



REGULAR PLANNING COMMISSION MEETING AGENDA

City Hall - Council Chambers
4381 Broadway, Ste. 201, American Canyon
July 28, 2022
6:30 PM

Chair: Crystal Mallare
Vice Chair: Tammy Wong
Commissioners: Eric Altman, Andrew Goff, Tyrone Navarro

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6:30 P.M. REGULAR MEETING

CALL TO ORDER

PLEDGE

MEETING ANNOUNCEMENT

Pursuant to AB 361 this meeting will be held entirely virtually. All methods available for public participation are detailed on the first page of the agenda.

ROLL CALL

PUBLIC COMMENT

*This time is reserved for members of the public to address the City Council/American Canyon Fire Protection District Board on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the City Council/American Canyon Fire Protection District Board. It is recommended that speakers limit their comments to 3 minutes each and it is requested that no comments be made during this period on items on the Agenda. Members of the public wishing to address the City Council/American Canyon Fire Protection District Board on items on the Agenda should comment via email prior to the start of the meeting, or to verbally comment on the item during the meeting, click the "raise your hand" button if joining by computer, or press *9 if joining by phone, when the item is called. The City Council/American Canyon Fire Protection District Board is prohibited by law from taking any action on matters discussed that are not on the Agenda, and no adverse conclusions should be drawn if the City Council/American Canyon Fire Protection District Board does not respond to public comment at this time. Speakers are asked to please speak clearly, and provide their name. Any handouts for distribution to the City Council/American Canyon Fire Protection District Board must be emailed by 3:00 p.m. on meeting day.*

AGENDA CHANGES

PRESENTATIONS

1. **Presentation - Local Roadway Safety Plan**
Recommendation: Receive information and feedback on the City of American Canyon Local Roadway Safety Plan.

CONSENT CALENDAR

2. **Minutes of June 23, 2022**
Recommendation: Approve the Minutes of June 23, 2022

PUBLIC HEARINGS

3. **Home2 Suites Major Modification to revise Condition 40 regarding overhead utilities and pole undergrounding**
Recommendation: Continue the public hearing for the Major Modification to Condition 40 for the proposed Home2 Suites Hotel Design Permit at 3701 Main St, APN 059-072-002 to August 25, 2022 (PL22-0007)

BUSINESS

4. **Comprehensive General Plan Update CEQA Notice of Preparation (NOP)**

Recommendation: Receive and File Comprehensive General Plan Update CEQA Notice of Preparation (NOP).

MANAGEMENT AND STAFF ORAL REPORTS

5. **Active Planning Projects**

Recommendation: Review Active Planning Project List

COMMISSIONER ITEMS

ADJOURNMENT

CERTIFICATION

I, Nicolle Hall, Administrative Technician for the City of American Canyon, do hereby declare that the foregoing Agenda of the Planning Commission was posted in compliance with the Brown Act prior to the meeting date.

Nicolle Hall, Administrative Technician

MEETING ANNOUNCEMENT

Pursuant to AB 361 this meeting will be held entirely virtually. All methods available for public participation are detailed on the first page of the agenda.



Local Roadway Safety Plan

Draft Document

City of American Canyon

July 15, 2022



Acknowledgements

A special thanks to all the Safety Partners that contributed to this plan.

City of American Canyon

Public Works Department

City Council Members

Napa County

Public Works

Caltrans, District 4

American Canyon Police Department

American Canyon Fire Department

Napa Valley Transportation Authority

Napa Valley 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's 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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
Caltrans Jurisdiction*	
SR 29 and American Canyon Rd	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Eucalyptus Dr	<ul style="list-style-type: none"> Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Donaldson Way	<ul style="list-style-type: none"> Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
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

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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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. SR 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.

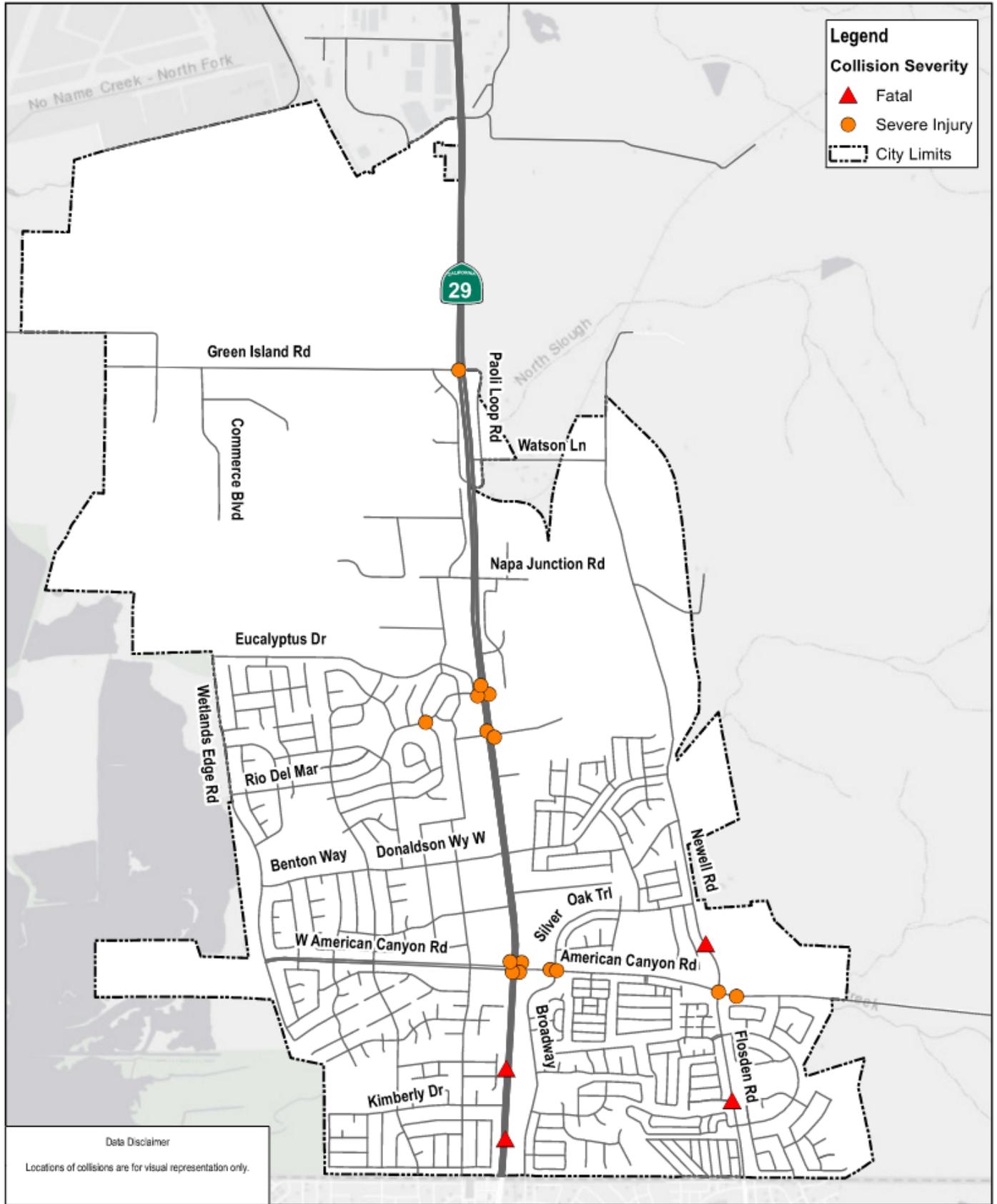


Figure 2.1 Fatal and Severe Injury Collisions in the City of American Canyon (2017-2021)

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 Department
- Napa Valley Transportation Authority
- Napa Valley Bicycle Coalition
- Napa Valley Unified School District
- Napa County Office of Education

3.1.1 Stakeholder Working Group Meetings

Three 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 also 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.

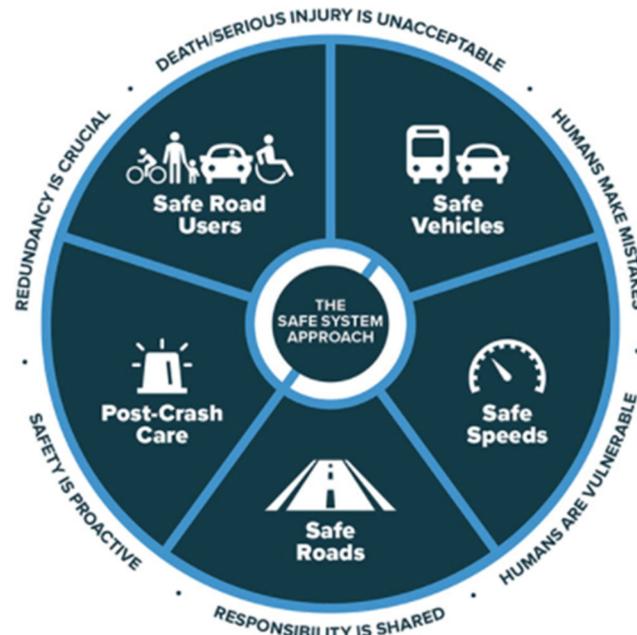
FHWA defines the Safe System Approach Principles and Elements as follows:

- *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.



Source: FHWA.

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)

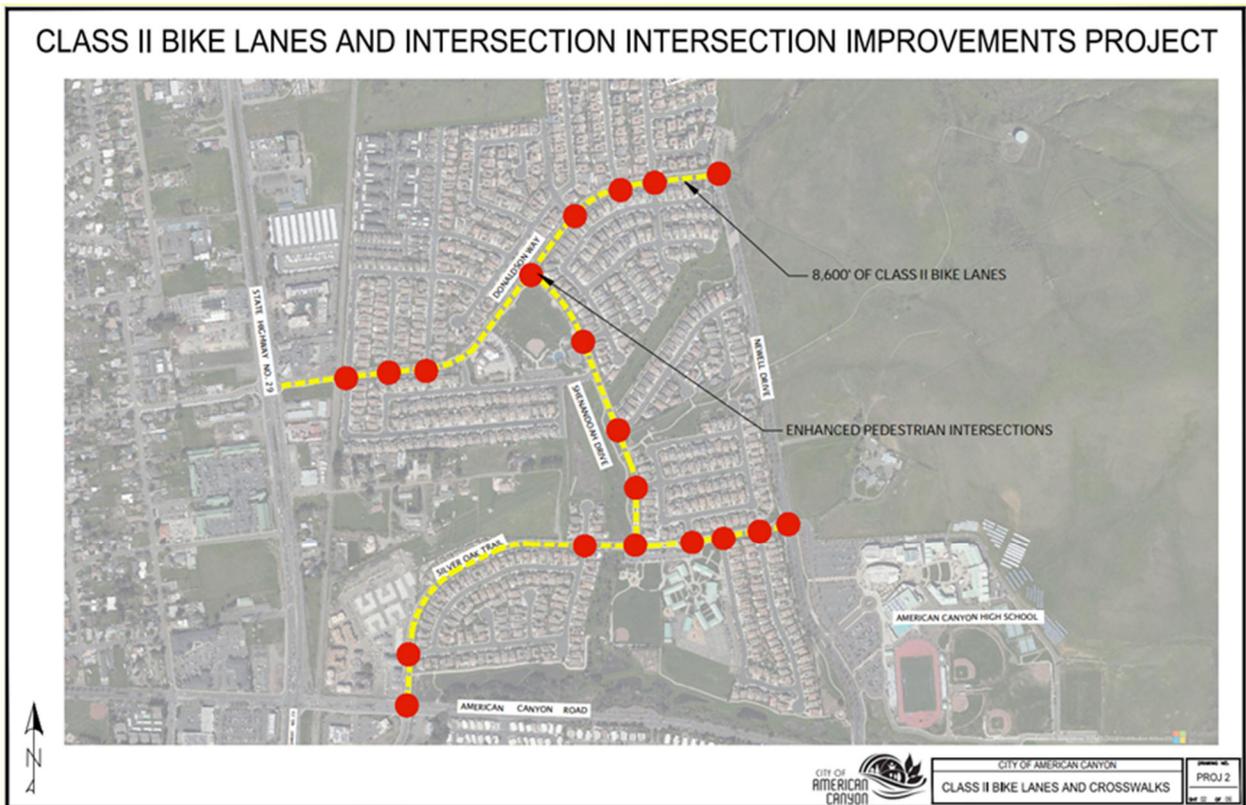


Figure 4.1 Proposed ARPA Funded Bike Lane and Intersection Improvement Project

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&E) 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 Valley 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

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).

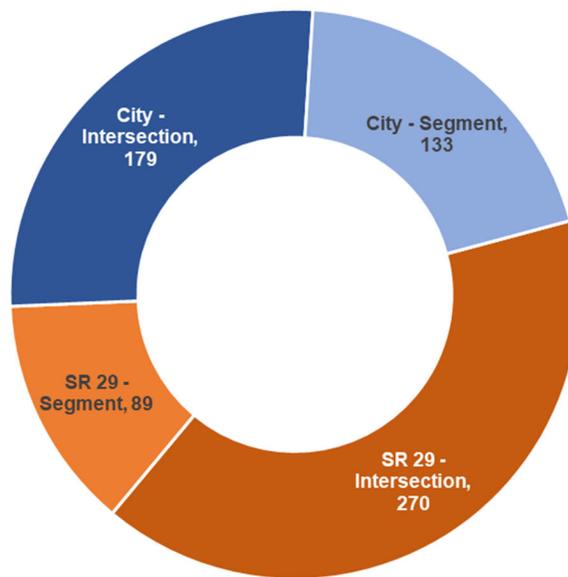


Figure 4.3 Total Collisions within the City of American Canyon (2017-2021)

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,

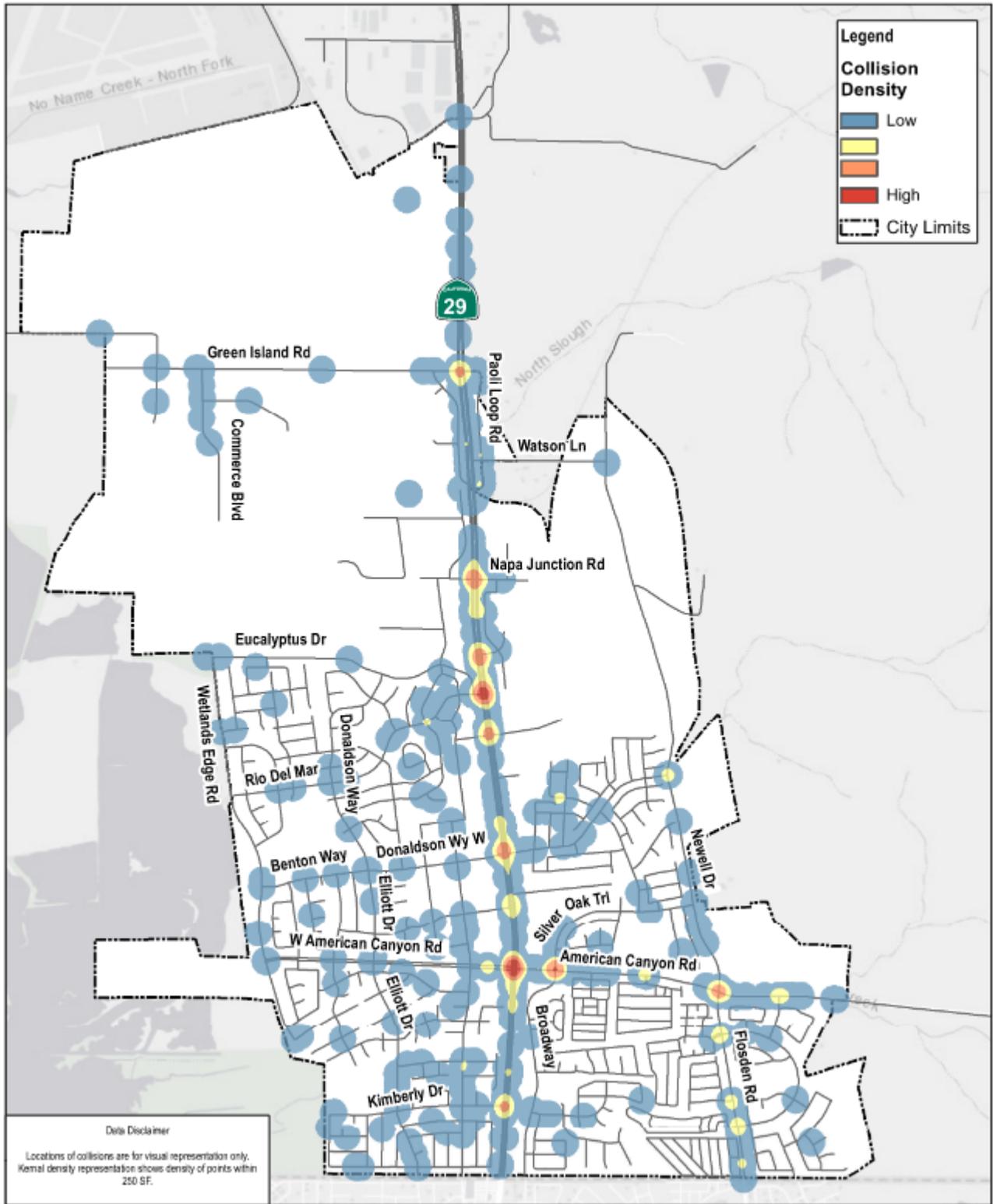


Figure 4.4 Collision Density on All Roadways (2017-2021)

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.

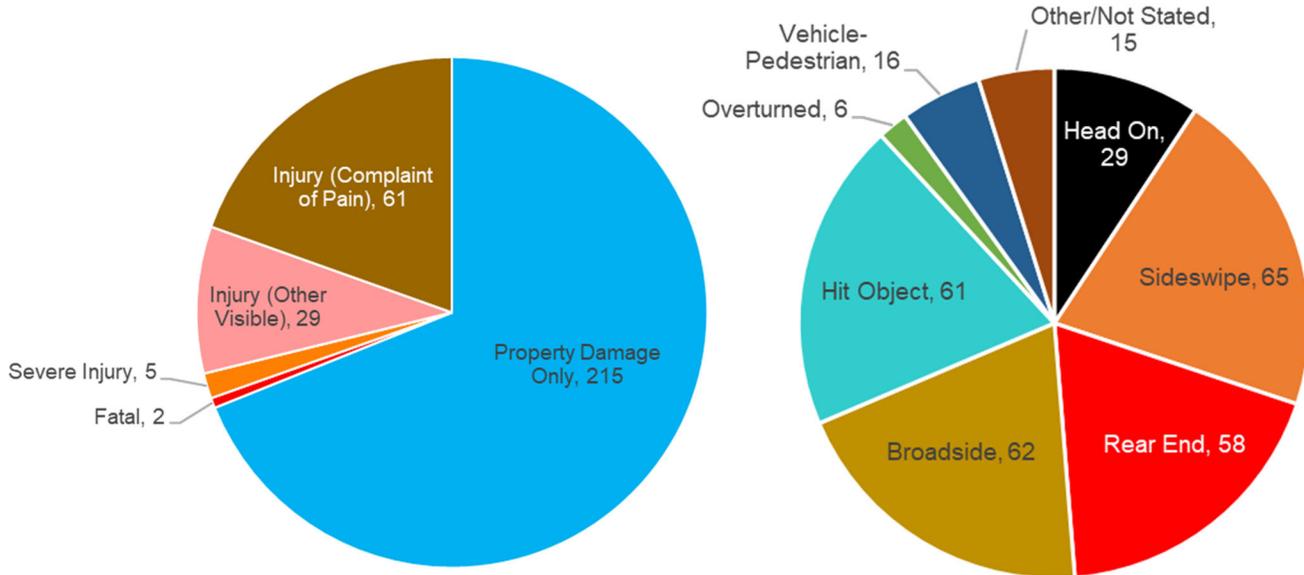


Figure 4.5 Summary of City Collisions (2017-2021)

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.

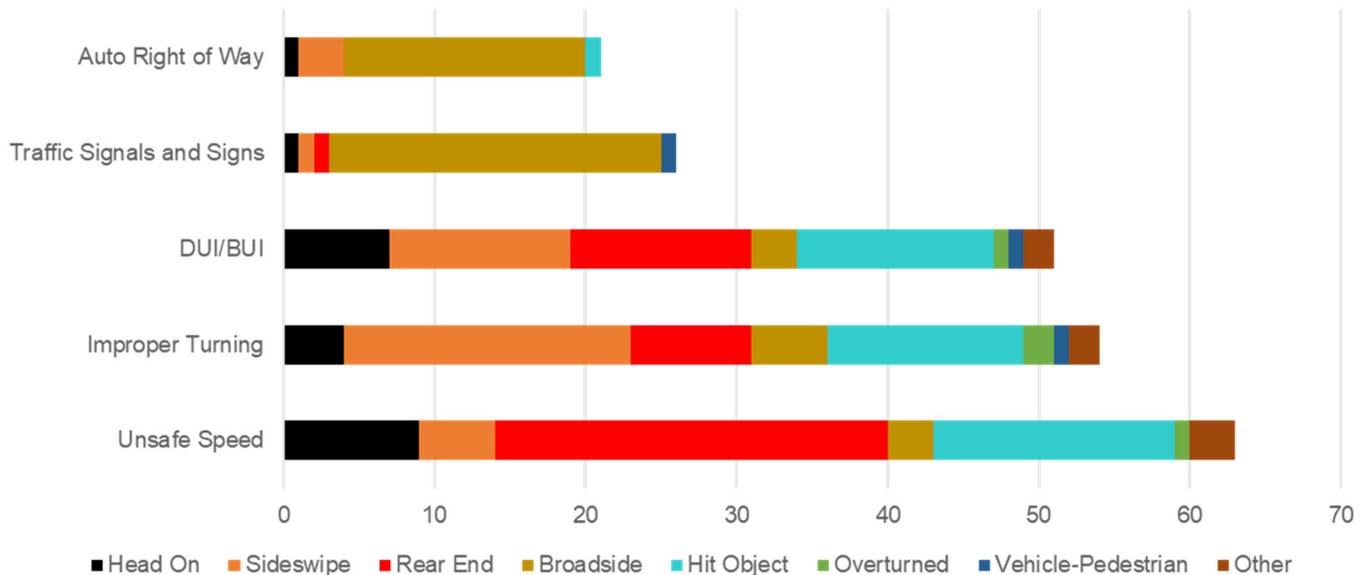


Figure 4.6 Top Violation Categories on City Roadways (2017-2021)

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 Roadway	\$ 2,843,000	191
			\$ 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 Damage 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.

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.

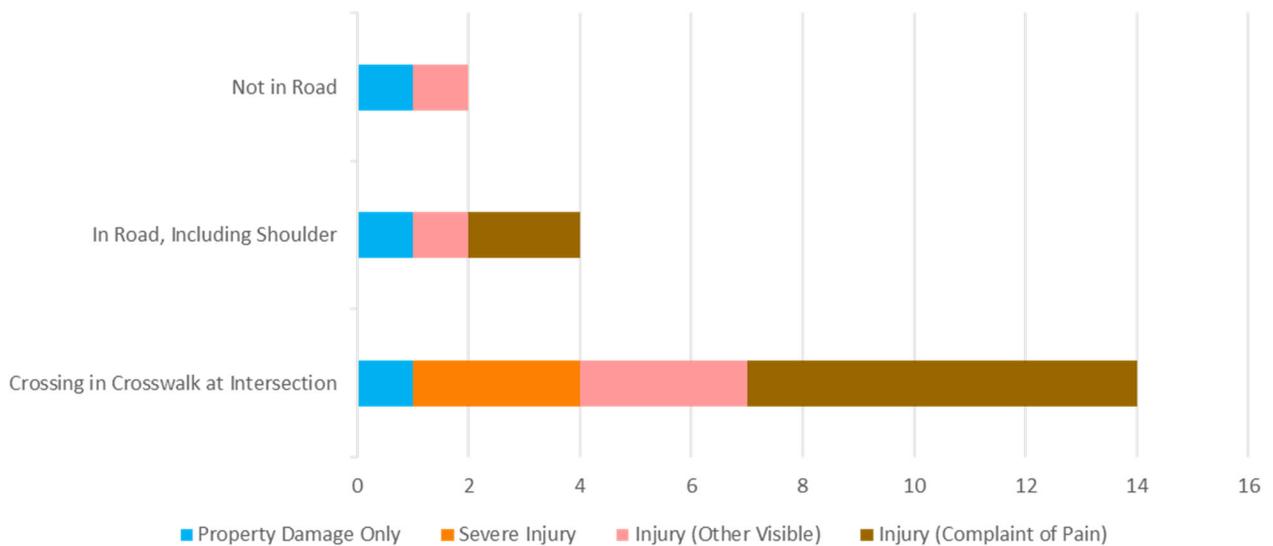


Figure 4.7 Pedestrian Location at Time of Collision

The mapped location of each pedestrian collision is shown in **Figure 4.8**.

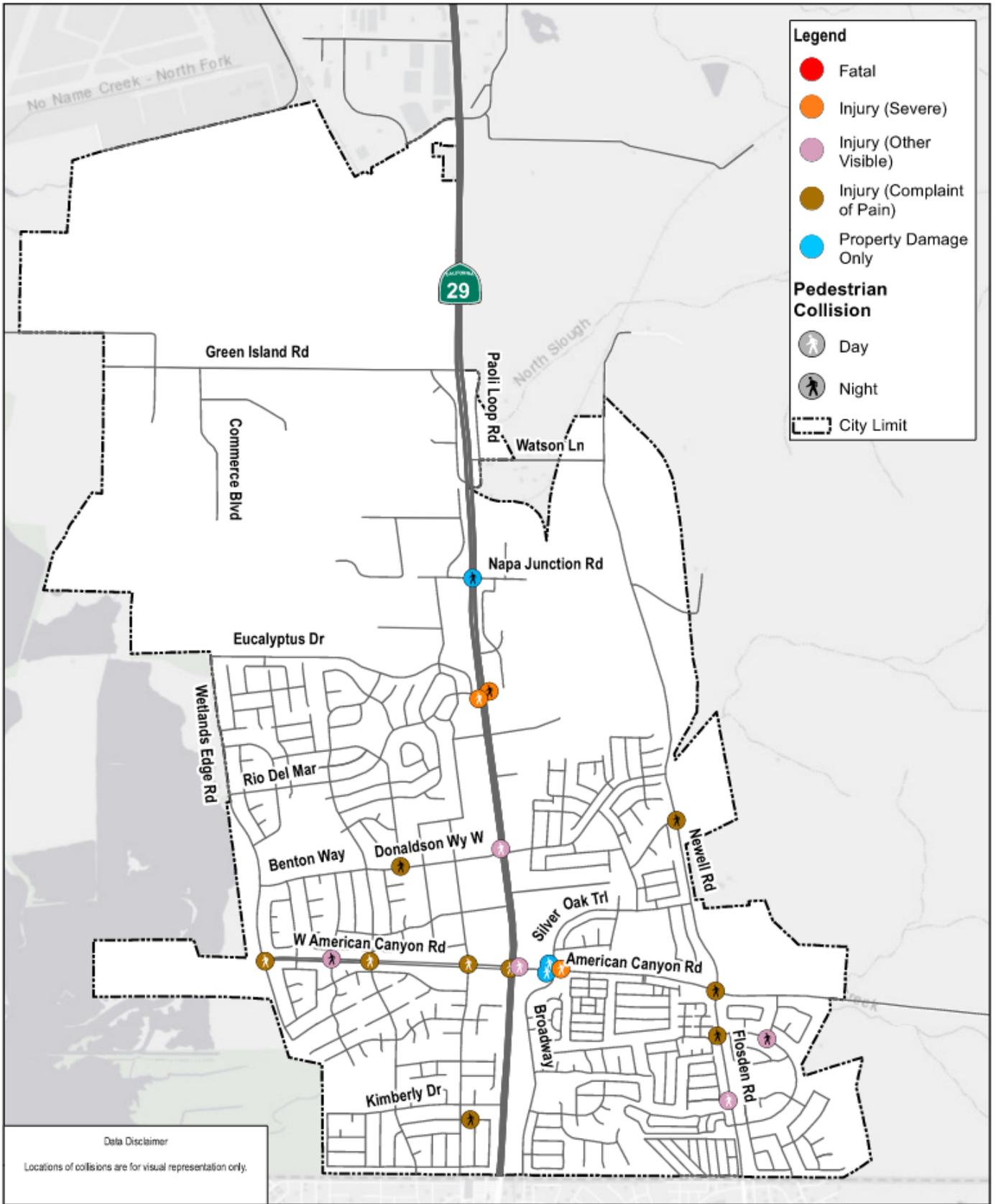


Figure 4.8 Map of Pedestrian Collisions (2017-2021)

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**.

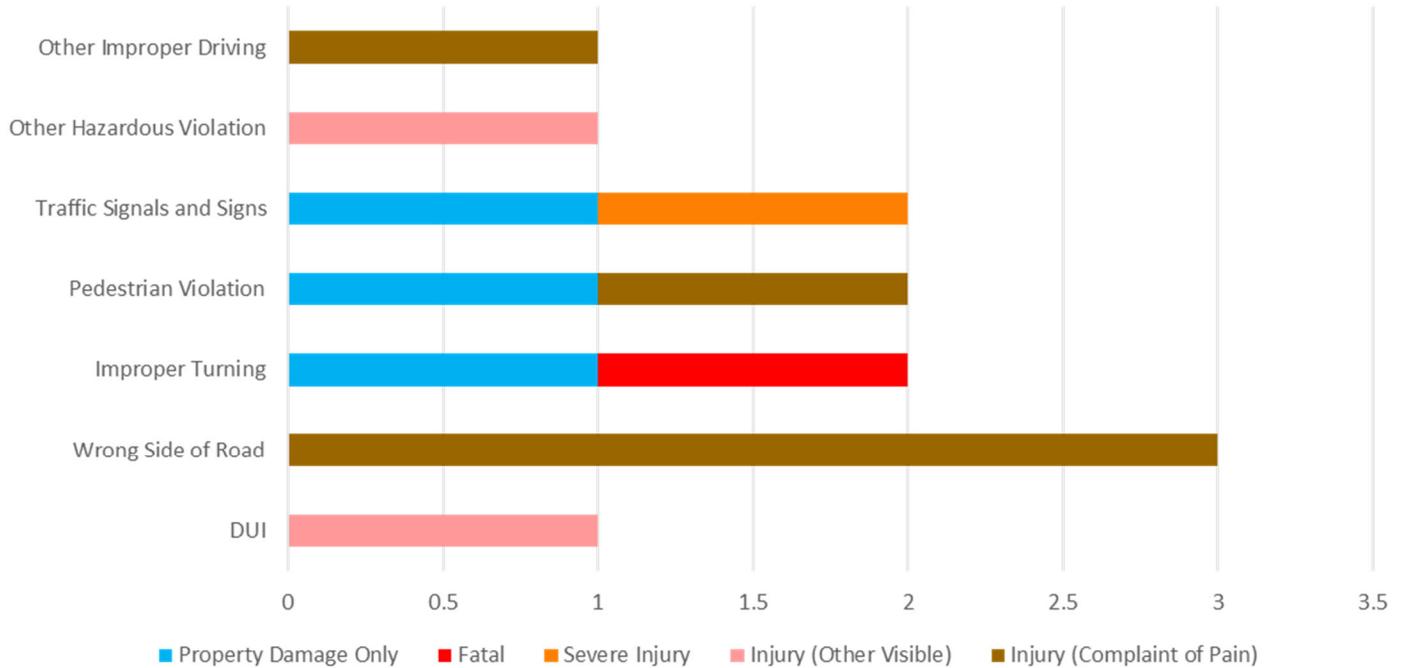


Figure 4.9 Bicycle Collision Types and Severity

The mapped location of each bicycle collision is shown in **Figure 4.10**.

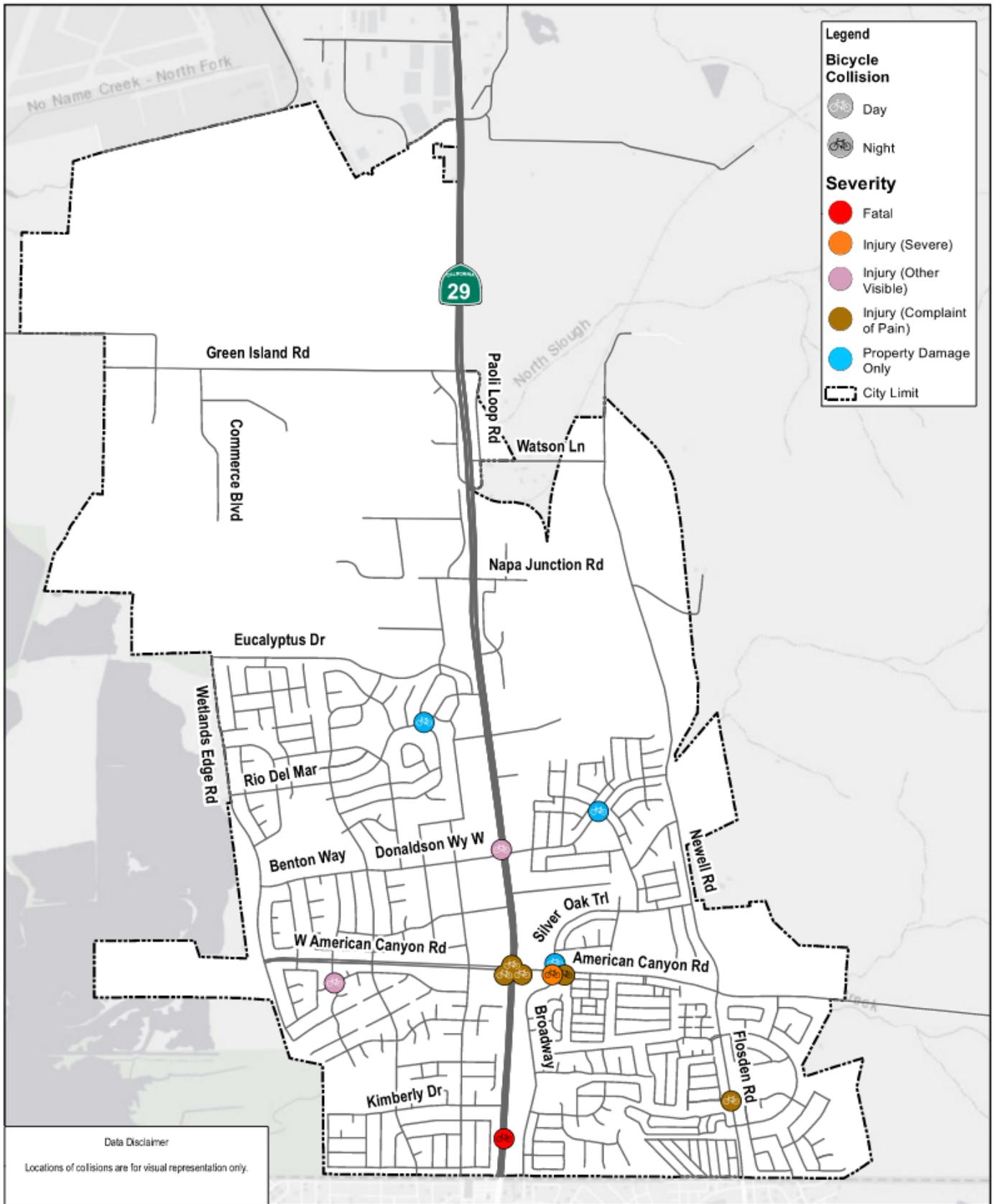


Figure 4.10 Map of Bicycle Collisions (2017-2021)

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.

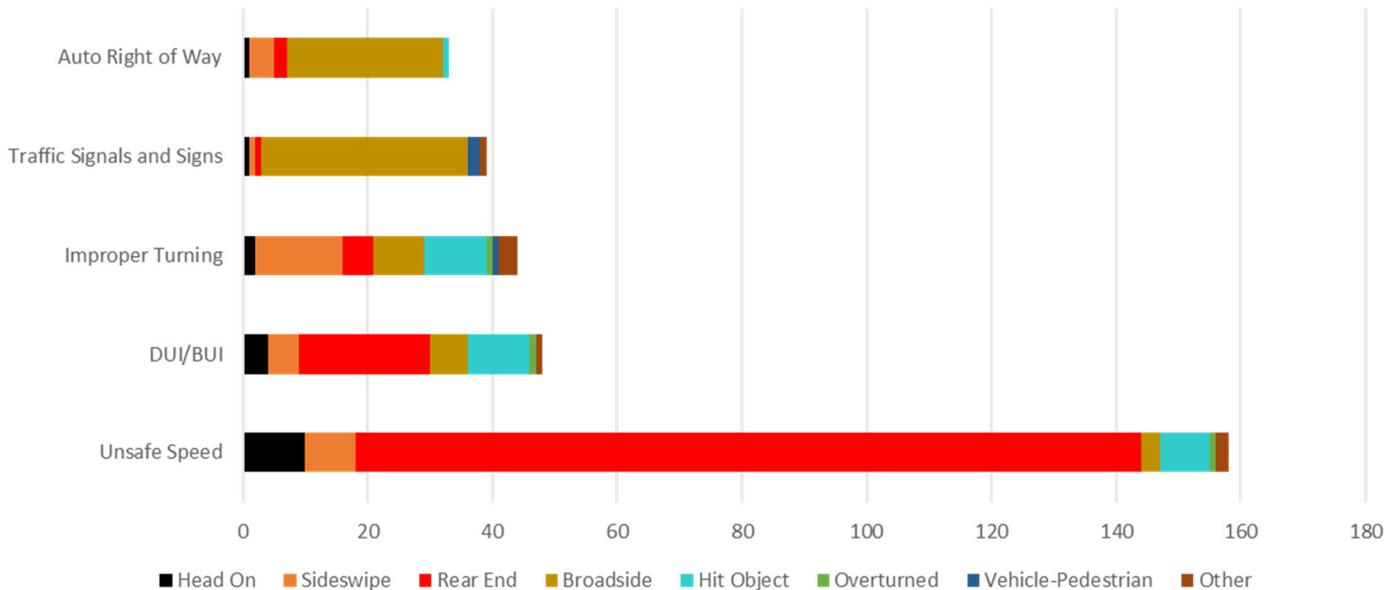


Figure 4.11 Top 5 Violation Categories for Intersection Collisions

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**.

