYON,

AND

AMERICAN CANYON I, LLC,

REGARDING

THE AC-1 PROPERTY AND PROJECT

DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY OF AMERICAN CANYON,
AND
AMERICAN CANYON I, LLC,
REGARDING
THE AC-1 PROPERTY AND PROJECT©

This Development Agreement ("**Development Agreement**"), dated this 18th day of July, 2019 ("**Effective Date,**" described further below), is entered into by and between the City of American Canyon, a California municipal corporation ("**City**"), and American Canyon I, LLC, a Delaware Limited Liability Company ("**AC-1**") (AC-1 is also referred to in this Development Agreement as "**Developer**"), pursuant to section 65864 *et seq.* of the Government Code of the State of California, and pursuant to City's police powers under Article XI, section 7 of the California Constitution. City and Developer are, from time to time, hereinafter referred to in this Development Agreement individually as a "**Party**" and collectively as the "**Parties.**"

NOW, THEREFORE, on the basis of the following facts, understandings and intentions of the Parties, and in consideration of the mutual covenants and promises contained herein and other considerations, the value and adequacy of which is hereby acknowledged, the Parties hereby agree as follows:

RECITALS

A. The preceding Preamble is true and correct, is a part of this Development Agreement, and the terms defined in the Preamble are used throughout this Development Agreement.

B. To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted Government Code sections 65864 *et seq.* ("**Development Agreement Statute**"), which authorizes the City to enter into a development agreement with any person having a legal or equitable interest in real property providing for the development of that property and establishing certain development rights in the property. This Development Agreement has been drafted and processed pursuant to the Development Agreement Statute.

C. In 2010, AC-1 and City entered into a Memorandum of Understanding ("**2010 MOU**") which sought to summarize certain assumptions of the Parties regarding the future preparation of a development proposal for that property described in Attachment A to the 2010 MOU (comprised of certain lands in the corporate boundaries of the City owned by the Newell family ("**Newell Property**") (any reference in this Development Agreement to the "Newell Property" shall mean and include all or any portion of the in-City Newell Property), and certain lands owned by AC-1 ("**AC-1 Property**" or "**Property**"). Both the Newell Property and the AC-1 Property are contained within the "**Watson Ranch Specific Plan,**" as both properties are illustrated in *Exhibit A* to this Development Agreement. The Newell Property secured City approval, and subsequent recordation, of a subdivision map ("**Newell Parcel Map**") (creating the

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in-City portion referred to in this Development Agreement as the Newell Property), and dedicating certain roadway rights-of-way to the City. However, only the AC-1 Property is the subject of this Development Agreement. The Watson Ranch Specific Plan also includes "**Zoning**" regulations and criteria. The Specific Plan and its included Zoning are collectively referred to in this Development Agreement as the **"Watson Ranch Specific Plan"** and/or the "**Specific Plan.**" As part of the preparation and adoption of the Specific Plan, a related **"General Plan Amendment"** was prepared. Thereafter, a Specific Plan/Zoning amendment and corresponding General Plan amendment were adopted by the City in June 2019 to slightly move certain Land Use Designations and to confirm available Project access points. Therefore, any reference in this Development Agreement to the **"Watson Ranch Specific Plan"** and/or the "**Specific Plan**" shall mean and include that subsequent Specific Plan/Zoning amendment, and any reference in this Development Agreement to the **"General Plan Amendment"** shall mean and include that subsequent General Plan amendment. As set forth in Recital paragraph F (below) of this Development Agreement, the Watson Ranch Specific Plan, Zoning regulations and criteria, and related General Plan Amendment are included in this Development Agreement's reference to the **"Existing Approvals."**

D. The 2010 MOU anticipated the preparation of the Specific Plan, the review of the Specific Plan and all other approvals needed for the development of the Property and the below-described Project pursuant to the California Environmental Quality Act (Pub. Res. Code §§ 21000 *et seq.*) and its Guidelines (California Code of Regulations, Title 14 §§ 15000, *et seq.*), as each is amended from time to time ("**CEQA**") and through an Environmental Impact Report prepared on the Project ("**Project EIR**"), the funding of those efforts by Developer, the entering into negotiations for a statutory Development Agreement by and between the Parties regarding the Project, and the preparation of a mutually acceptable Term Sheet and Major Milestone Schedule for preparing and completing those Project approvals. The Term Sheet and Project Schedule Agreement was approved by the City on January 16, 2018. This Development Agreement is a product of the Term Sheet and Project Schedule Agreement and the further negotiations by and between the Parties.

E. The planning, development, construction, operation and maintenance of the proposed uses of the Property (implemented through the Project Approvals) are collectively referred to in this Development Agreement as the "**Project,**" which Project is more particularly described in, and reviewed and analyzed by, the Project EIR, prepared in conjunction with the General Plan Amendment, Specific Plan, Zoning and other Project Approvals. In accordance with CEQA, City certified as adequate and complete the Project EIR. The City has determined that no additional environmental review is necessary in connection with its consideration, approval and execution of this Development Agreement. Any reference in this Development Agreement to the "Project" shall mean and include the "Property," and any reference in this Development Agreement to the "Property" shall mean and include the "Project."

F. As of the execution of this Development Agreement by the Parties, various land use regulations, entitlements, grants, conditions, permits, and other "Project Approvals have been adopted, issued, and/or granted by City relating to the Project (collectively, "**Existing Approvals**"), including without limitation, all of the following:

1. Project EIR.

2. General Plan Amendment.

3. Specific Plan.

4. Zoning.

5. Twenty-four-lot vesting tentative map (**"Large Lot Vesting Tentative Map").**

G. Throughout the public planning process, including the Specific Plan process, the Developer has exhibited a willingness to provide roadways, open space, public and civic places, schools, trails, parks and other public benefits in excess of that which the City could otherwise require under controlling law, including without limitation, the provision of school-related accommodations substantially in excess of statutory requirements, the dedication and improvement of in excess of 50 acres of open space and parks, including a two-acre community plaza and community center site, the adaptive reuse of the Portland Cement Company ruins to a mixed-use "town center," and the investment of infrastructure substantially in excess of what could be required of the Project under controlling law. These Project benefits provide the consideration for this Development Agreement, including without limitation, the Fees Credits, City Contribution, reimbursements, and other provisions set forth in this Development Agreement. Therefore, to ensure that such benefits are properly secured by City, and to ensure, in return, that Developer has the ability to develop the Project as planned and approved, this Development Agreement provides Developer with a vested right to complete the Project subject and pursuant only to the "**Applicable Law**" that this Development Agreement describes, and to which this Development Agreement binds the Parties. Through this Development Agreement, "**Existing City Laws**" (defined herein) and the Existing Approvals are vested into by City and by Developer, and "**Subsequent Approvals**" (defined herein) regarding the Project are later vested into and included in this Development Agreement, and its Applicable Law, provided such Subsequent Approvals are processed pursuant to this Development Agreement's requirements (e.g., processed pursuant to controlling California law (including CEQA, planning law, and Development Agreement Statute compliance), have secured approval of the Parties, are adopted by City, etc.). The Existing Approvals and such Subsequent Approvals are collectively referred to in this Development Agreement as the "**Project Approvals**."

H. On October 4, 2018, following a duly noticed and conducted public hearing, the Planning Commission of the City ("**Planning Commission**"), the hearing body for purposes of the Development Agreement Statute, adopted Resolutions that affirmed CEQA compliance for this Development Agreement, adopted findings that this Development Agreement is consistent with the City's General Plan (as amended by the "General Plan Amendment"), Specific Plan and other Existing Approvals, and recommended that this Development Agreement be approved by the City Council.

I. On June 4, 2019, following a duly noticed and conducted public hearing, the "**City Council**" of City introduced and conducted the first reading of Ordinance No. 2019-06, an ordinance that affirms CEQA compliance, that adopts findings that this Development Agreement

is consistent with the City's General Plan, Specific Plan and other Existing Approvals, that approves this Development Agreement, and that directs this Development Agreement's execution by City ("**Approving Ordinance**"). The City conducted the second reading of the Approving Ordinance and adopted the Approving Ordinance on June 18, 2019 (**"Adoption Date"**), and the Approving Ordinance became effective thirty (30) days later on July 18, 2019 (the **Effective Date** of this Development Agreement).

ARTICLE 1
DEFINITIONS AND TERM

1.01 Definitions.

(a) The following terms, phrases, and words are used in this Development Agreement and shall have the meanings set forth in this Section, unless otherwise indicated by this Development Agreement.

(1) **"2010 MOU"** shall have that meaning set forth in Recital paragraph C of this Development Agreement.

(2) **"AC-1"** shall have that meaning set forth in the preamble of this Development Agreement, and likewise means "Developer" as used in this Development Agreement.

(3) **"Acquisition Agreement"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(4) **"AD"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(5) **"Administrative Amendment"** shall have that meaning set forth in Section 3.02 of this Development Agreement.

(6) **"Adobe Lumber Agreement"** shall have that meaning set forth in Section 2.09 of this Development Agreement.

(7) **"Adoption Date"** shall have that meaning set forth in Recital paragraph I of this Development Agreement.

(8) **"Affordable by Design"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(9) **"Affordable Housing Agreement"** shall have that meaning set forth in Sections 2.07 of this Development Agreement.

(10) **"Aggregate Tax Burden"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(11) **"Alternative Project Finance Mechanism Agency"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(12) **"Annual City Payment"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(13) **"Annual Review"** shall have that meaning set forth in Section 4.02 of this Development Agreement.

(14) **"Applicable Law"** shall have that meaning set forth in Recital paragraph G and Section 2.01 of this Development Agreement.

(15) **"Approving Ordinance"** shall have that meaning set forth in Recital paragraph I of this Development Agreement.

(16) **"Assessment District"** or **"AD"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(17) **"Assignee"** shall have that meaning set forth in Article 4 of this Development Agreement.

(18) **"Assignment"** shall have that meaning set forth in Article 4 of this Development Agreement.

(19) **"Assignment Agreement"** shall have that meaning set forth in Article 4 and Section 2.09 of this Development Agreement.

(20) **"At-Grade Rio Del Mar"** shall mean the collective total of **"At-Grade Rio Del Mar Segment 1," "At-Grade Rio Del Mar Segment 2," "At-Grade Rio Del Mar Segment 3," "At-Grade Rio Del Mar Segment 4," "At-Grade Rio Del Mar Segment 5,"** and **"At-Grade Rio Del Mar Railroad Crossing Segment,"** as set forth in Section 2.07 of this Development Agreement.

(21) **"At-Grade Rio Del Mar Segment 1"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(22) **"At-Grade Rio Del Mar Segment 2"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(23) **"At-Grade Rio Del Mar Segment 3"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(24) **"At-Grade Rio Del Mar Segment 4"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(25) **"At-Grade Rio Del Mar Segment 5"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(26) **"At-Grade Rio Del Mar Railroad Crossing Segment"** shall have that meaning set forth in Section 2.07 of this Development Agreement

(27) **"Bonds"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(28) **"Caltrans"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(29) "**Certificate of Occupancy**" shall mean a certificate issued or final inspection approved by City authorizing use and occupancy of a project structure.

(30) "**CEQA**" shall have that meaning set forth in Recital paragraph D of this Development Agreement.

(31) **"CFD"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(32) **"Chosen Law"** shall have that meaning set forth in Section 2.01 and in Section 2.03 of this Development Agreement.

(33) "**City**" shall mean the City of American Canyon, as set forth in the Preamble of this Development Agreement.

(34) **"City Contribution"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(35) "**City Council**" shall mean the City Council of City, as set forth in the Preamble and Recital paragraph I of this Development Agreement.

(36) "**City Determination**" shall have that meaning set forth in Section 2.03 of this Development Agreement.

(37) **"City Impact Fees"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(38) **"City Manager"** shall have that meaning set forth in Section 3.02 of this Development Agreement.

(39) **"City Precursors"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(40) "**City Response**" shall have that meaning set forth in Section 2.03 of this Development Agreement.

(41) **"Community Plaza and Community Center Site"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(42) **"Conditions of Approval"** shall have that meaning set forth in Section 2.09 of this Development Agreement.

(43) **"Construction Codes"** shall have that meaning set forth in Section 2.01 of this Development Agreement.

(44) **"Consultant"** or **"Consultants"** shall have that meaning set forth in Section 2.04 of this Development Agreement.

(45) **"Density Bonus"** shall mean and include any and all residential density bonuses allowed under controlling California, federal, regional, and local law, as amended.

(46) **"Developer"** shall have that meaning set forth in the Preamble of this Development Agreement, and, subject to Article 4 of this Development Agreement, shall include its successors and assigns.

(47) **"Developer's Newell Drive Obligations"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(48) **"Development Agreement"** shall mean this Development Agreement, as set forth in the Preamble of this Development Agreement.

(49) **"Development Agreement Statute"** shall have that meaning set forth in Recital paragraph B of this Development Agreement.

(50) **"Developer's At-Grade Rio Del Mar Segment 1 Costs"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(51) **"Developer's At-Grade Rio Del Mar Segment 2 Costs"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(52) **"Effective Date"** shall have that meaning set forth in the Preamble and Recital paragraph I of this Development Agreement.

(53) **"Engineer's Report"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(54) **"Equivalent Total Funds"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(55) **"Estoppel Certificate"** shall have that meaning set forth in Section 4.05 of this Development Agreement.

(56) **"Existing Approvals"** shall have that meaning set forth in Recital paragraph F of this Development Agreement.

(57) **"Existing City Laws"** shall have that meaning set forth in Recital paragraph G of this Development Agreement and Section 2.01(a)(4) of this Development Agreement.

(58) **"Finance Mechanism(s)"** shall mean and include **"Project Finance Mechanism(s)"**, and both shall have that meaning set forth throughout this Development Agreement, including without limitation, Sections 2.04, and 2.08 of this Development Agreement.

(59) **"Force Majeure Event"** shall have that meaning set forth in Section 4.03(a) of this Development Agreement.

(60) **"Funding Sources"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(61) **"General Plan"** means the General Plan of the City of American Canyon, as amended by the General Plan Amendment, including text and maps.

(62) **"General Plan Amendment"** shall have that meaning set forth in Recital paragraph C of this Development Agreement.

(63) **"Good Faith and Fair and Expeditious Dealing"** shall have that meaning set forth in Section 2.04 of this Development Agreement.

(64) **"Grade-Separated Rio Del Mar"** shall mean the collective total of **"Grade-Separated Rio Del Mar Segment A," "Grade-Separated Rio Del Mar Segment B," "Grade-Separated Rio Del Mar Segment C," "Grade-Separated Rio Del Mar Segment D, "Grade-Separated Rio Del Mar Segment E,"** and the **"Grade-Separated Rio Del Mar Railroad Crossing Segment,** as set forth in Section 2.07 of this Development Agreement

(65) **"Grade-Separated Rio Del Mar Segment A"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(66) **"Grade-Separated Rio Del Mar Segment B"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(67) **"Grade-Separated Rio Del Mar Segment C"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(68) **"Grade-Separated Rio Del Mar Segment D"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(69) **"Grade-Separated Rio Del Mar Segment E"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(70) **"Grade-Separated Railroad Crossing Segment"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(71) **"Hotel"** shall mean that Hotel that is included in the area known as the **"Napa Valley Ruins & Gardens,"** as set forth in Section 2.07 of this Development Agreement, and as further defined and set forth in the Watson Ranch Specific Plan.

(72) **"Improvement Area"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(73) **"Inspection Fees"** shall have that meaning set forth in Sections 2.01 and 2.07 of this Development Agreement.

(74) **"Large Lot Vesting Tentative Map"** shall have that meaning set forth in Recital paragraph F of this Development Agreement.

(75) "**Legal Effect**" shall mean that the ordinance, resolution, permit, license or other grant of approval in question (collectively, "**permit**") has been adopted by City and become effective under law, and that the permit has not been overturned or otherwise rendered without legal and/or equitable force and effect by a court of competent jurisdiction.

(76) **"Loop Road Improvements"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(77) **"Loop Road Segment 1"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(78) **"Loop Road Segment 2"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(79) **"Loop Road Segment 3"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(80) **"Lot 14"** shall have that meaning set forth in Section 2.06 of this Development Agreement.

(81) **"Lot 15"** shall have that meaning set forth in Section 2.06 of this Development Agreement.

(82) **"Master Backbone Infrastructure"** or **"MBI"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(83) **"Master Conditions List"** shall have that meaning set forth in Section 2.09 of this Development Agreement.

(84) **"Master Subdivision Improvement Agreement"** and/or **"Master SIA"** shall have that meaning set forth in Section 2.09 of this Development Agreement.

(85) **"Measure T Funding Equivalent Set-Aside"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(86) **"Meet and Confer Period"** shall have that meaning set forth in Section 2.03 of this Development Agreement.

(87) **"Mello-Roos Community Facilities District"** or **"CFD"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(88) **"Municipal Code"** shall mean the City of American Canyon Municipal Code.

(89) **"Napa Valley Ruins & Gardens"** (also **"NRVG"**) shall have that meaning set forth in Section 2.07 of this Development Agreement, and as further defined and set forth in the Watson Ranch Specific Plan (see, for example, Figure 3.3 of the Specific Plan).

(90) **"Napa Valley Vine Trail"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(91) **"Newell Drive Segment 1"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(92) **"Newell Drive Segment 2"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(93) **"Newell Drive Segment 3"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(94) **"Newell Drive Segment 4"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(95) **"Newell Drive Segment 5"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(96) **"Newell Parcel Map"** shall have that meaning set forth in Recital paragraph C of this Development Agreement

(97) "**Newell Property**" shall have that meaning set forth in Recital paragraph C of this Development Agreement.

(98) **"New City Law(s)"** shall have that meaning set forth in Section 2.03 of this Development Agreement.

(99) **"Notice of Intended Imposition of New Law(s)"** shall have that meaning set forth in Section 2.03 of this Development Agreement.

(100) **"Objection to New City Law(s)"** shall have that meaning set forth in Section 2.03 of this Development Agreement.

(101) **"Operating Memoranda"** shall have that meaning set forth in Section 3.03 of this Development Agreement.

(102) **"Park A"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(103) **"Park B"** shall have that meaning set forth in Section 2.07 of this Development Agreement.

(104) **"Party"** and **"Parties"** shall have that meaning set forth in the Preamble of this Development Agreement, and, subject to Article 4 of this Development Agreement, shall include its successors and assigns.

(105) **"Phase"** shall have that meaning set forth in Section 2.09 of this Development Agreement.

(106) **"Phase SIA"** shall have that meaning set forth in Section 2.09 of this Development Agreement.

(107) **"Planning Commission"** shall mean the Planning Commission for the City, as set forth in Recital paragraph H of this Development Agreement.

(108) **"Portion"** shall have that meaning set forth in Article 4 of this Development Agreement.

(109) **"Principal Payment Date"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(110) **"Processing Agreement"** shall have that meaning set forth in Sections 2.04 of this Development Agreement.

(111) **"Processing Fee(s)"** shall have that meaning generally set forth in Sections 2.01, 2.04, and 2.07 of this Development Agreement, and whether or not mentioned, shall be subject to the specifics set forth in Section 2.07 of this Development Agreement.

(112) **"Project"** shall have that meaning set forth in Recital paragraph E of this Development Agreement.

(113) **"Project Approvals"** shall have that meaning set forth in Recital paragraph G and Section 2.01 of this Development Agreement. The term Project Approvals appears throughout this Development Agreement.

(114) **"Project CEQA Compliance"** shall have that meaning set forth in Section 2.04 of this Development Agreement.

(115) **"Project Debt"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(116) **"Project EIR"** shall have that meaning set forth in Recital paragraph D of this Development Agreement.

(117) "Project Finance Mechanism(s)" shall mean and include **"Finance Mechanism(s),"** and both shall have that meaning set forth throughout this Development Agreement, including without limitation, Sections 2.04, and 2.08 of this Development Agreement.

(118) "Project Finance Mechanism(s) Funding Sources" or **"Funding Sources"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(119) "Property" shall have that meaning set forth in Recital paragraph C of this Development Agreement.

(120) "Public Improvements" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(121) "PUC" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(122) "Quarry Lake Park" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(123) "Rate and Method of Apportionment of Special Taxes" or **"RMA"** shall have that meaning set forth in Section 2.08 of this Development Agreement.

(124) "Relevant Parties" shall have that meaning set forth in Section 2.04 of this Development Agreement.

(125) "Remainder Taxes" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(126) "Remainder Taxes Project Account" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(127) "Repayment Period" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(128) "Required New City Law(s)" shall have that meaning set forth in Section 2.03(e) of this Development Agreement.

(129) "Residential Owner Unit" shall have that meaning set forth in Section 1.02 of this Development Agreement.

(130) "Resolution Process" shall have that meaning set forth in Section 2.03 of this Development Agreement.

(131) "RMA" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(132) "Rolling Hills Drive Improvements" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(133) "Second Notice" shall have that meaning set forth in Section 4.05 of this Development Agreement.

(134) "Services CFD Amount" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(135) "Special Tax Requirement for Services" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(136) "South Napa Junction" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(137) "South Napa Junction Railroad Crossing Segment" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(138) "South Napa Junction Segment 1" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(139) "South Napa Junction Segment 2" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(140) "South Napa Junction Segment 3" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(141) "South Napa Junction Segment 4" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(142) "South Napa Junction Segment 5" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(143) "Special Tax Rate" shall have that meaning set forth in Section 2.08 of this Development Agreement.

(144) "Specific Plan" shall mean the Watson Ranch Specific Plan, as further set forth in Recital paragraph C of this Development Agreement.

(145) "SR 29/Rio Del Mar Tie-In" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(146) "SR 29/South Napa Junction Tie-In" shall have that meaning set forth in Section 2.07 of this Development Agreement.

(147) "Subdivision Document" shall have that meaning set forth in Section 1.02 of this Development Agreement.

(148) **"Subdivision Map Act"** means that legislation set forth in California Government Code Sections 66410 et seq., as amended.

(149) **"Subsequent Approvals"** (each referred to individually as a **"Subsequent Approval"**) shall have that meaning set forth in Recital paragraph G and Section 2.01 of this Development Agreement, and shall likewise mean those permits, entitlements, approvals, or other grants of authority (and all text, terms and conditions of approval related thereto), that may be necessary or desirable for the development of the Project, that are sought by Developer, that are granted by City on or after the Effective Date of this Development Agreement, and that comply with Section 2.01(a)(3) of this Development Agreement. Subsequent Approvals include without limitation new permits, entitlements, approvals, or other grants of authority (and all text, terms and conditions of approval related thereto), as well as amendments to Existing Approvals.

(150) **"Tender"** shall have that meaning set forth in Section 4.04 of this Development Agreement.

(151) **"Term"** shall have that meaning set forth in Section 1.02 of this Development Agreement.

(152) **"Third Party Challenge"** shall have that meaning set forth in Sections 1.02 and 4.04 of this Development Agreement.

(153) **"User Fees"** shall have that meaning set forth in Section 2.01 of this Development Agreement.

(154) **"Vesting Map"** shall have that meaning set forth in Section 1.03 of this Development Agreement.

(155) **"Watson Ranch Specific Plan"** shall have that meaning set forth in Recital paragraph C of this Development Agreement.

(156) **"Zero Water Footprint Agreement"** shall have that meaning set forth in Sections 2.07 and 2.09 of this Development Agreement.

(157) **"Zoning"** shall have that meaning set forth in Recital paragraph C of this Development Agreement.

(b) To the extent that any defined terms contained in this Development Agreement are not defined above, then such terms shall have the meaning otherwise ascribed to them in this Development Agreement and/or Existing City Laws. In the event of a conflict between the meaning given to such terms by this Development Agreement and the meaning given to such terms by Existing City Laws, the meaning given to such terms by this Development Agreement shall control over such other meaning otherwise ascribed to them by Existing City Laws.

1.02 Term.

(a) This Development Agreement shall become effective on the Effective Date (the effective date of the Approving Ordinance), which for the purposes of this Development Agreement is July 18, 2019, as set forth in this Development Agreement.

(b) Term of this Development Agreement and Related Issues.

(1) The "**Term**" of this Development Agreement shall generally be thirty (30) years and one (1) day, and more specifically, the Term shall commence upon August 18, 2019 (the Effective Date) and shall continue until, and then terminate upon, 12:01 a.m., Friday, August 20, 2049, unless this Development Agreement is otherwise terminated, modified, or extended as to all or any portion of the Project (and Property) as provided in this Development Agreement.

(2) Following the expiration of the Term of this Development Agreement or any extension thereof, or if sooner terminated, this Development Agreement shall have no force and effect; provided, however, that in no event shall the expiration or termination of this Development Agreement affect or limit, without further action of City, any right then held by Developer under any Project Approvals.

(3) While this Development Agreement shall remain in place and controlling for the Term for the remainder of the Project (and Property), unless otherwise terminated under the controlling terms and conditions of this Development, this Development Agreement shall terminate and be null and void as relates to each individual residential unit (and each such new owner of such residential unit) for which, and at such time as, all of the following qualifying events occur. Such residential unit(s) for which such qualifying events occur is referred to as a **"Residential Owner Unit"** in this Development Agreement.

(A) The qualifying events that create a **"Residential Owner Unit"** are:

(i) City has issued the last permit necessary for such residential unit to be sold to the new owner and for the new residential owner to take ownership possession of the residential unit;

(ii) The new residential unit owner is someone other than the Developer (and other than Developer's Assignees under this Development Agreement); and

(iii) The new residential unit owner becomes the actual residential unit owner and has in fact taken possession of the individual residential unit as an owner.

(B) Therefore, upon a Residential Owner Unit occurring, such Residential Owner Unit shall not have the protections of this Development Agreement and the vested right to the Applicable Law it provides, with the following exception:

(i) A new residential parcel tax, or other New City law, shall apply to such Residential Owner Unit if and only if such new residential parcel tax and/or New City Law applies on a City-wide basis to all then-existing residential parcels; and/or

(ii) Such new residential parcel tax and/or New City Law does not impair or impede or prohibit any existing or future Project Finance Mechanisms(s) under this Development Agreement regarding such Residential Owner Unit(s).

(c) If any **"Third Party Challenge"** (as defined and described in Section 4.04 of this Development Agreement) proceeding affecting this Development Agreement, the Property, the Project, or any Project Approvals, is filed, then the Term of this Development Agreement shall be extended automatically (without any further action of the Parties required) for that period of time commencing from the date of the filing of such Third Party Challenge until the date of the later of the dismissal, resolution, settlement, and/or entry of a final judgment (including all appeals) regarding such Third Party Challenge. However, the filing of any Third Party Challenge(s) against City and/or Developer shall not allow or justify City delaying or stopping the processing of, and/or issuance of, any Project Approvals, unless City is expressly enjoined or otherwise expressly ordered by a court of competent jurisdiction to delay or stop the processing of, and/or issuance of, any Project Approvals. Additionally, no Party shall stipulate to the issuance of any such court order unless all Relevant Parties (City and Developer and/or that successor to Developer whose portion of the Project is at issue) mutually agree to such stipulation.

(d) Any subdivision improvement agreement entered into by and between Developer and City pursuant to the Subdivision Map Act or other State or local regulation shall have a term of no shorter than two (2) years from execution of such subdivision improvement agreement and shall allow for extensions.

(e) Except as provided in Section 2.07 of this Development Agreement requiring the recordation of the final map relating to the Large Lot Vesting Tentative Map within 90 days of the Effective Date of this Development Agreement, pursuant to the controlling provisions of the **"Subdivision Map Act"** and this Development Agreement, in addition to any and all other extensions available under the Subdivision Map Act, the term of any tentative map, vesting tentative map, tentative parcel map, vesting tentative parcel map, final map or vesting final maps, or any new such map or any amendment to any such map, or any re-subdivision (collectively referred to in this Development Agreement as a **"Subdivision Document"**) relating to the Project shall automatically be extended to and until the later of the following:

(1) The Term of this Development Agreement; and/or

(2) The end of the term or life that any such Subdivision Document is otherwise given pursuant to the Subdivision Map Act or local regulation not in conflict with the Subdivision Map Act.

(f) Generally, the term of any non-Subdivision Map Act approval is nonetheless tied to the life of the Subdivision Map Act approvals by controlling law. Therefore,

under this Development Agreement, the term or life of any and all Project Approvals, including without limitation, all development plans, development permits, architectural design, or other permits, grants, agreements, approvals or entitlements for the general development of all or any part of the Project and Property (collectively, "**Permit**" or "**Permits**") shall automatically be extended to and until the later of the following:

(1) The Term of this Development Agreement; and/or,

(2) The end of the term or life that any Subdivision Document is given pursuant to the Subdivision Map Act or local regulation not in conflict with the Subdivision Map Act (as set forth in subdivision (e) of this Section); and/or

(3) The term or life given the Permit itself.

1.03 Controlling Nature of this Development Agreement.

(a) During the Term of this Development Agreement, or while this Development Agreement is otherwise in legal effect as relates to any portion of the Project (Property), all of the following shall apply:

(1) This Development Agreement shall provide and shall control over any and all other claims of vested rights of the Project (and Property) by either Party. For example, if a conflict is presented between the vested rights provided under this Development Agreement and the vested rights provided under some other Project Approval (such as a vesting tentative map), the vested rights provided by this Development Agreement shall prevail and control over any and all other vested rights the Project (Property) and/or Party or Parties might otherwise hold or claim.

(2) The vested rights provided by this Development Agreement shall terminate as provided by this Development Agreement. However, if this Development Agreement terminates for any reason prior to an assertion regarding the expiration of vested rights otherwise given under the Subdivision Map Act to any vesting tentative map, vesting parcel map, vesting final map or any other type of vesting map on the Property (or any portion of the Property) (collectively, "**Vesting Map**"), such termination of this Development Agreement shall invoke Section 1.03(b) below.

(b) Consistent with the forgoing, when this Development Agreement terminates or otherwise loses its legal effect as relates to any portion of the Project (Property) subject to a Vesting Map, such Vesting Map shall give Developer the right to proceed with development under such City laws in effect on such date that this Development Agreement terminates or is otherwise of no legal effect on that portion of the Project (Property) that is subject to such Vesting Map, and such vested rights shall last for the life (term) given to such Vesting Map pursuant to the then-applicable Subdivision Map Act.

ARTICLE 2
APPLICABLE LAW

2.01 Applicable Law.

(a) As used in this Development Agreement, "**Applicable Law**" shall exclusively mean all of the following:

(1) The terms and conditions of this Development Agreement.

(2) The Existing Approvals, including without limitation, the Project EIR, the General Plan Amendment, the Watson Ranch Specific Plan (and included Zoning), and the Large Lot Vesting Tentative Map.

(3) The Subsequent Approvals, when granted, provided such Subsequent Approvals are:

(A) Processed pursuant to controlling law;

(B) Mutually agreed to by City and Developer for whose Property (or portion thereof) the Subsequent Approval is sought;

(C) Adopted by the City; and

(D) Take Legal Effect.

(4) **"Existing City Laws,"** which, for the purposes of this Development Agreement, shall mean and include the City rules, regulations, ordinances, policies, standards, specifications, minute orders, motions, agreements, practices and standard operating procedures, taxes, and Impact Fees of City (whether adopted by the City Council, the Planning Commission, the City staff, consultants or the voters of the City), including without limitation, those set forth in the City's General Plan, existing certified EIRs, the American Canyon Municipal Code (including Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans), all of which are existing and in effect on December 31, 2017, and all other City laws that relate to or specify the permitted uses of land or improvements, the cost of taxes and Impact Fees, and the density or intensity of use that are existing and in effect on December 31, 2017 (collectively, "**Existing City Laws**"). Any City law after December 31, 2017 shall be considered a **"New City Law."** However, notwithstanding the foregoing, the Applicable Law shall include a New City Law that adopts a new transient occupancy tax, provided that such new transient occupancy tax applies on a City-wide basis to both all then-existing hotels and all future hotels within the City. Such new transient occupancy tax generated from the Project shall be subject to the Section 2.08(b) (**"City Contribution"**) requirements of this Development Agreement. Further, notwithstanding the foregoing, the Applicable Law shall also include any new City Law that adopts a new sales tax increase adopted by City, provided that such new sales tax increase applies on a City-wide basis to all then-existing and all future retail sales within the City. Such new sales tax generated from the Project shall be subject to the Section 2.08(b) (**"City Contribution"**) requirements of this Development Agreement. Otherwise, except as provided in

this Development Agreement, no New City Law shall apply to the Project during the Term of this Development Agreement.

(5) The City processing fee(s) and the City's **"User Fees"** (an example of User Fees is set forth in City's 2018-2019 Table B1 for User Fees) relating to the processing, review, and approval of applications for Project Approvals shall collectively be considered **"Processing Fees"** for the purposes of this Development Agreement), and are addressed in Section 2.07 of this Development Agreement. In addition to Processing Fees, Developer shall pay to City **"Inspection Fees,"** as more specifically addressed in Section 2.07 of this Development Agreement. "City Impact Fees" shall not be considered "Processing Fees" or "Inspection Fees" for the purposes of this Development Agreement.

(6) The California Building Code (as may be modified by City), and all other State-adopted construction, fire and other codes, including "Green Codes" (as all may be modified by City) applicable to improvements, structures and development, and the applicable version or revision of said codes by local City action (collectively referred to as **"Construction Codes"**) in place at that time (date) that building plans subject to such Construction Codes are submitted by Developer to City for a Subsequent Approval, provided that such Construction Codes have been adopted by City and are in effect on a Citywide basis.

(7) The **"Required New City Law(s),"** as set forth in and controlled by Section 2.03(e) of this Development Agreement.

(8) The **"New City Law(s)"** that Developer elects to be subject to pursuant to Section 2.03(a) of this Development Agreement. As also provided below, once Developer elects to be subject to such a New City Law (**"Chosen Law"**), such Chosen Law shall become part of the Applicable Law, and Developer shall not be able to later decide otherwise, although Developer shall be able to elect to be subject to a New City Law that changes the earlier Chosen Law that Developer elected to be subject to.

(b) In the event of any conflict between any of subparts (1), (2), (3), (4), (5), (6), (7), and (8) of subdivision (a) of this Section 2.01 (above), the hierarchical order of authority shall be subpart (1) first, then subpart (2), then subpart (3), then subpart (4), then subpart (5), then subpart (6), then subpart (7), and then subpart (8).

2.02 Vested Right to Applicable Law.

(a) During the Term of this Development Agreement, Developer shall have the vested right to develop the Project and Property subject only to, and in accordance only with, the Applicable Law.

(b) During the Term of this Development Agreement, City's regulation of the Project (Property) and its development, including without limitation, any discretion exercised by City on any and all Project Approval(s), shall occur pursuant to, and in accordance with, only the Applicable Law.

(c) Under this Development Agreement, the Applicable Law shall be an expanding body of law, such as, for example, when Subsequent Approvals are granted by City (in

the future), and/or when Developer determines, in Developer's sole and exclusive discretion, to become subject to a New City Law pursuant to this Development Agreement.

2.03 New City Law(s).

(a) Any City ordinance, resolution, minute order, rule, motion, policy, standard, specification, condition of approval, agreements, practices and standard operating procedures, taxes, and/or Impact Fees of City (whether adopted by the City Council, the Planning Commission, the City staff, consultants, or the voters/electorate of the City), including without limitation, those set forth in the City's General Plan, existing certified EIRs, the American Canyon Municipal Code (including Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans), all of which are existing and in effect after December 31, 2017, and all other City laws that relate to or specify the permitted uses of land or improvements, and the density or intensity of use that is not part of the Applicable Law and that takes Legal Effect after December 31, 2017, is hereby referred to in this Development Agreement as a **"New City Law(s)."** A New City Law shall generally be deemed to be in conflict with this Development Agreement if it is not expressly made part of the Applicable Law by this Development Agreement. Additionally, a New City Law shall be deemed to be in conflict with this Development Agreement (and the Applicable Law it describes) if the application of the New City Law to the Project would accomplish any of the below-listed results, either by specific reference to the Project (or Property) or as part of a general enactment which affects or applies to the Project (or Property). The following list is intended as an example list, is inclusive (not exclusive), and is not limited to allow non-listed New City Laws that are deemed to be in conflict with this Development Agreement and the Applicable Law it describes or to allow non-listed New City Laws that impair and/or reduce the development rights provided by this Development Agreement:

(1) New City Laws that change any land use designation or permitted use of the Project (Property) allowed by the Applicable Law or limit or reduce the density or intensity of the Project (or Property) or any part thereof, or otherwise require any reduction in the total number of residential dwelling units or non-residential building units, uses, square footage, floor area ratio, size, height or number of buildings, or other improvements otherwise allowed by the Applicable Law.

(2) New City Laws that limit, control, or otherwise regulate the availability of public or private utilities, services, or facilities otherwise allowed by the Applicable Law, including without limitation, water, wastewater, storm water, gas, electricity, telecommunications, roadways, access points, schools, parks, trails, and/or other public and private improvements of the Project.

(3) New City Laws that limit, control, or otherwise regulate the rate, timing, phasing or sequencing of the approval, development, or construction of all or any part of the Project (or Property) in any manner, or take any action or refrain from taking any action that results in Developer having to substantially delay construction of the Project on the Property or require the acquisition of additional permits or approvals by the City or other public agency other than those required by the Applicable Law.

(4) New City Laws that limit or control the location of buildings, structures, grading, access, roadways, schools, parks, trails, and/or other public and private improvements of the Project in a manner that is inconsistent with or more restrictive than the limitations in the Applicable Law (including Project Approvals).

(5) New City Laws that limit the processing and/or timing of Project Approvals.

(6) New City Laws that impose any hourly wage, salary, work pay or other worker-compensation-related regulation or policy on the Project not agreed to by Developer.

(7) New City Laws that impose any rent control.

(8) Except as allowed by this Development Agreement, New City Laws that impose any City law, ordinance, fee, tax, regulation not in force and effect on December 31, 2017, except those required by state and/or federal law and/or by state and/or federal courts.

(b) The following **"Resolution Process"** shall apply regarding New City Laws the City is considering applying to the Project (Property) and shall also apply to all other sections of this Development Agreement. When this Section (with its Resolution Process) is applied to other section(s) of this Development Agreement, then this section and its requirements shall be interpreted and implemented to reflect the topic addressed by such other section(s) of this Development Agreement (when invoking the Resolution Process set forth in this Section 2.03(b) of this Development Agreement). For example, if Developer objects pursuant to Section 2.04(h), including without limitation, to a Consultant invoice, the manner in which City and/or a Consultant are performing, and/or any other reason pursuant to Section 2.04(h) of this Development Agreement, then the Resolution Process may be started by either Party: by City sending written notice to Developer of City's position through the below-described **"Notice of Intended Imposition of New Law(s)"** and the process that follows, and/or by Developer through the below-described **Objection to New City Law(s)"** and the process that follows, etc. In this way, the Parties shall first seek resolution under the Resolution Process set forth in this Development Agreement before commencing litigation. Except as set forth in subdivision (b)(4) below, each Party shall bear its own fees and costs incurred in, and as a result of, the Resolution Process.

(1) As stated, City shall not apply any New City Law(s) to the Property that is in conflict with this Development Agreement (collectively, "in conflict with" or "inconsistent with").

(2) If City believes that it has the right under this Development Agreement to impose/apply any New City Law on the Project, it shall send written notice to Developer of that City position (**"Notice of Intended Imposition of New Law(s)"**). Such Notice of Intended Imposition of New City Law(s) shall contain the following sentence at the beginning of its text: "This is a Notice of Intended Imposition of New City Law(s) provided pursuant to Section 2.03 of the AC-1 Development Agreement. The New City Law that City intends to impose on the Watson Ranch Project is described below." City shall then describe such New City Law that City intends to impose on the Project in such Notice of Intended Imposition of New Law(s). Within thirty (30) days of Developer receipt of such Notice of Intended Imposition of New City

Law(s), if Developer believes that such referenced New City Law in such Notice of Intended Imposition of New City Law(s) is in conflict with this Development Agreement and/or the rights Developer otherwise holds, then Developer shall send to City a written notice of Developer's objection to such City-intended imposition on the Project of such New City Law ("**Objection to New City Law(s)**"). Such Developer Objection to New City Law(s) shall set forth the factual and legal reasons why Developer believes City cannot apply such New City Law(s) to the Project. Within thirty (30) days of receipt of said Developer Objection to New City Law(s), City shall respond to Developer's Objection to New City Law(s) ("**City Response**"). Such City Response to Developer's Objection to New City Law(s) shall set forth the factual and legal reasons why City believes City can apply the New City Law(s) to the Project. As soon after Developer's receipt of the City Response as possible, the Parties shall meet and confer and continue to meet and confer over the thirty (30) day period following the date of Developer's receipt of the City Response ("**Meet and Confer Period**"), with the objective of arriving at a mutually acceptable resolution to the disagreement. Within twenty (20) days of the conclusion of the 30-day Meet and Confer Period, City shall make and send to Developer its written determination regarding the imposition of such New City Law on the Project (or its City Determination regarding any other topic of disagreement under this Development Agreement) (collectively, "**City Determination**"). The Parties can extend any of the time frames set forth above by mutual agreement.

(3) By this Development Agreement, such New City Law(s) shall not be imposed on/applied to the Project, or considered imposed on/applied to the Project, during any of the time periods described above. If the City Determination is to impose on/apply to the Project the New City Law(s) in question, then Developer shall have a period of ninety (90) days from the date of receipt of such City Determination within which to file and serve on City its legal action challenging such City action. In other words, a New City Law shall not be considered ripened into being imposed on and/or applied to the Project for the purposes of Developer's obligation to timely-file a lawsuit against City until such time as Developer's receipt of the City Determination. Upon such Developer receipt of such City Determination, a 90-day statute of limitations regarding Developer's right to judicial review of the New City Law(s) and the City Determination shall commence. Developer shall file such lawsuit and serve it on City within such 90-day statute of limitations. City's failure to send such Notice of Intended Imposition of New Law, and/or its failure to follow any and all of the other procedural steps required by this Section shall result in City's inability to impose the New City Law described in the City's Notice of Intended Imposition of New Law on the Project. Developer's failure to respond to such Notice of Intended Imposition of New Law, and/or failure to follow any and all of the other procedural steps required by this Section, including without limitation filing litigation within the time period prescribed by this Section 2.03 of this Development Agreement, shall result in the Project being subject to the New City Law described in the City's Notice of Intended Imposition of New Law. Failures by both City and Developer to follow any and all of the other procedural steps required by this Section shall result in City's inability to impose the New City Law described in the City's Notice of Intended Imposition of New Law on the Project.

(4) If upon conclusion of judicial review of such Developer-challenged City Determination (at the highest judicial level sought and granted), the reviewing court determines that Developer is not subject to the New City Law(s) that is the topic of the City Determination, such New City Law(s) shall not become part of the Applicable Law, and City shall return Developer to the position Developer was in prior to City's application of such New City

Law(s) (*e.g.*, City shall return in full fees paid, return dedications made, etc.). Additionally, City shall pay (to Developer) Developer's actual attorneys' fees, other legal fees, and any and all other fees and costs incurred by Developer regarding such judicial review. If, instead, upon conclusion of judicial review of such Developer-challenged City Determination of such New City Law(s) in question (at the highest judicial level sought and granted), the reviewing court determines that Developer is subject to the New City Law(s), then Developer shall be subject to such New City Law(s), such New City Law(s) shall become part of the Applicable Law, and City shall not have to return Developer to the position Developer was in prior to City's application of such New City Law(s). Additionally, Developer shall pay (to City) City's actual legal fees and costs incurred regarding such judicial review.

(c) The above-described procedure shall not be construed to interfere with City's right to adopt or apply any New City Law(s) with regard to all other areas of City that exclude the Property, Project, Project Approvals, etc.

(d) Developer, in its sole and absolute discretion, may elect to be subject to a New City Law(s) that is/are not otherwise a part of the Applicable Law. In the event Developer so elects, Developer shall provide notice to City of that election and thereafter such New City Law(s) that Developer has elected to be subject shall be part of the Applicable Law. As set forth in Section 2.01(a)(8) above, once Developer elects to be subject to such a New City Law (**"Chosen Law"**), such Chosen Law shall become part of the Applicable Law, and Developer shall not be able to later decide otherwise, although Developer shall be able, in Developer's sole and exclusive discretion, to elect to be subject to a New City Law that changes the earlier Chosen Law that Developer elected to be subject to.

(e) City, exercising Good Faith and Fair and Expeditious Dealing (*see,* Section 2.04 of this Development Agreement), shall not be precluded from applying to the Project any New City Law(s) that City is specifically required to apply to developments such as the Project (and Property), despite the existence of the Project's (Property's) vested rights, by changes in State or Federal laws or regulations or caselaw and implemented through the Federal, State, regional and/or local level) (**"Required New City Law(s)."** If City determines that a Required New City Law(s) must be applied to the Project (Property), then the Resolution Process set forth in subdivision (b) above shall apply, with one exception: Developer shall pay (to City) City's actual legal fees and costs incurred regarding Resolution Process regardless of the outcome of the Resolution Process. In addition, in the event such Required New City Law(s) is determined to apply and to prevent or preclude compliance with one or more provisions of this Development Agreement or require changes in Project Approvals, this Development Agreement shall be modified, extended, or suspended as may be necessary to comply with such Required New City Law(s). To the extent that any such Required New City Law(s) (or actions of regional and local agencies, including City, required by such Required New City Law(s) or actions of City taken in good faith in order to prevent adverse impacts upon City because of such Required New City Law(s)) have the effect of preventing, delaying or modifying Developer's ability to use or develop the Project or any portion thereof, in a material fashion, then Developer shall have the option to terminate (unilaterally) this Development Agreement.

2.04 Good Faith and Fair and Expeditious Dealing; Processing.

(a) Except where this Development Agreement provides a Party with "sole and exclusive discretion," each, every and all actions of the Parties (and each Party) necessary, required, permitted, desired and/or addressed by the Project Approvals and/or this Development Agreement (including without limitation, all mandatory, permissive, and other action(s) addressed by this Section 2.04 - e.g., submitting, accepting, processing, reviewing and acting upon all applications for Subsequent Approvals, and Section 2.08), shall involve the requirement of "**Good Faith and Fair and Expeditious Dealing.**" For the purposes of this Development Agreement, "Good Faith and Fair and Expeditious Dealing" shall mean that the Parties shall act toward each other, and shall execute the tasks necessary, permissive, and/or desirous to the issue contemplated by this Development Agreement pursuant to the Applicable Law, and in a fair, diligent, best efforts, expeditious and reasonable manner, and that no Party or Parties shall take any action – or fail to take any action – that directly or indirectly results in the prohibition, impairment or impediment of any other Party's or Parties' exercise or enjoyment of its rights and obligations secured through this Development Agreement. Again, whether or not expressly stated in any particular portion of this Development Agreement, except where this Development Agreement provides a Party with "sole and exclusive discretion," each, every and all actions of the Parties and each Party required, permitted, desired and/or addressed by this Development Agreement shall involve the requirement of Good Faith and Fair and Expeditious Dealing. The Parties acknowledge that when City's support of new proposed legislation that ultimately becomes a "New City Law," and that such New City Law is already allowed as part of the Applicable Law by this Development Agreement (i.e., certain new TOT and sales tax laws), such City support shall not be considered to be acts contrary to this Development Agreement's requirement of Good Faith and Fair and Expeditious Dealing. Likewise, the Parties acknowledge that City's support of new proposed legislation that ultimately becomes a "New City Law" and such New City Law will not become part of the Applicable Law by this Development Agreement (i.e., it is a disallowed New City Law by this Development Agreement), that such City support shall not be considered to be acts contrary to this Development Agreement's requirement of Good Faith and Fair and Expeditious Dealing. However, the Parties reserve their right to object to and act upon subsequent actions as contrary to this Development Agreement's requirement of Good Faith and Fair and Expeditious Dealing when those subsequent actions seek to support the enactment of proposed new legislation, and such proposed new legislation leads to a new law or laws at a City, County, regional, state and/or federal level, and such supported new law would apply to the Project.

(b) City shall inform Developer, upon request, of all submission requirements for a complete application for each Subsequent Approval.

(c) City and Developer shall act on requests by Developer for the approval and issuance of the Subsequent Approvals, and shall cooperate to obtain the issuance of Subsequent Approvals, including to:

(1) Interpret any New City Laws in a manner which provides for the approval and issuance of Subsequent Approvals.

(2) Require modifications to Subsequent Approvals consistent with this Development Agreement and the Applicable Law whenever reasonably possible, rather than City denying applications for Subsequent Approvals.

(3) Not obstruct or oppose Developer's application for a Subsequent Approval provided such application is consistent with the requirements of this Development Agreement.

(d) The City shall provide all necessary public notice(s) and shall hold all necessary public hearings with regard to the Subsequent Approvals required by law.

(e) If requested by Developer, City shall meet with Developer prior to Developer's submission of applications for Subsequent Approvals for the purpose of ensuring all requested information by City is understood by Developer so that Developer's applications, when submitted, will be accurate and complete and accepted as such by City.

(f) Developer shall provide City with all documents, applications, plans and other information requested by City that is necessary for City to carry out its obligations hereunder and Developer shall cause the Developer's planners, engineers and all other consultants to submit in a timely manner all required materials and documents therefor.

(g) Upon submission by Developer of a complete application for a Subsequent Approval, together with appropriate Processing Fees (*see,* Section 2.07 of this Development Agreement) , City shall process the application for the Subsequent Approval.

(h) If City is unable to timely process any such application for a Subsequent Approval, or simply upon request by Developer, the "**Relevant Parties**" shall meet and confer regarding appropriate outside consultants, the Relevant Parties shall agree on such outside consultants, and then City or Developer shall engage such outside consultant(s), other persons, and/or business entities working on the Project (collectively, "**Consultant(s)** ") to perform such processing, provided that Section 2.07 of this Development Agreement shall apply. City shall not charge Developer any administrative, directing, supervising and/or overseeing such Consultant(s), and City shall charge Developer no more than the cost to City of the actual time City expends on administering, directing, supervising, and/or overseeing such Consultants, and the invoices from such Consultants; and if Developer directly contracts with the Consultant(s) to perform such work, Developer shall expressly agree to pay all costs related to such Consultant(s) contract(s), and City shall not charge Developer any administrative, directing, supervising and/or overseeing such Consultant(s), and City shall charge Developer no more than the cost to City of the actual time City expends on administering, directing, supervising, and/or overseeing such Consultants, and the invoices from such Consultants.. In the event that a dispute arises regarding any such Consultant(s), including without limitation, Consultant invoices, costs, performance or any other issue, the Resolution Process provisions of Section 2.03 of this Development Agreement shall apply. Additionally, for the purposes of this Development Agreement, the phrase "**Relevant Parties**," as used in the preceding sentence and throughout this Development Agreement, shall mean the City and the relevant owner of that physical portion of the Project (Property) to which the issue at hand applies. In other words, the consent of only those Parties immediately affected by the issue at hand (monetarily or by precedence setting) is required. By way of example only, AC-1, as a Relevant

Party, could decide to engage Consultants for matters related exclusively to AC-1, NVRG and/or the Hotel. In such a situation, AC-1 would pay all such Consultants costs (as described above), and any other Relevant Parties (such as successors to AC-1 on nonrelevant portions of the Project/Property) would not be obligated to pay any such costs related to such Consultants working exclusively on such AC-1 matters. Consistent with the foregoing, if Consultants are engaged for matters not related exclusively to AC-1, then AC-1 and such other Relevant Parties would (shall) pay their proportional share of such costs of such Consultants. Consistent with the foregoing, the Parties may enter, but are not required to enter, a **"Processing Agreement."** Any such executed and entered Processing Agreement(s) shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once each such Processing Agreement takes Legal Effect.

(i) As further set forth in Section 2.08 of this Development Agreement, City shall cooperate with Developer to facilitate the construction of the infrastructure required for development of the Project. At the request of Developer, City shall assist with (and where requested by Developer), approve the formation of one or more community facilities districts, enhanced infrastructure financing districts, assessment districts, landscape and lighting districts, tax-exempt and taxable finance mechanisms, or any and all other available "**Project Finance Mechanisms(s).**"

(j) Again, only the Applicable Law shall apply. If City denies an application for a Subsequent Approval, City shall explain in writing to Developer why such City denial was given, and City shall specify in detail (in such writing) the modifications, changes, or improvements to the materials and information submitted that are required by City in order for Developer to obtain City approval. City and Developer shall cooperate to obtain and issue Subsequent Approvals. City shall seek to approve any subsequently submitted Subsequent Approval which complies with such City-specified modifications.

(k) The Parties recognize that the City certified as adequate and complete the Project EIR. The Project EIR was prepared to assess and document the environmental impacts of the General Plan Amendment, Specific Plan, this Development Agreement, the Large Lot Vesting Tentative Map, and other Project Approvals.

(1) Subsequent Approvals and other activities undertaken pursuant to the Project Approvals will be examined in the light of the Project EIR to determine whether any additional environmental document must be prepared ("**Project CEQA Compliance**").

(2) In addition, in connection with any future process resulting in the attainment of Project CEQA Compliance, City shall commence and process any and all initial studies and assessments required by CEQA, and to the extent permitted or required by CEQA, City shall use and adopt EIR(s), supplements and/or addenda thereto and other existing environmental assessments, declarations, reports and studies as adequately addressing the environmental impacts of the Project and its Subsequent Approvals without requiring new or supplemental environmental documentation.

(3) Where legally feasible, City shall not – through the Project CEQA Compliance process or through the Subsequent Approval process – impose any mitigation measures or avoidance measures (as either legislative rules, adjudicatory decisions and/or

conditions of approvals) beyond those required by the existing Project EIR. Where applicable, City shall reject such additional mitigation and/or avoidance measures as infeasible on the basis, among other things, that Government Code section 65866 and this Development Agreement legally bar the implementation of such additional mitigation measures. City shall streamline the environmental review of Subsequent Approvals under CEQA including, without limitation, relying on the Project CEQA Compliance. City shall adopt a Statement of Overriding Consideration to address any significant impacts that cannot be mitigated because the mitigation measures that would reduce the impacts are inconsistent with the legally-binding Applicable Law. Once Project CEQA Compliance has been secured, City shall not impose any environmental mitigation measures, or avoidance measures, or both, beyond those referenced in the Project CEQA Compliance.

(l) Multiple applications by Developer for Subsequent Approvals may be made by Developer at the same time, and if so, shall be processed concurrently by City, unless otherwise requested by Developer.

(m) Notwithstanding any provision to the contrary, for purposes of interpretation of this Development Agreement and for purposes of determining whether Subsequent Approvals are consistent with this Development Agreement and the Applicable Law it describes (including, without limitation, the determination of whether any final subdivision maps substantially comply and conform to any tentative maps), changes to setbacks, size(s), dimensions, configuration, number or placement of lots, or public infrastructure regarding the Project shall be allowed by City without requiring an amendment of or to the Subsequent Approvals and/or without requiring any additional Subsequent Approvals, provided such changes meet all of the following criteria:

(1) Are expressly requested by Developer.

(2) Do not increase the then-existing total square footage of the Project in a substantial amount.

(3) Do not vary substantially from the then-existing layout and placement of uses, Master Backbone Infrastructure, and design standards for the Project.

(4) Are consistent with the provisions of the then-existing Applicable Law.

(5) Do not change the permitted uses of the Property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The foregoing is not intended to, and shall not, limit, impair, impede, or prohibit Developer from seeking and securing any and all density bonus(es) available under controlling state law and/or federal law, as such controlling law may be amended over time.

2.05 **Requirements of Development Agreement Statute.**

(a) The permitted uses, density and/or intensity of use, maximum height and size of buildings and other structures, provisions for reservation or dedication of land, and other terms and conditions applicable to the Project and Property shall be those set forth in the Applicable

Law (which includes, without limitation, the General Plan, Specific Plan, Zoning, Existing City Laws, Existing Approvals, and Subsequent Approvals).

(b) As Subsequent Approvals are adopted and therefore become part of the Applicable Law of the Project, the Subsequent Approvals will refine the permitted uses, density and/or intensity of use, maximum height and size of buildings and other structures, provisions for reservation or dedication of land, and other terms and conditions applicable to the Project and Property.

2.06 **Timing of Development; Phasing; Initial Access to AC-1 Property.**

(a) The Parties acknowledge that the most efficient and economic development of the Property depends upon numerous factors, and that it will be most economically beneficial to have the rate of development determined by Developer. In particular, the Parties desire to avoid the result of the California Supreme Court's holding in *Pardee Construction Co. v. City of Camarillo* (1984) 37 Cal.3d 465 (where the failure of the parties therein to consider and expressly provide for the timing of the development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement), and therefore acknowledge that Developer shall have the right to develop the Project at such time as Developer deems appropriate within the exercise of its subjective business judgment.