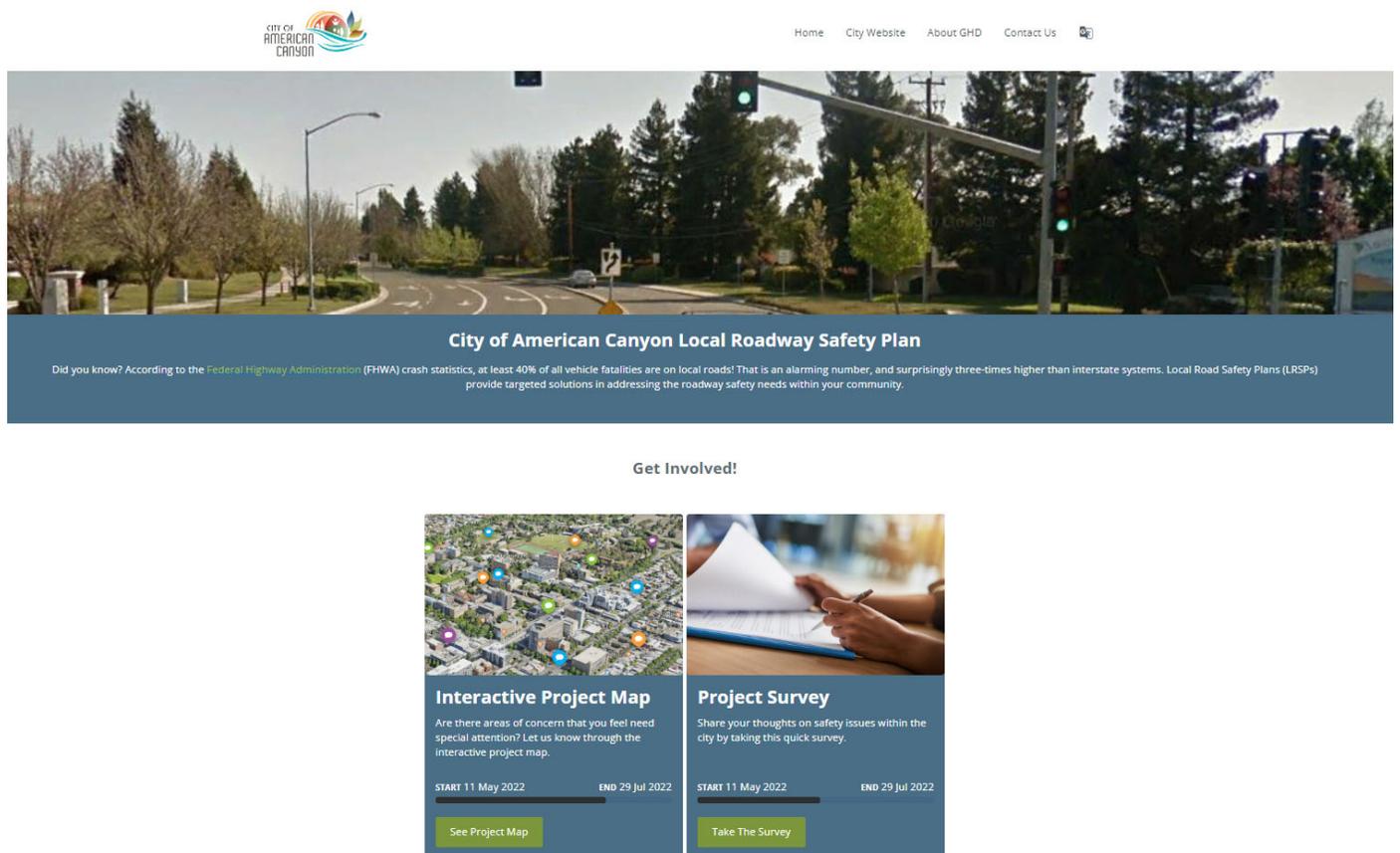


Figure 5.1 Public Website Home Page

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. **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.

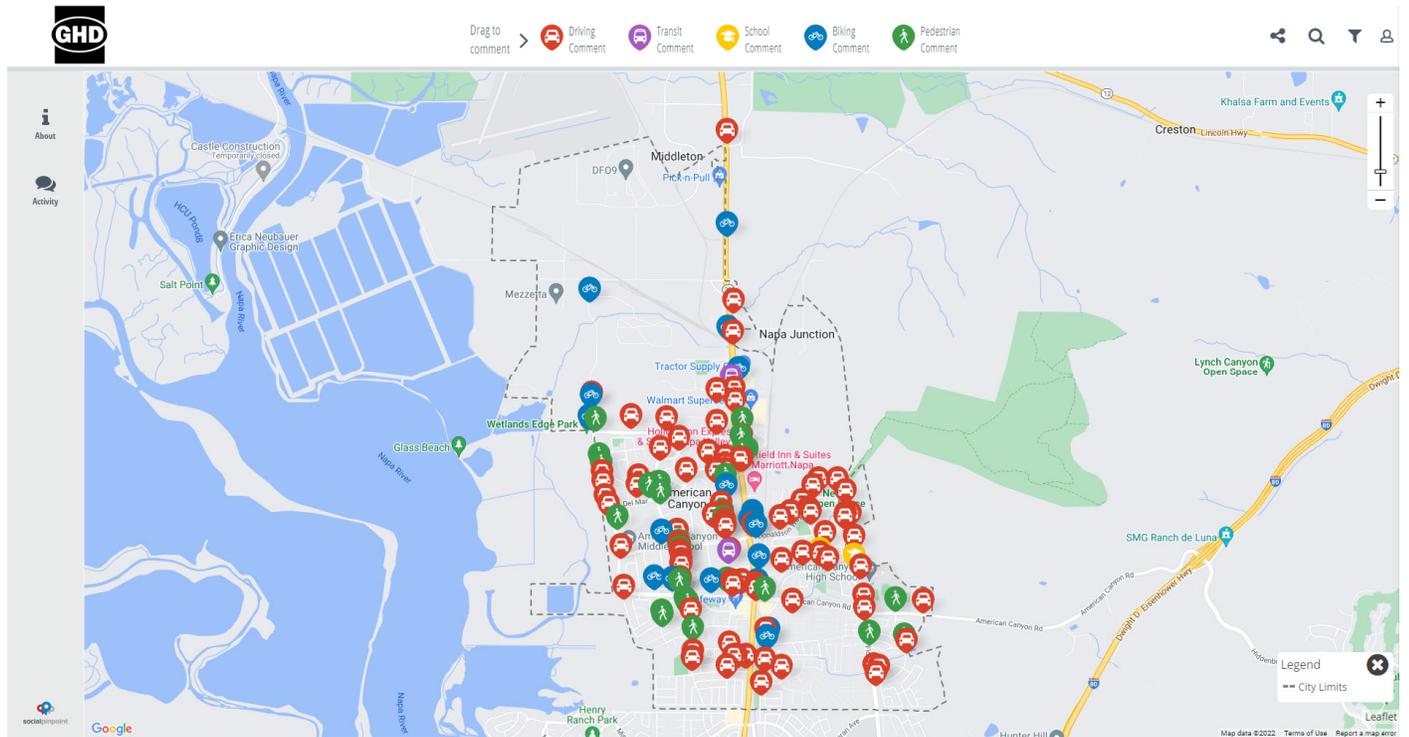


Figure 5.2 Public Website Interactive Map

Individual comments, along with their respective responses, are presented in **Appendix A: Stakeholder and Public Input**.

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 44 survey responses. According to the survey, the primary safety issues for American Canyon are intersections and speeding related collisions. Other identified issues included lack of protected bike lanes, drivers running stop signs, and lack of traffic calming in neighborhoods.

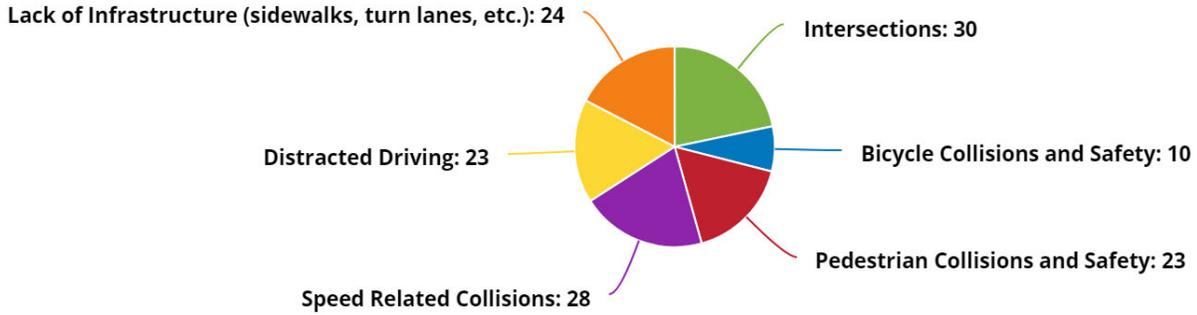


Figure 5.3 Public-Identified Roadway Issues

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, a public meeting will be held to discuss details about the American Canyon LRSP. This workshop will update the public with the work completed on the plans and provide time at the end of the presentation for the attendees to address any questions or concerns they have. A summary from this workshop will be included in **Appendix A. Stakeholder and Public Input.**

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

Primary Road	Secondary Road	Control	Crash Characteristics												
			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 NS20PB	20% 10%	90% 90%	Evaluate and improve sight distance to intersection 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
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)	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 / 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)	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)

*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

Primary Road	Limits	Length (mi)	Crash Characteristics												
			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
	Engineering	Install bike lanes
	Engineering	Add sidewalks/close sidewalk gaps
	Engineering	Pedestrian Crossing Enhancements ¹
	Engineering	Leading Pedestrian Intervals (LPis) at signalized intersections
	Engineering	Flashing Yellow Arrows/Protected Left Turn signal heads at signalized intersections
	Engineering	Evaluate installation of bike conflict markings at intersections
Engineering	Evaluate adding bike boxes at intersections (as needed)	

¹ Pedestrian Crossing Enhancements are part of the HSIP Set Aside funding and do not require previous collision history

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%	PCE
	Install pedestrian crossing at uncontrolled locations (new signs and markings only)					90%	
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 PI	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)	\$58,067	7.8	\$580,669	\$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
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)	\$63,895	8.5	\$638,947	\$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	

* 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%	G
	Install guardrail					90%	
	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%	PCE
	Install pedestrian crossing (with enhanced safety features)					90%	
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%	PCE
	Install pedestrian crossing (with enhanced safety features)					90%	
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 plans to send the Local Roadway Safety Plan to City Council for adoption in August 2022. This safety plan will be 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

Memorandum

July 14, 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.

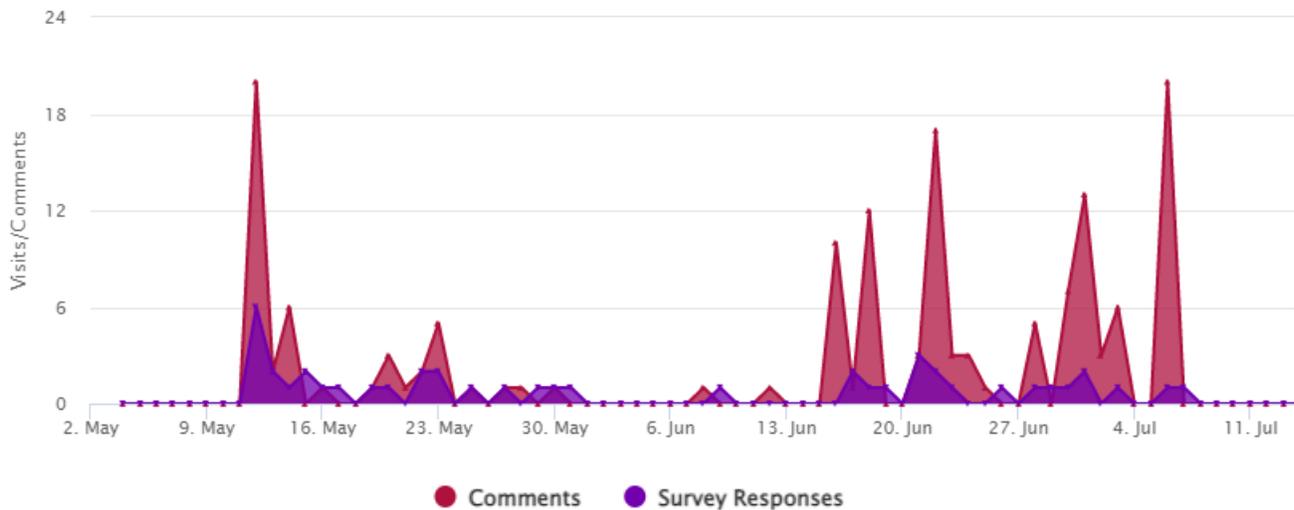


Figure 2 Stakeholder Engagement by Day

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).

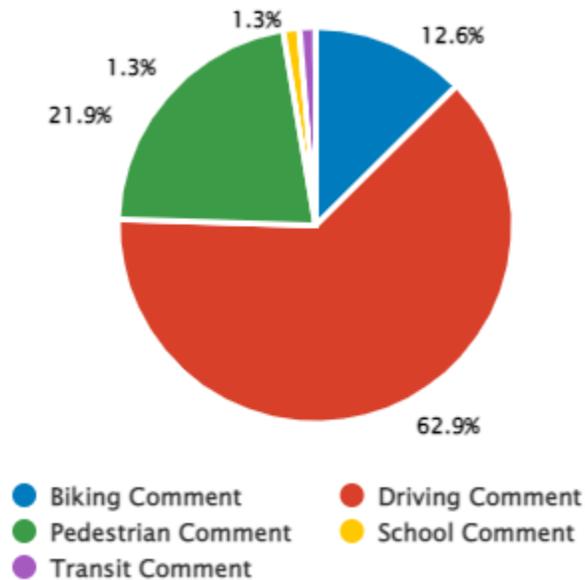


Figure 3 Type of Comments for the Interactive Map

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.

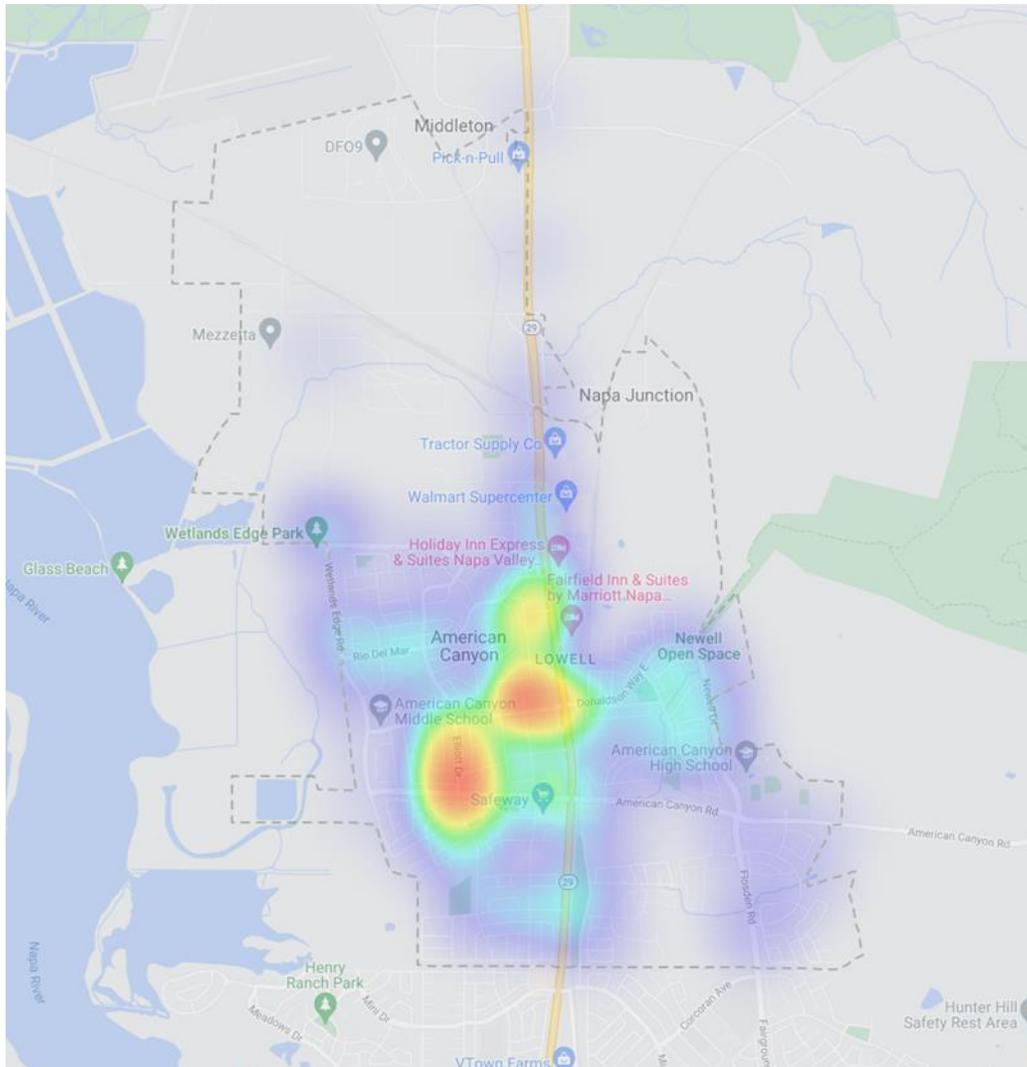


Figure 4 Heatmap of Interactive Map Comments

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?

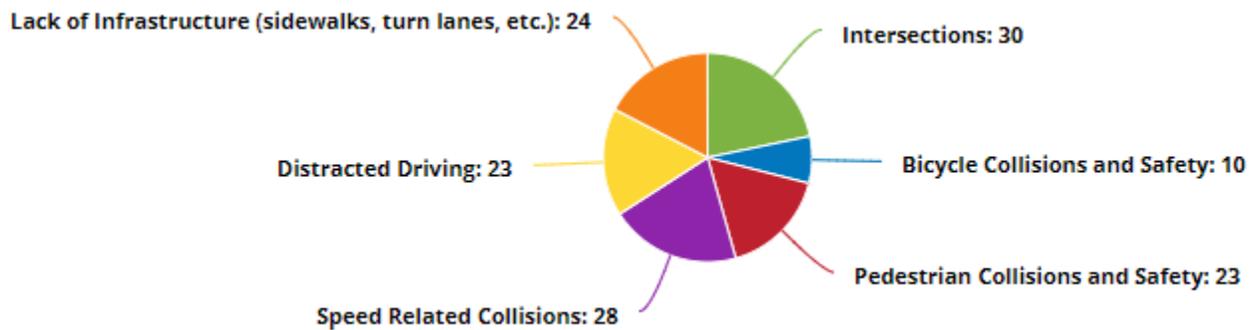


Figure 5 Responses to Public Survey Question 1

Other safety issues and concerns identified by the public include:

- “Drivers running red lights and stop signs”
- “Not enough bike lanes”
- “Roadway alignment at certain locations causes difficulty with sightlines, no centerlines (single or double yellows) on many local streets and street signs blocked by trees that haven't been trimmed”
- “Too many traffic lights”
- “A lot of traffic in neighborhoods”
- “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.”
- “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 too fast and ignore and blow through the stop signs. I see this almost daily.”
- “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.”
- “Inconsistent traffic flows, caused backups”
- “I see a lot of people running through stop signs and speeding in neighborhoods.”
- “Las personas cada vez manejan muy distraídos y muy alta velocidad” [People always drive very distracted and very fast]
- “On American canyon road people drive very fast. In order to curb this speeding maybe another stop sign or stop light would help.”

- “People speed through the neighborhoods running stop signs.”
- “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.”
- “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 potholes 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.”
- “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 have a 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/Donaldson Way 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”
- “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.”

2. Are you familiar with the City’s traffic calming program?

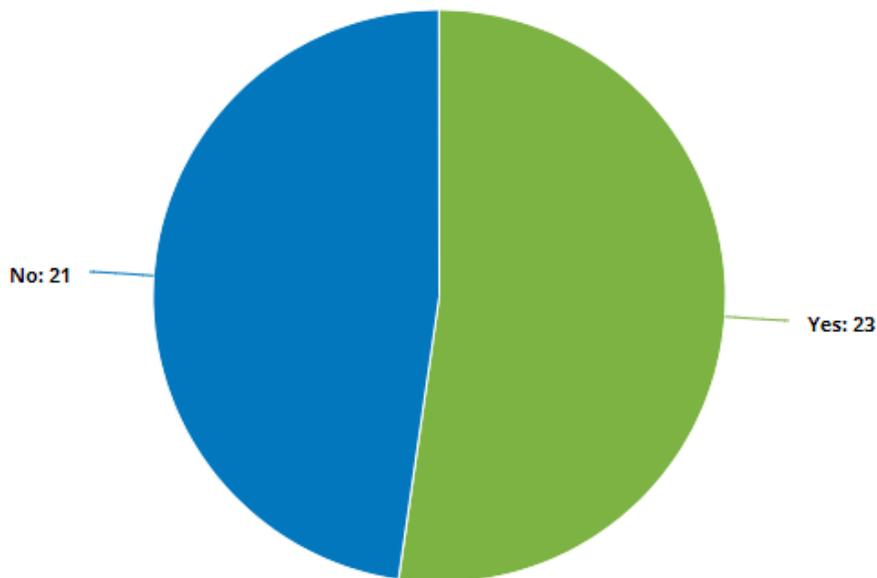


Figure 6 Responses to Public Survey Question 2

3. Do you find the traffic calming program difficult to navigate or understand?

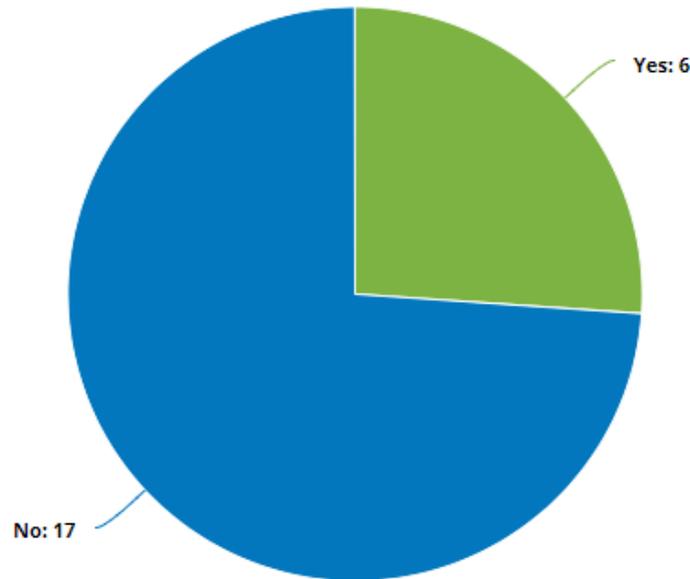


Figure 7 Responses to Public Survey Question 3

4. What changes would make the program easier to navigate/understand?

- "Add more lanes"
- "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 sidewalk 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."
- "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."
- "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."
- "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”
- “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 stop sign alignment, flags, possibly speed bumps near schools and parks.”
- “Crosswalk attendants”
- “Enforcement of speed limits”
- “Flashing crosswalk lights on the ground”
- “Greater enforcement, including significantly increased fines, and limiting left turns while, also, considering a further reduction of speed limits”
- “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” [more vigilance]
- “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 crossing guards, parents could also volunteer to assist”
- “More efficient pick up/drop off systems. More sidewalks.”
- “More light-up crosswalks, more road bumps like wetlands edge”
- “More speed bumps”
- “Pedestrian Beacons”
- “Safe walkways for students, even across the highway”
- “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.”

6. What other roadway safety improvements would you like to see?

- “ACPD to start giving tickets. No consequences, no one cares.”
- “Better bike trails, possibly decided from the roadway.”
- “I know police can't be everywhere all the time but increased enforcement would help”
- “More sidewalk”
- “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?”
- “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.”
- “Roadway safety strategies at stop signs, lights and unmarked intersections. Safe pedestrian crossings on SR29.”
- “Safe sidewalks”
- “Sidewalk repair and put sidewalks in where there aren't any.”
- “Sidewalks”
- “Sidewalks!”
- “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 in neighborhoods. People driving fast.”
- “Speed cushions in Elliott Dr Stop sign at Crawford Way and Elliott Dr”
- “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

- “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 were absolutely no Sheriff deputies 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 cul-de-sacs 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."

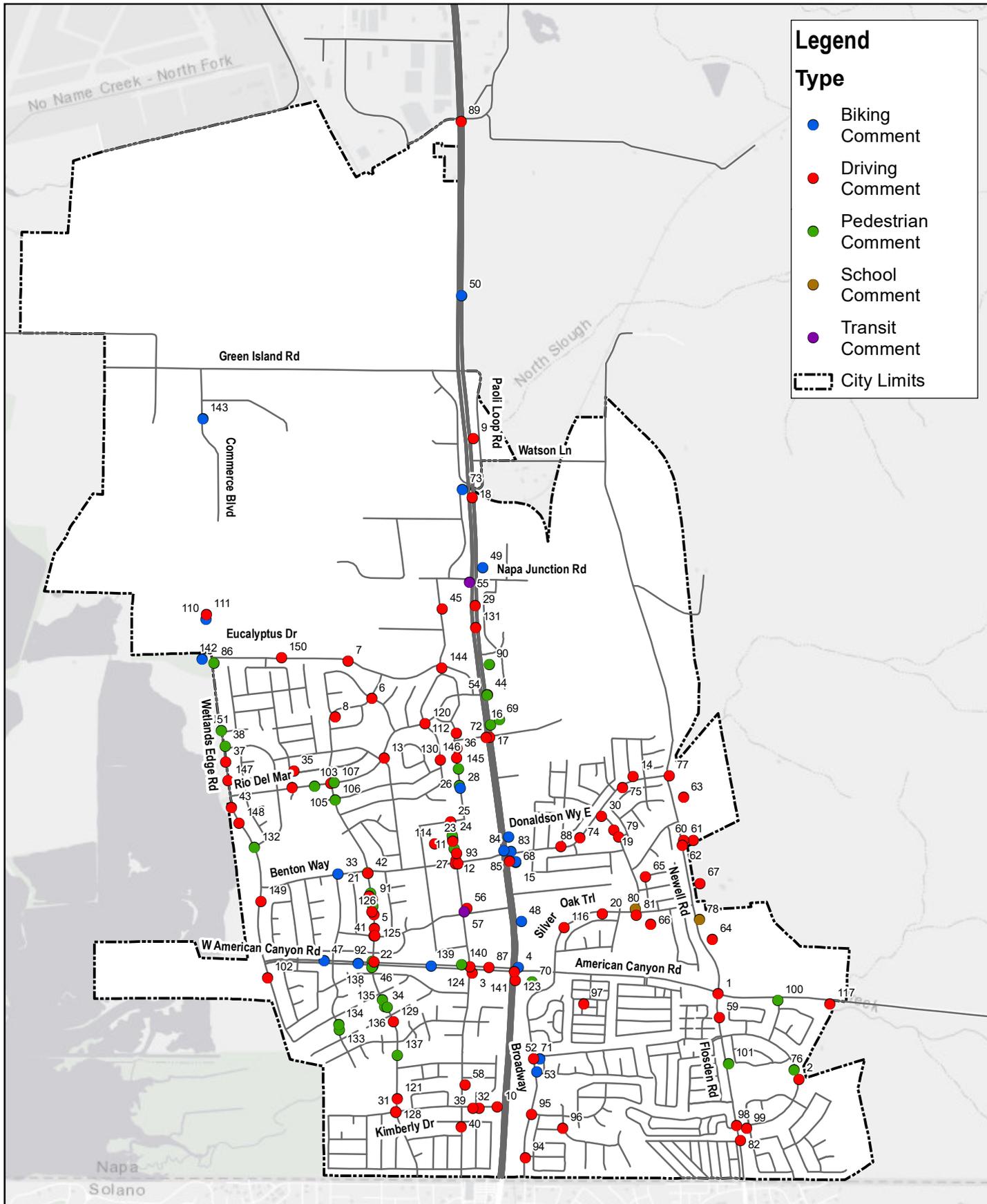
- "Keep us safe and informed."
- "Thank you for your work to improve traffic in American Canyon!"
- "The boys and girls responsible for managing the applicable infrastructure need to convert CA-29 into a freeway between CA-37 and Napa. Unfortunately, this will never happen...because none of these people truly care."
- "The 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"
- "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."

3. 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

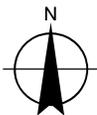
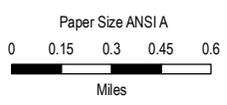
Interactive Map Comments



Legend

Type

- Biking Comment
- Driving Comment
- Pedestrian Comment
- School Comment
- Transit Comment
- City Limits



CITY OF AMERICAN CANYON
LOCAL ROADWAY SAFETY PLAN

Project No. 12574952
Revision No. -
Date 07/14/2022

PUBLIC COMMENT LOCATIONS

FIGURE 1

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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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 to see cross-traffic if you are stopped at West Carolyn.	1	0	https://ghd.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocialpoint.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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311096	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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.lpinpoint.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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 sawfay. 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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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 why	3	0	https://ghd.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocia.com/ameri-can-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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/map#marker/315592	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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/map#marker/315592	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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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 would be glad to help support any initiative to fix this problem.	2	0	https://ghd.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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 pedestrians.	0	0	https://ghd.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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.mysocialpoint.com/american-canyon-rsfp/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. Please re-align the drop curbs to make it easier for wheel chair, stroller and bikes crossing thru the trail.	0	0	https://ghd.mysocialpoint.com/american-canyon-rsfp/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 Theresa to Los Altos Pl 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.

Appendix B

Collision Data



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→ **The Power of Commitment**

**CITY OF AMERICAN CANYON
REGULAR PLANNING COMMISSION MEETING**

ACTION MINUTES

June 23, 2022

6:30 P.M. REGULAR MEETING

The meeting was called to order at 6:31 p.m.

CALL TO ORDER

PLEDGE

The pledge of allegiance was recited.

MEETING ANNOUNCEMENT

Chair Mallare made the meeting announcement.

ROLL CALL

Present: Commissioners Eric Altman, Tyrone Navarro, Vice Chair Tammy Wong, Chair Crystal Mallare

Absent: Commissioner Andrew Goff

PUBLIC COMMENT

Chair Mallare opened public comment. Written Comments: None. Oral Comments: None

AGENDA CHANGES

There were no agenda changes.

CONSENT CALENDAR

Minutes of May 26, 2022

Action: Approve the minutes of May 26, 2022

Action: Motion to approve the consent calendar was made by Commissioner Navarro, seconded by Vice Chair Wong and CARRIED by a roll call vote.

PUBLIC HEARINGS

Home2Suites Major Modification to revise Condition 40 of Resolution 2020-02 to substitute undergrounding overhead utilities and poles with two relocated overhead utility poles and two additional riser poles across the Project Frontage

Action: A Resolution of the Planning Commission of the City of American Canyon, California approving a Major Modification to Condition 40 of Resolution 2020-02 for the Home2Suites Design Permit to substitute a utility undergrounding requirement with two relocated overhead utility poles and two additional riser poles across the project Highway 29 frontage at 3701 Main St., APN 059-072-002 (PL22-0007)

Commissioners received a report from Associate Planner William He. Mark Stumm with Home2Suites provided additional information.

Chair Mallare recused herself from the item at 6:51 due to conflict of interest.

Commissioners discussed the item.

City Attorney William Ross provided information related to the end consistency of PG&E to underground utilities and provided direction to the Commission regarding their discretion related to a decision on in this item.

Vice Chair Wong opened Public Comment. Written comment: none Oral comment: Chris James was called to speak. Public comment was closed.

Speakers: Bret Tremblay on behalf of Home2Suites

Commissioners further deliberated on the item.

Action: Motion to continue the Public Hearing to next regularly scheduled Planning Commission meeting with a recommendation to City staff to begin exploring a comprehensive undergrounding plan and if possible, start initiating a conversation for such comprehensive plan with City Council, but most immediately addressing the concerns for the Home2Suites project. was made by Commissioner Altman, seconded by Commissioner Navarro and CARRIED by a roll call vote.

Chair Mallare resumed participation in the meeting at 7:58 p.m.

BUSINESS

Giovannoni Logistics Center Draft Environmental Impact Report (DEIR) Public Review Workshop

Action: Receive and file Giovannoni Logistics Center DEIR and provide comments on its environmental findings and conclusions.

Community Development Director Brent Cooper introduced the applicant Joe Livaich from Buzz Oats Construction and Grant Gruber and Mary Bean from First Carbon Solutions, who prepared the EIR. Grant Gruber from Frist Carbon Solutions shared a presentation.

Chair Mallare opened Public Comments

Written comments: none. Oral comments: Chris James was called to speak. Chair Mallare closed Public Comments

The applicant, Joe Livaich from Buzz Oats Construction provided additional information.

Commissioners discussed the item.

Action: The report was acknowledged and filed.

MANAGEMENT AND STAFF ORAL REPORTS

Active Planning Projects

Action: Review Active Planning Project List

Community Development Director Brent Cooper reported on Active Planning Projects including the hotel at Napa Valley Ruins and Gardens, the Residences at Napa Junction, Home2Suites, Fume Conditional Use Permit, SDG 217 project, General Plan Housing Element outreach, General Plan Notice of Preparation for Environmental Impact report, Napa Cove, Watson Ranch homes at the North end of Summerwood, Napa Junction medical building, Canyon Estates, PG&E, Paoli Watson Lane annexation, Oat Hill residential project.

Associate Planner William He provided an update on PG&E landscaping for their project.

COMMISSIONER ITEMS

Commissioners reported on items of interest.

ADJOURNMENT

The meeting adjourned at 8:44 p.m.

CERTIFICATION

Respectfully Submitted,

Nicolle Jones, Administrative Technician



TITLE

Home2 Suites Major Modification to revise Condition 40 regarding overhead utilities and pole undergrounding

RECOMMENDATION

Continue the public hearing for the Major Modification to Condition 40 for the proposed Home2 Suites Hotel Design Permit at 3701 Main St, APN 059-072-002 to August 25, 2022 (PL22-0007)

CONTACT

William He, AICP Associate Planner

BACKGROUND & ANALYSIS

Site Information

General Plan Designation	Downtown Core (DC)
Zoning District	Downtown Core (DC)
Site Size	1.98 acres
Present Use	Vacant Site
Surrounding Zoning and Uses	North: Downtown Core (DC) / AC Chamber of Commerce South: Downtown Core (DC) / Fairfield Inn Hotel East: Downtown Core (DC) / Vacant Site West: Broadway Residential (BR) / Canyon Café
Access	Main St

On January 23, 2020, the Planning Commission reviewed the Home2Suites Design Permit and Minor Variation (File No. PL19-0023). The project consists of a new 4-story, 102-room Home2 Suites hotel with an outdoor pool on a 1.98-acre lot at 3701 Main St in the Downtown Core zoning district.

The Planning Commission approval of the Home2Suites project is documented by Resolution 2020-02. Condition 40 requires all existing overhead utilities, both on-site and along project frontages, and all new utilities to serve the project, shall be placed underground.

On April 11, 2022, the applicant, Napa Valley Hospitality, applied for a Major Modification

application to change Condition 40, which requires the applicant to underground approximately 250 linear feet of overhead utilities on two poles across the Highway 29 frontage. The applicant coordinated with PG&E over various overhead utility and pole undergrounding designs and suggests that their preferred design undergrounds the overhead utility lines but relocates the two poles closer to the north and south property boundaries and adds an additional riser pole to each of the relocated poles.

On June 23, 2022, the Planning Commission reviewed the Major Modification in a public hearing. The Planning Commission made several comments regarding utility undergrounding. In the discussion, the planning commissioners expressed that they would like staff to research the possibility of a comprehensive utility undergrounding policy. The applicant was favorable to this idea. The Planning Commission continued the meeting until the next meeting on July 28, 2022, to allow staff to begin the research for a reasonable condition for the Home2 Suites Hotel and announce the idea of a comprehensive undergrounding policy to the City Council.

On July 18, 2022, staff contacted the applicant by phone and discussed the next steps for the utility undergrounding project. The applicant explained that they had been working on a different proposal and would need more time to determine the details regarding timing, scope, and methods of funding for undergrounding. The applicant requested an extension of the continuance until the next regular Planning Commission meeting of August 25, 2022.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Economic Development and Vitality: "Attract and expand diverse business and employment opportunities."

FISCAL IMPACT

The Home2 Suites Major Modification application required a developer's deposit for review and processing, so there is no fiscal impact for staff's time.

ENVIRONMENTAL REVIEW

15304 - The Project is exempt from review under the California Environmental Quality Act ("CEQA") under the Class 4 exemption of minor alterations to land of Section 15304 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.

ATTACHMENTS:

None



TITLE

Comprehensive General Plan Update CEQA Notice of Preparation (NOP)

RECOMMENDATION

Receive and File Comprehensive General Plan Update CEQA Notice of Preparation (NOP).