(b) Accordingly, while the sequencing, and phasing of the development of the Project is addressed by the Specific Plan, this Development Agreement, and other Project Approvals, when and whether to go forward or not with development shall be in the sole and exclusive discretion of the Developer. For example, Developer shall have the authority to first develop lots 14 and 15 of the Large Lot Vesting Tentative Map, if Developer, in its sole and exclusive discretion, determines to do so. Consistent with the foregoing, this Section 2.06 of this Development Agreement addresses the **"Phases"** that apply to the development of the Project, which Phases are generally addressed in the Specific Plan, and which Specific Plan defers to this Development Agreement to refine the terms and conditions of such Phasing, including without limitation, the related MBI roadway segments. Phase 1 of the Specific Plan allows for the development of up to three hundred ninety seven (397) residential units, Phase 2 of the Specific Plan allows for the development of up to three hundred forty (345) residential units, Phase 3 of the Specific Plan allows for the development of up to two hundred sixty seven (267) residential units, and Phase 4 of the Specific Plan allows for the development of up to two hundred forty four (244) residential units. Additionally, any residential units allowed under any particular Phase (i.e., Phase 1, Phase2, Phase 3, and Phase 4) that are not developed in that particular Phase shall be carried over to the next applicable Phase(s), and such next applicable Phase(s) shall have its allowed residential unit count increased by the number of such carried over residential units. By way of example only, if only 300 of the allowed 397 residential units in Phase 1 are developed in Phase 1, then 97 units shall be carried over into Phase 2, and therefore the allowed residential unit count in Phase 2 shall increase from 345 residential units to 442 allowed residential units. By continuing example, if only 400 of the 442 residential units now allowed in Phase 2 are developed in Phase 2, then 42 residential units would be carried over into Phase 3, and therefore the allowed residential unit count in Phase 3 would increase from 267 residential units to 309 allowed residential units. The ultimate cap on residential development in the Specific Plan is set at 1253 residential units (1010 residential units on the AC-1 Property, and 243 residential units on the Newell Property),

not including (counting) additional allowed residential units on both the AC-1 Property and the Newell Property secured through the California Density Bonus law and other Statutory programs allowing increases in density that may be available over the Term of this Development Agreement. The 1010 residential units allowed on the AC-1 Property (before California Density Bonus law and other Statutory programs allowing increases in density that may be available over the Term of this Development Agreement) is referred to in this Development Agreement as the **"AC-1 Residential Cap."** The 243 residential units allowed on the Newell Property (before State Density Bonus increases, etc.) is referred to in this Development Agreement as the **"Newell Residential Cap."** Additional allowed residential units on both the AC-1 Property and the Newell Property secured through the California Density Bonus law and other Statutory programs allowing increases in density that may be available over the Term of this Development Agreement shall not be counted against the residential units allowed under Phase 1, Phase 2, Phase 3, and/or Phase 4. Further, while the following sets forth a minimum Phase-by-Phase residential unit count for the Project, such Phase-by-Phase allocation shall not be allowed to exceed the AC-1 Residential Cap, nor shall such Phase-by-Phase allocation be allowed to exceed the Newell Residential Cap, unless such exceeding residential units are secured through the California Density Bonus law and other Statutory programs allowing increases in density that may be available over the Term of this Development Agreement. Finally, by cooperation and agreement of the relevant owners of the AC-1 Property and the Newell Property, all or any portion of the residential units allowed on each respective Property may be transferred to the other respective Property.

(1) The Project shall have the right to the first 318 residential units of the 397 residential unit total allowed in Phase 1. Such right to such residential units shall last the Term of this Agreement. The remaining residential units of the 397 residential unit total allowed in Phase 1 shall be available to the Project, subject to the following:

(A) Only after the Project has pulled building permits for, and/or is constructing, and/or has constructed, the 318 residential units; and

(B) Said remaining residential units in Phase 1 shall be available to both the Project and to the Newell Property on a first-come, first-served basis, provided that the property seeking such building permits has properly applied for, and met the issuance requirements of, such building permits for such remaining residential units.

(2) The Project shall have the right to the first 279 residential units of the residential units allowed in Phase 2. Such right to such residential units shall last the Term of this Agreement. The remaining residential units allowed in Phase 2 shall be available to the Project, subject to the following:

(A) Only after the Project has pulled building permits for, and/or is constructing, and/or has constructed, the 279 residential units; and

(B) Said remaining residential units in the Phase 2 Residential Cap shall be available to both the Project and the Newell Property on a first-come, first served basis, provided that the property seeking such building permits has properly applied for, and met the issuance requirements of, such building permits for such remaining residential units.

(3) The Project shall have the right to the first 217 residential units of the residential units allowed in Phase 3. Such right to such residential units shall last the Term of this Agreement. The remaining residential units allowed in Phase 3 shall be available to the Project, subject to the following:

(A) Only after the Project has pulled building permits for, and/or is constructing, and/or has constructed, the 217 residential units; and

(B) Said remaining residential units in Phase 3 shall be available to both the Project and to the Newell Property on a first-come, first served basis, provided that the property seeking such building permits has properly applied for, and met the issuance requirements of, such building permits for such remaining residential units.

(4) The Project shall have the right to the first 196 residential units of the residential units allowed in Phase 4. Such right to such residential units shall last the Term of this Agreement. Under the provisions of this Development Agreement, Phase 4 shall have 244 residential units, plus Phase 4 shall have all remaining carried over and still unused residential units from previous Phases. Therefore, whatever the number of remaining residential units allowed in Phase 4, such remaining residential units shall be available to the Project, subject to the following:

(A) Only after the Project has pulled building permits for, and/or is constructing, and/or has constructed, the 196 residential units; and

(B) Said remaining residential units in Phase 4 shall be available to both the Project and to the Newell Property on a first-come, first served basis, provided that the property seeking such building permits has properly applied for, and met the issuance requirements of, such building permits for such remaining residential units.

(c) Consistent with the foregoing, and as addressed below and throughout this Development Agreement, the Parties acknowledge that Developer, in Developer's sole and exclusive discretion, shall provide initial access to the Property from one, some, and/or all of the below-described initial access points, with the below-described Phase 1, Phase 2, Phase 3, and Phase 4 roadway improvements applying. Relevant Project subdivision maps shall provide further clarity, provided they do not vary from the basic rules set forth in this Section 2.06 of this Development Agreement. While at least two points of access will ultimately be applicable to the Project, the following addresses and establishes the different terms and conditions depending upon which of the different initial access points are pursued. The specific "segments" of the different roadways referenced below (i.e., Newell Drive, Rio Del Mar, Loop Road, etc.) are provided in detail in Section 2.07 of this Development Agreement and in *Exhibit B* to this Development Agreement. A connection from the existing terminus of Newell Drive northward to the intersection of Newell Drive and Rio Del Mar, and then westward on Rio Del Mar to either its intersection with SR 29 or its transition into South Napa Junction, and then further westward to the intersection of South Napa Junction with SR 29 shall be required by or before the date of City's issuance of the seven hundred forty third (743) building permit for a residential building permit on the Property. Section 2.07 of this Development Agreement speaks to other roadway improvements that Developer shall construct and improve if the "City Precursors" set forth in Section 2.07 of this Development Agreement are

satisfied. Additionally, **"Lot 14"** and **"Lot 15"** of the LLVTM are available for development in Phase 1 (and Phase 2, Phase 3, and Phase 4) of the Project's development, and that maximum density permitted under the Specific Plan shall be allowed on the land comprising Lots 14 and Lot 15. Phase 1 roadway improvements relating to the following described **"Rolling Hills Drive Initial Access"** to the development of Lot 14 and Lot 15 shall be the extension of Rolling Hills Drive from the existing northern terminus of Rolling Hills Drive, northward to the northern boundary of Lot 14 and Lot 15, with a secondary access to Lot 14 and to Lot 15 due at the time of residential construction coming from the northern terminus of Summerwood Drive northward and eastward to its terminus at Rolling Hills Drive, as shown on *Exhibit B* to this Development Agreement. The Phase 2 roadway improvements relating to the Rolling Hills Drive Initial Access shall include the extension of Rolling Hills Drive from the Phase 1 terminus of Rolling Hills Drive northward to the intersection of Rolling Hills Drive and Rio Del Mar, and the extension of Loop Road from the Phase 1 terminus of Loop Road, to the northward edge of Loop Road Segment 2, as both are shown on *Exhibit B* to this Development Agreement. Phase 3 roadway improvements to the Rolling Hills Drive Initial Access shall be from the northern terminus of Loop Road Segment 2 eastward to the intersection of Loop Road and Newell Drive (as shown on *Exhibit B* to this Development Agreement), and Phase 4 roadway improvements relating to the Rolling Hills Drive Initial Access shall be Newell Drive Segment 5, as shown on *Exhibit B* to this Development Agreement.

(1) Phase 1 roadway improvements relating to the following described **"Newell Drive Initial Access"** shall begin (commence) from the existing terminus of Newell Drive, northward to the intersection of Newell Drive and Rio Del Mar then westward on Rio Del Mar to the intersection of Rio Del Mar and Loop Road, then northward on Loop Road to include "Loop Road Segment 1," as that term is defined in Section 2.07 of this Development Agreement, and as shown on *Exhibit B* to this Development Agreement. The Phase 2 roadway improvements relating to the Newell Drive Initial Access shall include the extension of Rolling Hills Drive from the Phase 1 terminus of Rolling Hills Drive northward to the intersection of Rolling Hills Drive and Rio Del Mar, and the extension of Loop Road from the Phase 1 terminus of Loop Road, to the northward edge of Loop Road Segment 2, as both are shown on *Exhibit B* to this Development Agreement. Phase 2 roadway improvements relating to the Newell Drive Initial Access shall also include, at Developer's sole and exclusive discretion, one of the following roadway improvements (all shown on *Exhibit B* to this Development Agreement):

(A) Commencing from the intersection of Loop Road and Rio Del Mar westward on Rio Del Mar to the intersection of Rio Del Mar and SR 29, as shown on *Exhibit B* to this Development Agreement.

(B) Commencing from the intersection of Loop Road and Rio Del Mar westward on Rio Del Mar, then southward as Rio Del Mar becomes South Napa Junction, to the intersection of South Napa Junction and SR 29, as shown on *Exhibit B* to this Development Agreement.

(2) Phase 1 roadway improvements relating to the following described **"SR 29/Rio Del Mar Initial Access"** shall begin (commence) from the intersection of SR 29 and Rio Del Mar, going eastward to the intersection of Rio Del Mar and Loop Road, and then going northward on Loop Road to include "Loop Road Segment 1," as that term is defined in Section 2.07 of this Development Agreement), and as shown on *Exhibit B* to this Development Agreement.

The Phase 2 roadway improvements relating to the SR 29/Rio Del Mar Initial Access shall include the extension of Rolling Hills Drive from the Phase 1 terminus of Rolling Hills Drive northward to the intersection of Rolling Hills Drive and Rio Del Mar, and the extension of Loop Road from the Phase 1 terminus of Loop Road, to the northward edge of Loop Road Segment 2, as both are shown on *Exhibit B* to this Development Agreement. Phase 2 roadway improvements relating to the SR 29/Rio Del Mar Initial Access shall also include the following roadway improvements (all shown on *Exhibit B* to this Development Agreement): Commencing from the intersection of Loop Road and Rio Del Mar eastward on Rio Del Mar to the intersection of Rio Del Mar and Newell Drive, and then southward on Newell Drive to the existing northern terminus of Newell Drive.

(3) Phase 1 roadway improvements relating to the following described **"SR 29/South Napa Junction Initial Access"** shall begin (commence) from the intersection of SR 29 and South Napa Junction, going eastward on South Napa Junction to where South Napa intersections with Rio Del Mar, and then eastward on Rio Del Mar until the intersection of Rio Del Mar and Loop Road, and then going northward on Loop Road to include "Loop Road Segment 1" as that term is defined in Section 2.07 of this Development Agreement), and as shown on *Exhibit B* to this Development Agreement. The Phase 2 roadway improvements relating to the SR 29/South Napa Junction Initial Access shall include the extension of Rolling Hills Drive from the Phase 1 terminus of Rolling Hills Drive northward to the intersection of Rolling Hills Drive and Rio Del Mar, and the extension of Loop Road from the Phase 1 terminus of Loop Road, to the northward edge of Loop Road Segment 2, as both are shown on *Exhibit B* to this Development Agreement. Phase 3 roadway improvements to the SR 29/South Napa Junction Initial Access shall be from the northern terminus of Loop Road Segment 2 eastward to the intersection of Loop Road and Newell Drive (as shown on *Exhibit B* to this Development Agreement), and Phase 4 roadway improvements relating to the SR 29/South Napa Junction Initial Access shall be Newell Drive Segment 5, as shown on *Exhibit B* to this Development Agreement. Phase 2 roadway improvements relating to the SR 29/South Napa Junction Initial Access shall, at Developer's sole and exclusive discretion, involve one, some, or all of the following roadway improvements (all shown on *Exhibit B* to this Development Agreement): Commencing from the intersection of Loop Road and Rio Del Mar eastward on Rio Del Mar to the intersection of Rio Del Mar and Newell Drive, and then southward on Newell Drive to the existing northern terminus of Newell Drive.

(d) Developer may, in Developer's sole and exclusive discretion, delay commencement of construction of Phase 1 of the Napa Valley Ruins & Gardens development to coincide with commencement of the Specific Plan's Phase 2 of residential development of the Project, provided that commencement of Phase 2 of residential development shall be conditioned upon commencement of Phase 1 of the NVR&G development.

2.07 **Additional Developer Obligations and Permitted Acts.**

(a) This Section 2.07 of this Development Agreement sets forth additional Developer obligations and permitted acts regarding the Project. As required by this Development Agreement for all actions of the Parties, unless given sole and exclusive discretion, Developer shall perform the following actions with Good Faith and Fair and Expeditious Dealing, and in the manner described below. The standards set forth in the Specific Plan shall be generally applicable to said improvements, unless the standards are otherwise set forth in the applicable Project subdivision map. Whether or not expressly set forth in this Section 2.07 of this Development

Agreement, whenever cooperation, coordination and/or application to a third-party public agency is required for any and all actions contemplated by this Development Agreement, then City shall be responsible for making such application to all such relevant public agencies (e.g., **"CalTrans," "PUC,"** etc.). Additionally, Developer shall be responsible for the costs and fees related to such City cooperation, coordination and application, including City Staff time, which City Staff time costs and fees reflect the amount that City actually expends for such City Staff costs and fees, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; but Developer shall not be responsible for any fees and costs related to the City Attorney, and/or any City Special Legal Counsel.

(b) Developer shall record the final map relating to the Large Lot Vesting Tentative Map within ninety (90) days of the Effective Date of this Development Agreement, and shall offer for dedication to the relevant public agency those roadways, parks, trails, civic and community spaces, and other public acreages shown on the face of the final map for the Large Lot Vesting Tentative Map.

(c) The following presumes, consistent with the custom and practices of the relevant trade/profession, that Developer shall submit to City fully engineered and stamped improvement/construction plans. As defined in Section 2.01 of this Development Agreement, Developer shall pay Processing Fee(s)" as follows.

(1) At the time of Building Permit issuance for a "Model Plan Review" (model home plan review) residential unit, Developer shall pay to City Processing Fees in the amount designated for that size/type of model home residential unit set forth in *Exhibit C* to this Development Agreement. Said amount of Processing Fees shall be considered to be in Calendar Year 2019 dollars, and, commencing in 2020, that amount shall be increased each year by the relevant year's percentage amount set forth in the Construction Cost Index for the San Francisco Region.

(2) At the time of Building Permit issuance for an "After Model Plan Review" residential unit, Developer shall pay to City Processing Fees in the amount designated for that size/type of After Model Plan Review residential unit set forth in *Exhibit C* to this Development Agreement. Said amount of Processing Fees shall be considered to be in Calendar Year 2019 dollars, and, commencing in 2020, that amount shall be increased each year by the relevant year's percentage amount set forth in the Construction Cost Index for the San Francisco Region.

(3) For Project construction not addresses by (c)(1) and (c)(2) of this Section 2.07 of this Development Agreement, Developer shall pay, in Developer's sole and exclusive discretion, one or some combination of the following options:

(A) To City, those Processing Fees that at the time Processing Fees are due to City reflects the amount that City actually expends to provide such processing services, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; and/or

(B) To a third-party consultant (**"Processing Consultant"**) acceptable to City and contracted directly with Developer the amount that the Processing Consultant and Developer contract for such processing services. Should Developer desire to contract with a particular Processing Consultant, prior to entering into such contract, Developer shall provide written notice to City at least thirty (30) days prior to Developer entering into such Processing Consultant contract (the "30-day period"), which notice to City shall address such intended contract, including without limitation, naming the intended Processing Consultant. Within thirty (30) days of receipt of such notice from Developer, City shall indicate its consent or objections, in writing. If City fails to raise objection to Developer within such 30-day period, City consent shall be deemed provided. If City raises objection to such Developer-noticed Inspection Consultant within said 30-day period, then the Resolution Process set forth in this Development Agreement shall apply. City and Developer shall maintain and update a list of Processing Consultants acceptable to City. And/or,

(C) To a Processing Consultant acceptable to City and contracted directly with Developer and City (a three-party agreement) the amount that the Processing Consultant and Developer contract for such processing services. Again, City and Developer shall maintain and update a list of Processing Consultants acceptable to City.

(d) The following presumes, consistent with the custom and practices of the relevant trade/profession, that Developer shall submit to City fully engineered and stamped improvement/construction plans. In Developer's sole and exclusive discretion, Developer shall pay Inspection Fees for residential development, MBI, in-tract infrastructure, NVRG and Hotel, and/or any other Project construction requiring inspection, in either or some combination of the following options:

(1) To City, those Inspection Fees that at the time Inspection Fees are due to City reflects the amount that City actually expends to provide such inspection services, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; and/or;

(2) To a third-party consultant acceptable to City and contracted directly with Developer (**"Inspection Consultant"**) the amount that the Inspection Consultant and Developer contract for such inspection services. Should Developer desire to contract with a particular Inspection Consultant, prior to entering into such contract, Developer shall provide written notice to City at least thirty (30) days prior to Developer entering into such Inspection Consultant contract (the "30-day period"), which notice to City shall address such intended contract, including without limitation, naming the intended Inspection Consultant. Within thirty (30) days of receipt of such notice from Developer, City shall indicate its consent or objections, in writing. If City fails to raise objection to Developer within such 30-day period, City consent shall be deemed provided. If City raises objection to such Developer-noticed Inspection Consultant within said 30-day period, then the Resolution Process set forth in this Development Agreement shall apply. City and Developer shall maintain and update a list of Inspection Consultants acceptable to City. And/or,

(3) To an Inspection Consultant acceptable to City and contracted directly with Developer and City (a three-party agreement) the amount that the Inspection Consultant and Developer contract for such inspection services. Again, City and Developer shall maintain and update a list of Inspection Consultants acceptable to City.

(e) Regarding the Project's Affordable Housing requirements, Developer compliance with the following (1) or (2) below shall be deemed to be full compliance with all City, State and other controlling affordable housing law requirements:

(1) Developer shall:

(A) Developer shall pay the City's Affordable Housing Fee, in the amounts set forth in *Exhibit C* to this Development Agreement; and

(B) Developer shall ensure that fifty one (51) of the Project's residential units shall be "**Affordable by Design**." For the purposes of this Development Agreement, "Affordable by Design" shall mean that the residential unit has 1200 square feet or less of occupiable space, has exactly three (3) bedrooms (no more or less) and at least two (2) baths. Such Affordable by Design residential units shall not be restricted in any way by City. City may, at City's sole and exclusive discretion, offer program(s) to promote such Affordable by Design residential units, provided City does not restrict in any fashion Developer's sale of such Affordable by Design units; and/or,

(2) Developer shall use the California Housing Density Bonus statute, including without limitation, California Government Code sections 65915 *et seq.*, in one of several ways, including without limitation, the following:

(A) Developer shall provide to City three (3) contiguous acres of land for the purposes of affordable housing. Such 3 acres of land can accommodate up to one hundred one (101) affordable residential units. Such 101 residential units are approximately ten percent (10%) of Developer's market rate residential units. The location of such 3 acres of land shall be at Developer's sole and exclusive discretion. Upon provision of such land to City, the Project (Developer) shall be entitled to the greater of the following: a density bonus of fifteen percent (15%) (additional market rate residential units), which results in one hundred fifty two (152) additional market rate residential units on the Property; and/or,

(B) Developer shall construct fifty one (51) residential units qualifying as "Very Low Income" affordable residential units (under applicable California Density Bonus law) on the Property. The location of such 51 Very Low Income affordable residential units on the Property shall be at Developer's sole and exclusive discretion. Such 51 Very Low Income affordable residential units are approximately five percent (5%) of the Project's total residential units. Such 51 Very Low Income affordable residential units, shall entitle the Project (Developer) to the greater of the following: a density bonus of twenty percent (20%), which density bonus results in two hundred two (202) additional market rate residential units on the Property; and/or

(C) That density bonus allowed by controlling law at such time as the density bonus is sought by Developer.

(3) Consistent with the foregoing, the Parties may enter, but are not required to enter, an **"Affordable Housing Agreement"** reflecting the issues addressed by this Development Agreement. Any such Affordable Housing Agreement shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once such Affordable Housing Agreement takes Legal Effect.

(f) Because of the extent of Developer construction of MBI, including without limitation, the Rio Del Mar improvements, collectively beyond the impacts of the Project, during the Term of this Development Agreement, Developer shall not pay any past, current and/or future City development fees, impact fees, mitigation fees and/or any and all other impact fees imposed on development in the City in any and all categories (collectively, **"City Impact Fees"**). Such City Impact Fees that Developer shall not pay during the Term of this Agreement include, without limitation, Civic Facility Fees, Wastewater Capacity Fees, Water Capacity Fees, Traffic Impact Fees, Parks & Recreation Fees, and/or General Plan Update Fees, and any other present or future City Impact Fee imposed on development to mitigate Project impacts and provide funding for public infrastructure, services and/or facilities.

(g) Developer shall comply with City's **"Zero Water Footprint Policy,"** as such Policy is set forth in the American Canyon Municipal Code Section 13.10.010, by extending the City's existing recycled water infrastructure so that non-potable demands within the AC-1 Property and Project shall be served by recycled water, and by undertaking one or more of the following alternatives, which alternative(s) Developer choses shall be in Developer's sole and exclusive discretion, set forth in the Water Supply Assessment (February 2016), which was prepared by West Yost Associates and approved by the City on March 1, 2016:

(1) Contribution to the City's potable water offset program to help directly offset the Project's projected potable water demand.

(2) The 1993 Easement Agreement provides Developer the right to purchase up to one hundred sixty (160) acre feet of water per year from the City of Vallejo. That Developer right is subject to other transactions, one of which has transferred approximately twenty five (25) acre feet to a non-Developer entity. Assignment to City of the entirety of Developer's interest in the 1993 Easement Agreement with the City of Vallejo, whatever that Developer interest may be after such other transactions are accounted for.

(3) Purchase of the City's 2016 Vallejo Treated Water option (as set forth in the Water Service Agreement between City and the City of Vallejo dated May 1, 1996) and contribution to a funding mechanism to offset the additional cost of that water supply.

(4) Enter a potential **"Zero Water Footprint Agreement"** (as set forth in Section 2.09 of this Development Agreement), through which the Parties would negotiate these and other options to satisfy the City's Zero Water Footprint policies and goals.

(h) Developer shall take the following actions regarding the following Project's master backbone infrastructure ("**Master Backbone Infrastructure**" or **"MBI"**), a copy of which

is attached as *Exhibit B* to this Development Agreement. The standards set forth in the Specific Plan shall be generally applicable to said improvements, unless the standards are otherwise set forth in the applicable Project subdivision map:

(1) Regarding the below-described Newell Drive and its subparts:

(A) For the purposes of this Development Agreement, **"Newell Drive"** shall mean the collective total of the following five (5) segments:

(i) **"Newell Drive Segment 1"** shall mean that portion of Newell Drive commencing from the existing northern terminus of Newell Drive to the northern edge of the intersection of Newell Drive and Rio Del Mar.

(ii) **"Newell Drive Segment 2"** shall mean that portion of Newell Drive commencing from the northern edge of the intersection of Newell Drive and Rio Del Mar and then northward to and until the existing northeastern boundary of the Newell Property.

(iii) **"Newell Drive Segment 3"** shall mean that portion of Newell Drive commencing from the existing northeastern boundary of the Newell Property northward to and until the southern boundary of the intersection of Newell Drive and Loop Road.

(iv) **"Newell Drive Segment 4"** shall mean that portion of Newell Drive commencing from the southern edge of the intersection of Newell Drive and Loop Road and then northward to and until the existing northeastern boundary of the AC-1 Property.

(v) **"Newell Drive Segment 5"** shall mean that portion of Newell Drive commencing from the existing northeastern boundary of the AC-1 Property northwesterly to Newell Drive's proposed intersection with Green Island Road and State Highway 29.

(B) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), the following regarding Newell Drive:

(i) Newell Drive Segment 3 right of way;

(ii) Newell Drive Segment 4 right of way; and

(iii) Any and all other Newell Drive right-of-way land that lays on the AC-1 Property (and described in *Exhibit B* to this Development Agreement).

(C) As further set forth in Section 2.08 of this Development Agreement, City shall secure the dedications of Newell Drive Segment 5 right of way, and any and all other Newell Drive right-of-way land needed (other than that which is the

responsibility of Developer) to complete Newell Drive from its existing terminus to Newell Drive's proposed intersection with Green Island Road and State Highway 29.

(D) Developer shall improve and construct the relevant portions of Newell Drive, including and excluding, as follows: Newell Drive Segment 1, with the exception that the portion of such Newell Drive Segment 1 improvements located on the Newell Property that Developer shall improve and construct shall be limited to one-half (1/2) width of a typical roadway section (as shown in the Specific Plan), which provides for a single travel lane in each direction.

(E) The Newell Parcel Map dedicates to City the right-of-way relating to Newell Drive Segment 1 and Newell Drive Segment 2. However, the timing of development of the Newell Property, including without limitation the full construction and improvement of Newell Drive Segment 1, Newell Drive Segment 2, Newell Drive Segment 3, and Newell Drive Segment 4, is unknown. The Specific Plan and this Development Agreement sets forth "Phases" of MBI, residential and NVR&G and Hotel development. Therefore, to help maximize the potential completion of the entirety of Newell Drive and all of its Segments, the commencement of Watson Ranch Specific Plan's Phase 4 of residential development shall be conditioned upon Developer's commencement of the below-described **"Developer's Newell Drive Obligations,"** which are Newell Drive Segment 2, Newell Drive Segment 3, Newell Drive Segment 4, and Newell Drive Segment 5, provided the relative/relevant below-described "**City Precursors**" (prerequisites) to each such Developer's Newell Drive Obligations have been satisfied by City, as provided below. Developer's Newell Drive Obligation, if invoked, involves the construction and improvement of all or any one of Newell Drive Segment 2, Newell Drive Segment 3, Newell Drive Segment 4, and/or Newell Drive Segment 5, as further detailed in *Exhibit B* to this Development Agreement and the City's General Plan Circulation Element. In other words, if City can satisfy the below-described City Precursors for any one of, or some of, or all of, the Newell Drive Segments (i.e., Newel Drive Segment 2, Newell Drive Segment 3, Newell Drive Segment 4, and/or Newell Drive Segment 5), then Developer shall be required to construct such Newell Drive Segments for which the City Precursors are met (e.g., Newell Drive Segment 2, Newell Drive Segment 3, Newell Drive Segment 4, and/or Newell Drive Segment 5). By way of example only, if City can satisfy the City Precursors for Newell Drive Segment 2, but cannot yet satisfy the City Precursors for Newell Drive Segment 3, Newell Drive Segment 4, and/or Newell Drive Segment 5, then Developer shall be required to construct Newell Drive Segment 2, but Developer shall not be required to construct Newell Drive Segment 3, Newell Drive Segment 4, and/or Newell Drive Segment 5 until, if, and when, if ever, City can satisfy the City Precursors for Newell Drive Segment 3, Newell Drive Segment 4, and/or Newell Drive Segment 5. Developer's Newell Drive Obligations, if invoked, is a construction obligation only, which shall be "cost neutral" to Developer. For the purposes of this Development Agreement, "cost neutral" shall mean that the Parties intend that Developer incurs no legal, equitable, and/or administrative liability, no cost obligations and/or cost liability from performing Developer's Newell Drive Obligation, and that if any costs are incurred by Developer in performing Developer's Newell Drive Obligation, that such incurred Developer cost(s) (including without limitation providing Developer with a reasonable construction management fee in an amount consistent with practices within the trades for such roadway construction, and

every other task required) shall be fully refunded/reimbursed by City within thirty (30) days of presentation of such costs by Developer to City. Further, Developer's Newell Drive Obligation shall not invoke unless and until City has first secured and satisfied (and such items are completed and legally enforceable) all actions necessary and/or desirous for Developer to commence Developer's Newell Drive Obligation, including without limitation, all of the following (collectively, "**City Precursors**"): the Newell Property and its owners have not submitted development applications of any kind and have not been separately obligated to construct and improve Newell Drive Segment 1 (either 2 travel lanes in each direction, or, if Developer has already provided a travel lane in each direction, a single travel lane in each direction), Newell Drive Segment 2, Newell Drive Segment 3 and Newel Drive Segment 4; all design and improvement plans; all permits, permissions, and authorities from all relevant federal, state, regional and/or local authorities (including without limitation PUC); all federal, state, regional and/or local environmental clearances (including without limitation CEQA compliance), all required rights-of-way, all monies necessary to fully fund Developer's Newell Drive Obligation (so that there is no out-of-pocket cost to Developer (cost neutral)), all indemnities and waivers necessary to hold Developer harmless for each and every aspect of such Developer actions included in Developer's Newell Drive Obligation, guaranteed payment to Developer of a construction management fee in an amount consistent with practices within the trades for such roadway construction, and every other task, permission, or other aspect necessary or desirous to the completion of Developer's Newell Drive Obligation. If at the commencement of Watson Ranch Specific Plan's Phase 4 of residential development the City Precursors are not fully satisfied and in place, then Developer may commence development of the Watson Ranch Specific Plan's Phase 4 of residential development and shall no longer be responsible for Developer's Newell Drive Obligation. The status of the City Precursors shall be addressed in the Annual Review of this Development Agreement in order to keep the Parties apprised of status.

(2) Regarding Rio Del Mar With an At-Grade Railroad Crossing. A railroad crossing at Rio Del Mar is anticipated for the Project by the General Plan and Specific Plan. The Parties generally desire that the railroad crossing at Rio Del Mar be an "at-grade" crossing. However, the Parties also recognize that time, money, and the authority of others, including without limitation governmental agencies such as the California Public Utilities Commission (**"PUC"**), have influence and authority over such at-grade crossing options. Further, the Parties recognize that time savings, certain Developer financial obligation reductions, and other factors may make a grade-separated crossing at Rio Del Mar more attractive and achievable. Lastly, the Parties recognize that should an at-grade or grade-separated railroad crossing at Rio Del Mar prove unsuccessful, there exists a private at-grade railroad crossing at South Napa Junction that is the subject of a previous settlement agreement. Therefore, which railroad crossing to pursue will be an evolving analysis by the Parties as they work through the many issues. At any time period during which an at-grade railroad crossing is being pursued, Developer, exercising its sole and exclusive discretion, shall have the right to assert to City that such an at-grade application should be abandoned and/or otherwise put aside and that a grade-separated railroad crossing at Rio Del Mar shall be pursued. If such an assertion is made, then such at-grade application will be abandoned and/or otherwise put aside and a grade-separated railroad crossing at Rio Del Mar shall be pursued by the Parties. The following addresses an at-grade railroad crossing, and the resulting **"At-Grade Rio Del Mar"** and its subparts:

(A) For the purposes of this Development Agreement, and as further described in *Exhibit B* of this Development Agreement, **"At-Grade Rio Del Mar"** shall mean the collective total of land dedications and improvements of Rio Del Mar with an at-grade railroad crossing; At-Grade Rio Del Mar is divided into the following six Segments:

(i) **"At-Grade Rio Del Mar Segment 1"** shall be that segment of At-Grade Rio Del Mar that stretches eastward from the eastern edge of the below-described **"SR 29/Rio Del Mar Tie-In"** to the eastern edge of the Main Street extension;

(ii) **"At-Grade Rio Del Mar Segment 2"** shall be that segment of At-Grade Rio Del Mar that stretches eastward from the eastern edge of the Main Street extension to the western edge of the below-described **"At-Grade Railroad Crossing;"**

(iii) **"At-Grade Rio Del Mar Railroad Crossing Segment"** shall be that segment of At-Grade Rio Del Mar that encompasses the physical railroad tracks and railroad right-of-way;

(iv) **"At-Grade Rio Del Mar Segment 3"** shall be that segment of At-Grade Rio Del Mar that stretches eastward from the eastern edge of the At-Grade Railroad Crossing Segment to the western edge of Loop Road;

(v) **"At-Grade Rio Del Mar Segment 4"** shall be that segment of At-Grade Rio Del Mar that stretches from the western edge of Loop Road to the western edge of the Newell Property; and

(vi) **"At-Grade Rio Del Mar Segment 5"** shall be that segment of At-Grade Rio Del Mar that stretches from the western edge of the Newell Property to the western edge of Newell Drive.

(B) It is understood by the Parties that such right-of-way dedications shall reflect the right-of-way requirements of the General Plan and Specific Plan, and that if City is responsible for securing the dedication, that City shall secure the dedication at City's sole cost and expense and at such time as the Parties agree is necessary to ensure the absence of Developer construction delay on the Rio Del Mar Improvements. City shall coordinate the acquisition of right-of-way from the relevant property owner(s), with the goal being the full dedication of At-Grade Segment 1, At-Grade Segment 2, and At-Grade Segment 5 at no cost to the Parties. The Parties recognize that if *eminent domain* or other City actions are necessary to acquire the right-of-way from the relevant property owner(s) needed for the construction At-Grade Segment 1, At-Grade Segment 2, and At-Grade Segment 5, delays may occur and shall be allowed. Should *eminent domain* be required, acquisition shall be by, and at the sole and exclusive cost and expense of, City. Regarding the dedication of the relevant Segments of At-Grade Rio Del Mar, the following shall apply:

(i) City shall secure the dedication of At-Grade Rio Del Mar Segment 1;

(ii) City shall secure the dedication of At-Grade Rio Del Mar Segment 2;

(iii) The details of the "At-Grade Rio Del Mar Railroad Crossing Segment" are addressed in subdivision (h)(4) of this Section 2.07 of this Development Agreement;

(iv) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), At-Grade Rio Del Mar Segment 3;

(v) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), At-Grade Rio Del Mar Segment 4; and

(vi) City secured the dedication of At-Grade Rio Del Mar Segment 5 through the recordation of the Newell Parcel Map.

(C) It is understood by the Parties that when Developer or City is required by this Development Agreement (below) to construct (or cause the financing and/or construction of) At-Grade Rio Del Mar improvements, such improvements shall be constructed and improved at such time as set forth in the Project's relevant subdivision map approval. That being stated, general construction and improvement obligations regarding At-Grade Rio Del Mar are as follows:

(i) Developer shall be responsible for the construction and improvement of At-Grade Rio Del Mar Segment 1 at such time as set forth in the Project's relevant subdivision map approval, provided that Developer shall be reimbursed by City for Developer's full costs related to such construction and improvement of such At-Grade Rio Del Mar Segment 1, and provided that such full reimbursement by City to Developer shall occur the earlier of the following events: Within thirty (30) days of the date of the recording of any final subdivision map regarding the **"Adobe Property,"** or within thirty (30) days of the date of the City's issuance of any Building Permit regarding the Adobe Property. For the purposes of this Development Agreement, the **"Adobe Property"** shall mean that property depicted on *Exhibit A* to this Development Agreement. Further, for the purposes of this Development Agreement, Developer's full costs (including without limitation, a reasonable construction management fee in an amount consistent with practices within the trades for such roadway construction, and every other task required) related to such construction and improvement of such At-Grade Rio Del Mar Segment 1 shall be referred to as **"Developer's At-Grade Rio Del Mar Segment 1 Costs"**;

(ii) Developer shall be responsible for the construction and improvement of At-Grade Rio Del Mar Segment 2 at such time as set forth in

the Project's relevant subdivision map approval, provided that Developer shall be reimbursed by City for Developer's full costs related to such construction and improvement of such At-Grade Rio Del Mar Segment 2, with such reimbursement being a priority, and coming from funds City secures through City's imposition on other development in the City some form of fees, charges, assessments and/or other means, and further provided that such City reimbursement obligation to Developer shall continue until such time as Developer is fully so reimbursed, or this Development Agreement's Term concludes, whichever occurs first. For the purposes of this Development Agreement, Developer's full costs related to such construction and improvement of such At-Grade Rio Del Mar Segment 2 shall be referred to as **"Developer's At-Grade Rio Del Mar Segment 2 Costs";**

(iii) The details of the "At-Grade Rio Del Mar Railroad Crossing Segment" are addressed in subdivision (h)(4) of this Section 2.07 of this Development Agreement;

(iv) Developer shall be responsible for the construction and improvement of At-Grade Rio Del Mar Segment 3 at such time as set forth in the Project's relevant subdivision map approval;

(v) Developer shall be responsible for the construction and improvement of At-Grade Rio Del Mar Segment 4 at such time as set forth in the Project's relevant subdivision map approval; and,

(vi) Developer shall be responsible for the construction and improvement of At-Grade Rio Del Mar Segment 5 at such time as set forth in the Project's relevant subdivision map approval.

(3) Regarding Rio Del Mar With a Grade-Separated Railroad Crossing. The following addresses a grade-separated railroad crossing, and the resulting **"Grade-Separated Rio Del Mar"** and its subparts:

(A) For the purposes of this Development Agreement, and as further described in *Exhibit B* of this Development Agreement, **"Grade-Separated Rio Del Mar"** shall mean the collective total of land dedications and improvements of Rio Del Mar with a grade-separated railroad crossing; Grade-Separated Rio Del Mar is divided into the following six Segments:

(i) **"Grade-Separated Rio Del Mar Segment A"** shall be that segment of Grade-Separated Rio Del Mar that stretches eastward from the eastern edge of the below-described **"SR 29/Rio Del Mar Tie-In"** to the eastern edge of the Main Street extension;

(ii) **"Grade-Separated Rio Del Mar Segment B"** shall be that segment of Grade-Separated Rio Del Mar that stretches eastward from the eastern edge of the Main Street extension to the western edge of the below-described **"Grade-Separated Railroad Crossing Segment;"**

(iii) **"Grade-Separated Rio Del Mar Railroad Crossing Segment"** shall be that segment of Grade-Separated Rio Del Mar that encompasses the physical railroad tracks and railroad right-of-way, and further, shall include all ground excavation, retaining walls, footings, railings, groundwater pumping systems, and the like, that are necessary to effect a safe separation of the roadway grade from and under the railroad tracks and crossing regardless of location. By way of example only, retaining walls running under the railroad tracks and then rising up along the roadway to at-grade elevation that are used to support the soil adjacent to such Rio Del Mar roadway shall be considered part of the **"Grade-Separated Rio Del Mar Railroad Crossing Segment"** even if such retaining wall improvements geographically are located within the area described by this Development Agreement as "Grade-Separated Rio Del Mar Segment B."

(iv) **"Grade-Separated Rio Del Mar Segment C"** shall be that segment of Grade-Separated Rio Del Mar that stretches eastward from the eastern edge of the Grade-Separated Railroad Crossing Segment to the western edge of Loop Road;

(v) **"Grade-Separated Rio Del Mar Segment D"** shall be that segment of Grade-Separated Rio Del Mar that stretches eastward from the western edge of Loop Road to the western edge of the Newell Property; and

(vi) **"Grade-Separated Rio Del Mar Segment E"** shall be that segment of Grade-Separated Rio Del Mar that stretches eastward from the western edge of the Newell Property to the western edge of Newell Drive.

(B) It is understood by the Parties that all such right-of-way dedications shall reflect the right-of-way requirements of the General Plan and Specific Plan, and that if City is responsible for securing the dedication, that City shall secure the dedication at City's sole cost and expense and at such time as the Parties agree is necessary to ensure the absence of Developer construction delay on the Rio Del Mar Improvements. City shall coordinate the acquisition of right-of-way from the relevant property owner, with the goal being the full dedication of Grade-Separated Segment A and Grade-Separated Segment B, and Grade-Separated E at no cost to the Parties. The Parties recognize that if *eminent domain* or other City actions are necessary to acquire the right-of-way from the relevant property owner(s) needed for the construction of Grade-Separated Segment A, Grade-Separated Segment B, and Grade-Separated E, delays may occur and shall be allowed. Should *eminent domain* be required, acquisition shall be by, and at the sole and exclusive cost and expense of, City. Regarding the dedication of the relevant Segments of Grade-Separated Rio Del Mar, the following shall apply:

(i) City shall secure the dedication of Grade-Separated Rio Del Mar Segment A;

(ii) City shall secure the dedication of Grade-Separated Rio Del Mar Segment B;

(iii) The details of the "Grade-Separated Rio Del Mar Railroad Crossing Segment" are address below in subdivision (h)(4) of this Section 2.07 of this Development Agreement;

(iv) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), Grade-Separated Rio Del Mar Segment C;

(v) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), Grade-Separated Rio Del Mar Segment D; and

(vi) City secured the dedication of Grade-Separated Rio Del Mar Segment E through the recordation of the Newell Parcel Map.

(C) It is understood by the Parties that when Developer or City is required by this Development Agreement (below) to construct (or cause the financing and/or construction of) Grade-Separated Rio Del Mar improvements, such improvements shall be constructed and improved at such time as set forth in the Project's relevant subdivision map approval. That being stated, general construction and improvement obligations regarding Grade-Separated Rio Del Mar are as follows:

(i) Developer shall be responsible for the construction and improvement of Grade-Separated Rio Del Mar Segment A at such time as set forth in the Project's relevant subdivision map approval, provided that the portion of the costs to Developer of constructing and improving Grade-Separated Rio Del Mar Segment A that is equal to **"Developer's At-Grade Rio Del Mar Segment 1 Costs"** shall be reimbursed by City to Developer, and provided that such reimbursement by City to Developer (for the dollar amount of the portion of the costs to Developer of constructing and improving Grade-Separated Rio Del Mar Segment A that is equal to **"Developer's At-Grade Rio Del Mar Segment 1 Costs")** shall occur the earlier of the following events: Within 30 days of the date of the recording of any final subdivision map regarding the Adobe Property, or within 30 days of the date of any City issuance of any Building Permit regarding the Adobe Property.

(ii) Developer shall be responsible for the construction and improvement of Grade-Separated Rio Del Mar Segment B at such time as set forth in the Project's relevant subdivision map approval, provided that the portion of the costs to Developer of constructing and improving Grade-Separated Rio Del Mar Segment B that is equal to **"Developer's At-Grade Rio Del Mar Segment 2 Costs"** shall be reimbursed by City to Developer, and provided that such reimbursement by City to Developer (for the dollar amount of the portion of the costs to Developer of constructing and improving Grade-Separated Rio Del Mar Segment B that is equal to **"Developer's At-Grade Rio Del Mar Segment 2 Costs")** shall be a priority, and shall come from funds come from funds City secures through City's imposition on other development in the City some form of fees,

charges, assessments and/or other means, and further provided that such City reimbursement obligation to Developer shall continue until such time as Developer is fully so reimbursed, or this Development Agreement's Term concludes, whichever occurs first.

(iii) The details of the "Grade-Separated Rio Del Mar Railroad Crossing Segment" are addressed below in subdivision (h)(4) of this Section 2.07 of this Development Agreement;

(iv) Developer shall be responsible for the construction and improvement of Grade-Separated Rio Del Mar Segment C at such time as set forth in the Project's relevant subdivision map approval;

(v) Developer shall be responsible for the construction and improvement of Grade-Separated Rio Del Mar Segment D at such time as set forth in the Project's relevant subdivision map approval; and,

(vi) Developer shall be responsible for the construction and improvement of Grade-Separated Rio Del Mar Segment E at such time as set forth in the Project's relevant subdivision map approval.

(D) Regarding South Napa Junction with an At-Grade Railroad Crossing: a potential railroad crossing at South Napa Junction, while not favored by the Parties as the first option, is an option allowed for the Project by the General Plan, Specific Plan, and this Development Agreement. The Parties desire that the railroad crossing at South Napa Junction remain an "at-grade" crossing, and that each of the below-described components that collectively comprise the below-described "South Napa Junction" and "SR 29/South Napa Junction Tie-In" improvements be of a size, and quality of design, improvement, and construction similar to those of the Segments comprising the "At-Grade Rio Del Mar" improvements, the "Grade-Separated Rio Del Mar" improvements, and the "SR 29/Rio Del Mar Tie-In." For the purposes of such an at-grade railroad crossing at South Napa Junction, and the concomitant access to the Property and Project, the following shall apply. The South Napa Junction improvements (**"South Napa Junction"**) shall be the collective total of the following six (6) segments:

(i) **"South Napa Junction Segment 1"** shall be that segment of South Napa Junction that stretches eastward from the eastern edge of the below-described **"SR 29/ South Napa Junction Tie-In"** to the eastern edge of the Main Street extension;

(ii) **"South Napa Junction Segment 2"** shall be that segment of South Napa Junction that stretches eastward from the eastern edge of the Main Street extension to the western edge of the below-described **"South Napa Junction Railroad Crossing Segment;"**

(iii) **"South Napa Junction Railroad Crossing Segment"** shall be that segment of South Napa Junction that encompasses the physical railroad tracks and railroad right-of-way;

(iv) **"South Napa Junction Segment 3"** shall be that segment of South Napa Junction that stretches eastward from the eastern edge of the South Napa Junction Railroad Crossing to the western edge of Loop Road;

(v) **"South Napa Junction Segment 4"** shall be that segment of South Napa Junction that stretches from the western edge of Loop Road to the western edge of the Newell Property; and;

(vi) **"South Napa Junction Segment 5"** shall be that segment of At-Grade Rio Del Mar that stretches from the western edge of the Newell Property to the western edge of Newell Drive.

(E) It is understood by the Parties that right-of-way dedications shall reflect the right-of-way requirements of the General Plan and Specific Plan, and that if City is responsible for securing the dedication under this Development Agreement, that City shall secure the dedication at City's sole cost and expense and at such time as the Parties agree is necessary to ensure the absence of Developer construction delay on South Napa Junction. City shall coordinate the acquisition of right-of-way from the relevant property owner, with the goal being the full dedication of South Napa Junction Segment 1 and/or South Napa Junction Segment 2 at no cost to the Parties. The Parties recognize that if *eminent domain* or other City actions are necessary to acquire the right-of-way from the relevant property owner(s) needed for the construction South Napa Junction Segment 1 and/or South Napa Junction Segment 2, delays may occur and shall be allowed. Should *eminent domain* be required, acquisition shall be by, and at the sole and exclusive cost and expense of, City. Regarding the dedication of the relevant Segments of South Napa Junction, the following shall apply:

(i) City shall secure the dedication of South Napa Junction Segment 1;

(ii) City shall secure the dedication of South Napa Junction Segment 2;

(iii) The details of the "South Napa Junction Railroad Crossing" are addressed in subdivision (h)(4) of this Section 2.07 of this Development Agreement;

(iv) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), South Napa Junction Segment 3;

(vii) Developer shall dedicate to City, upon the Project's first recorded subdivision map (*e.g.*, the final map relating to the Large Lot Vesting Tentative Map), South Napa Junction Segment 4; and

(viii) South Napa Junction Segment 5 was dedicated to City through the Newell Parcel Map.

(F) It is understood by the Parties that when Developer or City is required by this Development Agreement (below) to construct (or cause the financing and/or construction of) South Napa Junction improvements, such improvements shall be constructed and improved at such time as set forth in the Project's relevant subdivision map approval. That being stated, general construction and improvement obligations regarding South Napa Junction are as follows:

(i) Developer shall be responsible for the construction and improvement of South Napa Junction Segment 1 at such time as set forth in the Project's relevant subdivision map approval, provided that Developer shall be reimbursed by City for Developer's full costs related to such construction and improvement of such South Napa Junction Segment 1, and provided that such full reimbursement by City to Developer shall occur the earlier of the following events: The recording of any final subdivision map regarding the **"Adobe Property,"** or the City issuance of any Building Permit regarding the Adobe Property. For the purposes of this Development Agreement, the **"Adobe Property"** shall mean that property depicted on *Exhibit A* to this Development Agreement. Further, for the purposes of this Development Agreement, Developer's full costs related to such construction and improvement of such South Napa Junction Segment 1 shall be referred to as **"Developer's South Napa Junction Segment 1 Costs";**

(ii) Developer shall be responsible for the construction and improvement of South Napa Junction Segment 2 at such time as set forth in the Project's relevant subdivision map approval, provided that Developer shall be reimbursed by City for Developer's full costs related to such construction and improvement of such South Napa Junction Segment 2, with such reimbursement being a priority, and coming from funds City secures through City's imposition on other development in the City some form of fees, charges, assessments and/or other means, and further provided that such City reimbursement obligation to Developer shall continue until such time as Developer is fully so reimbursed, or this Development Agreement's Term concludes, whichever occurs first;

(iii) The details of the "South Napa Junction Railroad Crossing" are addressed in subdivision (h)(4) of this Section 2.07 of this Development Agreement;

(iv) Developer shall be responsible for the construction and improvement of South Napa Junction Segment 3 at such time as set forth in the Project's relevant subdivision map approval;

(v) Developer shall be responsible for the construction and improvement of South Napa Junction Segment 4 at such time as set forth in the Project's relevant subdivision map approval; and,

(vi) Developer shall be responsible for the construction and improvement of South Napa Junction Segment 5 at such time as set forth in the Project's relevant subdivision map approval.

(G) The Parties recognize that development of Residential Phase 1 of the Specific Plan shall only require adequate access, as further described in Section 2.06 of this Development Agreement.

(4) Relating to Any Railroad Crossing:

(A) Generally. A railroad crossing at Rio Del Mar is anticipated for the Project by the General Plan and Specific Plan. The Parties generally desire that the railroad crossing at Rio Del Mar be an "at-grade" crossing. However, the Parties also recognize that time, money, and the authority of others, including without limitation governmental agencies such as the California Public Utilities Commission (**"PUC"**), have influence and authority over such at-grade crossing options. Further, the Parties recognize that time savings, certain Developer financial obligation reductions, and other factors may make a grade-separated crossing at Rio Del Mar more attractive and achievable. Lastly, the Parties recognize that should an at-grade or grade-separated railroad crossing at Rio Del Mar prove unsuccessful, there exists a private at-grade railroad crossing at South Napa Junction that is the subject of a previous settlement agreement, and therefore shall be available as an access point to the Project. Therefore, which railroad crossing to pursue will be an evolving analysis by Developer, as the Parties work through the many issues. At any time period during which an at-grade railroad crossing is being pursued, Developer, exercising its sole and exclusive discretion, shall have the right to assert to City that such an at-grade application shall be not submitted, or if already submitted, shall be abandoned and/or otherwise put aside and that a grade-separated railroad crossing at Rio Del Mar shall be pursued. If such an assertion is made, then such at-grade application shall be not submitted, or if already submitted, shall be abandoned and/or otherwise put aside and a grade-separated railroad crossing at Rio Del Mar shall be pursued by the Parties.

(B) Developer and City shall coordinate and cooperate with each other toward the goal of securing permission from all relevant public agencies, including without limitation the PUC, to build whatever at-grade or grade-separated crossing is ultimately determined and pursued by Developer, in Developer's sole and exclusive discretion. City shall be responsible for making any and all application(s) to such relevant public agencies including without limitation the PUC for any and all such rail crossing(s), and Developer shall be responsible for coordinating and paying for the consultants needed to support that effort. Developer shall be responsible for all City Staff costs and fees relating to whichever/all railroad crossings pursued, which City Staff costs and fees reflect the amount that City actually expends for such City Staff costs and fees, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; Developer shall not be responsible for the City costs and fees relating to the City Attorney, and any additional City-hired special legal counsel, regarding whichever/all railroad crossings are pursued.

(C) If Developer, in its sole and exclusive discretion, determines to pursue the At-Grade Railroad Crossing, then the following shall apply:

(i) Developer shall provide City written notice that Developer has determined to pursue the At-Grade Railroad Crossing; and

(ii) Developer shall be responsible for the costs and fees related to such At-Grade Railroad Crossing Segment.

(iii) Developer shall be responsible for all costs related to the SR 29/Rio Del Mar Tie-in, up to a maximum of $2.5 million. Any amount beyond such $2.5 million shall be subject to the "Resolution Process" requirements of Section 2.03 of this Development Agreement, where the Parties will endeavor to resolve the amount in excess of $2.5 million dollars. City shall be responsible for making application to all relevant public agencies - including without limitation, the California Department of Transportation (**"CalTrans"**) - to secure encroachment Permits required to build that SR 29 Tie-In Developer decides to pursue (either the SR 29/Rio Del Mar Tie-In or the SR 29/South Napa Junction Tie-In). Developer shall be responsible for the costs and fees related to such City cooperation, coordination and application, including the costs and fees related to City Staff, which City Staff costs and fees reflect the amount that City actually expends for such City Staff costs and fees, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; time; however, Developer shall not be responsible for any costs and fees relating to the City Attorney and/or Special Counsel hired by City to assist. Developer shall be reimbursed by City for Developer's costs (up to a maximum of $2.5 million - any amount beyond such $2.5 million shall be subject to the "Resolution Process" requirements of Section 2.03 of this Development Agreement) related to such construction and improvement of such SR 29/Rio Del Mar Tie-in in two ways: First, the first fifty percent (50%) of Developer's costs related to such construction and improvement of such SR 29/Rio Del Mar Tie-shall be reimbursed by City to Developer at the earlier of the following events: Within 30 days of the date of the recording of any final subdivision map regarding the Adobe Property, or within 30 days of the date of City's issuance of any Building Permit regarding the Adobe Property; and Second, the second and final 50% of Developer's costs related to such construction and improvement of such SR 29/Rio Del Mar Tie-shall be reimbursed by City to Developer, with such reimbursement being given priority, and such reimbursement coming from funds City secures through City's imposition on other development in the City some form of fees, charges, assessments and/or other means, and further provided that such City reimbursement obligation to Developer shall continue until such time as Developer is fully so reimbursed, or this Development Agreement's Term concludes, whichever occurs first. provided further that the second.

(D) If Developer, in its sole and exclusive discretion, determines to pursue the Grade-Separated Railroad Crossing, then the following shall apply:

(i) Developer shall provide City written notice that Developer has determined to pursue the Grade-Separated Crossing at Rio Del Mar.

(ii) Developer shall be responsible for all costs and fees related to the Grade-Separated Railroad Crossing Segment, including the costs and fees related to City Staff time, which City Staff time costs and fees reflect the

amount that City actually expends for such City Staff costs and fees, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; however, Developer shall not be responsible for any costs and fees relating to the City Attorney and/or Special Counsel hired by City to assist.

(E) If neither the At-Grade Railroad Crossing Segment nor the Grade-Separated Railroad Crossing Segment is pursued by Developer and/or either or both are pursued but denied by the PUC (and/or others), and/or either or both are pursued but abandoned by Developer, then if Developer, in its sole and exclusive discretion, determines to pursue the existing at-grade railroad crossing at South Napa Junction, then the following shall apply:

(i) Developer shall provide City written notice that Developer has determined to pursue the at-grade railroad crossing at South Napa Junction; and,

(ii) Developer shall be responsible for the costs and fees related to such South Napa Junction Railroad Crossing Segment.

(iii) Developer shall be responsible for all costs and fees related to the SR 29/South Napa Junction Tie-In, up to a maximum of $2.5 million. Any amount beyond such $2.5 million shall be subject to the "Resolution Process" requirements of Section 2.03 of this Development Agreement, where the Parties will endeavor to resolve the amount in excess of $2.5 million dollars. City shall be responsible for making application to all relevant public agencies - including without limitation, the California Department of Transportation (**"CalTrans"**) - to secure encroachment Permits required to build that SR 29 Tie-In Developer decides to pursue (either the SR 29/Rio Del Mar Tie-In or the SR 29/South Napa Junction Tie-In). Developer shall be responsible for the costs and fees related to such City cooperation, coordination and application, including the costs and fees related to City Staff time, which City Staff costs and fees reflect the amount that City actually expends for such City Staff costs and fees, which City actual expenditures shall not include any administrative fees, charges, and/or assessments; however, Developer shall not be responsible for any costs and fees relating to the City Attorney and/or Special Counsel hired by City to assist. Developer shall be reimbursed by City for Developer's costs (up to a maximum of $2.5 million - any amount beyond such $2.5 million shall be subject to the "Resolution Process" requirements of Section 2.03 of this Development Agreement) related to such construction and improvement of such SR 29/South Napa Junction Tie-In in two ways: First, the first fifty percent (50%) of Developer's costs related to such construction and improvement of such SR 29/South Napa Junction Tie-In shall be reimbursed by City to Developer at the earlier of the following events: The recording of any final subdivision map regarding the Adobe Property, or the City issuance of any Building Permit regarding the Adobe Property; and Second, the second and final 50% of Developer's costs related to such construction and improvement of such SR 29/South Napa Junction Tie-In shall be reimbursed by City to Developer, with such reimbursement being a priority, and coming from funds City secures through City's

imposition on other development in the City some form of fees, charges, assessments and/or other means, and further provided that such City reimbursement obligation to Developer shall continue until such time as Developer is fully so reimbursed, or this Development Agreement's Term concludes, whichever occurs first.

(5) Relating to the SR 29/Rio Del Mar Tie-In and the SR 29/South Napa Junction Tie-In:

(A) Section 2.07(h)(4) of this Development Agreement and this Section 2.07(h)(5) of this Development Agreement shall apply regarding required actions of the Parties, the expenditure of money, reimbursements, and other actions contemplated, regarding any and all State Highway 29 intersection improvements or other traffic and/or transportation improvements of any kind on State Highway 29, including the tie-in of At-Grade Rio Del Mar, or Grade-Separated Rio Del Mar to State Highway 29 ("**SR 29/Rio Del Mar Tie-In**"), or the tie-in of South Napa Junction to State Highway 29 ("**SR 29/South Napa Junction Tie-In**"). All such Tie-In options are shown on *Exhibit B* to this Development Agreement.

(B) City and Developer shall cooperate and coordinate their efforts to secure approval of the SR 29 Tie-In that Developer decides to pursue (either the SR 29/Rio Del Mar Tie-In or the SR 29/South Napa Junction Tie-In) in a manner to ensure the absence of Developer construction delay on either the At-Grade Rio Del Mar, Grade-Separated Rio Del Mar improvements, or South Napa Junction improvements. The Parties recognize the approval of Caltrans may cause delays and such delays shall be allowed.

(6) Relating to the Loop Road Improvements.

(A) Developer shall dedicate to City at such relevant Project subdivision map recordation date, that land described in *Exhibit B* to this Development Agreement.

(B) Developer shall construct (or cause the finance and construction of) at such time as set forth in the Specific Plan (and such relevant Project subdivision map approval), those roadway improvements described in *Exhibit C* to this Development Agreement (collectively, the "**Loop Road Improvements**"). The Loop Road Improvements are comprised of **"Loop Road Segment 1," "Loop Road Segment 2,"** and **"Loop Road Segment 3,"** as shown on *Exhibit B* to this Development Agreement.

(7) Relating to the Rolling Hills Drive Improvements:

(A) Developer shall dedicate to City at such relevant Project subdivision map recordation date, that land described in *Exhibit B* to this Development Agreement (collectively, the **"Rolling Hills Drive Improvements").**

(B) Developer shall construct (or cause the finance and construction of) at such time as the commencement of Watson Ranch Specific Plan's Phase 2 of residential development (and such relevant Project subdivision map approval) or

sooner if required to meet secondary access requirements for residential development, those roadway improvements described in *Exhibit B* to this Development Agreement.

(8) Relating to Underground Utilities:

(A) Developer shall dedicate to City at such relevant Project subdivision map recordation date those underground utility and storm drain infrastructure improvements within the Project required by the Project's development.

(B) Developer shall construct (or cause the finance and construction of) at such time as set forth in such relevant Project subdivision map approval, those underground utility and storm drain infrastructure improvements within the Project required by the Project's development.

(i) The Parties understand that Developer and the Napa Valley Unified School District have taken actions and will take actions regarding new elementary school and new middle school, and that Developer and the Napa Valley Unified School District alone shall determine such actions for the Project.

(j) Developer shall assign to City, at such time as the Project's first recorded subdivision map, those water line easement rights and water use rights given by the City of Vallejo to AC-1 through the Grant of Easement (Waterline) between the City of Vallejo and Jaeger Vineyards, provided such assignment to City ensures AC-1 receives a credit for eighty (80) acre-feet of raw water and eighty (80) acre-feet of potable water for the AC-1 Property (for a combined total of one hundred sixty (160) acre-feet).

(k) Developer shall dedicate to City at such relevant Project subdivision map recordation date and improve at such time as set forth in the Specific Plan and such relevant Project subdivision map approval, approximately three and fifty-five/one hundredths (3.55) acres of the Property for use as "**Park A**," as more particularly set forth in *Exhibit B* to this Development Agreement. Developer shall be obligated to contribute no more than five million six hundred thousand ($5,600,000) for the improvement of Park A; said $5,600,000 maximum shall include any and all Processing Fees, Building Permit Fees, User Fees, and/or Inspection Fees. Notwithstanding the forgoing, the $5,600,000 amount (for the improvement of Park A) shall be considered to be in Calendar Year 2019 dollars, and, commencing in 2020, that amount shall be increased each year by the relevant year's percentage amount set forth in the Construction Cost Index for the San Francisco Region, until such Park A improvements are completed. Consistent with the foregoing, the Parties shall work together to secure that portion of Park A that sits on the Newell Property, including seeking to have the controlling owners of the Newell Property dedicate such portion to the City through existing and/or future subdivision maps. Developer's obligation to improve/construct Park A shall commence only after both fee title to that portion of Park A that sits on the Newell Property has been secured and is in City possession, and the Specific Plan's Phase 2 of development of the Project has commenced.

(l) Developer shall dedicate to City at such relevant Project subdivision map recordation date and improve at such time as set forth in at such relevant Project subdivision map approval, approximately five and fifty-seven/one hundredths (5.57) acres for use as "**Park B**," as

more particularly set forth in *Exhibit B* to this Development Agreement. Developer shall be obligated to contribute no more than two million eight hundred thousand dollars ($2,800,000) for the improvement of Park B; said $2,800,000 maximum shall include any and all Processing Fees, and/or Inspection Fees. Notwithstanding the forgoing, the $2,800,000 amount (for the improvement of Park B) shall be considered to be in Calendar Year 2019 dollars, and, commencing in 2020, that amount shall be increased each year by the relevant year's percentage amount set forth in the Construction Cost Index for the San Francisco Region, until such Park B improvements are completed. Consistent with the foregoing, the Parties shall work together to secure that portion of Park B that sits on the Newell Property, including seeking to have the controlling owners of the Newell Property dedicate such portion to the City through existing and/or future subdivision maps. Developer's obligation to improve/construct Park B shall commence only after both: fee title to that portion of Park B that sits on the Newell Property has been secured and is in City possession; and the Specific Plan's Phase 3 of development of the Project has commenced.

(m) Developer shall dedicate to the City, at such relevant Project subdivision map recordation date, and improve at such time as set forth in such relevant Project subdivision map approval, approximately sixty-seven one hundredths (.67) acres for use as the "**Napa Valley Vine Trail**," as more particularly set forth in *Exhibit B* to this Development Agreement. Developer shall be obligated to contribute no more than four hundred sixty thousand dollars ($460,000) for the improvement of the Napa Valley Vine Trail; said $460,000 maximum shall include any and all Processing Fees, and/or Inspection Fees. Notwithstanding the forgoing, the $460,000 amount (for the improvement of the Napa Valley Vine Trail) shall be considered to be in Calendar Year 2019 dollars, and, commencing in 2020, that amount shall be increased each year by the relevant year's percentage amount set forth in the Construction Cost Index for the San Francisco Region, until such Napa Valley Vine Trail improvements are completed. Consistent with the foregoing, the Parties shall work together to secure that portion of the Napa Valley Vine Trail that sits on the Newell Property, including seeking to have the controlling owners of the Newell Property dedicate such portion to the City through existing and/or future subdivision maps. Said Developer's obligation to improve the Napa Valley Vine Trail shall commence only after fee title to that portion of the Napa Valley Vine Trail that sits on the Newell Property has been secured and is in City possession. The Parties recognize the City has exercised its discretion in requiring the Developer to construct various Class I trails including the Napa Valley Vine Trail and the River to Ridge Trail. The Parties shall coordinate and cooperate, including without limitation, the entering into of any necessary or desirous "**Measure T Funding Equivalent Set-Aside Agreement,**" regarding the accounting procedures used to memorialize the Developer's costs in dedicating and improving said Class I trails with express purpose of maximizing the amount of "Measure T Funding Equivalent Set-Aside" defined by that certain Napa Valley Transportation Authority – Tax Authority Measure T Ordinance, and that certain Measure T Funding Agreement by and between the City and the Napa Valley Transportation Authority – Tax Authority.

(n) Developer shall dedicate to the City at such relevant Project subdivision map recordation date approximately two (2) acres of the Property for use as the "**Community Plaza and Community Center Site**" (which includes the required parking for this use), as more particularly set forth in *Exhibit B* to this Development Agreement. The Parties recognize that Developer, in Developer's sole and exclusive discretion, may save the "Silos" depicted in the Specific Plan, and if Developer determines to so save the Silos, then Developer may move the location of the Community Plaza and Community Center Site further south to accommodate the

Silos preservation. City shall complete the improvements to the Community Plaza and the Community Center Site as set forth in the Specific Plan.

(o) Developer shall dedicate an easement to the City, at such relevant Project subdivision map recordation date, and improve at such time as set forth in at such relevant Project subdivision map approval, approximately six and seventy one hundredths (6.7) acres of the Property for use as the "**Quarry Lake Park**," as more particularly set forth in *Exhibit B* to this Development Agreement. Developer shall be obligated to contribute no more than one million six hundred thousand dollars ($1,600,000) for the improvement of the Quarry Lake Park; said $1,600,000 maximum shall include any and all Processing Fees, and/or Inspection Fees. Developer may, in Developer's sole and exclusive discretion, further improve the Quarry Lake Park with additional uses that complement the "**Napa Valley Ruins & Gardens**" (described herein). The $1,600,000 maximum (for the improvement of Quarry Lake Park) shall be considered to be in Calendar Year 2019 dollars, and, commencing in 2020, that amount shall be increased each year by the relevant year's percentage amount set forth in the Construction Cost Index for the San Francisco Region, until such Quarry Lake Park improvements are completed.

(p) Through the parkland dedication and improvement requirements set forth in this Section 2.07 of this Development Agreement, Developer has satisfied all parkland dedication, improvement, and funding requirements of State law, including without limitation, the requirements set forth in the Subdivision Map Act, as amended.

(q) Developer may perform the following actions, in Developer's sole and exclusive discretion:

(1) Build up to that number of market rate residential units approved by the City through the Watson Ranch Specific Plan, through density increases allowed by this Development Agreement, and through density increases allowed by controlling California Density Bonus law (affordable housing/density bonus laws), as may be amended during the Term of this Development Agreement.

(2) Start construction of the first one-hundred (100) rooms of the Hotel use in Phase 2 of the Napa Valley Ruins & Gardens development, as more specifically set forth in the Specific Plan.

(3) Otherwise develop all or any aspect of the Project approved by City.

(4) Seek and secure an agreement with the American Canyon Fire Protection District regarding future fees, taxes, and the like.

2.08 Additional City Obligations and Permitted Acts.

(a) This Section 2.08 of this Development Agreement sets forth additional City obligations and permitted acts regarding the Project. As is required of all actions by the Parties under this Development Agreement, City shall take all action necessary or desirous to effect the development of the Project approved by City with Good Faith and Fair and Expeditious Dealing, including without limitation, all actions required under this Section 2.08 of this Development Agreement.

(b) City shall take the following actions:

(1) City shall accept all dedications from Developer required by this Development Agreement, as such time as offered by Developer, as such timing of dedication that is required by this Development Agreement.

(2) City shall charge Developer no more than the cost to City of the actual time City expends on administering, directing, supervising, and/or overseeing Consultants, or others working on the Project, or the invoices from Consultants, or others working on the Project.

(3) City shall secure the dedication of Newell Drive Segment 5 right of way, and any and all other Newell Drive right-of-way land needed (other than that which is the responsibility of Developer) to complete Newell Drive from its existing terminus to Newell Drive's proposed intersection with Green Island Road and State Highway 29.

(4) As an incentive for Developer to complete the Napa Valley Ruins & Gardens and Hotel, and thereby generate sales tax and transient occupancy tax revenues, City agrees to reimburse Developer for a portion of the costs incurred in the development of the Napa Valley Ruins & Gardens and Hotel. Therefore, commencing on the Effective Date of this Development Agreement and continuing uninterrupted until such earlier time as: the day after the Term of this Development Agreement has expired, or that date by which Developer has received from City either forty five million dollars ($45,000,000.00) or that sum resulting from the application of Sections 2.08(b)(4)(C) below (the time period is collectively referred in this Development Agreement as the **"Repayment Period"** and the $45,000,000 or that sum resulting from the application of Sections 2.08(b)(4)(C) below, is referred to as the **"City Contribution"**), City shall do the following:

(A) Pay to Developer (or Developer's assignee) an amount equal to fifty percent (50%) of any and all past, present, and/or future sales tax, and any and all past, present, and/or future transient occupancy tax that City receives, collects and/or otherwise has the ability to secure from the Napa Valley Ruins & Gardens and Hotel uses on the Property ("**Equivalent Total Funds**") for the immediately preceding calendar year (collectively, "**Annual City Payment**").

(B) The Annual City Payment shall be made to Developer on or before March 15 of each year of the Repayment Period. For example, the Equivalent Total Funds received by the City in Calendar Year 2025 would be made as City's 2025 Annual City Payment to Developer on or before March 15 of Calendar Year 2026.

(C) Consistent with the foregoing, in the event the City is able to provide Developer with a dollar-for-dollar reduction (savings) on the Master Backbone Infrastructure related to the Napa Valley Ruins & Gardens and Hotel, then the City may reduce its City Contribution to Developer by such dollar-for-dollar savings on the Napa Valley Ruins & Gardens and Hotel MBI. By way of example only, if City is able to provide Developer with $2 million in MBI reduction (savings) relating to Developer's otherwise

owing Napa Valley Ruins & Gardens and Hotel MBI obligations, then the City Contribution would be reduced by such $2 million.

(5) City guarantees all City services and facilities, such as City wastewater capacity, City water service, and the like, to the Project, and City shall issue "will serve letters" for such City services and facilities as requested by Developer. Developer shall be responsible for the acquisition of permits, approvals, easements, and services required to serve the Project from all non-City providers of utilities at Developer's cost. Developer shall also be responsible for coordinating with any non-City providers of utilities to ensure the proper installation and construction of non-City utilities in accordance with the Applicable Law. The provision of all such services shall be subject to City approval, which City approval, like all actions of the Parties under this Development Agreement, shall be subject to the Good Faith and Fair and Expeditious Dealing requirements of this Development Agreement. For example, if any facilities and/or services contemplated in the Watson Specific Plan or related Project Approvals are determined by the City to not be needed in order to properly serve the Project to the standard set forth in the Existing City Law, then any such facilities and/or services shall not be required of Developer and/or the Project.

(c) City and Developer shall cooperate with the formation of municipal Finance Mechanism(s) and shall take related actions as follows:

(1) Developer, in its sole and exclusive discretion, shall have the right from time to time to request City to establish one or more **"Project Finance Mechanism(s)"** (**"Project Finance Mechanism(s)"** shall mean and include the singular **"Project Finance Mechanism"**) to finance Project infrastructure, including without limitation roadway, sewer, water, drainage, fire, utility, and/or park improvements, facilities, the Impact Fees related thereto **("Public Improvements")**, and/or to maintain and operate the Public Improvements and to provide for any public services that may be required in connection with the development of the Project. Upon receipt of such Developer request, City shall implement such requests subject to applicable State and Federal law and other controlling laws.

(A) City's participation in forming any Project Finance Mechanism(s) approved by City (and its operation thereafter) and in issuing any debt in connection therewith **("Project Debt"** and/or **"Bonds")** approved by City shall include all of the usual and customary municipal functions associated with such tasks, including without limitation, the formation and administration of special districts, the issuance of Project Debt, the monitoring and collection of fees, taxes, assessments, and charges such as utility charges, the creation and administration of enterprise funds, the enforcement of debt obligations, and other functions or duties authorized or required by the laws, regulations, or customs relating to such tasks.

(B) There shall be no limitation on the number or kinds of Project Finance Mechanism(s) used on the Project/Property. Within any individual Project Finance Mechanism, City shall allow apportionment between funding construction of infrastructure and funding on-going maintenance and operation. Additionally, City shall specify that any and all apportionments may be based on land uses rather than benefits

received, so that such apportionment can consider and take into account market acceptance, feasibility, and affordability.

(C) Establishing any Project Finance Mechanism(s) to finance the construction, operation or maintenance of Public Improvements, the payment of Impact Fees and/or Project Debt shall be initiated upon the request of Developer in connection with the development of any phase of the Project, or by City in cooperation with Developer. In such regard, Developer shall submit to City its phasing plan for any facilities to be financed, including without limitation, the priority and financing needs related to such Public Improvements and the type of Project Finance Mechanism(s) Developer desires, and phases and Bond issuances related thereto, which Developer elects to use for specified purposes at the earliest possible time.

(2) Nothing in this Section shall be construed to limit the discussion and evaluation of Project Finance Mechanism(s) solely to **"Mello-Roos Community Facilities Districts"** (also referred to in this Development Agreement as **"CFDs"**), which are entities formed pursuant to Government Code 53313.5 (Mello-Roos Act) for the purposes of financing all or a portion of the cost of certain Public Improvements and/or services utilizing a **"Rate and Method of Apportionment of Special Taxes"** (also referred to in this Development Agreement as **"RMA"**).

(3) For instance, City shall evaluate the formation of one or more entities known as **Assessment Districts** (also referred to in this Development Agreement as **"ADs"**) formed pursuant to applicable law (including but not limited to: the Municipal Improvement Act of 1913 (Streets and Highway Code section 10000 et seq.) ("1913 Act"), Landscape and Lighting Act of 1972 (Streets and Highway Code section 22500 et seq.) ("1972 Act") Benefit Assessment Act of 1982 (Government Code section 54703 et seq.) ("1982 Act") Property and Business Improvement District Law of 1994 (Streets and Highway Code section 36600 et seq.) ("PBID")) for the purposes of financing all or a portion of the cost of certain Public Improvements and/or services utilizing a discrete methodology known as an **"Engineer's Report"** to assess amounts sufficient to cover the proportional cost of the special benefit that the property owner receives from the improvements or services that are paid for by the special assessment.

(4) The decision to pursue CFDs or ADs to finance the construction of Public Improvements shall remain the Developer's sole and exclusive discretion. Notwithstanding the foregoing, the Developer shall utilize one or more Finance Mechanism(s) (or functionally equivalent annuity thereof) to provide the **"Services CFD Amount"** to the City for the funding of on-going maintenance and operations of Public Improvements as set forth below.

(5) As required by applicable law, City may be required to enter into one or more joint community facilities agreements with other governmental entities that will own or operate any of the Public Improvements to be financed by a CFD. The City and Developer agree that they shall take any and all steps necessary to procure the authorization and execution of any required joint community facilities agreements with other governmental entities before the issuance of any CFD Bonds that finance the construction or acquisition of Public Improvements to be owned or operated by such other governmental entities.

(6) Developer's request shall be made to the City in written form and shall outline the purposes for which the Project Finance Mechanism(s) and/or Project Debt will be established or issued, the general terms and conditions upon which it will be established or issued, the specific list of Public Improvements, and a proposed timeline for its establishment and/or issuance. In the case of a CFD, said Developer request shall include the RMA, and in the case of other Project Finance Mechanisms, said request shall include the relevant and analogous information as required by applicable law. City's consideration of Developer's request shall be consistent with the requirements of this Development Agreement.

(7) Developer, in Developer's sole and exclusive discretion shall have the right to elect to establish Project Finance Mechanisms through the California Statewide Community Development Authority (CSCDA), the Association of Bay Area Governments (ABAG), and/or any other public and/or quasi-public agencies with authority to form community facilities districts (collectively referred to as **"Alternative Project Finance Mechanism Agency")** and said agencies shall comply with the City's Goals and Policies for CFDs (Resolution 2018-105, and as set forth in this Section). Prior to submitting a Project Finance Mechanism Application to Alternative Project Finance Mechanism Agency, Developer shall cooperate with the City and the City Manager or his designee in facilitating a review of the Project Finance Mechanism Application and to provide the City with such additional information and documentation as is reasonably necessary for the City Manager or his designee to conclude such review within thirty (30) days of receipt of any such Project Finance Mechanism Application. City's review and approval of an application for a CFD shall be limited to ensuring consistency with City Goals and Policies for CFDs (e.g. Resolution 2018-105, etc.) and the requirements set forth in this Section 2.08(c) of this Development Agreement.

(8) As of the Effective Date of this Development Agreement, the effective tax rate for the Property is 1.14%. Developer shall have the right to create a Project Finance Mechanism that increases the Aggregate Tax Burden on the Property to 1.80%. Regardless of the number or kind of Project Finance Mechanism(s) used on the Project/Property, the "Special Tax Rate" established in conjunction with said Project Finance Mechanism(s) shall not exceed sixty-six one-hundredths percent (0.66%) of the estimated sales price of a dwelling unit to be constructed in conjunction with the Project. The sales prices shall be determined in conjunction with an absorption study or appraisal prepared for the CFD at the time of preparation of the RMA (or Engineer's Report).

(9) If the Developer elects to use CFDs or ADs as a Project Finance Mechanism, the City shall not take any action to increase the sum of any special taxes/assessment, property taxes, special taxes for any overlapping CFD, and any other taxes, fees, and charges which are collected by the County of Napa on ad valorem tax bills **("Aggregate Tax Burden")** for the Property within the Project above 1.18% until all CFDs or ADs for a particular Improvement Area have been formed and Bonds issued.

(10) In the event Project Finance Mechanisms are established to finance construction of Public Improvements, Developer shall have the ability to establish an annually increasing Special Tax Rate in an amount increasing no more than 2% per annum and as determined by the formational RMA (or Engineer's Report) for each Improvement Area.

(11) Irrespective of other Project Finance Mechanism or other CFDs (or elements of a Master CFD), a Special Tax Rate (or Special Assessment, as appropriate) shall be developed, committed, and utilized for the funding of on-going maintenance and operations of Public Improvements in the annual amount of $302 per residential dwelling unit ("**Services CFD Amount**"). Moreover, irrespective of the limitation on the duration of levying of Special Taxes, etc. set forth below, said Services CFD Amount shall also be subject to an annual increase of 3.00%, and this amount shall be levied and collected in perpetuity to meet the **"Special Tax Requirement for Services"** – which is a term to be defined in the RMA (or similar).

(12) Based on the phasing plan submitted to the City or Alternative Project Finance Mechanism Agency, the Developer shall have the right to identify the initial and each subsequent phase as a different improvement area of the CFD **("Improvement Area")** under the CFD Act. The City has determined that the Public Improvements benefit the CFD and each Improvement Area as a whole, and, therefore, any of the Public Improvements may be financed in any Improvement Area without regard to the specific benefit to such Improvement Area.

(13) The appraised or assessed value-to-lien ratio for any CFD Bond issue will be three to one (3:1), unless a lesser amount is mutually agreed to by City and Developer. City shall not require Developer or any property owner within the Improvement Area to provide a Letter of Credit or other credit enhancement as security for the payment of special taxes in the CFD.

(14) The term **"Remainder Taxes"** shall mean that, in each, year, as of the day following the Principal Payment Date for an Improvement Area, all special taxes collected prior to such date in such Improvement Area in excess of the total of:

(A) Debt service on the outstanding CFD Bonds of the applicable Improvement Area due in the current calendar year, if any;

(B) Priority and any other reasonable administrative costs for the applicable Improvement Area payable in that fiscal year; and

(C) Amounts levied to replenish the applicable reserve fund as of the Principal Payment Date, including amounts reserved for reasonable anticipated delinquencies, if any.

(15) The term **"Principal Payment Date"** means, either before or after CFD Bonds are issued, September 1 of each year, regardless of whether principal payments are actually due in any particular year. The term **"Remainder Taxes Project Account"** means a separate account created by City for the CFD and maintained by City or Alternative Project Finance Mechanism Agency to hold all Remainder Taxes for all of the Improvement Areas of the CFD to be used for financing Public Improvements.

(16) Developer and City contemplate that, within each Improvement Area of the CFD, Public Improvements shall be paid from Remainder Taxes (as defined below) both before and after the issuance of Bonds for such Improvement Area. Accordingly, each RMA (or equivalent formation document thereof) will provide that Remainder Taxes may be used to finance Public Improvements. For each CFD, annually, on the day following each **"Principal**

Payment Date" for such Improvement Area, all **"Remainder Taxes"** for such Improvement Area shall be deposited in the applicable **"Remainder Taxes Project Account."**

(17) Commencing with the issuance of the first series of Bonds of an Improvement Area, continuing through the issuance of the final series of Bonds of the Improvement Area, and then continuing further for a period of fifteen (15) years from the date of the issuance of the final series of Bonds of the Improvement Area, the City or Alternative Project Finance Mechanism Agency shall levy Special Taxes on all Assessor's Parcels pursuant to the RMA or such lesser amount which complies with the Indenture, Fiscal Agent Agreement, Services CFD Amount, or similar. Following the issuance of the first series of Bonds, the priority for allocation of the Special Taxes collected shall be as follows:

(A) First, to fund an amount up to any priority administrative expense requirement, as such term is generally understood;

(B) Second, to pay principal and interest on outstanding Bonds and to replenish the reserve fund to the applicable reserve fund requirement;

(C) Third, to fund all actual Improvement Area administrative expenses in excess of the priority administrative expense requirement; and

(D) Fourth, all remaining amounts shall be deposited in the Remainder Taxes Project Account and disbursed according to the following priority: First, to reimburse prior deposits paid by Developer to City or Alternative Project Finance Mechanism Agency pursuant to any Deposit Agreement and Developer's third-party consultant costs incurred relating to the formation of the CFD(s); Second, to the extent not funded with the proceeds of such series of Bonds, to pay or reimburse Developer for any Public Improvements in the order requested by Developer but subject to the terms of this Acquisition Agreement.

(E) Notwithstanding the above, City (or Alternative Project Finance Mechanism Agency) shall not levy any Special Taxes beyond the term of the Acquisition Agreement, except to fund items in (A) through (C) above.

(18) The City shall take all actions necessary to satisfy Section 53314.9 of the Government Code (or any similar statute subsequently enacted) to use Project Debt proceeds to reimburse Developer for Project Finance Mechanism formation and Project Debt issuance deposits and to advance funding of Public Improvements or costs. Contemporaneously with the formation of the Project Finance Mechanism, Developer and City shall execute an acquisition and funding agreement **("Acquisition Agreement")** that shall apply to the acquisition and construction of the Public Improvements for each and every Improvement Area. The Acquisition Agreement shall be structured so that it is automatically applicable to any financing by special taxes levied in, or CFD Bonds issued for, a subsequent phase annexed into its respective Improvement Area of the CFD, without requiring any modifications to the Acquisition Agreement or any further approvals by the City.

(19) The Acquisition Agreement shall contain an acknowledgement by the City and Developer as to the following:

(A) Developer may be constructing Public Improvements before CFD Bond proceeds and Remainder Taxes (herein, **"Project Finance Mechanism Funding Sources"** or **"Funding Sources"**) that shall be used to acquire them are available.

(B) City shall inspect the Public Improvements and process payment requests even if Funding Sources for the amount of pending payment requests are not then sufficient to satisfy them in full.

(C) Public Improvements may be conveyed to and accepted by the City or other governmental entity before the applicable payment requests are paid in full.

(D) If the City or other governmental entity accepts Public Improvements before the applicable payment requests are paid in full, the unpaid balance shall be paid when sufficient Funding Sources become available, and the Acquisition Agreement shall provide that the applicable payment requests for Public Improvements accepted by the City or other governmental entity may be paid in any number of installments as Funding Sources become available and irrespective of the length of time payment is deferred.

(E) Developer's conveyance or dedication of Public Improvements to the City or other governmental entity before the availability of Funding Sources to acquire the Public Improvements shall not be considered a dedication or gift, nor a waiver of Developer's right to payment of Public Improvements under this Development Agreement or the Acquisition Agreement.

(20) Developer shall provide actual and conspicuous notice to potential homeowners, in a form reasonably acceptable to the City and in compliance with all applicable legal requirements including, without limitation, applicable provisions of Government Code Section 53341. 5) of any and all fees, taxes, and assessments to be charged to any and all purchasers of real property interests in the Project. Developer shall provide potential homeowners with a written and itemized notice of such projected costs and the manner in which they will be charged to the potential homeowner, which notice the potential homeowner shall sign. Developer shall retain a copy of each signed notice in Developer' s files for at least fifteen (15) years following the date of such notice, and shall provide a copy of each such signed notice to the City.

(d) At Developer's sole discretion and in accordance with Developer's construction schedule, Developer shall apply for such other permits and approvals as may be required by other private and public and quasi-public entities in connection with the development of, or the provision of services to, the Property. City shall cooperate with Developer in Good Faith and Fair and Expeditious Dealing, at no cost to City, in Developer's efforts to obtain such permits and approvals and City shall, from time to time (at the request of Developer), use its Good Faith and Fair and Expeditious Dealing to enter into binding agreements with any such other entity as may be necessary to ensure the timely availability of such permits and approvals to Developer, provided such permits and approvals are mutually determined by City and Developer to be reasonably

necessary or desirable and are consistent with Applicable Law. In the event that any such permit or approval as set forth above is not obtained within three (3) months from the date application is deemed complete by the appropriate entity, and such circumstance materially deprives Developer of the ability to proceed with development of the Property or any portion thereof, or materially deprives City of a bargained-for public benefit of this Development Agreement, then, in such case, and at the election of Developer, Developer and City shall meet and confer with the objective of attempting to mutually agree on alternatives, Project Approvals, and/or an amendment to this Development Agreement to allow the development of the Property to proceed with each Party substantially realizing its bargained-for benefit there from.

(e) City and Developer acknowledge and agree that City may from time to time enter into (with Good Faith and Fair and Expeditious Dealing) joint exercise of power agreements or memoranda of understanding with other governmental agencies consistent with and to further the purposes of this Development Agreement.

(f) City and Developer acknowledge and agree that City may enter into a Development Agreement with the owners of the Newell Property, and that if such a Development Agreement is entered, the obligations binding the Newell Property by such a Development Agreement shall include that a Project Labor Agreement applying to at least one hundred (100) residential units on the Newell Property shall be entered and executed by the owners of the Newell Property.

(g) City and Developer acknowledge and agree that Developer shall dedicate land to the City and other public agencies, and shall construct roadways, parks, MBI, and other public improvements for public purposes and benefits pursuant to this Development Agreement and the development of the Project in amounts in excess of the Project's impacts and concomitant mitigation obligations, and in excess of what could otherwise be required and/or imposed by City under controlling law. The fair market value of such dedicated lands at the Effective Date is approximately one million ($1,000,000.00) per acre. All of the foregoing benefits provide the consideration for this Development Agreement, and further lead to reimbursements and City Impact Fee payment forgiveness owed to Developer, as set forth in this Development Agreement. Notwithstanding any other provision of this Development Agreement to the contrary, in no event shall the total value of the City Contribution, when combined with all other "public funds" (as defined in California Labor Code section 1720(b)) in the Project exceed the costs of performing the public works of improvement required as a condition of regulatory approval of the Project, recognizing that certain reimbursements and Fees Credits to Developer are in exchange for contributions in excess of Project impacts or mitigation measures or other obligations, or which could otherwise not be required by City under controlling law (including but not limited to available reimbursements for all land contributions, etc.).

2.09 Subsequent Project Conditions of Approval and Agreements.

(a) Applicability. The Parties anticipate that the actions/approvals listed in this Section 2.09 of this Development Agreement will occur after the Approval Date of this Development Agreement and within six (6) months of this Development Agreement's Effective Date.

(b) Project Conditions of Approval and Subdivision Improvement Agreements.

(1) City and Developer shall draft and coordinate **"Conditions of Approval"** to list all of the Conditions of Approval that shall be applicable to the entirety of the Project development, and then shall organize such Conditions of Approval so that City and Developer understand during which Project phase (**"Phase"**) that each such Conditions of Approval applies and therefore must be performed/satisfied. Further, City and Developer shall draft and coordinate such Conditions of Approval for each such Phase to provide applicable timing of performance/satisfaction for each such Conditions of Approval within each specific Phase. For example, within a particular Phase, some Conditions of Approval shall require performance during the term of that Phase's Subdivision Improvement Agreement (**"Phase SIA,"** defined below), yet other Conditions of Approval shall be performed during or after the term of a Phase SIA, but prior to or at the time of Building Permit issuance or Certificate of Occupancy issuance for structures built within the area of such Phase. The Conditions of Approval shall be drafted and organized so that Developer understands within which Phase the particular Conditions of Approval have to be satisfied, and the timing of such performance (e.g., prior to the Final Map, during the term of the Phase SIA, or prior to or at the time of Building Permit/Occupancy Permit issuance, etc.).

(2) Additionally, City and Developer shall draft and coordinate such Conditions of Approval to ensure that all Mitigation Measures relating to the Project (contained in the Project EIR and its Mitigation Monitoring and Reporting Program) are converted into actual Conditions of Approval to the Project Approvals. To coordinate all of these Phases and to ensure that all Conditions of Approval are performed and completed, a list of all such Project Conditions of Approval shall be compiled (the "**Master Conditions List**"). As provided above, the Master Conditions List shall do all of the following:

(A) List, segregate and assign the Conditions of Approval that are to be performed and completed with each Phase or sub-phase.

(B) Provide applicable timing of performance for each such Condition of Approval (i.e., before the filing of the Project Final Map, after the filing of the Project Final Map but during the term of a Phase SIA (defined below), or after the filing of a Project Final Map but during or after the term of a Phase SIA related to such Phase, but prior to or at the time of Certificate of Occupancy issuance for structures built within the area of such Phase).

(3) Additionally, City shall limit any security (e.g., bonding) requirements to only those Public Improvements being constructed and completed within the Phase or sub-phase being pursued by Developer.

(4) Any such Conditions of Approval and/or Master Conditions List shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once such Conditions of Approval and/or Master Conditions List SIA takes Legal Effect.

(5) The Parties shall adopt a "**Master Subdivision Improvement Agreement**" (also "**Master SIA**"). Such Master Subdivision Improvement Agreement shall set forth the material terms and Conditions of Approval for each and all subsequent Phase Subdivision Improvement Agreements (each a "**Phase SIA**").

(6) Once the Master SIA is adopted by City, having set forth all material terms and the Conditions of Approval, the City may delegate authority to the City Manager, or his/her designee, to execute such subsequent Phase SIAs on behalf of City.

(7) Any such Master SIA and/or Phase SIA shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once such Master SIA and/or Phase SIA takes Legal Effect.

(c) Assignment Agreements

(1) As set forth in Article 4 of this Development Agreement, any **"Assignment"** (defined in Article 4 of this Development Agreement) shall be memorialized in an **"Assignment Agreement."** A form Assignment Agreement shall be drafted by the Parties capturing and setting forth the requirements of this Development Agreement, including without limitation, the requirements of Article 4 of this Development Agreement. Such Assignment Agreement drafting shall involve the City Attorney and shall secure his/her approval.

(2) Any such Assignment Agreement shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once such Assignment Agreement takes Legal Effect.

(d) Zero Water Footprint Agreement.

(1) As set forth in Section 2.07 of this Development Agreement, the Parties may choose to negotiate a **"Zero Water Footprint Agreement"** that determines and sets forth the Zero Water Footprint requirements of the Project, as further discussed in Section 2.07 of this Development Agreement.

(2) Any such Zero Water Footprint Agreement shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once such Zero Water Footprint Agreement takes Legal Effect.

(e) Adobe Lumber Agreement.

(1) The Parties understand that Section 2.07 of this Development Agreement establishes certain obligations regarding Rio Del Mar, and more specifically the portion of Rio Del Mar that abuts the Adobe Lumber property. Therefore, at no cost to Developer, the Parties shall seek to negotiate an agreement with the relevant owner(s) of Adobe Lumber regarding Rio Del Mar, the use of a detention basin on AC-1 Property to hold and detain storm water for the benefit of the Adobe Lumber Property (at no cost to Developer), the provision of utilities for the benefit of the Adobe Lumber Property, and other matters addressed by this Development Agreement, and/or sought by the Parties for inclusion (**"Adobe Lumber Agreement"**).

(2) Any such Adobe Lumber Agreement shall be considered a Subsequent Approval and shall become part of this Development Agreement's "Applicable Law" once such Adobe Lumber Agreement takes Legal Effect.

ARTICLE 3
AMENDMENT OF DEVELOPMENT AGREEMENT AND SUBSEQUENT APPROVALS

3.01 Amendment of Development Agreement.

(a) This Development Agreement may be amended from time to time in accordance with California Government Code section 65868, only upon the mutual written consent of City and Developer. However, any amendment which relates to the term, permitted uses, density, intensity of use, height and size of proposed buildings, or provisions for reservation and dedication of land shall require a noticed public hearing before the Parties may execute an amendment.

(b) No amendment of this Development Agreement shall be required in connection with the issuance of any Subsequent Approval or any New City Law Developer elects to be subject to pursuant to Section 2.04(e). Any Subsequent Approval or New City Law Developer elects to be subject to pursuant to Section 2.04(e) shall be vested into by Developer and City as if set forth in full when the Subsequent Approval satisfies the requirements of Section 2.01(a)(4) of this Development Agreement. City shall not amend or issue any Subsequent Approval unless Developer requests such an amendment or issuance from City.

3.02 Amendments of Project Approvals.

(a) The Project Approvals may, from time to time, be amended or modified.

(b) Upon the written request of Developer, the City Manager ("**City Manager**") shall determine:

(1) Whether the requested amendment or modification is minor; and

(2) Whether the requested amendment or modification is consistent with this Development Agreement. If the City Manager finds that the amendment is both minor and consistent with this Development Agreement, the amendment shall be determined to be an "**Administrative Amendment**," and the City Manager shall approve the Administrative Amendment without notice and public hearing.

(c) Any request by Developer for an amendment that is determined by the City Manager not to be an Administrative Amendment shall be subject to review, consideration, and action pursuant to the Applicable Law.

3.03 Operating Memoranda.

(a) The provisions of this Development Agreement and the Project Approvals require Good Faith and Fair and Expeditious Dealing between City and Developer. The Parties acknowledge that, from time to time, clarifications of the provisions of this Development Agreement

and/or the Project Approvals may be necessary with respect to the details of performance of City and/or Developer. During the Term of this Development Agreement, if the Parties agree that such clarifications are necessary and appropriate, the Parties shall effectuate such clarifications through **"Operating Memoranda,"** which Operating Memoranda shall be a written memorial of such clarification, shall be signed by an authorized representative of each of the Parties (the City Manager shall be considered a representative authorized to execute such Operating Memoranda on behalf of City), and, which, after such Parties' execution, shall be attached as an addenda to this Development Agreement and become a part of the Applicable Law.

(b) No such Operating Memoranda shall constitute an amendment to this Development Agreement requiring public notice or hearing. The City Manager, in consultation with the City Attorney, shall make the determination on behalf of City whether a requested clarification may be effectuated pursuant to this Section 3.03 or whether the requested clarification is of such a character as to constitute an amendment pursuant to Sections 3.01 and/or 3.02 above.

ARTICLE 4
COVENANTS RUN WITH THE LAND; ASSIGNMENTS; DEFAULT, REMEDIES, TERMINATION

4.01 Covenants Run with the Land; Assignments; Defaults.

(a) Any failure by City or Developer to perform any material term or provision of this Development Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other Party (unless such period is extended by written mutual consent), shall constitute a default under this Development Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure satisfactorily may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure, thereafter, shall be deemed to be a cure within such 30-day period.

(b) No failure or delay in giving notice of default shall constitute a waiver of default; provided, however, that the provision of notice and opportunity to cure shall nevertheless be a prerequisite to the enforcement or correction of any default.

(c) During any cure period specified under this Section and during any period prior to any delivery of notice of failure or default, the Party charged shall not be considered in default for purposes of this Development Agreement. If there is a dispute regarding the existence of a default, the Parties shall otherwise continue to perform their obligations hereunder, to the maximum extent practicable in light of the disputed matter and pending its resolution or formal termination of this Development Agreement as provided herein.

(d) City shall continue to process in good faith development applications during any cure period but need not approve any such application if it relates to a development proposal on the Property with respect to which there is an alleged default hereunder.

(e) In the event either Party is in default under the terms of this Development Agreement, the non-defaulting Party may elect, in its sole and absolute discretion, to pursue any of

the following courses of action: (i) waive such default; (ii) pursue administrative remedies, and/or (iii) pursue judicial remedies.

(f) Except as otherwise specifically stated in this Development Agreement, either Party may, in addition to any other rights or remedies, institute legal action to cure, correct, or remedy any default by the other Party to this Development Agreement, to enforce any covenant or agreement herein, to enjoin any threatened or attempted violation hereunder or to seek specific performance, or to seek damages where suffered. Nothing in this section shall be deemed to limit either Party's rights under the Tort Claims Act. For purposes of instituting a legal action under this Development Agreement, any City Council determination under this Development Agreement shall be deemed a final agency action.

(g) This Development Agreement and all of its provisions, agreements, rights, powers, standards, terms, covenants, obligations, and/or other benefits and burdens (collectively, "**Benefits and Burdens**") run with the Property and shall be binding upon and inure to the Property, and/or any lot, parcel or portion thereof (collectively **"Portion"**) and to the benefit and burden of the Parties, and their respective heirs, successors, assigns, devisees, administrators, representatives, lessees, and all other persons or entities (by merger, consolidation or otherwise) acquiring the Property and/or any Portion, whether by sale, operation of law or in any manner whatsoever (collectively, **"Assignee"**).

(h) The following shall apply relative to Developer and an Assignee:

(1) Developer shall have the right to sell, assign, or transfer this Development Agreement (with all or any part of its Benefits and Burdens) (collectively, **"Assignment"**) to any Assignee acquiring a legal and/or equitable interest in the Property and/or any Portion thereof (collectively, **"Assignment Property"**). An Assignment shall mean and include without limitation Developer assigning certain rights, title, and interests in this Development Agreement to an Assignee and its Assignment Property, while Developer retains certain obligations under this Development Agreement regarding the Assignment Property, and Developer assigning certain obligations under this Development Agreement to an Assignee regarding the Assignment Property, while Developer retains certain rights, title, and interests in this Development Agreement regarding the Assignment Property, and/or any combination of the forgoing. The below-described **"Assignment Agreement"** shall set forth such respective rights and obligations assigned and retained.

(2) Developer shall provide City with written notice of any such Assignment of all or a Portion of the Property (i.e., the Assignment Property) no later than thirty (30) days prior to such Assignment, unless the Parties agree to a shorter time period. Developer shall provide the name, address, telephone numbers and other relevant contact information of the new Assignee. Failure to provide such written notice shall not be grounds for a Notice of Default. Any proposed Assignment shall be subject to the express written consent of City, which consent shall be subject to this Development Agreement's requirements of Good Faith and Fair and Expeditious dealing. City's consideration of the proposed Assignment shall be limited to the proposed Assignee's experience, financial resources and access to credit and capability to successfully carry out the development of the Portion of the Project (Property) to completion that is the topic of the proposed Assignment. Any Assignment involving AC-1 possessing an

ownership interest in the Assignee shall be approved by City. Any Assignment involving Brookfield Homes possessing an ownership interest in the Assignee shall be approved by City. An Assignment to an Assignee shall be memorialized in an **"Assignment Agreement,"** as addressed in Section 2.09 of this Development Agreement. Any reference to an "Assignment" in this Development Agreement shall assume the approval and execution of an Assignment Agreement by the Parties relative to such Assignment.

(3) Upon approval of such Assignment Agreement form conformance by the City Attorney and execution of such Assignment Agreement, such Assignment Agreement shall control the benefits, burdens, and other terms and conditions of this Development Agreement with respect to both the Assignment Property that is the subject of said Assignment Agreement, and to the Property and/or Portion that is not the subject of said Assignment Agreement. For example, an Assignment Agreement that includes the express written assumption by the Assignee of Developer's obligations under this Development Agreement shall release Developer from such obligations to the extent set forth in such Assignment Agreement, but shall not affect the Benefits and Burdens of other Portions of the Property not the subject of such Assignment Agreement.

(4) Upon an Assignment, a default by any Assignee regarding any such Assignment shall only affect that Portion of the Property so assigned to such Assignee (i.e., the Assignment Property) and shall not cancel or diminish in any way Developer's rights hereunder with respect to the Property or Portion not assigned to such Assignee. Therefore, a default by any Assignee ("**Defaulting Assignee**") shall only affect the Assignment Property owned by such Defaulting Assignee, shall not be considered a default by Developer or any other Assignee who is not the Defaulting Assignee, shall not cancel or diminish in any way Developer's or any other non-defaulting Assignee's Benefits and Burdens rights hereunder, and otherwise shall not be considered a default by Developer or other Assignees who are not the Defaulting Assignee.

(5) Any and all Assignee(s) shall be responsible for the reporting and Annual Review requirements of this Development Agreement relating to the Portion of the Property owned by such Assignee. Additionally, any amendment to this Development Agreement between City and Assignee shall only affect the Portion of the Property controlled by such Assignee.

4.02 Annual Review.

(a) Commencing July 1st of calendar year 2020, and for each July 1st thereafter during the Term of this Development Agreement, City shall initiate the **"Annual Review"** by written notice to Developer. Upon receipt of such written notice, Developer shall furnish to City, by June 1st of that same calendar, a report demonstrating good faith compliance by Developer with the terms of this Development Agreement.

(b) Following any such Annual Review, if Developer is determined to be in good faith compliance with the terms of this Development Agreement, City shall furnish Developer, upon Developer's request, a certification of compliance in recordable form.

(c) Following any such Annual Review, if Developer is determined to not be in good faith compliance with the terms of this Development Agreement, City shall furnish to

Developer a notice of noncompliance, which shall be deemed a notice of default and shall commence the cure period set forth in Section 4.01 of this Development Agreement (above).

(d) If City fails to notify Developer in writing (following the date the Review meeting is to be held) of the City's determination as to compliance or noncompliance with the terms of this Development Agreement, such failure shall be deemed an approval by City of Developer's current compliance with the terms of this Development Agreement.

(e) In addition to the Annual Review provided for in this Section 4.02, City may investigate or evaluate from time to time during the course of any given year, and regardless of whether such investigation or evaluation takes place as part of the Annual Review, any subject matter that is properly the subject of an Annual Review.

4.03 Force Majeure Delay, Extension of Times of Performance.

(a) In addition to specific provisions of this Development Agreement, performance by either Party hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, governmental entities other than City, its departments, agencies, boards and commissions, enactment of conflicting State or Federal laws or regulations, or litigation - including without limitation litigation contesting the validity, or seeking the enforcement or clarification of this Development Agreement whether instituted by Developer, City, or any other person or entity (each a "**Force Majeure Event**").

(b) Either Party claiming a delay as a result of a Force Majeure Event shall provide the other Party with written notice of such delay and an estimated length of delay. Upon the other Party's receipt of such notice, an extension of time for performance shall be granted in writing for the period of the Force Majeure Event, or longer as may be mutually agreed upon by the Parties, unless the other Party objects in writing within ten (10) days after receiving the notice. In the event of such objection, the Parties shall meet and confer within thirty (30) days after the date of objection to arrive at a mutually acceptable solution to the disagreement regarding the delay. If no mutually acceptable solution is reached, either Party may take action as permitted under this Development Agreement.

(c) Upon mutual agreement of the Parties in writing, the Term of this Development Agreement shall be extended by that time period that the Parties mutually agree to be the length of the time delay caused by the Force Majeure Event.

4.04 Legal Actions.

(a) In the event of any administrative, legal, or equitable action or other proceeding instituted by any person, entity or organization (that is not a Party to this Development Agreement) challenging the validity of this Development Agreement, any Project Approval, or the sufficiency of any environmental review under CEQA during the Term of this Development Agreement ("**Third-Party Challenge**"), this Section 4.04 shall apply.

(b) The Parties shall mutually cooperate with each regarding such other in the defense of any such Third-Party Challenge and shall discuss and determine how to fund the defense

against such Third-Party Challenge. City shall tender the complete defense of any such Third-Party Challenge to Developer ("**Tender**"), and upon acceptance of such Tender by Developer, Developer shall control all aspects of the defense. If City wishes to assist Developer when Developer has accepted the Tender, City may do so, and Developer shall coordinate with City in such regard.

(c) If any part of this Development Agreement (including, without limitation, any part of the exhibits and attachments thereto) or any Project Approval is held by a court of competent jurisdiction to be invalid, all of the following shall apply:

(1) City shall use its best efforts to sustain and/or re-enact that part of this Development Agreement and/or Project Approval.

(2) City shall take all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of this Development Agreement, and then adopting or re-enacting such part of this Development Agreement and/or Project Approval as necessary or desirable to permit execution of this Development Agreement and/or Project Approval.

(d) If despite such efforts such part of this Development Agreement and/or Project Approval cannot be cured and/or re-enacted or re-adopted, and such invalidity or unenforceability would have a material adverse impact on the Developer, by depriving Developer of a material benefit of this Development Agreement, then Developer may terminate this Development Agreement by providing written notice thereof to the City, and upon such termination, Developer shall no longer be subject to the benefits and burdens of this Development Agreement.

(e) If any term or provision of this Development Agreement, or the application of any term or provision of this Development Agreement to a specific situation, is otherwise found to be invalid, void, or unenforceable, the remaining terms and provisions of this Development Agreement, or the application of this Development Agreement to other situations, shall continue in full force and effect. However, again, if such invalidity or unenforceability would have a material adverse impact on the Developer, by depriving Developer of a material benefit of this Development Agreement, then Developer may terminate this Development Agreement by providing written notice thereof to the City, and upon such termination, Developer shall no longer be subject to the benefits and burdens of this Development Agreement.

4.05 Estoppel Certificate.

(a) Any Party may, at any time, and from time to time, deliver written notice to any other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party:

(1) This Development Agreement has not been amended or modified either orally or in writing or if so amended, identifying the amendments.

(2) This Development Agreement is in effect and the requesting Party is not known to be in default of the performance of its obligations under this Development Agreement, or if in default, to describe therein the nature and amount of any such defaults.

(b) Such a written certification shall be known as an "**Estoppel Certificate.**" A Party receiving a request hereunder shall execute and return such Estoppel Certificate within thirty (30) days following the receipt thereof, unless the Party in order to determine the appropriateness of the Estoppel Certificate, shall promptly commence and proceed to conclude a review pursuant to the provisions of Section 4.04 hereof. The Parties acknowledge that an Estoppel Certificate hereunder may be relied upon by Assignees and other persons having an interest in the Project, including holders of mortgages and deeds of trust. The City Manager shall be authorized to execute for City.

(c) If a Party fails to deliver an Estoppel Certificate within the thirty (30) day period, the Party requesting the Estoppel Certificate may deliver a second notice (the "**Second Notice**") to the other Party stating that the failure to deliver the Estoppel Certificate within ten (10) working days following the receipt of the Second Notice shall constitute conclusive evidence that this Development Agreement is without modification and there are no unexcused defaults in the performance of the requesting Party. Failure to deliver the requested Estoppel Certificate within the ten (10) working day period shall then constitute conclusive evidence upon the Party which fails to deliver such certificate that this Development Agreement is in full force and effect without modification and there are no unexcused defaults in the performance of the requesting Party.

ARTICLE 5
MORTGAGE RIGHTS AND OBLIGATIONS

5.01 Encumbrances on the Property.

(a) The Parties hereto agree that this Development Agreement shall not prevent or limit Developer, in any manner, at Developer's sole and absolute discretion, from encumbering the Property, or any portion thereof or any improvements thereon with any Mortgage securing financing with respect to the construction, development, use or operation of the Project. City acknowledges that Mortgagee may require certain modifications to this Development Agreement, and City shall, upon request, from time to time to meet with Developer and/or representatives of any such Mortgagee shall negotiate in good faith any such request for modification or subordination.

(b) City shall not unreasonably withhold its consent to any such requested modification to this Development Agreement provided such modifications are processed in accordance with the procedures for amendment of this Development Agreement.

(c) Any Mortgagee, and/or its successors and assigns, that comes into possession of the Property and/or any portion thereof shall be entitled to the rights, privileges and obligations set forth in this Development Agreement regarding such Property and/or any portion thereof, including, without limitation, the right to cure any and all Defaults.

5.02 Obligations and Rights of Mortgage Lenders.

(a) The non-possessory holder of any mortgage, deed of trust or other security arrangement with respect to the Property, or any portion thereof, shall not be obligated under this Development Agreement to construct or complete improvements or to guarantee such construction or completion, but shall otherwise be bound by all of the terms and conditions of this Development Agreement which pertain to the Property or such portion thereof in which it holds an interest.

(b) Any such holder who comes into possession of the Property, or any portion thereof, pursuant to a foreclosure of a mortgage or a deed of trust, or deed in lieu of such foreclosure, shall take the Property, or such portion thereof, subject to any and all applicable obligations of this Development Agreement (including without limitation pro rata claims for payments or charges against the Property, or such portion thereof), which accrue prior to the time such holder comes into possession.

(c) Nothing in this Development Agreement shall be deemed or construed to permit or authorize any such holder to devote the Property, or any portion thereof, to any uses, or to construct any improvements thereon, other than those uses, and improvements provided for or authorized by this Development Agreement, subject to all of the terms and conditions of this Development Agreement.

ARTICLE 6
GENERAL PROVISIONS

6.01 Miscellaneous.

(a) Preamble, Recitals, Exhibits. References herein to this "Development Agreement" shall include the Preamble, Recitals, and all of the exhibits of this Development Agreement.

(b) Governing Law and Attorneys' Fees. This Development Agreement shall be construed and enforced in accordance with the laws of the State of California. Developer acknowledges and agrees that City has approved and entered into this Development Agreement in the sole exercise of their respective discretion and that the standard of review of the validity and meaning of this Development Agreement shall be that accorded legislative acts of City. Should any legal action be brought by a Party for breach of this Development Agreement or to enforce any provision herein, the prevailing Party of such action shall be entitled to reasonable attorneys' fees, court costs, and such other costs as may be fixed by the court.

(c) Project as a Private Undertaking. It is specifically understood and agreed by and between the Parties hereto that the development of the Property is a separately undertaken private development. No partnership, joint venture, or other association of any kind between Developer, on the one hand, and City on the other hand, is formed by this Development Agreement. The only relationship between City and Developer is that of a governmental entity regulating the development of private Property and the Developers of such private Property.

(d) Construction. As used in this Development Agreement, and as the context may require, the singular includes the plural and vice versa, and the masculine gender includes the feminine and neuter and vice versa.

(e) Notices. All notices, demands, or other communications which this Development Agreement contemplates or authorizes shall be in writing and shall be personally delivered or mailed to the respective Party as follows:

If to City:
City of American Canyon

Attention: City Manager
4381 Broadway Street, Suite 201
American Canyon, CA 94503
(707) 647-4360

With a Copy To:
City of American Canyon
Attention: City Attorney
400 Lambert Avenue
Palo Alto, CA 94306
(650) 843-8080

If to Developer:
Terrence McGrath
American Canyon 1, LLC
c/o McGrath Properties, Inc.
1001 42nd Street, Suite 200
Oakland, CA 94608
(510) 273-2010

Any Party may change the address stated herein by giving notice in writing to the other Parties, and thereafter notices shall be addressed and transmitted to such new address. Any notice given to the Developer as required by this Development Agreement shall also be given to all other signatory Parties hereto and any lender which requests that such notice be provided. Any signatory Party or lender requesting receipt of such notice shall furnish in writing its address to the Parties to this Development Agreement.

(f) Recordation. The Clerk of the City shall record, within ten (10) days after the Effective Date, a copy of this Development Agreement in the Official Records of the Recorder's Office of Napa County. Developer shall be responsible for all recordation fees, if any.

(g) Jurisdiction and Venue. The interpretation, validity, and enforcement of this Development Agreement shall be governed by and construed under the laws of the State of California. Any suit, claim, or legal proceeding of any kind related to this Development Agreement shall be filed and heard in a court of competent jurisdiction in Napa County.

(h) Waivers. Waiver of a breach or default under this Development Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Development Agreement.

(i) Entire Agreement. This Development Agreement may be executed in multiple originals, each of which is deemed to be an original. This Development Agreement, including these pages and all the exhibits (set forth below) inclusive, and all documents incorporated by reference herein, constitute the entire understanding and agreement of the Parties.

(j) Signatures. The individuals executing this Development Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Development Agreement on behalf of the respective legal entities of Developer and

City. This Development Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns, as set forth in this Development Agreement.

(k) Exhibits. The following exhibits are attached to this Development Agreement and are hereby incorporated herein by this reference for all purposes as if set forth herein in full:

Exhibit A	*Property Depiction and Legal Description*
Exhibit B	*Dedications; Master Backbone Infrastructure*
Exhibit C	*City Fees*
Exhibit D	*City Resolution No. 2018-105*

IN WITNESS WHEREOF, City and Developer have executed this Development Agreement as of the date first hereinabove written.

"City":

CITY OF AMERICAN CANYON,
a municipal corporation

By: _____
Leon Garcia, Mayor

ATTEST:

By: _____
Suellen Johnston, City Clerk

APPROVED AS TO FORM:

By: _____
William D. Ross, City Attorney

"Developer":

"AC-1"

AMERICAN CANYON I, LLC, A DELAWARE LIMITED LIABILITY COMPANY

By: _____
Name: Terrence McGrath
Its: Managing Member

By: _____
Name: John "Jack" Jaeger
Its: Managing Member
AKA John Jaeger

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Napa }

On July 19, 2019 (Date) before me, Cherri S. Walton, Notary Public. (Here Insert Name and Title of the Officer)

personally appeared Leon Garcia (Name(s) of Signer(s))

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

CHERRI S. WALTON
Notary Public - California
Napa County
Commission # 2263305
My Comm. Expires Oct 22, 2022

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

Place Notary Seal and/or Stamp Above *Signature of Notary Public*

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Development Agreement AC-1 Property

Document Date: July 18, 2019 Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer – Title(s): _____	☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General	☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian of Conservator	☐ Trustee ☐ Guardian of Conservator
☐ Other: _____	☐ Other: _____
Signer is Representing: _____	Signer is Representing: _____

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ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Diego)

On July 17, 2019 before me, Sandra M. Quinn
(insert name and title of the officer)

personally appeared John Jaeger,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SANDRA M. QUINN
Notary Public – California
San Diego County
Commission # 2222926
My Comm. Expires Nov 23, 2021

Signature Sandra M. Quinn (Seal)

ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Alameda

On July 16, 2019, before me, J. Scott, Notary Public,

personally appeared Terrence McGrath

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

NCC1 J. SCOTT Commission No. 2211510 NOTARY PUBLIC-CALIFORNIA ALAMEDA COUNTY My Comm Expires SEPTEMBER 22, 2021 NCC1

WITNESS my hand and official seal.