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

On April 19, 2022 and June 7, 2022, the City Council authorized staff to issue a Notice of Preparation (NOP) for the Technical General Plan Update Environmental Impact Report (EIR). The NOP is important because it describes the proposed General Plan update scope and marks the beginning of the General Plan Update environmental review process. A copy of the April 19, 2022 Council staff report with the background information is included as Attachment 4.

NOP Revisions

At the conclusion of the April 19, 2022 agenda item discussion, the Council directed staff to revise the General Plan NOP scope with two specific changes:

1. Revise the Urban Limit Line to include the Hess/Liard property. This property is located immediately north of the current Urban Limit line, generally east of Highway 29, between Paoli Loop and S. Kelly Road. The Hess/Laird Property is proposed for industrial development in unincorporated Napa County but would be served by the City's water and wastewater utility service district.

The addition of the Green Island Vineyard to the Urban Limit Line was discussed, but this property is anticipated to become the subject of a voter-initiative Urban Limit Line amendment in the November General Election. Thus, there is no need for Council to include the Green Island Vineyard property in the Urban Limit Line at this time because the voter initiative process has not yet been completed. A map depicting the proposed the Hess/Laird Property Urban Limit Line addition is included as Attachment 1.

2. Revise the proposed Circulation Element map to include the proposed Newell Drive extension between Paoli Loop and S. Kelly Drive.

As discussed on April 19, 2022, the proposed Hess/Laird Property development includes an extension of Newell Drive between Paoli Loop and S. Kelly Drive. Extending Newell Drive between Paoli Loop to S. Kelly Road would accomplish an important Council goal to provide a new parallel roadway on the east side of Highway 29.

In addition to the Newell Drive extension, proposed Circulation Element map amendments include the proposed West Side Connector roadway between Commerce Court and Hess Drive. In conjunction with the new West Side Connector roadway segment, the Circulation Element would be amended to delete the planned Commerce Court alignment from the southern cul-de-sac to Eucalyptus Drive. The Newell Drive extension and West Side Connector roadway alignment amendments are depicted on Attachment 2.

General Plan Vision

The Council expressed a desire to review and update the “bigger picture” vision statements for the City. For example, there was a suggestion to recognize the need to address climate change and social equity issues. Although not a needed revision to the Notice of Preparation, “bigger picture” vision statements are a regular part of the General Plan update process. A copy of the revised Final NOP is included as Attachment 3.

Staff published the NOP on July 5 for a 30-day period. The NOP is available on the City's website at <https://bit.ly/3IUvH98>. So far, the city received one comment letter from the Native American Heritage Commission. A copy of the letter is included as Attachment 5.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The estimated cost of the General Plan Update is \$1.5 million. For Fiscal Year 2021-22, \$905,000 is proposed (CIP CD19-0100).

ENVIRONMENTAL REVIEW

The Recommended Action described in this Agenda Report is not subject to CEQA, pursuant to General Rule Section 15060(b)(3), No effect on environment.

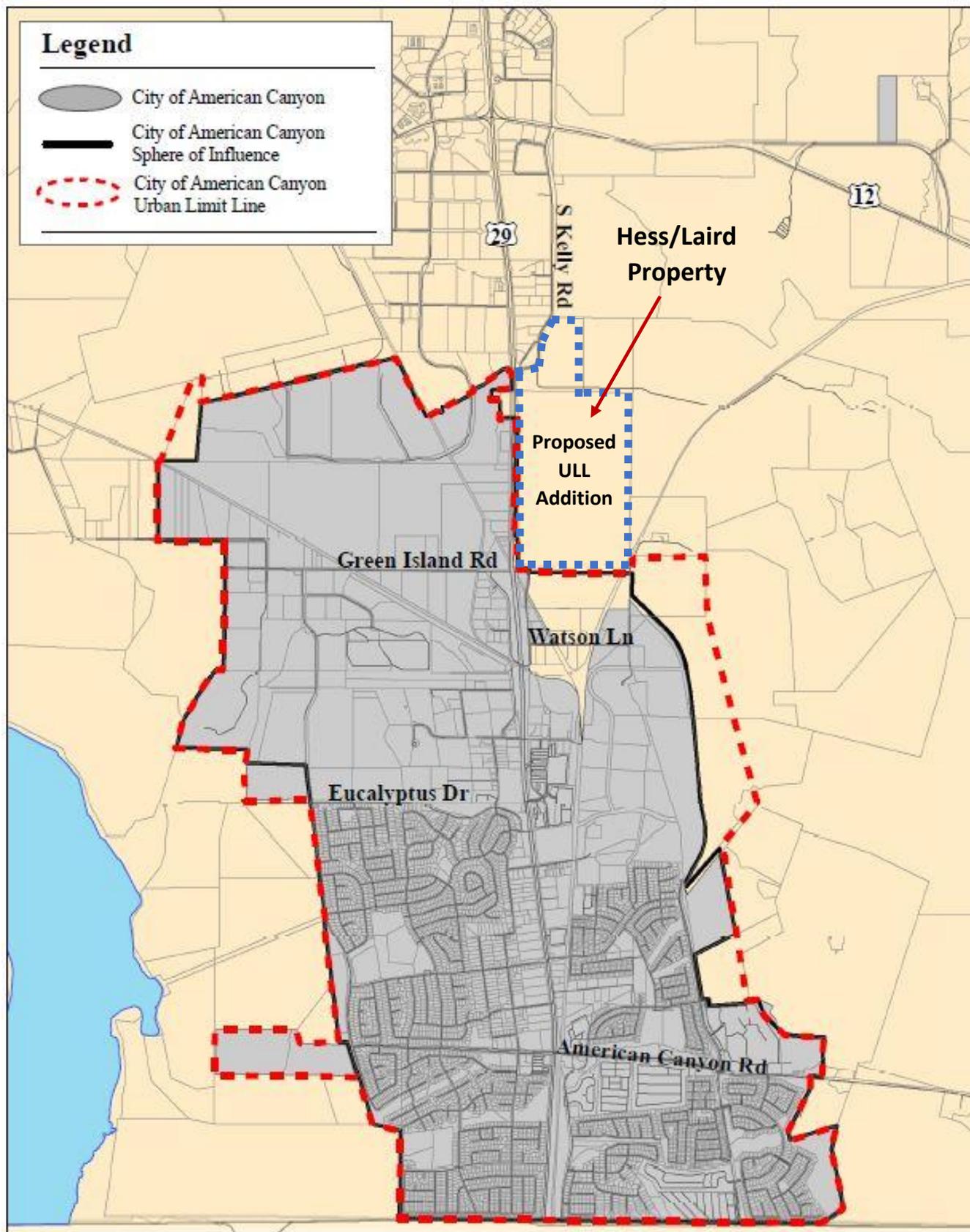
ATTACHMENTS:

1. [Proposed ULL 06-07-22](#)
4. [04-19-22 Council Staff Report](#)
2. [Proposed Circulation Element Map.pdf](#)

3. General Plan Update EIR Notice of Preparation.pdf

5. Native American Heritage Commission.pdf

Proposed Urban Limit Line Addition



ATTACHMENT 4

CITY COUNCIL STAFF REPORT

APRIL 19, 2022



TITLE

Urban Limit Line Overview and Draft Comprehensive General Plan Update CEQA Notice of Preparation

RECOMMENDATION

Consider taking the following actions in conjunction with the Urban Limit Line:

1. Receive and file report on Urban Limit Line Overview; and
2. Provide Council comments on the Draft Comprehensive General Plan Update CEQA Notice of Preparation

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

In response to the Council's request for information, this staff report provides background information on the City's Urban Limit Line. In addition, as part of the ongoing effort to update the City's General Plan, staff has prepared a draft Notice of Preparation (NOP) for the General Plan Program Environmental Impact Report. The NOP is important because it describes the proposed General Plan update scope and marks the beginning of the General Plan environmental review process.

Issue 1: Urban Limit Line

The City's Urban Limit Line (ULL) was described in a 2008 Agreement between the City Council and the Napa County Board of Supervisors. A map depicting the Urban Limit Line is included as Attachment 1.

Subject to limitations, the Agreement provided the City with County assurance that they would support City annexation of three properties in the Napa Airport Specific Plan. In return, the County received benefits as described below:

- Napa Airport Specific Plan properties within the proposed Urban Limit Line were required to have Industrial Easements to ensure they would not be used for non-industrial purposes (see ULL Agreement Part II Section A.1).
- The City's water service policies were to be revised to permit Outside Customers to obtain

water service with the same terms or conditions as City Customers, except that Outside Customers were subject to a higher water service rate (see ULL Agreement Part II Section A.2 and Exhibit E and F).

- The City agreed to limit its municipal boundary to within the ULL until at least 2030 (see ULL Agreement Part III Section A).

A copy of the ULL Agreement 2008-93 is included as Attachment 2.

ULL Agreement Adoption Timeframe

The ULL Agreement required the City to amend its General Plan to revise the ULL consistent with the Agreement no later than August 8, 2008. Furthermore, the ULL was required to be affirmed through an Initiative no later than the November 2008 general election.

In a very short time, the *Urban Limit Line and Rezoning Act Initiative* received more than enough qualifying signatures. The petition was delivered to the Napa County Election Division on July 16, 2008 and was certified on July 18, 2008. On August 5, 2008, the City Council accepted the Napa County Clerk's *Urban Limit Line and Rezoning Act Initiative* certification. The Initiative achieved the General Plan and Zoning Ordinance amendments as called for in the ULL Agreement three days before the August 8 deadline. A copy of Resolution 2008-106 is included as Attachment 3.

ULL vs Annexation

Approval of the ULL Agreement itself does not "annex" land to the City. To annex land, the City or Property Owner(s) must submit an application to the Napa County Local Agency Formation Commission (LAFCO). In most cases, the proposed annexation area must be located within the City's Sphere of Influence (SOI) - a boundary administered by LAFCO. Except in a few narrow situations, an SOI amendment and annexation is possible only when the City and County agree. Apart from the Napa Airport Industrial properties, the ULL Agreement did not assure County concurrence with City annexation applications, but it helped achieve a cooperative environment where concurrence was possible.

The ULL Today

In the years following the ULL Agreement, the City received LAFCO approval of numerous annexation applications. Between 2008 to today, the City boundaries increased from 4.13 square miles to just over 6 square miles. These annexed areas and the year certified by LAFCO are shown below:

- Watson Ranch (2011)
- Napa Logistics Park and Panattoni Properties (2011)
- Eucalyptus Grove and Clarke Ranch Park (2011)
- NVUSD Properties (2011)
- Canyon Estates (2015)

A map depicting these annexation areas are included as Attachment 4. Remaining ULL properties outside the City limits are depicted in pink. This map includes a pending application to annex the Paoli/Watson Lane properties.

The Future ULL

The ULL Agreement and Initiative states that the ULL will expire in 2030. According to the ULL Agreement and Initiative, ULL amendments prior to 2030 would require a subsequent Initiative. As shown in Attachment 4, there are certain properties - mostly east of Watson Ranch- within the ULL that have not been annexed into the City. If the ULL expires in 2030 with no replacement or extension, annexing these remaining ULL areas could become more challenging.

Issue 2: General Plan Update Notice of Preparation (NOP)

The American Canyon General Plan update serves as a long-term framework for future growth and development. The General Plan represents the community's view of its future and contains the goals and polices upon which the City Council, Planning Commission, staff, and the entire community will base land use and resource decisions.

California Environmental Quality Act

The Genal Plan Update requires environmental review pursuant to the California Environmental Quality Act (CEQA). To comply with CEQA, the City serves as the "Lead Agency." Given the broad range of potential environmental impacts caused by buildout of the city consistent with the General Plan Update, the City will prepare a Program Environmental Impact Report (Program EIR).

The Notice of Preparation (NOP) is the first step in preparing the Program EIR. The NOP provides a summary of the General Plan Update; includes the City's preliminary identification of the potential environmental issues to be analyzed in the EIR; and provides information on how to comment on the scope of the EIR.

Release of the NOP is a formal process to request comments and guidance from "Responsible Agencies," "Trustee Agencies," interested public agencies, organizations, and the general public on the scope and content of the Program EIR (CEQA Guidelines Section 15082).

- A "Trustee Agency is a public agency that has jurisdiction by law over natural resources that are held in trust for the people of California. An example includes the California Department of Fish and Wildlife (CDFW).
- A "Responsible Agency" is a public agency that has some discretionary authority over a portion of the General Plan but is not the Lead Agency. An example is the Bay Area Air Quality Management District, among other regional agencies.

Potential Environmental Effect Areas

The EIR will describe the reasonably foreseeable and potentially significant adverse effects of the proposed General Plan Update (both direct and indirect). The EIR also will evaluate the cumulative

impacts of the project when considered in conjunction with other related past, present, and reasonably foreseeable future projects. The NOP identifies a list of potentially significant environmental impacts. This list is included as Attachment 5.

General Plan Update Scope

To provide a contemporary plan that will guide the community through the next 20 years, the General Plan update will emphasize technical updates that reflect recent development decisions and changes in State law. A second phase of the General Plan Update will emphasize new policy initiatives. This two-phase approach is intended to expedite an updated General Plan that complies with current State Laws.

The major components of the Phase 1 Comprehensive Technical General Plan Update include:

- **General Plan Study Area.**

California state law requires a general plan “for the physical development of the county or city, and any land outside its boundaries which in the planning agency’s judgment bears relation to its planning” (Gov. Code § 65300). Consistent with State Law, the General Plan Study Area has been broadened from the current General Plan boundary (City and Sphere of Influence) to include the historic boundary of the American Canyon Water Service Area (Water Service Area). Broadening the Study Area to include the Water Service Area reflects the need to plan for ongoing Water and Wastewater services the city provides to properties outside the City limits. A graphic depicting the proposed General Plan Study Area is included as Attachment 6.

- **Land Use Element.** As the first of two phases, the Technical General Plan Update is intended to expedite an updated General Plan that complies with current State Laws. Thus, the Technical General Plan Update includes only minor changes to the Land Use Plan.

One category of proposed land use changes focuses on correcting inconsistencies between the land use and General Plan designation. Examples include changing public-school sites from “Residential” to “Public”; and changing creeks and open space from “Residential” to “Open Space.” A second category of proposed land use changes focuses on the Napa Valley School District’s request to amend surplus property to a “Residential” designation. A third category of proposed land use changes focuses on the pending Paoli/Watson Lane Annexation. These changes would amend “Agriculture” land use to “Industrial.” Proposed Land Use Amendments are depicted in Attachment 7.

- **Circulation Element.** This element will incorporate Vehicle Miles Travelled policies consistent with Senate Bill 743 (SB 743); incorporate the “West Side Connector” roadway alignment; update street standards for all modes, including pedestrians, bicyclists, and transit consistent with the California Complete Streets Act.

- **Community Services Element.** This element will focus on goals and policies related to public

services, including police, fire, and emergency services.

- **Open Space and Recreation Element.** This element will address the wide variety of parks, trails, and open spaces serving the diverse recreation needs of American Canyon residents, particularly youth, and The General Plan Update will ensure the General Plan is internally consistent and maintains a balance of land uses; maintains and supports quality-of-life, community satisfaction, and safety for all residents; and meets new State requirements.
- **Conservation Element.** This element will consider the effects of existing and planned development on natural resources located on public lands, including military installations, consistent with Government Code Section 65302(d). This Element will address State law requirements, including air quality, greenhouse gas emissions, and climate change adaptation.
- **Safety Element.** This element will cover seismic activity, other geologic hazards, fire hazards, hazardous materials, flooding, and other potential hazards, consistent with Government Code Section 65302(g). It will also address resiliency and risks from natural hazards in American Canyon, pursuant to SB 379. This element update will require a vulnerability analysis to comply with State law.
- **Noise Element.** This element will noise element requirements, consistent with Government Code Section 65302(f), including new existing noise contours as well as projected noise contours based on future traffic volumes projected to arise from improvements planned for in the Circulation Element.
- **Housing Element.** This element will be an update for the 2022-2030 RHNA cycle to adequately plan to meet the housing needs of everyone in the community, consistent with Government Code Section 65583. Due to State-Mandated deadlines, the Housing Element update is anticipated to be completed earlier than the rest of the comprehensive technical General Plan update.
- **Urban Limit Line (ULL).** As discussed above, the ULL will expire in 2030. Policies to address whether to expire, extend or amend the ULL will take time to consider. Although there is no reason to preclude starting now, it will likely take more time to address the future for the ULL than the Technical Update schedule. For this reason, staff has scheduled any ULL revisions for the Phase 2 Comprehensive General Plan Update.
- **Implementation.** This chapter will be a comprehensive implementation strategy with discrete, tangible actions that the City will undertake to carry out all the Plan's goals, policies, and objectives. It will also highlight goals, policies, and programs related to administration of the General Plan. The chapter will detail timing, potential funding sources, and the responsible parties for each implementation measure.
- **Project Alternatives.** The EIR will evaluate a reasonable range of project alternatives that, consistent with CEQA, meet most of the project objectives and reduce or avoid potential

environmental effects, including a required No Project Alternative.

A copy of the Draft NOP is included as Attachment 8.

Schedule

As mentioned above, the Phase 1 Technical General Plan update is intended to expedite an updated General Plan that complies with current State Laws. The schedule for Phase 1 contemplates a completion date in approximately twelve months from now. Separate from the Comprehensive General Plan Update is the Housing Element Update. This effort is also underway and is anticipated to be completed on or before the Phase 1 General Plan Update. A graphic depicting the schedule is included as Attachment 9.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

This project (CIP CD19-0100) has a budget of \$787,500. Expenses to date total \$239,800. The estimated cost of the General Plan Update is \$1.5 million. One potential funding option in Fiscal Year 2022-23 is the Economic Development Reserve.

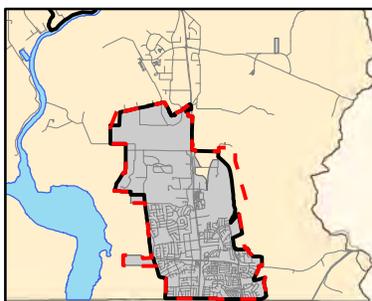
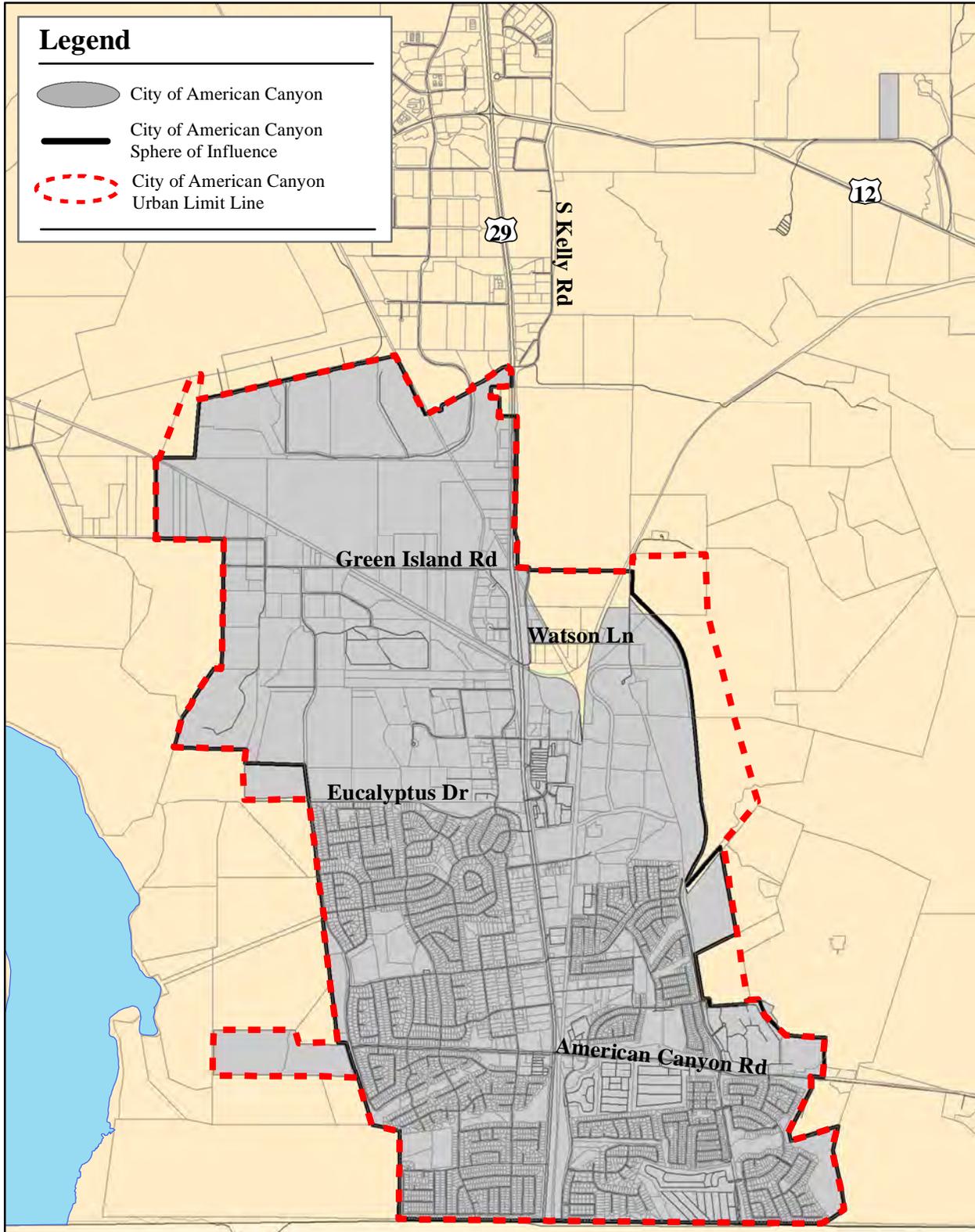
ENVIRONMENTAL REVIEW

The Recommended Action described in this Agenda Report is not subject to CEQA, pursuant to General Rule Section 15060(b)(3), No effect on environment.

ATTACHMENTS:

1. [AmericanCanyon_ULL](#)
2. [ULL Agreement 2008-93 Napa County No 7070](#)
3. [ULL Initiative RESOLUTION 2008-R106](#)
4. [ULL Annexations](#)
5. [NOP CEQA Topics](#)
6. [General Plan Study Area Boundary](#)
7. [Land Use Amendments](#)
8. [Draft NOP](#)
9. [Phase 1 General Plan Update Schedule](#)

City of American Canyon



Not to Scale
November 10, 2021
Prepared by BF

LAFCO of Napa County
1754 Second Street, Suite C
Napa, California 94559
www.napa.lafco.ca.gov

Napa County Agreement No. 7070
 American Canyon Agreement No. 2008-93

**AGREEMENT
 BETWEEN THE COUNTY OF NAPA
 AND
 THE CITY OF AMERICAN CANYON**

This Agreement (hereafter "Agreement") is entered into and effective as of July 3, 2008 by and between the County of Napa, a political subdivision of the State of California (hereafter "County"), and the City of American Canyon, a municipal corporation (hereafter "City").

WHEREAS, the parties recognize the importance of agricultural preservation and open space in the County and desire to preserve agricultural and open space lands in the County so as to maintain a viable agriculture-based economy, preserve open space, prevent urban sprawl, and direct growth and development into already urbanized areas; and

WHEREAS, the parties desire to implement the planned development of the City and adjacent lands within the County; and

WHEREAS, the parties recognize the importance of the Napa County Airport ("Airport") to the economy of the County and have a longstanding interest in protecting the Airport from the encroachment of incompatible land uses; and

WHEREAS, the parties recognize that citizens, businesses and employees within both jurisdictions benefit when the parties collaborate successfully and solve disagreements amicably; and

WHEREAS, the parties seek to provide a solid footing for future planning and decision-making by recognizing a mutually agreed upon City urban growth boundary that will remain in place without change until 2030; and

WHEREAS, the parties are taking such steps as may be necessary to ensure that an adjusted urban growth boundary in the form of an amended City Urban Limit Line will not be changed until the year 2030; and

WHEREAS, in the County's view, industrial development within the County Airport Industrial Area Specific Plan ("Airport Specific Plan") boundaries supports agricultural uses in the County, benefits the local economy, and will contribute to the construction of necessary infrastructure improvements; and

WHEREAS, the parties recognize that upon incorporation in 1992, the City assumed the rights and responsibilities of the former American Canyon County Water District; and

WHEREAS, the parties recognize that the City provides water service to properties located within the City's Water Service Area, which includes the Airport Specific Plan area, and

that it is essential for the City to continue to provide water service to these properties in an environmentally sensitive, reasonable and fair manner.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

PART I. AGREEMENT DEFINITIONS

When used in this Agreement, the following words or phrases shall have the following meanings unless the context clearly indicates otherwise:

“Airport Industrial Area Specific Plan” or “Airport Specific Plan” shall mean the 1986 Napa County Airport Industrial Area Specific Plan, as amended through the effective date of this Agreement.

“CEQA” shall mean the California Environmental Quality Act, Public Resources Code section 21000 *et seq.*

“City” shall mean the City of American Canyon.

“City Customers” shall mean all persons and entities presently receiving water service from the City, and all persons and entities that are requesting or in the future request new or increased water service from the City, for parcels that are located within City’s incorporated limits.

“City’s Water Service Area” shall mean all lands within the area depicted in Exhibit H, attached hereto and incorporated herein by this reference.

“County” shall mean the County of Napa.

“LAFCO” shall mean the Napa County Local Agency Formation Commission.

“Outside Customers” shall mean all persons and entities presently receiving water service from the City, and all persons and entities that are requesting or in the future request new or increased water service from the City for parcels that are located outside the City’s limits but within the Airport Industrial Area Specific Plan boundaries.

“Panattoni Property” shall mean that real property described by Assessor Parcel Numbers 057-090-075 and 057-090-076, consisting of approximately 16.30 acres and 34.40 acres, respectively, as is more fully described in Exhibit A, attached hereto and incorporated herein by this reference.

“Subject Parcels” shall mean:

1. The parcel commonly known as the “Headwaters property,” Assessor Parcel Number 057-090-069 consisting of approximately 218.06 acres as is more fully described in Exhibit B, attached hereto and incorporated herein by this reference.
2. The parcel commonly known as the “Atkins property,” Assessor Parcel Number 057-040-007 consisting of approximately 25.44 acres as is more fully described in Exhibit C, attached hereto and incorporated herein by this reference.

“Sphere of Influence” shall mean the LAFCO-approved plan for the probable physical boundary and service area of the City of American Canyon, as defined in Government Code section 56076.

“Urban Limit Line” or “ULL” shall mean that line which describes the boundaries described in Exhibit D, attached hereto and incorporated herein by this reference, beyond which the City and the City’s Sphere of Influence shall not expand prior to 2030 unless the citizens of the City first approve an expansion of the line.

**PART II. PRE-CONDITIONS TO THE AGREEMENT TAKING EFFECT;
ANNEXATION OF PANATTONI PROPERTY**

A. Preconditions to Agreement Effectiveness

This Agreement, excluding Agreement Section II.B, shall become effective only if each and every one of the following events occurs within its respective time frame. Therefore, if any one of the preconditions fails to occur within the time frame set forth in this Agreement for that precondition, then this Agreement and the obligations of the parties as set forth in Agreement Section III shall automatically become null and void.

1. *Industrial Easements.*

The City shall ensure that the owners of the Subject Parcels and the Panattoni Property, prior to amendment of the City’s sphere of influence and completion of annexation of the Subject Parcels and the Panattoni Property to the City:

a. Grant and record industrial easements in favor of the County in perpetuity, in a form acceptable to the County Counsel and the City Attorney, ensuring that the Subject Parcels and the Panattoni Property may be developed in accordance with the uses permitted for those parcels by the Airport Specific Plan, and

b. Deed restrict, in a form acceptable to the County Counsel and the City Attorney, the Subject Parcels and Panattoni Property prior to development or use of the same, ensuring that the Subject Parcels and the Panattoni Property shall be developed in accordance with the uses permitted for those parcels in the Airport Specific Plan.

c. The City shall ensure that any development approvals sought by the owners of the Subject Parcels and the Panattoni Property in the City shall be conditioned by the City to be industrial uses as permitted for those parcels by the Airport Specific Plan and that the owners of these parcels grant and record avigation (flight) easements in favor of the County, in a form acceptable to the County Counsel and the City Attorney.

2. *Standards for Providing Water Service.* On or before September 1, 2008 the City shall take the following actions:

a. Revise its water policies to confirm that the City will provide water service to all Outside Customers upon request under all of the same terms and conditions under which the City provides water service to City Customers, and that the City will not impose any term or condition on any water service to any Outside Customer that is different from the terms and conditions that the City imposes on City Customers, except that the City may continue to

impose higher water rates on Outside Customers consistent with *Hansen v. City of San Buenaventura* (1986) 42 Cal.3d 1172; and

b. Amend City Municipal Code sections 13.10.010, 13.10.020, and 13.10.040, and all other related Municipal Code provisions, implementing resolutions and policies, so that they will be consistent with Agreement Sections II.A.2.a, III.E, and Exhibit E. The City shall schedule a public hearing for this purpose. The City shall make all of the revisions and amendments referenced in Agreement Section II.A.1 and II.A.2 before the City files any requests for any amendment of the City's Sphere of Influence or any annexations of the Subject Parcels and the Panattoni Property.

3. ***Preconditions Are Prerequisite to Sphere of Influence Amendment and Annexation.*** Satisfaction of the requirements set forth in Agreement Section II.A.1 (Industrial Easements) and II.A.2 (Standards for Providing Water Service) are preconditions to this Agreement. If these preconditions are not satisfied, this Agreement shall be null and void.

B. Immediate Annexation of Panattoni Property

Notwithstanding any other provision of this Agreement, as an indication of good faith of both parties, the County shall, upon execution of this Agreement and upon satisfaction of the requirements set forth in Agreement Sections II.A.1 (Industrial Easements), II.A.2 (Standards for Providing Water Service) and III.F.2 (Property Tax Revenue Sharing Agreement), provide written support of that portion of City's application before LAFCO involving a sphere amendment or annexation of the Panattoni Property to the City.

PART III. AGREEMENT OBLIGATIONS

A. City's Urban Limit Line

The parties agree that the City's growth boundary shall not expand beyond the ULL described and depicted in Exhibit D until at least 2030. To implement this ULL agreement, the parties will take one or more of the following actions which are intended to ensure that the ULL will not change prior to 2030.

1. If a citizen's initiative is circulated that establishes an ULL as a part of the City General Plan that is consistent with Exhibit D and that cannot be changed without a vote of the people until 2030, and if that initiative gathers a sufficient number of valid signatures to require the City to either adopt the initiative or place the matter on the ballot, then the City shall either: (a) adopt the initiative without alteration at the regular meeting at which the certification of the initiative petition is presented to the City Council or within 10 days after it is submitted; or (b) place the matter on the ballot. Otherwise, this Agreement shall become null and void, except that the parties may agree otherwise concerning the 60 foot strip in the unincorporated territory separating Area 1 from Area 2, as described and depicted in Exhibit D.

2. If a notice of intent to circulate a citizen's initiative to establish an ULL consistent with Agreement Section III.A.1 is not filed with the City elections official on or before June 30, 2008, then a ballot measure that will establish an ULL in the City General Plan that is consistent with Exhibit D and cannot be changed without a vote of the people until 2030 shall be placed on

the November 2008 municipal ballot by the City Council. The order of election shall be adopted by the City Council no later than August 8, 2008. Any such ballot measure shall expressly provide that any further changes to the ULL described and depicted in Exhibit D prior to 2030 shall take effect only following the approval by a majority of the voters of the City at a regularly scheduled municipal election. If the City fails to place such a measure on the ballot, this Agreement shall automatically become null and void, except that the parties may agree otherwise concerning the 60 foot strip in the unincorporated territory separating Area 1 from Area 2, as described and depicted in Exhibit D.

3. If a notice of intent to circulate a citizen's initiative to establish an ULL in the City's General Plan that is consistent with Exhibit D and cannot be changed without a vote of the people until 2030 is filed with the City election official on or before June 30, 2008, and the initiative is circulated but fails to achieve the necessary number of signatures to qualify for the November 2008 ballot, then a ballot measure that will establish an ULL as a part of the City's General Plan that is consistent with Exhibit D and cannot be changed without a vote of the people until 2030 shall be placed on the November 2008 municipal ballot by the City Council. The order of election shall be adopted by the City Council no later than August 8, 2008. Any such ballot measure shall expressly provide that changes to the ULL depicted in Exhibit D that cannot be changed without a vote of the people prior to 2030 shall take effect only following the approval by a majority of the voters of the City at a regularly scheduled municipal election. If the City fails to place such a measure on the ballot, or if a referendum successfully repeals action of the City, this Agreement shall automatically become null and void, except that the parties may agree otherwise concerning the 60 foot strip in the unincorporated territory separating Area 1 from Area 2, as described and depicted in Exhibit D.

4. If the City fails to satisfy the requirements of Section III.A of this Agreement, or if the City is successfully challenged in court on its action as authorized in Agreement Section III.A, this Agreement shall automatically become null and void, excepting the obligations of Agreement Section II.B.

5. If Agreement Section III.A.1 is applicable and the City Council places the matter on the November 2008 ballot rather than adopting the initiative measure without alteration and the initiative does not pass, then this Agreement shall automatically become null and void, excepting the obligations of Agreement Section II.B.

6. If Agreement Section III.A.2 or III.A.3 is applicable, and Agreement Section III.A.1 is not, and if a majority of the voters of the City do not approve the ULL depicted in Exhibit D with the condition that it cannot be changed without a vote of the people until 2030, then this Agreement shall automatically become null and void, excepting the obligations of Agreement Section II.B.

7. Area 4 as described and depicted in Exhibit D (commonly known as "Clark Ranch West") is currently in an Agriculture, Watershed and Open Space land use designation. As a condition of this Agreement, the City will keep this area in open space, recreation, and/or wildlife conservation when the area is annexed to the City and will take all actions necessary to ensure that this property remains in open space, recreation and/or wildlife conservation.

B. Sphere of Influence Amendments of the Subject Parcels

Within ten days of execution of this Agreement, City shall amend its pending application for an amendment of its Sphere of Influence, which was filed with LAFCO in 2007, so that the application is consistent with this Agreement. City shall not pursue any applications with LAFCO for a Sphere of Influence amendment and/or annexation of any properties, other than the Panattoni Property as set forth in Agreement Section II.B, until the preconditions in Agreement Section II.A have been satisfied.

The parties recognize that any expansion of City's Sphere of Influence must be heard and approved by LAFCO. County agrees to provide written support of City's application to expand its Sphere of Influence to include the Subject Parcels described in Exhibits B and C but only if the voters of the City, or the City, as the case may be, first approves adoption of the ULL described in Exhibit D, with the condition that the approval occurred in such a manner that the approved ULL cannot be changed prior to 2030 except by the voters of the City. Otherwise, the County reserves the right to oppose including such parcels within the City's Sphere of Influence. This County obligation to support the City's application to expand its Sphere of Influence for the Subject Parcels is in addition to, and separate from the County's obligation to support any Sphere of Influence amendment necessary to complete the annexation of the Panattoni Property, as required by Agreement Section II.B.

C. Annexation of the Subject Parcels

The parties recognize that expansion of the City by annexation is a matter to be heard and approved by LAFCO. County agrees to provide written support of the City's application to LAFCO for annexation of the Subject Parcels described in Exhibits B and C only if the voters of the City, or the City, as the case may be, have first approved adoption of the ULL described in Exhibit D and further providing that the approval occurred in such a manner that the approved ULL cannot be changed prior to 2030 unless first approved by the voters of the City. Otherwise, the County reserves the right to oppose the annexation of the Subject Parcels. This obligation in support of the City's applications to annex the Subject Parcels is in addition to, and separate from, the obligation to support the annexation of the Panattoni Property as required by Agreement Section II.B.

It is further understood and agreed that nothing contained in this Agreement shall be construed as requiring the County to support annexations of parcels located within the ULL to the City or the inclusion of those parcels in the City's Sphere of Influence, other than the Subject Parcels and the Panattoni Property.

D. Parties to Amend Their Respective General Plans

1. ***County Requirements Following Voter Approval of the ULL Depicted in Exhibit D.*** The County will amend the Goals, Policies and implementing measures of all applicable maps, tables and diagrams of its General Plan to reflect the City adjusted ULL in a manner that is consistent with Exhibit D, concurrent with the completion of City's obligations described in Agreement Section III.A.

2. ***City Requirements if an Initiative Adopting the ULL Depicted in Exhibit D is successful.*** The City will amend the Goals, Policies and implementing measures of all applicable maps, tables and diagrams of its General Plan to reflect the City adjusted ULL in a manner that is consistent with Exhibit D, concurrent with the completion of City's obligations described in Agreement Section III.A.

E. City Water Services to the Airport Industrial Specific Plan Area

The City shall continue to provide water service to existing Outside Customers and, upon request, the City shall provide new or increased water service to all Outside Customers under the same terms and conditions under which the City provides water service to City Customers, as provided in Agreement Section II.A.2.a. The City shall provide all new City Customers and all new Outside Customers with water service under the conditions in Exhibit E, attached hereto and incorporated herein by this reference. Nothing in this Agreement shall limit or affect the rights of City water customers for parcels that are located outside the City's limits and the Airport Specific Plan area but within the City's Water Service Area.

F. Property Tax Revenue Sharing Agreements

1. Within 120 days of execution of this Agreement and as a condition of County's support of annexation of the Subject Parcels to City, the parties will enter into an agreement setting forth the method of sharing those incremental real property taxes (the "Tax Revenue Sharing Agreement") generated by the Subject Parcels subsequent to annexation of those parcels to the City. This Tax Revenue Sharing Agreement will become effective only upon annexation of the Subject Parcels to the City. The Tax Revenue Sharing Agreement shall provide that the City and County will each receive forty-seven and one-half percent (47.5%) of the property tax increment, with the American Canyon Fire Protection District, a subsidiary special district of the City receiving five percent (5%). The Agreement shall expressly provide that the City's proposed annexation of parcels within the voter approved ULL, other than the Subject Parcels and the Panattoni Property, are not subject to the Tax Revenue Sharing Agreement.