SIGNATURE J. Scott

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document:
Development Agreement / Between City of American Canyon and American Canyon I LLC

Document Date: 07/16/2019 Number of Pages: 76

Signer(s) Other than Named Above: —

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Exhibit A

Property Depiction and Legal Description

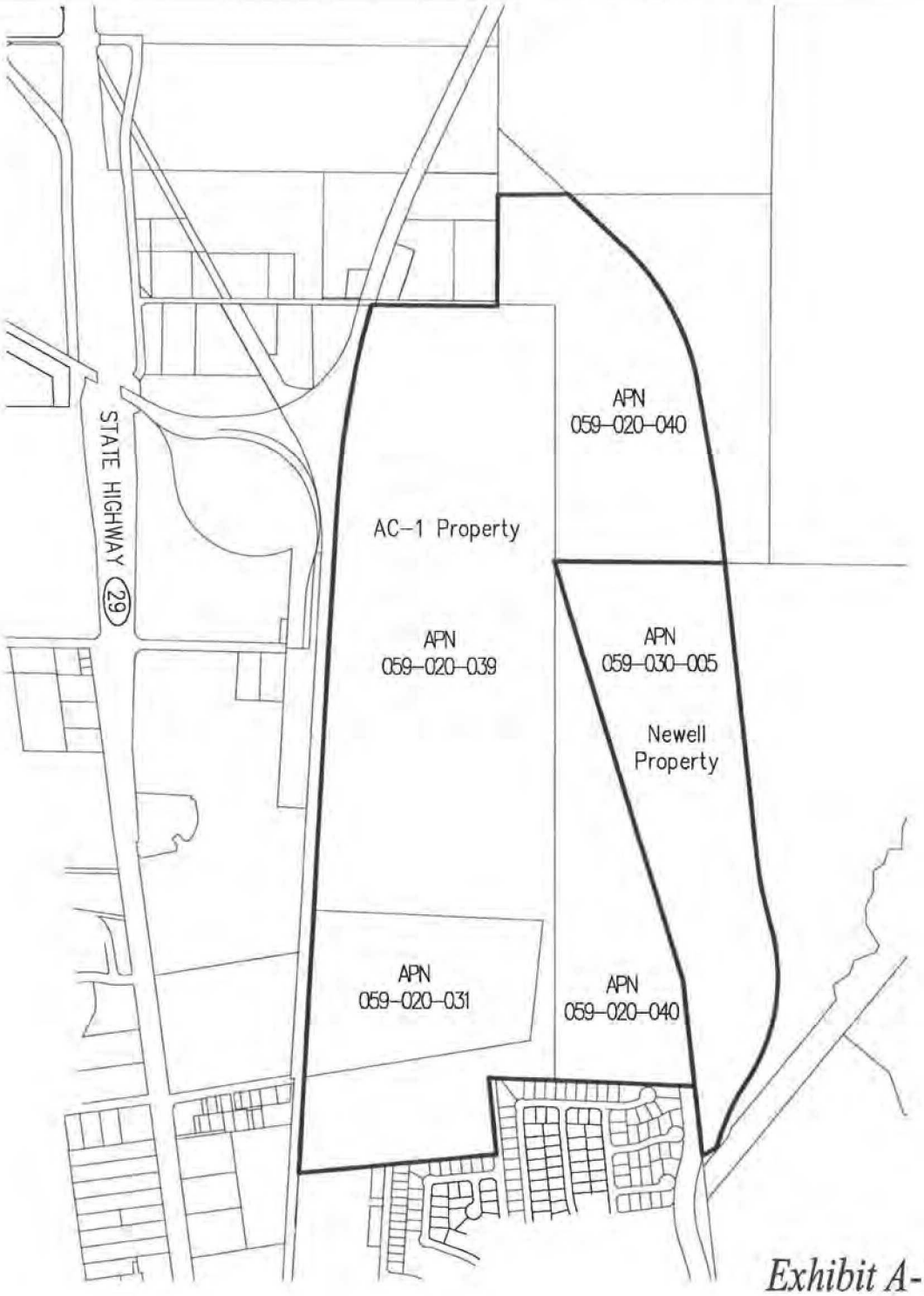

Exhibit A-1

AC-1 & Newell Properties

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 30, 2019 SCALE: 1"=1000'

AC-1 Property:

APN 059-020-031
APN 059-020-039
APN 059-020-040

Newell Property:

APN 059-030-005

cbg
SAN RAMON (925) 866-0322
SACRAMENTO (916) 375-1877
WWW.CBANDG.COM
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LEGAL DESCRIPTION

The land referred to in this report is situated in the City of American Canyon, County of Napa, State of California, and is described as follows:

TRACT ONE:
PARCEL ONE:
Being all of Tract Two, as said Tract Two is described in that certain Grant Deed to Jaeger-Basalt LLC, recorded January 23, 2004, in Document No. 2004-0002720 of Official Records, in the office of the County Recorder of Napa County and more particularly described as follows:

Beginning at the intersection of the eastern line of the Southern Pacific Railroad right of way with the northeast extension of the monumented centerline of South Napa Junction Road as said road is shown on Map No. 2486 entitled, "Parcel Map of a portion of the lands of S. Mark Taper", recorded February 15, 1974 in Book 5 of Parcel Maps at page 98 in the office of the County Recorder of said Napa County; thence from said intersection, North 80' 04' 36" East 1415.27 feet along said northeast extension to a 3/4" iron pipe and tag, L.S. 3801; thence North 5' 23' 13" East 749.40 feet to a 3/4" iron pipe and tag, L.S. 3801; thence North 87' 57' 35" West 1418.53 feet to said eastern line of the Southern Pacific right of way; thence along said right of way, North 2' 30' 00" East 6.4 chains, more or less, to a stake marked 1 on the west line of the 168.45 acre tract of land conveyed to John Watson by Deed of record in Book P of Deeds, at page 133, said Napa County Records; thence North 80' 14" 00" East 29 chains to a stake marked 2 on the east line of said 168.45 acre tract; thence along said east line, South 17' 25' 00" East 19.36 chains to a stake and South 6' 48' 00" East 2.55 chains to the northeast comer of Lot 17 as said lot is shown on the map entitled, "Map of Bella Vista Ranch", recorded December 13, 1964 in Book 1 of Maps at page 66 in the office of the County Recorder of said Napa County; thence along the easterly and southerly lines of said Lot 17, South 6' 53' 00" East 7.06 chains and North 88' 23' 00" West 19.25 chains to the southwest comer thereof in the center of Center Street; thence along the center of said street, South 6' 23' 00" East 7.23 chains to the southeast comer of Lot 18 shown on said map of Bella Vista Ranch; thence along the southerly line of said lot, South 84' 04' 00" West 18.52 chains to said eastern right of way line; thence North 2' 34' 00" East 620 feet, more or less, to the point of beginning.

PARCEL TWO:
Being a portion of that certain parcel of land granted to Jamcan, LLC, by deed recorded December 30, 2005, in Document No. 2005-0053462 of Official Records, in the office of the County Recorder of Napa County, more particularly described as follows:

Beginning at the southwestern corner of said parcel of land (2005-0053462);
Thence, from said point of beginning, along the boundary line of said parcel of land, the following nine (9) courses:

North 02°30'00" East 2,166.78 feet,

North 05°15'00" East 264.00 feet,

North 07°30'00" East 132.00 feet,

North 08°45'00" East 132.00 feet,

North 11°45'00" East 612.48 feet,

North 90°00'00" East 784.74 feet,

North 00°00'00" East 33.00 feet,

North 00°26'40" East 660.00 feet, and

North 90°00'00" East 441.43 feet;

Thence, leaving said boundary line, South 46°26'18" East 458.92 feet;

Thence, along the arc of a tangent 1,560.00 foot radius curve to the right, through a central angle of 36°33'14", an arc distance of 995.26 feet;

Thence, South 09°53'04" East 597.78 feet;

Thence, along the arc of a tangent 3,062.00 foot radius curve to the right, through a central angle of 03°53'47", an arc distance of 208.23 feet;

Thence, South 05°59'17" East 312.38 feet to a point on said boundary line;

Thence, along said boundary line, the following three (3) courses:

North 90°00'00" West 1,014.49 feet,

South 17°25'00" East 1,438.14 feet, and

South 80°14'00" West 1,914.00 feet to said point of beginning.

APN: 059-020-039 & -040

TRACT TWO:
Beginning at the intersection of the Eastern line of the Southern Pacific Railroad right of way with the Northeast Extension of the monumented centerline of South Napa Junction Road as said road is shown on map number 2486 entitled "Parcel Map of a portion of the lands of S. Mark Taper", recorded February 15, 1974 and filed in Book 5 of Parcel Maps, at page 98 in the Office of the Napa County Recorder; thence from said intersection, North 80° 04' 36" East 1415.27 feet along said Northeast extension to a 3/4" iron pipe and tag, L.S. 3801; thence North 5° 23' 13" East 749.40 feet to a 3/4" iron pipe and tag, L.S. 3801; thence North 97° 57' 35" West 1418.53 feet to said Eastern line of the Southern Pacific right of way; thence along said right of way, South 2° 34' 36" West 1041.54 feet to the point of beginning.

APN 059-020-031

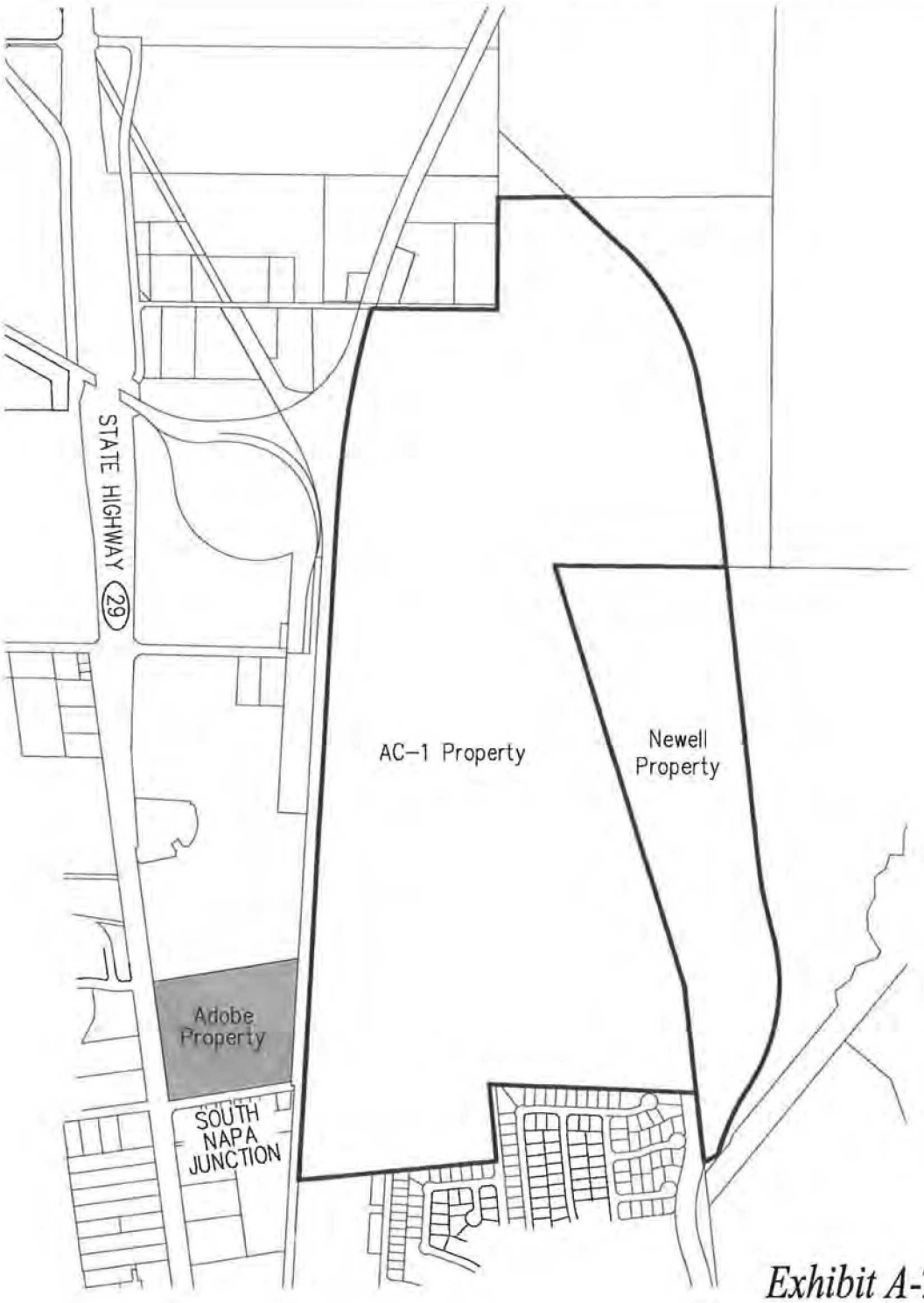

Exhibit A-2

Adobe Property

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 30, 2019 SCALE: 1"=1000'

cbg
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Exhibit B

Dedications; Master Backbone Infrastructure

Sub-Topic	Sub-Exhibit B
Newell Drive Roadway Improvements	B-1
Rio Del Mar (At-Grade RRX)	B-2
Rio Del Mar (Grade-Separated RRX)	B-3
SR 29 / Rio Del Mar Tie-In	B-4
South Napa Junction (Grade-Separated RRX)	B-5
SR 29 / South Napa Junction Tie-In	B-6
Loop Road Improvements	B-7
Rolling Hills Drive Improvement	B-8
Parks, Trails and Plaza	B-9

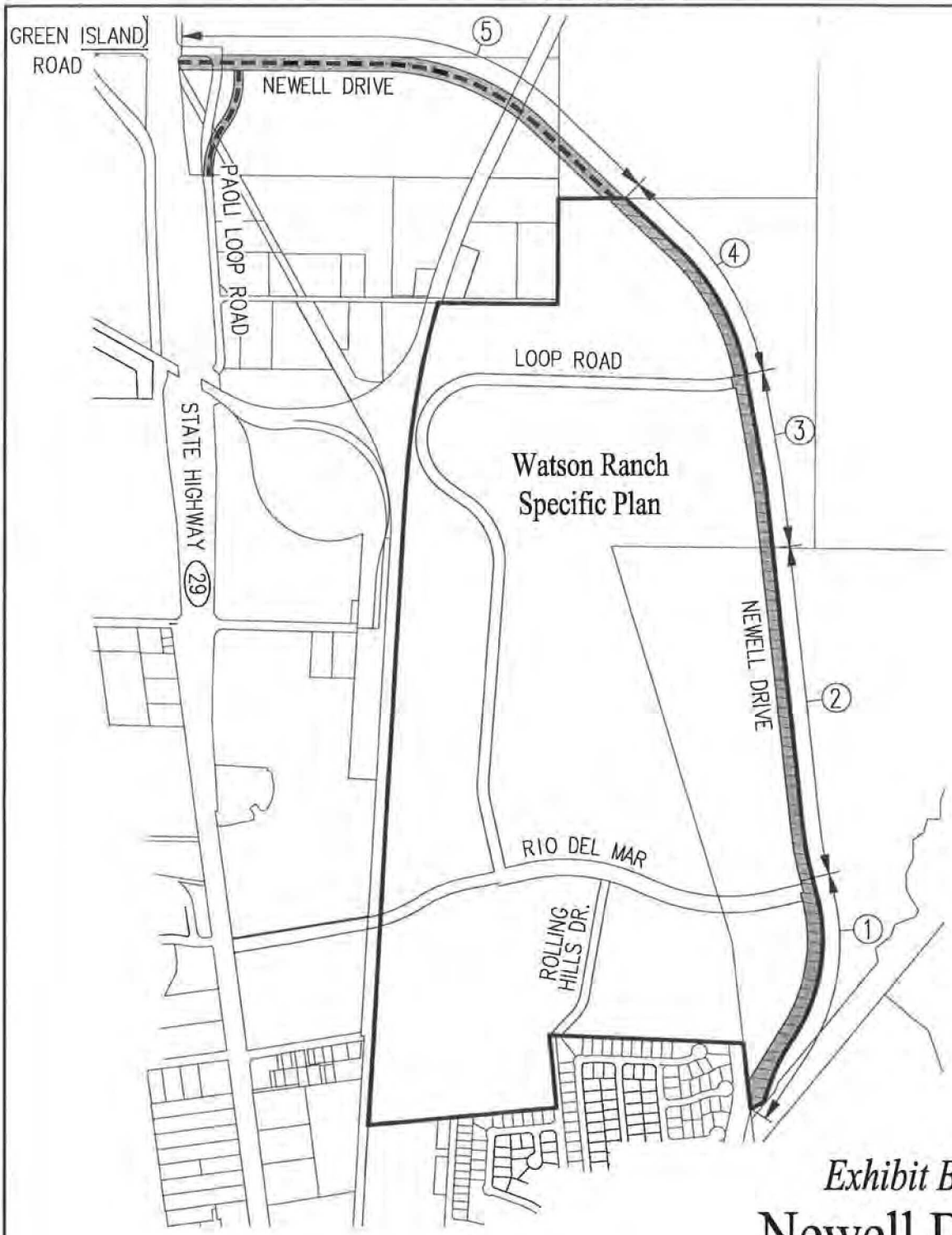

Exhibit B-1

Newell Drive Roadway Improvements

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

Legend

1. NEWELL DRIVE SEGMENT 1
2. NEWELL DRIVE SEGMENT 2
3. NEWELL DRIVE SEGMENT 3
4. NEWELL DRIVE SEGMENT 4
5. NEWELL DRIVE SEGMENT 5

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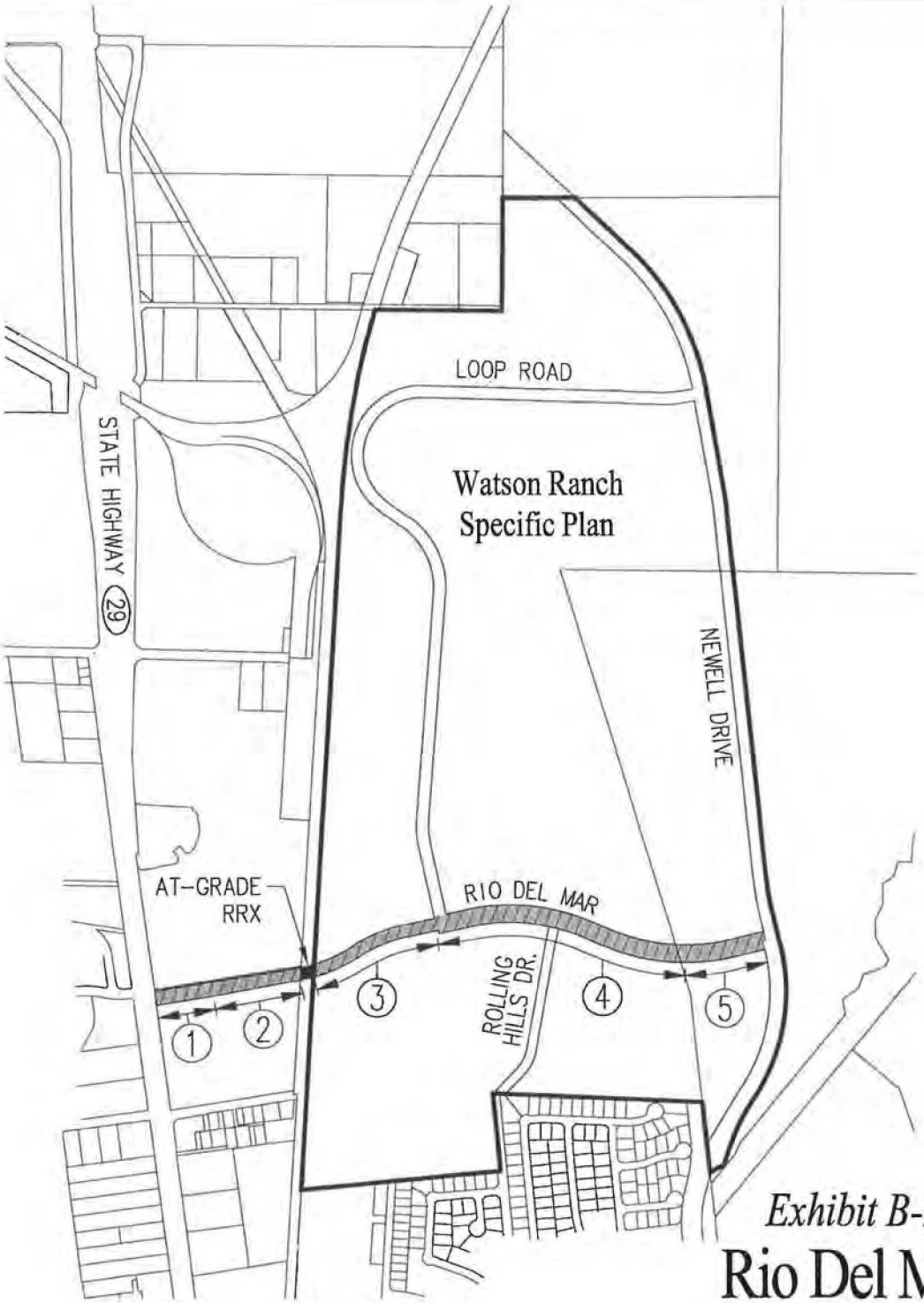

Exhibit B-2

Rio Del Mar
(At-Grade RRX)

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

Legend

1. AT-GRADE RIO DEL MAR SEGMENT 1
2. AT-GRADE RIO DEL MAR SEGMENT 2

AT-GRADE RIO DEL MAR RRX SEGMENT

3. AT-GRADE RIO DEL MAR SEGMENT 3
4. AT-GRADE RIO DEL MAR SEGMENT 4
5. AT-GRADE RIO DEL MAR SEGMENT 5

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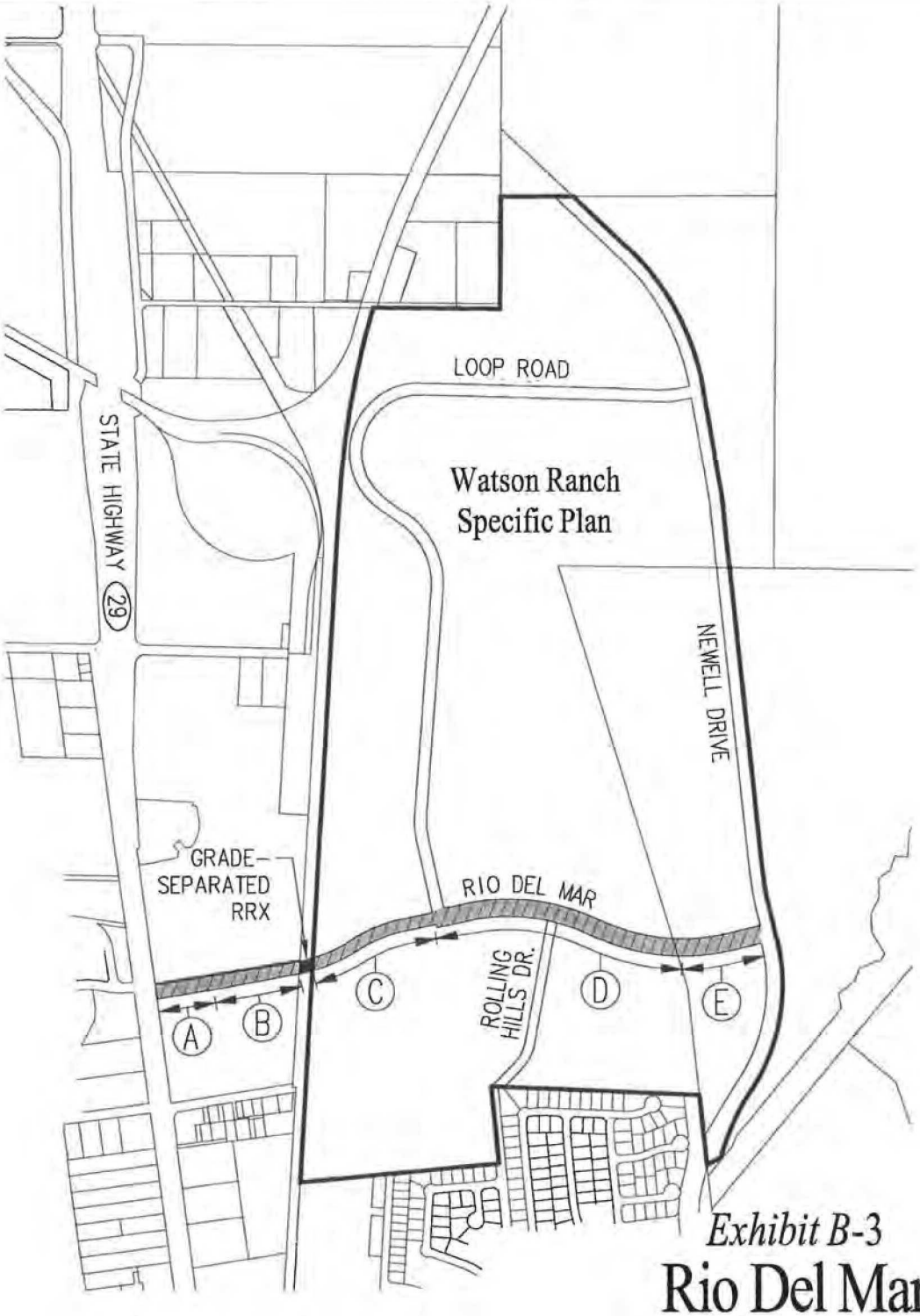

Exhibit B-3

Rio Del Mar
(Grade-Separated RRX)

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

Legend

- (A) GRADE-SEPARATED RIO DEL MAR SEGMENT A
- (B) GRADE-SEPARATED RIO DEL MAR SEGMENT B
- GRADE-SEPARATED RIO DEL MAR RRX SEGMENT
- (C) GRADE-SEPARATED RIO DEL MAR SEGMENT C
- (D) GRADE-SEPARATED RIO DEL MAR SEGMENT D
- (E) GRADE-SEPARATED RIO DEL MAR SEGMENT E

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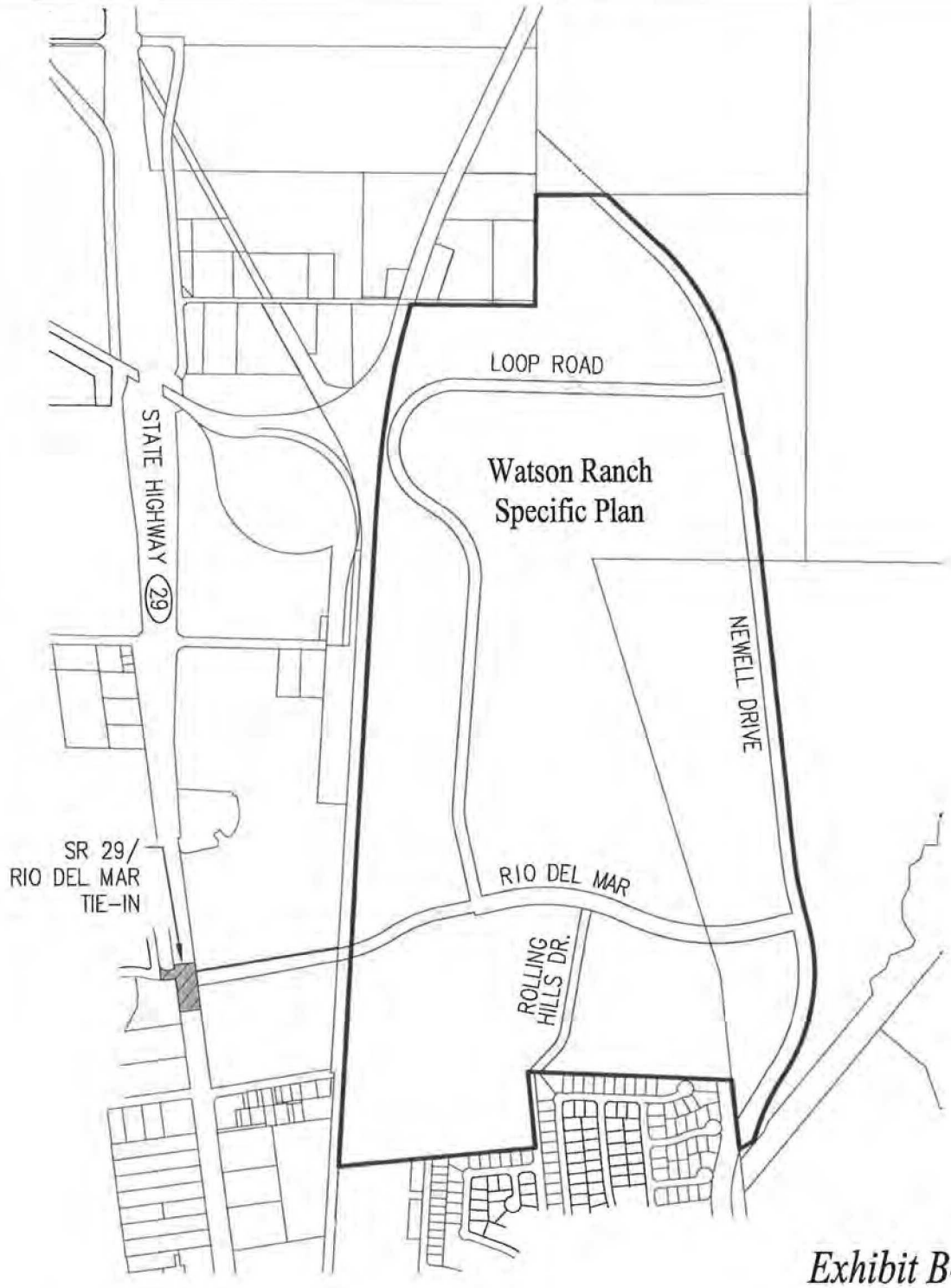

Exhibit B-4

SR 29 / Rio Del Mar Tie-in

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

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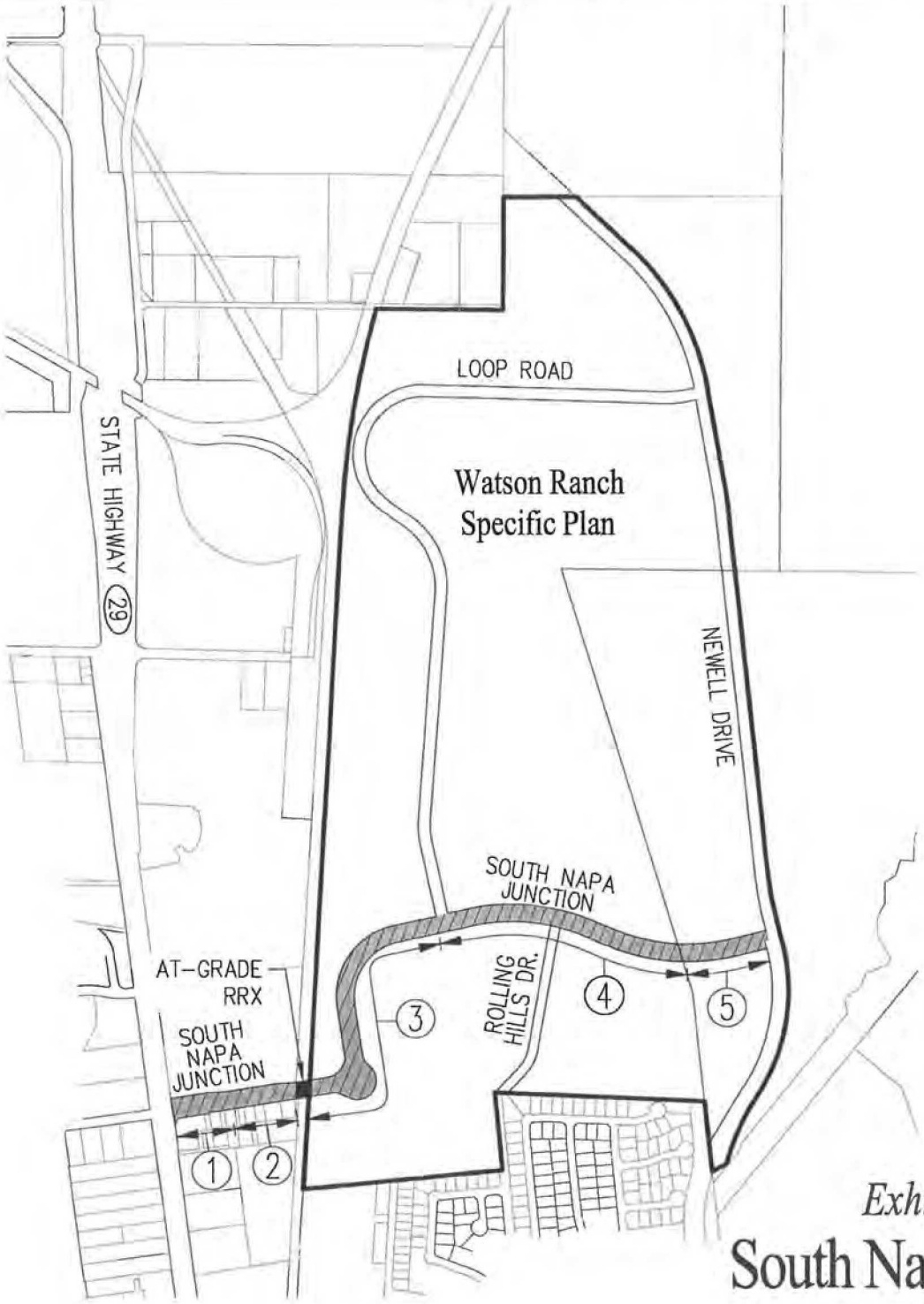

Exhibit B-5

South Napa Junction

(At-Grade RRX)

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

Legend

1. AT-GRADE SOUTH NAPA JUNCTION SEGMENT 1
2. AT-GRADE SOUTH NAPA JUNCTION SEGMENT 2

AT-GRADE SOUTH NAPA JUNCTION RRX SEGMENT

3. AT-GRADE SOUTH NAPA JUNCTION SEGMENT 3
4. AT-GRADE SOUTH NAPA JUNCTION SEGMENT 4
5. AT-GRADE SOUTH NAPA JUNCTION SEGMENT 5

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Exhibit B-6

SR 29 / South Napa Junction Tie-In

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

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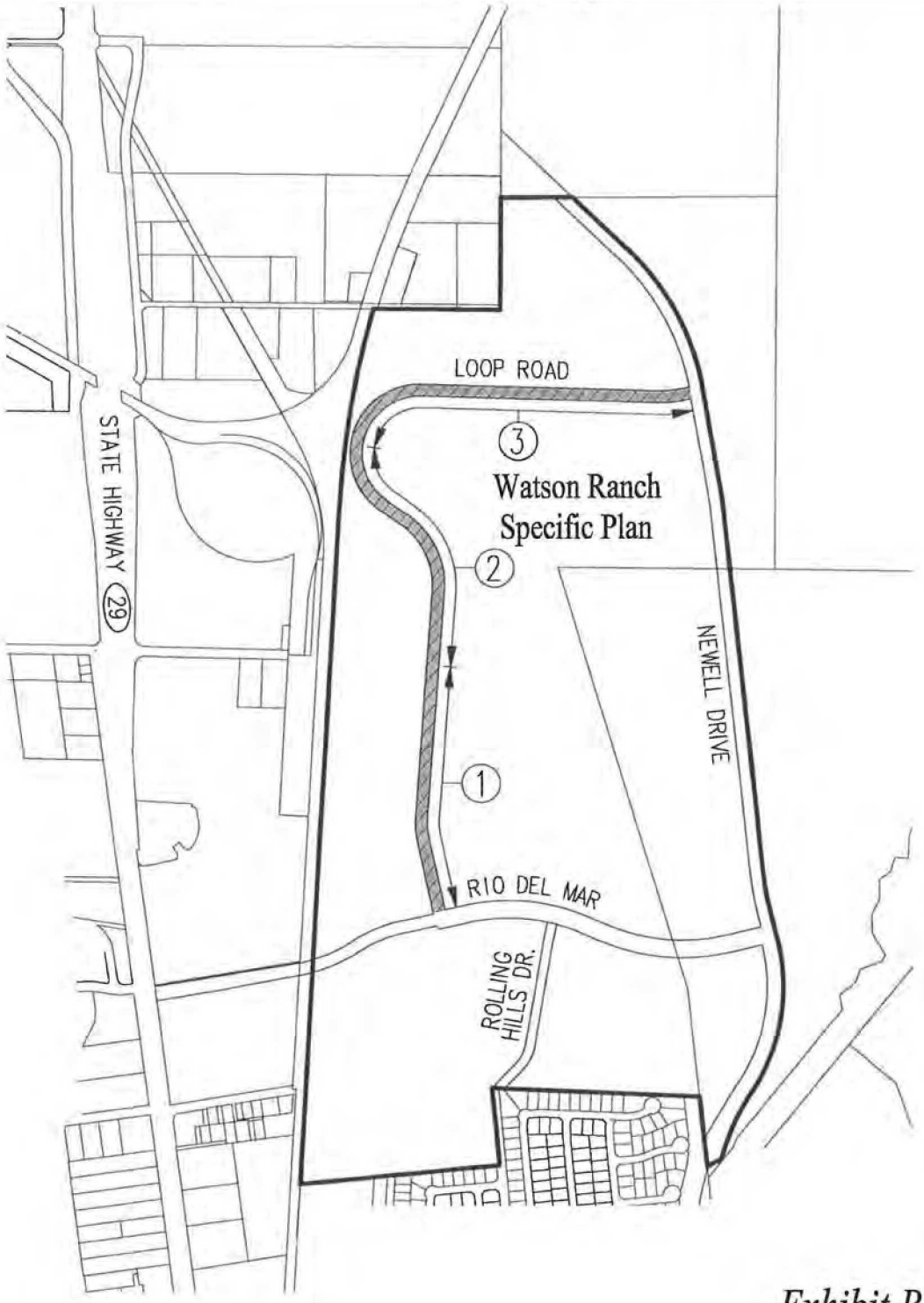

Exhibit B-7

Loop Road Improvements

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

Legend

1. LOOP ROAD SEGMENT 1
2. LOOP ROAD SEGMENT 2
3. LOOP ROAD SEGMENT 3

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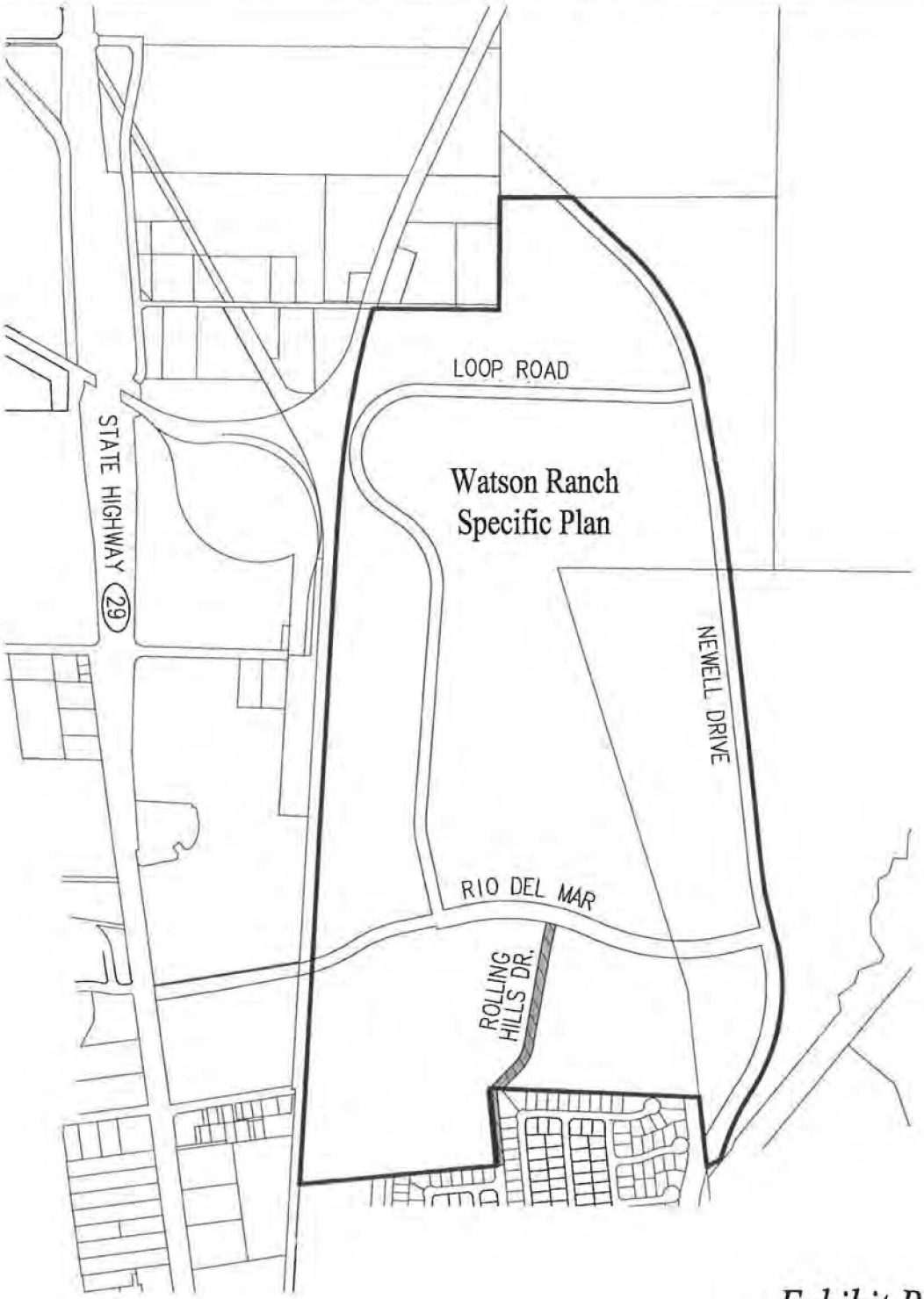

Exhibit B-8

Rolling Hills Drive Improvements

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

Legend

ROLLING HILLS DRIVE IMPROVEMENTS

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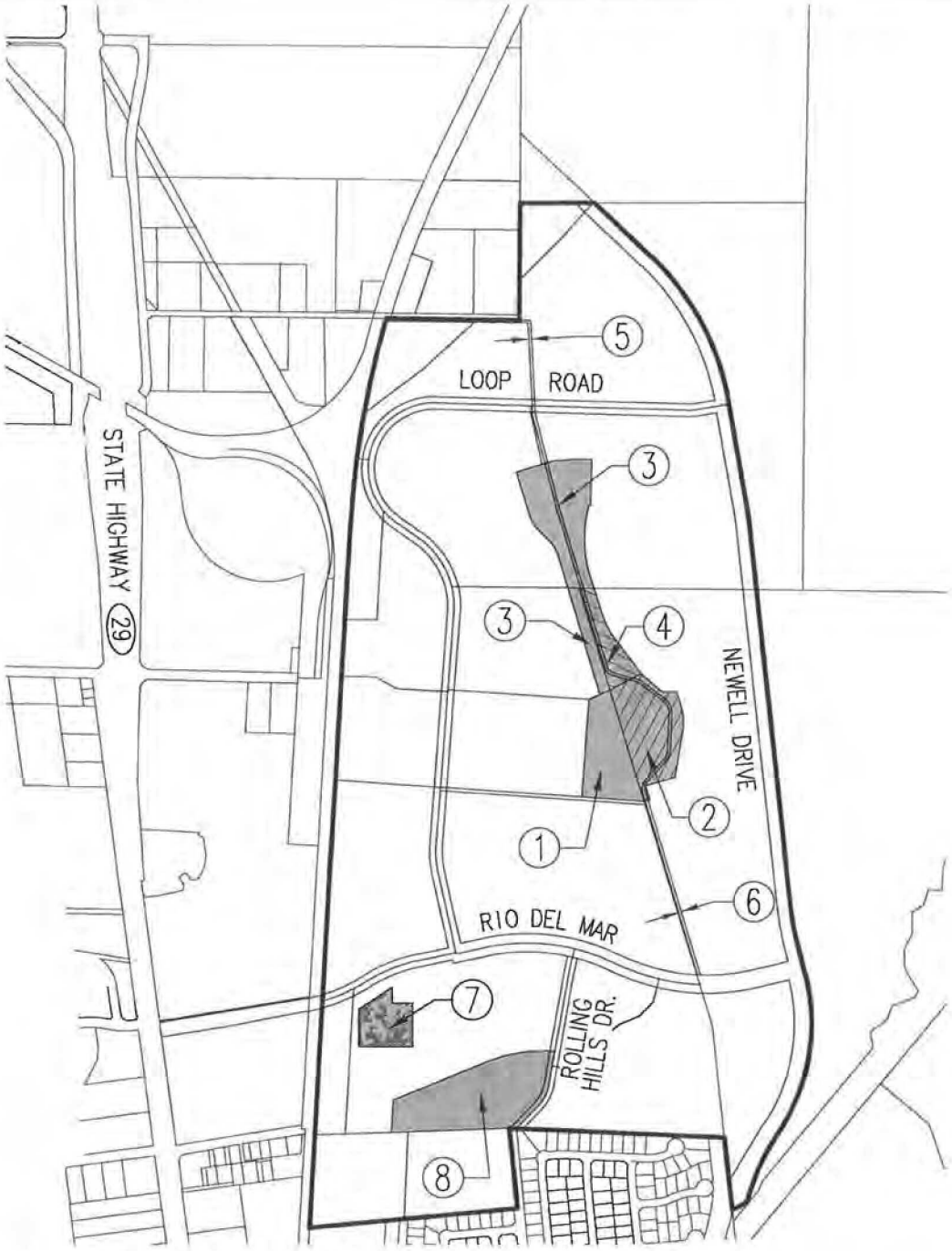

Legend

1. PARK A (AC–1 PROPERTY)
2. PARK A (NEWELL PROPERTY)
3. PARK B (AC–1 PROPERTY)
4. PARK B (NEWELL PROPERTY)
5. NAPA VALLEY VINE TRAIL (AC–1 PROPERTY)
6. NAPA VALLEY VINE TRAIL (NEWELL PROPERTY)
7. COMMUNITY PLAZA
8. QUARRY LAKE PARK

Exhibit B-9

Parks, Trails and Plaza

Watson Ranch

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

DATE: MAY 21, 2019 SCALE: 1"=1000'

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Exhibit C

City Fees

Exhibit C

SECTION 1: The 2017 Traffic Impact Fees as shown on the table below:

2017 Traffic Impact Fee

Land Use	Traffic Impact Fee Per Net New Daily Trip
All	$574.85

SECTION 2: The 2017 Water Capacity Fees as shown on the table below:

2017 Water Capacity Fee

Land Use	Units	EDU	Water Capacity Fee
Single Family	each	1.00	$14,441
Multi-Family	unit	0.65	$9,386
Commercial/Industrial	gpd	n/a	$21.24

SECTION 3: The 2017 Wastewater Capacity Fees as shown on the table below:

2017 Wastewater Capacity Fee

Land Use	Units	EDU	Wastewater Capacity Fee
Single Family	each	1.00	$9,959
Multi-Family	unit	0.65	$6,473
Commercial/Industrial	gpd	n/a	$33.20

SECTION 4: The 2017 Parks & Recreation Fees as shown on the table below:

2017 Parks & Recreation Fee

Parks and Recreation	Parks & Recreation Fee Per Dwelling Unit
Parkland Acquisition	$2,010.97
Parkland Development	$2,285.91
Community Gym	$787.31
Aquatic Center/Pool	$266.60
Aquatic Center/Slide	$56.24
Total - Park and Rec Fees	**$5,407**

SECTION 5: The 2017 Civic Facility Fees as shown on the table below:

2017 Civic Facility Fee

Civic Facilities	Civic Facility Fee Per Residential Unit	Civic Facility Fee Per Commercial Sqft	Civic Facility Fee Per Office Sqft	Civic Facility Fee Per Industrial Sqft
City Hall Expansion	$261.40	$0.14	$0.27	$0.094
Police Station	$79.15	$0.04	$0.08	$0.042
Aquatic Center Offices	$242.65	$0.04	$0.06	$0.010
Construction - City Library	$915.40	$0.14	$0.23	$0.083
Corp Yard Expansion and offsite improvements	$71.86	$0.01	$0.04	$0.010
Total - Civic Facilities	**$1,570.46**	**$0.36**	**$0.69**	**$0.24**

SECTION 6: The 2017 General Plan Update Fees as shown on the table below:

2017 General Plan Update Fee

Land Use	Units	General Plan Update Fee
Residential	Per DU	**$83.31**
Commercial, Office, Industrial	Per Sqft	**$0.0104**

SECTION 7: The 2017 General Plan Update Fees as shown on the table below:

2017 Affordable Housing Nexus Fee

Type of Use	Affordable Housing Nexus Fee Per Gross Sqft
Residential, Single Family, Townhouse	$3.05
Residential, Stacked Flats, Apartment	$3.55
Office	$0.76
Hotel	$0.76
Retail	$0.76
Warehouse	$0.51
Industrial	$0.51
All Other Nonresidential	$0.76

Residential Building Plan Review Fees

SINGLE-FAMILY	Fees Per Unit	Notes
1 - 1,500 square feet	631.00	Minimum; any cost in excess of $631 is to be charged to applicant based on the FB Hourly Rate
1,501 - 3,000	667.00	Minimum; any cost in excess of $667 is to be charged to applicant based on the FB Hourly Rate
3,001 - 4,500	779.00	Minimum; any cost in excess of $779 is to be charged to applicant based on the FB Hourly Rate
4,501 - 6,000	870.00	Minimum; any cost in excess of $870 is to be charged to applicant based on the FB Hourly Rate
6,001 + square feet - Additional time per 200 square feet	53.00	Minimum; any cost in excess of $53 is to be charged to applicant based on the FB Hourly Rate
After Model Plan Review Fee	146.00	Minimum; any cost in excess of $146 is to be charged to applicant based on the FB Hourly Rate
MULTI-FAMILY	**Fees Per Building**	**Notes**
1 - 5000 square feet	2,302.00	Minimum; any cost in excess of $2302 is to be charged to applicant based on the FB Hourly Rate
5001 - 10,000	3,136.00	Minimum; any cost in excess of $3136 is to be charged to applicant based on the FB Hourly Rate
10,001 - 15,000	4,693.00	Minimum; any cost in excess of $4693 is to be charged to applicant based on the FB Hourly Rate
15,001 - 30,000	6,290.00	Minimum; any cost in excess of $6290 is to be charged to applicant based on the FB Hourly Rate
30,001 - 50,000	8,660.00	Minimum; any cost in excess of $8660 is to be charged to applicant based on the FB Hourly Rate
50,001 + square feet - Additional time per 5,000 square feet	531.00	Minimum; any cost in excess of $531 is to be charged to applicant based on the FB Hourly Rate
After Model Plan Review Fee	232.00	Minimum; any cost in excess of $232 is to be charged to applicant based on the FB Hourly Rate

Exhibit D

City Resolution 2018-105

RESOLUTION NO. 2018-105

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON APPROVING GOALS AND POLICIES FOR COMMUNITY FACILITIES DISTRICTS CREATED PURSUANT TO THE MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982

WHEREAS, Section 53312.7(a) of the California Government Code requires that the City of American Canyon (the "City") consider and adopt goals and policies concerning the use of the Mello-Roos Community Facilities Act of 1982 (the "Act") prior to the initiation of proceedings on or after January 1, 1994 to establish a new community facilities district ("CFD") under the Act; and

WHEREAS, a form of goals and policies (the "Goals and Policies") are attached as Exhibit A hereto; and

WHEREAS, these Goals and Policies for Community Facilities Districts provide guidance and conditions for the conduct by the City of proceedings for, and the issuance of bonds secured by special taxes levied in, a CFD; and

WHEREAS, the Goals and Policies are applicable to financings under the Act and are intended to comply with Section 53312.7 (a) of the Government Code.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby approves the Goals and Policies for Community Facilities Districts created pursuant to the Provisions of the Mello-Roos Community Facilities Act Of 1982, attached hereto as Exhibit A, and are found to meet the requirements of the Act and are adopted by this Council for purposes of compliance with the Act, subject to further amendment by this Council as may be required from time to time.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 18th day of September, 2018, by the following vote:

AYES:	Council Members Aboudamous, Joseph, Oro, Vice Mayor Leary and Mayor Garcia
NOES:	None
ABSTAIN:	None
ABSENT:	None

Leon Garcia

Leon Garcia, Mayor

ATTEST:

Suellen Johnston

Suellen Johnston, City Clerk

Attachments – Exhibit A – Goals and Policies

Exhibit A

CITY OF AMERICAN CANYON
LOCAL GOALS AND POLICIES FOR
COMMUNITY FACILITIES DISTRICTS

I. GENERAL.

Section 53312.7(a) of the California Government Code requires that the City of American Canyon (the "City") consider and adopt local goals and policies concerning the use of the Mello-Roos Community Facilities Act of 1982 (the "Act") prior to the initiation of proceedings on or after January 1, 1994 to establish a new community facilities district ("CFD") under the Act.

These Local Goals and Policies for Community Facilities Districts (the "Policies") provide guidance and conditions for the conduct by the City of proceedings for financing facilities and/or services through the levy of special taxes in a CFD, and to issue bonds to finance such facilities. The Policies are intended to be general in nature; specific details will depend on the nature of each particular financing and variances may be appropriate as determined by staff. The Policies are applicable to financings under the Act and are intended to comply with Section 53312.7 (a) of the Government Code. These Policies shall not apply to any assessment financing or any certificate of participation or similar financings involving leases of or security in public property. The Policies are subject to amendment by the City Council at any time.

II. FINANCING PRIORITIES.

Eligible Facilities. The improvements eligible to be financed by a CFD must be owned by a public agency or public utility and must have a useful life of at least five years, except that up to five percent of the proceeds of an issue may be used for facilities owned and operated by a privately-owned public utility. The development proposed within a CFD must be consistent with the City's general plan and must have received any required legislative approvals such as zoning or specific plan approvals. A CFD shall not vest any rights to future land use on any properties, including those which are responsible for paying special taxes. Facilities eligible to be financed by a CFD include all those allowed under the Act.

It is acknowledged that the Act permits the financing of fee obligations imposed by governmental agencies the proceeds of which fees are to be used to fund public capital improvements of the nature listed above. The City will consider an application to finance fee obligations on a case-by-case basis.

The funding of public facilities to be owned and operated by public agencies other than the City shall be considered on a case-by-case basis. If the proposed financing is consistent with a public facilities financing plan approved by the City, or the proposed facilities are otherwise consistent with approved land use plans for the property, the City shall consider entering into a joint financing agreement or joint powers authority in order to finance these facilities.

A CFD may also be formed for the purpose of refinancing any fixed special assessment or other governmental lien on property, to the extent permitted under the Act, as applicable.

Priority Facilities. Priority for CFD financing of public facilities shall be given to public facilities which: (a) are necessary for development to proceed in an orderly fashion, or (b) are otherwise coordinated to correspond to the phasing of the related private development project. If appropriate, the

City shall prepare a public facilities financing plan as a part of the specific plan or other land use document that identifies the public facilities required to serve a project, and the type of financing to be utilized for each facility. The City will attempt to schedule construction of CFD-financed facilities in a manner such that private development will not occur ahead of the installation of public infrastructure necessary to support that development.

Eligible Services; Priority Services. The services eligible to be financed by a CFD (the "Services") are those identified in the Act. Subject to the conditions set forth in the Act, priority for public services to be financed by a CFD shall be given to services which are (a) necessary for the public health, safety and welfare and (b) would otherwise be paid from the City's general fund. The City may finance services to be provided by another local agency if it determines the public convenience and necessity require it to do so, although the City prioritizes financing services to be provided by the City. If appropriate, the City shall prepare a public services financing plan as a part of the specific plan or other land use document that identifies the public services required to serve a project and the source of funding for each such service.

Eligible Private Facilities. Financed improvements may be privately-owned in the specific circumstances, and subject to the conditions, set forth in the Act.

III. BOND FINANCINGS; CREDIT QUALITY.

Value-to-Public Lien Ratio. All CFD bond issues should have at least a three to one property value to public lien ratio after calculating the value of the financed public improvements to be installed, unless otherwise specifically approved by the City Council as provided in Section 53345.8(b) or (c) of the Act. Property value may be based on either an appraisal (as described in VI below) or on assessed values as indicated on the county assessor's tax roll, or a combination of the two.

Entitlement Status. The City will prefer that all major land use approvals and non-ministerial governmental permits necessary for development of land in the CFD are substantially in place before bonds may be issued. In limited circumstances this may vary and in phased developments, such approvals need only be required for the portions of the project which substantially support payment for the bonds.

Reserve Fund. In most cases, a reserve fund equal to the lesser of (i) ten percent of the original proceeds of the bond issue, (ii) the maximum annual debt service on the bonds, or (iii) one hundred twenty-five percent of the average annual debt service on the bonds will be required for all bond issues where less than fifty percent of the buildable acreage has been developed. A smaller reserve fund may be determined by City staff, upon consultation with the City's bond consultants, for bond issues where appropriate development thresholds have been met.

Failure to Meet Credit Criteria. Less than a three to one property value to public lien ratio, excessive tax delinquencies, or projects of uncertain economic viability may cause the City to disallow the sale of bonds or require credit enhancement prior to bond sale. The City may consider exceptions to the above policies for bond issues that do not represent an unusual credit risk, either due to credit enhancement or other reasons specified by the City, and/or which otherwise provide extraordinary public benefits, to the extent permitted by and subject to any applicable requirements of the Act.

If the City requires letters of credit or other security, the credit enhancement shall be issued by an institution, in a form and upon terms and conditions satisfactory to the City. Any security required to

be provided by the applicant may be discharged by the City upon satisfaction of the applicable credit criteria specified by the City.

As an alternative to providing other security, and subject to federal tax law, the applicant may request that a portion of the bond proceeds be placed in escrow with a trustee or fiscal agent in an amount sufficient to assure the financing will meet the applicable credit criteria, including, but not limited to, meeting a value-to-lien ratio of at least three to one on the outstanding proceeds. The escrowed proceeds shall be released at such times and in such amounts as may be necessary to assure the applicable credit criteria has been met.

The City will require that bond financings be structured so that bonds are purchased and owned by suitable investors. For example, the City may require placement of bonds with a limited number of sophisticated investors, large bond denominations and/or transfer restrictions in situations where there is an insufficient value-to-lien ratio, where a substantial amount of the property within a CFD is undeveloped, where tax delinquencies are present in parcels within the CFD, and in any other situation identified by the City.

Variances from these Policies shall not invalidate or place in doubt any approval by the Council of the issuance of the bonds and related actions, and such approval shall likewise constitute approval of any variations to these Policies with respect to the CFD and such bonds.

IV. DISCLOSURES

Purchasers of Property. As a minimum, any disclosures mandated by applicable state law to inform prospective purchasers of their obligations under the CFD shall apply to each CFD. In addition, there may be additional requirements mandated by the City for particular kinds of financings on a case-by-case basis. The City may prescribe specific forms to be used to disclose the existence and extent of obligations imposed by CFD.

Disclosure Requirements for the Resale of Lots. The City shall cooperate with sellers of property (other than developers) to provide information which will enable them to comply with their notice requirements under Section 1102.6 of the Civil Code. A reasonable fee may be charged for providing the notice, not to exceed any maximum fee specified in the Act.

Continuing Bond Disclosure. Landowners in a CFD that are responsible for ten percent (10%) or more of the annual special taxes must, if requested by the City, agree to provide: (i) initial disclosure at the time of issuance of any bonds; and (ii) annual disclosure as required under Rule 15c2-12 of the Securities Exchange Commission until the special tax obligation of the property owned by such owner drops below 10% or other threshold established by the City.

V. EQUITY OF SPECIAL TAX FORMULAS AND MAXIMUM SPECIAL TAXES

Minimum Special Tax Levels. Special tax formulas shall provide for minimum special tax levels which satisfy the following payment obligations of a CFD: (a) 110 percent gross debt service coverage for all CFD bonded indebtedness, (b) the administrative expenses of the CFD, and (c) amounts equal to the differences between expected earnings on any escrow fund and the interest payments due on related bonds of the CFD.

In addition, the special tax formula may provide for the following to be included in the special tax levels: (a) any amounts required to establish or replenish any reserve fund established in association with the indebtedness of the CFD, (b) the accumulation of funds reasonably required for future debt service, (c) amounts equal to projected delinquencies of special tax payments, (d) the costs of remarketing, credit enhancement and liquidity facility fees, (e) the cost of acquisition, construction, furnishing or equipping of authorized Facilities, (f) lease payments for existing or future facilities, (g) costs associated with the release of funds from an escrow account, (h) the costs of Services, and (i) any other costs or payments permitted by law.

Equity of Special Tax Allocation Formula. The special tax formula shall be reasonable in allocating the CFD's payment obligations to parcels within the CFD. Exemptions from the special tax may be given to parcels which are publicly owned, are held by a property owners' association, are used for a public purpose such as open space or wetlands, are affected by public utility easements making impractical their utilization for other than the purposes set forth in the easements, or have insufficient value to support bonded indebtedness.

Aggregate Tax Burden. The total projected non-residential property tax levels for any CFD (including ad valorem taxes, any maintenance, landscaping or other impositions on the land in the CFD and other similar annual government charges levied on parcels in the CFD, but excluding property owners' association annual levies and as to any special tax levies, based on the expected special tax rates and not any "back-up" special taxes) must be reasonable, and will be considered by the City Council on a case-by-case basis.

The total projected residential property tax levels (including ad valorem taxes, any maintenance, landscaping or other impositions on the land in the CFD and other similar annual government charges levied on parcels in the CFD, but excluding homeowners' association annual levies and as to any special tax levies, based on the expected special tax rates and not any "back-up" special taxes) for any CFD (or, if a CFD has multiple improvement areas, for each improvement area and not the entire CFD) shall not exceed the lesser of (i) 2.0% of the estimated sales prices of the respective homes to be constructed in the CFD (with such prices to be determined by reference to an absorption study or appraisal prepared for the CFD or such other information as the City shall determine), or (ii) any maximum specified in the Act. The annual increase, if any, in the maximum special tax for any parcel shall not exceed any maximum specified in the Act. The increase in the special tax levied on any residential parcel as a consequence of delinquency or default by the owner of any other parcel shall not exceed any maximum specified in the Act.

Levy on Entire Parcels. Special taxes will only be levied on an entire county assessor's parcel, and any allocation of special tax liability of a county assessor's parcel to leasehold or possessory interest in the fee ownership of such county assessor's parcel shall be the responsibility of the fee owner of such parcel and the City shall have no responsibility therefore and has no interest therein. Failure of the owner of any county assessor's parcel to pay or cause to be paid any special taxes in full when due, shall subject the entire parcel to foreclosure in accordance with the Act.

Feasibility Analysis. The City may retain a special tax consultant to prepare a report which: (a) recommends a special tax for the proposed CFD, and (b) evaluates the special tax proposed to determine its ability to adequately fund identified public facilities, City administrative costs, services (if applicable) and other related expenditures. Such analysis shall also address the resulting aggregate tax burden of all

proposed special taxes plus existing special taxes, ad valorem taxes and assessments on the properties within the CFD.

VI. APPRAISALS

The definitions, standards and assumptions to be used for appraisals shall be determined by City staff on a case-by-case basis, with input from City consultants and CFD applicants, and by reference to relevant materials and information promulgated by the State of California (including, but not limited to, the California Debt Investment and Advisory Commission). The appraiser shall be selected by or otherwise acceptable to the City, and the appraisal shall be coordinated by and under the direction of, or otherwise as acceptable to, the City.

The appraisal must be dated within three months of the date the bonds are priced, unless the City Council determines a longer time is appropriate.

All costs associated with the preparation of the appraisal report shall be paid by the entity requesting the establishment of the CFD, if applicable, through the advance deposit mechanism described below.

VII. CITY PROCEEDINGS.

Petition. For new development projects, a petition meeting the requirements of the applicable authorizing law may be required. The applicant is urged to obtain unanimous waivers of the election waiting period and other election matters to expedite formation of the CFD. In applying to the City for formation of a CFD, the applicant must specify any reasonably expected impediments to obtaining petitions and waivers, including from co-owners and/or lenders of record (where required).

Deposits and Reimbursements. All City staff and consultant costs incurred in the evaluation of CFD applications and the establishment of the CFD will be paid by the entity or entitiesif any, requesting the establishment of the CFD by advance deposit increments. The City shall not incur any expenses for processing and administering a CFD that are not paid by the applicant or from CFD bond proceeds. In general, expenses not chargeable to the CFD shall be directly borne by the proponents of the CFD.

If a petition for formation of a CFD is required, it shall be accompanied by an initial deposit in the amount determined by the City to fund initial staff and consultant costs associated with CFD review and implementation. If additional funds are needed to off-set costs and expenses incurred by the City, the City shall make written demand upon the applicant for such funds. If the applicant fails to make any deposit of additional funds for the proceedings, the City may suspend all proceedings until receipt of such additional deposit.

The City shall not accrue or pay any interest on any portion of the deposit refunded to any applicant or the costs and expenses reimbursed to an applicant. Neither the City nor the CFD shall be required to reimburse any applicant or property owner from any funds other than the proceeds of bonds issued by the CFD or special taxes levied in the CFD.

Representatives. The City and the applicant shall each designate a representative for each financing district proceeding. The representatives shall be responsible for coordinating the activities of their respective interests and shall be the spokespersons for each such interest. The purpose of this requirement is to avoid duplication of effort and misunderstandings from failure to communicate effectively. In the case of the City, it allows the City's consultants to report to a single official who will, in turn, communicate with other staff members.

Time Schedule. The final schedule of events for any proceeding and the timing of issuance of bonds shall be determined by the City, in consultation with its financing team and the applicant. Any changes will require approval by the appropriate City official. Time schedules will (unless specific exceptions are allowed) observe established City Council meeting schedules and agenda deadlines. To the extent possible, financings will be scheduled to allow debt service to be placed on the tax rolls with a minimum of capitalized interest.

VIII. FINANCING TERMS

All terms and conditions of any CFD bonds shall be established by the City. The City will control, manage and invest all CFD issued bond proceeds. Each bond issue shall be structured to adequately protect bond owners and to not negatively impact the bonding capacity or credit rating of the City through the special taxes, credit enhancements, foreclosure covenant, and reserve funds.

All statements and material related to the sale of bonds shall emphasize and state that neither the faith, credit nor the taxing power of the City is pledged to security or repayment of the Bonds. The sole source of pledged revenues to repay CFD bonds are special taxes, bond proceeds and reserve funds held under the bond document, and the proceeds of foreclosure proceedings and additional security instruments provided at the time of bond issuance.

The City shall select all consultants necessary for the formation of the CFD and the issuance of bonds, including the underwriter(s), bond counsel, disclosure counsel, financial advisors, appraiser, market absorption/pricing consultant and the special tax consultant. Prior consent of the applicant shall not be required in the determination by the City of the consulting and financing team.

IX. EXCEPTIONS TO THESE POLICIES

City staff may find in limited instances that a waiver to any of the above stated policies is reasonable given identified special benefits to be derived from such waiver. In connection with such finding, City staff shall determine if such waiver constitutes a substantial deviation to be approved by action of the City Council.

Joint City Council/Fire Protection District Board Meeting
4381 Broadway, Suite 201, American Canyon CA
March 28, 2017 Agenda

Mayor:	Leon Garcia
Vice Mayor:	Mark Joseph
Council members:	Mariam Aboudamous, Kenneth Leary, David Oro

5:30 P.M. CLOSED SESSION - SPECIAL MEETING

1. Matters relating to public employment - Pursuant to Government Code Sections 54957(b).
   City Manager Evaluation

PUBLIC ADDRESS – CLOSED SESSION ITEMS

The Mayor will call the meeting to order and conduct the roll call. Council will immediately convene into closed session after hearing any public comment on Closed Session. At 6:30 p.m. the Council will recess into Open Session and then resume Closed Session at the end of the meeting to address outstanding items, if necessary.

CLOSED SESSION

This time has been set aside for the City Council to meet in a closed session to discuss matters pursuant to Government Code Sections 54956 and 54957. The City Attorney will give an oral report regarding any action taken during the closed session at the beginning of the open session.

6:30 P.M. OPEN SESSION - SPECIAL MEETING - COUNCIL WORKSHOP

PLEDGE OF ALLEGIANCE

ROLL CALL

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

CITY CLERKS ANNOUNCEMENT PURSUANT TO GOVT CODE 54952.3

When the City Council sits jointly, or serially as more than one board it is required that the amount of compensation received for each board be disclosed at the meeting. Tonight the City Council is sitting jointly as the Council and the American Canyon Fire Protection District Board. Also, if there is a matter of consideration dealing with water outside the City limits but within the Water District Service Area, the Council will function as the former American Canyon County Water District. For sitting as the Council, a stipend of $315 monthly is received; for the Fire District Board and as the

Water Board, $126 per meeting.

AGENDA CHANGES

The Mayor/ Council may change the order of the Agenda or request discussion of a Consent Item. A member of the Public may request discussion of a Consent Item by completing a Speaker's Card and presenting it to the City Clerk prior to Public Comment.

WORKSHOP

A.1 Update on Strategy to "Improving Traffic Flow on the Highway." Page 3 - 17

ADJOURNMENT

CERTIFICATION

I, Suellen Johnston, City Clerk for the City of American Canyon, do hereby declare that the foregoing Agenda of the City Council/Fire District Board was posted in compliance with the Brown Act prior to the meeting date.

_____

Suellen Johnston, City Clerk

Items denoted with ACDPD are American Canyon Fire Protection District Board items and will be acted upon by the Fire Protection District Board. Agendas for all City Council/Fire Protection District Board meetings are posted at least 72 hours prior to the meeting at City Hall, 4381 Broadway. The City of American Canyon complies with the Americans with Disabilities Act (ADA of 1990). The Council Chambers is accessible to the physically disabled. Requests for accommodations may be made by calling (707) 647-4369 (voice) or 711 for the California Relay Service or e-mailing Suellen Johnston, City Clerk at sjohnston@cityofamericancanyon.org no less than 72 hours in advance of the event. Copies of documents distributed at the meeting are available in alternative formats upon request. Any writing or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at the City Clerk's Counter at City Hall located at 4381 Broadway, American Canyon, CA during normal business hours. In addition, most documents will be posted on the City's website at www.cityofamericancanyon.org.

CITY COUNCIL AGENDA
STAFF REPORT

MARCH 28, 2017
WORKSHOP

SUBJECT
Update on Strategy to "Improving Traffic Flow on the Highway."

SUBMITTED BY
Jason B. Holley, P.E. Public Works Director
Brent Cooper, AICP, Community Development Director
Dana Shigley, City Manager

BACKGROUND AND ISSUES
After considerable community outreach in 2013, the City Council adopted a community Vision Statement. Soon after, the City Council also adopted its first Strategic Plan consisting of seven strategic focus areas, numerous strategies and their respective goals in support of the new Vision Statement. As time passed, the City accomplished many of the stated initiatives and the Strategic Plan was updated by the Council in Spring 2016.

The updated Strategic Plan includes a Focus Area for "Transportation". Specifically, it strives to: "Improve the City's transportation network to mitigate traffic and enhance the quality of life for the community".

A key Strategy in support of the Transportation Focus Area is: "Improving Traffic Flow on the Highway". The workshop tonight is an opportunity for the community to receive an update on the City's progress on implementing this Strategy. Specifically, the following Strategic Plan Goals in support of it:

Goal TR-3: "Construct improvements to Highway 29 at Napa Junction."
Goal TR-4: "Ensure signal timing along Highway 29 is maximized using the most advanced technology available."
Goal TR-2: "Construct improvements to Theresa/Eucalyptus."
Goal ED-5: "Construct final leg of Devlin Road."
Goal TR-5: "Seek to obtain funding and construct Newell extension to Highway 29."
Goal TR-1: "Seek and obtain funding for highway widening consistent with the Highway 29 corridor study and Broadway District Specific Plan".

The first three Goals (TR-2, 3, and 4) pertain to smaller, discrete highway intersection projects. The next three goals (ED-1, TR-5, and TR-1) pertain to the implementation of more costly, long-term regional initiatives.

HIGHWAY INTERSECTION PROJECTS

Goal TR-3: "Construct improvements to Highway 29 at Napa Junction." - The "SR29/Napa Junction Road Intersection Improvements Project – Phase 2 (TR17-0200)" is part of the FY2016-17 Capital Budget. Design of the project is complete and the City has obtained an Encroachment Permit from Caltrans. This Project is scheduled to go out to bid in April. Construction should be complete by the end of 2017. The Project will add two additional westbound turn lanes and widen the radius of the corners. The new

turn-lanes will increase capacity of the westbound approach, thereby reducing the amount of green time needed to serve the anticipated traffic volumes. The green time will be shifted to the north-south phase, thereby increasing through capacity and decreasing congestion. The corners will be widened to reduce potential conflicts between large trucks turning off the highway and vehicles waiting on the side street. The improvements are required as part of the Napa Junction III development and staff anticipates bringing an item to Council in April related to this project.

Goal TR-4: "Ensure signal timing along Highway 29 is maximized using the most advanced technology available." – Phase 1 of this project was completed in 2015. It implemented a coordinated signal timing plan in order to maximize consistent green times on the mainline. Currently the signal controllers use GPS clocks to "synchronize their watches" and then implement a sequenced timing plan from the same starting point each day. Unfortunately, this method is not always reliable and it difficult to know if the sequencing is performing as intended.

The next phase, "The "SR29 Signal Interconnect Project (TR15-0300)" is part of the FY2016-17 Capital Budget. This project physically connects each signal controller together in a series with wires and then designates one as the master controller. The master controller will ensure that all other controllers are operating the desired signal timing plan. In addition, detection cameras placed at each intersection will count objects as they pass-through. This video will provide a continuous counting of vehicles and feedback such a stopping time, etc. Staff is also exploring the addition of adaptive controller technology (such as Rhythm Engineering's™ "InSync" platform). This technology uses the data provided by the video to make adaptive changes in signal sequencing and timing in response to changing traffic conditions. This technology has demonstrated a measurable reduction in traffic congestion on highly-travelled roadways such as the highway.

The design of this next phase is complete and staff plans to submit an application for an Encroachment Permit from Caltrans shortly. This Project is scheduled to go out to bid in summer 2017. Construction should be complete by the end of 2017.

> ✓Next Step: No Council action is needed on these two projects at this time. Both are in process and staff will return to the City Council as needed.

Goal TR-2: "Construct improvements to Theresa/Eucalyptus." - Design of the "Eucalyptus Dr. Realignment Project (TR13-0400)" is on hold pending conclusion on the Watson Ranch Specific Plan. In spring 2016, the California Transportation Commission unilaterally postponed state funding for this project until FY 2021-22.

Other projects not currently in the Strategic Plan
Other efforts either completed or planned include:

Improving the Westbound Donaldson Way intersection at Highway 29. This effort, completed a couple years ago, significantly improved wait times and traffic flow from Vintage Ranch to the highway.

The Commerce Blvd. connection to Eucalyptus Drive will be completed as part of the Clarke Ranch and Napa Junction School projects. This will provide a second access point into the Green Island area.

The completion of class one bike trails continues to be a priority. The Kimberly Bay trail connection is currently in design and may be ready for funding by the end of the year. We recently completed one key link in the Vine Trail (Silver Oak) and another link will be completed with Devlin and Green Island Roads.

The Bay Trail extension north continues to be elusive, with challenges from the Napa County Airport and State Fish and Wildlife.

NORTH/SOUTH CONNECTIONS

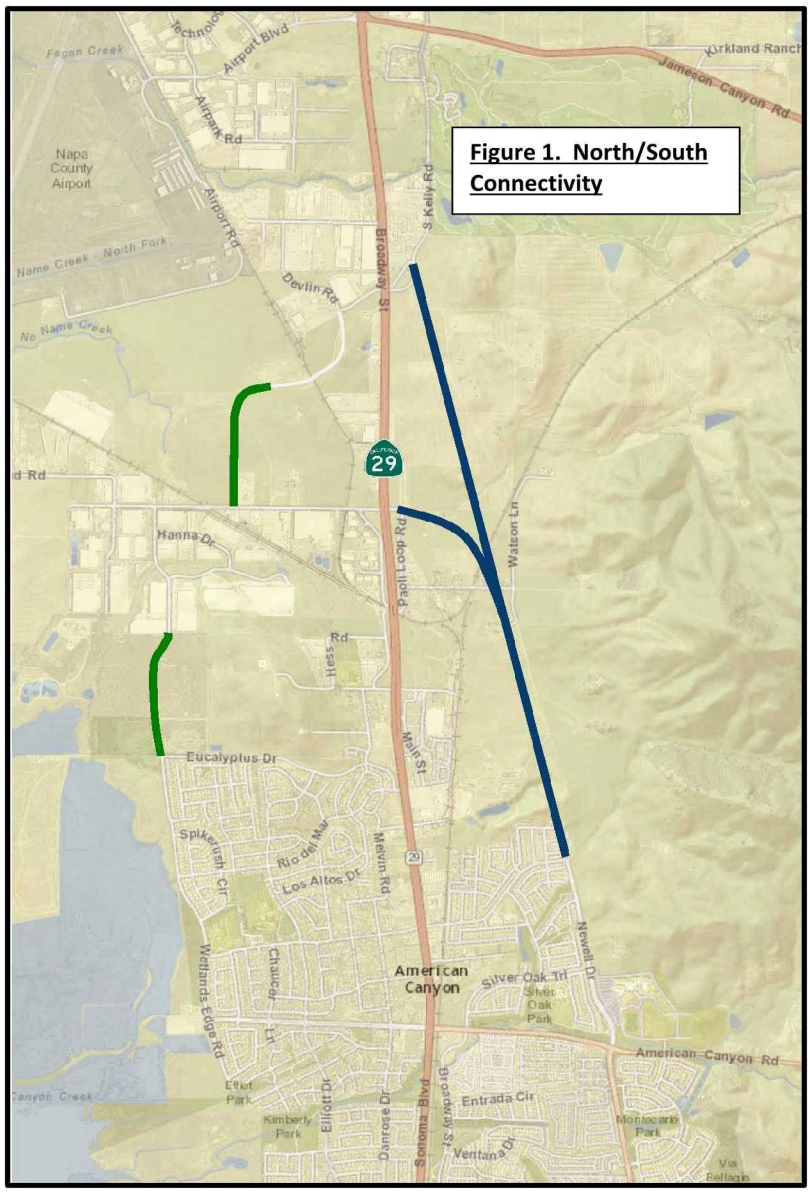
Since before the City's incorporation, all residents of Napa County have struggled with a lack of transportation alternatives to SR29. The result has been an ever-increasing level of traffic congestion as development in Napa County and the North Bay has increased. There are numerous reasons for the increased congestion, not the least of which is a County-wide housing-jobs imbalance. Simply put, most non-governmental jobs in Napa County are in the hospitality and agricultural industry. Many of these jobs are seasonal and pay modestly. This stands in stark contrast to the price of housing which is very high, primarily due to a lack of supply. In short, most residents of Napa County love living here, but relatively few are lucky enough to also work near where they live. And those that work in Napa County are more likely than not to live elsewhere (the NVTA Travel Behavior Study estimates there are 90,000 trips per day in Napa County that originate or conclude outside Napa County). The City Council has, for many years, advocated that any significant improvement to traffic congestion on Highway 29 through American Canyon will require a full range of improvements and policy changes, including investment in workforce housing in Napa County and improved transit and non-motorized options (of particular note, the Vine Trail and Bay Trail connections) in addition to improved highway and road connectivity.

In many respects, the lack of alternatives to SR29 mirrors the City's own water supply situation. In this case, the City relies almost solely on the State Water Project – which has a less than desirable reliability and over which the City has no control. Likewise, due to lack of funding and too many priorities, Caltrans provides a less than desirable level of service for operations and aesthetics on the highway. The City has limited ability to manage the highway, but similarly must work within Caltrans regulations and highly constrained funding to guide its future. And more importantly, neither the Legislature nor the California Transportation Commission has prioritized capital projects to increase capacity on SR29 and it seems unlikely they will do so anytime in the near future.

Nevertheless, SR29 is the central artery serving the life-blood of the North Bay economic engine. It is the *primary connection* between Napa County and southern Solano County, the East Bay and South Bay, and Central San Joaquin Valley. The current traffic congestion constrains economic development for all of Napa County. To exert leadership on the future of SR29, the Council is wisely investing in an initiative to increase capacity of highway by adding an additional travel lane in each direction. Much like the Alternative Intake Project (AIP) will set the stage for increased reliability and capacity for future City water customers, the "6-Lane Broadway Boulevard" will also increase roadway capacity by increasing the number of vehicle travel lanes from 4 to 6. Importantly, this increased capacity will benefit all Napa residents and improve economic growth in the region.

The analogy between water supplies and transportation systems goes much deeper than just the highway. Beyond just the AIP (i.e. highway), the Council has also begun to invest significant resources to *diversify* its water portfolio altogether. First, it has chosen to advance regionally significant recycled water projects as part of its award-winning Zero Water Footprint Policy. Secondly, the Council has

chosen to invest in a share of a new state-wide surface water storage system (Sites Reservoir). Much in the same way it is diversifying its water portfolio, the Council has also begun to help diversify the region's north-south transportation systems. This is primarily through the addition of two new roadway connections (1) Devlin Road (on the west side of SR29) and (2) Newell Drive (on the east side of SR29). Here too, the City is part of a broader coalition of public and private interests striving to accomplish these shared goals.



Each of these three routes is critical for improved circulation in and around south Napa County. The Devlin Road connection can carry approximately 5,000-10,000 cars and trucks per day and will serve local commuters and internal traffic to the airport/Green Island Road industrial areas, removing these trucks from the highway. The extension of Newell Drive, serving an additional 5,000-10,000 cars per day, will be driven by American Canyon residents, but will primarily serve daily commuters traveling from cities to the south into Napa for their employment. Finally, Highway 29 will continue to serve as the primary commuter, visitor and resident artery from Solano County to Napa and points north. The highway, currently carrying up to 50,000 cars per day, also serves as American Canyon's "front door" to the region and is one of our potential economic engines.

This report explores in detail the opportunities and challenges facing Highway 29 improvements, as well as the two Highway alternatives: Newell Drive and Devlin Road. Figure 1 shows these three connections.

HIGHWAY WIDENING

Goal TR-1: "Seek and obtain funding for highway widening consistent with the Highway 29 corridor study and Broadway District Specific Plan". - Implementation of the Broadway District Specific Plan, including highway widening to 6 lanes, will require local, regional, state and other funding. It is helpful to break the project down into subcomponents by potential funding source. For example, certain outside funding sources often can only be used for non-motorized improvements, while others may only be used to improve transit improvements. Local monies typically can be used on a wider range of improvements. In this regard, the City is at the forefront of local revenue generation through the Council's 2014 adoption of a Traffic Impact Fee (TIF) that for the first time in Napa County provides for the collection of fees from developers to cover their proportionate share of costs to widen the highway. (It is noteworthy that Napa County is now currently updating its Circulation Element and also considering the potential for a county-wide traffic impact fee.) Thus, much like solving a jig-saw puzzle, the funding strategy is to acquire various sources - each paying only for the improvements allowed - and then to combine them to build a complete project that accommodates *all users* on highway.

The 6-lane "Urban Arterial" proposed in the Broadway District Specific Plan will provide for pedestrian, bicycle and transit modes of travel that currently don't exist on the highway. It will also include the most advanced signal timing technology and *avant-garde* form-based zoning codes that will incentivize a new residential mixed-use development along the corridor. Figure 2 below depicts how the 6 - Lane Urban Arterial might look once completed and Table 1 below compares the features of this concept against the existing conditions.

Figure 2 - Proposed 6-Lane Urban Arterial

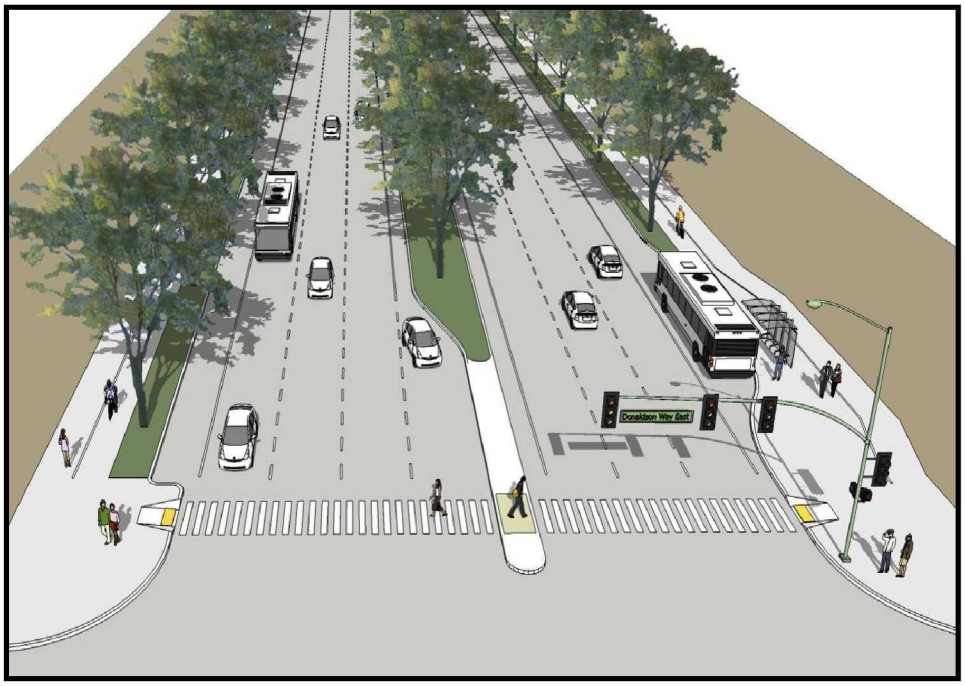


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Table 1 – Contrast between existing 4-Lane Rural Highway and proposed 6-Lane Urban Arterial

	Existing	Planned
Road Classification	4-Lane Rural Highway	6-Lane Urban Arterial
Posted Speed	55 mph	35 mph
Number of Lanes[6]	2	3
Lane Width	12-feet	11-feet
Non-Peak Travel Time	77 seconds	122 seconds
Pedestrian Facilities	No	Yes
Bicycle Facilities	No	Yes
Transit Facilities	No	Yes
On-Street Parking	No	Yes
Landscaping	No	Yes
Underground Utilities	No	Yes
Coordinated Signals	Yes	Yes
PDA Development	No	Yes

It is important to note the planned 6-lane Urban Arterial is the *cornerstone* of the implementation of the Broadway District Specific Plan. The planned widening is consistent with all current City and County General Plans, as well as the Napa Valley Transportation Authority's (NVTA) *Highway 29 Corridor Study* - all which solicited significant public input and resulted in community consensus.

Moreover, the Plan embodies a s*ustainable community strategy* as dictated by SB375 (Steinberg) and seeks to locate housing near employment centers served by non-motorized transportation options. As a key component to the "Bay Area Sustainable Community Strategy", the Association of Bay Area Governments (ABAG) in association with the Metropolitan Transportation Commission (MTC) and Bay Area Air Quality Management District (BAAQMD) initiated a program for local agencies to establish Priority Development Areas (PDAs) that provide higher density housing in close proximity to employment and transit. In 2010, the ABAG approved the City designation of approximately 225 acres adjacent to Highway 29 as a Mixed Use Corridor Priority Development Area (PDA). The PDA - including the widening the highway - is now the focus of the Broadway District Specific Plan. In short, the term "highway widening" is not limited to just new vehicle travel lanes, but rather it represents the all-encompassing prospect of accommodating *all users* (pedestrians, bicyclists, transit and vehicles).

Funding Strategy

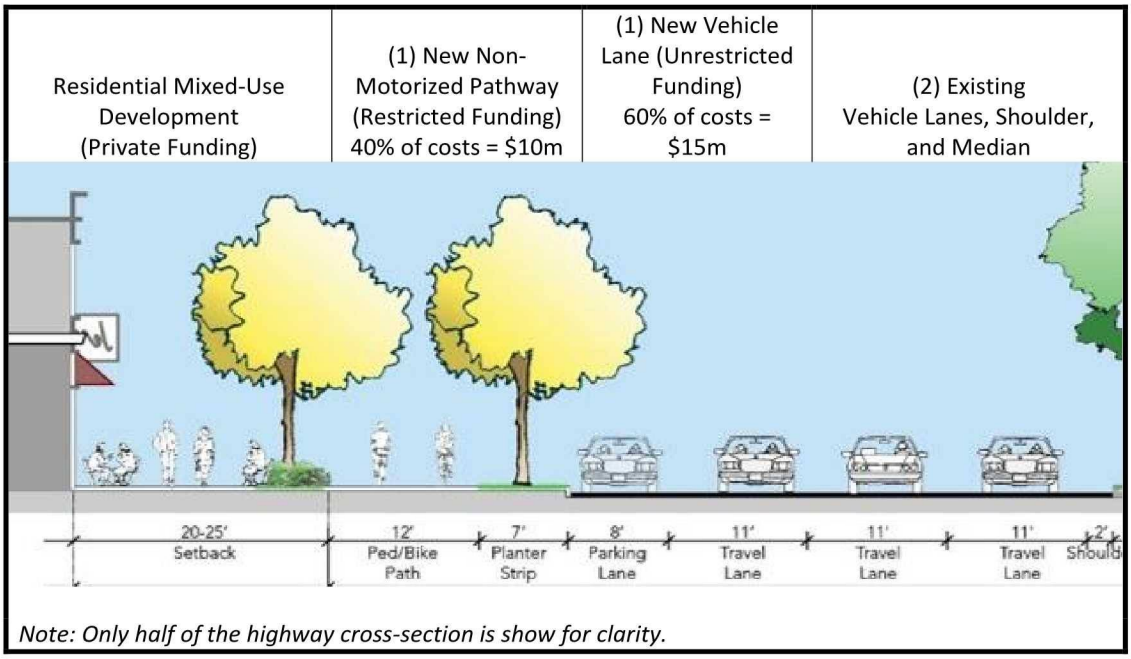
The estimated cost to implement planned highway improvements within the PDA is approximately $25M (from American Canyon Road to Napa Junction Road). The funding strategy is to leverage *restricted* funds to build as much infrastructure as possible (within allowable uses) and augment it with unrestricted funds and private capital. For example, NVTA is in the process of soliciting MTC's consideration to include certain (non-motorized) elements of the highway widening for funding from the potentially new Regional Measure 3 (RM3). Other funding sources such as OBAG3 would be eligible for these non-motorized elements too. Likewise both FTA and TDA-4 funding is available for transit improvements. Thus, elements such as the curb/gutter, landscaping, utility undergrounding, Class I Bikeway, and enhanced pedestrian crossings all have identified potential funding sources. Combined, these items represent approximately 40% (or $10.0M) of the overall cost of the planned improvements.

Funding sources for a new vehicle travel lane are much more limited - the most likely choice is local Traffic Impact Fee. Thus, elements such earthwork, asphalt paving and striping also have identified

potential funding sources. Combined, these items represent about 60% (or $15M) of the overall cost of the planned improvements. Our current TIF program can fund most of the needed resources for this component of the project. Frontage improvement along private property such as pathways, landscaping and gathering areas will all be funded through private capital once properties redevelop. Thus, through the strategic integration of the anticipated future restricted funds and accumulated local impact fees, implementation of the planned improvements is a reasonably foreseeable outcome.

Lastly, It's worth noting recent survey work indicates relatively little new right-of-way is needed to widen the highway in between intersections. This will be further verified once the horizontal layout begins in conjunction with development of the Specific Plan Line.

Figure 3 - Funding Strategy for Highway Widening



Note: Only half of the highway cross-section is show for clarity.

Despite recent concerns expressed by NVTA staff, City staff does not believe a change in direction is warranted. Given our funding strategy, level of community support for the project, considerable need for additional capacity, and desire for economic growth, we recommend the City proceed with the Broadway District Specific Plan already underway. Planning for the pedestrian/non-motorized improvements, landscaping and land use as benefits of the project without adding the additional lanes is not feasible nor consistent with considerable community feedback received on the plan.

✓Next Steps:

- Identify existing Caltrans right-of-way (Complete).
- Circulate Broadway District Specific Plan and Draft EIR for comment (fall 2017).
- Solicit Feedback/Approval on Plan/DIER from Caltrans (summer - fall 2017).
- Council Approve Plan/Final EIR (spring 2018).
- Bay Area voters approve Regional Measure 3 (fall 2018)
- Develop Specific Plan Line and Master Project Sequencing (fall 2017 - spring 2019).

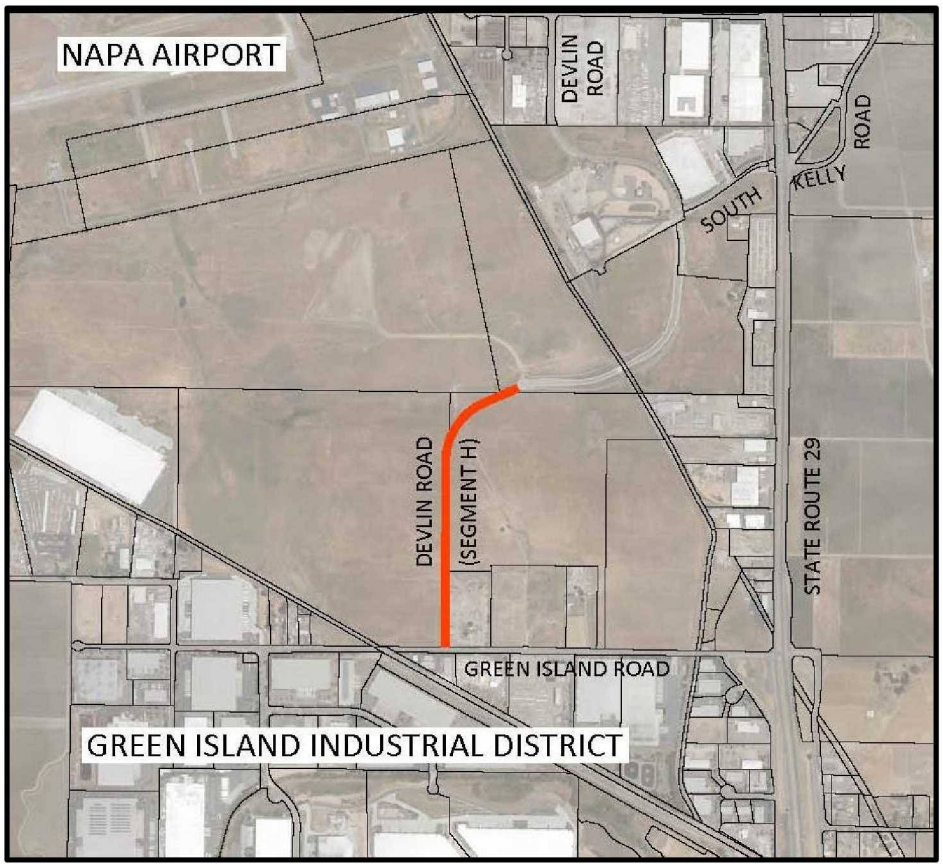
HIGHWAY ALTERNATIVE – DEVLIN ROAD

Goal ED-5: "Construct final leg of Devlin Road." – It is a noteworthy accomplishment that only two of the seven segments that make up Devlin Road remain unfinished today. Once complete, Devlin Road will provide a parallel alternative route on the west side of SR29 (from Soscol Ferry Road to Green Island Road.) Over the last two decades, Napa County completed five segments (Segments A, B, C, D, and F) and they will construct a sixth segment (Segment E) in 2018.

Design of the final segment is underway in conjunction with the City's "Devlin Road Segment H Project (TR 14-0100), " shown below in Figure 4. Design of Segment H is part of the City's FY2016-17 Capital Budget and is 40% complete. Environmental review and permitting is underway and staff continues to negotiate property acquisition needed for the road. Segment H is scheduled to go out to bid in late fall 2017 after regulatory permits are obtained. Construction is anticipated to be completed by the end of 2018.

✓Next Step: No further Council action is needed at this time. Project is on-going and staff will return to the City Council as needed.

Figure 4. Devlin Road Segment H



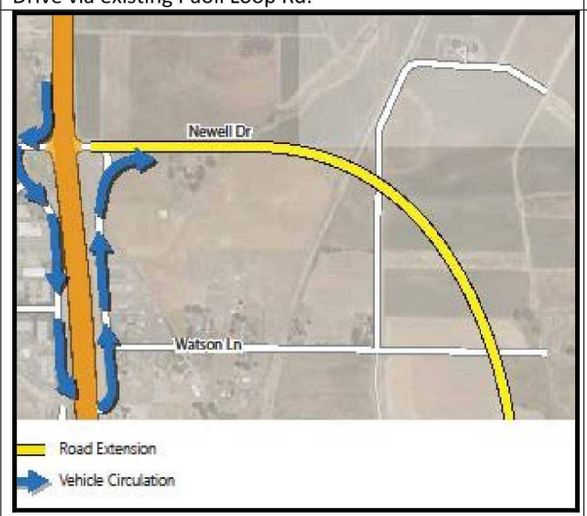
HIGHWAY ALTERNATIVE – NEWELL DRIVE

Goal TR-5: "Seek to obtain funding and construct Newell extension to Highway 29." – Eventually Newell Drive will provide a parallel alternative route on the east side of SR29. The road is comprised of three segments – two of which are located in the City and one is located in the unincorporated County. While the most southerly segment (from American Canyon Road to Donaldson Way East) was completed with the Vintage Ranch development and the middle segment will be completed over the next decade in conjunction with the Watson Ranch development, completion of the northern segment (partially located in the County) remains less certain.

Alignment Choices

There also remains uncertainty about potential roadway alignment. Table 2 identifies characteristics of 3 potential alignments.

Table 2. Alignment Options for Northern Segment of Newell Drive

Option	#1 Paoli Loop Road	#2 Paoli Loop Road / Green Island Road	#3 South Kelly Road
	Option #1 is currently contemplated in both the County and City's General Plan Circulation Element. Without intersection improvements, the signalized at-grade intersection at SR29 may create significant backups on the highway southbound during afternoon peak hours as motorists trying to make their way to southbound Newell Drive via existing Paoli Loop Rd.	Option #2 replaces the current at-grade intersection with an interchange that provides direct access to Newell Drive and Green Island Road. This option would be the most costly and would impact properties on the west side of the highway.	Option #3 would route Newell Drive north to a new roundabout intersection at South Kelly Rd. Although it would cost less than Option #2, this option would require the largest amount of agricultural property acquisition and could have the largest long-term O&M cost. This route would travel through land currently owned by the Hess family and operated as a vineyard.
			

Option	#1 Paoli Loop Road	#2 Paoli Loop Road / Green Island Road	#3 South Kelly Road
Length	4,100 feet	4,100 feet	7,400 feet
Structures	(1) Railroad overcrossing	(1) Railroad overcrossing (1) Highway Interchange	(1) Railroad overcrossing (1) Creek bridge
Highway Intersection	NB: Right-in, Right-out Only SB: Via Paoli Loop	Traffic study is needed to determine the best way to accommodate anticipated north and southbound traffic at the highway intersection. Options range from a signalized intersection to a grade-separated "Single Point Urban Interchange"	Realignment of South Kelly Road and Roundabout
ROW East of SR29	Partial acquisition from six agricultural properties.	Partial acquisition from six agricultural properties.	Partial acquisition from six agricultural properties.
ROW West of SR29	None	Full acquisition of up to four industrial properties on west side of SR29	None
Estimated Cost	$30M	$40 - $75M	$50M
Caltrans Approval Required?	Yes	Yes	No

Funding Challenges Options #1 and #2

Because the Newell Drive extension will be a city/county owned and maintained road, we do not anticipate any state or federal funding will be available for construction, including the interchange. Funding must be provided by some combination of existing city/county funds and fees/exactions from future developers. As noted, the southern segment of Newell Drive was completed by the developer of the Vintage Ranch Development and the City is working with the developer of the Watson Ranch project to construct the Newell Drive extension along the boundaries of the Watson Ranch project. This leaves the segment roughly from Watson Lane to Paoli Loop/Green Island Road and the appropriate highway connection (for Options #1 and #2) with no immediately identified funding source.

The proposed alignment for Options #1 and #2 will impact six parcels currently zoned for agricultural uses and not in the City limits. These property owners would be able to provide the required Right of Way and construct their share of the road extension IF they have the necessary zoning and other resources to develop their property and generate revenues. This will likely require the City to annex the area south of Watson Lane into the City limits and zone the property for commercial, industrial, or other appropriate uses. With this complete, the property owners could be required to fund their share of the road extension as they develop their parcels.

> ✓Possible Next Step: Begin the process of annexing the area south of Watson Lane. Meet with LAFCo. Meet with residents in the area. Determine appropriate zoning.

Another option would be for the City to use its TIF program. The current TIF program does not include any funding for the Newell Drive extension project. The Council could consider increasing the TIF to include all or a portion of the Newell Drive extension. This could potentially double the current TIF amount, from $577 per trip to $900 - $1,500 per trip. The TIF is paid by developers building projects anywhere in the City (not just along Newell Drive) and this may have a dampening effect on development along the highway corridor, as our TIF fees will be quite high[1].

> ✓Possible Next Step: Return to the Council with information about including Newell Drive extension in the TIF.

Finally, we could request the County participate in construction of this last segment, as it will be partially in their jurisdiction and, most importantly, will serve primarily commuters and tourists from Solano County and other areas headed north to Napa and beyond.

> ✓Possible Next Step: Meet with County staff to determine the County's interest in participating in this project. (Note: meeting is already scheduled for March 30.)

Additional Land Use and Funding Challenges with Option #3

Option #3, extending Newell Drive to South Kelly Road, would require the new road to travel through land currently owned by the Hess family and operated as a vineyard.

In 2008, the City entered into a Memorandum of Understanding (MOU) with the County Board of Supervisors regarding the City's ultimate Year 2030 boundary and water allocation policies outside the City limits but within the Napa County Airport Business Park. The MOU required American Canyon residents to approve an urban limit line through an initiative process. Around the same time, the County adopted a new General Plan that placed the Hess Vineyard outside the proposed urban limit line

[1] This does not include any increase in the TIF for the $20M Rio Del Mar undercrossing of the railroad as identified in the Watson ranch Specific Plan. Adding this to the TIF would increase the per trip fee by an additional $400.

and noted that the property may be considered for industrial use if Newell Drive is extended through this property to South Kelly Road.

The urban limit line initiative easily qualified for election and was adopted by the City Council. At that time, residents were concerned that industrial development of the Hess Vineyard in the County was not in their interests, so the initiative redirected the future Newell Drive alignment from connecting at South Kelly Road to Green Island Road at SR29. This avoided the possibility that City efforts to extend Newell Drive would result in the Hess Vineyard converting to any zoning other than agricultural.

Table 3. Impacts of Land Use Choices for Hess Vineyard Parcels

Policy Issue	Hess Vineyard Options			
	Remains Ag Use in County	**Converts to Industrial Use in County**	**Converts to Industrial Use and is annexed to the City**	**Alternative Use and is annexed to the City**
City Urban Limit Line (ULL)	No Change	No Change	Requires change to MOU with County and an approved voter initiative to amend the ULL	Requires change to MOU with County and an approved voter initiative to amend the ULL
City Sphere of Influence (SOI)	No Change	No Change	City approves General Plan Amendment, Prezoning, and environmental review. LAFCO must approve the SOI amendment.	City approves General Plan Amendment, Prezoning, and environmental review. LAFCO must approve the SOI amendment.
General Plans	No Change required for either City or County General Plan	County may need to amend its Land Use Plan and change zoning	City would amend the General Plan Land Use Element to designate the property for industrial uses and amend the Circulation Element to realign Newell Drive to South Kelly Road	City would amend the General Plan Land Use Element to designate the property for industrial uses and amend the Circulation Element to realign Newell Drive to South Kelly Road
Annexation	No Change	No Change	Requires ULL, SOI, General Plan, and pre-zoning tasks plus LAFCO approval of the annexation into City Limits (which will include the areas surrounding Watson Lane as well).	Requires ULL, SOI, General Plan, and pre-zoning tasks plus LAFCO approval of the annexation into City Limits (which will include the areas surrounding Watson Lane as well).
American Canyon Potable Water service	No Change	No potable water service unless LAFCO approves it with City's consent	Would be located in City limits with City water service	Would be located in City limits with City water service
Possible Funding sources for extension of Newell Drive	Possible County Traffic Impact Fee (TIF)	County Traffic Impact Fee (TIF), Frontage Improvements and exactions on future developers	City TIF, Possible County Traffic Impact Fee (TIF), Frontage Improvements and exactions on future developers	City TIF, Possible County Traffic Impact Fee (TIF), Frontage Improvements and exactions on future developers

Today, there is renewed interest in exploring whether north-south traffic demand could be accommodated more efficiently if Newell Drive connected to South Kelly Road. Since the County's general plan says that this alignment may allow the Hess Vineyard to be converted to industrial uses, it raises numerous policy issues, such as whether converting the Hess Vineyard to industrial use is a good idea and if so, whether it should occur in the City or the County and whether industrial is the highest and best use for this property. Table 3, on the previous page, identifies the policy implications of leaving the Hess Vineyard in the County as agricultural; allowing it to be converted industrial in the County; allowing it to be converted to industrial inside the City; and an Alternative use developed in the City.

As noted previously, the property owner can be required to construct segments of Newell Drive improvements and/or pay fees for the project, but this is only effective if they develop their property and generate revenues. Their ability to do this will depend on economic conditions, property owner investment plan, third party property owner cooperation, zoning (ag vs. industrial), availability of potable water, and the jurisdiction (City vs. County).

In order to maximize opportunity for the Hess family to sell or develop their land and pay for some or all of the road extension, numerous policy changes will be required from the City, County and voters. Without these changes, it is unlikely that the property owners will be able to fund road development and all costs for construction will be borne by other City and County resources (TIF, etc.).

The Hess Vineyard does not extend all the way to South Kelly Road, so the Newell Drive extension requires coordination with another landowner whose property would remain the County regardless of whether the Hess Vineyard is annexed into the City.

✓Possible Next Steps:
- Preliminary discussions with all property owners impacted by the Newell Drive extension
- The City negotiates a new Urban Limit Line MOU with the County
- American Canyon Citizens adopt an Urban Limit Line amendment initiative
- The City amends the General Plan to reflect the new alignment to South Kelly Road
- The County amends their General Plan to reflect the new alignment to South Kelly Road
- The City Prezones the Property
- LAFCO approves a sphere of influence amendment and annexation
- With zoning in place, the property owner and City can determine final road design.

It is not possible at this time to predict whether any of these steps would be successful. In addition, should it all be successful, there is no certainty that market demand would favor developing the property at that time or that a future property owner wouldn't keep the land vacant as a long term investment.

Likewise, assuming the property could be developed in the County as industrial has an uncertain outcome because LAFCO would have to approve City water service. It is not certain whether the City would agree to provide water service or that LAFCO laws would allow City water service when the water demand is not related to a public health emergency.

✓Possible Next Step: Meet with County staff to determine the County's interest in extending Newell Drive to South Kelly Road. (Note: meeting is already scheduled for March 30.)

NEXT STEPS

Solving long-term traffic circulation challenges takes money, time, and regional cooperation. Mostly, though, solving these challenges requires planning, creativity and perseverance. The many segments of Devlin Road took a decade to complete and cooperation from several regional partners. The Highway 29 improvement project and Newell Drive extension are not any different. We need to be committed to our plans and continue making forward progress, just as we have for the last five years.

Throughout this report we have offered the Council some suggestions about possible next steps. The Council is welcome to use these, or offer other direction. Staff has direction and is already proceeding with projects related to Highway 29. Thus, of particular interest to staff is the Council's interests the alignment of Newell Drive extension.

SUBJECT
Adopt an Ordinance revising Chapter 15.12 of the American Canyon Municipal Code (Traffic Impact Mitigation Fees) to provide for future increases of traffic impact fees to be adopted annually by resolution of the City Council and adopt a Resolution approving a Final Traffic Impact Fee Nexus Study (dated February 3, 2015).

SUBMITTED BY
Jason Holley, P.E., Public Works Director

BACKGROUND AND ISSUES
On January 20, 2015 the Council conducted a public hearing regarding changes to the City's Traffic Impact Mitigation Fee (or "TIF") program. After considering comments from public, the Council approved the various ordinances and resolutions as recommended by staff.

This item tonight contains two actions for consideration by the Council. They are both procedural in nature, but nevertheless required to finalize the City's update to the TIF.

The first action is for the Council to conduct a final reading of the Ordinance (Attachment 1) previously approved by the Council on January 20. It makes various changes to Chapter 15.12 of the American Canyon Municipal Code - Traffic Impact Mitigation Fees (Attachments 2 & 3). There are no proposed changes to the ordinance previously approved by the Council and staff recommends it final adoption as-is.

The second action is for the Council to adopt a Resolution approving the Final Traffic Impact Fee Nexus Study, dated February 3, 2015 (Attachment 4). This Final Study will be the official reference document that is used to implement the TIF in accordance with ACMC 15.12. There are small differences between the version of the Study approved by Council on January 20 and this "final version". The final version reflects corrected typographical errors and arithmetic discrepancies found in the previous version. However, the findings related to the proportionate cost of improvements need to mitigate the impacts of new development and most importantly, the TIF amount itself ($552 per net new daily vehicle trip) remains unchanged. Staff recommends the Council adopt a Resolution approving the Final Traffic Impact Fee Nexus Study, (dated February 3, 2015).

COUNCIL PRIORITY PROGRAMS AND PROJECTS
Reducing congestion on SR-29 and improving circulation City-wide is among the highest priorities for the City Council and the community. Finalizing the update to the TIF is a prerequisite for the City to be able to obtain sufficient resources to complete many of the key future traffic mitigation projects.

FISCAL IMPACT
The recommended actions will have no direct impact on the General Fund. While the actions will have no immediate impact to the Traffic Impact Fee Fund, the result over time will be increases to those funds as fees in conjunction with new development.

ENVIRONMENTAL DETERMINATION

The recommended actions are not defined as "projects" under the CEQA. Therefore, they are not required to be subject to analysis for their impact on the physical environment. The actions involve only the creation of government funding mechanisms or other government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. It is foreseeable that the recommended actions will eventually result in funding becoming available for projects that will be subject to such analysis at the earliest possible time that such information is reasonably available and the City is to do so in an informed manner.

STAFF RECOMMENDATION

Staff recommends that the City Council:

1) Conduct a final reading of an Ordinance adopting revisions to Chapter 15.12 of the American Canyon Municipal Code (Traffic Impact Mitigation Fees) to provide for future increases of traffic impact fees to be adopted annually by resolution of the City Council
2) Adopt a Resolution approving the Final Traffic Impact Fee Nexus Study, dated February 3, 2015.

ATTACHMENTS

1) Ordinance adopting revisions to Chapter 15.12 of the American Canyon Municipal Code (Traffic Impact Mitigation Fees) to provide for future increases of traffic impact fees to be adopted annually by resolution of the City Council
2) Existing American Canyon Municipal Code Chapter 15.12 (red-line)
3) New American Canyon Municipal Code Chapter 15.12 (clean copy)
4) Resolution approving an updated Traffic Impact Fee Nexus Study and increasing the Traffic Mitigation Impact Fee

ORDINANCE #2015-_____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON AMENDING CHAPTER 15.12 OF THE AMERICAN CANYON MUNICIPAL CODE (TRAFFIC IMPACT MITIGATION FEES) TO PROVIDE FOR FUTURE INCREASES OF TRAFFIC IMPACT FEES TO BE ADOPTED ANNUALLY BY RESOLUTION OF THE CITY COUNCIL

WHEREAS, in response to anticipated development, the City adopted its current Traffic Impact Fee (TIF) program in 1999; and

WHEREAS, over the last 15 years, much of the anticipated development occurred and many of the capital improvements required to accommodate the additional traffic generated by that development are complete; and

WHEREAS, an update to the TIF program in anticipation of the next generation of development is needed; and

WHEREAS, a new Traffic Impact Fee Nexus Study, dated February 3, 2015, has been developed to determine the cost of improvements needed to accommodate the traffic generated by future development and the appropriate share of those costs to be borne by the new development within the City; and

WHEREAS, said Study satisfies the requirements of Government Code Section 66000 *et seq*. (i.e. Mitigation Fee Act); and

WHEREAS, said Study and the TIF program have been approved by Resolution of the City Council; and

WHEREAS, City Council, may by resolution, adopt annual increases to the traffic mitigation impact fees to account for the increased due to inflation; and

WHEREAS, City Council, from time to time and at its sole discretion, may by resolution, adopt updated traffic mitigation impact fees based on a revised Traffic Impact Mitigation Fee Nexus Study pursuant to the Mitigation Fee Act; and

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: Section 15.12.030, Subsection B is amended to read: "Traffic improvements" mean those roadway and intersection improvements identified in the Circulation Element of the General Plan, the current City Traffic Impact Mitigation Fee Nexus Study, and the City Capital Improvement Program".

SECTION 2: Section 15.12.030, Subsection C is amended to read: ""Traffic mitigation fee" or "traffic impact fee" or "traffic development impact fee" means that fee for traffic mitigation identified in the most recent traffic impact fee nexus study."

SECTION 3: Section 15.12.030, Subsection D is added to read as follows: ""Traffic Impact Mitigation Fee Nexus Study" or "Traffic Development Impact Fee Study" or "Fee Study" the most recent study, adopted by resolution of the City Council pursuant to Government Code 66000 *et seq.* (Mitigation Fee Act"), of the nexus between traffic impact mitigation fees and traffic improvements needed to serve new development in American Canyon".

SECTION 4: Section 15.12.050, Subsection A is amended to read: "A traffic impact fee is imposed on new construction as set forth in this chapter. The fee shall be in accordance with the most recent Traffic Impact Mitigation Fee Nexus Study."

SECTION 5: Section 15.12.050, Subsection C is added: "The City, at its sole discretion, may adopt revised traffic mitigation impact fees based on a revised Traffic Impact Mitigation Fee Nexus Study adopted by resolution of the City Council pursuant to the Mitigation Fee Act."

SECTION 6: Section 15.12.070, Subsection A is amended to read: "The traffic impact fee set forth in this chapter may be reduced by a credit given for construction by a developer of all or a portion of the traffic improvement identified in this chapter subject to recommendation by the City Engineer and approval by the City Council."

SECTION 7: Section 15.12.070, Subsection B is repealed.

SECTION 8: Section 15.12.090 is amended to read: "The alternative commercial rate program recognizes the diversity of commercial uses and the potential differences in traffic generation rates and peak hour characteristics. The City Council may consider the findings of an independent traffic study, prepared under the direction of the City Engineer and funded by the applicant, justifying a lesser traffic impact fee."

SECTION 9: Section 15.12.110 is amended to read: "The fees collected pursuant to this chapter shall be held in separate accounts as deemed appropriate by the City Manager and expended solely on the traffic improvements identified in this chapter."