2. Within 120 days of execution of this Agreement and as a condition of County's support of annexation of the Panattoni Property to City, the parties will enter into a separate Tax Revenue Sharing Agreement setting forth the method of sharing those incremental real property taxes generated by the Panattoni Property subsequent to annexation of those parcels to the City. This Tax Revenue Sharing Agreement will become effective only upon annexation of the Panattoni Property to the City. The Tax Revenue Sharing Agreement shall provide that the City and County will each receive forty-seven and one-half percent (47.5%) of the property tax increment, with the American Canyon Fire Protection District, a subsidiary special district of the City receiving five percent (5%). The Agreement shall expressly provide that the City's proposed annexation of parcels within the approved ULL, other than the Subject Parcels and the Panattoni Property, are not subject to the Tax Revenue Sharing Agreement.

G. Return of Tax Revenues

1. Any party who violates one or more of the provisions contained in Agreement Section III.G.2. shall return to the other party the following incremental property tax revenues the offending party has received and will receive pursuant to the Tax Revenue Sharing

Agreements referenced in Agreement Section III.F.1 and III.F.2:

- a. All such property tax revenues received for the four (4) fiscal years prior to the fiscal year in which the violation occurred; and
- b. All such property tax revenues received for the fiscal year in which the violation occurred; and
- c. All such property tax revenues received in all future fiscal years following the fiscal year in which the violation occurred (i.e. in perpetuity).

2. A violation of the Agreement triggering Agreement Section III.G shall be deemed to have occurred if any of the following occurs:

- a. The ULL described and depicted in Exhibit D is changed on or before January 1, 2030, by the City, by the passage of an initiative measure placed on the ballot by the City, or by the passage of an initiative measure which resulted from a successful petition circulated by registered voters of the City which qualifies for the ballot.

- b. The City files an application with LAFCO prior to January 1, 2030 seeking to expand the City's Sphere of Influence to include parcels outside the ULL described and depicted in Exhibit D.

- c. The County fails to support the City's Sphere of Influence application and related annexation of the Subject Parcels in the manner and within the timeframes contemplated by this Agreement. Notwithstanding the foregoing, nothing in this Agreement shall be interpreted to require any member of the County Board of Supervisors to vote in any certain manner when sitting as a Commissioner on LAFCO.

- d. The City fails to provide a water service will-serve letter to any person or entity requesting such a letter in a manner that is consistent with the terms of this Agreement. If City fails to provide such a will-serve letter within 90 days after receiving a request for such a letter, and if a mutual agreement between the City and the property owner making the request to extend that 90 day period for up to an additional 180 days has not been executed within the original 90 day period, then it shall be conclusively presumed that the City has violated the requirement to provide water service will-serve letters upon request. This paragraph shall not apply if during that entire 90 day period the City has in effect a policy of refusing to provide water service to all new City Customers, and of refusing to provide increased levels of water to all existing City Customers, due to factors relating to water shortages encountered by the City. When said policy ceases to be applied, a requirement to provide the requested will-serve letters within the 90 day period following the termination of the policy shall automatically go into effect.

- e. The City fails to provide water service to, or unlawfully discriminates against any Outside Customer in the provision of water services, or the City otherwise does not provide water service to any Outside Customer in a manner that is consistent with this Agreement. However, the amount of water service that the City is obligated to provide shall be subject to the City's Zero Water Footprint Methodology, provided the City applies this Zero

Water Footprint Methodology equally to City Customers and Outside Customers in a manner that does not result in conditions of approval that differ between similarly situated Outside Customers and City Customers. The list of Water Conditions that the City will impose on all parcels for which new water service is requested is attached to this Agreement as Exhibit E, and a copy of the Zero Water Footprint Methodology is attached to this Agreement as Exhibit F. The process for Outside Customers to appeal conditions imposed by the City as a result of implementing the Zero Water Footprint Methodology is described in Exhibit G to this Agreement. Exhibits E, F and G are incorporated herein by this reference and may only be changed upon mutual consent of the parties.

f. The City imposes a requirement that any future Outside Customer, other than the owner or owners of record of the Subject Parcels, must consent to, or waive objection to, annexation of his, her, or its parcel to the City as a condition of receiving water services from the City.

g. The County amends its Airport Specific Plan prior to 2030 to allow residential uses in the Airport Specific Plan area.

II. Development of Parcels

As a precondition to the grant of final entitlements to any of the Subject Parcels or the Panattoni Property that are not challenged within the applicable statute of limitations, the party having land use authority over that parcel shall ensure that all of the following are accomplished conditions of approval, either through a development agreement or a reimbursement agreement:

1. Subject to any claims the County is obligated to perform related to the Montalcino Project (Napa County Use Permit #98177-UP and #P05-0220-MOD), traffic mitigation fees attributable to the Subject Parcels and the Panattoni Property that the County receives pursuant to its Airport Industrial Area Traffic Mitigation Program, to the extent those parcels are developed in the unincorporated area shall be placed in a restricted account, if not already appropriated and expended by the County. All such fees shall be placed in a segregated account by the County Auditor and may only be disbursed to construct improvements to and/or extend Devlin Road from Tower Road to Airpark Road, as depicted in Exhibit I (attached to this Agreement and incorporated herein by this reference), including the construction of a two lane bridge ("Bridge") including pedestrian and bike lanes across Fagan Creek. If any of the Subject Parcels or the Panattoni Property is annexed to the City prior to development same, then the City shall pay to the County the amount of fees the County would have collected under the Airport Industrial Area Traffic Mitigation Program had that parcel been developed in the unincorporated area. City's obligation to pay those fees shall be due and payable within ten days of (1) issuance of the building permit or (2) whenever development would have triggered payment of the traffic mitigation fee under the County's Airport Industrial Area Traffic Mitigation Program had the parcel been developed in the unincorporated area, whichever date is earlier. The fees shall be used by the County to offset costs to construct improvements to and/or extend Devlin Road as described in this Agreement, or to reimburse County for expenditures it may have previously made toward the design and construction of Devlin Road in the event development on these parcels lags any portion of the development of Devlin Road.

2. The County shall take appropriate steps to ensure that the Devlin Road and Bridge are completed prior to 2018. This shall include the design, acquisition of right-of-way and construction of the Devlin Road extension and Bridge (including pedestrian and bike lanes) over Fagan Creek.

3. Development of the Headwaters property shall be conditioned upon dedication of a secondary public access road to support the Airport. That access road shall at a minimum be a Type H Collector including two travel lanes, parallel parking, and consisting of 56 feet of public right-of-way in accordance with Napa County Road and Street Standards.

4. The parties further agree that in order to implement the provisions of Agreement Sections III.H.1, III.H.2 and III.H.3, the Public Works Directors of the City and the County shall annually report to their respective entities with respect to the generation of all traffic revenue within the affected area and their expenditures to accomplish the described improvements.

PART IV. GENERAL PROVISIONS

A. Warranty of Legal Authority

Each party warrants and covenants that it has the present legal authority to enter into this Agreement and to perform the acts required of it hereunder. If any party is found to lack the authority to perform the acts required of it hereunder or is prevented from performing the acts by a court of competent jurisdiction, then this Agreement shall be null and void.

B. Assignment/Delegation

Neither party hereto shall assign or transfer any benefit or obligation of this Agreement without the prior written consent of the other, and no assignment shall be of any force or effect whatsoever unless and until the other party shall have so consented.

C. Severability

In the event any provision of this Agreement is held to be invalid or unenforceable, the remaining provisions of this Agreement will remain in full force and effect.

D. Waiver

Any waiver (express or implied) by either party of any breach of this Agreement shall not constitute a waiver of any other or subsequent breach.

E. Venue

This Agreement shall be governed and construed in accordance with the laws of the State of California. Any claim, action, arbitration or other proceeding arising from this Agreement shall be initiated and conducted only in the County of Napa.

F. 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 certified mail, postage prepaid, return receipt

requested. 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 addresses 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.

City of American Canyon:
City Manager
300 Crawford Way
American Canyon, California 94503

With copy to:
City Attorney
Law Offices of William Ross
400 Lambert Street
Palo Alto, California 94306

County of Napa:
Napa County Executive Officer
1195 Third Street, Suite 310
Napa, CA 94559

With copy to:
Napa County Counsel
County of Napa
1195 Third Street, Suite 301
Napa, CA 94559

G. Amendment

This Agreement may only be amended in writing by an amendment authorized by the City Council and County Board of Supervisors, except as provided in Agreement Section IV.K below.

H. Recitals Adopted

The parties hereby agree to, and adopt, the Agreement recitals as portions of the Agreement.

I. Termination for Cause

Either party may terminate this Agreement for cause of non-performance. Such termination shall be based upon ninety (90) days notice given to the other party in the manner set forth in Agreement Section IV.F. Such notice shall also constitute a notice of default, which shall provide the defaulting party with an automatic right to cure the default within sixty (60) days.

J. Joint Defense in Event of Third Party Challenges to the Agreement

In the event of a third party challenge of any type to this Agreement, the parties agree to jointly

defend the validity and implementation of the Agreement.

K. Extension of Dates by Mutual Agreement

The dates provided for the performance of any of the terms of this Agreement may be changed and/or extended by mutual written agreement of the parties, the City acting through its City Manager and the County acting through its County Executive Officer.

L. Entire Agreement

This document is intended both as the final expression of the agreement between the parties hereto with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement. This Agreement may be executed in two counterparts, each of which shall constitute an original.

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

COUNTY OF NAPA
By: 
BRAD WAGENKNECHT,
Chair of the Board

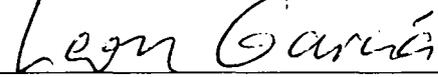
ATTEST: Gladys I. Coil
Clerk of the Board of Supervisors

By: 

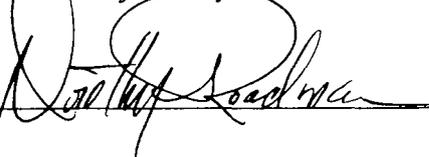
APPROVED AS TO FORM:
ROBERT WESTMEYER, County Counsel

By: 

CITY OF AMERICAN CANYON

By: 
LEON GARCIA,
Mayor

ATTEST: Dorothy Roadman
American Canyon City Clerk

By: 

APPROVED AS TO FORM:
WILLIAM D. ROSS, City Attorney

By: 

EXHIBIT A

Legal Description of Panattoni Parcel

Commencing at the southwest corner of the 0.504 acre parcel of land described in the Deed to the State of California, recorded January 27, 1949 in Book 301 at page 69 of Official Records of Napa County; thence along the western line of the lands of said State of California; northerly along a curve to the left, from a tangent that bears N 0°12'55.6"W having a radius of 9910 feet, through a central angle of 2°16'39.4" an arc distance of 393.94 feet; thence N02°29'35"W 16.21 feet to a point on the south line of a 0.16 acre parcel of land described in Exhibit "B" of the Grant Deed recorded at series number 1993-037831 in the office of the Napa County Recorder; thence N63°49'30"W along the south line of said parcel 31.32 feet; thence N84°18'26"W along said south line 35.36 feet; thence N02°26'14"W to the centerline of Kelly Road South as shown on Exhibit "B" as shown on the Grant Deed recorded at series number 1993-037831 in the office of the Napa County Recorder; thence S87°25'31"W along said centerline 28.33 feet to a curve concave to the south, having a radius of 250 feet; thence westerly and southerly along said curve through a central angle of 33°41'24" an arc length of 147.00 feet; thence S53°44'07"W 376.66 feet to the beginning of a curve concave to the northwest, having a radius of 1000.00 feet; thence southerly and westerly along said curve through a central angle of 12°48'50" an arc length of 223.64 feet; thence S66°32'57"W 117.18 feet to the eastern line of a 35.29 acre parcel of land described in Exhibit "A" of the Grant Deed recorded at series number 1993-037831 in the Office of the Napa County Recorder; thence S08°41'22"E along said eastern line 65.93 feet to the southeast corner of said parcel; thence S61°04'46"W along the southern line of said parcel, 36.24 feet; thence S8°35'53"E 115.44 feet to the beginning of a curve concave to the west having a radius of 1000.00 feet; thence southerly along said curve through a central angle of 13°38'08" an arc length of 237.99 feet; thence S05°02'15"W 494.58 feet to the beginning of a curve concave to the northwest having a radius of 475.00 feet; thence southerly along said curve through a central angle of 51°02'54" an arc length of 423.21 feet; thence S56°05'09"W 312.76 feet to the northeastern line of the Napa Valley Branch of the Southern Pacific Railroad and/or the San Francisco, Napa and Calistoga Railway; thence S27°45'25"E along the northeastern line of said railway 282.16 feet to the south line of the 397.75 acre tract of land described as Parcel One in the Deed to Louis Gonsalves, et ux, recorded July 13, 1944 in Book 211 at Page 476 of Official Records of Napa County; thence east along the south line of said 397.75 acre parcel of land to the southwestern corner of the parcel of land described in the Deed to Ray L. Welch, et ux, recorded December 7, 1953 in Book 428 at page 398 of Official Records of Napa County; thence along the western line of the land of said Welch, N00°36'30"E 582.14 feet to the southwestern corner of the 2.5 acre parcel of land described in the Deed to Arthur C. Pollard, et ux, recorded June 23, 1947 in Book 271 at page 168 of Official Records of Napa County; thence along the western line of the Land of Pollard, N28°36'W 124.4 feet and N17°04'E 302.3 feet to the southwestern corner of the 3.54 acre parcel of land described in the Deed to James K. Pendery, et ux, recorded November 13, 1947 in Book 278 at page 403 of Official Records of Napa County; thence along the western line of the lands of said Pendery N00°36'E 468.30 feet, more or less, to the southeastern corner of the 1 acre parcel of land described in the Deed to William Gonsalves, et ux, recorded November 13, 1961 in Book 640 at page 583 of Official Records of Napa County; thence along the southern line of the land of said Gonsalves, N89°24'W 208 feet to the southwestern corner thereof; thence along the western line of said land N00°36'E, 208 feet to the northwestern corner thereof; thence along the northern line of said land S89°24'E 208 feet to the northeastern corner thereof, said corner also being the northwestern corner of the land of James K. Pendery, above referred to; thence along the northern line of the land of said Pendery S89°24'E, 203.76 feet, more or less, to the point of beginning.

APN 057-090-076

Commencing at the southeasterly corner of the lands of the South Napa Waste Management Authority (S.N.W.M.A.) Exhibit "A" recorded November 19, 1993 as Instrument Number 1993-037831 in the office of the Napa County Recorder and shown on the Record of Survey of a portion of the lands of South Napa Waste Management Authority (S.N.W.M.A.) recorded February 25, 1997 in Book 31 of Surveys at Pages 8-10 in the office of the Napa County Recorder; thence South $61^{\circ} 04' 46''$, 36.24 feet to the TRUE POINT OF BEGINNING; thence from said true point of beginning South $08^{\circ} 35' 53''$ East 115.44 feet to the beginning of a curve concave to the west having a radius of 1000.00 feet; thence southerly along said curve through a central angle of $13^{\circ} 38' 08''$ an arc length of 237.99 feet; thence South $05^{\circ} 02' 15''$ West 494.58 feet to the beginning of a curve concave to the northwest having a radius of 475.00 feet; thence southerly along said curve through a central angle of South $51^{\circ} 02' 54''$ an arch length of 423.21 feet; thence South $56^{\circ} 05' 09''$ West to the northeastern line of the Napa Valley Branch of the Southern Pacific Railroad and/or the San Francisco, Napa and Calistoga Railway; thence northwest along the northeastern line of the Napa Valley Branch of the Southern Pacific Railroad and/or the San Francisco, Napa and Calistoga Railway to the southerly corner of the said South Napa Waste Management Authority parcel; thence northeasterly along the southeasterly boundary of the South Napa Waste Management Authority to the TRUE POINT OF BEGINNING.

APN 057-090-075

EXHIBIT B

Legal Description of Headwaters Parcel

Beginning at the intersection of the south line of the land described in the Deed to the County of Napa recorded December 31, 1986 in Book 1489 at page 213 in the office of the Napa County Recorder and the southwest line of the Napa Valley Branch of the Southern Pacific Railroad and/or the San Francisco, Napa, and, Calistoga Railway; thence South 75°30'04" West along the south line of the said lands of Napa County 4509.24 feet to the southwest corner of said lands of Napa County, said corner also being a point on the western line of the Lands of Louis Gonsalves described as Parcel One in the deed to Louis Gonsalves, et ux, recorded July 13, 1944 in Book 211 at page 476 of official records of Napa County; thence southerly along the western line of said land to the southwestern corner thereof, thence east along the south line of said 397.75 acre parcel of land to the southwestern line said Railway; thence northwesterly along the southwestern line of said Railway to the Point of Beginning.

APN 057-090-069

EXHIBIT C

Legal Description of Atkins Parcel

Commencing at the Southeastern corner of the 140.04 acre tract of land described in the Deed to Steve O. Atkins, et al, recorded January 4, 1954, in book 430, Page 186 Official Records of Napa County, running thence South 87 degrees 54 minutes 30 seconds West, along the Southern line of said tract, 859.82 feet to the Northeastern Right of Way line of the Santa Rosa Branch of the Southern Pacific Railroad; thence North 68 degrees 44 minutes 48 seconds West, along said Northeastern line, 90.77 feet to the most Southerly corner of that certain 52.95 acre tract of land described in the Deed to County of Napa recorded August 16, 1956, in book 521 of Official Records at page 292; thence along the Easterly line of said 52.95 acre tract of land, North 21 degrees 38 minutes East 1919.15 feet to the most Northerly corner of said 52.95 acre tract; being a point in the Southern line of the Napa County Airport as described in the Judgment of Condemnation recorded April 12, 1944 in book 208, page 364, Official Records of Napa County; thence North 76 degrees 08 minutes 23 seconds East along said Southern line, 281.89 feet to the Northeastern corner of the 140.04 acre tract above referred to; thence South 1 degree 03 minutes 57 seconds West, along the Eastern line of said tract, 1859.55 feet to the point of commencement.

Excepting from said Parcel One an undivided 1/2 interest in and to all of the oil, gas and other minerals and mineral rights of whatsoever nature, as granted to Charles I. Joens, et ux, in Deed recorded March 17, 1967, in book 762 of Official Records, at page 759, Napa County Records.

APN 057-040-007

EXHIBIT D

Legal Description - Proposed Urban Limit Line for American Canyon, CA

AREA #1:

A portion of Township 4 North, Range 3, 4, and 5 West, Mount Diablo Base and Meridian (and also being shown on the attached plat entitled "Plat of Description - Proposed American Canyon, CA. Urban Limit Line" attached hereto, for illustrative purposes only, as EXHIBIT "D-1"), more particularly described as follows:

BEGINNING at a t-bar and tag stamped "R.C.E. 6250", marking the westernmost corner of Parcel B-1, as shown on the map entitled "Survey and Division of the Madigan Ranch in Napa County and Solano County, California", filed December 17, 1971 in Book 3 of Parcel Maps at Page 67-68 in the office of the County Recorder of Napa County, California, all further references to filing or recording being made to said Napa County Recorder unless otherwise stated for purposes of this description; said Point of Beginning being a point on the Napa - Solano County line; thence westerly along said Napa - Solano County line 9460± feet to the southwest corner of Parcel A as shown on the map entitled "Final Map of Napa Meadows Unit 8" filed July 27, 2000 in Book 22 of Record Maps at Page 10-15 in the office of the County Recorder of Napa County, California; thence northerly along the extended westerly line of Parcels A, C & B as shown on said "Final Map of Napa Meadows Unit 8" 1900± feet to the southeast corner of the lands known as "Napa Meadows Unit 7" as shown on the map entitled "Final Map of Napa Meadows Unit 7" filed October 26, 2000 in Book 22 of Record Maps at Page 27-33 in the office of the County Recorder of Napa County, California; thence westerly and northwesterly along the southerly and extended westerly lines of said "Napa Meadows Unit 7" to a t-bar and tag stamped "R.C.E. 6250" at the easterly terminus of a line labeled "N87°45'00"W 187.83'" marking a point on the easterly line of the lands of Pauline Burastero, et al, as shown on the map entitled "Record of Survey of the lands of American Canyon Sanitary Land Fill Co., Inc., and the lands of Pauline Burastero, et al" filed May 31, 1974 in Book 18 of Surveys at Page 71; thence westerly, northerly and westerly along the lines of said lands of Pauline Burastero, et al 9700± feet to a ¾" iron pipe stamped "R.C.E. 3389" marking the northwest corner thereof, said point being also the southwest corner of the 58.49 acre parcel of land described in the Judgment and Final Order of Condemnation filed February 15, 2006 and recorded as Document No. 2006-0005485; thence northerly and easterly along the lines of said 58.49 acre parcel of land 2016± feet to a ¾" iron pipe stamped "R.C.E. 11649" marking the southwest corner of Parcel 1 as shown on the map entitled "Parcel Map of the lands of Louis O. Wurz Jr., et al and Covenant Presbyterian Church of Napa" filed December 1, 1986 in Book 15 of Parcel Maps at Page 20; thence northerly along the westerly line of said Parcel 1, 2280± feet to the northwest corner thereof, said northwest corner being also the southwest corner of Parcel One as shown on the map entitled "Parcel Map of the Lands of Napa Mill Development Company..." filed October 12, 2006 in Book 25 of Parcel Maps at Page 29-32; thence northerly along the West line of said Parcel One 575± feet to the southerly right of way line of Green Island Road; thence westerly along said southerly right of way line of Green Island Road 1510± feet to the intersection with the extended westerly line of the lands of All Technical Engineering & Construction, Inc, as shown on the map entitled "Record of Survey of the lands of All Technical Engineering & Construction, Inc.", filed October 6, 1978 in Book 20 of Surveys at Page 88; thence northerly along the extended westerly line of said lands of All Technical Engineering & Construction, Inc. 1820± feet to the southerly line of the lands described in the Grant Deed filed October 11, 2005 and recorded as Document No. 2005-0041461; thence northwesterly and northeasterly along said lands 2010± feet to the northwest corner thereof; thence northeasterly along the northerly line of said lands 282± feet to the northeast corner thereof; thence southerly along the easterly line of said lands 545± feet to the northwest corner of the lands described in the Grant Deed filed September 7, 2006 and recorded as Document No. 2006-0031319; thence northeasterly along the northerly line of said lands 4510± feet to the northeastern corner thereof; said

corner being a point on the southwesterly right of way line of the Napa Valley Branch of the Southern Pacific Railroad right of way; thence southeasterly along said southwesterly right of way line 1510± feet to the intersection with the extended southerly line of the lands of S.N.W.M.A. as shown on the map entitled "Record of Survey of South Napa Waste Management Authority..." filed February 25, 1997 in Book 31 of Surveys at Page 8-10; thence northeasterly along said southerly line 1250± feet to the southerly right of way line of Kelly Road South, as shown on the same map entitled "Record of Survey of South Napa Waste Management Authority..."; thence northeasterly along said southerly right of way line 850± feet to the westerly right of way line of State Highway 29; thence southerly along said westerly right of way line 350± feet to the northeast corner of the lands described in the Grant Deed filed August 16, 2007 and recorded as Document No. 2006-0028706; thence westerly along the northerly line of said lands 225± feet to the northwestern corner thereof; said northwestern corner being also the northeastern corner of the lands described in the Grant Deed filed November 13, 1961 and recorded in Book 640 at Page 583; thence westerly along the northerly line of said lands 208± feet to the northwestern corner thereof; thence southerly 208± feet to the southwesterly corner thereof; thence easterly 208± feet to the southeasterly corner thereof, said southeasterly corner being also a point on the westerly line of the aforementioned lands described in the Grant Deed filed August 16, 2007 and recorded as Document No. 2006-0028706; thence southerly along said westerly line 468± feet to the southwestern corner thereof; thence easterly along the extended southerly line of said lands 380± feet to a point on the easterly right of way line of State Highway 29, said easterly right of way line of State Highway 29 being also the westerly line of Parcel C as shown on the map entitled "Parcel Map of the lands of Security Owners Corporation..." filed August 24, 1995 in Book 21 of Parcel Maps at Page 50-51; thence southerly along said westerly line of Parcel C 3460± feet to the southwestern corner thereof; thence easterly along the southerly line of said Parcel C 2500± feet to the southeastern corner thereof, said southeastern corner being also a point on the westerly line of Parcel One as described in the Corporation Grant Deed filed December 31, 1997 and recorded as Document No. 1997-031470; thence northerly along said westerly line 375± feet to the northwestern corner thereof; thence easterly along the northerly line of said Parcel One 1678± feet to the northeastern corner thereof; thence southerly along the extended easterly line of said Parcel One 3580± feet to a point on the northerly line of the lands of John D. & Lorraine D. Cantoni as shown on the map entitled "Record of Survey of the lands of John D. & Lorraine D. Cantoni" filed April 23, 1980 in Book 21 of Surveys at Page 69; thence leaving said northerly line 2200± feet to a nail and tag stamped "R.C.E. 15390" in a corner post at the northerly terminus of a line labeled "N40°13'46"E 2463.39'" on said map; thence southwesterly along the last mentioned line 1300± feet to the point of intersection with the northerly extension of the line labeled "N9°56'50"W 1007.63'" shown on the map entitled "Record of Survey of the lands of Amcan Land Holdings Inc..." filed February 18, 1999 in Book 32 of Surveys at Page 34; thence southerly along said extended line labeled "N9°56'50"W 1007.63'" 3460± feet to the southerly terminus thereof, said line terminus being also a point on the easterly line of Parcel One as described in the Grant Deed filed January 25, 2007 and recorded as Document No. 2007-0002762; thence southeasterly along said easterly line 2600± feet to a point on the southerly line of said Parcel One, said point being also the northwest corner of the lands of Palm, marked by a ½" rebar and tag stamped "L.S. 4510" as shown on the map entitled "Parcel Map of the lands of a portion of the lands of Mary C. Avilla" filed December 10, 1986 in Book 15 of Parcel Maps at Page 23-24; thence southerly along the extended westerly line of said lands of Palm 350± feet to the southerly right of way line of American Canyon Road; thence westerly along said southerly right of way line of American Canyon Road 170± feet to a t-bar and tag stamped "R.C.E. 6250", marking the northeastern corner of Parcel B, as shown on the map entitled "Survey and Division of the Madigan Ranch in Napa County and Solano County, California", filed December 17, 1971 in Book 3 of Parcel Maps at Page 67-68; thence southwesterly, northeasterly, southerly and southwesterly along the eastern line of said Parcel B 5100± feet to a t-bar and tag stamped "R.C.E. 6250", marking the westernmost corner of Parcel B-1 as shown on said map entitled "Survey and Division of the Madigan Ranch in Napa County and Solano County, California", said point being the TRUE POINT OF BEGINNING.

AREA #2 :

BEING that 62.779 acre parcel designated "American Canyon County Water District" as shown on the map entitled "Record of Survey of the lands of American Canyon Sanitary Land Fill Co., Inc., and the lands of Pauline Burastero, et al" filed May 31, 1974 in Book 18 of Surveys at Page 71 in the office of the County Recorder at Napa County, California.

AREA #4 :

A portion of the lands of Pauline Burastero, et al as the same is shown on the map entitled "Record of Survey of the lands of American Canyon Land Fill Co. ...and of the lands of Pauline Burastero, et al" filed May 31, 1974 in Book 18 of Surveys at Page 71 in the office of the Recorder of Napa County, California, more particularly described as follows:

BEGINNING at a $\frac{3}{4}$ " iron pipe tagged "R.C.E. 3389" marking the northeast corner of the lands of Pauline Burastero, et al as shown on the map entitled "Record of Survey of the lands of American Canyon Land Fill Co. ...and of the lands of Pauline Burastero, et al" filed May 31, 1974 in Book 18 of Surveys at Page 71 in the office of the Recorder of Napa County, California; thence along the northerly line of said lands of Burastero N 89°14'40" W 1318.94 feet to an angle point on said northerly line; thence leaving said northerly line S 3°46'32" E 790.22 feet to a point on the northerly right of way line of Eucalyptus Drive; thence along said northerly right of way line of Eucalyptus Drive S 89°46'10" E 1365.83 feet to the intersection of the northerly right of way line of Eucalyptus Drive with the easterly line of said lands of Burastero; thence along the easterly line of the lands of Burastero N 7°16'00" W 782.90 feet to the POINT OF BEGINNING.

EXHIBIT E

Water Conditions To Be Imposed On All Parcels (City Customers and Outside Customers) For Which New Water Service is Requested

The City of American Canyon ("City") may impose the conditions listed below on new water services for Outside Customers by including these conditions in the "will-serve" letters that the City provides to such Outside Customers, but only if the City also imposes the same conditions on all new water services for parcels with similar uses within the City's limits. The County shall include these same conditions in all new land use development permits for parcels within the Airport Industrial Area Specific Plan area.

1. **City Capacity Fees and Conditions of Approval for Water Service.** Capacity Fees charged for parcels within the City's Water Service Area shall be established by the City and will be periodically reviewed and updated. Capacity Fees (also known as Connection Fees) will be uniform throughout the Water Service Area, regardless of whether the parcel to which the fee applies is inside or outside the City's Limits. The Capacity Fee and any conditions on new water service will be determined based on the Water Supply Report, which shall contain the analysis described in Part II.C. of Exhibit "F" of this Agreement, and which will be consistent with the City's Zero Water Footprint Policy, adopted by the City on October 23, 2007.

2. **Cost of Water Service.** The cost of new water service shall be imposed through the capacity fees in the City's Ordinance 2007-09 or through new capacity fees approved by the County and enacted in a new City ordinance. However, if the Water Supply Report finds, consistent with the City's Zero Water Footprint Policy (see Exhibit F), that the City will have to obtain additional water supplies to meet "dry year" shortfalls, then the cost of water to meet such "dry year" shortfalls will be the sole responsibility of the Applicant. In determining whether or not such "dry year" shortfalls will occur, the City shall include in the base supplies available to the City during "dry years" the new water supplies that have been or will be included in the calculations used to set the City's Capacity Fees and water rates. The City will conclude that "dry year" shortfalls will occur only if such base supplies will not be adequate to meet anticipated "dry year" demands. The City may not impose any costs on the Applicant under this section to reimburse the City for any capital or operating costs that have been or will be included in the calculations used to set the City's Capacity Fees or water rates. The City may impose the additional costs described in the preceding sentence on Outside Customers only if the City also imposes such additional costs uniformly on City Customers.

3. **Maximum Allowable Water Use.** Water received from the City for use on parcels within the Airport Industrial Area Specific Plan area and on parcels with similar uses within the City's limits shall be limited to an average of 650 gallons of water per day per acre (measured monthly), and Applicants for new or increased City water service for all such parcels shall be required to demonstrate to the City while the City is preparing the Water Supply Report for the Applicant the maximum extent to which the Applicant can further reduce its water consumption by applying the following best management practices:

- No Flow or Low Flow Fixtures. These Applicants shall be required to install no flow or low flow water fixtures, and to implement other reasonable water conservation measures that are described in the City's Water Conservation Guidelines adopted in the City's Resolution No. 2008-08 or in new City water conservation guidelines approved by the County and adopted in a new City ordinance or resolution.
- Drought Tolerant Landscape & Irrigation with Recycled Water. These Applicants shall be required to use only drought tolerant landscaping, and they may only irrigate landscaped areas with recycled water, when it is available.
- Purple Pipe. These Applicants shall be required to dual plumb their buildings and install "purple pipe" in all landscape areas in anticipation of the availability of recycled water and shall use the recycled water when available.
- These Applicants shall follow the water conservation methods that are described in the Water Conservation Guidelines adopted in the City's Resolution No. 2008-08 or in new City water conservation guidelines approved by the County and adopted in a new City ordinance or resolution.

The City may apply the provisions of this Paragraph 3 to Applicants for new or increased City water service for parcels within the Airport Industrial Area Specific Plan area only if the City also uniformly applies these provisions to all Applicants for new or increased City water service for parcels with similar uses within the City's limits.

4. **Water Offsets.** Applicants for City water service for parcels within the Airport Industrial Area Specific Plan area and for parcels with similar uses within the City's limits that wish to use more than an average of 650 gallons of water per day per acre (measured monthly) shall offset the proposed water use over 650 gallons per day per acre (measured monthly) through the use of one or more options that are made available by the City to the Applicants. These options include, but are not limited to, retrofitting of existing residences with low flow fixtures, purchase of otherwise developable land as permanent open space, or acquisition of other water supply resources as provided for by a water supply analysis that follows the Zero Water Footprint Methodology described in Exhibit F. The City shall make all such options available uniformly to Applicant for City water service for parcels within the Airport Industrial Area Specific Plan area and for parcels with similar uses within the City's limits, and that seek such offsets.

5. **Drought Restrictions.** To the extent permitted by law, the City may curtail or ration the use of water provided by the City below the limit of 650 gallons per day per acre (measured monthly) in dry years through the imposition of drought restrictions that are uniformly applied throughout the City's Water Service Area.

EXHIBIT F

Zero Water Footprint and Water Supply Report Methodology

I. PURPOSE

To implement the Zero Water Footprint Policy adopted by the City Council on October 23, 2007. In this policy, "Zero Water Footprint" is defined as:

"No loss in reliability or increase in water rates for existing water service customers due to requested increased demand for water within the City's Water Service Area."

II. PROCEDURES

- A) Initial Request.** Applicants for all projects requiring additional water supplies from the City of American Canyon, either inside City limits or in the City's Water Service Area but outside of City limits, shall complete a water supply worksheet estimating average and peak use for indoor and outdoor uses and provide the completed worksheet to the City's Engineering Division.
- B) Evaluation of Water Footprint.** The Engineering Division shall evaluate the water footprint of the project, using the water supply worksheet provided by the Applicant, to determine whether a Water Supply Report is required. A Water Supply Report will not be required if the project meets the adopted Zero Water Footprint definition. This can be accomplished by projects with no additional water demand or by projects which offset increased water demand by off-site conservation measures.
- C) Water Supply Report.** A Water Supply Report shall be prepared for all projects that do not meet the adopted Zero Water Footprint definition. The Water Supply Report shall be prepared by the City of American Canyon at the cost of the project applicant. The Water Supply Report shall be substantially in the form of the report approved in the City's Resolution No. 2008-02, or in a new form approved by the County and approved by the City in a new resolution and shall include the following analysis:
- 1) Water service request
 - a) Description of project
 - b) Water service request
 - (i) Average Daily Demand
 - (ii) Peak Day Demand
 - c) Conservation Measures Included in Project
 - 2) Consistency
 - a) Urban Water Management Plan
 - b) Recycled Water Facilities Plan
 - c) Water Conservation Implementation Guidelines
 - 3) Water footprint
 - a) Zero Water Footprint Definition
 - b) Project's impact on reliability
 - c) Project's impact on rates

- d) Project's water footprint
- 4) Project's contribution
 - a) Capacity fee
 - b) Reimbursable improvements
- 5) Capital program status
 - a) Summary
 - b) System planning status
 - c) Water supply
 - (i) Water supply implementation status
 - (ii) Water supply alternatives
 - d) Water treatment
 - (i) Water treatment implementation status
 - (ii) Water treatment alternatives
 - e) Water storage, transmission, and distribution status
 - f) Water capital program financial status
- 6) Vineyards analysis
 - a) Vineyards decision
 - b) Facts with respect to solutions to water supply problems
 - c) Water supply over the life of the project
 - d) Impacts of likely future water sources
 - e) Possible replacement sources and their impacts
- 7) Recommended mitigations
 - a) Long term water mitigations
 - b) Short term water mitigations
- 8) Opportunities to reduce project's water footprint
 - a) On-site conservation opportunities
 - b) Off-site conservation opportunities

D) Applicant Review of Water Supply Report. The Water Supply Report, once approved by the City, will be furnished to the project applicant. If the applicant elects to revise the project to reduce the water footprint, the Water Supply Report may be revised at the applicant's cost.

E) Water Will Serve Letter. Water will-serve letters are required for projects outside of the Napa Valley Gateway project limits that are requesting increased water services from the City. The Napa Valley Gateway project is subject to the terms and conditions of a will-serve letter for the entire project agreed upon between the City of American Canyon and Charles Slutzkin of Napa Valley Gateway Limited in a will-serve letter agreement dated December 13, 2002. So long as the terms and conditions of that will-serve letter agreement are complied with, developments of parcels within the Napa Valley Gateway project limits will not require any Water Supply Report or additional will-serve letters.

EXHIBIT G

Appeal Procedure: Zero Water Footprint Methodology

1. **Grounds for Appeal- Conditions of Approval.** If the water service application is for a parcel outside the City's limits, then the City shall, within 30 days of receipt of such application, provide to the Applicant and the County any conditions of approval that the City proposes to impose on the parcel at least 90 days before imposing the conditions of approval.

Conditions of approval that result from the Water Supply Report and that the City proposes to include in a water service will-serve letter that will be issued by the City for a parcel outside of the City's limits may be appealed by an Applicant under the process described in Section 3 below.