The foregoing Ordinance was introduced and read at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 20th day of January, 2015, and was passed and adopted at a regular meeting of the City Council of the City of American Canyon, State of California, by the following vote:

MAYOR GARCIA: _____
VICE MAYOR LEARY: _____
COUNCIL MEMBER BENNETT: _____
COUNCIL MEMBER RAMOS: _____
COUNCIL MEMBER JOSEPH: _____

_____
Leon Garcia, Mayor

ATTEST:

_____
Rebekah Barr, MMC, City Clerk

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

AMERICAN CANYON MUNICIPAL CODE
CHAPTER 15.12 - TRAFFIC MITIGATION IMPACT FEES

15.12.010 Purpose.

This chapter has been enacted for the purpose of establishing development impact fees to defray the actual costs of constructing traffic improvements to mitigate impacts resulting from proposed new development identified in the American Canyon General Plan. (Ord. 99-18 § 1, 1999)

15.12.020 Findings.

A. The American Canyon General Plan Land Use Element identifies projected build-out for the City of American Canyon;

B. Each new land development project in the City of American Canyon will generate additional traffic within the city limits of American Canyon, which will cumulatively cause adverse environmental effects if improvements for traffic circulation are not made;

C. The American Canyon General Plan Circulation Element identifies the roadway and intersection improvements necessary to accommodate the anticipated levels of development;

D. Without a traffic mitigation fee, existing and future sources of revenue will be inadequate to fund a substantial portion of the improvements for traffic circulation which are necessary to avoid the unacceptable level of congestion and related adverse impacts created by expected development within the City of American Canyon; and

E. It is the intent of the city council to adopt by the ordinance codified in this chapter a fair and equitable method of securing the revenues necessary to fund the construction and implementation of necessary traffic circulation improvements. (Ord. 99-18 § 1, 1999)

15.12.030 Definitions.

For the purposes of this chapter:

A. "Construction" means the original construction of a new single-family residence, townhouse, apartment, restaurant, motel or hotel, industrial use, retail use, office use, or institutional use.

B. "Traffic improvements" mean those roadway and intersection improvements identified in the Circulation Element of the General Plan and/or, ~~and as set forth below:~~the most recent Traffic Impact Mitigation Fee Nexus Study and/or City Capital Improvement Program.

~~No.~~	~~Traffic Improvements~~
~~1.~~	~~Flosden Rd. and American Canyon Rd, traffic signal.~~
~~2.~~	~~Flosden Rd. widen to two lanes — American Canyon Rd. to Vallejo city limits.~~
~~3.~~	~~Broadway (SR29) and American Canyon Rd., traffic signal road improvements and bridgework.~~
~~4.~~	~~Broadway (SR29) and Eucalyptus, realignment and traffic signal.~~
~~5.~~	~~Broadway (SR29) and Donaldson Way, realignment, traffic signal and land acquisition.~~

~~No.~~	~~Traffic Improvements~~
~~6.~~	~~Newell Dr. extension, 2 lanes from American Canyon Rd. to Donaldson Way.~~
~~7.~~	~~Donaldson Way, 2 lanes from Broadway (SR29) to Newell Dr. (w/at grade RR crossing).~~
~~8.~~	~~Newell Dr. extension, 2 lanes from Donaldson Way to South Napa Junction Rd.~~
~~9.~~	~~South Napa Junction Road, 2 lanes from Broadway to Newell Dr. (w/at grade RR crossing).~~
~~10.~~	~~American Canyon Rd., add 2 lanes from Broadway (SR29) to Silver Oak Trail.~~
~~11.~~	~~Broadway (SR29) and American Canyon Rd., intersection improvements.~~
~~12.~~	~~Green Island Rd., add 2 lanes from Paoli Loop to Commerce Blvd.~~
~~13.~~	~~Paoli Loop upgrade (widen shoulders, redesign SW loop radius).~~
~~14.~~	~~Wetlands Edge Rd., Sunset Meadows portion (w/bridge but no trail).~~
~~15.~~	~~Wetlands Edge Rd., Waterton portion (w/o trail).~~
~~16.~~	~~Eucalyptus Dr., improvements west of Oceanview subdivision.~~
~~17.~~	~~Eucalyptus Dr. improvements east of Oceanview subdivision.~~
~~18.~~	~~Commerce Blvd. North Slough to Eucalyptus (bridge and emergency access road).~~
~~19.~~	~~Hanna extension, bridge crossing and related utilities.~~
~~20.~~	~~Traffic enhancements.~~
~~21.~~	~~Future traffic studies.~~

C. "Traffic mitigation fee" or "traffic impact fee" or "traffic development impact fee" means that fee for traffic mitigation ~~for the various land use categories identified in Exhibit B of the ordinance codified in this chapter. (Ord. 2006-10 § 2, 20006; Ord. 99-18 § 1, 1999)~~identified in the most recent traffic impact fee nexus study.

D. "Traffic Impact Mitigation Fee Nexus Study" or "Traffic Development Impact Fee Study" or "Fee Study" the most recent study, adopted by resolution of the City Council pursuant to Government Code 66000 *et seq.* (Mitigation Fee Act"), of the nexus between traffic impact mitigation fees and traffic improvements needed to serve new development in American Canyon.

15.12.040 Exemptions.

The following projects are exempt form the provisions of this chapter:

A. Development for which a vesting tentative map application has been accepted as complete or has been approved prior to the effective date of the amended ordinance codified in this chapter. In such cases, an agreed-upon fee as part of the conditions of approval for said application shall remain in effect;

B. Capital improvements/buildings related to the operation of the City of American Canyon governmental operations;

C. Temporary uses less than twelve months in duration;

D. Replacement development on a one-to-one basis for residential, industrial and commercial construction;

E. Replacement of commercial units destroyed by fire or natural disaster, provided the floor area is not increased. (Ord. 99-18 § 1, 1999)

15.12.050 Development impact fees.

A. A traffic impact fee is imposed on new construction as set forth in this chapter. The fee shall be in accordance with the ~~cost per unit (e.g., dwelling unit, square feet, hotel/motel rooms, etc.) as identified in Exhibit B and defined in this chapter.~~ most recent Traffic Impact Mitigation Fee Nexus Study.

~~Traffic mitigation impact fees after August 4, 2011 shall be approved by city council resolution.~~

B. The City at its sole discretion may from time to time adopt revised traffic mitigation impact fees based on the proportionate effects of inflation or changes to the cost of living. For purposes of calculation, the Engineering News Record 20-City Construction Cost Index shall be used for adjusting said fees. Said adjustments in accordance with this section may be approved by a resolution of the City Council. (Ord. 2011-05 § 1, 2011; Ord. 2004-02 § 1, 2004; Ord. 99-18 § 1, 1999).

C. The City at its sole discretion may from time to time adopt revised traffic mitigation impact fees based on a revised Traffic Impact Mitigation Fee Nexus Study adopted by resolution of the City Council pursuant to Government Code 66000 *et seq.* (Mitigation Fee Act").

15.12.060 Collection of fees.

The development impact fees set forth in this chapter shall be collected from new construction prior to issuance of a building permit, and for subdivisions prior to approval of a final map, unless other provisions are adopted as a part of an approved development agreement, or the City Council authorizes an alternative to the timing of such fees by resolution. (Ord. 2012-02 § 2, 2012; Ord. 99-18 § 1, 1999)

15.12.070 In lieu contributions.

A. The traffic impact fee set forth in this chapter may be reduced by a credit given for construction by a developer of all or a portion of the traffic improvement identified in this chapter subject to recommendation by the City Engineer and approval by the City Council. ~~improvements identified in Exhibit A to the ordinance codified in this chapter and/or other on-site and/or off-site traffic improvements, subject to the approval by the city council in each case.~~

~~B. The amount of the credit for traffic impact fees shall be approved by the city council upon recommendation by the City Engineer. (Ord. 99-18 § 1, 1999)~~

15.12.090 Alternative commercial rate program.

The alternative commercial rate program recognizes the diversity of commercial uses and the potential differences in traffic generation rates and peak hour characteristics. The City Council may consider the findings of an independent traffic study, prepared under the direction of the ~~Community Development~~

~~Director~~City Engineer and funded by the applicant, justifying a lesser traffic impact fee. (Ord. 99-18 § 1, 1999)

15.12.100 Change of use.

In the event of change of use in a development for which traffic impact fees were paid in accordance with this chapter, particularly those projects benefiting from either the special industrial incentive program or the alternative commercial rate program, the City Council may require the payment of the difference between the traffic impact fees originally paid and the amount required by this chapter for new use. The Community Development Director and City Engineer shall forward a recommendation to the city council in each case. (Ord. 99-18 § 1, 1999)

15.12.110 Disposition of revenues.

The fees collected pursuant to this chapter shall be held in separate accounts as deemed appropriate by the ~~finance director~~City Manager and expended solely on the traffic improvements identified in this chapter. (Ord. 99-18 § 1, 1999)

15.12.120 Refunds.

Where a building permit has expired with no notable progress and no extension has been granted, a refund of fees paid may be given, provided the claim for refund is made within one year after the expiration date of the building permit. (Ord. 99-18 § 1, 1999)

15.12.130 Supplementary provisions.

The fees required by this chapter shall be supplementary to the fees, dedications or conditions imposed on a development of new construction pursuant to city approval, or as is imposed by existing state or local law. (Ord. 99-18 § 1, 1999)

AMERICAN CANYON MUNICIPAL CODE
CHAPTER 15.12 - TRAFFIC MITIGATION IMPACT FEES

15.12.010 Purpose.

This chapter has been enacted for the purpose of establishing development impact fees to defray the actual costs of constructing traffic improvements to mitigate impacts resulting from proposed new development identified in the American Canyon General Plan. (Ord. 99-18 § 1, 1999)

15.12.020 Findings.

A. The American Canyon General Plan Land Use Element identifies projected build-out for the City of American Canyon;

B. Each new land development project in the City of American Canyon will generate additional traffic within the city limits of American Canyon, which will cumulatively cause adverse environmental effects if improvements for traffic circulation are not made;

C. The American Canyon General Plan Circulation Element identifies the roadway and intersection improvements necessary to accommodate the anticipated levels of development;

D. Without a traffic mitigation fee, existing and future sources of revenue will be inadequate to fund a substantial portion of the improvements for traffic circulation which are necessary to avoid the unacceptable level of congestion and related adverse impacts created by expected development within the City of American Canyon; and

E. It is the intent of the city council to adopt by the ordinance codified in this chapter a fair and equitable method of securing the revenues necessary to fund the construction and implementation of necessary traffic circulation improvements. (Ord. 99-18 § 1, 1999)

15.12.030 Definitions.

For the purposes of this chapter:

A. "Construction" means the original construction of a new single-family residence, townhouse, apartment, restaurant, motel or hotel, industrial use, retail use, office use, or institutional use.

B. "Traffic improvements" mean those roadway and intersection improvements identified in the Circulation Element of the General Plan and/or, the most recent Traffic Impact Mitigation Fee Nexus Study and/or City Capital Improvement Program.

C. "Traffic mitigation fee" or "traffic impact fee" or "traffic development impact fee" means that fee for traffic mitigation identified in the most recent traffic impact fee nexus study.

D. "Traffic Impact Mitigation Fee Nexus Study" or "Traffic Development Impact Fee Study" or "Fee Study" the most recent study, adopted by resolution of the City Council pursuant to Government Code 66000 *et seq.* (Mitigation Fee Act"), of the nexus between traffic impact mitigation fees and traffic improvements needed to serve new development in American Canyon.

15.12.040 Exemptions.

The following projects are exempt form the provisions of this chapter:

A. Development for which a vesting tentative map application has been accepted as complete or has been approved prior to the effective date of the amended ordinance codified in this chapter. In such cases, an agreed-upon fee as part of the conditions of approval for said application shall remain in effect;

B. Capital improvements/buildings related to the operation of the City of American Canyon governmental operations;

C. Temporary uses less than twelve months in duration;

D. Replacement development on a one-to-one basis for residential, industrial and commercial construction;

E. Replacement of commercial units destroyed by fire or natural disaster, provided the floor area is not increased. (Ord. 99-18 § 1, 1999)

15.12.050 Development impact fees.

A. A traffic impact fee is imposed on new construction as set forth in this chapter. The fee shall be in accordance with the most recent Traffic Impact Mitigation Fee Nexus Study.

B. The City at its sole discretion may from time to time adopt revised traffic mitigation impact fees based on the proportionate effects of inflation or changes to the cost of living. For purposes of calculation, the Engineering News Record 20-City Construction Cost Index shall be used for adjusting said fees. Said adjustments in accordance with this section may be approved by a resolution of the City Council. (Ord. 2011-05 § 1, 2011; Ord. 2004-02 § 1, 2004; Ord. 99-18 § 1, 1999).

C. The City at its sole discretion may from time to time adopt revised traffic mitigation impact fees based on a revised Traffic Impact Mitigation Fee Nexus Study adopted by resolution of the City Council pursuant to Government Code 66000 *et seq.* (Mitigation Fee Act").

15.12.060 Collection of fees.

The development impact fees set forth in this chapter shall be collected from new construction prior to issuance of a building permit, and for subdivisions prior to approval of a final map, unless other provisions are adopted as a part of an approved development agreement, or the City Council authorizes an alternative to the timing of such fees by resolution. (Ord. 2012-02 § 2, 2012; Ord. 99-18 § 1, 1999)

15.12.070 In lieu contributions.

A. The traffic impact fee set forth in this chapter may be reduced by a credit given for construction by a developer of all or a portion of the traffic improvement identified in this chapter subject to recommendation by the City Engineer and approval by the City Council.

15.12.090 Alternative commercial rate program.

The alternative commercial rate program recognizes the diversity of commercial uses and the potential differences in traffic generation rates and peak hour characteristics. The City Council may consider the

findings of an independent traffic study, prepared under the direction of the City Engineer and funded by the applicant, justifying a lesser traffic impact fee. (Ord. 99-18 § 1, 1999)

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In the event of change of use in a development for which traffic impact fees were paid in accordance with this chapter, particularly those projects benefiting from either the special industrial incentive program or the alternative commercial rate program, the City Council may require the payment of the difference between the traffic impact fees originally paid and the amount required by this chapter for new use. The Community Development Director and City Engineer shall forward a recommendation to the city council in each case. (Ord. 99-18 § 1, 1999)

15.12.110 Disposition of revenues.

The fees collected pursuant to this chapter shall be held in separate accounts as deemed appropriate by the City Manager and expended solely on the traffic improvements identified in this chapter. (Ord. 99-18 § 1, 1999)

15.12.120 Refunds.

Where a building permit has expired with no notable progress and no extension has been granted, a refund of fees paid may be given, provided the claim for refund is made within one year after the expiration date of the building permit. (Ord. 99-18 § 1, 1999)

15.12.130 Supplementary provisions.

The fees required by this chapter shall be supplementary to the fees, dedications or conditions imposed on a development of new construction pursuant to city approval, or as is imposed by existing state or local law. (Ord. 99-18 § 1, 1999)

RESOLUTION #2015-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON APPROVING THE FINAL TRAFFIC IMPACT FEE NEXUS STUDY, DATED FEBRUARY 3, 2015

WHEREAS, in response to anticipated development, the City adopted its current Traffic Impact Fee (TIF) program in 1999; and

WHEREAS, over the last 15 years, much of the anticipated development occurred and many of the capital improvements required to accommodate the additional traffic generated by that development are complete; and

WHEREAS, an update to the TIF program in anticipation of the next generation of development is needed; and

WHEEREAS, the City Council previously adopted Resolution #2015-02 approving that certain Traffic Impact Fee Nexus Study (January 20 TIF Study), dated January 20, 2015; and

WHEREAS, that January 20 TIF Study contained minor internal inconsistencies, grammatical mistakes and arithmetical errors, and the City Council desires to supersede it with a more refined version; and

WHEREAS, a Final Traffic Impact Fee Nexus Study (Final TIF Study), dated February 3, 2015, has been developed to make minor corrections to address the Council's concerns; and

WHEREAS, the differences between the Final TIF Study the January 20 TIF Study are minor and ministerial in nature; and

WHEREAS, the Final TIF Study determines the cost of improvements needed to accommodate the traffic generated by future development and the appropriate share of those costs to be borne by the new development within the City; and

WHEREAS, the City Council hereby makes the following findings in conjunction with its approval of the Final TIF Study:

1) The policy of the City of American Canyon is that new development will not burden existing development with the cost of public facilities, including traffic facilities, required to accommodate growth. The purpose of the TIF is to implement this policy by providing a funding source from new development for capital improvements to serve that development The fee advances a legitimate interest of the City by enabling the City to provide municipal services to new development.

2) The TIF will fund expanded facilities to serve new development. All planned facilities will be located within the City of American Canyon. These facilities included in the findings presented here include roadway widening, roadway extension, intersection signalization and modificatons, and other roadway improvements. Planned traffic facilities are identified in Traffic Impact Fee Nexus Study, dated February 3, 2015 (Exhibit A). This Study provides the size and cost estimate for each planned facility. More detailed descriptions of certain planned facilities, including their specific location, if known at this time, are included in various City planning documents including the General Plan Circulation Element, the 2014 NCTPA SR-29 Corridor Improvement Plan, and other

studies. The City may change the list of planned traffic facilities to meet changing circumstances and needs, as it deems necessary. The TIF will be updated if the changed circumstances result in a significant change in the fair share of costs allocated to new development. It is estimated that 60% of project costs will be funded from non-fee revenue. Therefore, development impact fees will not be used for the purpose of correcting existing deficiencies in the roadway system.

3) The City will restrict the use of TIF revenues to those projects identifed in the Study and that are need to serve new development. Public facilities funded by the TIF will provide a citywide network of services accessible to the additional residents and workers associated with new development. Thus, there is a reasonable relationship between the use of TIF revenues and the residential and non-residential types of new development that will pay the fee .

4) New dwelling units and building square footage are indicators of new daily vehicle trips generated which creates the demand for traffic facilities needed to accommodate growth. As additional dwelling units and building square footage are created, the occupants of these structures will place additional burdens on the traffic facilities. The total amount of the fee charged for each project will be determined based on traffic engineering reports prepared by the City that quantify the expected daily vehicle trips generated and traffic impacts of the new development.

5) A reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that project exist because the fee amount is based on the estimated daily vehicle trips the project will add to public roadways. Larger projects of a certain land use type will have a higher trip generation and pay a higher fee than smaller projects of the same land use type. Thus, the fee schedule ensures a reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that project.

WHEREAS, the Final TIF Study and the January 20 TIF Study both satisfy the requirements of Government Code Section 66000 *et seq*. (i.e. Mitigation Fee Act); and

WHEREAS, City Council, may by resolution, adopt annual increases to the traffic mitigation impact fees to account for the increase due to inflation; and

WHEREAS, City Council, from time to time and at its sole discretion, may by resolution, adopt updated traffic mitigation impact fees based on a revision to the Study pursuant to the Mitigation Fee Act.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby supersedes Resolution #2015-02, makes the findings noted above and approves that certain Final Traffic Impact Fee Nexus Study, dated February 3, 2015, and incorporated by reference as Exhibit A.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of American Canyon hereby revise the Traffic Impact Fee to be as follows:

Traffic Impact Fee		
Land Use	Existing Fee	Unit of Measurement
Residential – Attached	$2,600	Per Dwelling Unit
Residential – Detached	$3,954	Per Dwelling Unit
Hotel/Motel	$1,470	Per Room
Restaurant	$624	Per Seat
Retail/Office	$7.02	Per Square Foot
Industrial	$2.02	Per Square Foot
Land Use	New Fee	Unit of Measurement
All	$552	Per Net New Daily Trip

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council of the City of American Canyon held on the 3rd day of February, 2015, by the following vote:

MAYOR GARCIA: _____
VICE MAYOR LEARY: _____
COUNCIL MEMBER BENNETT: _____
COUNCIL MEMBER JOSEPH: _____
COUNCIL MEMBER RAMOS: _____

_____
Leon Garcia, Mayor

ATTEST:

_____
Rebekah Barr, MMC, City Clerk

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

CITY OF AMERICAN CANYON

-FINAL-

TRAFFIC IMPACT FEE NEXUS STUDY

Prepared by
Jason B. Holley, P.E., Public Works Director

February 3, 2015

1. INTRODUCTION

The following is an analysis supporting the update of development impact mitigation fees for transportation improvements in the City of American Canyon. The purpose of this Traffic Impact Mitigation Fee Nexus Study (TIF Study) is to determine the cost of improvements needed to accommodate the additional traffic generated by future development and the appropriate share of those costs to be borne by new development within the City.

The City adopted its current Traffic Impact Fee (TIF) program in 1999. The TIF was last increased in 2006 for single family and multi-family residential development and last increased in August 2011 for non-residential development[1]. These increases were intended to account for the cost of inflation; the list of improvements and the share of those costs to be borne by new development within the City remained unchanged.

Over the last 15 years that the TIF program has been in place, much has changed. The City's population has doubled, commercial retail development along the highway and industrial development in the Green Island area has occurred. Many of the improvements required to accommodate the additional traffic generated by that development were completed. In addition, there have been numerous changes in state law related to transportation planning and the City's relationship with the State Department of Transportation (CalTrans) - especially in regards to the operation of State Route 29 (SR-29) - has evolved.

This TIF Study is intended to supersede it predecessor. It contains an updated list of improvements needed to accommodate the additional traffic generated by new development over the next 20 years. It is a "nexus study" and provides the following information to clearly satisfy the requirements of the Mitigation Fee Act[2]:

- The Introduction section identifies the purpose of the TIF and outlines the findings required by the Act. It also describes the relationship between a mitigation fee program and the City's evaluation of potential environmental impacts pursuant to California Environmental Quality Act
- The Growth Projections section includes a discussion of traffic growth assumptions. These assumptions are used to calculate the growth in different land use categories and to calculate the increase in annual average daily vehicle trips (AADT) anticipated by the year 2035. Using these vehicle trip rates establishes a reasonable relationship between the need for the TIF and the type of development paying the TIF.
- The Traffic Impact Analysis section analyzes impact of the projected growth in traffic. Assessing the impact of average number of daily vehicle trips generated by each land use category is the link between new development

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[1] Ordinances 99-18, 2006-10, 2011-05; American Canyon Municipal Code Chapter 15.12

[2] California Government Code Section 66000 et seq.,

and the direct impacts on the city's road network caused by the various land uses.

- The Future Improvements section describes the estimated cost of improvements to be funded by TIF revenue. Moreover, it identifies the fair share percentage of those costs of the improvements that are attributable to new development in American Canyon.
- The Fee Schedule calculates the TIF on a per "net new daily vehicle trip" basis. This fee is calculated by dividing the cost of the improvements to be funded by the TIF program by the number of vehicle trips generated by new development. The result is a uniform TIF ($/trip) across all land uses.

General Plan Circulation Element

The City's General Plan covers 10 elements which generally prescribe how new development will occur. The Circulation Element, last updated in 2013, specifically addresses transportation issues in the context of new development. Its key objectives include:

- Providing a guide to prioritize the City's transportation infrastructure growth over the next 21 years (through 2035).
- Policies that foster safe and easy travel within and through the city for pedestrians, bicyclists, and motor vehicles by achieving an acceptable multi-modal level of service at most intersections and roadway segments.
- Providing a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, often referred to as planning for "complete streets."
- Promoting local planning and foster cooperation between jurisdictional partners such as the Napa County Transportation and Planning Agency (NCTPA), Bay Area Metropolitan Transportation Commission (MTC), Association of Bay Area Government (ABAG), and Caltrans.
- Coordinating planning for land use, transportation, and housing to further meet the requirements of Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008.

The Circulation Element analyzes current and future roadway configurations. It also describes how the City's major road segments and intersections currently operate and how they will operate in the future. Analysis about future conditions is based on land use assumptions and regional travel behavior modeling contained in the Napa-Solano Travel Demand Model (Napa-Solano TDM).

The Napa-Solano TDM indicates that by the Year 2035, several major arterials and intersections along State Route 29 (SR-29) would operate below the thresholds established in the General Plan. The projected increase in traffic volume is due to both local growth and regional growth. Regional growth is shown to impact SR-29 in particular.

State Route 29 Gateway Corridor Improvement Plan

The *State Route 29 Gateway Corridor Improvement Plan* (SR-29 Corridor Plan) was completed in 2014 by NCTPA, with significant input from Caltrans and the City. Its purpose was to develop a community-driven vision for the southern portion of SR-

29, including those segments located within the City. The SR-29 Corridor Plan process brought together diverse interests and addresses the needs and desires of residents, commuters, business owners, visitors and stakeholders, to improve mobility, safety, and community character along the corridor. It also considers the role played by all transportation modes including auto, truck, bus, rail, bicycle and pedestrian. During the SR-29 Corridor Plan process, a new, highly sophisticated computer model (SR-29 VISSIM Model) was developed as an extension of the Napa-Solano TDM to analyze future travel demand behavior and traffic congestion.

Consistent with the Circulation Element, the SR-29 Corridor Plan recommends widening the highway to 6-lanes and making certain intersection improvements over the next 20+ years. The design of these improvements is referred to as a "Modified Boulevard".

Public Facilities Financing In California

The changing fiscal landscape in California during the past three decades has steadily undercut the financial capacity of local governments to fund infrastructure needed for growth. Three dominant trends and events stand out:

- The passage of a string of tax limitation measures, starting with Proposition 13 in 1978 and continuing through the passage of Proposition 218 in 1996.
- Declining popular support for bond measures to finance infrastructure for the next generation of residents and businesses.
- Steep reductions in federal and state assistance.

Faced with these events, the City has shifted the burden of funding infrastructure expansion from existing taxpayers to new development. This funding shift has been partly accomplished by the imposition of development impact fees such as the TIF. A majority vote of the City Council is required for adoption of such fees.

As a result of the changing landscape, most local agencies have implemented impact fee programs. It is important that the fee amounts collected cover the full cost of the improvements required to maintain the existing level of service standards as growth occurs. When local agencies do not collect the full amount, the effect is often a decline in facility standards unless, other revenue sources such as the City's General Fund must be allocated to make up the shortfall.

Authority to Impose Impact Fees and Mitigation Fee Act Compliance

The authority for the City to impose fees to mitigate impacts generated by new development is rooted in its fundamental police powers under Article XI Section 7 of the California Constitution. In general, this authority provides that the City may make and enforce ordinances which are not in conflict with state law. The City, under its broad authority to protect the public's health and safety and the natural environment, may regulate new development, including the right to impose conditions on development which may require direct provision of public improvements, land dedications, and in-lieu fees.

As a result of the ever-growing use of impact fees following the passage of Proposition 13, the State Legislature passed the Mitigation Fee Act in 1988. The

Act established ground rules for the imposition and ongoing administration of impact fee programs. The Act requires local governments to document the following when adopting an impact fee such as the TIF:

- Identify the purpose of the fee.
- Identify the use of fee revenues.
- Determine a reasonable relationship between the fee's use and the type of development paying the fee.
- Determine a reasonable relationship between the need for the fee and the type of development paying the fee.
- Determine a reasonable relationship between the amount of the fee and the cost of the facility attributable to development paying the fee.

Together these items above constitute a "nexus study". This TIF Study is the "nexus study" and it complies with the Act by providing the required documentation for the above findings. It is important to note that while the City is not required to establish the TIF as documented in the Study (and it may elect to adopt a lower fee levels), it may not establish TIF higher than what is identified in the Study.

Additionally, the aggregate of the TIF collected cannot total more than the actual cost of the improvements needed to serve the development paying the fee. As proposed, the amount of TIF collected will fund only 40% of the cost of the improvements.

Moreover, any existing deficiencies must be remedied using funds other than TIF, and new development shall not be required to pay for an increase in the level of service for the benefit of existing development, unless existing development is committed to paying its share of the cost. In recognition of this standard, the TIF program allocates only that proportionate share of impacts attributable to development within American Canyon. Funding to address the deficiency (especially along SR-29) is anticipated to be State and Federal grants, etc.

Lastly, the Act prohibits impact fee revenues from being used for staffing, operations, and maintenance of either existing or new facilities. This TIF Study does not consider the projected operational and/or maintenance costs of any of these facilities, which, over their life cycle, will be quite substantial. In order to comply with the Act, the City proposes to use revenues other than TIF (such as its General Fund) for staffing, operations, and maintenance of the existing and/or new facilities.

The Act has specific accounting and reporting requirements both annually and after every five-year period for the use of fee revenues. It is the practice of the City to provide regular updates to the Council (as prescribed by the Act) as to the amounts and planned uses of the TIF collected.

California Environmental Quality Act

Properly administered impact fee programs such as the TIF can streamline environmental review of development projects under the California Environmental Quality Act. (CEQA)[3]. At the same time, impact fee programs which are not implemented in accordance with the original expectations or which are founded upon unrealistic assumptions may not suffice alone to act as mitigation measures for cumulative traffic impacts.

Significant case law over the last fifteen years demonstrates how and when a fee program such as the TIF may be used as an environmental mitigation. In one example, (*Anderson First Coalition*[4]), the court held that "paying a mitigation fee "is permissible as effective mitigation if the fees are "part of a reasonable plan of actual mitigation that the relevant agency commits itself to implementing." The court held that a fee program would be permissible as long the mitigation measure specified the amount of the fee and the percentage of future improvements for which this developer would be responsible. The court also emphasized that the fees must be a reasonable, enforceable part of an improvement plan that will actually mitigate the cumulative effects.

The enactment of this TIF program and the City's subsequent implementation of the policies, programs and projects identified in the Circulation Element is intended to serve as substantial evidence that the collection of this fee may act adequately act as a standalone mitigation measure(s) for the potentially cumulative traffic impacts that may occur as a result of future development projects.

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[3] Public Resources Code Section 21000 et seq.

[4] *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173

2. GROWTH PROJECTIONS

The estimate of existing population, housing units, and employment establishes a baseline for determining impacts to the road network from future land development. Measuring the traffic impacts of growth requires an estimate of future development within different land use categories. The general land use types used in this analysis are defined below. These categories represent a wide range of possible uses for land. Since it is not possible to predict what types of land uses will be developed with more specificity, these broad categories are defined in order to facilitate the calculation of a reasonable estimate of the total number of new vehicle trips:

- Single-family: Detached and attached (townhomes and condominiums) one-family dwelling units, and mobile homes.
- Multi-family: Dwelling units such as duplexes and apartments.
- Mobile Homes: Includes modular homes and units in model home parks.
- Retail/Commercial: Includes but is not limited to: service commercial, retail, retail-warehouse, educational, food service, and hotel/motel development.
- Office: All general, professional, and medical office development.
- Industrial/Warehouse: All manufacturing, fabrication, food processing, warehousing, truck yards, terminals, and distribution centers. This category may also encompass business parks and research and development space.

Some developments may include more than one land use category, such as mixed-use development with both residential and commercial uses. In these cases the impact fee would be calculated separately for each land use category contained within the project.

<u>New Development Trip Generation</u>

The trip generation rates vary considerably by land use type, meaning that the impact of the different land uses also varies widely depending not only on the size of the project by the type of use. In this TIF Study, the total number of new trips by the year 2035 is estimated from the projected growth in all land uses.

Figure 1 below provides an estimate of AADT generation and an estimate of trip generation from anticipated new development. The number of existing and proposed units is based upon various sources including the Napa-Solano TDM, and the City's 2010 Urban Water Management Plan, 2013 Circulation Element, and 2014 Housing Element updates. The trip generation rates are from latest edition of the ITE Trip Generation Manual.

Currently, the AADT in the City is estimated to be 98,716 trips per day. By 2035, the AADT in the City is forecast to grow by approximately 89,672 trips per day. This growth in traffic forms the basis for the TIF collected on a per "daily trip" basis.

Figure 1 - New Development Trip Generation (2014-2035)

Land Use	Existing Units (2014)	AADT Per Unit	Existing AADT (2014)
Residential (DU)			
Single Family	4,965	9.6	47,664
Multi-family	257	6.7	1,722
Mobile Home	849	5	4,245
Existing Residential Subtotal	6,071		53,631
Non-residential (KSF)			
Office	30	11	330
Commercial/Retail	450	43	19,350
Industrial/Warehouse	5,081	5	25,405
Existing Non-Residential Subtotal	5,561		45,085
Existing Average Annual Daily Trips Total			98,716

Land Use	New Develop. (2014-2035)	AADT per Unit	New Develop. AADT
Residential (DU)			
Single Family	1,300	9.6	12,480
Multi-family	2,000	6.7	13,400
Mobile Home	-	5	-
New Dev. Residential Subtotal	3,300		25,880
Non-residential (KSF)			
Office	200	11	2,200
Commercial/Retail	834	43	35,862
Industrial/Warehouse	5,146	5	25,730
New Dev. Non-Residential Subtotal	6,180		63,792
New Development Average Annual Daily Trips Total			**89,672**

Land Use	Cumulative (2035)	AADT per Unit	Cumulative AADT
Residential (DU)			
Single Family	6,265	9.6	60,144
Multi-family	2,257	6.7	15,122
Mobile Home	849	5	4,245
Cumulative Residential Subtotal	9,371		79,511
Non-residential (KSF)			
Office	230	11	2,530
Commercial/Retail	1,284	43	55,212
Industrial/Warehouse	10,227	5	51,135
Cumulative Non-Residential Subtotal	11,741		108,877
Cumulative Average Annual Daily Trips Total			188,388

3. Traffic Impact Analysis

This section analyzes the impacts of the projected growth identified in Section 2. Assessing the impact of the average number of daily trips generated by each land use category is the link between new development and the direct impacts on the City's road network caused by the various land uses.

The operational performance of a roadway network is commonly described with the term "level of service" or LOS. LOS is a qualitative description of operating conditions, ranging from LOS A (free flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). The methods for calculating LOS are described in Chapter 16 of the 2000 Highway Capacity Manual. An intersection's LOS is based on the weighted average control delay measured in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time (if multiple cycles are needed to clear the intersection), stopped delay, and final acceleration. While the Circulation Element specifies an LOS D during the peak periods as the minimally acceptable standard for most intersections in the City, it recognizes that lesser LOS are permissible for SR-29.

Figure 2 - Intersection LOS Criteria

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	$\leq$ 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 to 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 to 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 to 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 to 80
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80

The Circulation Element and the *SR-29 Corridor Plan* identify traffic improvements needed to accommodate new development. These determinations are based upon

a LOS analysis that involves the modeling of traffic operations on existing roadways and intersections throughout the City. The recommended improvements are based on an inventory of transportation needs. This TIF Study identifies a reasonable relationship between impact fees on new development and the demand for new or upgraded facilities generated by the new development paying the TIF. For traffic facilities this relationship is shown by comparing the current LOS of specific roadways with the LOS that would result by adding the trips associated with the projected new development.

This "before and after" comparison indicates where improvements are needed to mitigate the impacts of the projected development. In the traffic modeling process, impact mitigation measures in the form of road widening, intersection improvements, or new road segments are then added to the network to achieve the an acceptable LOS during peak periods. This procedure ensures that the measures result in the adopted LOS standard and the LOS that the City generally experiences today. By identifying these specific mitigation measures, and basing the impact fee on the cost of these measures, this procedure also maintains the relationship between the impact fee and the purpose of the fee revenues.

For many of the improvements analyzed in the Circulation Element, the Synchro software package is used to model traffic conditions. Synchro is a macrosimulation tool that uses deterministic equations to evaluate operations at an intersection.

However, in conjunction with the *SR-29 Corridor Plan*, due to the existing congestion on the SR-29 corridor, the VISSIM software package was used to model the effects of closely spaced intersections and queue spillback from one intersection to another. VISSIM is a stochastic microsimulation software that analyzes the traffic operations by simulating the movement of individual cars, trucks, transit vehicles, pedestrians, and bicycles. Different random seed numbers generate different driver behaviors and system results. The model is run multiple times to account for the randomness of the simulations and to ensure that the results are reasonable. VISSIM allows the user to control vehicle inputs, vehicle routes, vehicle fleet composition, desired speeds throughout the network, conflict areas to determine yielding behavior, driver behavior, parking areas and behavior, and pedestrian and bicycle volumes and behavior. VISSIM also reflects that conditions at one location can affect conditions at another (i.e. queue spillback from one signalized intersection to another, or "starvation" at a signalized intersection because of poor operations at an upstream location). The software uses random seed values to generate vehicle entry time and vehicle characteristics. The results are an average of ten runs with different random seeds. Using the intersection delay results, the intersection LOS was assigned.

Current and Forecasted Level of Service

The Circulation Element and the *SR-29 Corridor Plan* identify locations that will be significantly impacted by new vehicle trips and that will exceed the LOS standard thresholds for vehicle/capacity and intersection delay. The following are the current and forecasted LOS at key locations in the City:

Figure 3 – Level of Service (PM Peak Hour)

Location	Existing (2014)	Future (2035)
SR-29, North of Green Island Road	E	F
SR-29, South of Green Island Road	E	F
Napa Junction Road / SR-29 intersection	F	F
Eucalyptus Drive/ SR-29 intersection	B	F
Rio Del Mar / SR-29 intersection	B	D
SR-29, North of South Napa Junction Road	F	F
South Napa Junction Road / SR-29 intersection	B	F
SR-29, North of Donaldson Way	F	F
Donaldson Way / SR-29 intersection	D	F
SR-29, North of American Canyon Road	F	F
American Canyon Road / SR-29 intersection	D	F
American Canyon Road / Newell Drive intersection	D	F
American Canyon Road / Silver Oaks Trail intersection	D	F

4. Future Improvements

Future Improvements

The Circulation Element and SR-29 Corridor Plan identify various improvements that will be necessary to accommodate the increase in traffic volumes that will occur as a result of development proposed within the City. Both the Circulation Element and the SR-29 Corridor Plan anticipate a future highway design (Modified Boulevard) that includes six (6) through lanes, a landscaped central median and a Class I shared use path for bicycles and pedestrians on both sides of the highway, separated from the roadway with landscaped planter strips. This TIF Study also includes bicycle and pedestrian improvements in addition to the roadway improvements identified in the Circulation Element.

The road improvements needed to mitigate the impacts from this development are directly related to the increased travel on the City's road network. Each project includes sidewalk, landscaping, and bike lanes - all in conformance to the roadway standards for the given street classification, i.e. major arterial, collector, etc.

General locations and descriptions of these future improvements are shown in Figures 4a-4d below. Complete descriptions and construction cost estimates are presented in Appendix A.

Figure 4a - Map of Future Improvements (Southern and Central American Canyon)

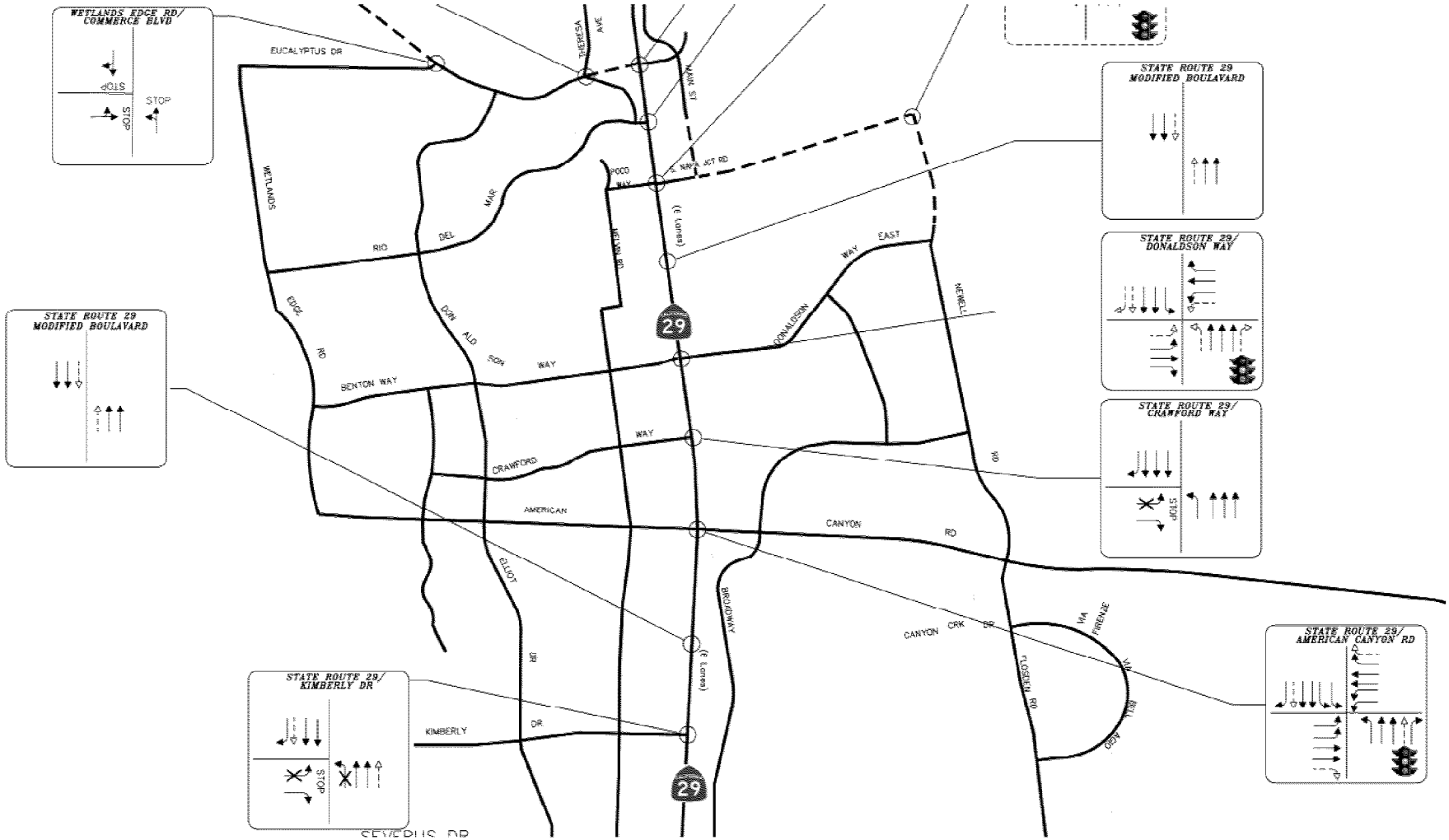


Figure 4b - Map of Future Improvements (Northern American Canyon)

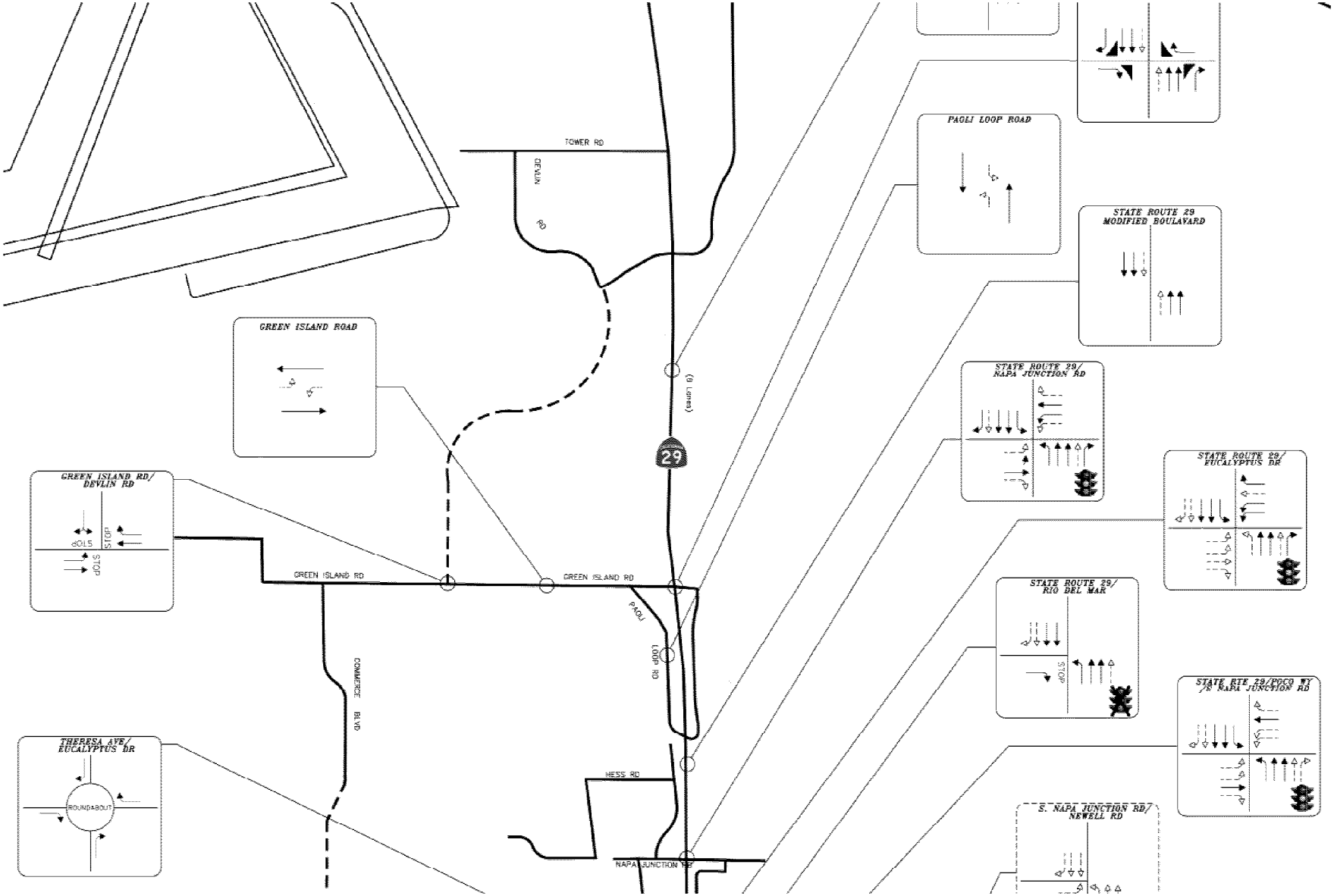


Figure 4c - Description of Future SR-29 Improvements

State Route 29 - Southern City Limit to Northern City Limits

- Widen from four (4) through lanes to six (6) through lanes (including Paoli Loop Overcrossing) and Class I bikeways and landscaping (Modified Boulevard).

SR 29/Kimberly Drive Intersection

- Restrict northbound left-turn and eastbound left-turn lanes.

SR 29/American Canyon Road Intersection

- Add 2nd exclusive westbound right-turn and 2nd exclusive eastbound left-turns lanes
- Relocate traffic signal.

SR 29/Crawford Way Intersection

- Restrict eastbound left-turn lane

SR 29/Donaldson Way Intersection

- Add 2nd exclusive eastbound left-turn and exclusive eastbound right-turn lanes.
- Add 2nd exclusive westbound left-turn.
- Add exclusive northbound and southbound right-turn lanes.
- Relocate traffic signal.

SR 29/Poco Way/South Napa Junction Intersection

- Add dual eastbound left-turn lanes and eastbound right-turn lane
- Add dual westbound left-turn lanes and westbound right-turn lane
- Add exclusive northbound left-turn and right-turn lanes and an exclusive southbound right-turn lane.
- New traffic signal.

SR 29/Eucalyptus Drive Intersection

- New eastbound approach to include single through, dual eastbound left-turn, exclusive eastbound right-turn lanes and single westbound receiving lane.
- Add west-bound through lane.
- Remove Rio Del Mar traffic signal.
- Add exclusive northbound left-turn and southbound right-turn lanes.
- Relocate traffic signal

SR 29/Napa Junction Road Intersection

- Phase 1 Improvements
- Add 2nd exclusive westbound left-turn and exclusive westbound right-turn lanes
- Add 2nd exclusive eastbound left-turn and exclusive eastbound right-turn lanes
- Relocate traffic signal

SR 29/Green Island Rd

- Add 500-foot long northbound and southbound acceleration lanes

Figure 4d - Description of Future Local Improvements

Green Island Road

- Widen road from SR 29 to Commerce Blvd. and add two-way turn lane
- Widen railroad crossing

Newell Drive

- New 4-lane arterial from Donaldson Way to South Napa Junction Road
- New signalized intersection at South Napa Junction Road with exclusive northbound left-turn and southbound right-turn lanes.

South Napa Junction Road

- New 3-lane and 2-lane collector from SR 29 to extension of Newell Drive

Main Street

- New 3-lane collector from Eucalyptus Drive to South Napa Junction Road

Devlin Road Segment H

- New 3-lane collector from railroad overcrossing to Green Island Road

Eucalyptus Drive

- Widen to 2-lane collector from Wetlands Edge Road to SR 29.
- New roundabout at Theresa Avenue Intersection

Commerce Drive

- New 2-lane collector from southern terminus to Eucalyptus Drive
- New all-way stop controlled intersection at Eucalyptus Drive

Class I Bikeways

- River to Ridge Trail
- Eucalyptus: Main Street to Teresa
- San Francisco Bay Trail
- Vine Trail
- Railroad Path
- Silver Oak Trail
- Entrada Trail
- Entrada Circle to Flosden Avenue
- Hwy 29 Pedestrian Overcrossing

Class II Bikeways

- Melvin Rd.
- Hess Road
- Donaldson Way
- Elliot Drive
- Eucalyptus Drive
- Rio Del Mar

Cost of Future Improvements

Below is summary of the costs of improvements. A more detailed cost estimate for each City improvement is shown in Attachment A.

Figure 5 – Future Project Costs

State Route 29	Cost Estimate
Southern American Canyon	$ 6,782,782
Central American Canyon	$ 24,907,339
Northern American Canyon	$ 28,116,835
SR-29 Subtotal	$ 59,806,956
Local Streets	$ 46,677,867
Bicycle and Pedestrian Facilities	$ 12,098,458
Project Cost Total	$ 118,583,280

Cost Allocation

The cost of the improvements that are allocated to new development—in other words, the cost that is recoverable through the traffic impact fee—is shown in Figure 6 below. The allocation for improvements on SR-29 is approximately 21% of the total cost, which is the percentage of the projected increase in traffic on SR-29 that is attributed to growth in traffic volume due to development within American Canyon. This percentage is derived by dividing the total amount of trips anticipated to be generated by new development within American Canyon by the total amount of regional volume (including but not limited to the volumes generated by development in American Canyon). It is assumed that development in American Canyon occurs according to the highest and best uses as per the zoning prescribed in the City's General Plan. It is also assumed that regional traffic volumes are based on the 2035 Napa- Solano Transportation Demand Model.

Cost allocations for local streets vary depending on the extent to which the improvement benefits existing versus future development; a 100 percent allocation to the impact fee indicates the improvement would provide a benefit to only new development, such as a street extension that provides access to a development project. The overall allocation for improvements on City Streets is approximately 74% of the total cost, which is the percentage of the projected increase in traffic on SR-29 that is attributed to growth in traffic volume due to development within American Canyon.

All told, the overall allocation for all improvements is approximately $49.5 million or 40% of the total project cost ($122 million). The percentage of TIF allocations for each project is shown in Appendix A.

Traffic Impact fee Program Cost per Unit

Using a uniform cost per trip approach ensures that the various types of land development will pay the traffic impact fee in direct proportion to each land use's relative impact on the road. As shown in Figure 6 below, the total estimated cost of

all transportation system improvements, including bicycle facilities, is approximately $122 million, and the cost allocated to the new development is $49.5 million.

Figure 6 –Summary of Cost Allocation

TIF Program Project Cost	$118,583,280
Other Funding Sources	<$69,061,711>
TIF Program Total	$49,521,570

As noted in Section 3, the future growth in AADT by new development in American Canyon is anticipated to be 89,672 trips per day. The TIF per AADT is calculated by dividing the cost allocated to new development (49.5 million) by the amount of AADT growth (89,672). The result is a uniform TIF across all land uses of $552/trip.

Example TIF Schedule

The amount of the TIF is calculated prior to the approval of the project and it is paid in conjunction with the issuance of a building permit. The amount is based on the number of net new daily vehicle trips to be generated by the project. The trip generation table published by the Institute of Transportation Engineers (ITE) lists the trip rates per unit of development of nearly 200 specific uses. These rates may be combined with the cost per trip noted above to calculate the TIF for any given development project.

For comparative purposes, an example fee schedule is shown Figure 7 below. This example includes proposed fees on the two predominant residential types and the typical nonresidential uses in American Canyon.

Figure 7 –Schedule of Example TIF for Common Land Uses

Land Use	Units	AADT per Unit	Current Fee Per Unit	Proposed Fee per Unit
Residential				
Single Family	DU	9.6	$3,954	$5,299
Multi-Family	DU	6.7	$2,600	$3,698
Non-residential				
Office	1,000 SF	11.0	$7,020	$6,072
Commercial/Retail	1,000 SF	43.0	$7,020	$23,736
Industrial/Warehouse	1,000 SF	5.0	$2,020	$2,760

Other Funding Sources

Figure 6 shows a substantial amount of funding ($69 million) required from sources other than the TIF program. The Act requires that other funding sources necessary for the completion of projects shall be identified at the time of the required five-year annual impact fee report. It also requires that the City designate the

approximate dates on which the funding necessary to complete financing of those improvements will be deposited into the appropriate account of the fund. Several individual improvement projects may be funded exclusively by the fee, such as an extension required for a specific development project. Many of the Circulation Element improvements have an "other funding component" indicating that the benefits of the improvement project accrue to more parties than just new citywide land development; the 79 percent regional share for SR-29 is one example. The benefitting parties may also be adjacent properties needing the project for frontage improvements, or access in order to develop. Existing development in the city may also benefit from the traffic improvements by the reduction in traffic delay, in which case the current residents and business are obligated to contribute to the improvement. A few potential sources of funding to complete projects are described below.

General Fund

The General Fund is primarily allocated to maintenance and operational expenses for all the municipal services provided by the City. Other financing mechanisms are needed to initially construct public improvements, and then general fund monies would be expected to finance the ongoing maintenance costs once the improvements are accepted by the City. Road maintenance and reconstruction costs are substantial; over the life of a roadway they can be expected to exceed the initial acquisition cost. General Fund monies have typically not been available for major road improvements, but have been used for local improvements such as traffic signals, turn-pockets, and pedestrian ramps.

Regional, State and Federal Funding

The *SR-29 Corridor Plan* contemplates that state and federal funds will be used to complete substantial portions of the SR-29 improvements. This TIF Study assumes that 79 percent of the cost of widening SR-29 to a six-lane arterial will be from state and/or federal funding programs such as the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP). It is anticipated that the City may use TIF to cover the local match fund typically required on state highway projects. State and federal financial assistance programs are often available for major Circulation Element improvements that have a regional benefit. These programs typically do not fund entire projects and would not fund local improvements needed exclusively for new development.

Project Exactions, Dedications, and Mitigations

Land developers are obligated to provide traffic impact mitigation improvements corresponding to three levels of impacts: 1) project frontage and access requirements; 2) direct impacts; and 3) cumulative impacts. Frontage improvements and provisions for project access, and direct traffic impact mitigations identified in a development project's EIR and/or traffic impact study, are imposed requirements that would not necessarily require reimbursement from the impact fee. While it is not a hard and fast rule, impact mitigation fee programs are typically designed to fund the cumulative impact mitigation measures required of all citywide development, while direct impact measures, including frontage and access, are to be constructed by the development project. A reimbursement out of impact

fee funds may in some cases be granted if the developer-constructed improvements are determined to exceed the direct impact mitigation requirements. The use of impact fees as a reimbursement facilitation mechanism is described further below.

Developer Reimbursement Agreements

Road improvements that are off-site of a project and/or provide benefits beyond the project may be constructed in conjunction with the development of a project, such as when a road extension is required to provide access and other properties may be served by the same improvement in the future. In such instances, developer reimbursement agreements may be executed to provide for a future payback to the developer for the additional cost of these facilities. Future developments are required to pay back their fair share of the costs for the shared facility when development occurs. The impact fee can act as a mechanism for such reimbursements if the reimbursed amounts are clearly identified as payback for improvements in excess of the cost of both direct impacts (including frontage and access) and the impact fee obligation itself.