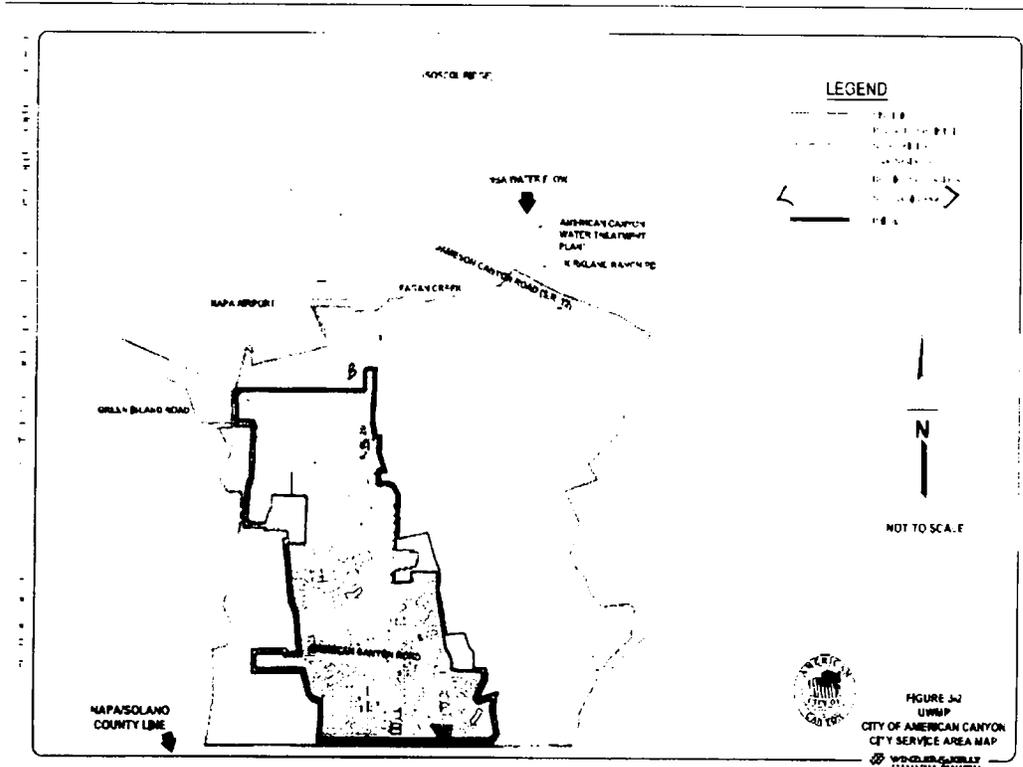
2. **Exceptions:** An appeal may not challenge water rates imposed by the City that are consistent with *Hansen v. City of San Buenaventura* (1986) 42 Cal.3d 1172, and the City's Ordinance 2007-13. An appeal also may not challenge Capacity Fees that are set pursuant to the City's Ordinance 2007-09, or new capacity fees approved by the County and enacted in a new City ordinance.

3. **Appeal Process and Appeal Panel.** An appeal of water service conditions of approval that the City proposes for a parcel outside the City's limits may be filed within ninety (90) days after the proposed conditions are forwarded to the Applicant and the County for inclusion in a development permit. The appeal will be heard by the panel described in the following paragraph, and this panel will determine whether any of the conditions under appeal is inconsistent with any provision of this Agreement.

The Appeal Panel will be made up of one member selected by the County Executive Officer, one member selected by the City Manager and one member selected by the two appointed members. If the two appointed members cannot agree on the third member, the name of each candidate shall be placed in a hat to be drawn for selection. The decision of the Appeal Panel will be final, but subject to judicial review pursuant to Code of Civil Procedure section 1094.5. The reasonable cost of the Appeal Panel shall be borne by the Applicant.

EXHIBIT H

City's Water Service Area



Being a portion of that parcel of land conveyed to the Brown Trust by deed filed November 4, 1987 and recorded in Book 1547 of Official Records at Page 932 in the office of the Recorder of Napa County, California; being also a portion of Parcel "B" as shown on the Record of Survey filed February 24, 1960 and recorded in Book 5 of Surveys at Page 59 in the office of the Recorder of Napa County, California, and also shown on the "Plat of Description" attached hereto and made a part hereof by reference; more particularly described as follows:

A STRIP OF LAND, 68 feet wide, the centerline of which is described as follows:

BEGINNING at a point on the northerly line of the aforementioned lands of Brown, said point being also the southerly terminus of the centerline of "Devlin Road", as shown on the Final Map filed February 19, 1999 and recorded in Book 21 of Record Maps at Page 30 - 33 in the office of the Recorder of Napa County, California; said point being also a point on a compound curve concave to the northwest having a radius of 585.00; thence southerly 182.85 feet along said curve through a central angle of $17^{\circ}54'31''$ to the beginning of a reverse curve concave to the southeast having a radius of 585.00 feet and to which beginning a radial line bears $N 55^{\circ}44'20'' W$; thence southerly 342.40 feet through a central angle of $33^{\circ}32'04''$; thence leaving said curve along a line parallel to and 34 feet westerly of the easterly line of Parcel "B" as shown on the aforementioned Record of Survey filed February 24, 1960 and recorded in Book 5 of Surveys at Page 59 in the office of the Recorder of Napa County, California, $S 00^{\circ}59'33'' W$ 523.46 feet more or less to the northerly right of way line of Tower Road.

The sidelines of the above described 68 foot strip to be extended or shortened to terminate at the northerly line of that parcel of land conveyed to the Brown Trust by deed filed November 4, 1987 and recorded in Book 1547 of Official Records at Page 932 in the office of the Recorder of Napa County, California, and the northerly right of way line of Tower Road.

A portion of Napa County Assessor's Parcel Numbers 057-110-012, 023 & 070

Containing 70942 square feet or 1.63 Acres, more or less.

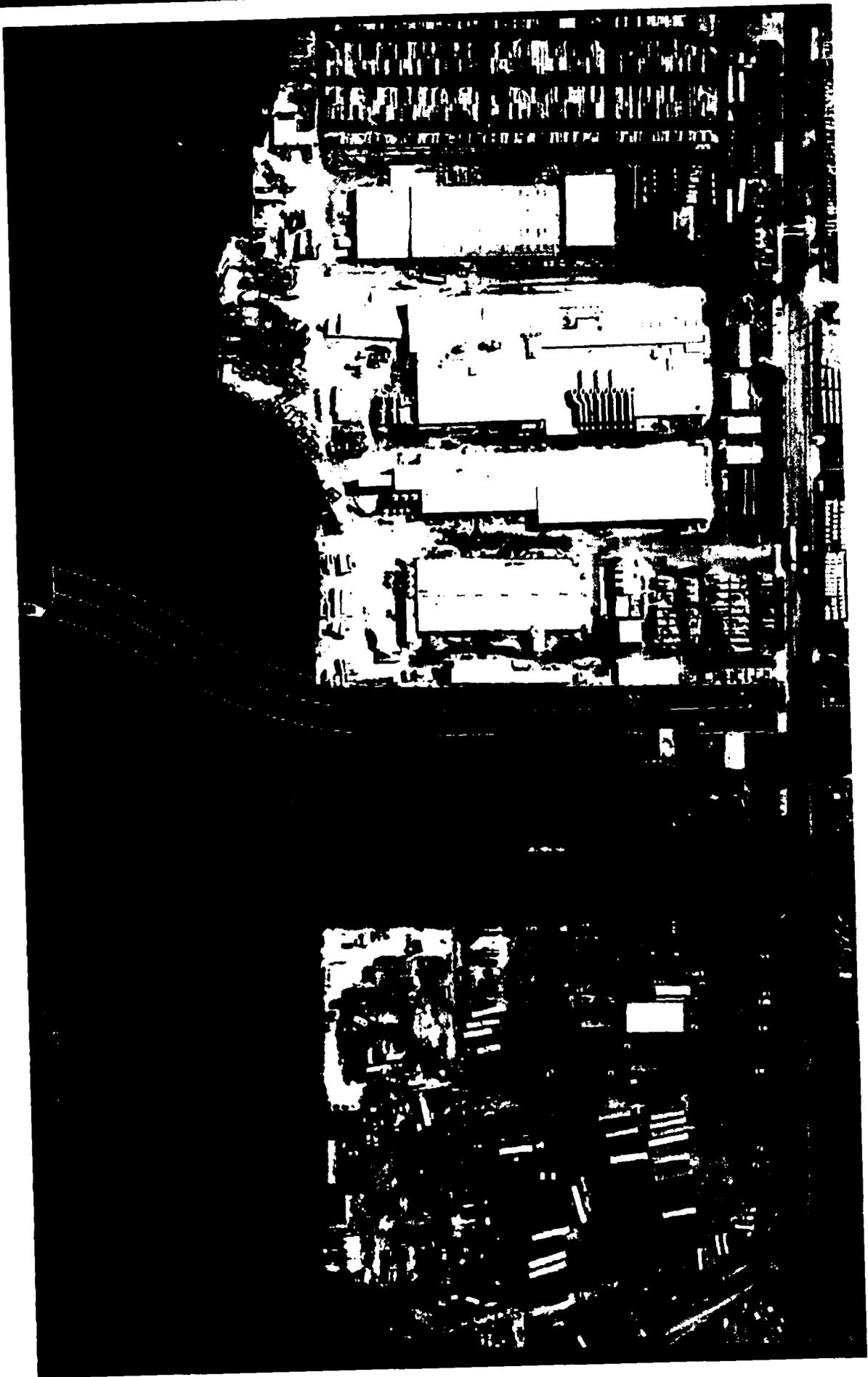


EXHIBIT LIST

<u>EXHIBIT A</u>	Legal Description of Panattoni Parcel
<u>EXHIBIT B</u>	Legal Description of Headwaters Parcel
<u>EXHIBIT C</u>	Legal Description of Atkins Parcel
<u>EXHIBIT D</u>	Legal Description - Proposed Urban Limit Line for American Canyon, CA
<u>EXHIBIT E</u>	Water Conditions To Be Imposed On All Parcels (City Customers and Outside Customers) For Which New Water Service is Requested
<u>EXHIBIT F</u>	Zero Water Footprint and Water Supply Report Methodology
<u>EXHIBIT G</u>	Appeal Procedure: Zero Water Footprint Methodology
<u>EXHIBIT H</u>	City's Water Service Area
<u>EXHIBIT I</u>	Devlin Road Extension

RESOLUTION 2008 -106

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF AMERICAN CANYON, ACCEPTING THE NAPA COUNTY CLERK'S
CERTIFICATION OF CITY URBAN LIMIT LINE
AND PREZONING ACT INITIATIVE.**

WHEREAS, On July 15, 2008, Proponents submitted to the Office of the City Clerk petitions for a proposed measure for the City of American Canyon City Urban Limit Line and Prezoning Act; and

WHEREAS, after a prima facie review of the petitions for required number of signatures, and a legal review by the City Attorney of the format of the petitions, the Office of the City Clerk determined that the petitions were sufficient to the extent to be forwarded for further review by the Napa County Elections Division to verify the number of registered voters; and

WHEREAS, the Napa County Elections Division completed the certification of the Initiative Petition on July 18, 2008 using a random sample verification process authorized by the California Election Code, and based upon the results of the random sample, the petition was deemed qualified and could be considered for further action by the American Canyon City Council at their regular meeting on August 5, 2008.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of American Canyon hereby accepts the certification by the Napa County Clerk, of the Initiative Petition submitted on Wednesday, July 16, 2008, a copy of which certificate is attached hereto as Exhibit A.

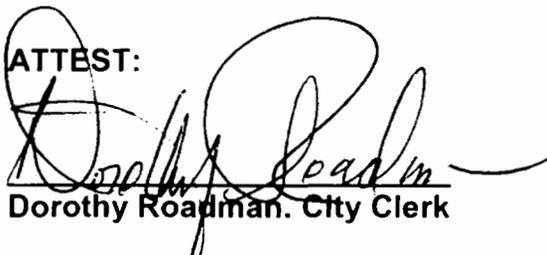
PASSED, APPROVED, AND ADOPTED by the City Council of the City of American Canyon at a regular meeting held on the 5th day of August, 2008 by the following votes:

AYES:	Garcia, Coffey, Bennett, Callison, West
NOES:	None
ABSTAIN:	None
ABSENT:	None



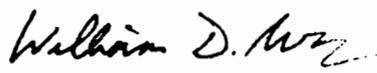
Leon Garcia, Mayor

ATTEST:



Dorothy Roadman, City Clerk

APPROVED AS TO FORM:



William D. Ross, City Attorney

CLERKS CERTIFICATE TO REFERENDUM PETITION

I John Tuteur, Registrar of Voters of the County of Napa, State of California, hereby certify:
that the City of American Canyon Urban Limit Line and Rezoning Act Initiative Petition was
transmitted to this office on July 16, 2008.

That each section contains signatures purporting to be the signatures of qualified electors of
the City of American Canyon.

That attached to this petition at the time it was filed was an affidavit of the person who
solicited the signatures, and also containing the dates between which the purported
qualified electors signed this 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;

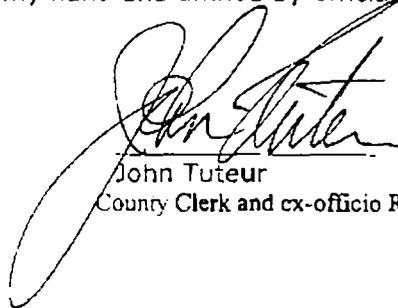
That upon the request of the City Clerk of the City of American Canyon, with whom the
proponent filed this petition, we tabulated the number of valid signatures by examining the
records of registration in the City of American Canyon, current and in effect at the
respective dates of such signing, to determine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

1. Number of sections	66
2. Number of unverified signatures filed (raw count)	1864
3. Number of signatures verified	500
a. Number of signatures found sufficient	424
b. Number of signatures found not sufficient	76
c. Number of duplicate signatures	1

**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 THE
CALIFORNIA ELECTION CODE**

In witness whereof, I have hereunto set my hand and affixed by official seal this day of
18 July, 2008.

(seal)



John Tuteur
County Clerk and ex-officio Registrar of Voters

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

The City Attorney of American Canyon has prepared the following title and summary of the chief purpose and points of the proposed measure:

CITY OF AMERICAN CANYON CITY URBAN LIMIT LINE AND PREZONING ACT

The proposed initiative would establish a City Urban Limit Line for the City of American Canyon to guide future growth and development in a manner consistent with the City of American Canyon General Plan, and prezone certain lands within the City of American Canyon ("City") Urban Limit Line which are not already within the City's boundaries. The measure would do this by amending both the City General Plan and the City Zoning Ordinance. The proposed initiative would, by amending the City General Plan: (1) create a City Urban Limit Line around the entire City; (2) revise multiple figures in the General Plan to reflect the City Urban Limit Line; and add text about the City Urban Limit Line to the General Plan. The proposed initiative would amend the City's existing Zoning Map to prezone specific areas outside the City limits, but within the City Urban Limit Line. "Prezoning" is a method to establish zoning for unincorporated territory the City wishes to annex. The proposed initiative would also expand the area known as the Town Center project by amending figures and text contained in the City General Plan. The proposed initiative would also amend the City Zoning Ordinance with respect to the Town Center District and create a new zoning district entitled "Special Study Zone District." The City Urban Limit Line established by the proposed measure could only be changed by a subsequent vote of the voters of the City at a City election and would remain in effect until January 1, 2030.

To the Honorable City Council of the City of American Canyon:

We, the signers of this petition, registered and qualified voters and residents of the City of American Canyon, comprising not less than 10 per cent of the registered voters of the city, hereby propose a measure as set forth herein and request that the proposed measure be submitted to a vote of the people at the earliest regular or special election for which this petition qualifies pursuant to the California Elections code. The text of the proposed measure, and accompanying exhibits, are set forth below and on subsequent pages.

The People of the City of American Canyon do ordain as follows:

CITY OF AMERICAN CANYON CITY URBAN LIMIT LINE AND PREZONING ACT

SECTION 1. Title.

This measure shall be known and may be cited as the City of American Canyon City Urban Limit Line and Prezoning Act or the "Act."

SECTION 2. Findings and Purposes.

The people of the City of American Canyon ("City") hereby make the following findings and declare that their purpose in enacting this Act is as follows:

- (a) The City must plan for its future to protect the quality of life enjoyed by its residents.
- (b) To guide future growth and development in the manner consistent with the City's General Plan, the people of American Canyon should establish an urban limit line. Establishment of an urban limit line will help preserve agriculture, open space, prevent urban sprawl and help implement the planned development of the City.
- (c) Establishment of an urban limit line will foster sustainable growth and allow the residents of American Canyon to control the future growth of the City and implement a vision that provides a balance between housing and jobs.
- (d) This Act establishes the City Urban Limit Line ("City Urban Limit Line") to guide future growth and development in the City.
- (e) This Act will facilitate development of the expanded Town Center project by amending the City's General Plan Map and Zoning Ordinance. The Town Center project will provide the residents of the City with significant community benefits.
- (f) The prezoning of lands designated by the Act is a necessary first step so that the City may proceed to annex these lands. The prezoning of these lands is important as it will allow the City to direct growth and development into an area where there is agreement that such growth should occur.
- (g) The City Urban Limit Line and prezoning established by this Act are consistent with the goals and policies of the City's General Plan and Zoning Ordinance.
- (h) The City Urban Limit Line cannot be changed without a vote of the voters of the City at a subsequent City election.
- (i) Establishment of the City Urban Limit Line and the prezoning of lands designated by the Act will give the residents of the City control over their future.
- (j) For all of the foregoing reasons, this Act serves the public health, safety and welfare of the City.

CITY OF AMERICAN CANYON CITY URBAN LIMIT LINE AND PREZONING ACT
SECTION 1. Title.

This measure shall be known and may be cited as the City of American Canyon City Urban Limit Line and Prezoning Act or the "Act."

SECTION 2. Findings and Purposes.

The people of the City of American Canyon ("City") hereby make the following findings and declare that their purpose in enacting this Act is as follows:

(a) The City must plan for its future to protect the quality of life enjoyed by its residents.

(b) To guide future growth and development in the manner consistent with the City's General Plan, the people of American Canyon should establish an urban limit line. Establishment of an urban limit line will help preserve agriculture, open space, prevent urban sprawl and help implement the planned development of the City.

(c) Establishment of an urban limit line will foster sustainable growth and allow the residents of American Canyon to control the future growth of the City and implement a vision that provides a balance between housing and jobs.

(d) This Act establishes the City Urban Limit Line ("City Urban Limit Line") to guide future growth and development in the City.

(e) This Act will facilitate development of the expanded Town Center project by amending the City's General Plan Map and Zoning Ordinance. The Town Center project will provide the residents of the City with significant community benefits.

(f) The prezoning of lands designated by the Act is a necessary first step so that the City may proceed to annex these lands. The prezoning of these lands is important as it will allow the City to direct growth and development into an area where there is agreement that such growth should occur.

(g) The City Urban Limit Line and prezoning established by this Act are consistent with the goals and policies of the City's General Plan and Zoning Ordinance.

(h) The City Urban Limit Line cannot be changed without a vote of the voters of the City at a subsequent City election.

(i) Establishment of the City Urban Limit Line and the prezoning of lands designated by the Act will give the residents of the City control over their future.

(j) For all of the foregoing reasons, this Act serves the public health, safety and welfare of the City.

SECTION 3. City of American Canyon General Plan Amendments.

The City of American Canyon General Plan is amended as follows:

(a) Figure 3 (Planning Area) at page ix of the Introduction is hereby amended to establish the City Urban Limit Line as shown on Exhibit 1, attached hereto and incorporated herein by reference and as more particularly described in Exhibit 2, attached hereto and incorporated herein by reference.

(b) Policy 1.1.1 (Land Use Schedule—Mixed Use, Town Center (TC)) at page 1-9 of the Land Use Element is hereby amended as follows:

MIXED USE		
Town Center (TC)	<p>Government and community services, retail commercial, professional offices, entertainment, restaurants, cultural facilities (museums, libraries, etc.), visitor-serving facilities (hotels, information centers), <u>event/conference center, wineries, transit, parking, multi-family dwelling units (either vertically integrated with commercial uses or free standing structures), variety of housing types including single family attached and detached, townhouses, condominiums, mixed-use and apartments</u> and public park and school and other amenities.</p> <p>Minimum development shall include a mix of these uses, including housing and a public park/square.</p>	<p>Nonresidential uses: FAR of 0.5</p> <p>Mixed use structure: FAR of 1.5, with a maximum of 0.5 of commercial portion</p> <p>Residential: 16 to 20 units per gross acre</p> <p><u>Residential densities and intensities of non-residential development shall be determined through subsequent specific plan(s)</u></p>

(c) Figure 1-1 (Land Use Plan) at page 1-13 of the Land Use Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 3A. Figure 1-1 (Land Use Plan) at page 1-13 is also hereby amended to show the extension of the Town Center Land Use Category, the application of the Special Study Land Use Category to land east of the Town Center and the location of a public school site. This amendment to Figure 1-1 is shown on Exhibit 3B, attached hereto and incorporated herein by reference.

(d) The "Multi-Family Residential Design Principles" at pages 1-19 and 1-20 of the Land Use Element are deleted in their entirety.

(e) Objective 1.19 at page 1-34 of the Land Use Element is hereby amended as follows:

Provide for the development of a Town Center that physically and functionally serves as the symbolic and identifiable focus of community activities and events ~~activity and identity~~ for the City of American Canyon and which is a regional destination within acts as an entry to Napa Valley. and is linked with adjacent land uses. ~~The Town Center shall have two principal land use areas: (a) Town Center Core Area, and (b) Town Center Residential Neighborhoods. The Town Center Core Area shall mean the area around the basalt industrial ruins which will be developed with the land uses described in Policy 1.19.2 below to create a true "downtown" for American Canyon. The Town Center Residential Neighborhoods shall mean the residential areas portion of Town Center that surrounds the Town Center Core Area, which shall be developed with the land uses described in 1.19.4 below.~~

(f) Policies 1.19.1 through 1.19.11 at pages 1-34 and 1-36 of the Land Use Element and the "Town Center Design Principles at page 1-35 are hereby deleted in their entirety and are replaced with new Policies 1.19.1 through 1.19.14 as follows:

Permitted Uses

~~1.19.1 Accommodate the development of a diversity of uses that function as the "downtown" for American Canyon including, but not limited to, governmental offices, professional offices, retail commercial, hotel/motel, community services, entertainment, restaurant, community auditorium, public meeting rooms, cultural facilities (museums, libraries, theater, etc.), community and visitor information centers, and similar uses in areas designated as "Town Center (TC)" on the Land Use Plan Map (Figure 1-1).~~

~~1.19.2 Promote the development of mixed use structures that accommodate housing above lower level retail, office, or other commercial uses.~~

~~1.19.3 Require the inclusion of a plaza or square, which functions as a "stage" for public events and festivals, and casual pedestrian activity and allow for the inclusion of other public amenities.~~

Density (as determined by the portion of the total site on which the use is located)

~~1.19.4 Accommodate the development of commercial uses at a maximum density of a floor area ratio of 0.5 and a height of three (3) stories.~~

~~1.19.5 Accommodate the development of mixed use structures, vertically integrating housing with commercial, at a maximum density of a floor area ratio of 1.5 provided that a minimum FAR of 0.25 and a maximum of 0.5 is developed for commercial use, and height of four (4) stories.~~

~~1.19.6 Accommodate the development of free standing multi family dwellings in accordance with Policies 1.8.2 and 1.8.3.~~

Design and Development Principles

~~1.19.7 Require that a Master or Specific Plan be submitted prior to individual project approval that provides for the cohesive and integrated development of the Town Center in accordance with the principles and standards stipulated herein.~~

~~1.19.8 Require that commercial and mixed use buildings be sited and designed to establish a unified pedestrian oriented "village" environment considering the following (in addition to the principles defined by Policies 1.18.1-1.18.2);~~

~~a. sitting of a portion of the buildings in proximity to the principal access street and other appropriate streets, establishing a "Main Street" character, with parking located to the rear of the structures;~~

~~b. inclusion of a major "public square" as a gathering place for public activity (musical groups, concerts, plays, and other spontaneous or programmed community events) and highly visible and accessible public meeting facilities;~~

~~c. incorporation of uses in the first floor along the street frontage that stimulate pedestrian activity; limiting professional offices, data computing, and other similar uses to the rear or above the first floor; and~~

~~d. assurance that the front setbacks are visually and physically accessible to pedestrians, except as may be required for security.~~

~~1.19.9 Require that free standing multi family dwelling units be designed to convey a high quality image in accordance with Policy 1.8.4~~

~~1.19.10 Require that mixed-use structures be designed to mitigate potential conflicts between the commercial and residential uses (e.g. noise, lighting, security, and truck and automobile access) and provide adequate amenities for residential occupants.~~

~~1.19.11 Require the implementation of public streetscape improvements that uniquely identify the Town Center, including elements such as landscape, street furniture, signage, and pedestrian-sealed lighting.~~

Permitted Uses

1.19.1 Ensure that the Town Center shall have two principal land use areas: (a) Town Center Core Area, and (b) Town Center Residential Neighborhoods.

1.19.2 Require that the Town Center Core Area will be the “downtown” for the City of American Canyon, centered around the basalt industrial ruins and quarry lake, including:

a. a rich diversity of land uses which may include government and community services, retail commercial, professional offices, entertainment, restaurants, cultural facilities (museums, libraries, etc.), visitor-serving facilities (hotels, information centers), event center/conference center, wineries, transit, parking, variety of housing types including single family attached and detached, townhouses, condominiums, mixed-use and apartments and public park and other amenities;

b. a plaza or “town square” to facilitate community gatherings and events.

1.19.3 Require that the Town Center Core Area is surrounded by the Town Center Residential Neighborhoods in order to satisfy the City’s need for housing and to support the economic vitality of the commercial uses within the Town Center Core Area.

1.19.4 Provide for a broad range of housing types within the Town Center Residential Neighborhoods, including single family detached, attached single family, townhouses, condominiums, and apartments.

1.19.5 Require that the Town Center Residential Neighborhoods provide sites for a public park and a public school, with the size of facilities corresponding to the future population of the Town Center and which may allow community facilities that support residences.

1.19.6 Provide for the extension of Newell Drive, which will define the eastern boundary the Town Center, connecting with Highway 29 in the vicinity of Green Island Road and for the extension of South Napa Junction Road from Highway 29 to Newell Drive.

1.19.7 Determine the location of land uses within the Town Center through the subsequent approval of one or more Specific Plans.

Density and Intensity

1.19.8 Determine the range of residential densities allowed through the subsequent approval of one or more Specific Plans, with the guiding principle that, in general, densities will be highest around the Town Center Core Area with decreasing density further away.

1.19.9 Determine the range of intensities of non-residential uses, as measured in building height and/or floor area ratio, through the subsequent approval of one or more Specific Plans, with the guiding principle that in general, intensity will be highest around the Town Center Core Area with decreasing intensity further away.

Design and Development Principles

1.19.10 Provide for unified design standards and a cohesive development through the adoption of one or more Specific Plans for the Town Center.

1.19.11 Ensure that the Town Center is a sustainable, “green” development through the implementation of such features as:

a. use of recycled water for landscape irrigation

- b. use of drought tolerant vegetation
- c. energy efficient buildings
- d. pedestrian and bicycle circulation system
- e. mix of land uses which reduce travel

1.19.12 Require that the Town Center Core Area provide a pedestrian-oriented, "village" environment, including a plaza or town square as a gathering place for community activities.

1.19.13 Require the implementation of public streetscape improvements that uniquely identify the Town Center, including elements such as landscape, street furniture, signage, and lighting; public street sections may vary from citywide standards in order to create this unique identity.

1.19.14 Require that development of Town Center incorporate the natural and cultural resources on site including:

a. preserving portions of the basalt industrial ruins and incorporating them into the commercial and public activities, to the extent it is economically viable;

b. preserving the quarry lake as a future public park site, for the benefit of both Town Center residents and the residents of the City as a whole.

(g) The "Special Study Zone" section at page 1-42 of the Land Use Element is hereby amended as follows:

SPECIAL STUDY ZONE

Goal

1L Provide flexibility for the study and potential development of additional lands between Newell Drive and the City Urban Limit Line, which will provide a transition from urban development on the west side of Newell Drive and the long-term agricultural and open space lands to the east. ~~immediately adjacent to the City boundaries to ensure adequate lands are available for urban growth.~~

Objective

1.25 Designate certain parcels as "special study" areas that may be needed for future urban growth, but for which appropriate land use designations have yet to be determined.

Policies

Permitted Uses

1.25.1 Allow for the development interim uses of as open space and agriculture at uses in the interim in accordance with Policies 1.6.1 through 1.6.9 in areas designated as "Special Study (SS)" on the Land Use Plan Map (Figure 1-1).

General

1.25.2 Conduct a planning study to determine the appropriate long term use and development of areas designated for Special Study when market demand and City priorities so determine, subject to public input and comment, which may encompasses a revision of the General Plan Land Use Plan Map and pertinent goals, objectives, and policies and environmental review in accordance with the requirements of the California Environmental Quality Act.

1.25.3 Ensure that future development, if any, within the Special Study Area is required to provide:

- View corridors from Newell Drive to the agricultural and open space lands to the east
- Points of public access from Newell Drive through the Special Study Area to any abutting public open space or public park land to the east

(h) Figure 1-2 (Planning Sub Area Map) at page 1-44 of the Land Use Element is hereby amended to show the establishment of the City Urban Limit Line and changes in certain Subareas as shown on Exhibit 4, attached hereto and incorporated herein by reference.

(i) Subarea B—Town Center Residential—Uses/Density at page 1-45 of the Land Use Element is hereby deleted in its entirety as follows:

~~B~~ ~~Uses/Density~~ * Residential Medium (RM)
~~Town Center~~ * Neighborhood serving uses (daycare, community meeting
~~Residential~~ rooms, recreation facilities, and religious facilities)
 * Hiking, biking, and equestrian trails

(j) 1.26.1 (Subarea M—Town Center—Uses/Density and Design and Development at page 1-49 of the Land Use Element is hereby amended as follows:

M Town Center	Uses/Density	<ul style="list-style-type: none"> • <u>Location and types of land uses, residential densities and non-residential intensities shall be determined through approval of subsequent Specific Plan(s) Town Center (TC), including public "square," in accordance with Policies 1.19.1-1.19.6</u>
	Design and Development	<ul style="list-style-type: none"> • Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility plan, conceptual landscape plan, and similar elements)
		<ul style="list-style-type: none"> • Adherence to Town Center <u>Design and Development Principles</u> 1.19.8-1.19.10, 1.19.10-1.19.14
		<ul style="list-style-type: none"> • Incorporate a well defined access corridor from Highway 29, which functions as a "monumental" entry using extensive landscape, such as a double row of trees, lighting, and other elements
		<ul style="list-style-type: none"> • <u>Create a "main street" design in the commercial portion of the Town Center Core Area with such items as on-street parking, town square/plaza and buildings built constructed to the right-of-way line</u> Locate a portion of the buildings on the primary access road
		<ul style="list-style-type: none"> • Incorporate pedestrian and bicycle <u>circulation</u> linkages to the Community Commercial Center <u>along South Napa Junction Road</u>
		<ul style="list-style-type: none"> • Provide view corridors to the Napa River,

		valley, and foothills
		<ul style="list-style-type: none"> • Encourage the retention and integration of existing structures previously used for the basalt plant operations
		<ul style="list-style-type: none"> • <u>Town Center Core Area will be centered around the basalt industrial ruins and quarry lake; this mixed-use area will have higher residential densities and higher intensity of non-residential uses; Residential Neighborhoods will surround the Core Area and will generally have lower residential densities and will include community facilities such as a park. Site area may be expanded to incorporate site to east designated as "RM" (Subarea B) to create a unified development. Designated Town Center area may be expanded to include the detached northern portion of subarea "A," subarea "B," and/or a portion or all of subarea "N."</u>

(k) The Town Center and Community Commercial Illustrative Concept (Planning Sub-Area "M" and "N") at page 1-50 of the Land Use Element is hereby deleted in its entirety.

(l) The Land Use Element is amended at page 1-64 to add a new section entitled "City Urban Limit Line" as follows:

CITY URBAN LIMIT LINE

Goal 1T Establish a City Urban Limit Line for the City of American Canyon which describes its future geographic boundary until January 1, 2030.

Objective

1.35 Ensure that the incorporated City boundary expands to be coterminous with the City Urban Limit Line, providing for effective "home rule" of the City's destiny.

1.36 Define the limits of urban development of the City, preserving agricultural and open space outside of the City Urban Limit Line on a long-term basis.

Policies

1.35.1 Take all appropriate actions with LAFCO ("Napa County Local Agency Formation Commission") to ensure that the area outside of the current city limits and within the City Urban Limit Line is:

- Included within the Sphere of Influence of the City and American Canyon Fire District
- Annexed to the City and the American Canyon Fire District

1.35.2. Ensure that annexations within the City Urban Limit Line are accomplished in a planned and orderly manner, consistent with the City's ability to provide necessary municipal services and facilities.

1.35.3 Ensure that lands outside of the City Urban Limit Line shall not be developed until January 1, 2030 or later, except as provided by Policy 1.35.4 below.

1.35.4 Acquire lands for public uses and construct and operate public facilities outside of the City Urban Limit Line, if necessary and appropriate, provided that those facilities are designed to serve development within the City Urban Limit Line.

(m) Policies 4.2.1 through 4.2.13 at pages 4-5 and 4-6 of the Circulation Element are hereby amended by adding new Policy 4.2.14 to read as follows:

- 4.2.1 Establish a street system hierarchy within the City of American Canyon that is defined, yet flexible enough to address the unique circumstances that may arise.
- 4.2.2 Reserve rights-of-way for future roadways, extensions or widenings.
- 4.2.3 Prioritize existing and future facility needs in order to properly allocate limited funds to areas of highest need.
- 4.2.4 Pursue the timely extension of Flosden Road (and consider the phasing of east/west connectors to Highway 29), including the realignment of its intersection with American Canyon Road, and the development of other necessary primary north-south roadways such as the Western Parallel along the wetlands edge.
- 4.2.5 Review the need for extending east-west roadways across SR-29 to the east side of the City.
- 4.2.6 Improve the connection between Green Island Road and SR-29.
- 4.2.7 Consider alternative circulation concepts that provide street or driveway connectivity between parcels fronting on SR-29 to consolidate driveway access along SR-29 as well as consolidate parking for the businesses along this roadway.
- 4.2.8 Require that developers provide all required onsite infrastructure and contribute their proportional share to offsite improvements.
- 4.2.9 Implement an impact fee system in order to offset the cost of transportation required by new development.
- 4.2.10 Consider whether it is appropriate to establish a transportation benefits district for the area along the American Canyon Road Corridor east of SR-29.
- 4.2.11 Create a second access to the Green Island Industrial Park, possibly through the construction of the new Wetlands Edge Road and Devlin Road extension from the north.
- 4.2.12 Provide linkages between industrially zoned areas, paying specific attention to connecting the industrial areas north and south of the railroad tracks.
- 4.2.13 Allow for modifications of standard right-of-way sections contained in the General Plan where there is a transition from one right-of-way section standard to another or where there is a transition between existing roadways and the new right-of-way standards contained in the General Plan.
- 4.2.14 Through the adoption of a Specific Plan, the City may allow modifications to the standard right-of-way sections contained in the General Plan in order to achieve other public goals. City Council shall adopt findings explaining why the modifications from the standards are necessary and appropriate.

(n) The "General Plan Network Improvements" section at Page 4-25 of the Circulation Element is hereby amended as follows:

GENERAL PLAN NETWORK IMPROVEMENTS

Based on a review of the existing transportation system and discussion with the City of American Canyon staff, an updated circulation network was established. This new network reflects build out (year 2010) of the 1994 General plan. The following is the list of network improvements recommended for the General Plan circulation network:

1. An extension of Flosden Avenue north to the Kelly Road alignment a connection with SR-29 near Green Island Road as shown on Figure 1-2, Figure 3, Figure 4-2a, Figure 4-2b, Figure 4-7, Figure 7-1, Figure 8-1, Figure 8-3, Figure 9-1, Figure 9-2a, Figure 9-2b, Figure 9-3, Figure 10-1, Figure 11-1, Figure 11-3, Figure 11-4, Figure 11-4a and Figure 11-5;

2. Geometric, signal and traffic flow orientation changes to the intersection of Flosden Avenue and American Canyon Road;

3. Addition of necessary acceleration and deceleration lanes on Flosden Avenue and American Canyon Road in order to improve access and safety at entrances to adjacent residential and commercial developments;

4. An extension of Donaldson Way from SR-29 east to the new Flosden Avenue extension;

5. Development of a scenic Wetlands Edge Road extending from American Canyon Road to Green Island Road, with an additional local connection from American Canyon Road south to Kimberly;

6. A further eastward realignment of the intersection of Broadway and American Canyon Drive or the restriction of left turn movements from Broadway to American Canyon Road; and

7. Provision of a roadway connection from Paoli Loop Road south over the railroad tracks to connect the two industrial areas together.

(o) Figure 4-2a (Arterial and Collector System) at page 4-20 of the Circulation Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 5, attached hereto and incorporated herein by reference.

(p) Figure 4-2b (Circulation Improvements Plan) at page 4-21 of the Circulation Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 6, attached hereto and incorporated herein by reference.

(q) Figure 4-7 (Study Area—Potential Hike/Bike Trail Alignments) at page 4-31 of the Circulation Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 7, attached hereto and incorporated herein by reference.

(r) Figure 7-1 (Existing Parks and Recreational Facilities) at page 7-5 of the Parks and Recreation Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 8, attached hereto and incorporated herein by reference.

(s) Figure 8-1 (Biological Habitats) at page 8-6 of the Natural and Historic/Cultural Resources Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 9, attached hereto and incorporated herein by reference.

(t) Figure 8-2 (Sensitive Elements of Biological Diversity) at page 8-8 of the Natural and Historic/Cultural Resources Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 10, attached hereto and incorporated herein by reference.

(u) Figure 8-3 (Mineral Deposits) at page 8-21 of the Natural and Historic/Cultural Resources Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 11, attached hereto and incorporated herein by reference.

(v) Figure 9-1 (West Napa Fault (Alquist-Priolo Special Study Zone)) at page 9-6 of the Geology Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 12, attached hereto and incorporated herein by reference.

(w) Figure 9-2a (Critical, Sensitive & High Occupancy Buildings/Sites) at page 9-9 of the Geology Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 13, attached hereto and incorporated herein by reference.

(x) Figure 9-2b (Critical, Sensitive & High Occupancy Buildings/Sites) at page 9-10 of the Geology Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 14, attached hereto and incorporated herein by reference.

(y) Figure 9-3 (Dam/Reservoir Failure) at page 9-15 of the Geology Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 15, attached hereto and incorporated herein by reference.

(z) Figure 10-1 (Major Drainage Facilities and 100 Year Flood Event) at page 10-5 of the Flood Hazards Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 16, attached hereto and incorporated herein by reference.

(aa) Figure 11-1 (Compatibility Plan (Napa County Airport)) at page 11-3 of the Noise Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 17, attached hereto and incorporated herein by reference.

(bb) Figure 11-3 (Sensitive Noise Areas) at page 11-7 of the Noise Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 18, attached hereto and incorporated herein by reference.

(cc) Figure 11-4 (Generalized Noise Contours (City of American Canyon)) at page 11-8 of the Noise Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 19, attached hereto and incorporated herein by reference.

(dd) Figure 11-4a (Generalized Future Noise Contours (City of American Canyon)) at page 11-9 of the Noise Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 20, attached hereto and incorporated herein by reference.

(ee) Figure 11-5 (Napa County Airport Noise Impacts) at page 11-10 of the Noise Element is hereby amended to show the establishment of the City Urban Limit Line as shown on Exhibit 21, attached hereto and incorporated herein by reference.

SECTION 4. City of American Canyon Zoning Ordinance Text Amendments.

(a) Chapter 19.12 of the City of American Canyon Zoning Ordinance is hereby deleted in its entirety and is replaced with the text as follows:

~~Chapter 19.12~~ **~~Town Center~~**

~~Sections:~~

~~19.12.010 Purpose~~

~~19.12.020 Permitted Uses~~

~~19.12.010 Purpose.~~

~~The purpose for establishing the Town Center District and permitted uses is to:~~

- ~~A. Provide for the development of a Town Center that physically and functionally serves as the symbolic and identifiable focus of activity and identity for the City, acts as an entry to Napa Valley, and is linked with adjacent land uses.~~**
- ~~B. Accommodate the development of a diversity of uses that function as the "downtown" for American Canyon.~~**
- ~~C. Promote the development of mixed-use structures that accommodate housing above lower level retail, office or other commercial uses.~~**
- ~~D. Require the inclusion of a plaza or square.~~**
- ~~E. Assure that buildings be sited and designed to establish a unified pedestrian oriented "village" environment considering the following principles:~~**
 - ~~1. Siting a portion of the buildings in proximity to the principal access street to establish a "Main Street" character.~~**

2. Inclusion of a major "Public Square" as a gathering place.
3. Incorporation of uses in the first floor along the street frontage.
4. Assurance that the front setbacks are visually and physically accessible to pedestrians.

19.12.020 Permitted Uses.

Table 1 of this Chapter sets forth the permitted and conditionally permitted uses for the Town Center District. A "P" designates a permitted use. A "C" indicates a conditionally permitted use subject to approval of a Use Permit by the Planning Commission. If no letter is found a particular use, it is not permitted in the Town Center District.

**Table 1
Permitted and Conditionally Permitted Uses in TC District**

Use Classifications		Related Provisions
Residential Uses		
Garden Apartments	P	GP Policy 1.20.3
Multi-Family Residential	C	GP Policy 1.20.3
Townhouse	P	GP Policy 1.20.3
Commercial Uses		
Animal Retail Sales	P	
Bank, Savings and Loan	P	
Catering	P	
Eating and Drinking Establishments	P	
Entertainment, Indoor	C	
- Amusement Centers	C	
Health Services	P	
Liquor Consumption, On-Premise	C	
- Tasting Rooms	C	
Lodging Services	P	
Nursery	P	
Offices, Business and Professional	P	
Personal Improvement Services	P	
- Night Use	C	
Personal Services	P	
Printing, Commercial	-	
- Limited	P	
Recycling Collection Center	C	
Retail Food Sales	P	
- Convenience Store	C	
- Liquor Store	C	
Retail Sales	P	
Vehicle/Equipment Sales & Services		
- Service Station	C	
Recreational Uses		
Recreation Facilities, Private	P	
Recreation Facilities, Public	C	

Recreation and Sports, Indoor	E	
Recreation and Sports, Outdoor	E	
Public and Quasi-Public Uses		
Antenna	P	
▲ Exceeding Height Limitations	E	
▲ Commercial	E	
Charitable Uses	P	
Club, Lodge	E	
Community Center	P	
Conference Center	E	
Cultural Facility	E	
Government Facility	E	
Public Information Center	P	
Public Parking	P	
Public Safety Facility	E	
Religious Facility	E	GP Policy 1.23.4
School	E	
Transportation Terminal	E	
Utilities, Major	E	
Utilities, Minor	P	
Accessory Uses		
Accessory Dwelling Unit	E	Chapter 19.10
Cafeteria	P	
Home Occupation	P	Chapter 19.29
Horticulture, Limited	P	
Recreation Facilities, Private	P	
Temporary Uses		
Animal Show	E	
Circus, Carnival	E	
Commercial Filming	E	
Live Entertainment	E	
Mobile Structure	E	Chapter 19.30
Personal Property, Sales	P	
Retail Sales, Outdoor	E	
Seasonal Sales	E	
Street Fair	E	
Tent	E	

Chapter 19.12
Town Center Zone District

Sections:

- 19.12.010 Purpose
- 19.12.020 Applicability
- 19.12.030 Permitted Uses
- 19.12.040 Conditionally Permitted Uses
- 19.12.050 Development Standards

19.12.010 Purpose

The purpose of the Town Center Zone District is to:

- A. Provide a broad range of commercial, residential and public land uses in the physical context of a traditional downtown with surrounding residential neighborhoods. The district may include a diverse range of land uses including but not limited to: government and community services, retail commercial, professional offices, entertainment, restaurants, cultural facilities (museums, libraries, etc.), visitor-serving facilities (hotels, information centers), event/conference center, wineries, transit, parking, variety of housing types including single family attached and detached, townhouses, condominiums, mixed-use and apartments and public park and school and other amenities.
- B. Create a physical setting and mix of land uses that serve as a focus of neighborhood, community and regional activities and events.
- C. Create a pedestrian-oriented environment which also meets the needs of vehicular traffic.

19.12.020 Applicability

- A. Development shall occur pursuant to a specific plan adopted by the City Council for all or a portion of the Town Center Zone District.

19.12.030 Permitted Uses

- A. Permitted uses shall be those uses designated as permitted uses by a specific plan adopted by the City Council for all or a portion of the Town Center Zone District.
- B. Agricultural or grazing uses.
- C. Temporary uses as may be permitted by the City.

19.12.040 Conditionally Permitted Uses

- A. Conditionally permitted uses shall be those uses designated as conditionally permitted uses by a specific plan adopted by the City Council for all or a portion of the Town Center Zone District.

19.12.050 Development Standards

- A. Development standards shall be those standards included in a specific plan adopted by the City Council for all or a portion of the Town Center Zone District. Development standards include but are not limited to: building heights, building setbacks, landscaping, parking requirements, lot size, residential density, and floor-area ratio for non-residential development.
- B. Performance standards shall be those standards included in a specific plan adopted by the City Council for all or a portion of the Town Center Zone District. Performance standards include but are not limited to: lighting, noise, and hours of operation.

(b) The City of American Canyon Zoning Ordinance is amended by adding Chapter

19.50 (Special Study Zone District) to read as follows:

Chapter 19.50

Special Study Zone District

Sections:

- 19.50.010 Purpose
- 19.50.020 Applicability
- 19.50.030 Permitted Uses
- 19.50.040 Conditionally Permitted Uses

19.50.010 Purpose

The purpose of the Special Study Zone District is to:

A. Allow properties to be zoned or rezoned until the City has completed appropriate planning studies to determine the types and intensities of land uses through an amendment of the City's General Plan.

B. Allow agricultural, grazing, open space and public uses within the district as interim uses.

19.50.020 Applicability

A. Properties designated as "Special Study Zone" by the General Plan shall be within the Special Study Zone District.

19.50.030 Permitted Uses

A. Permitted uses shall be: agriculture, grazing, open space and public uses, except as provided in 19.12.040.

19.50.040 Conditionally Permitted Uses

A. Any structure greater than 10,000 square feet shall be a conditionally permitted use.

SECTION 5. City of American Canyon Zoning Map Amendments.

The Zoning Map of the City of American Canyon Zoning Ordinance is amended to prezone certain lands as shown in Exhibit 22, attached hereto and incorporated by reference.

SECTION 6. Finding of Consistency.

The City of American Canyon General Plan amendments including the Urban Limit Line established by this Act are consistent with the American Canyon General Plan. The City of American Canyon Zoning Ordinance amendment including the Town Center Zone District, the Special Study Zone District and the rezoning established by this Act are consistent with the City of American Canyon General Plan and Zoning Ordinance.

SECTION 7. Implementation.

Upon the effective date of this Act, the Act shall be deemed inserted in the City of American Canyon General Plan and the City of American Canyon Zoning Ordinance as amendments thereof, except that if the four amendments of the mandatory elements of the City of American Canyon General Plan permitted by state law for any given calendar year have already been utilized prior to the effective date of this Act, the portions of the Act pertaining to the City of American Canyon General Plan shall be deemed inserted in the City of American Canyon General Plan as of January 1, 2009.

SECTION 8. Amendments.

The City Urban Limit Line as shown on the General Plan figures that are amended in Section 3 may only be changed by a vote of the voters at a subsequent City election. Nothing in this Act shall prevent the City Council from amending any other part of the General Plan and the Zoning Ordinance, except that the City Council may amend the provisions of the General Plan text and map and Zoning Ordinance regarding Town Center only in conjunction with the approval of a Specific Plan for all or a portion of Town Center.

Notwithstanding the foregoing, in conjunction with approval of an initial Specific Plan for the Town Center by the City Council, the City Council shall amend any section of the General Plan or Zoning Ordinance that relates to the Town Center if necessary so as to assure consistency between the General Plan and the Specific Plan provided the amendment(s) are consistent with the purposes of the Act.

SECTION 9. City Urban Limit Line No Longer Effective After January 1, 2030.

The City Urban Limit Line established pursuant to this Act shall remain in effect until January 1, 2030.

SECTION 10. Severability.

If any provisions of this Act or the application thereof to any person or circumstances is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Act, and to this end the provisions of this Act are severable.

NOTICE OF INTENT TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the City of American Canyon for the purpose of qualifying an initiative for the November 4, 2008 ballot.

A statement of the reasons of the proposed action as contemplated in the petition is as follows:

The City of American Canyon must plan for its future to protect the quality of life enjoyed by its residents. To guide future growth and development in the manner consistent with the City's General Plan, the people of American Canyon should establish an urban limit line. Establishment of an urban limit line will help preserve agriculture, open space, prevent urban sprawl and help implement the planned development of the City.

Establishment of an urban limit line will foster sustainable growth and allow the residents of American Canyon to control the future growth of the City and implement a vision that provides a balance between housing and jobs. This Act establishes the City Urban Limit Line ("City Urban Limit Line") to guide future growth and development in American Canyon.

This Act will facilitate development of the expanded Town Center project by amending the City of American Canyon General Plan Map and Zoning Ordinance. The Town Center project will provide the residents of the City with significant community benefits.

The rezoning of lands designated by the Act is a necessary first step so that the City of American Canyon may proceed to annex these lands. The rezoning of these lands is important as it will allow the City of American Canyon to direct growth and development into an area where there is agreement that such growth should occur.

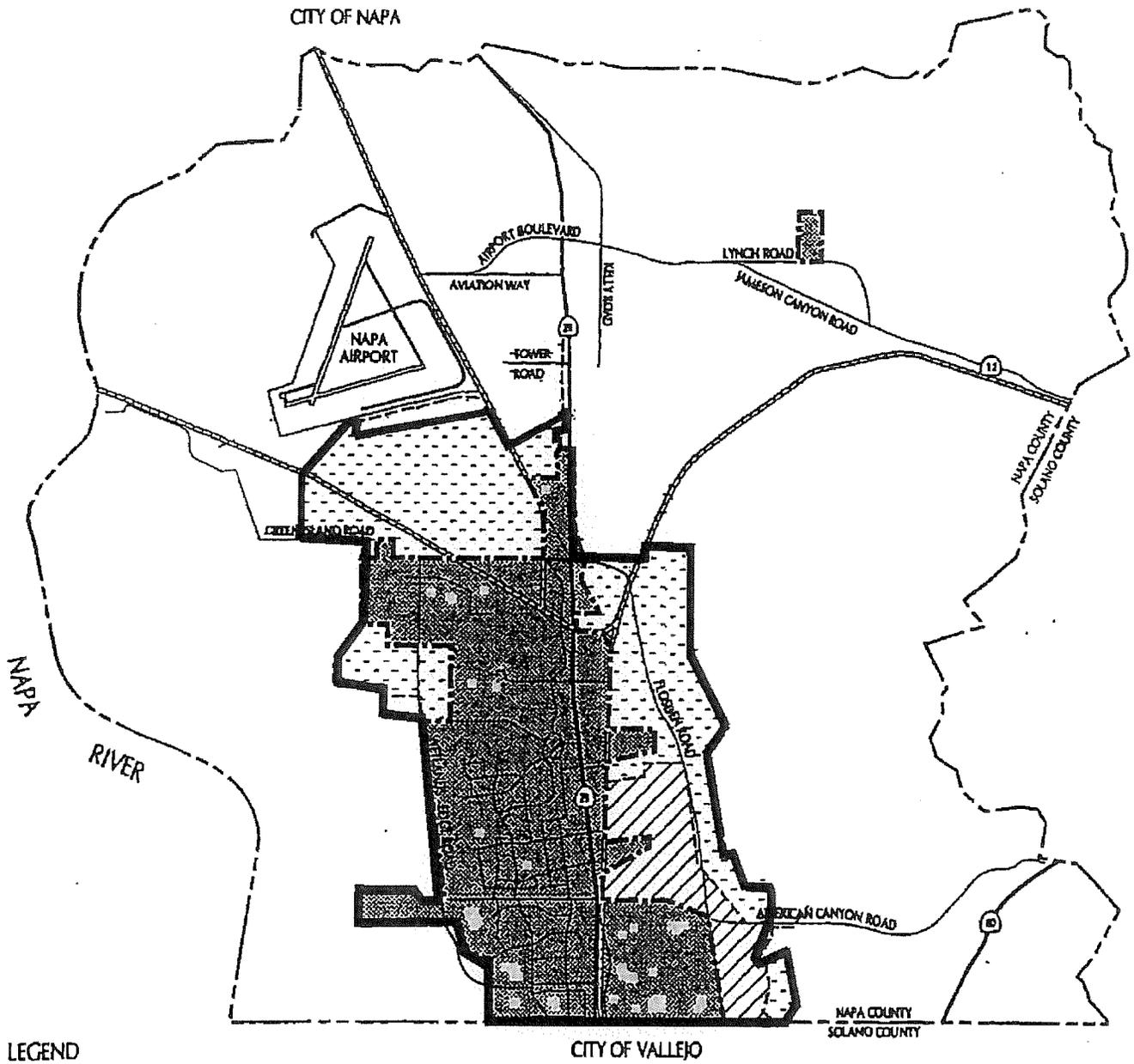
The City Urban Limit Line and rezoning established by this Act are consistent with the goals and policies of the American Canyon General Plan and Zoning Ordinance. The City Urban Limit Line cannot be changed without a vote of the voters of the City of American Canyon at a city election.

Establishment of the City Urban Limit Line and the rezoning of lands designated by the Act will give the residents of the City of American Canyon control over their future. For all of the foregoing reasons, this Act serves the public health, safety and welfare of the City.

/S/ Mark Joseph

American Canyon

GENERAL PLAN



LEGEND

-  Planning Area
-  City of American Canyon
-  Sphere of Influence
-  City Urban Limit Line

SOURCE: City of American Canyon, 1993

 Emvcom Computer Graphics

PLANNING AREA

EXHIBIT 1
ix

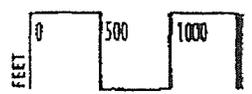


FIGURE 3
16

EXHIBIT 2

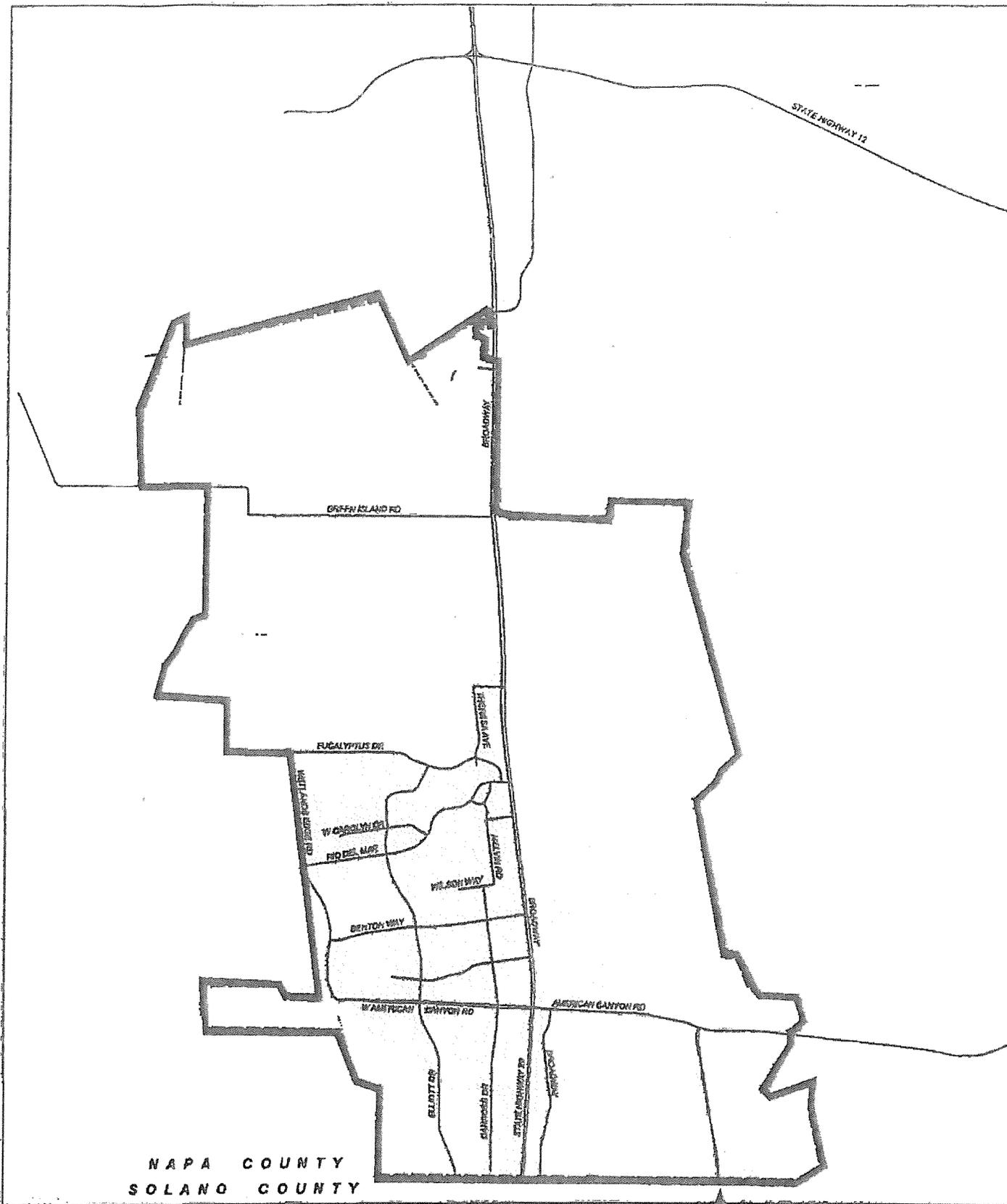
Legal Description - City Urban Limit Line for American Canyon, CA

A portion of Township 4 North, Range 3, 4, and 5 West, Mount Diablo Base and Meridian (and also being shown on the attached plat entitled "Plat of Description - City Urban Limit Line", attached hereto for illustrative purposes only), more particularly described as follows:

BEGINNING at a t-bar and tag stamped "R.C.E. 6250", marking the westernmost corner of Parcel B-1, as shown on the map entitled "Survey and Division of the Madigan Ranch in Napa County and Solano County, California", filed December 17, 1971 in Book 3 of Parcel Maps at Page 67-68 in the office of the County Recorder of Napa County, California, all further references to filing or recording being made to said Napa County Recorder unless otherwise stated for purposes of this description; said Point of Beginning being a point on the Napa - Solano County line; thence westerly along said Napa - Solano County line 9460± feet to the southwest corner of Parcel A as shown on the map entitled "Final Map of Napa Meadows Unit 8" filed July 27, 2000 in Book 22 of Record Maps at Page 10-15 in the office of the County Recorder of Napa County, California; thence northerly along the extended westerly line of Parcels A, C & B as shown on said "Final Map of Napa Meadows Unit 8" 1900± feet to the southeast corner of the lands known as "Napa Meadows Unit 7" as shown on the map entitled "Final Map of Napa Meadows Unit 7" filed October 26, 2000 in Book 22 of Record Maps at Page 27-33 in the office of the County Recorder of Napa County, California; thence westerly and northwesterly along the said "Napa Meadows Unit 7" to the easterly prolongation of the southern line of that 62.779 acre parcel as shown on the map entitled "Record of Survey of the Lands of American Canyon Sanitary Land Fill Co., Inc. and the Lands of Pauline Burastero, et al", filed May 31, 1974 in Book 18 of Surveys at Page 71; thence westerly along said prolongation line to a t-bar and tag stamped "R.C.E. 6250" at the southeast corner of said 62.779 acre parcel; thence westerly, northerly and easterly along said 62.779 acre parcel to the intersection with the northerly line of said 62.779 acre parcel and the northerly line of the "60' Right of Way" as shown on said Record of Survey (18 surveys 71); thence along said northerly right of way line to a ¾" iron pipe and tag stamped "R.C.E. 10648" at the westerly terminus of a line labeled "N87°45'00"W 187.83'" as shown on said Record of Survey (18 Survey 71); thence northerly along the lines of said lands of Pauline Burastero, et al 5450± feet to a point on the northerly right of way line of Eucalyptus Drive; thence along said northerly right of way line N 89°46'10"W 1365.83 feet; thence leaving said northerly line N3°46'32" W 790.22 feet to a t-bar, and tag stamped "R.C.E. 6250" at the westerly terminus of a line labeled "S89°14'40"E 1319.94'" as shown on said Record of Survey (18 Surveys 71); thence, northerly and westerly along said lands of Pauline Burastero, et al to a ¾" iron pipe stamped "R.C.E. 3389" marking the northwest corner thereof, said point being also the southwest corner of the 58.49 acre parcel of land described in the Judgment and Final Order of Condemnation filed February 15, 2006 and recorded as Document No. 2006-0005485; thence northerly and easterly along the lines of said 58.49 acre parcel of land 2016± feet to a ¾" iron pipe stamped "R.C.E. 11649" marking the southwest corner of Parcel 1 as shown on the map entitled "Parcel Map of the lands of Louis O. Wurz Jr., et al and Covenant Presbyterian Church of Napa" filed December 1, 1986 in Book 15 of Parcel Maps at Page 20; thence northerly along the westerly line of said Parcel 1, 2280± feet to the northwest corner thereof, said northwest corner being also the southwest corner of Parcel One as shown on the map entitled "Parcel Map of the Lands of Napa Mill Development Company..." filed October 12, 2006 in Book 25 of Parcel Maps at Page 29-32; thence northerly along the West line of said Parcel One 575± feet to the southerly right of way line of Green Island Road; thence westerly along said southerly right of way line of Green Island Road 1510± feet to the intersection with the extended westerly line of the lands of All Technical Engineering & Construction, Inc, as shown on the map entitled "Record of Survey of the lands of All Technical Engineering & Construction, Inc.", filed October 6, 1978 in Book 20 of Surveys at Page 88; thence northerly along the extended westerly line of said lands of All Technical Engineering & Construction, Inc. 1820± feet to the

southerly line of the lands described in the Grant Deed filed October 11, 2005 and recorded as Document No. 2005-0041461; thence northwesterly and northeasterly along said lands 2010± feet to the northwest corner thereof; thence northeasterly along the northerly line of said lands 282± feet to the northeast corner thereof; thence southerly along the easterly line of said lands 545± feet to the northwest corner of the lands described in the Grant Deed filed September 7, 2006 and recorded as Document No. 2006-0031319; thence northeasterly along the northerly line of said lands 4510± feet to the northeastern corner thereof; said corner being a point on the southwesterly right of way line of the Napa Valley Branch of the Southern Pacific Railroad right of way; thence southeasterly along said southwesterly right of way line 1510± feet to the intersection with the extended southerly line of the lands of S.N.W.M.A. as shown on the map entitled "Record of Survey of South Napa Waste Management Authority..." filed February 25, 1997 in Book 31 of Surveys at Page 8-10; thence northeasterly along said southerly line 1250± feet to the southerly right of way line of Kelly Road South, as shown on the same map entitled "Record of Survey of South Napa Waste Management Authority..."; thence northeasterly along said southerly right of way line 850± feet to the westerly right of way line of State Highway 29; thence southerly along said westerly right of way line 350± feet to the northeast corner of the lands described in the Grant Deed filed August 16, 2007 and recorded as Document No. 2006-0028706; thence westerly along the northerly line of said lands 225± feet to the northwestern corner thereof; said northwestern corner being also the northeastern corner of the lands described in the Grant Deed filed November 13, 1961 and recorded in Book 640 at Page 583; thence westerly along the northerly line of said lands 208± feet to the northwestern corner thereof; thence southerly 208± feet to the southwesterly corner thereof; thence easterly 208± feet to the southeasterly corner thereof; said southeasterly corner being also a point on the westerly line of the aforementioned lands described in the Grant Deed filed August 16, 2007 and recorded as Document No. 2006-0028706; thence southerly along said westerly line 468± feet to the southwestern corner thereof; thence easterly along the extended southerly line of said lands 380± feet to a point on the easterly right of way line of State Highway 29, said easterly right of way line of State Highway 29 being also the westerly line of Parcel C as shown on the map entitled "Parcel Map of the lands of Security Owners Corporation..." filed August 24, 1995 in Book 21 of Parcel Maps at Page 50-51; thence southerly along said westerly line of Parcel C 3460± feet to the southwestern corner thereof; thence easterly along the southerly line of said Parcel C 2500± feet to the southeastern corner thereof, said southeastern corner being also a point on the westerly line of Parcel One as described in the Corporation Grant Deed filed December 31, 1997 and recorded as Document No. 1997-031470; thence northerly along said westerly line 375± feet to the northwestern corner thereof; thence easterly along the northerly line of said Parcel One 1678± feet to the northeastern corner thereof; thence southerly along the extended easterly line of said Parcel One 3580± feet to the a point on the northerly line of the lands of John D. & Lorraine D. Cantoni as shown on the map entitled "Record of Survey of the lands of John D. & Lorraine D. Cantoni" filed April 23, 1980 in Book 21 of Surveys at Page 69; thence leaving said northerly line 2200± feet to a nail and tag stamped "R.C.E. 15390" in a corner post at the northerly terminus of a line labeled "N40°13'46"E 2463.39'" on said map; thence southwesterly along the last mentioned line 1300± feet to the point of intersection with the northerly extension of the line labeled "N9°56'50"W 1007.63'" shown on the map entitled "Record of Survey of the lands of Amcan Land Holdings Inc..." filed February 18, 1999 in Book 32 of Surveys at Page 34; thence southerly along said extended line labeled "N9°56'50"W 1007.63'" 3460± feet to the southerly terminus thereof, said line terminus being also a point on the easterly line of Parcel One as described in the Grant Deed filed January 25, 2007 and recorded as Document No. 2007-0002762; thence southeasterly along said easterly line 2600± feet to a point on the southerly line of said Parcel One, said point being also the northwest corner of the lands of Palm, marked by a ½" rebar and tag stamped "L.S. 4510" as shown on the map entitled "Parcel Map of the lands of a portion of the lands of Mary C. Avilla" filed December 10, 1986 in Book 15 of Parcel Maps at Page 23-24; thence southerly along the extended westerly line of said lands of Palm 350± feet to the southerly right of way line of American Canyon Road; thence westerly along said southerly right of way line of American Canyon Road 170± feet to a t-bar and tag stamped "R.C.E. 6250", marking the northeastern corner of Parcel B, as shown on the map entitled "Survey and Division of the Madigan Ranch in Napa County and Solano County, California", filed

December 17, 1971 in Book 3 of Parcel Maps at Page 67-68; thence southwesterly, northeasterly, southerly and southwesterly along the eastern line of said Parcel B 5100± feet to a t-bar and tag stamped "R.C.E. 6250", marking the westernmost corner of Parcel B-1 as shown on said map entitled "Survey and Division of the Madigan Ranch in Napa County and Solano County, California", said point being the TRUE POINT OF BEGINNING.



NAPA COUNTY
 SOLANO COUNTY

POINT OF BEGINNING

LEGEND

- Assessor's Parcel Lines (approximate)
- Existing Aramark Canyon City Boundary - June, 2008
- City Urban Limit Line

Date: June 18, 2008
 D.P. Henry, L&E
 Napa County Department of Public Works
 Engineering Services Division

Horizontal Datum: NAD 83,
 CA State Plane Coordinates,
 Zone 10, NAD

EXHIBIT 2
- PLAT OF DESCRIPTION -
CITY URBAN LIMIT LINE

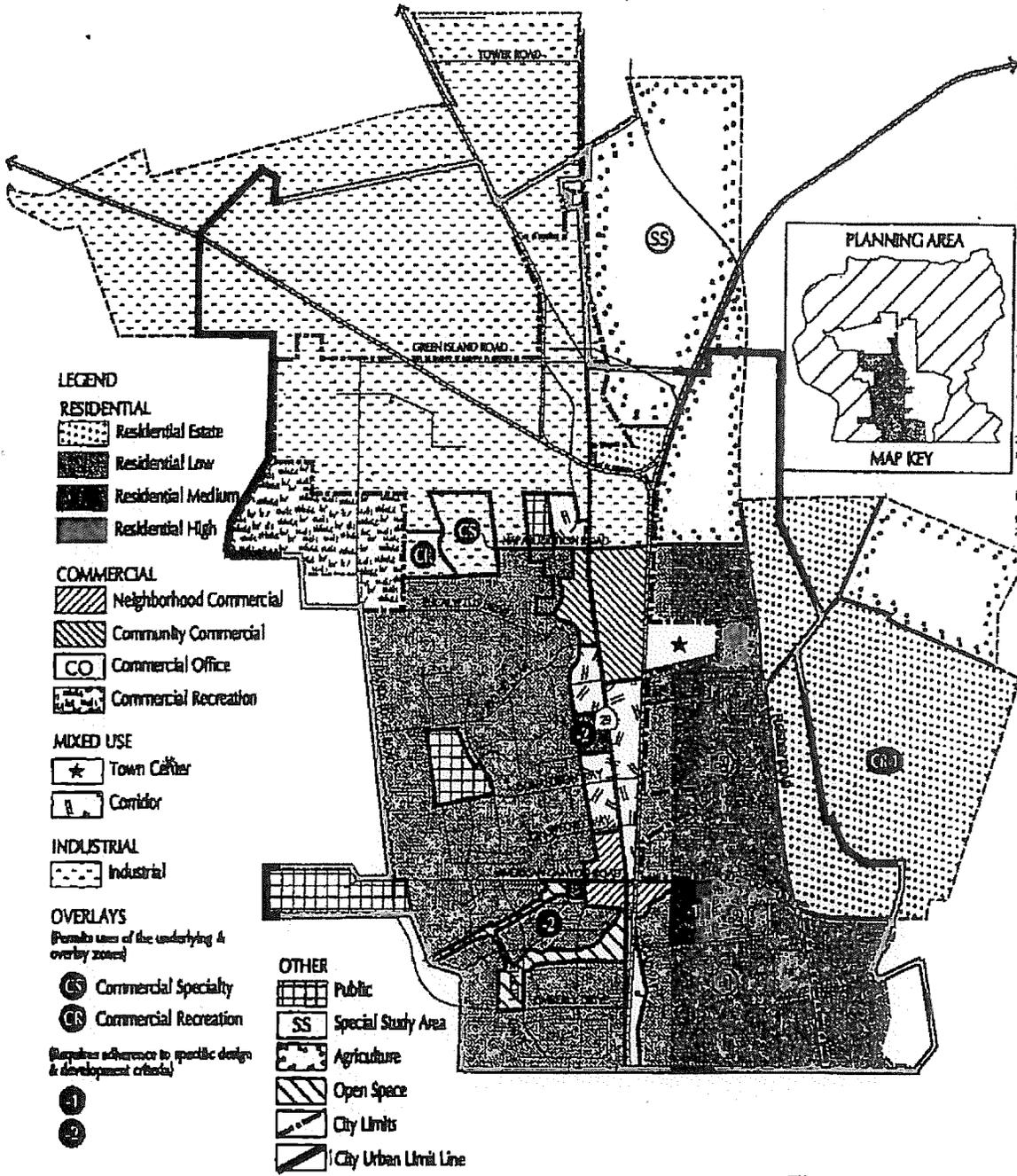
20



COUNTY OF NAPA
 Department of Public Works
 Director Robert J. Felarsen
 Asst. Director Donald G. Redenhour

DOES NOT REFLECT
AMENDMENTS SINCE
1994.