APPENDIX A

PROJECT COST ALLOCATION AND FEE CALCUALTION

CITY OF AMERICAN CANYON

- FINAL -

TRAFFIC IMPACT FEE NEXUS STUDY

PROJECT COST ALLOCATION
AND
FEE CALCULATION

Prepared by Jason B. Holley, P.E.
Public Works Director

Revised February 3, 2015

State Route 29

From South City Limits to North City Limits (Widening)
SR 29/Kimberly Drive Intersection (Modifications)
SR 29/American Canyon Road Intersection (Widening)
SR 29/Crawford Way Intersection
SR 29/Donaldson Way Intersection (Widening)
SR 29/Poco Way/South Napa Junction Intersection (New Signal)
SR 29/Rio Del Mar Intersection (Signal Removal)
SR 29/Eucalyptus Drive Intersection (Realignment)
SR 29/Napa Junction Road Intersection (Widening)
SR 29/Green Island Rd/Newell Drive Intersection (Widening)

Local Streets

Green Island Road (Widening)
Paoli Loop (Widening)
South Napa Junction Road (New Extension)
Newell Drive (New Extension)
Main Street (New Extension)
Eucalyptus Drive (Widening)
Devlin Road Segment H (New Extension)
Commerce Drive (New Extension)

Local Intersections

Newell Drive/So. Napa Junction Intersection (New)
Eucalyptus Drive/Theresa Avenue Intersection (Roundabout)
Eucalyptus Dr/Commerce Blvd. Intersection (New)

Class I Bikeways (New)

River to Ridge Trail
Eucalyptus: Main Street to Theresa
San Francisco Bay Trail
Vine Trail
Railroad Path
Silver Oak Trail
Entrada Trail
Entrada Circle to Flosden Avenue
Hwy 29 Pedestrian Overcrossing

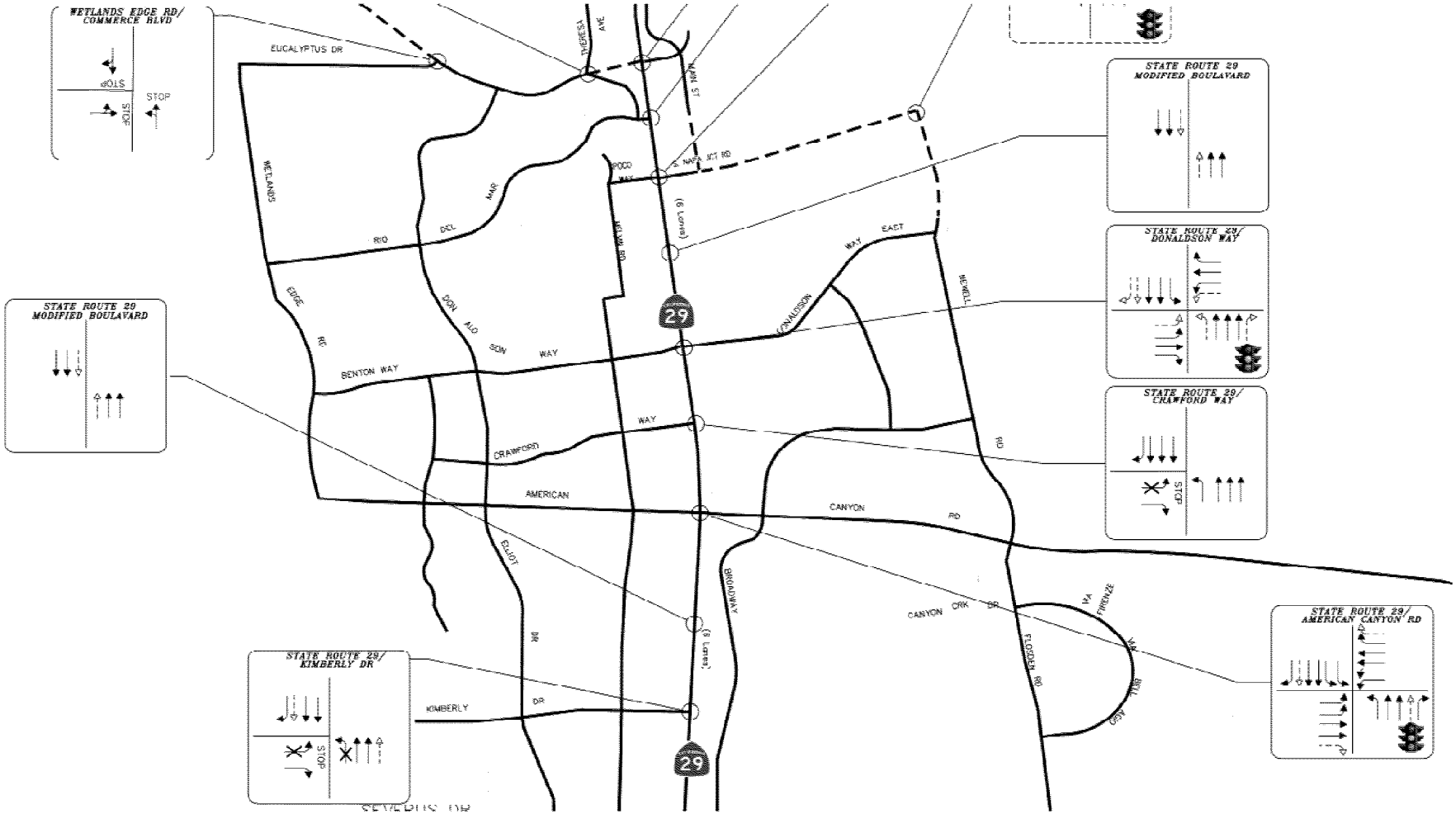
Class II Bikeways (New)

Melvin Rd.
Hess Road
Donaldson Way
Elliot Drive
Eucalyptus Drive
Rio Del Mar

TRAFFIC IMPACT FEE PROGRAM - FINAL

- MAP OF PROJECTS -

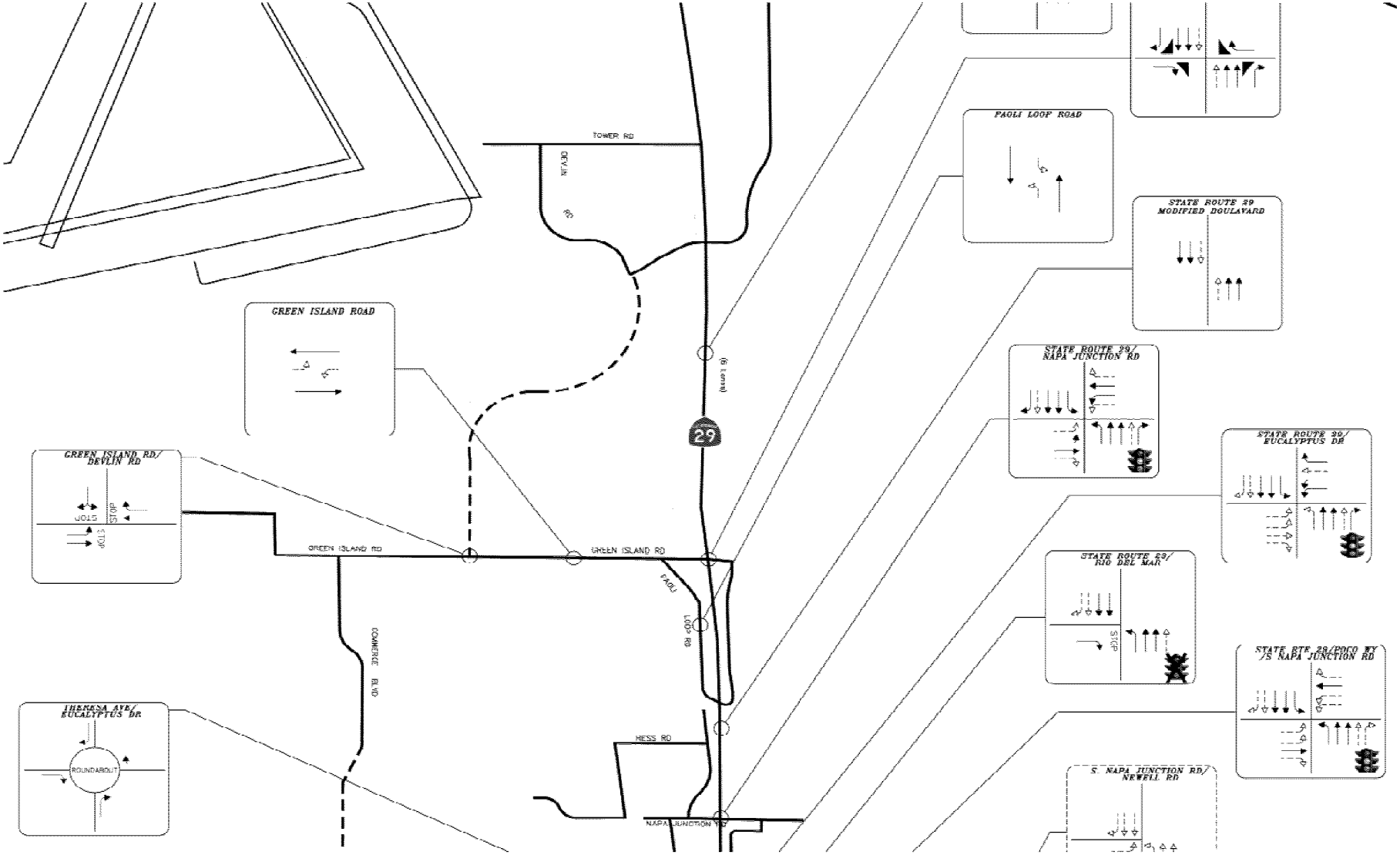
Southern and Central American Canyon



TRAFFIC IMPACT FEE PROGRAM - FINAL

- MAP OF PROJECTS -

Northern American Canyon



TRAFFIC IMPACT FEE PROGRAM - FINAL

- SR-29 PROJECT COSTS -

Facility	*Existing* N/S Through Lanes	*Existing* N/S Turn Lanes	*Existing* E/W Through	*Existing* E/W Turn Lanes	*Existing* Intersection Control	Description of Improvement	*Proposed* N/S Through Lanes	*Proposed* N/S Turn Lanes	*Proposed* E/W Through	*Proposed* E/W Turn Lanes	*Proposed* Intersection Control	Length (LF)	Width (LF)	Area (SF) or No. of Units (EA)	Unit Cost ($/SF)	Cost
City Limit to American Canyon Road	4	-	-	-	N/A	6-lane Modified Boulevard (Segment 2)	**6**	-	-	-	N/A	3,400	54	183,600	$36	**$6,682,782**
Kimberly Drive Intersection	-	1	0	2	TWSC	Prohibit EBL movement	**-**	**0**	0	**1**	TWSC	0	0	1	$100,000	**$100,000**
American Canyon Road Intersection	4	5	4	3		Add 2nd excl.WBR & EBL	**6**	5	4	**5**		350	44	15,400	$41	$634,211
						6-lane Modified Boulevard						1,000	54	54,000	$36	$1,965,524
	-	-	-	-	Signal	Traffic signal modification	-	-	-	-	Signal	0	0	1	$100,000	$100,000
															American Canyon Road Intersection Subtotal	**$2,699,735**
American Canyon Road to Donaldson Way	4	-	-	-	N/A	6-lane Modified Boulevard (Segment 3.1)	**6**	-	-	-	N/A	1,100	54	59,400	$36	**$2,162,076**
Crawford Way Intersection	-	1	0	1	TWSC	Prohibit EBL movement	**-**	1	0	1	TWSC	0	0	1	$100,000	**$100,000**
Donaldson Way Intersection	-	-	2	3		Add 2nd excl. EBL & excl. EBR	**-**	**-**	2	**6**		350	44	15,400	$41	$634,211
						Add 2nd excl. WBL and modify excl. WBR						350	44	15,400	$41	$634,211
	-	2	-	-		Add excl. NBR & SBR	**6**	**4**	-	**-**		350	24	8,400	$36	$305,748
						6-lane Modified Boulevard						1,000	54	54,000	$36	$1,965,524
	-	-	-	-	Signal	Traffic signal relocation	-	-	-	-	Signal	0	0	1	$200,000	$200,000
															Donaldson Way Intersection Subtotal	**$3,739,694**
Donaldson Way to Poco Way/South Napa Junction	4	-	-	-	N/A	6-lane Modified Boulevard (Segment 3.2)	**6**	-	-	-	N/A	1,150	54	62,100	$36	**$2,260,353**
Poco Way/South Napa Junction Intersection	-	-	2	0		Add excl. dual EBL and single EBR	**-**	**-**	2	**6**		350	44	15,400	$41	$634,211
						Add excl. dual WBL and single WBR lane						350	44	15,400	$41	$634,211
	-	2	-	-		Add excl. NBR & SBR	**6**	**4**	-	**-**		350	24	8,400	$36	$305,748
						6-lane Modified Boulevard						1,000	54	54,000	$36	$1,965,524
	-	-	-	-	TWSC	New traffic signal	**-**	**-**	-	**-**		0	0	1	$300,000	$300,000
															Poco Way/South Napa Junction Road Intersection Subtotal	**$3,839,694**
Poco Way/So. Napa Junction to Eucalyptus Dr	4	-	-	-		6-lane Modified Boulevard (Segment 3.3)	**6**	-	-	-		500	54	27,000	$36	**$982,762**
Eucalyptus Drive Intersection	-	-	0	3		Add single EBT, excl. dual EBL and excl. single EBR	-	-	**2**	**6**		350	66	23,100	$41	$951,317
						Remove Rio Del Mar traffic signal and prohibt EBL						0	0	1	$50,000	$50,000
	-	2	-	-		Add excl. NBR, NBL & SBR	**6**	**4**	-	**-**		350	36	12,600	$36	$458,622
						6-lane Modified Boulevard						1,000	54	54,000	$36	$1,965,524
	-	-	-	-	Signal	Traffic signal modification	-	-	-	-	Signal	0	0	1	$200,000	$200,000
															Eucalyptus Drive Intersection Subtotal	**$3,625,463**

Facility	*Existing* N/S Through Lanes	*Existing* N/S Turn Lanes	*Existing* E/W Through	*Existing* E/W Turn Lanes	*Existing* Intersection Control	Description of Improvement	*Proposed* N/S Through Lanes	*Proposed* N/S Turn Lanes	*Proposed* E/W Through	*Proposed* E/W Turn Lanes	*Proposed* Intersection Control	Length (LF)	Width (LF)	Area (SF) or No. of Units (EA)	Unit Cost ($/SF)	Cost
Eucalyptus Drive to Napa Junction Road	4	-	-	-		6-lane Modified Boulevard (Segment 3.4)	**6**	-	-	-		400	44	17,600	$36	**$640,615**
Napa Junction Road Intersection	-	2	2	-	TWSC	Phase 1 Improvements	-	**4**		**2**		0	0	1	$1,423,000	$1,423,000
	-	4	2	2		Add 2nd excl. WBL and excl. WBR	**-**	4	2	**4**		350	44	15,400	$41	$634,211
	-	4	2	4		Add 2nd excl. EBL and excl. EBR	**-**	4	2	**6**		350	44	15,400	$41	$634,211
	4	2	-	-		6-lane Modified Boulevard	**6**	2	-	-		1,000	54	54,000	$36	$1,965,524
	-	-	-	-	Signal	Traffic signal relocation	-	-	-	-	Signal	0	0	1	$200,000	$200,000
															Napa Junction Road Intersection Subtotal	**$4,856,946**
Napa Junction Road to Green Island Road/Newell Extension	4	-	-	-	N/A	6-lane Modified Boulevard (Segment 4.1)	**6**	-	-	-	N/A	2,800	54	151,200	$36	$5,503,467
	4	-	-	-		Paoli Loop Overcrossing Structure	**6**	-	-	-		0	0	1	$12,480,000	$12,480,000
															Napa Junction Road to Green Island Road/Newell Extension Subtotal	**$17,983,467**
Green Island Rd/Newell Extension Intersection	4	-	-	-	TWSC	Lengthen NB and SB acceleration lanes	**6**	-	-	-	TWSC	350	24	8,400	$36	$305,748
						6-lane Modified Boulevard						1,000	54	54,000	$36	$1,965,524
															Green Island Road/Paoili Loop Road Intersection Subtotal	**$2,271,272**
Green Island Rd./Newell Ext to So. Kelly Road	4	-	-	-		6-lane Modified Boulevard (Segment 4.2)	**6**	-	-	-		4,000	54	216,000	$36	**$7,862,096**

STATE ROUTE 29 PROJECT COST TOTAL **$59,806,956**

TRAFFIC IMPACT FEE PROGRAM - FINAL
- LOCAL PROJECT COSTS -

Facility	Existing N/S Through Lanes	Existing N/S Turn Lanes	Existing E/W Through Lanes	Existing E/W Turn Lanes	Existing Intersection Control	Description of Improvement	Proposed N/S Through Lanes	Proposed N/S Turn Lanes	Proposed E/W Through Lanes	Proposed E/W Turn Lanes	Proposed Intersection Control	Length (LF)	Width (LF)	Area (SF) or No. of Units (EA)	Unit Cost ($/SF)	Cost
Green Island Road	-	-	2	0	N/A	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards	-	-	2	1	N/A	4,765	20	95,300	$34	3,198,149
						Widen railroad crossing to three lanes						0	0	2	$100,000	200,000
															Green Island Road Subtotal	**3,398,149**
Paoli Loop Road	2	0	-	-		Widen road from Green Island to Newell Extension Industrial Collector standards	2	1	-	-	N/A	4,500	38	171,000	$34	**5,738,546**
Newell Drive	0	0	-	-		New 4-lane arterial from Donaldson Way to South Napa Junction Rd	4	1	-	-	N/A	1,600	100	160,000	$34	**5,369,400**
Newell Drive/So. Napa Junction Intersection	-	-	-	-		Add excl. NBL & SBR	-	4	-	-		150	112	16,800	$34	563,787
	-	-	-	-		Add exclusive EBL and EBR	-	-	1	2		150	80	12,000	$34	402,705
	-	-	-	-	TWSC	New traffic signal	-	-	-	-	Signal	0	0	1	$200,000	200,000
															Newell Drive/South Napa Junction Intersection Subtotal	**1,166,492**
South Napa Junction Road	-	-	0	0	N/A	New Major Collector from SR 29 to extension of Newell Drive	-	-	2	1	N/A	3,200	80	256,000	$34	**8,591,040**
Main Street	0	0	-	-		New Minor Collector from Euclayptus to South Napa Junction	2	0	-	-	N/A	785	74	58,090	$34	**1,949,428**
Devlin Road Segment H	0	0	-	-	N/A	New Industrial Collector from railroad overcrossing to Green Island Rd.	2	0	-	-	N/A	2,800	80	224,000	$34	**7,517,160**
Eucalyptus Drive	-	-	2	0	N/A	Widen to 2-lane collector from Wetlands Edge Rd. to SR 29	-	-	2	0	N/A	4,000	28	112,000	$34	**3,758,580**
Eucalyptus Drive/Theresa Avenue Intersection	2	0	2	0	TWSC	Install roundabout	Roundabout					-	-	17,671	$34	**593,032**
Commerce Drive	0	0	-	-	N/A	New Industrial Collector from southern terminis to Eucalyptus Drive	2	0	-	-	N/A	2,900	80	232,000	$34	**7,785,630**
Eucalyptus Dr/Commerce Blvd. Intersection	-	-	-	-		Add excl. NBL & SBL	2	2	-	-		150	80	12,000	$34	402,705
	-	-	2	0		Add exclusive EBL and WBL	-	-	2	2		150	80	12,000	$34	402,705
	-	-	-	-	TWSC	Add new sign	-	-	-	-		0	0	1	$5,000	5,000
															Eucalyptus Dr/Commerce Blvd. Intersection Subtotal	**810,410**

LOCAL PROJECT COST TOTAL **46,677,867**

TRAFFIC IMPACT FEE PROGRAM - FINAL
- BIKE & PEDESTRIAN PROJECT COSTS -

Facility	Description of Improvement	Length (LF)	Width (LF)	Area (SF) or No. of Units (EA)	Unit Cost ($/SF)	Cost
River to Ridge Trail						
South Napa Junction	Class I	Included as part of South Napa Junction Road				
Main Street	Class I	Included as part of Main Street				
Eucalyptus	Class I	Included as part of Eucalytpus Drive				
San Francisco Bay Trail						
Eucalyptus to Mezzetta	Class I	3,168	12	38,016	$9	$330,739
Kimberly to Kensington	Class I	1,690	12	20,280	$10	$196,716
Catalina to Kimberly	Class I	1,584	12	19,008	$11	$203,386
Vine Trail						
Devlin Road	Class I	Included as part of Devlin Road Segment H				
Green Island Road	Class I	Included as part of Green Island Road				
Paoli Loop to Watson	Class I	4,600	12	55,200	$9	$480,240
Watson: Paoli Loop to Newell	Class I	2,300	12	27,600	$9	$240,120
Railroad Path						
Lombard to Green Island Road	Class I	2,535	12	30,420	$9	$264,654
Lombard to Watson	Class I	2,798	12	33,576	$9	$292,111
So. City Limits to No. City Limits	Class I	Included as part of Hwy 29 Modified Boulevard				
Silver Oak Trail						
American Canyon to Silver Oak Park	Class I	1,908	12	22,896	$9	$199,195
American Canyon to Shenandoah	Class I	2,604	12	31,248	$9	$271,858
Entrada Trail						
Entrada Circle to Flosden Avenue	Class I	2,122	12	25,464	$9	$221,537
Highway 29 Overcrossing						
TBD	Class I			3	$3,000,000	$9,000,000
Class II Bikeways						
Melvin Rd.	Eucalyptus Drive to Lombard Road	4,805			$17	$81,685
Hess Road	Hess Rd. to Commerce Blvd	2,815			$17	$47,855
Donaldson Way	Elliot to Eucalyptus	4,276			$17	$72,692
Donaldson Way	Andrew to Newell	4,963			$17	$84,371
Elliot Drive	Kimberly Drive to Knightsbridge	1,267			$17	$21,539
Eucalyptus Drive	Wetlands Edge to Donaldson	Included as part of Eucalytpus Drive				
Rio Del Mar	Wetlands Edge to SR29	5,280			$17	$89,760

BICYCLE AND PEDESTRIAN PROJECT COST TOTAL **$12,098,458**

STATE ROUTE 29 WIDENING (6-LANE MODIFIED BOULEVARD)

ASSUMPTIONS

Roadway includes (3) 12' lanes each direction, 8' outer shoulders, 4' left-side shoulders.
(E) ROW 140-ft +/-. Does not include costs to widen to 151-ft
Assumes no sewer, water upgrades or modifications
Assumes existing roadway is structurally sound for new traffic index.
Existing paving is sawcut as necessary to widen or shift lanes for new section requirements.
The existing shoulder is assumed to be required to be removed.
Assumes constant cross-section for entire length of road
Stormwater treatment for all pavement within landscaped areas (median and/or shoulders)

DIMENSIONS

48-ft	(E) Pavement
48-ft	(N) Pavement
14-ft	(N) Planter Strip
26-ft	(N) Class I Path
15-ft	(N) Landscaped Median
151-ft	(N) ROW

DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST ($/LF)	COMMENTS
Storm Drain Catch Basin	EA	$ 3,700	0.013	$ 49	BMP overflow drain spacing every 75-ft
Joint Trench - Gas, Tel., CATV, Electric	LF	$ 200	1.000	$ 200	Undergrounding of overhead lines
Street lights and pull box assemblies	EA	$ 6,000	0.040	$ 240	(1) each side of street, 50-ft spacing
Pedestrian lighting	EA	$ 500	0.080	$ 40	(1) each side of street, 25-spacing
Landscape and Irrigation	SF	$ 8	29.000	$ 232	
Street Trees	EA	$ 1,000	0.060	$ 60	(1) trees in median and (1) each side, every 50-ft
Sidewalk (including rock)	SF	$ 10	26.000	$ 260	
Curb & Gutter	LF	$ 50	4.000	$ 200	
Subgrade Preparation	SF	$ 0.75	74.000	$ 56	
Asphalt Concrete (AC)	TONS	$ 170	1.950	$ 332	6.5-in section
Aggregate Base (AB)	TONS	$ 60	5.000	$ 300	20-in section
Asphalt Pavement Overlay	TONS	$ 170	1.200	$ 204	2-in top lift
Striping	LF	$ 2.50	7.000	$ 18	
Signage	EA	$ 350	0.033	$ 12	
Storm Water BMP's (Biofiltration)	SF	$ 100	4.880	$ 488	Within landscaped areas
36-in Class V RCP Stormdrain	LF	$ 250	2.000	$ 500	
Existing Pavement Removal	LF	$ 2.50	27.000	$ 68	
			CONSTRUCTION SUBTOTAL	$ 3,257	
			PRELIMINARY ENGINEERING (20% of CONST)	$ 651	
			RIGHT OF WAY ACQUISITION ($10/SF)	$ -	
			CONSTRUCTION MANAGEMENT/INSPECTION (15% of CONST	$ 489	
			SUBTOTAL	$ 4,397	
			CONTINGENCY -- 25%	$ 1,099	
			TOTAL	**$5,496 per LF**	
			TOTAL	**$36 per SF**	

STATE ROUTE 29 INTERSECTIONS

ASSUMPTIONS

Intersections include 12' lanes and can accommodate STAA-sized Vehicle
Ultimate lane configuration: dual left turn laness, single through lane and exclusive right-turn lane
Does not include costs to widen right-of-way
Assumes no sewer, water upgrades or modifications
Assumes existing roadway is structurally sound for new traffic index.
Existing paving is sawcut as necessary to widen or shift lanes for new section requirements.
The existing shoulder is assumed to be required to be removed.
5-ft Class II bike lane between through lane and right-turn lane

DIMENSIONS

12-ft	Lane width
350-ft	Turn pocket
10-ft	Sidewalk
5	Number of lanes
70-ft	Roadway width
90-ft	R/W width

DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST ($/LF)	COMMENTS
Storm Drain Catch Basin	EA	$ 3,700	2	$ 7,400	(1) each side
Joint Trench - Gas, Tel., CATV, Electric	LF	$ 200	350	$ 70,000	Undergrounding of overhead lines
Street lights and pull box assemblies	EA	$ 6,000	14	$ 84,000	(1) each side of street, 50-ft spacing
Street Trees	EA	$ 1,000	14	$ 14,000	(1) each side every 50-ft
Sidewalk (including rock)	SF	$ 10	7000	$ 70,000	
Curb & Gutter	LF	$ 50	700	$ 35,000	
Subgrade Preparation	SF	$ 0.75	7700	$ 5,775	
Asphalt Concrete (AC)	TONS	$ 170	171	$ 29,006	6.5-in section
Aggregate Base (AB)	TONS	$ 60	802	$ 48,125	20-in section
Asphalt Pavement Overlay	TONS	$ 170	306	$ 52,063	2-in top lift
Striping	LF	$ 2.50	2450	$ 6,125	
Signage	EA	$ 350	10	$ 3,500	
36-in Class V RCP Stormdrain	LF	$ 250	350	$ 87,500	
			CONSTRUCTION SUBTOTAL	$ 512,494	
			PRELIMINARY ENGINEERING (20% of CONST)	$ 102,499	
			RIGHT OF WAY ACQUISITION ($50/SF)	$ -	
			CONSTRUCTION MANAGEMENT/INSPECTION (15% of CONST	$ 76,874	
			SUBTOTAL	$ 691,867	
			CONTINGENCY -- 25%	$ 172,967	
			TOTAL	**$ 864,833**	per approach
			TOTAL	**$41 per SF**	

LOCAL STREET - COLLECTOR/ARTERIAL

ASSUMPTIONS

Includes 12-ft lanes and 4-ft bike lanes each direction, 8-ft sidewalk, 8-ft landscade strip and 16-ft median
Does not include costs to acquire R/W
Assumes no sewer, water upgrades or modifications
Assumes existing roadway is structurally sound for new traffic index.
Existing paving is sawcut as necessary to widen or shift lanes for new section requirements.
The existing shoulder is assumed to be required to be removed.
Assumes constant cross-section for entire length of road
Stormwater treatment for all pavement within landscaped areas (median and/or shoulders)

DIMENSIONS

0-ft	(E) Pavement
48-ft	(N) Pavement
0-ft	(N) Planter Strip
16-ft	(N) Sidewalk
16-ft	(N) Landscaped Median
80-ft	(N) ROW

DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST ($/LF)	COMMENTS
Storm Drain Catch Basin	EA	$ 3,700	0.013	$ 49	BMP overflow drain spacing every 75-ft
Joint Trench - Gas, Tel., CATV, Electric	LF	$ 200	1.000	$ 200	Undergrounding of overhead lines
Street lights and pull box assemblies	EA	$ 6,000	0.040	$ 240	(1) each side of street, 50-ft spacing
Landscape and Irrigation	SF	$ 8	16.000	$ 128	
Street Trees	EA	$ 1,000	0.040	$ 40	(1) each side, every 50-ft
Sidewalk (including rock)	SF	$ 10	16.000	$ 160	
Curb & Gutter	LF	$ 50	2.000	$ 100	
Subgrade Preparation	SF	$ 0.75	64.000	$ 48	
Asphalt Concrete (AC)	TONS	$ 170	1.200	$ 204	4-in section
Aggregate Base (AB)	TONS	$ 60	3.000	$ 180	12-in section
Striping	LF	$ 2.50	5.000	$ 13	
Signage	EA	$ 350	0.010	$ 4	(1) each side, every 200-ft
Storm Water BMP's (Biofiltration)	SF	$ 10	2.560	$ 26	Within landscaped areas
24-in Class V RCP Stormdrain	LF	$ 200	1.000	$ 200	
			CONSTRUCTION SUBTOTAL	$ 1,591	
			PRELIMINARY ENGINEERING (20% of CONST)	$ 318	
			CONSTRUCTION MANAGEMENT/INSPECTION (15% of CONST	$ 239	
			SUBTOTAL	$ 2,148	
			CONTINGENCY -- 25%	$ 537	
			TOTAL	**$2,685 per LF**	
			TOTAL	**$34 per SF**	

TRAFFIC IMPACT FEE PROGRAM - FINAL
- NEW DEVELOPMENT TRIP GENERATION -

Land Use	Exisiting Units (2014)	Annual Average Daily Trips Per Unit	Existing Annual Average Daily Trips
Residential (DU)			
Single Family	4,965	9.6	47,664
Multi-family	257	6.7	1,722
Mobile Home	849	5	4,245
Existing Residential Subtotal	6,071		53,631
Non-residential (KSF)			
Office	30	11	330
Commercial/Retail	450	43	19,350
Industrial/Warehouse	5,081	5	25,405
Existing Non-Residential Subtotal	5,561		45,085

Existing Average Annual Daily Trips **98,716**

Land Use	New Development (2014-2035)	Annual Average Daily Trips per Unit	New Development Annual Average Daily Trips
Residential (DU)			
Single Family	1,300	9.6	12,480
Multi-family	2,000	6.7	13,400
Mobile Home	-	5	-
New Development Residential Subtotal	3,300		25,880
Non-residential (KSF)			
Office	200	11	2,200
Commercial/Retail	834	43	35,862
Industrial/Warehouse	5,146	5	25,730
New Development Non-Residential Subtotal	6,180		63,792

New Development Average Annual Daily Trips **89,672**

Land Use	Cummulative (2035)	Annual Average Daily Trips per Unit	Cummulative Annual Average Daily Trips
Residential (DU)			
Single Family	6,265	9.6	60,144
Multi-family	2,257	6.7	15,122
Mobile Home	849	5	4,245
Cummulative Residential Subtotal	9,371		79,511
Non-residential (KSF)			
Office	230	11	2,530
Commercial/Retail	1,284	43	55,212
Industrial/Warehouse	10,227	5	51,135
Cummulative Non-Residential Subtotal	11,741		108,877

Cummulative Average Annual Daily Trips **188,388**

TRAFFIC IMPACT FEE PROGRAM - FINAL
- SR-29 PROJECT COST ALLOCATION -

Facility	Description of Improvement	TIF %	TIF ($)	Other (%)	Other ($)
City Limit to American Canyon Road	6-lane Modified Boulevard (Segment 2)	**13%**	**$868,762**	87%	$5,814,020
Kimberly Drive Intersection	Prohibit EBL movement	**13%**	**$13,000**	87%	$87,000
American Canyon Road Intersection	Add 2nd excl.WBR & EBL	63%	$398,358	37%	$235,853
	6-lane Modified Boulevard	16%	$314,484	84%	$1,651,040
	Traffic signal modification	39%	$39,406	61%	$60,594
	Subtotal	**28%**	**$752,248**	72%	$1,947,487
American Canyon Road to Donaldson Way	6-lane Modified Boulevard (Segment 3.1)	16%	**$345,932**	84%	$1,816,144
Crawford Way Intersection	Prohibit EBL movement	**16%**	**$16,000**	84%	$84,000
Donaldson Way Intersection	Add 2nd excl. EBL & excl. EBR	60%	$382,229	40%	$251,982
	Add 2nd excl. WBL and modify excl. WBR	52%	$332,788	48%	$301,423
	Add excl. NBR & SBR	18%	$55,035	82%	$250,714
	6-lane Modified Boulevard	18%	$353,794	82%	$1,611,730
	Traffic signal relocation	37%	$74,371	63%	$125,629
	Subtotal	**32%**	**$1,198,217**	68%	$2,541,477
Donaldson Way to Poco Way/South Napa Junction	6-lane Modified Boulevard (Segment 3.2)	**18%**	**$406,863**	82%	$1,853,489
Poco Way/South Napa Junction Intersection	Add excl. dual EBL and single EBR	76%	$483,895	24%	$150,316
	Add excl. dual WBL and single WBR lane	98%	$622,804	2%	$11,407
	Add excl. NBR & SBR	13%	$39,747	87%	$266,001
	6-lane Modified Boulevard	13%	$255,518	87%	$1,710,006
	New traffic signal	50%	$150,375	50%	$149,625
	Subtotal	**40%**	**$1,552,340**	60%	$2,287,355
Poco Way/So. Napa Junction to Eucalyptus Dr	6-lane Modified Boulevard (Segment 3.3)	**18%**	**$176,897**	82%	$805,865
Eucalyptus Drive Intersection	Add single EBT, excl. dual EBL and excl. single EBR	77%	$730,721	23%	$220,595
	Remove Rio Del Mar traffic signal and prohibt EBL	18%	$9,000	82%	$41,000
	Add excl. NBR, NBL & SBR	13%	$59,621	87%	$399,001
	6-lane Modified Boulevard	13%	$255,518	87%	$1,710,006
	Traffic signal modification	30%	$60,406	70%	$139,594
	Subtotal	**31%**	**$1,115,266**	69%	$2,510,197
Eucalyptus Drive to Napa Junction Road	6-lane Modified Boulevard (Segment 3.4)	**13%**	**$83,280**	87%	$557,335
Napa Junction Road Intersection	Phase 1 Improvements	100%	$1,423,000	0%	$0
	Add 2nd excl. WBL and excl. WBR	71%	$452,279	29%	$181,932
	Add 2nd excl. EBL and excl. EBR	44%	$276,405	56%	$357,806
	6-lane Modified Boulevard	13%	$255,518	87%	$1,710,006
	Traffic signal relocation	43%	$85,264	57%	$114,736
	Subtotal	**51%**	**$2,492,466**	49%	$2,364,480
Napa Junction Road to Green Island Road/Newell Extension	6-lane Modified Boulevard (Segment 4.1)	13%	$715,451	87%	$4,788,016
	Paoli Loop Overcrossing Structure	13%	$1,622,400	87%	$10,857,600
	Subtotal	**13%**	**$2,337,851**	87%	$15,645,616
Green Island Rd/Newell Extension Intersection	Lengthen NB and SB acceleration lanes	13%	$39,747	87%	$266,001
	6-lane Modified Boulevard	13%	$255,518	87%	$1,710,006
	Subtotal	**13%**	**$295,265**	87%	$1,976,007
Green Island Rd./Newell Ext to So. Kelly Road	6-lane Modified Boulevard (Segment 4.2)	**13%**	**$1,022,072**	87%	$6,840,024
STATE ROUTE 29 PROJECTS		**21%**	**$12,676,460**	79%	$47,130,495

TRAFFIC IMPACT FEE PROGRAM - FINAL
- LOCAL PROJECT COST ALLOCATION -

Facility	Description of Improvement	TIF %	TIF ($)	Other (%)	Other ($)
Green Island Road	Widen road from SR 29 to Commerce Blvd. to Industrial Collector standards	100%	$3,198,149	0%	$0
	Widen railroad crossing to three lanes	100%	$200,000	0%	$0
	Subtotal	**100%**	**$3,398,149**	0%	$0
Paoli Loop Road	Widen road from Green Island to Newell Extension Industrial Collector standards	34%	$1,972,162	66%	$3,766,384
Newell Drive	New 4-lane arterial from Donaldson Way to South Napa Junction Rd	83%	$4,443,106	17%	$926,294
Newell Drive/So. Napa Junction Intersection	Add excl. NBL & SBR	83%	$466,526	17%	$97,261
	Add exclusive EBL and EBR	98%	$395,462	2%	$7,243
	New traffic signal	90%	$180,950	10%	$19,050
	Subtotal	**89%**	**$1,042,938**	11%	$123,554
South Napa Junction Road	New Major Collector from SR 29 to extension of Newell Drive	**98%**	**$8,436,525**	2%	$154,515
Main Street	New Minor Collector from Euclayptus to South Napa Junction	**100%**	**$1,949,428**	0%	$0
Devlin Road Segment H	New Industrial Collector from railroad overcrossing to Green Island Rd.	**50%**	**$3,758,580**	50%	$3,758,580
Eucalyptus Drive	Widen to 2-lane collector from Wetlands Edge Rd. to SR 29	**77%**	**$2,887,025**	23%	$871,555
Eucalyptus Drive/Theresa Avenue Intersection	Install roundabout	**77%**	**$455,517**	23%	$137,515
Commerce Drive	New Industrial Collector from southern terminis to Eucalyptus Drive	**100%**	**$7,785,630**	0%	$0
Eucalyptus Dr/Commerce Blvd. Intersection	Add excl. NBL & SBL	100%	$402,705	0%	$0
	Add exclusive EBL and WBL	77%	$309,324	23%	$93,381
	Add new sign	88%	$4,420	12%	$580
	Subtotal	**88%**	**$716,449**	12%	$93,961
CITY STREET PROJECTS		**79%**	**$36,845,509**	21%	$9,832,358

Southbound PM Peak Hour (Future Conditions - 2035)			
SR 29 (6-lane Widening, Modified Boulevard)	LocalTrips	RegionalTrips	TIF %
South of Napa Junction Road	430	2870	13%
North of Donaldson Way	546	2414	18%
South of Donaldson Way	415	2355	15%
North of American Canyon Road	449	2301	16%
South of American Canyon Road	261	1799	13%

Sources: Highway 29 Corridor Study Fehr & Peers 2014

		Existing Conditions				Future Conditions (2035)				
Local Road	Location	Facility Type	Volume / Capacity	Existing Peak Hour Count	LOS	Facility Type	Volume / Capacity	Future Peak Hour Count	LOS	TIF %
Paoli Loop Road	Throughout	Two-Lane Collector	0.34	508	C	Two-Lane Collector	18%	266	C	34%
Napa Junction Road	west of SR 29	Two-Lane Collector	0.27	400	C	Two-Lane Collector	21%	309	C	44%
Napa Junction Road	east of SR 29	Two-Lane Collector	0.22	321	C	Two-Lane Collector	54%	798	C	71%
Eucalyptus Drive	west of SR 29	Two-Lane Collector	0.12	176	B	Two-Lane Collector	39%	583	C	77%
Rio Del Mar	west of SR 29	Two-Lane Collector	0.19	283	C	Two-Lane Collector	24%	350	C	55%
Poco Way	west of SR 29	Two-Lane Collector	0.05	73	B	Two-Lane Collector	16%	235	C	76%
South Napa Junction Road	east of SR 29	Two-Lane Collector	0.01	15	A	Two-Lane Collector	55%	819	C	98%
Donaldson Way	west of SR 29	Two-Lane Collector	0.2	296	C	Two-Lane Collector	30%	449	C	60%
Donaldson Way	east of SR 29	Two-Lane Collector	0.38	567	C	Two-Lane Collector	42%	626	C	52%
Crawford Way	west of SR 29	Two-Lane Collector	0.07	101	B	Two-Lane Collector	20%	289	C	74%
American Canyon Road	west of SR 29	Four-Lane Arterial	0.34	1,125	C	Four-Lane Arterial	53%	1,746	C	61%
American Canyon Road	east of SR 29	Four-Lane Arterial	0.54	1,780	C	Four-Lane Arterial	100%	3,278	F	65%
Newell Drive	north of American Canyon Road	Four-Lane Arterial	0.15	477	C	Four-Lane Arterial	70%	2,288	C	83%
Newell Drive	east of Paoli Loop Road	Two-Lane Arterial	0	0	N/A	Two-Lane Arterial	65%	1,011	C	100%

Sources: Circulation Element Update DEIR Omni-Means, 2012

TRAFFIC IMPACT FEE PROGRAM - FINAL

- SUMMARY -

Project Costs

State Route 29	Cost Estimate
Southern American Canyon	$ 6,782,782
Central American Canyon	$ 24,907,339
Northern American Canyon	$ 28,116,835
	$ 59,806,956
Local Streets	$ 46,677,867
Bicycle and Pedestrian Facilities	$ 12,098,458
Project Cost Total	**$ 118,583,280**

TIF Program

Project Cost	$ 118,583,280
Other Funding Sources	$ (69,061,311)
TIF Program Total	**$ 49,521,970**

Fee Calculation

TIF Program	$ 49,521,970
New Daily Trips (AADT)	89,672
Cost per Daily Trip	**$552**

Example Fee Schedule

Land Use	Current Fee Per Daily Trip	Proposed Fee per Daily Trip	Current Fee Per Unit	Proposed Fee per Unit	Daily Trips per Unit
Residential (DU)					
Single Family	$412	$552	$3,954	$5,299	9.6
Multi-family	$388	$552	$2,600	$3,698	6.7
Non-residential (KSF)					
Office	$638	$552	$7,020	$6,072	11.0
Commercial/Retail	$163	$552	$7,020	$23,736	43.0
Industrial/Warehouse	$404	$552	$2,020	$2,760	5.0

Napa Countywide Active Transportation Plan

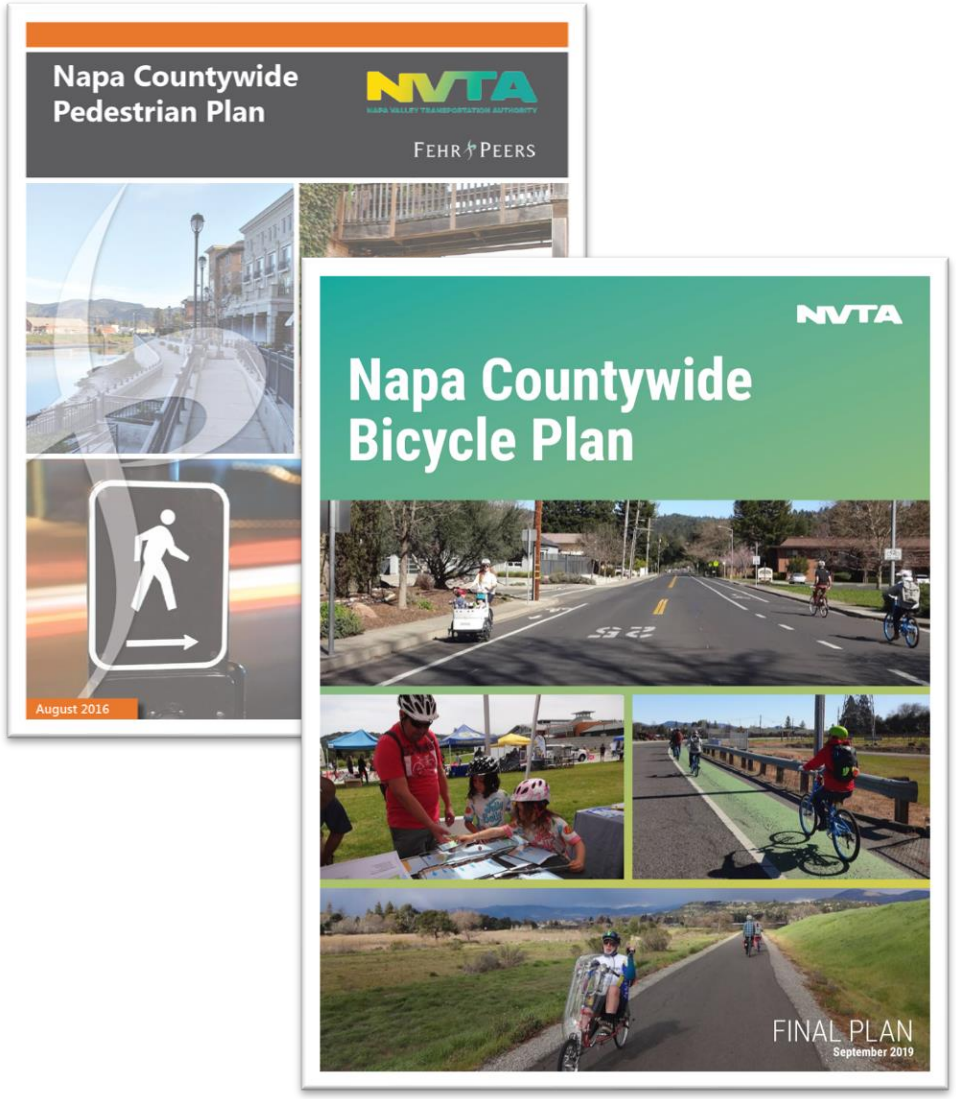
City of American Canyon

Planning Commission

Item 2 – Public Hearing, GP Amendment

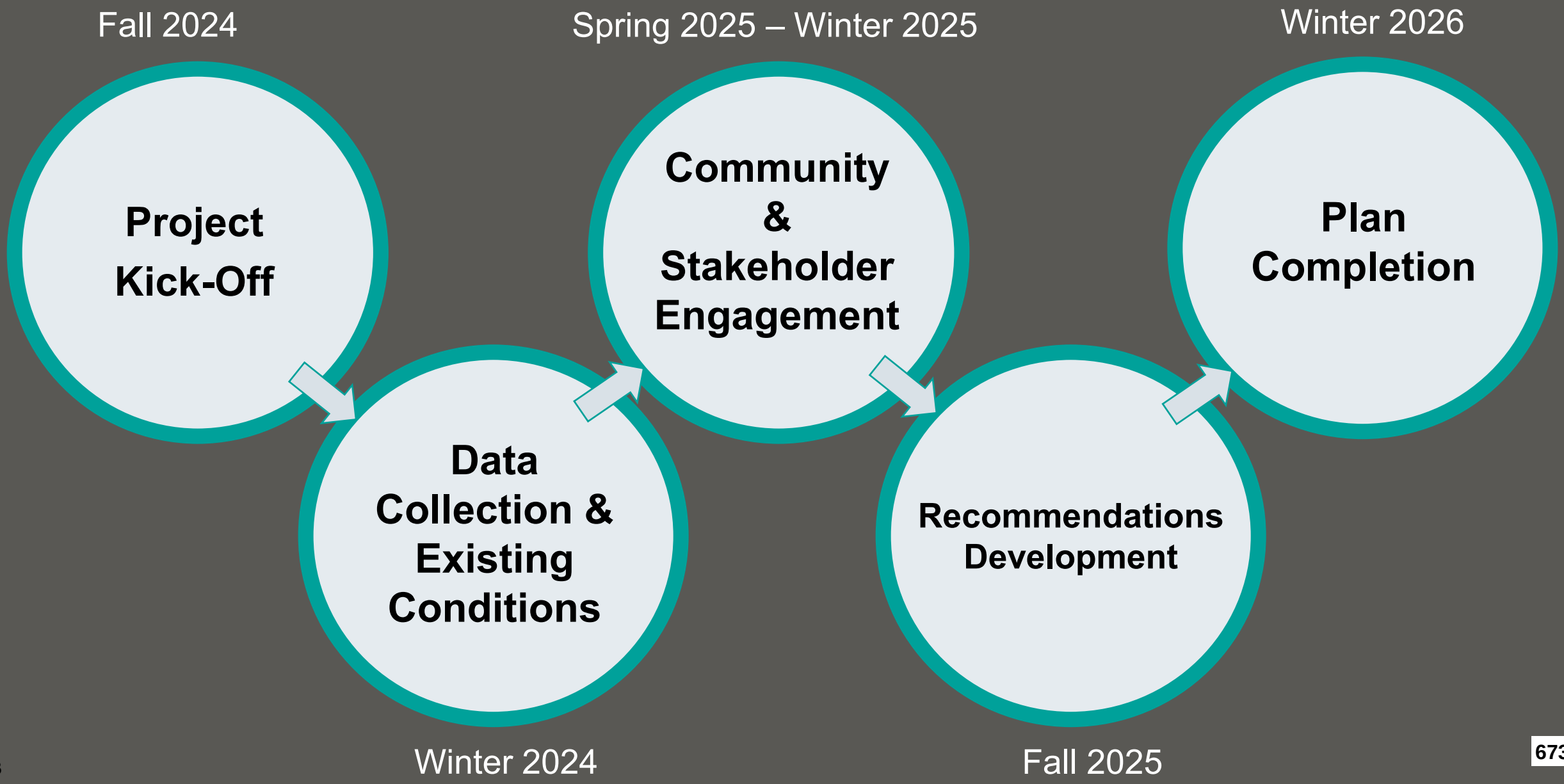
May 28, 2026

Why a Countywide AT Plan?



- Align investments with best practices
- Consistency with state/regional law & policy
  - Daylighting, Class IV Bikeways, Sharrows
- Maintain eligibility for funding opportunities
- Collect & Maintain GIS Data on facilities
- Engage public to reflect community needs
- Establish & evaluate progress toward goals

Project Timeline



Community Engagement Summary

Total Engagement

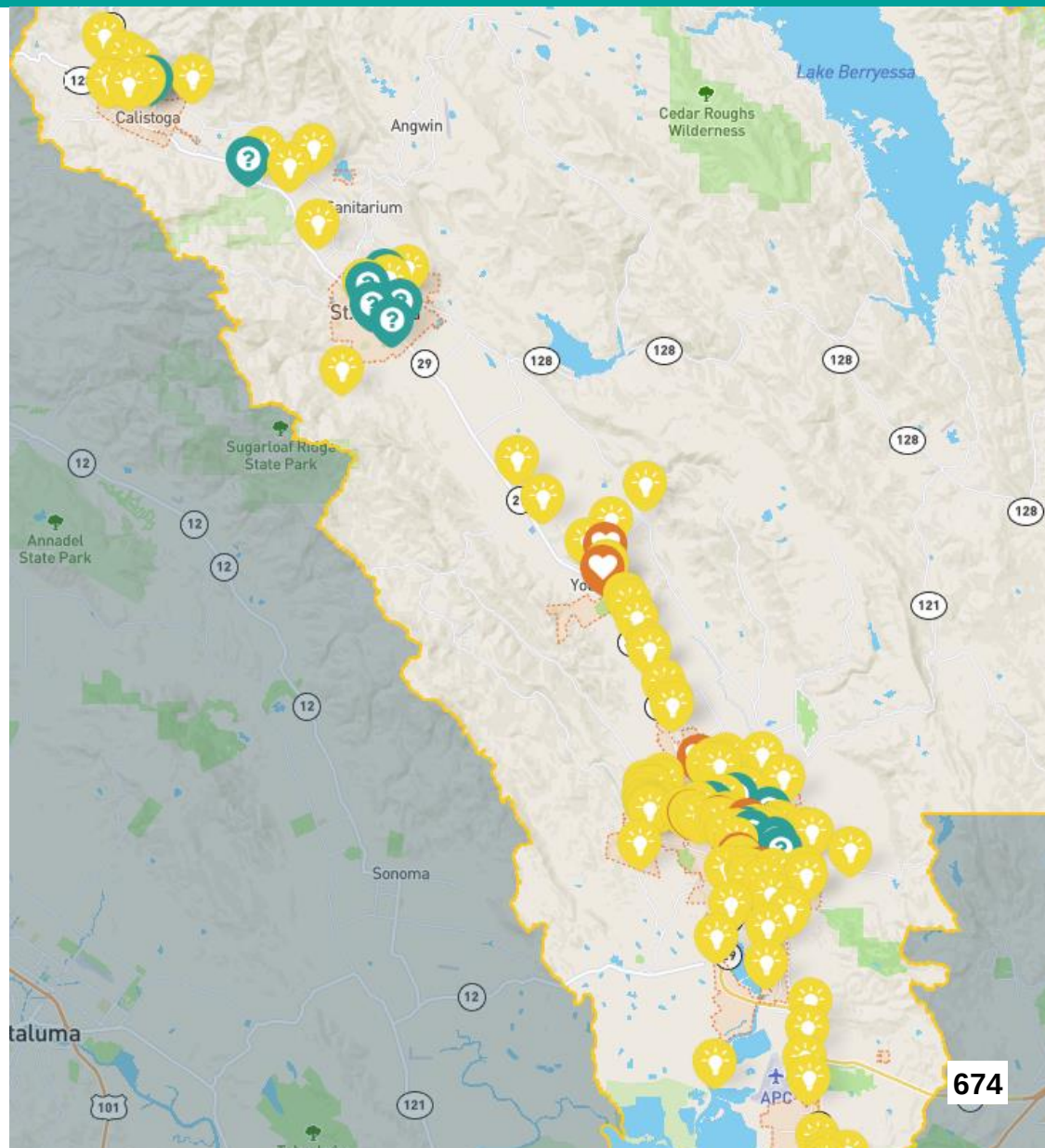
- Nearly 2,000 interactions

In-Person

- Napa & Calistoga Workshops
- AC Meet Me in the Street – 3x
- ACMS Career Fair – May 2025
- 30+ Partner Events/Presentations

Online Engagement

- Interactive Maps: 463 comments
- Survey: 199 surveys



Plan Organization and Goals

Plan Organization:

- Countywide Goals & Objectives
- Countywide Policy Framework
- Best Practices Toolkit
- Local Plan Chapter (Ch 11)
  - Existing conditions
  - Facility recommendations
  - Implementation Plan & Priorities

Plan Goals:

Safety

Equity and Accessibility

Connectivity

Sustainability

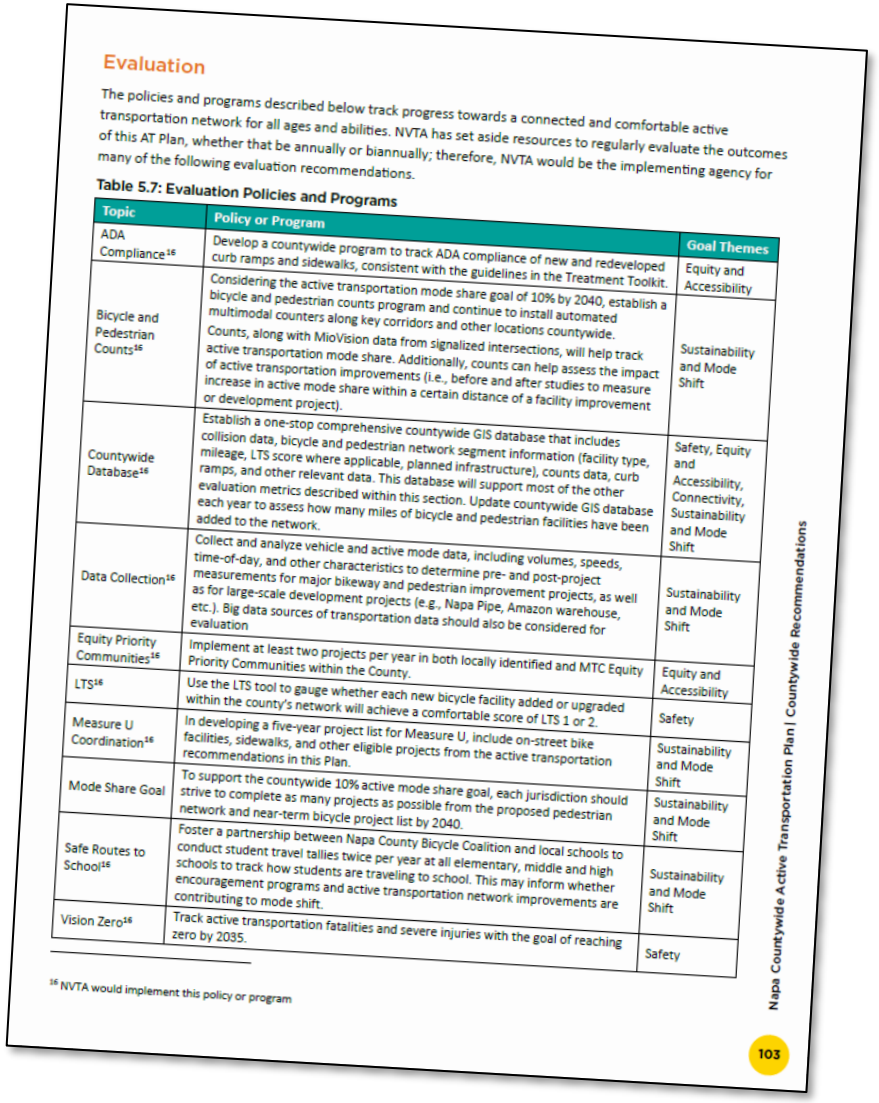
Maintenance

Data/Evaluation

Active Transportation Policies (Chapter 5)

Countywide Policies

- Builds on existing adopted plans, & leverages best practices
- Utilizes Safe Routes "E's" framework
  - Engineering
  - Education & Engagement
  - Encouragement
  - Evaluation
- Policies serve as a countywide baseline, with flexibility for local context



Evaluation

The policies and programs described below track progress towards a connected and comfortable active transportation network for all ages and abilities. NVTA has set aside resources to regularly evaluate the outcomes of this AT Plan, whether that be annually or biannually; therefore, NVTA would be the implementing agency for many of the following evaluation recommendations.