American Canyon
GENERAL PLAN



LAND USE PLAN



THE CITY OF AMERICAN CANYON GENERAL PLAN

1-13
EXHIBIT 3A

AMENDMENT TO LAND USE PLAN FIGURE 1-1, AT PAGE 1-13

Legend

-  General Plan Amendment Boundary
-  Town Center
- SS Special Study Area
-  Public

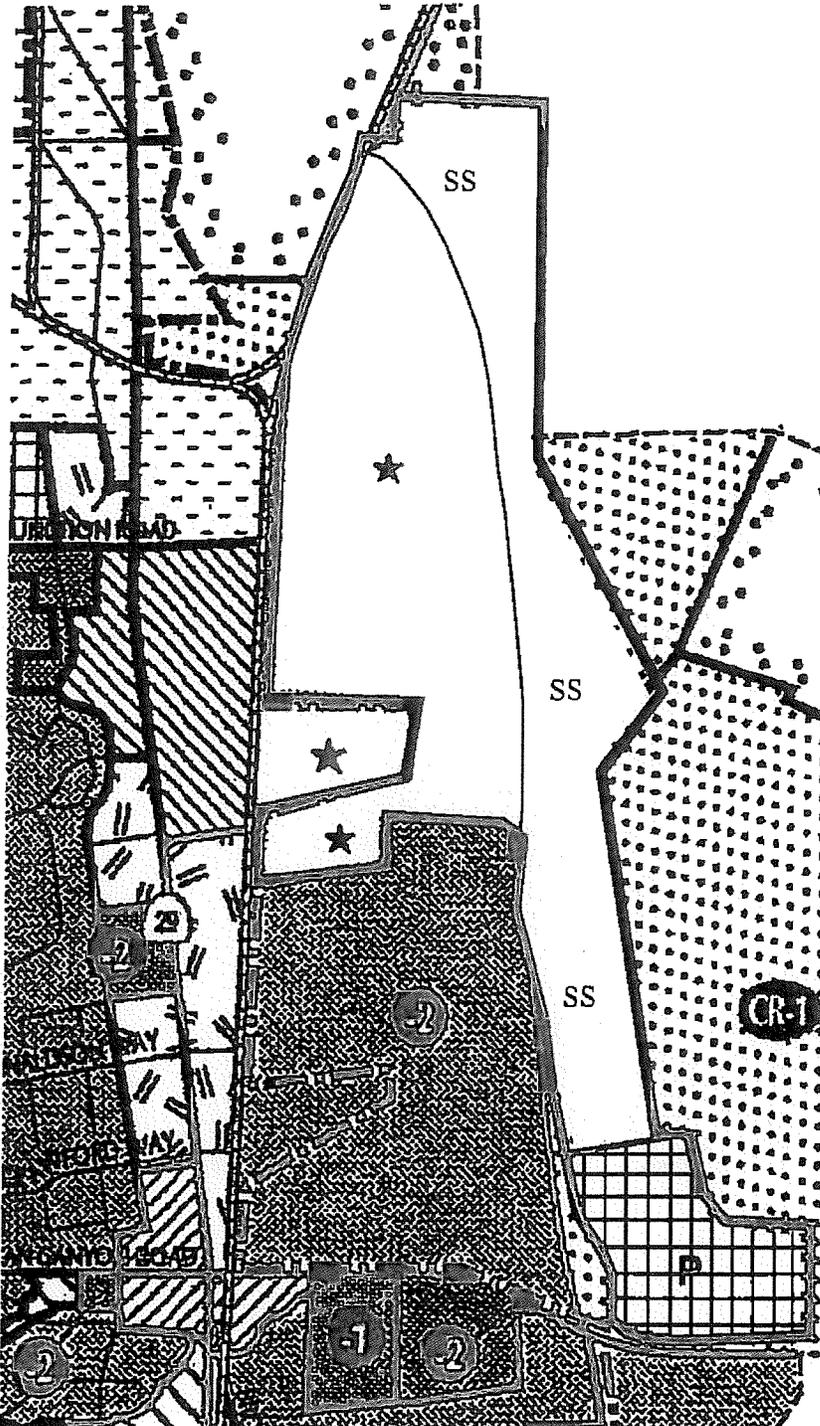
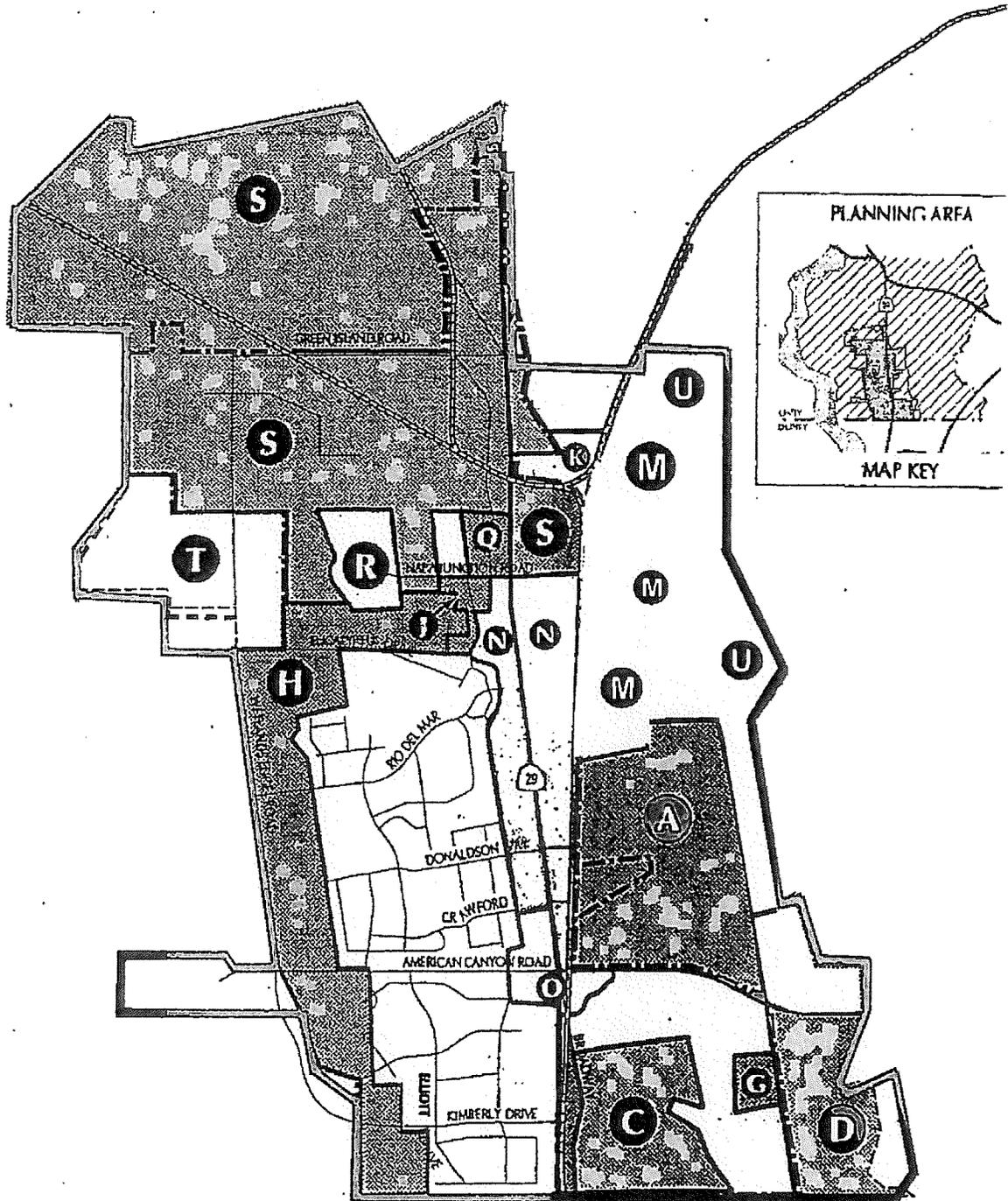


EXHIBIT 3B

American Canyon

GENERAL PLAN



- LEGEND**
- City Limits
 - City Urban Limit Line

Environ Corporation Graphics

PLANNING SUB AREA MAP

EXHIBIT 4
1-44

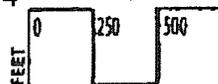
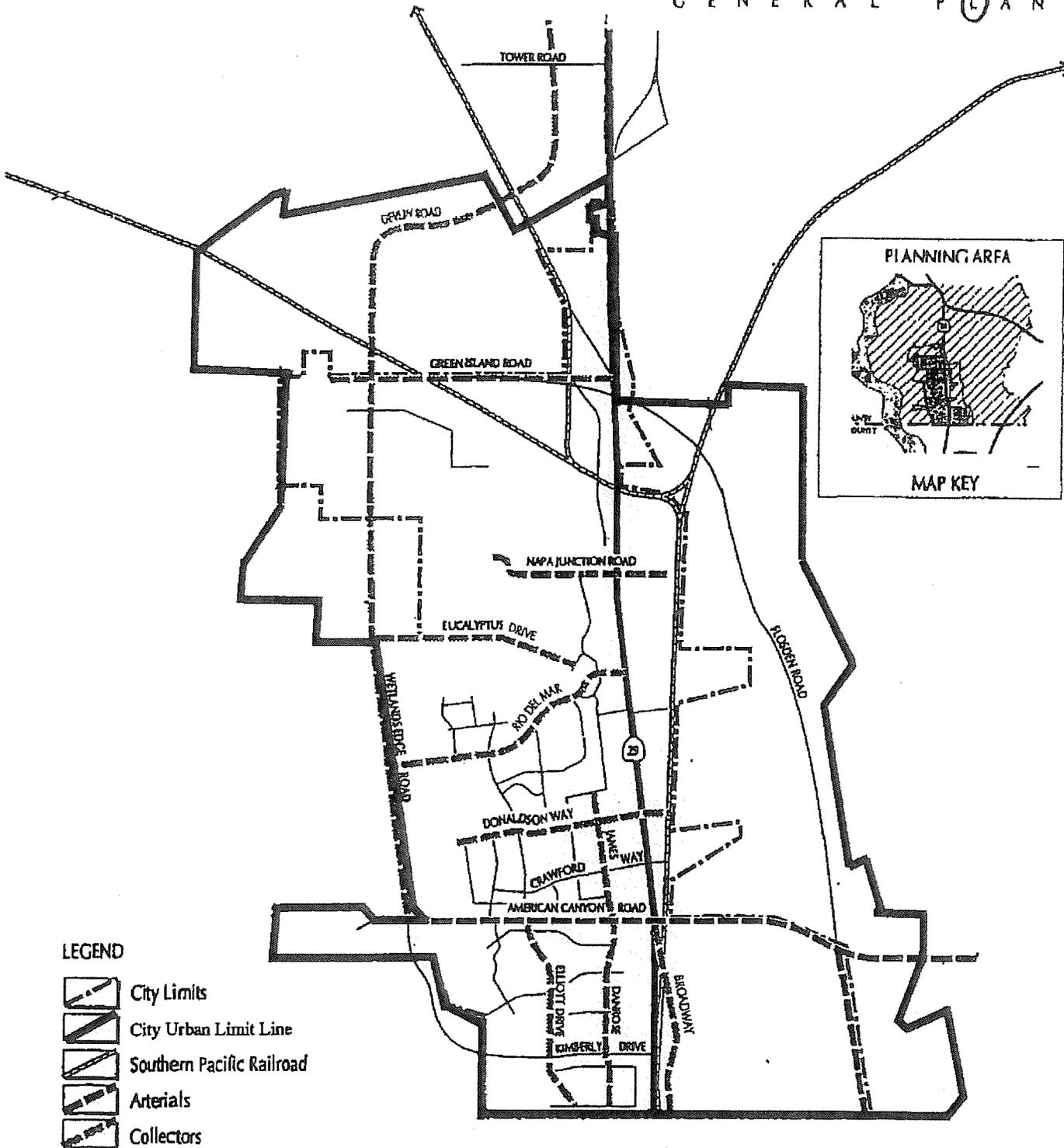


FIGURE 1-2

American Canyon

GENERAL PLAN



LEGEND

- City Limits
- City Urban Limit Line
- Southern Pacific Railroad
- Arterials
- Collectors

SOURCE: Wilbur Smith Associates

Envicore Corporation Graphics

ARTERIAL & COLLECTOR SYSTEM

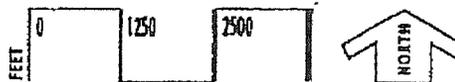
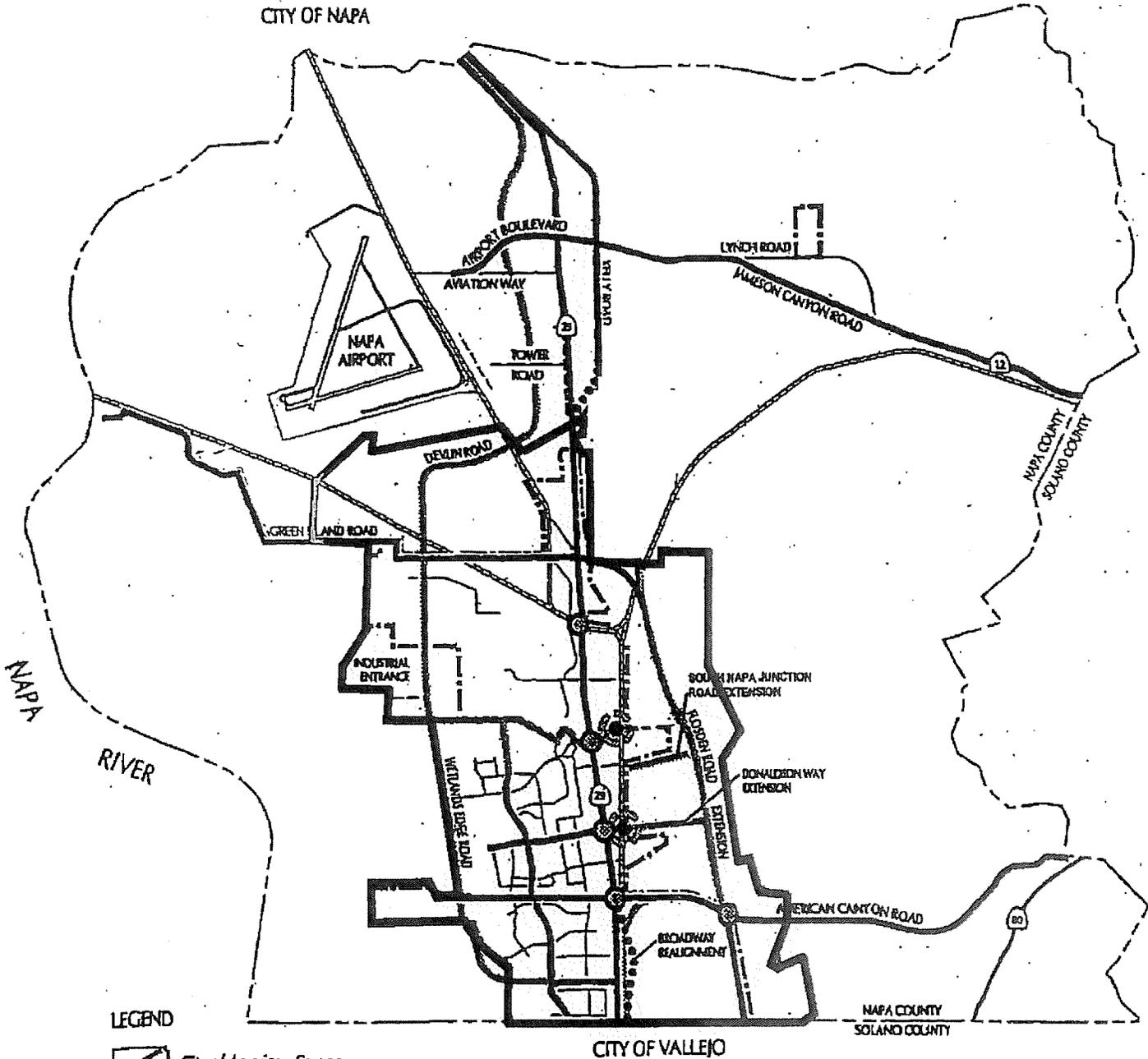


FIGURE 4-2a

EXHIBIT 5

American Canyon

GENERAL PLAN



LEGEND

- City of American Canyon
- Planning Area
- City Urban Limit Line
- Southern Pacific Railroad
- Existing Roadway Network
- Proposed Extensions or New Roadways
- Existing Roadways Deleted
- Potential Transit Center
- Improvements (Alignment, Crossings, etc.)

SOURCE: Wilbur Smith Associates

Envicam Corporation Graphics

CIRCULATION IMPROVEMENTS PLAN

EXHIBIT 6
4-21

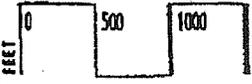
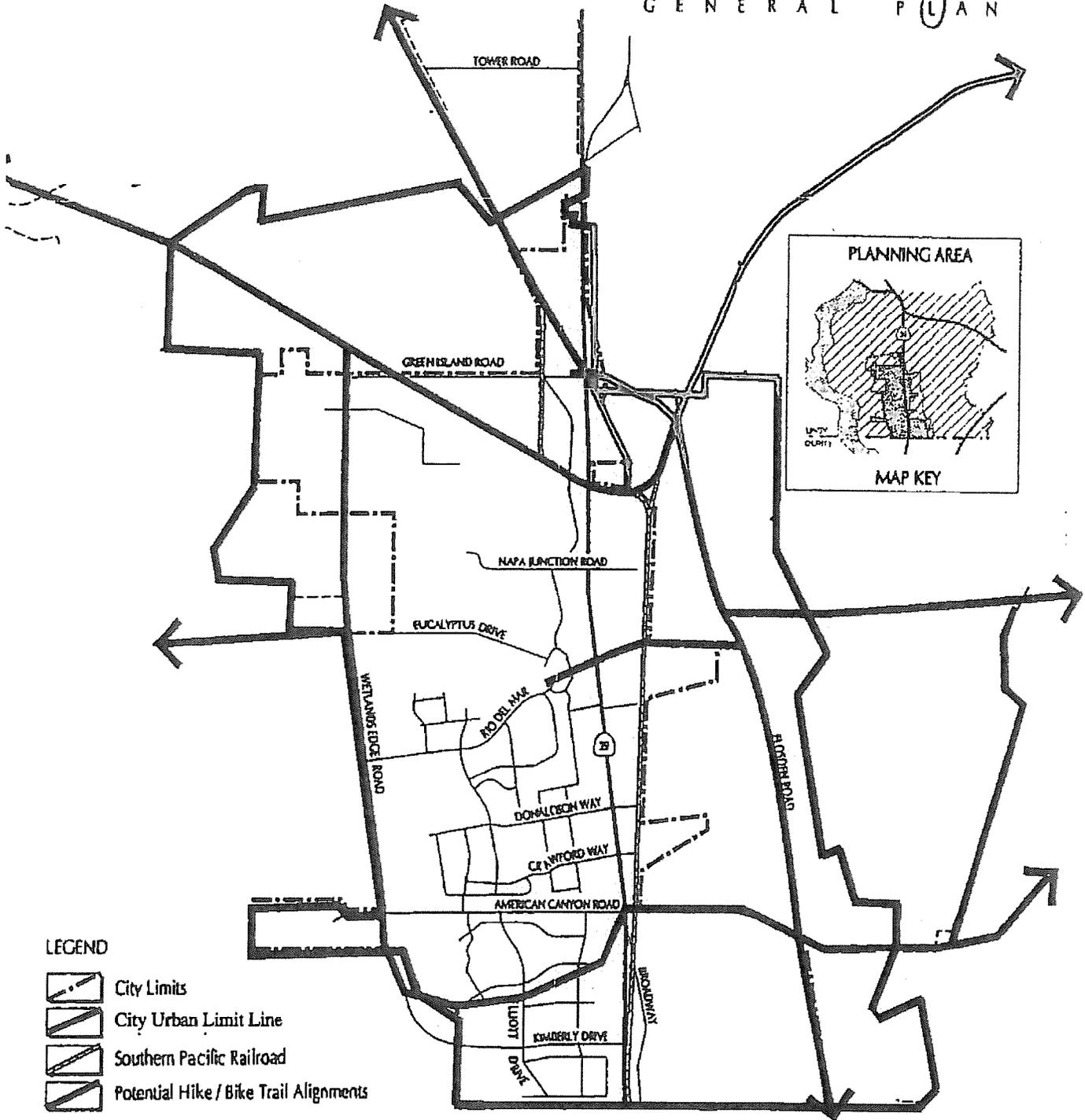


FIGURE 4-2b

American Canyon

GENERAL PLAN



LEGEND

-  City Limits
-  City Urban Limit Line
-  Southern Pacific Railroad
-  Potential Hike / Bike Trail Alignments

SOURCE: Wilbur Smith Associates

Environ Corporation Graphics

STUDY AREA
POTENTIAL HIKE / BIKE TRAIL ALIGNMENTS

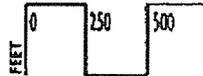


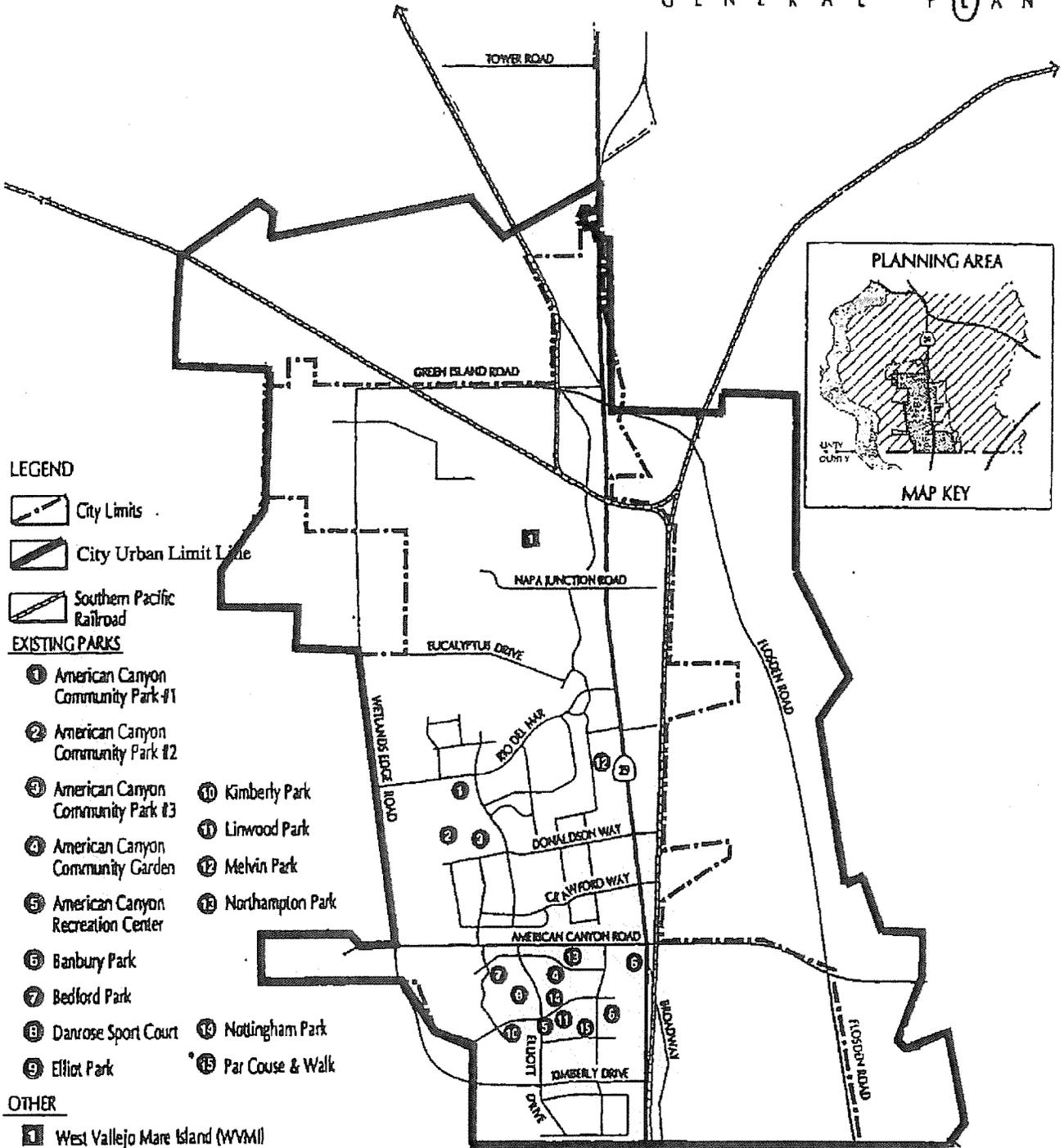
FIGURE 4-7

EXHIBIT 7

4-31

American Canyon

GENERAL PLAN



LEGEND

- City Limits
- City Urban Limit Line
- Southern Pacific Railroad

EXISTING PARKS

- ① American Canyon Community Park #1
- ② American Canyon Community Park #2
- ③ American Canyon Community Park #3
- ④ American Canyon Community Garden
- ⑤ American Canyon Recreation Center
- ⑥ Banbury Park
- ⑦ Bedford Park
- ⑧ Danrose Sport Court
- ⑨ Elliot Park
- ⑩ Kimberly Park
- ⑪ Linwood Park
- ⑫ Melvin Park
- ⑬ Northampton Park
- ⑭ Nottingham Park
- ⑮ Par Course & Walk

OTHER

- ① West Vallejo Mare Island (WVMI) Little League Fields

* Par Course Location is Generalized

SOURCE: City of American Canyon

Envirom Corporation Graphics

EXISTING PARKS AND RECREATIONAL FACILITIES

EXHIBIT 8

7-5

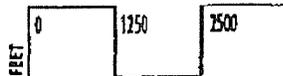
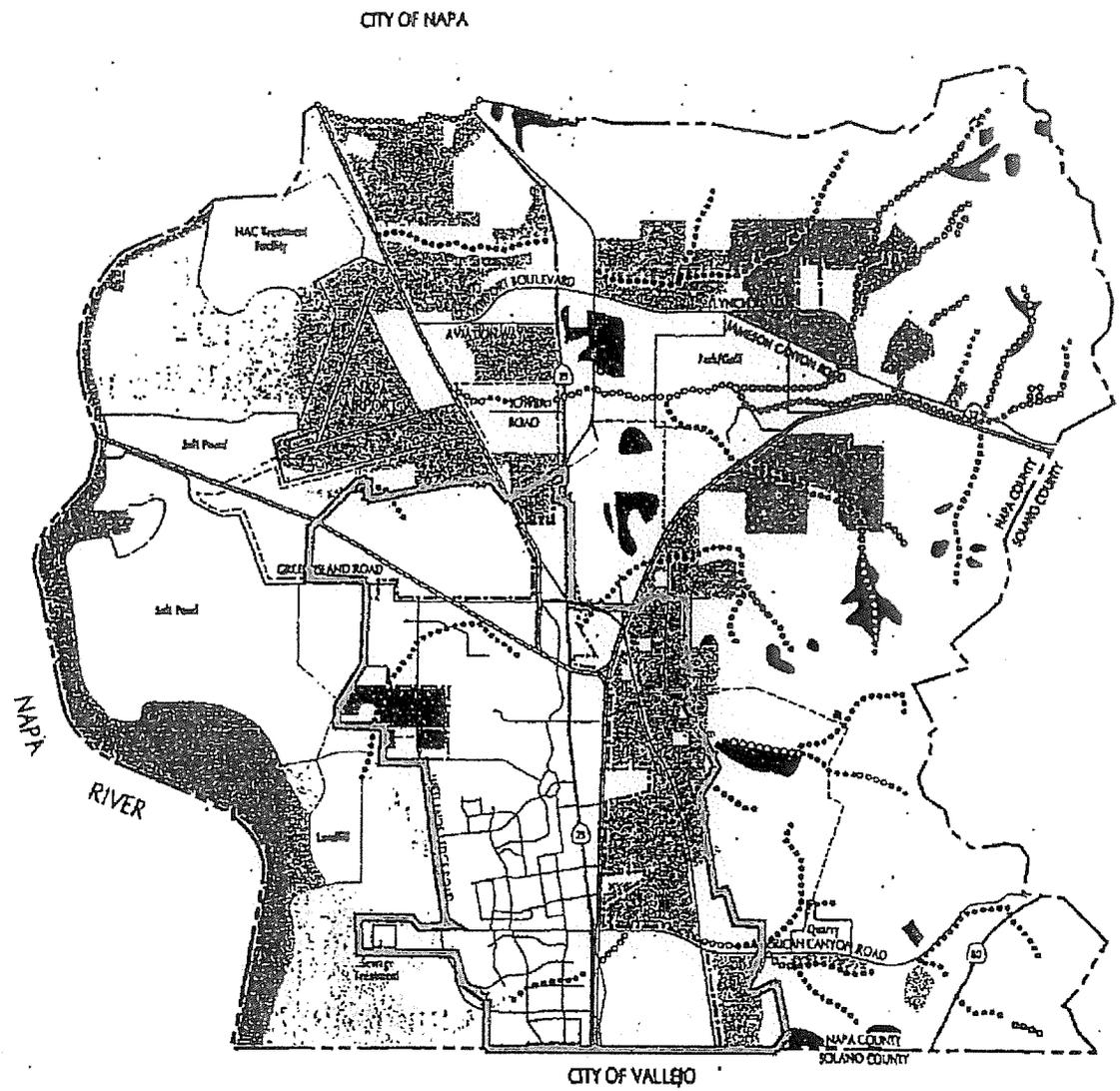


FIGURE 7-1

American Canyon

GENERAL PLAN



- LEGEND**
- | | |
|---------------------------|--|
| City of American Canyon | Agriculture, including disturbed areas |
| Planning Area | Mixed Hardwood Forest |
| City Urban Limit Line | Oak Savannah |
| Southern Pacific Railroad | Eucalyptus Forest |
| Riverine | Urbanized, Residential/Commercial/Industrial/Other |
| Coastal Saltmarsh | Riparian Woodland/Forest |
| Coastal Prairie | Other Riparian and Blue-Line Steams |

SOURCE: Various Corporations, 1991

Envirom Corporation Graphics

BIOLOGICAL HABITATS

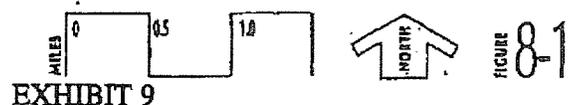
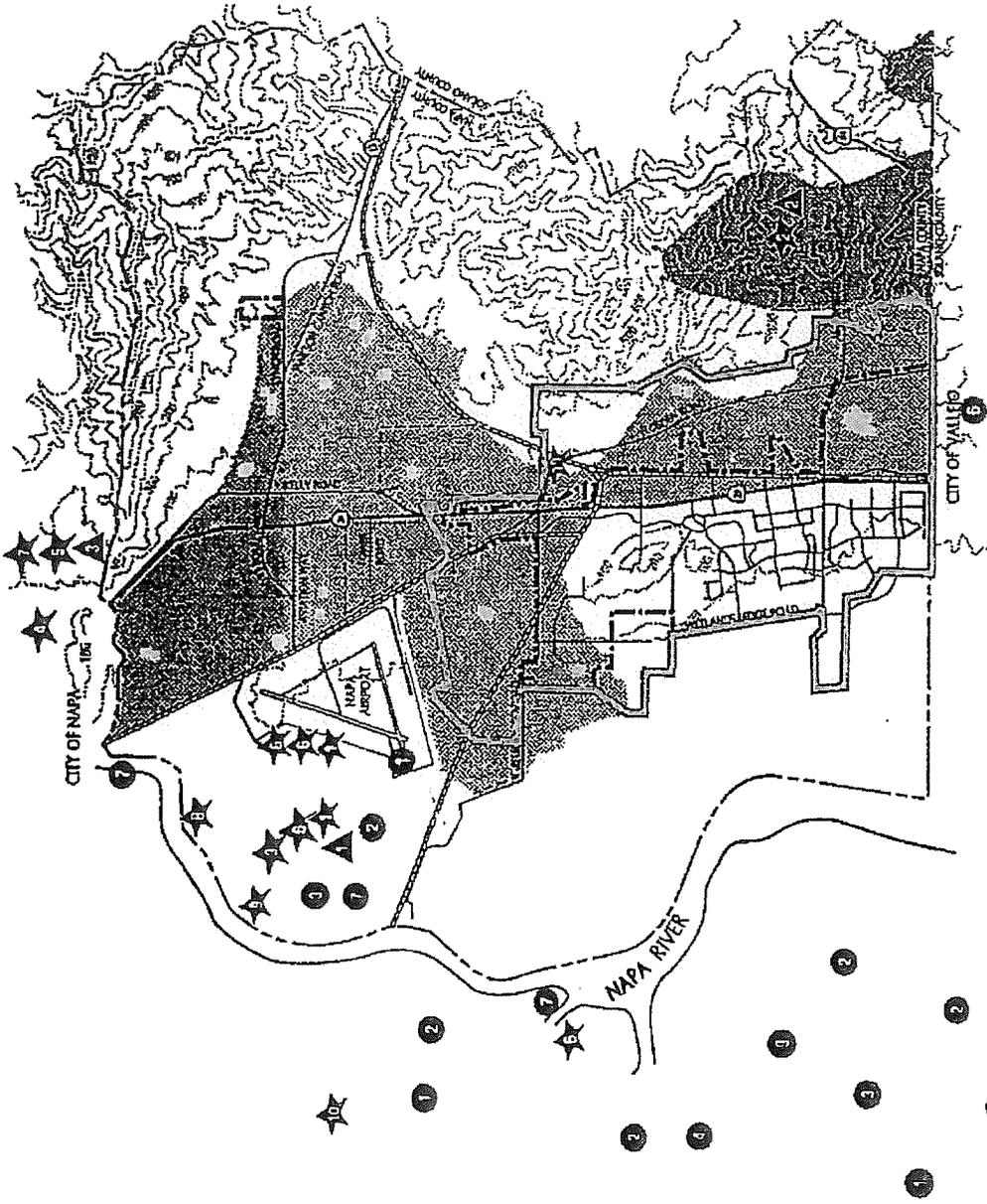


EXHIBIT 9
8-6



- LEGEND**
- City of American Canyon
 - Planning Area
 - City Urban Limit Line
 - Southern Pacific Railroad
- HABITATS**
- 1 Coastal Brackish Marsh
 - 2 Sesuvium Bunchgrass
 - 3 Northern Vernal Pool
- Extent of Sesuvium Flats**
- Potential Extent of Vernal Pools (Generalized)**
- PLANTS**
- 1 *Aster chilensis tenuis*
 - 2 *Castilleja neglecta*
 - 3 *Complanatus m. mollis*
 - 4 *Downingia humilis*
 - 5 *Lathyrus confertus*
 - 6 *Lathyrus J. japonii*
 - 7 *Legenere limosa*
 - 8 *Lilaeopsis masonii*
 - 9 *Polygonum maritimum*
 - 10 *Trifolium amoenum*
- ANIMALS**
- 1 California Black Rail
 - 2 California Clapper Rail
 - 3 Saltmarsh Common Yellowthroat
 - 4 Western Snowy Plover
 - 5 Golden Eagle
 - 6 Burrowing Owl
 - 7 Saltmarsh Harvest Mouse
 - 8 Salt Marsh Shrew

SOURCE: Entomom Corporation, 1993

SENSITIVE ELEMENTS OF BIOLOGICAL DIVERSITY

EXHIBIT 10

0 0.5 1.0
MILES

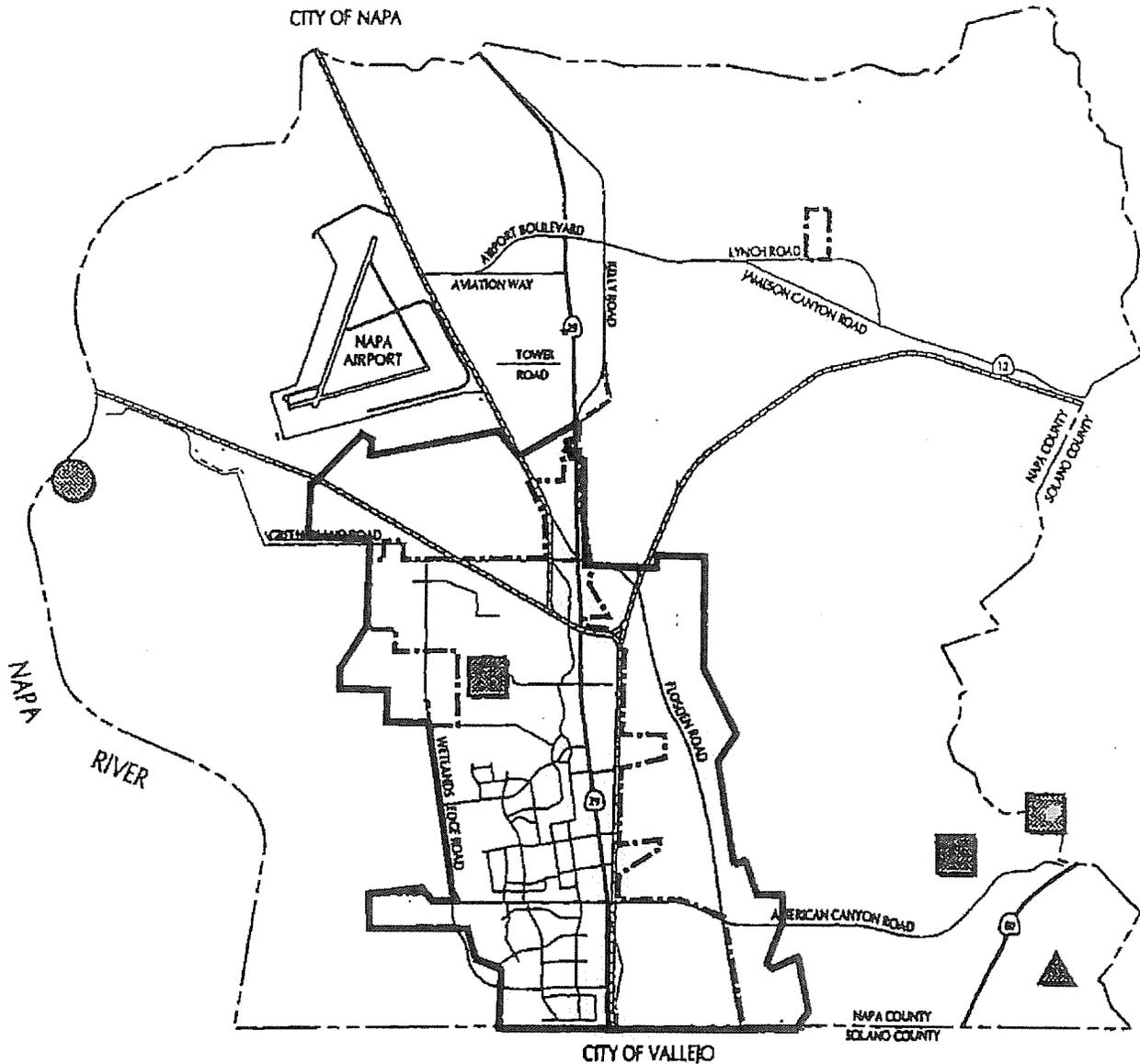
↑ NORTH

1982

Entomom Corporation Graphics

American Canyon

GENERAL PLAN



LEGEND

- | | | | |
|--|---------------------------|--|--------------------------------|
| | City of American Canyon | | Sand, Gravel and Rock Products |
| | Planning Area | | Salt Operations |
| | City Urban Limit Line | | Mercury - Mine |
| | Southern Pacific Railroad | | |