Table 5.7: Evaluation Policies and Programs

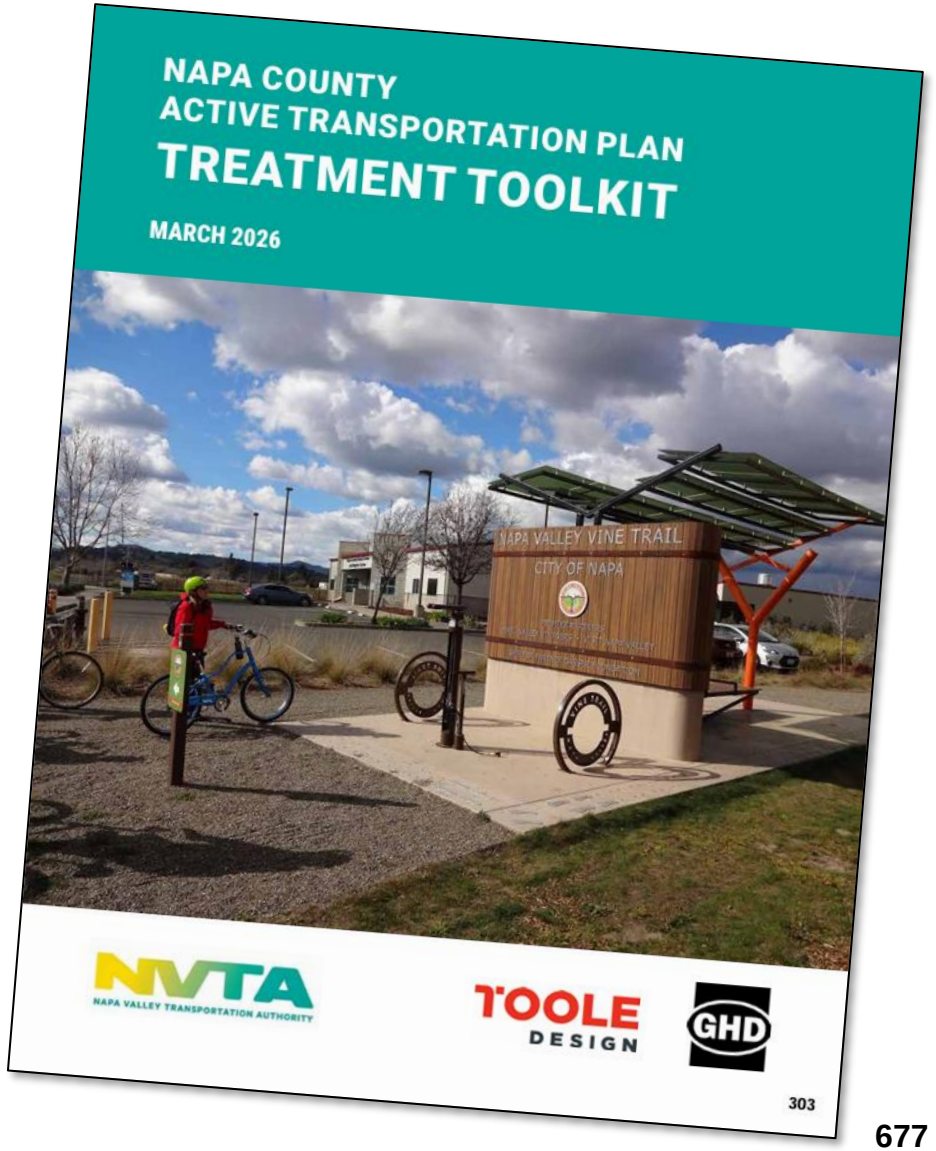
Topic	Policy or Program	Goal Themes
ADA Compliance[16]	Develop a countywide program to track ADA compliance of new and redeveloped curb ramps and sidewalks, consistent with the guidelines in the Treatment Toolkit.	Equity and Accessibility
Bicycle and Pedestrian Counts[16]	Considering the active transportation mode share goal of 10% by 2040, establish a bicycle and pedestrian counts program and continue to install automated multimodal counters along key corridors and other locations countywide. Counts, along with MioVision data from signalized intersections, will help track active transportation mode share. Additionally, counts can help assess the impact of active transportation improvements (i.e., before and after studies to measure increase in active mode share within a certain distance of a facility improvement or development project).	Sustainability and Mode Shift
Countywide Database[16]	Establish a one-stop comprehensive countywide GIS database that includes collision data, bicycle and pedestrian network segment information (facility type, mileage, LTS score where applicable, planned infrastructure), counts data, curb ramps, and other relevant data. This database will support most of the other evaluation metrics described within this section. Update countywide GIS database each year to assess how many miles of bicycle and pedestrian facilities have been added to the network.	Safety, Equity and Accessibility, Connectivity, Sustainability and Mode Shift
Data Collection[16]	Collect and analyze vehicle and active mode data, including volumes, speeds, time-of-day, and other characteristics to determine pre- and post-project measurements for major bikeway and pedestrian improvement projects, as well as for large-scale development projects (e.g., Napa Pipe, Amazon warehouse, etc.). Big data sources of transportation data should also be considered for evaluation	Sustainability and Mode Shift
Equity Priority Communities[16]	Implement at least two projects per year in both locally identified and MTC Equity Priority Communities within the County.	Equity and Accessibility
LTS[16]	Use the LTS tool to gauge whether each new bicycle facility added or upgraded within the county's network will achieve a comfortable score of LTS 1 or 2.	Safety
Measure U Coordination[16]	In developing a five-year project list for Measure U, include on-street bike facilities, sidewalks, and other eligible projects from the active transportation recommendations in this Plan.	Sustainability and Mode Shift
Mode Share Goal	To support the countywide 10% active mode share goal, each jurisdiction should strive to complete as many projects as possible from the proposed pedestrian network and near-term bicycle project list by 2040.	Sustainability and Mode Shift
Safe Routes to School[16]	Foster a partnership between Napa County Bicycle Coalition and local schools to conduct student travel tallies twice per year at all elementary, middle and high schools to track how students are traveling to school. This may inform whether encouragement programs and active transportation network improvements are contributing to mode shift.	Sustainability and Mode Shift
Vision Zero[16]	Track active transportation fatalities and severe injuries with the goal of reaching zero by 2035.	Safety

[16] NVTA would implement this policy or program

Treatment Toolkit (Appendix D)

Toolkit Objectives

- Provide simplified, accurate guidance and context for the most common facilities & active transportation treatments
  - Bike Paths/Lanes/Routes
  - Intersection improvements
  - Traffic Calming
  - Sidewalks
  - Maintenance Best Practices
- Serve as a resource for engineers, planners and community members



Needs Assessment

Facility Recommendations

- Review of prior planning efforts
- Vision Zero High Injury Network
- Bicycle Level of Traffic Stress
  - Avoid high-stress roadways
  - Lower volume/speeds preferred
- Trip origin and destination mapping
  - Contiguous low-stress routes
- Community-identified priorities

Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

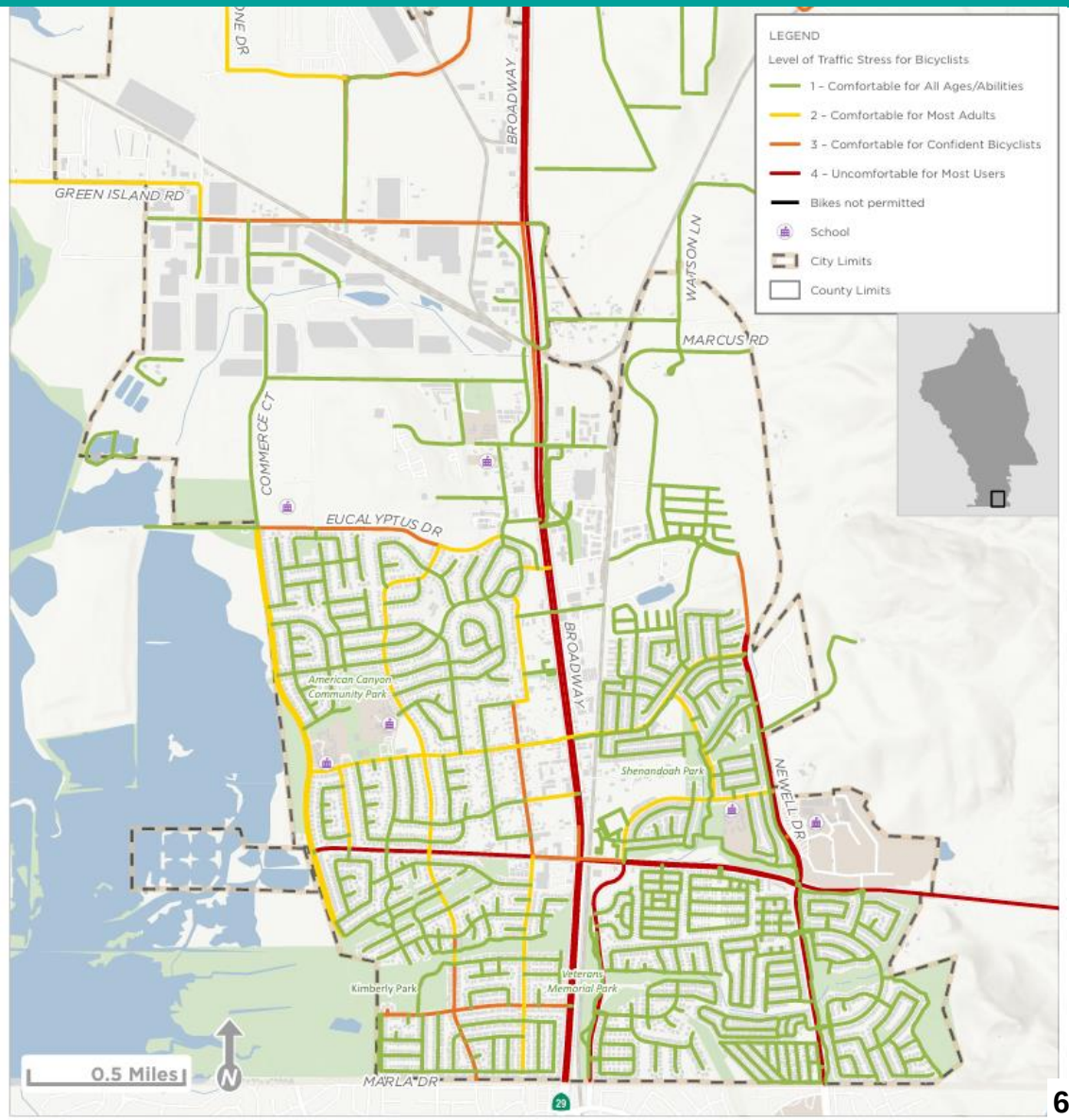
Needs Assessment

Level of Traffic Stress

LTS produces a score for roadways from 1 to 4.

Streets that scored 1 or 2 are less stressful and comfortable for bicyclists of most ages and abilities.

Roughly 15% of roadway miles in American Canyon scored LTS 3 or 4 and are considered “high stress.”



Existing Bicycle Network

All Bicycle Facilities by Jurisdiction

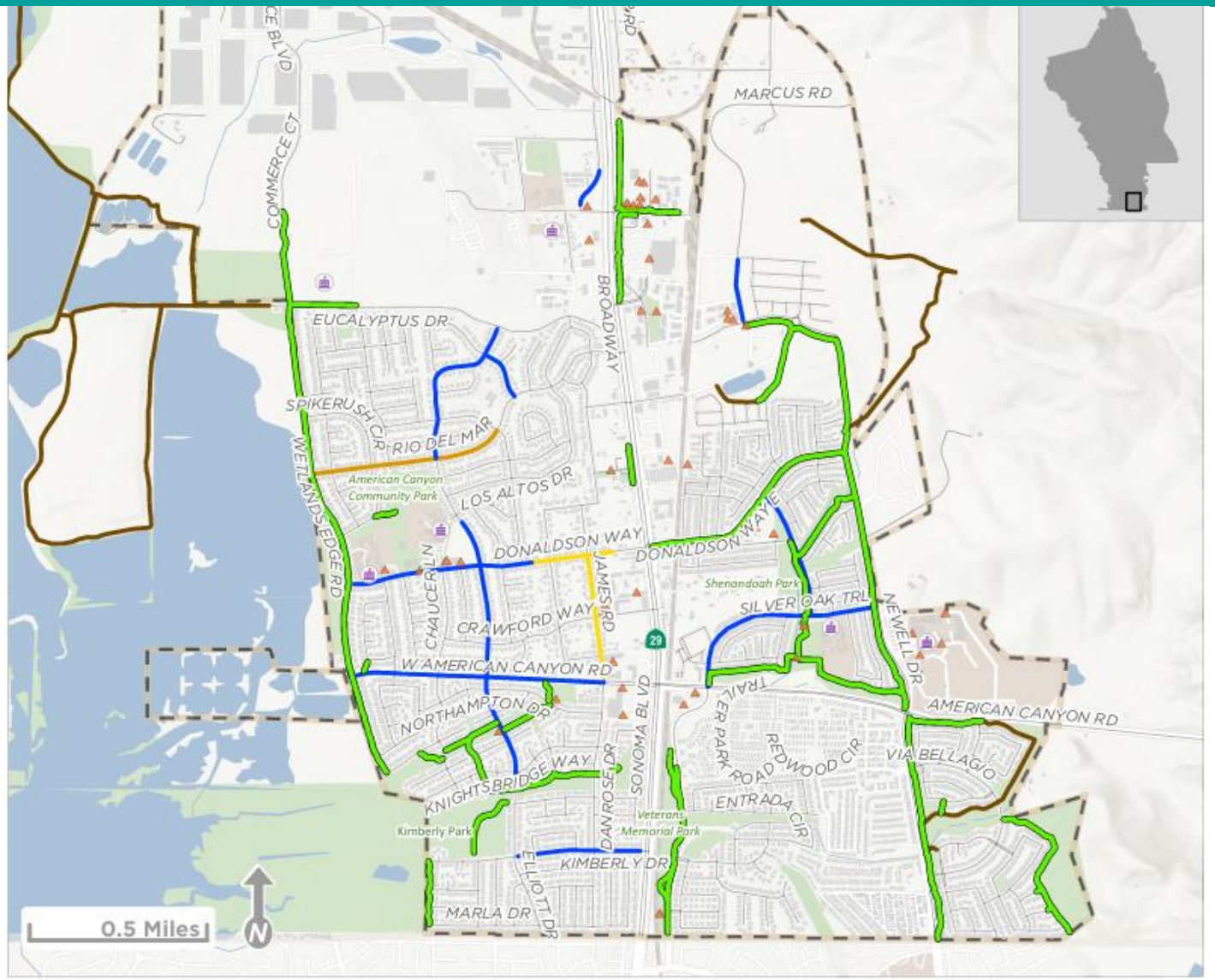
Jurisdiction	2019 Existing Mileage	2019 Proposed	2019 Total	2025 Existing Mileage	2025 Proposed Mileage	2025 Total
City of Calistoga	6.0 mi	15.0	21.0	6.9	14.1	21.0
City of St. Helena	2.5	25.1	27.6	5.5	23.6	29.1
Town of Yountville	4.2	0.8	5.0	3.5	1.5	5.1
City of Napa	49.0	59.2	108.2	54.2	68.4	122.6
City of American Canyon	13.1	24.1	37.2	18.8	25.1	43.9
Unincorporated Napa County	67.5	323.5	391.0	83.8	296.7	380.4
Total	**142.3**	**447.7**	**590.0**	**172.7**	**429.4**	**602.1**

Note: 2025 Existing mileage totals are based on a comprehensive review of all facilities, which in some cases resulted in removal or re-categorization of 2019 facility designation. As such, direct comparison between 2019 and 2025 totals for a given jurisdiction may be misleadin

Existing Bicycle Network – American Canyon

Table 11.1: City of American Canyon Existing Bicycle Network Mileage

Facility Type	Miles
Shared-Use Paths (Class I)	11.0
Bicycle Lanes (Class II)	6.0
Bicycle Routes (Class III)	0.6
Rural Bicycle Routes (Class III)	0.6
Separated Bikeways (Class IV)	-
Unclassified Bicycle Routes	1.9
Total	**20.0**



Draft Bicycle Network

Table 11.4: City of American Canyon Proposed Bicycle Network Mileage

Facility Type	2019 Existing Mileage	2025 Existing Mileage*	Change 2019 to 2025*	2025 Proposed Mileage	Total Mileage
Shared-Use Path (Class I)	9.7	11.0	+1.3	10.3	**21.4**
Bike Lanes (Class II)	1.6	6.0	+4.4	2.9	**8.9**
Buffered Bike Lanes (Class II)	-	-	-	0.3	**0.3**
Bicycle Route (Class III)	1.8	0.6	-1.2	-	**0.6**
Bicycle Boulevard (Class III)	-	-	-	3.7	**3.7**
Rural Bicycle Route (Class III)	-	0.6	+0.6	1.1	**1.6**
Separated Bikeway (Class IV)	-	-	-	0.7	**0.7**
Unclassified Bike Route	-	1.9	+1.9	-	**1.9**
Total	**13.1**	**20.0**	**+6.9**	**19.1**	**39.1**

Note: Existing mileage totals are derived from a comprehensive review of existing bicycle facilities, which in some cases resulted in removal or re-categorization of facilities. Rows/Columns may not sum due to rounding.

Bicycle Project Prioritization & Benefits

Table 11.7: City of American Canyon Near-Term Bicycle Project Benefits

ID	Segment	Begins	Ends	Length (miles)	Type	New Annual Commuter Bicyclists	Annual Emissions Reduction (Tons)	Total Annual Benefits
796	Kimberley Drive	Elliot Drive	Meadow Bay Drive	0.2	Bicycle Boulevard (Class III)	19	27,846	$463,800
839	American Canyon Rd	Wetlands Edge Rd	SR 29	0.7	Separated Bikeway (Class IV)	36	53,620	$1,280,900
855	Vine Trail (along Devlin Rd)	Middleton Way	Watson Ln	1.1	Shared Use Path (Class I)	4	6,435	$170,900
862	Vine Trail (along Watson Ln - American Canyon)	Paoli Loop Rd	Newell Rd Extension	0.4	Shared Use Path (Class I)	3	3,861	$98,700
1147	SR 29 NB	American Canyon Rd	Napa Junction Rd	1.8	Shared Use Path (Class I)	45	67,618	$1,608,800

Table 6.1: Prioritization Metrics

Metric	Definition
Safety	Improvement is located on the HIN defined by the 2023 NVTA Vision Zero Plan
Equity	The project is within an Equity Priority Community (EPC) defined by the 2025 NVTA Vision Zero Plan
Connectivity	The project provides a connection along or across a high stress route that is a barrier to low stress bicycle connectivity
Plan Consistency	The project was identified in a prior planning effort
Community Support	The project was identified or supported by the community.

Pedestrian Network Gap Closures

Methodology

- Existing Data Collection
  - Countywide Sidewalks & Crosswalks
- Identify Key Destinations
  - Transit Stops, Schools, Parks, Retail, Medical
- Network Gap Analysis
  - Within 500’ of Key Destinations and major corridors
  - Complete one side of corridor vs alternating patchwork

Pedestrian Network Recommendations

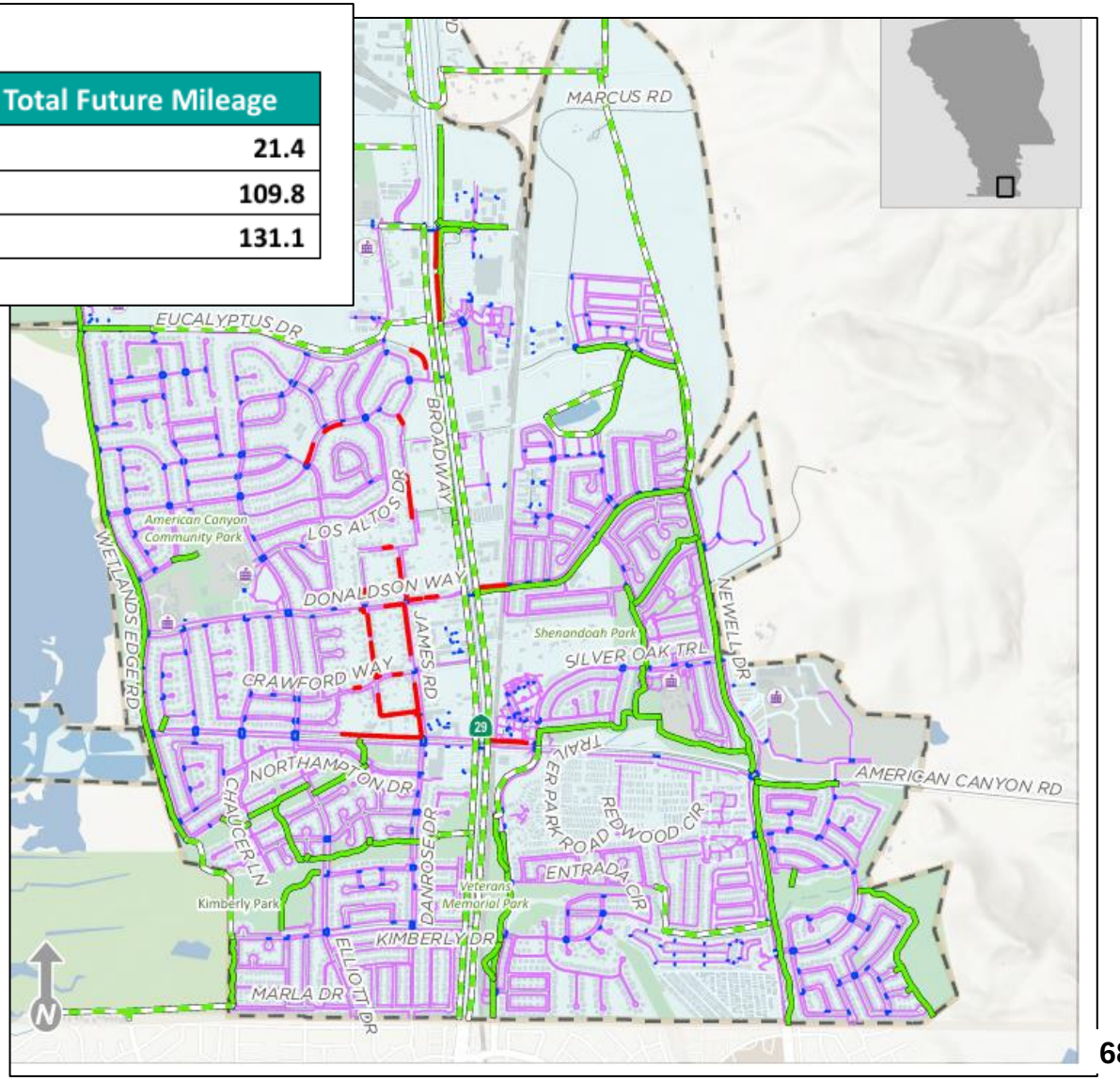
Table 11.5: City of American Canyon Proposed Pedestrian Network Mileage

Facility Type	Existing Mileage	Proposed Mileage	Total Future Mileage
Class I Shared-use Path	11.0	10.3	**21.4**
Sidewalk	108.1	1.7	**109.8**
Total	**119.1**	**12.0**	**131.1**

Sidewalk gap closure projects were proposed if they met the following criteria:

- Within 500 feet of a point of interest, including parks, schools, transit stops, etc.
- The gap is located along a corridor with an existing or proposed bicycle improvement.

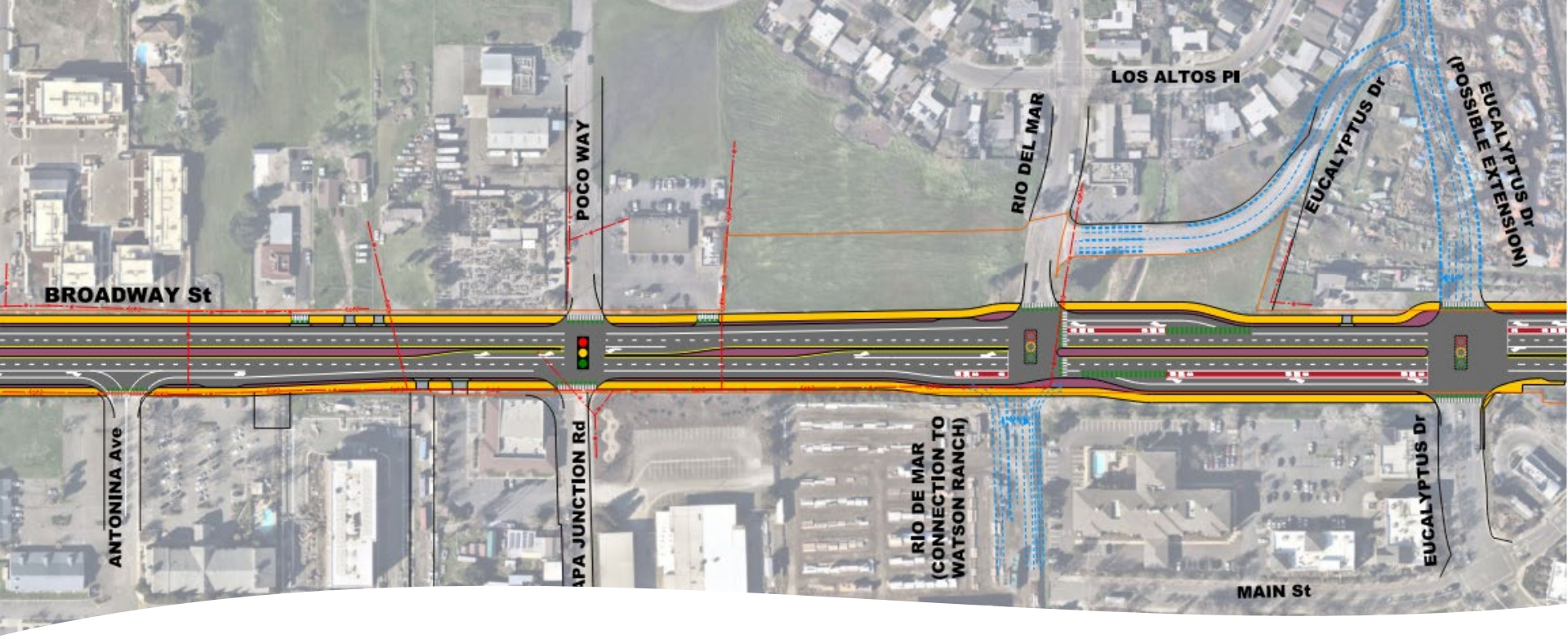
In addition to the methodology described above, a manual review was conducted to add or exclude projects where necessary.



Thank you.
Questions?

For more information, visit

https://napaatplan.org/



NVTA PROJECT UPDATE

AMERICAN CANYON SR-29 CORRIDOR IMPROVEMENTS

- **February 3, 2026**
- Grant Bailey, P.E.
- Program Manager - Engineer

NAPA VALLEY TRANSPORTATION AUTHO

American Canyon SR 29 Corridor

Purpose of Today's Update

- **Status of Environmental Phase of Work**
  - Traffic modeling and existing conditions
    Critical Milestone: Intersection Safety & Operational Assessment Process (ISOAP) completed December 2025
  - Informs environmental and engineering studies
  - Target phase completion - December 2026
- **Alternatives Evaluation**
  - Initial Findings from Intersection Safety & Operational Assessment Process (ISOAP) Analysis
  - Led to more robust alternative evaluation
- **Additional Engagement**
  - Presented this information to NVTA Board of Directors on January 21, 2026

American Canyon SR 29 Corridor

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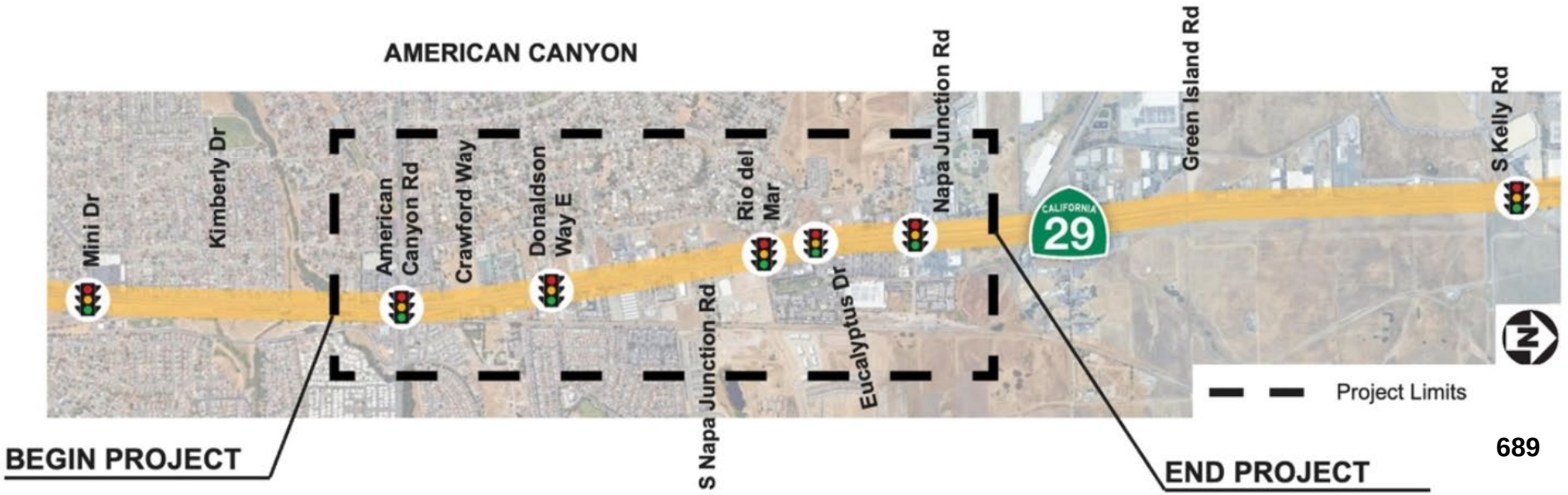
Project Purpose & Need

- **Purpose**
  - Improve mobility for all modes
  - Improve safety
  - Improve transit travel time & reliability
  - Support residential and commercial development
- **Need**
  - Corridor currently lacks:
    - Multimodal connectivity
    - Public transit facilities
    - Low level-of-traffic stress routing options
  - Intersection constrains lead to extensive queuing & delays
  - Number of collisions on the corridor exceeds state average for similar facilities



American Canyon SR 29 Corridor

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Project Alternatives

- **No Build Alternative**
  - Conditions remain as-is
- **Alternative 1:**
  - Signalization improvements and coordination throughout corridor
  - Business access and transit (BAT) lanes
    - Transit priority/queue jump
- **Alternative 2:**
  - Multilane roundabouts at six intersections
    - American Canyon Rd will remain signalized
- **Work Common to Both Alternatives:**
  - Construct physically separated Class I shared use path
  - Lower speed limit from 50 MPH to 35 MPH
  - Construct 4 bus stops or bus islands
  - Construct mobility hub
  - Reconfigure intersections to improve pedestrian crossings

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Alternative #1 Advantages

- **Traffic Operations & Intersection Level of Service**
  - Alternative 1 offers improved LOS
- **Transit Reliability**
  - Business Access and Transit (BAT) Lanes
  - Queue Jump Lanes
- **ROW**
  - Limited property acquisitions and driveway impacts
- **Vehicle Miles Traveled (VMT)**
  - No increase in VMT

- **Alternative #1 Supports:**
  - Transit reliability
  - Emergency response times
  - Limited ROW impacts
  - Improved mobility for all modes (including bikes/pedestrians)

ALTERNATIVE 1 - SIGNALIZED

691

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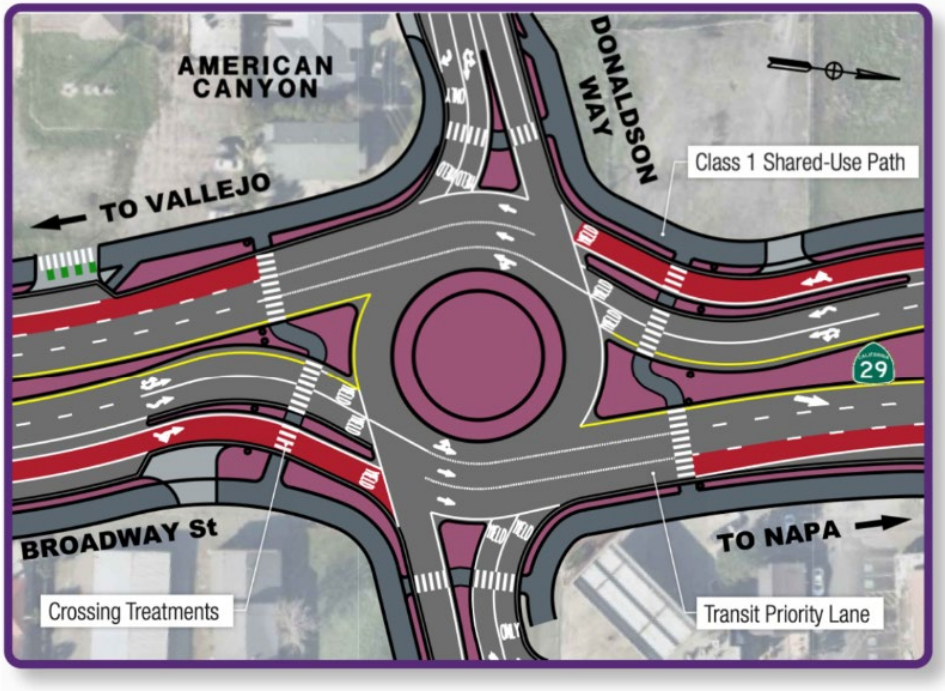
Alternative #2 Advantages

- **Injury collision reduction potential**
  - Alternative 2 carries higher crash reduction potential
- **Local/public preference**
  - General sentiment from public workshop was a preference for roundabouts
  - Roundabout carry a public perception of improved traffic flow

- **Alternative #2 Supports**
  - Potentially reduced incidence of collision
  - Improved mobility for all modes (including bikes/pedestrians)



ALTERNATIVE 2 - ROUNDABOUTS

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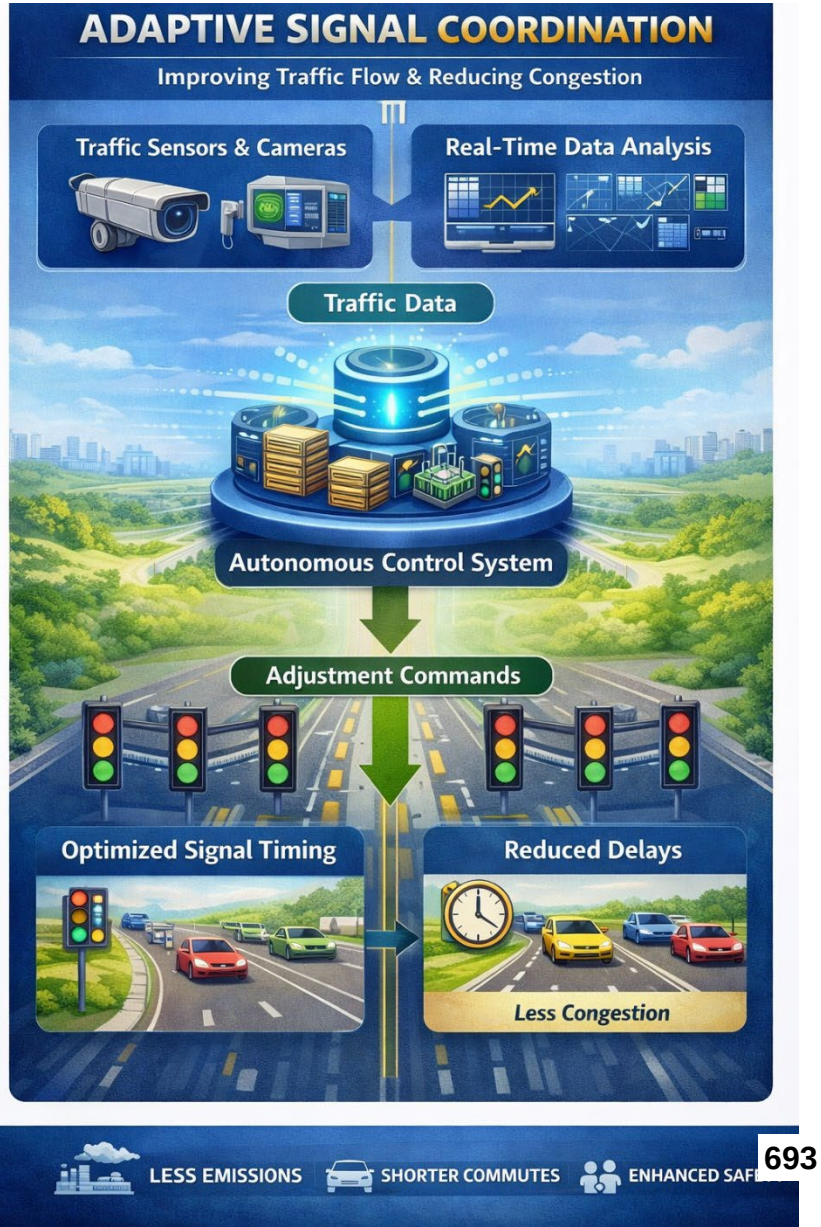
Signalization Improvements

- **Additional Signals**
  - Crawford Wy
  - Poco Wy / S Napa Junction
- **Side Street Improvements**
  - Additional Turning Lanes
  - New Crosswalks across SR 29
- **Signal Coordination**
  - Adaptative Signal Coordination
  - Driven by actual vehicle volumes
- **Why?**
  - Minimize side street delays and accommodate future land use growth
  - Regulate N-S vehicle throughput
  - Transit Queue Jumps and Transit Signal Priority at all signalized Intersections
  - Easier and safer pedestrian crossings

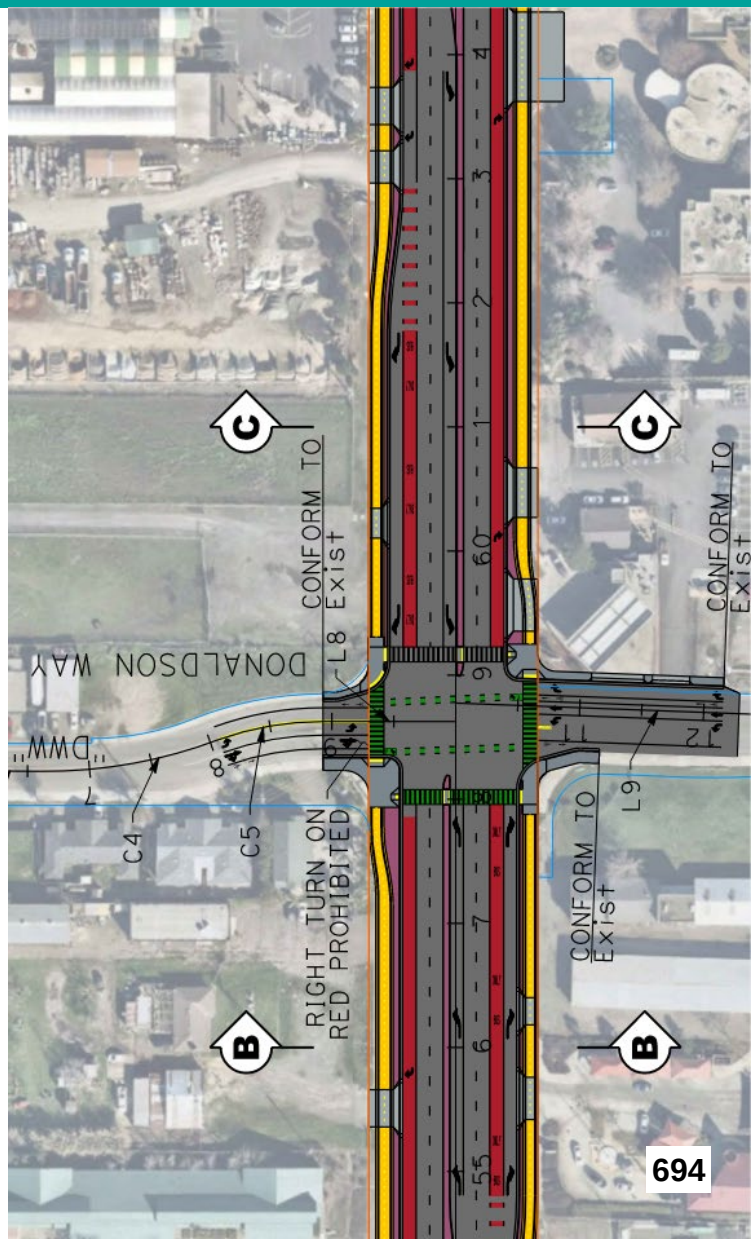


American Canyon SR 29 Corridor

Business Access & Transit Lanes

Benefits:

- **Transit**
  - Efficiently and reliably move transit vehicles through the corridor
  - Couple with intersection queue jumps and transit signal priority (TSP) technology
- **Local Access**
  - Acceleration/deceleration lane for commercial & residential facilities along the corridor
  - Improves operations between intersections
  - Limits impacts to and consolidation of existing driveways
- **Standard Shoulder**
  - Accommodates vehicle breakdowns
- **Enforcement**
  - Technology driven
  - Signal-mounted enforcement cameras
  - Potential for bus-mounted enforcement cameras



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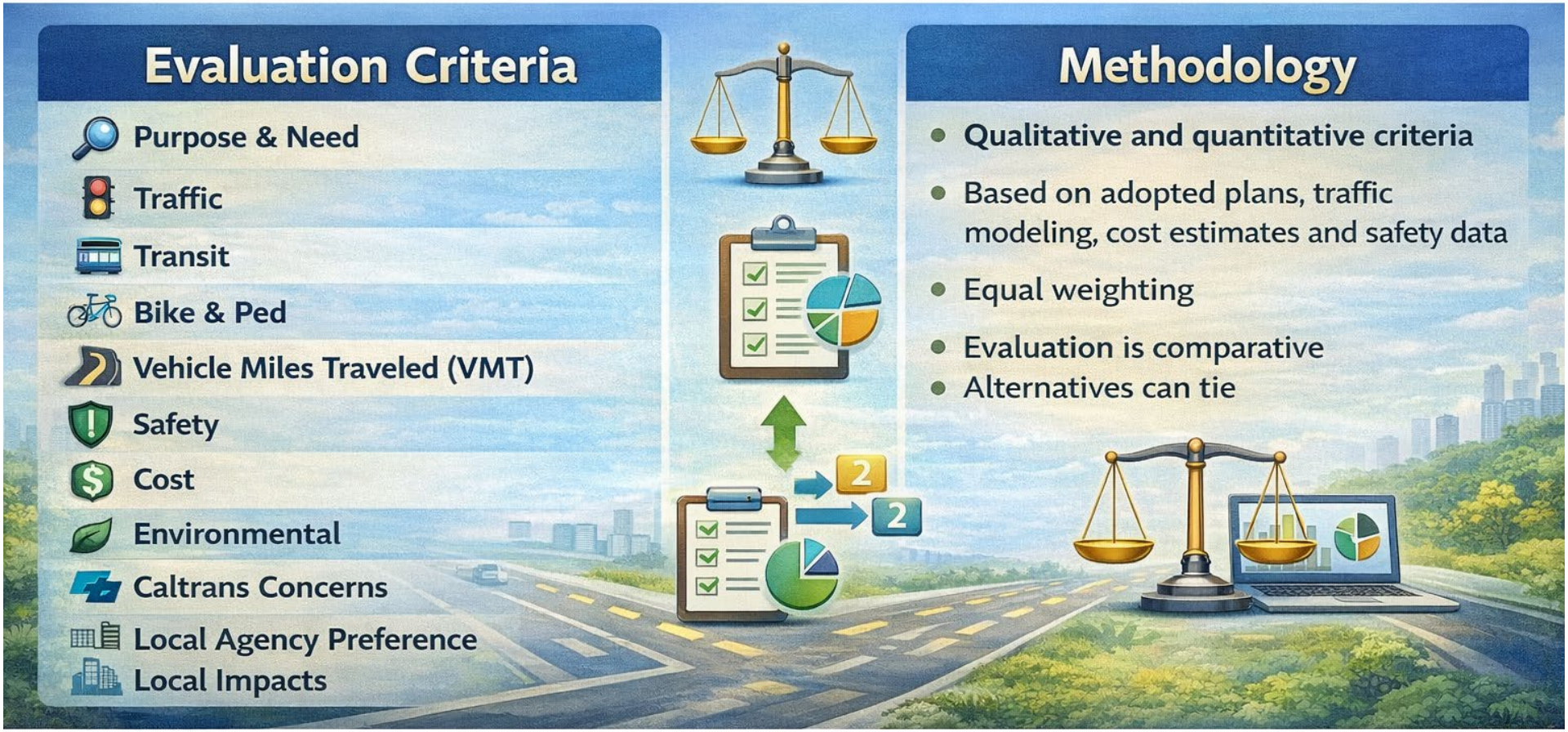
Intersection Operation Evaluation Results

Intersection Level of Service (LOS)					
		Alternative 1 - Signals		Alternative 2 - Roundabouts	
Level of Service During Peak Period	*Existing Conditions 2025 AM (PM)*	*Opening Year 2030 AM (PM)*	*Design Year 2050 AM (PM)*	*Opening Year 2030 AM (PM)*	*Design Year 2050 AM (PM)*
Crawford Way	B(F)	C (B)	B (B)	B (C)	C (E)
Donaldson Way	C(C)	C (C)	C (D)	F (E)	F (F)
Poco Way/S Napa Junction Rd	E(D)	A (D)	A (F)	F (C)	F (E)
Rio Del Mar	C(B)	C (D)	E (D)	F (D)	F (F)
Eucalyptus Dr	B(B)	A (C)	E (E)	F (E)	F (F)
Napa Junction Rd	D(E)	D (C)	D (D)	F (E)	F (F)

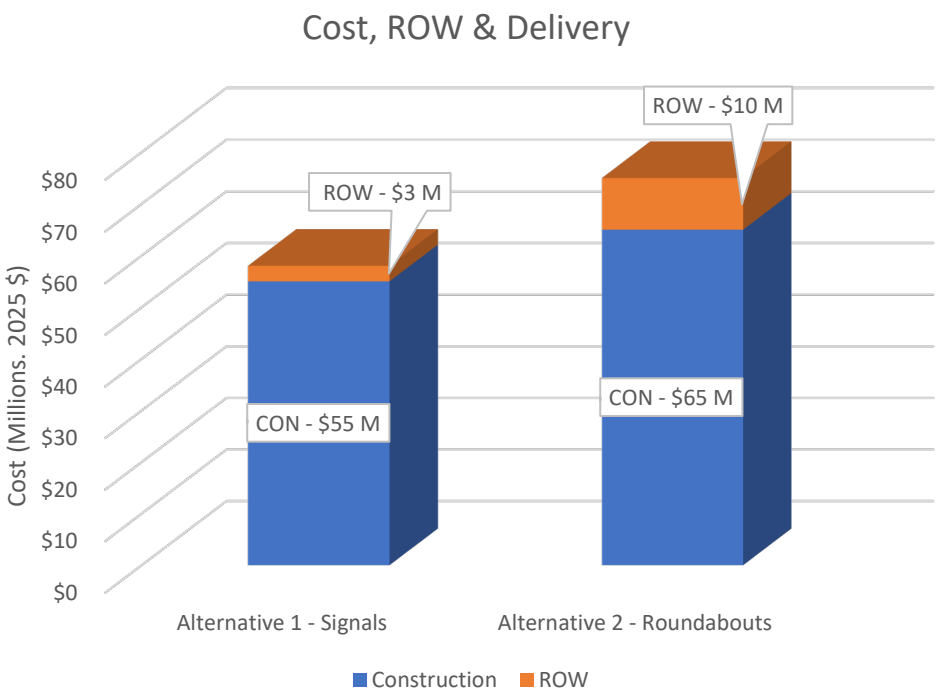
LOS Key			Average Delay (seconds/vehicle)	
			Signalized	Unsignalized
Acceptable LOS	A-B-C	Acceptable	0-25	0-25
	D	At Capacity	35-55	25-35
Unacceptable LOS	E	Poor	55-80	35-50
	F	Failure	>80	>50

Alternative Evaluation



Cost, Right of Way & Delivery

- **Costs**
  - Alt 1: ~$58M (ROW & Construction)
  - Alt 2: ~$75M (ROW & Construction)
- **ROW**
  - Alt 1: minimal impacts to public right of way and private property corners
  - Alt 2: major acquisitions, potential structure demolitions
- **Alternative 2 Delivery Risk**
  - Limited use of three-lane roundabouts in California
  - No examples in the proposed configuration of multiple consecutive roundabouts
  - Potential VMT mitigation could increase costs



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Alternative Evaluation Results

Evaluation Criteria	Contributing Factors	Alternative 1	Alternative 2
Purpose and Need	Alternative accomplishes points outlined in the purpose and need of the project.	1	1
Traffic	Better Intersection Level of Service During Peak Period	1	0
Transit	Better improves transit operations	1	0
Bike and Ped	Better improves Pedestrian and Bike Connectivity	0	0
VMT	No VMT Increase	1	0
Safety	CMF Qualitative Analysis	0	1
Cost	Lower Total Project Cost	1	0
Environmental	Less environmental impacts	0	0
Department of Transportation Concerns	Caltrans has less concerns related to nonstandard design	1	0
Local Preference	Alternative preferred by users and local residents	0	1
City Preference	Alternative preferred by City Council & Staff	TBD	TBD
Local Impacts	Less Temporary construction impacts	0	0
	Less Right of Way impacts	1	0
	Less Significant Driveway Impacts	1	0
	TOTAL	**8**	**3**

American Canyon SR 29 Corridor

Next Steps

- **Staff recommendation**
  - Carry forward Alternative #1 for environmental clearance
  - Do not carry Alternative #2 forward
- **Benefits**
  - Accelerates phase completion to the end of 2026
  - Limits use of additional resources to further evaluate Alternative #2

Q&A – Thank you!

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LOS Table with No Build Conditions

Expanded Intersection Level of Service (LOS)							
		No Build Alternative		Alternative 1 - Signals		Alternative 2 - Roundabouts	
Level of Service During Peak Period	*Existing Conditions 2025 AM (PM)*	*Opening Year 2030 AM (PM)*	*Design Year 2050 AM (PM)*	*Opening Year 2030 AM (PM)*	*Design Year 2050 AM (PM)*	*Opening Year 2030 AM (PM)*	*Design Year 2050 AM (PM)*
Crawford Way	B(F)	F(F)	F(E)	C (B)	B (B)	B (C)	C (E)
Donaldson Way	C(C)	D(C)	F(D)	C (C)	C (D)	F (E)	F (F)
Poco Way/S Napa Junction Rd	E(D)	F(E)	F(F)	A (D)	A (F)	F (C)	F (E)
Rio Del Mar	C(B)	D(C)	F(F)	C (D)	E (D)	F (D)	F (F)
Eucalyptus Dr	B(B)	B(B)	F(F)	A (C)	E (E)	F (E)	F (F)
Napa Junction Rd	D(E)	D(F)	F(F)	D (C)	D (D)	F (E)	F (F)

LOS Key			Average Delay (seconds/vehicle)	
			Signalized	Unsignalized
Acceptable LOS	A-B-C	Acceptable	0-25	0-25
	D	At Capacity	35-55	25-35
Unacceptable LOS	E	Poor	55-80	35-50
	F	Failure	>80	>50

Traffic Modeling Methodology

- Regional Model Covers All Counties.
  - Focused on Solano and Napa Counties
- Project specific Sub-Area to capture major changes in land use and traffic circulation.
- Model also includes the City of American Canyon General Plan changes and growth projections.
  - i.e. Watson Ranch Development
- Developed regional and local volumes.

Solano Napa Area Base Model (SNABM)
Sub-Area Mode
(Focus on Project Study Area)

CITY COUNCILMEMBER REPORT

Council Meeting Date: 06/02/2026

Submitted by:* Councilmember David Oro

Event Date: 25/05/2026

Event Type Community Event

Event Title: Memorial Day Ceremony

Event Report: Attended the Memorial Day Ceremony at Veterans Park and had the opportunity to hear the stories and wisdom shared by keynote speaker and American Canyon resident Albert Matel. Mr. Matel served in the U.S. Army as a military police officer and later as a recruiter.

Appreciate the staff who organized this event. It is always a well-run ceremony that appropriately honors our service members. Its simplicity and sincerity continue to make it a meaningful way to remember and reflect.

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CITY COUNCILMEMBER REPORT

Council Meeting Date: 06/02/2026

Submitted by:* Vice Mayor Mark Joseph

Event Date: 14/05/2026

Event Type Committee Report

Event Title: City/NVUSD Meeting

Event Report:

- We discussed enrollment trends and general school finances. Creating the TK (Transitional Kindergarten) program actually helps enrollment numbers, as well as a better learning experience for the child. It also offers some help in terms of child care. That helps offset the overall declining enrollment.
- We also discussed Vallejo Unified School District's efforts to address their financial challenges. Specifically, they are trying to close the door on inter-district transfers. As this is implemented, it will negatively impact our campuses, because most of the transfers were to American Canyon schools.
- On School capital projects, they are finishing the use of Measure A2 funds this summer, and most of our schools are in good shape. When asked about potential tax measures for the 2028 election, they acknowledged they could use the funding, but would be driven more by voter sentiment--at least in the short term.
- They are working on a number of projects during the summer, mostly relating to solar panels, parking and play areas. Some schools are getting more projects done than others, mostly in Napa.
- We also discussed the ongoing Charter School issue. Although they basically prevailed at the District level and the Mayacamas Charter, the Charter got around this by reinventing itself as a Countywide Charter. NVUSD took them to court, but the Charter school won. The District is assessing whether to appeal the decision.
- Lastly, we talked about career readiness and their participation in Career Fairs.

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Event Date: 14/05/2026

Event Type Committee Report

Event Title: Napa County League of Governments (NCLOG) Meeting

Event Report: We met at the Calistoga Fairgrounds, which was the first time I was there. You can tell it will have great potential, but it will take time to fully implement.

The main topic was the potential Fire/Open Space Sales Tax initiative. We heard clarification of eligible projects and how each jurisdiction could access the funds. The only concern I have is their governance structure. The Oversight Board is selected by the County and City representation is not guaranteed (it's more focused on functional areas and not jurisdictions). Probably not an insurmountable problem, though.

We also had a nice discussion about the number of meetings and what role NCLOG should play. We decided we would stick to 3 meetings/year (and not the 2 that staff proposed), and we would focus more on "big picture" issues that impact all of us. This is personally satisfying to me, since years ago, this was more of a social event, in which we all try to impress each other about how great our community is. And, although American Canyon ***is*** better than the other communities, we can better spend our time on addressing problems facing all of us.

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Event Date: 20/05/2026

Event Type Committee Report

Event Title: Napa Valley Transportation Authority (NVTA) meeting

Event Report:

- We received our quarterly project update--the SR29 Corridor project is moving forward, but our environmental review may slip to the first quarter of 2027. We are currently trying to secure funding for design/right-of-way. If all goes well, we could be ready for construction in 2030 (subject to securing some big ticket grants!) We're also exploring 3 alternatives to the SR12/29 interchange, before we select the best alternative. Other projects are also moving forward.
- We established a nominating committee to recommend a new Chair and Vice-Chair--I'm termed out!
- We adopted our 2-year budget and Overall Work Program for 2026-27 and 2027-28. The only changes from the draft budget: we moved one project forward, due to funding, and added temporary wages to hire someone with Caltrans experience, which will come in handy as we address major Caltrans projects (SR 29 Corridor Project, SR12/29 interchange, etc.). Could also be useful on our own South Kelley/SR29 project.
- Approved a new "Unified Call For Projects". This should streamline the process and make it easier for our staff to apply for funding.
- We also approved funding for Napa City's 5-way intersection and a new Vine UpValley Link service (think taxi-script for Ubers!) It should offer some help for upvalley seniors and others with mobility problems.

I also attended a portion of the Public Workshop for the SR29 Corridor Study. Good presentation by NVTA staff, and well attended. I haven't heard any feedback yet, but they are looking to make sure the project reflects the interests of our community--to the extent that we can afford it, of course. At least they are reaching out, and that's what counts.

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Event Date:

Event Type Community Event

Event Title: Community Events and Activities

Event Report:

- **ACAF:** Attended the Board meeting and reviewed the status of the many projects in the planning stages. Next up: ***the Art Extravaganza at RD Winery on Saturday, June 6, and our Juneteenth Festival at Meet Me in the Street, on Wednesday, June 10.*** Also, for our May "Third Thursdays" we offered a Drum Circle--very cool and well attended. I may get some rhythm yet!
- **Kiwanis**: Attended the General Membership meeting and spent some time discussing how to keep membership dues more affordable, how to attract more new members and bring some fun back into the organization. Also helped with the monthly food distribution--almost 250 people served.
- **Senior Resource Fair**: Attended this free tabled event--as a Senior, I figured I should see what I'm missing! There were over 20 service providers, and a very good turnout. Great snacks, too! Thank you Soroptimists, for putting this on.
- **Memorial Day Ceremony**: Along with all the members of Council, I was there for the ceremony. Always very moving, and something we can all take pride in--even if the weather was on the cold side!
- **PW Luncheon**: I showed up a little late and missed the best part of the meal, but it was good to see our Public Works crews get a chance to relax and enjoy a good meal.
- **Fire District Board Meeting:** Most of the discussion was in closed session, but we received a presentation on the importance of CPR and AED Awareness, and a report on vacancies in the District (good news: we only had 2 and they've been filled already!)

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Future Agenda Items

June 3, 2026, OSATS Meeting 6:30 p.m.
CANCELLED

June 11, 2026, PCS Meeting 6:30 p.m.
CANCELLED

June 16, 2026, City Council. 6:30 p.m.
FY 2026/27 Salary Schedule

June 16, 2026, Special Joint CC/PCS. 6:30 p.m.
Parks and Community Services Master Plan PCS
Submit Local Sales Tax Measure to Nov. Ballot
Work Plan FY26/27

June 16, 2026, Special Joint CC/OSATS 8:00 pm
Active Transportation Plan
OSATS Work Plan FY25/26

June 25, 2026, Planning Comm. 6:30 p.m.
ADU Ordinance Update

July 21, 2026, City Council. 6:30 p.m.
Parks & Recreation Month
Backflow Devices Municipal Code Update

July 21, 2026, Joint CC/Planning. 7:00 p.m.
BDSP Opportunity Blocks and Barriers to Development

August 4, 2026, City Council 4:00 p.m.
(CONSENT ONLY, NATIONAL NIGHT OUT)

August 5, 2026, OSATS 6:30 p.m.
TBD

August 6, 2026, Finance Subcomm. 1:00 p.m.
TBD

August 13, 2026, PCS 6:30 p.m.
TBD

August 18, 2026, City Council 6:30 p.m.
First Reading Combined Density Bonus, Inclusionary Ordinance, and ADU Ordinance Update
Code Enforcement Update
Sites Reservoir Update
Utility Enterprise Financial Update
Urban Water Management Plan
Utility Update
Utility Update – Water and Finance

August 27, 2026, Planning Comm. 6:30 p.m.
TBD

September 1, 2026, City Council 6:30p
Hispanic Heritage Month
Suicide Prevention Month

September 2, 2026, OSATS Meeting. 6:30 p.m.
TBD

September 10, 2026, PCS, 6:30 p.m.
TBD

September 15, 2026, City Council 6:30p
National Community Planning Month
National Recovery Month
NVTA SR29 Multi-Modal Project Local Funding Commitment
Q1 CIP Update

September 24, 2026, Planning Comm. 6:30pm
TBD

October 6, 2026, City Council 6:30p
Domestic Violence Awareness Month
Filipino American Heritage Month
Q2 CIP Update

Unscheduled Council Directed Items			
Item	**Councilmember**	**Date of Vote**	**Notes**
Food Ware Ordinance	Joseph	9/17/2024	On hold, pending RCAAP
Purple Heart Designation	Washington	10/15/2024	In progress, Council date TBD