SOURCE: Envicor Corporation, 1993

Envicor Corporation Graphics

MINERAL DEPOSITS

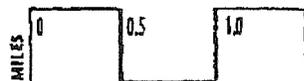


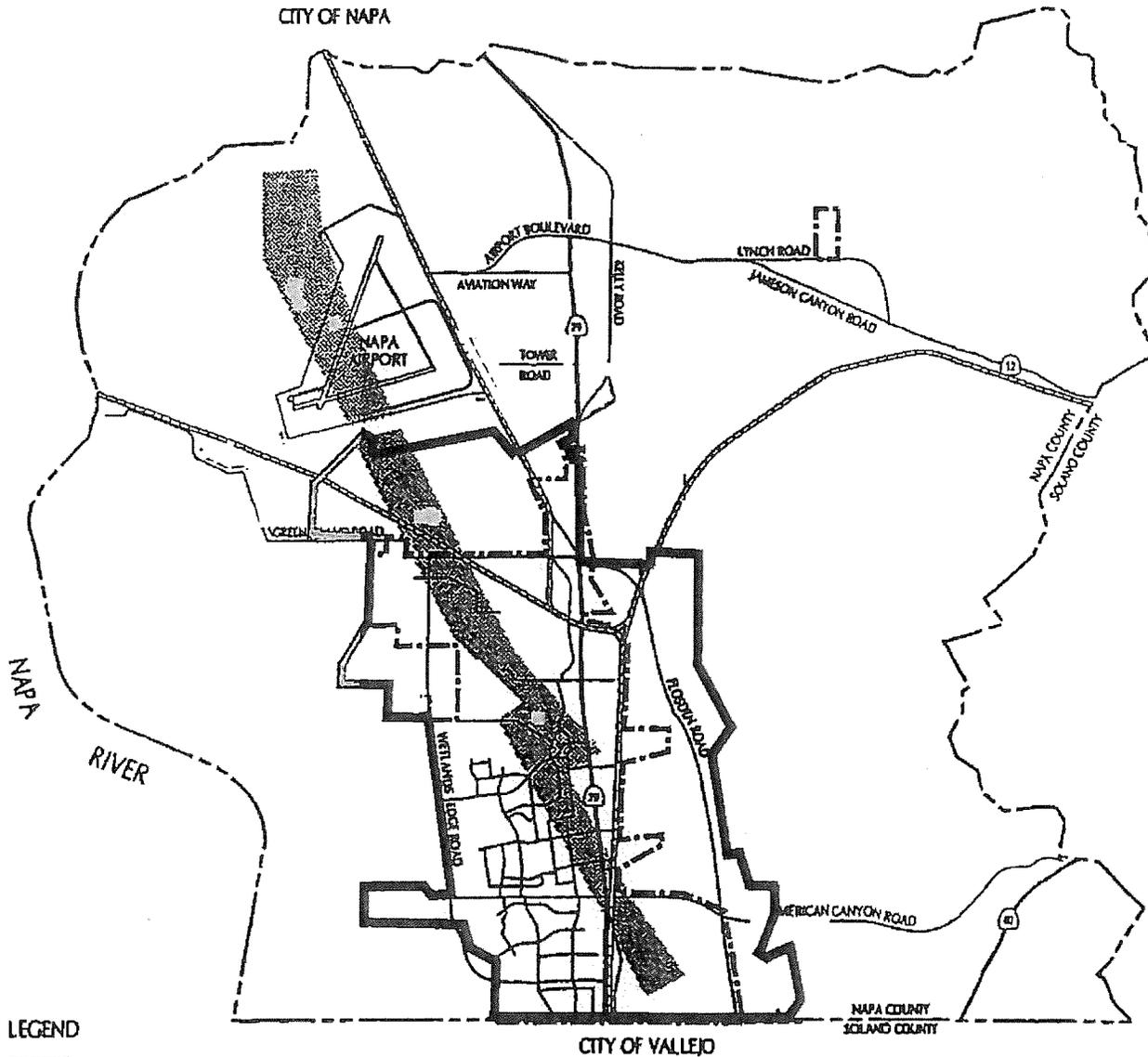
FIGURE 8-3

EXHIBIT 11

8-21

American Canyon

GENERAL PLAN



- LEGEND**
- City of American Canyon
 - Planning Area
 - City Urban Limit Line
 - Southern Pacific Railroad
 - Alquist-Priolo Special Study Zone

SOURCE: Envircom Corporation, 1993

Envircom Corporation Graphics

WEST NAPA FAULT
(ALQUIST-PRIOLO SPECIAL STUDY ZONE)

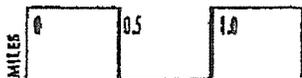
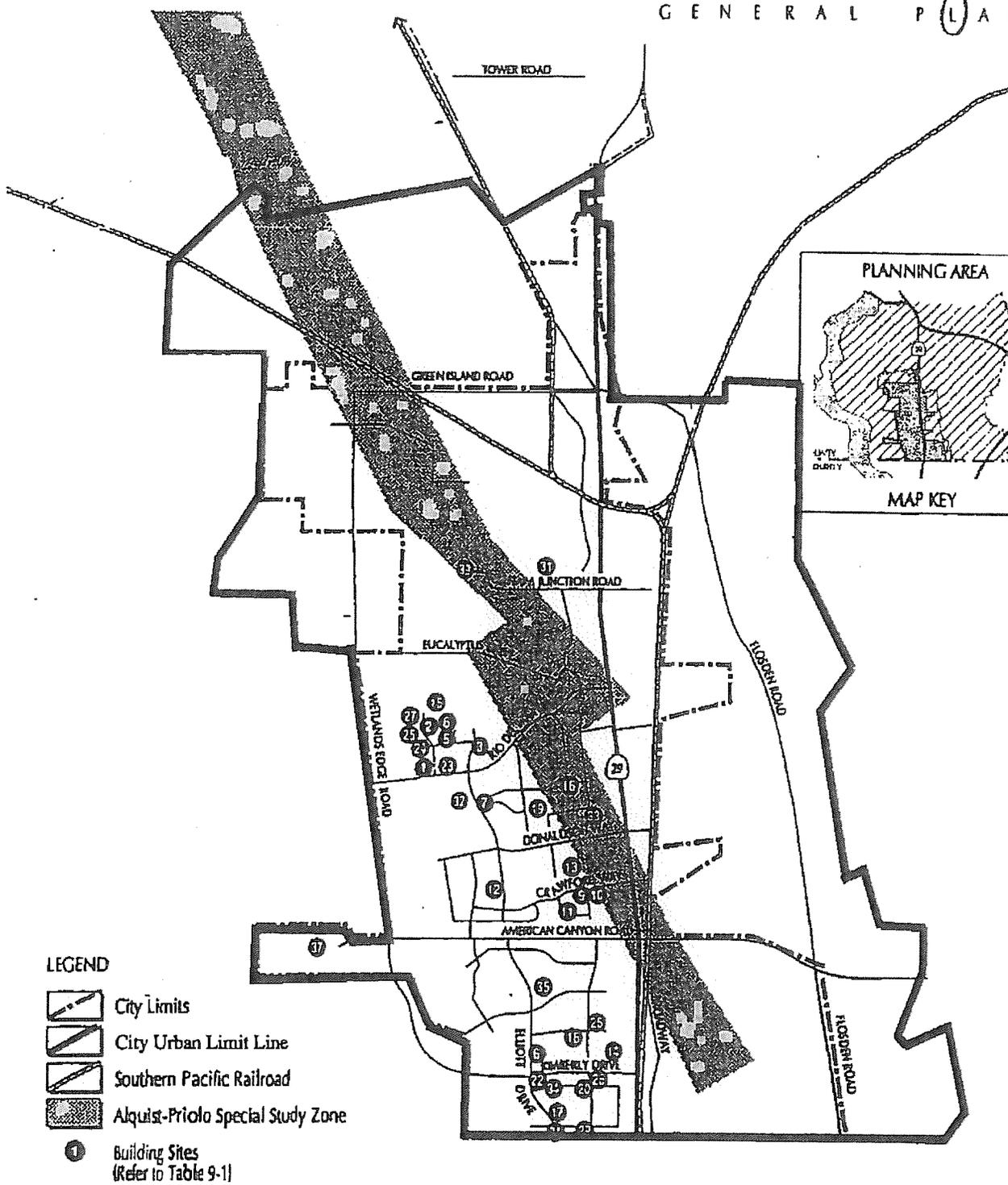


FIGURE 9-1

EXHIBIT 12
9-6

American Canyon

GENERAL PLAN



- LEGEND**
- City Limits
 - City Urban Limit Line
 - Southern Pacific Railroad
 - Alquist-Priolo Special Study Zone
 - Building Sites
(Refer to Table 9-1)

SOURCE: City of American Canyon

Envirocom Corporation Graphics

CRITICAL, SENSITIVE & HIGH
OCCUPANCY BUILDINGS / SITES

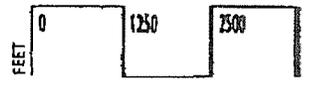
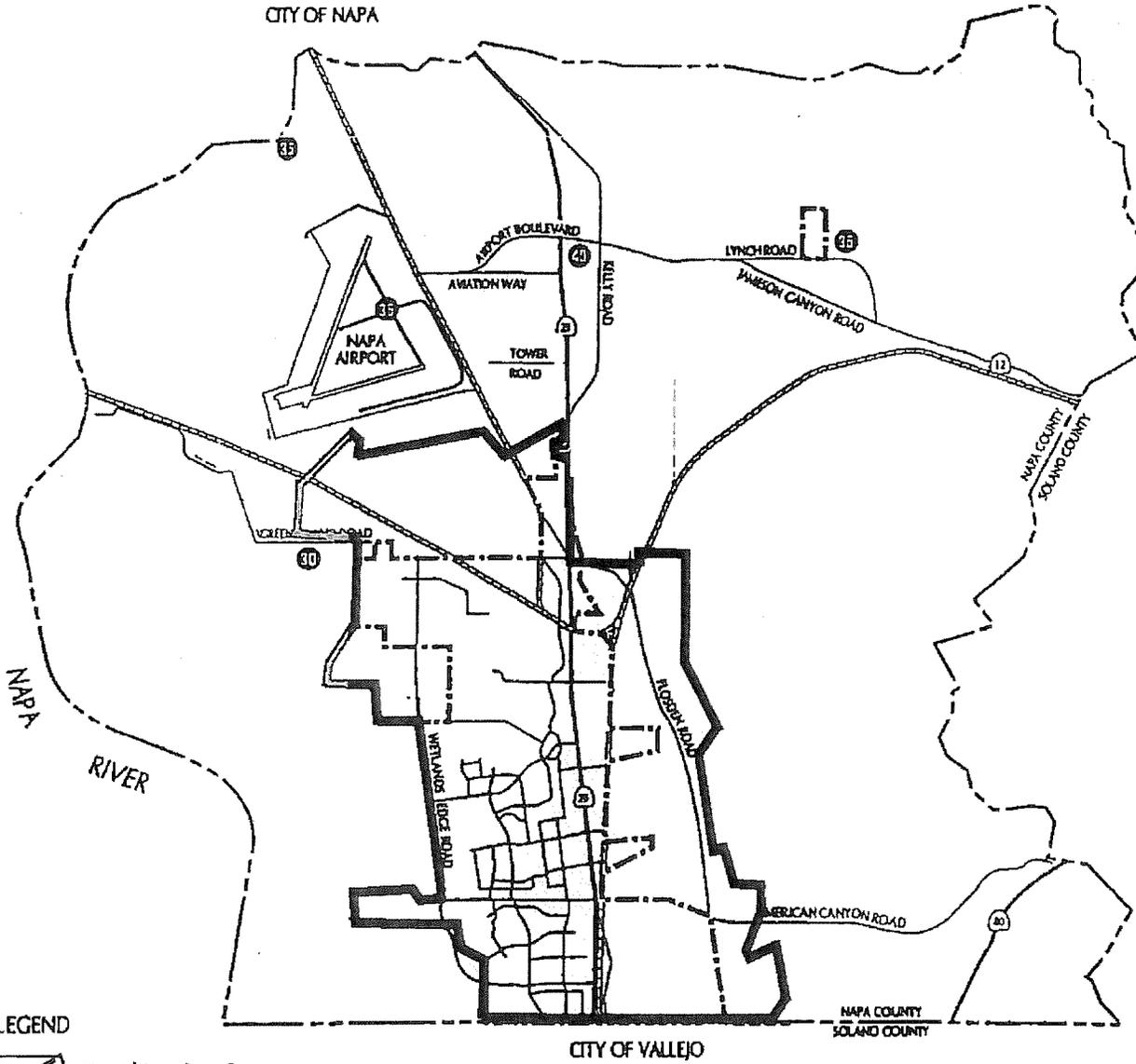


FIGURE 9-2a

EXHIBIT 13
9-9

American Canyon

GENERAL PLAN



- LEGEND**
- City of American Canyon
 - Planning Area
 - City Urban Limit Line
 - Southern Pacific Railroad
 - Building Sites (Refer to Table 9-1)

SOURCE: City of American Canyon

Envicomm Corporation Graphics

CRITICAL, SENSITIVE & HIGH OCCUPANCY BUILDINGS / SITES

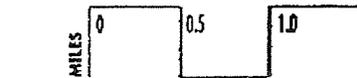
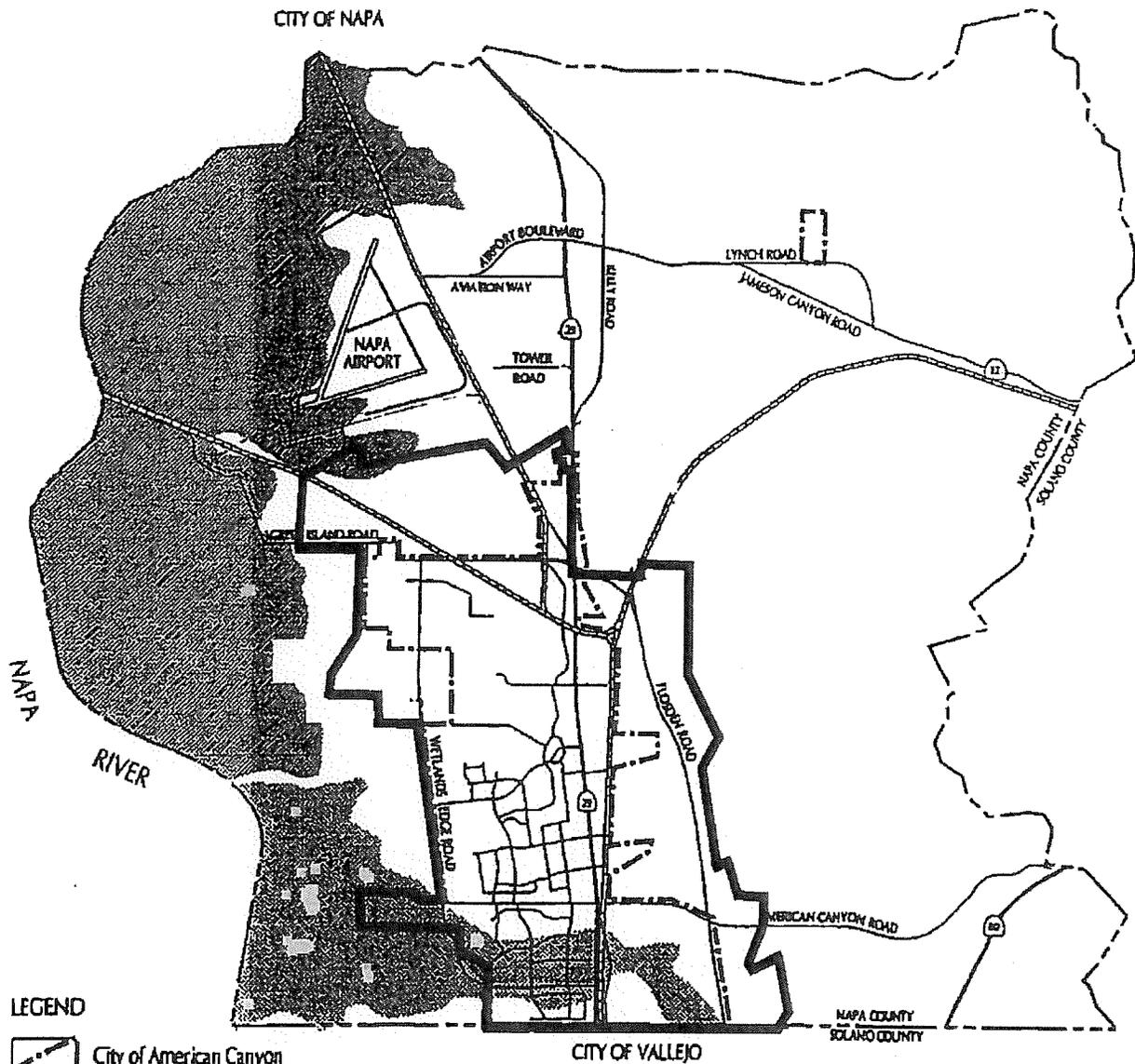


FIGURE 9-2b

EXHIBIT 14
9-10



LEGEND

-  City of American Canyon
-  Planning Area
-  City Urban Limit Line
-  Southern Pacific Railroad
-  Inundation Area for Conn and Milliken Dams, and Rector Reservoir
-  Inundation Area for Summit Reservoir

SOURCE: Napa County Sensitivity Map

Enviro Corporation Graphics

DAM / RESERVOIR FAILURE

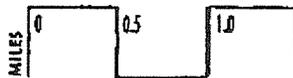
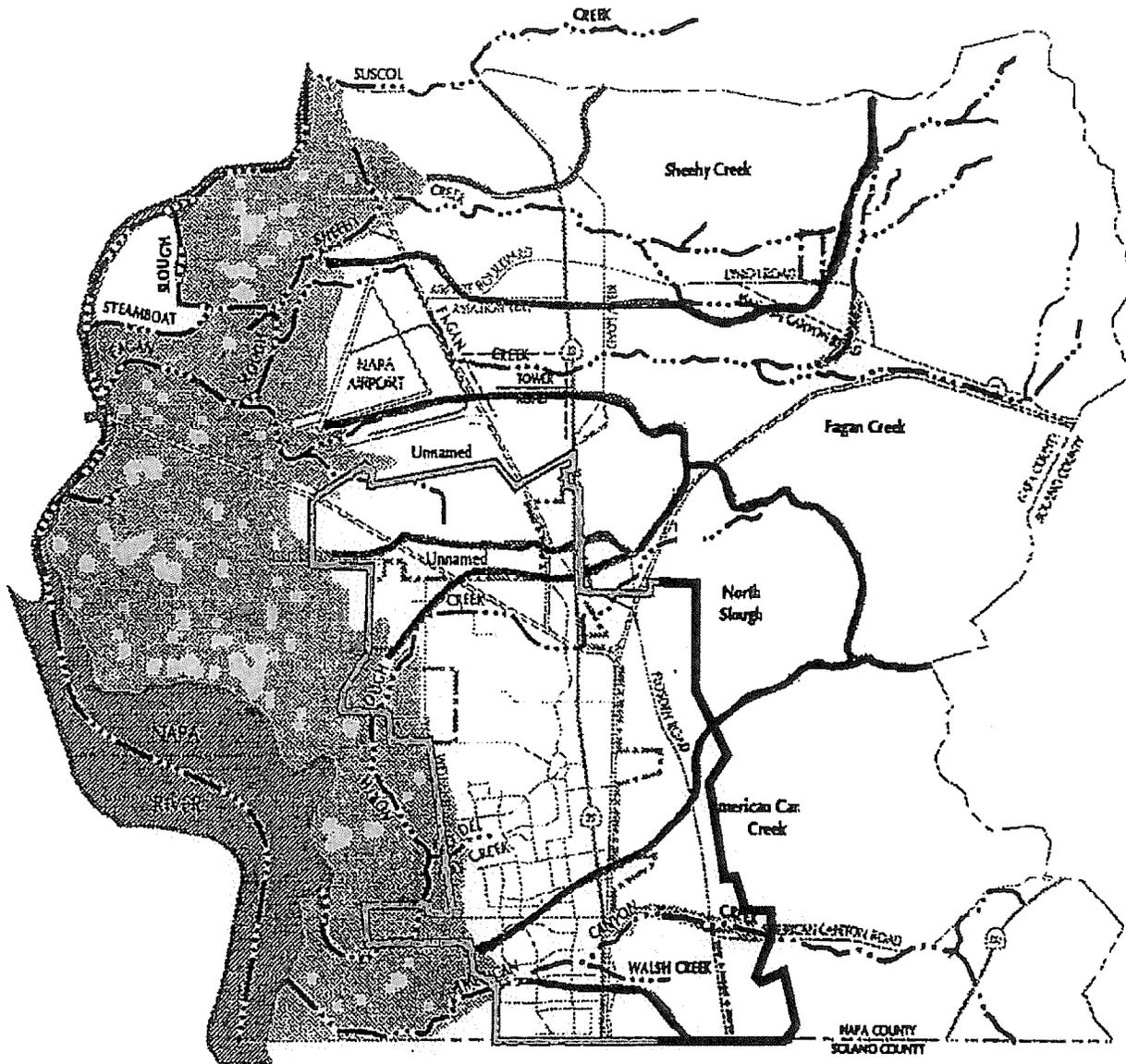


FIGURE 9-3

EXHIBIT 15
9-15

American Canyon

GENERAL PLAN



LEGEND

- | | | | |
|--|---------------------------|--|---------------------|
| | City of American Canyon | | Drainage Course |
| | Planning Area | | Body of Water |
| | City Urban Limit Line | | 100 Year Flood Area |
| | Southern Pacific Railroad | | |
| | Watershed Boundary | | |

SOURCE: West Yost Associates, 1993

Envirom Corporation Graphics

MAJOR DRAINAGE FACILITIES AND 100 YEAR FLOOD EVENT

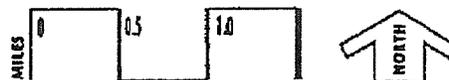
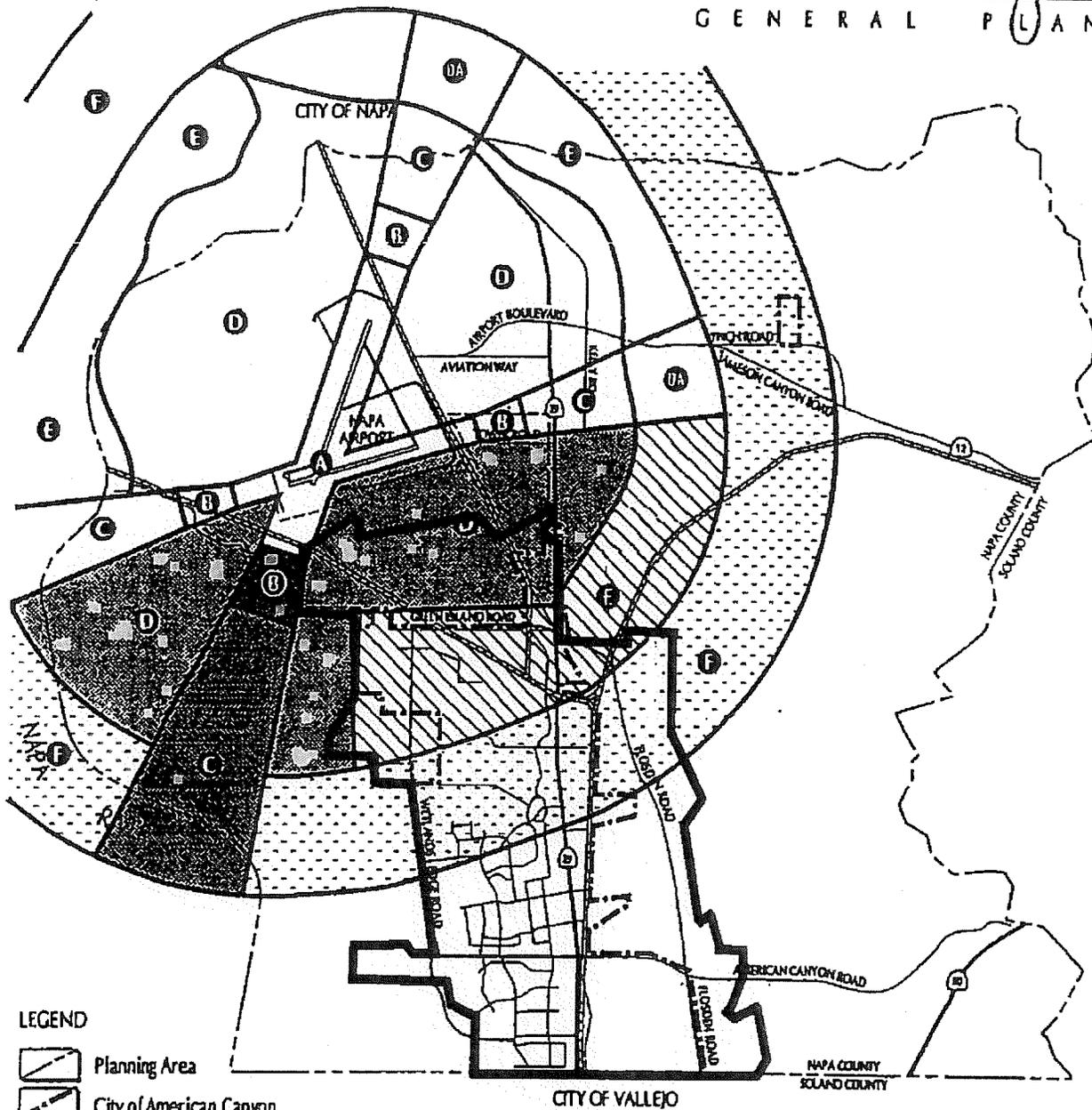


FIGURE 10-1

EXHIBIT 16
10-5

American Canyon

GENERAL PLAN



LEGEND

- Planning Area
- City of American Canyon
- City Urban Limit Line
- Southern Pacific Railroad
- Zone B - "Inner Approach / Departure Zones"
 - Substantial Accident Risk
 - High Noise Levels
 - Low Overflights Below 100 Feet
- Zone C - "Outer Approach / Departure Zones"
 - Moderate Accident Risk
 - Substantial Noise
 - Low Overflights Below 300 Feet
- Zone D - "Traffic Pattern Area"
 - Moderate Accident Risk
 - Frequent Noise Intrusion
 - Routine Overflight Below 1000 Feet
- Zone E - "Common Flight Path"
 - Limited Accident Risk
 - Frequent Noise Intrusion
 - Overflight Annoyance
- Zone F - "Other Airport Environs"
 - Low Accident Risk
 - Overflight Annoyance

SOURCE: Napa County Airport Land Use Compatibility Plan, 1991

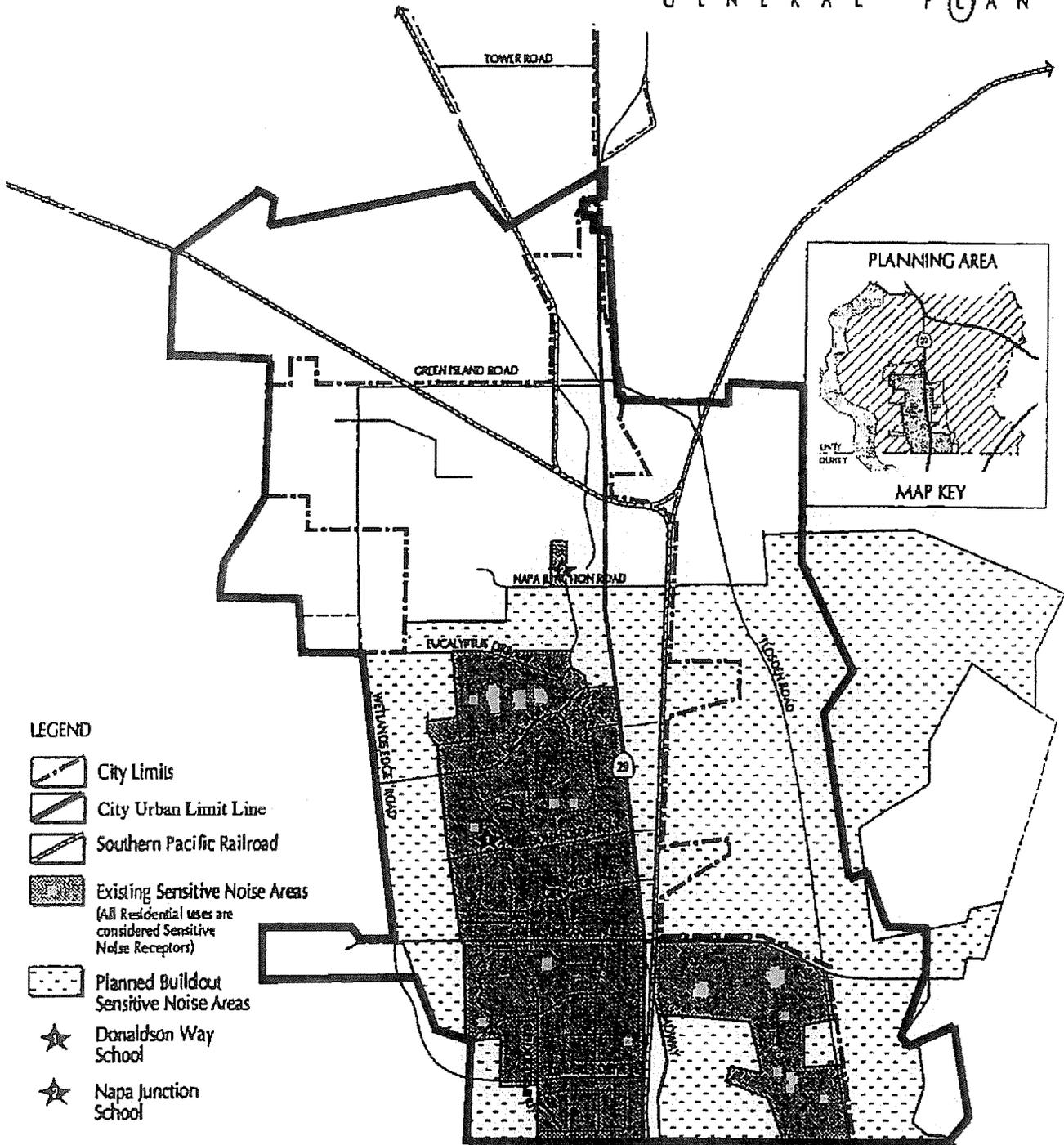
Envicom Corporation Graphics

COMPATIBILITY PLAN
(Napa County Airport)



American Canyon

GENERAL PLAN



LEGEND

-  City Limits
-  City Urban Limit Line
-  Southern Pacific Railroad
-  Existing Sensitive Noise Areas
(All Residential uses are considered Sensitive Noise Receptors)
-  Planned Buildout Sensitive Noise Areas
-  Donaldson Way School
-  Napa Junction School

SOURCE: Envirocom Corporation, 1993

Envirocom Corporation Graphics

SENSITIVE NOISE AREAS

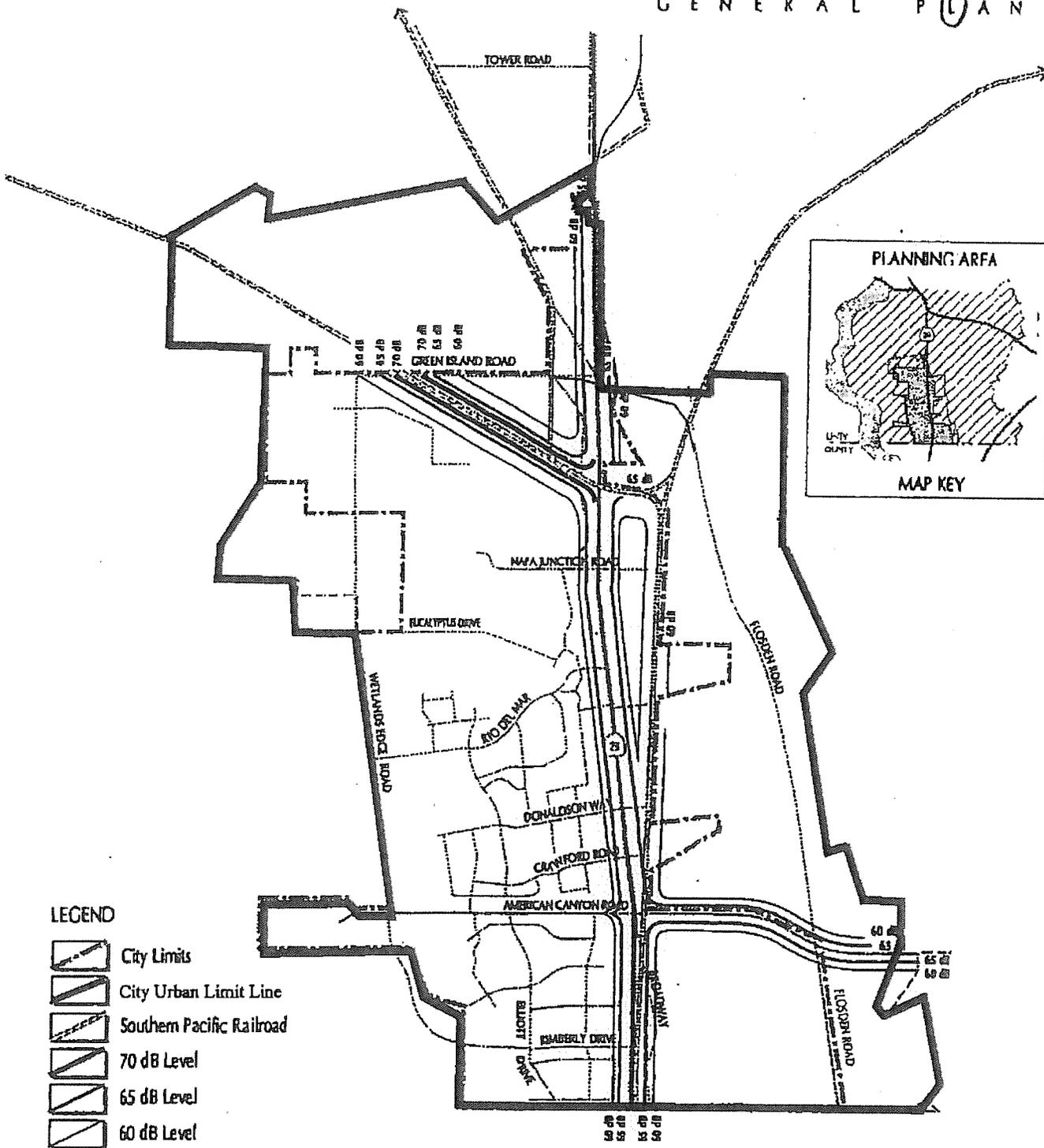


FIGURE 11-3

EXHIBIT 18

American Canyon

GENERAL PLAN



LEGEND

- City Limits
- City Urban Limit Line
- Southern Pacific Railroad
- 70 dB Level
- 65 dB Level
- 60 dB Level

SOURCE: Envirocam Corporation, 1993

Envirocam Corporation Graphics

**GENERALIZED EXISTING NOISE CONTOURS
(CITY OF AMERICAN CANYON)**

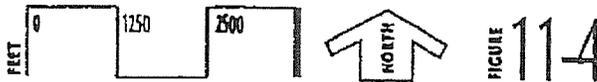
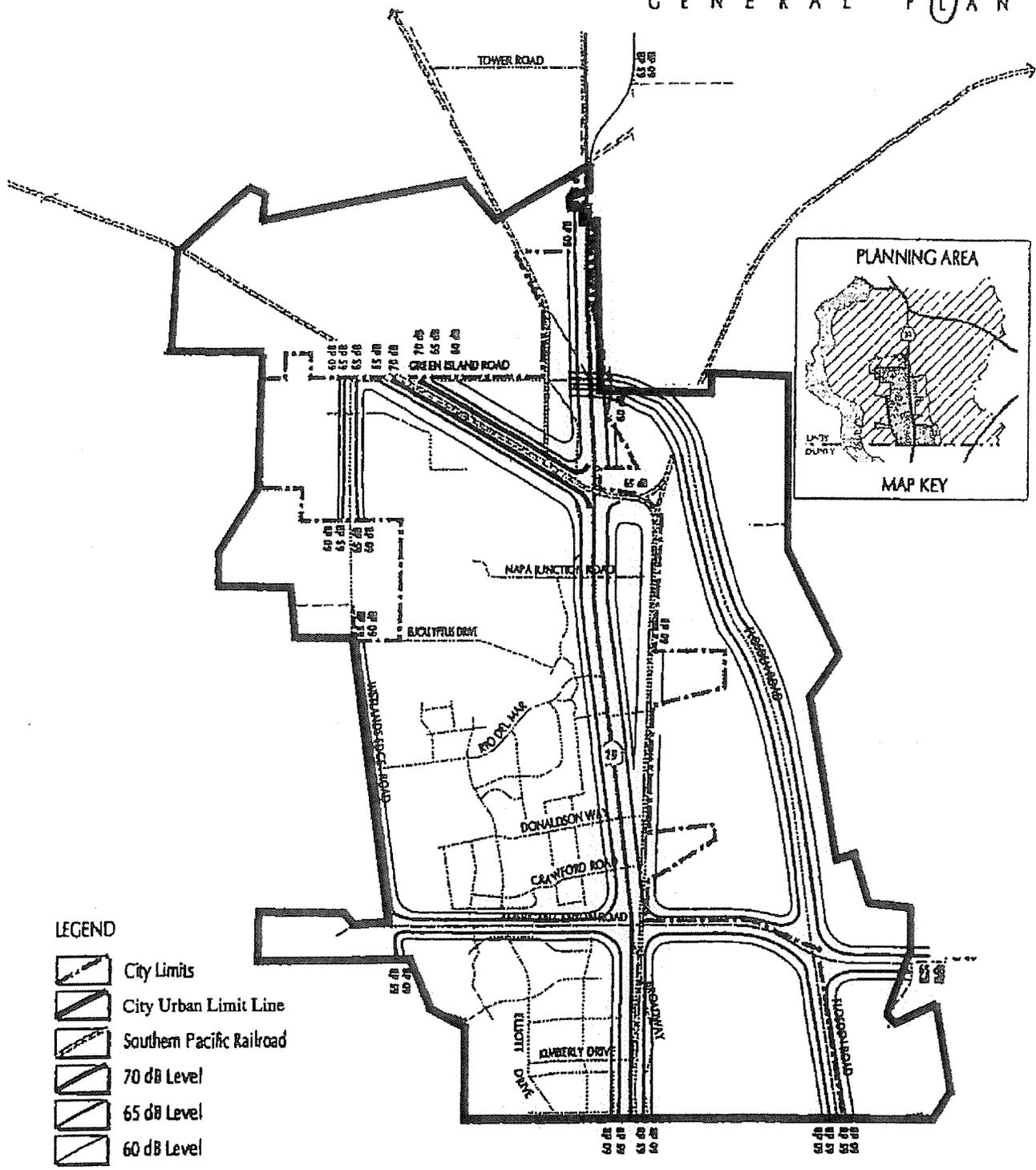


EXHIBIT 19

11-8

American Canyon

GENERAL PLAN



LEGEND

- City Limits
- City Urban Limit Line
- Southern Pacific Railroad
- 70 dB Level
- 65 dB Level
- 60 dB Level

SOURCE: Envirocon Corporation, 1993

Envirocon Corporation Graphics

GENERALIZED FUTURE NOISE CONTOURS
(CITY OF AMERICAN CANYON)

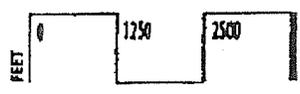
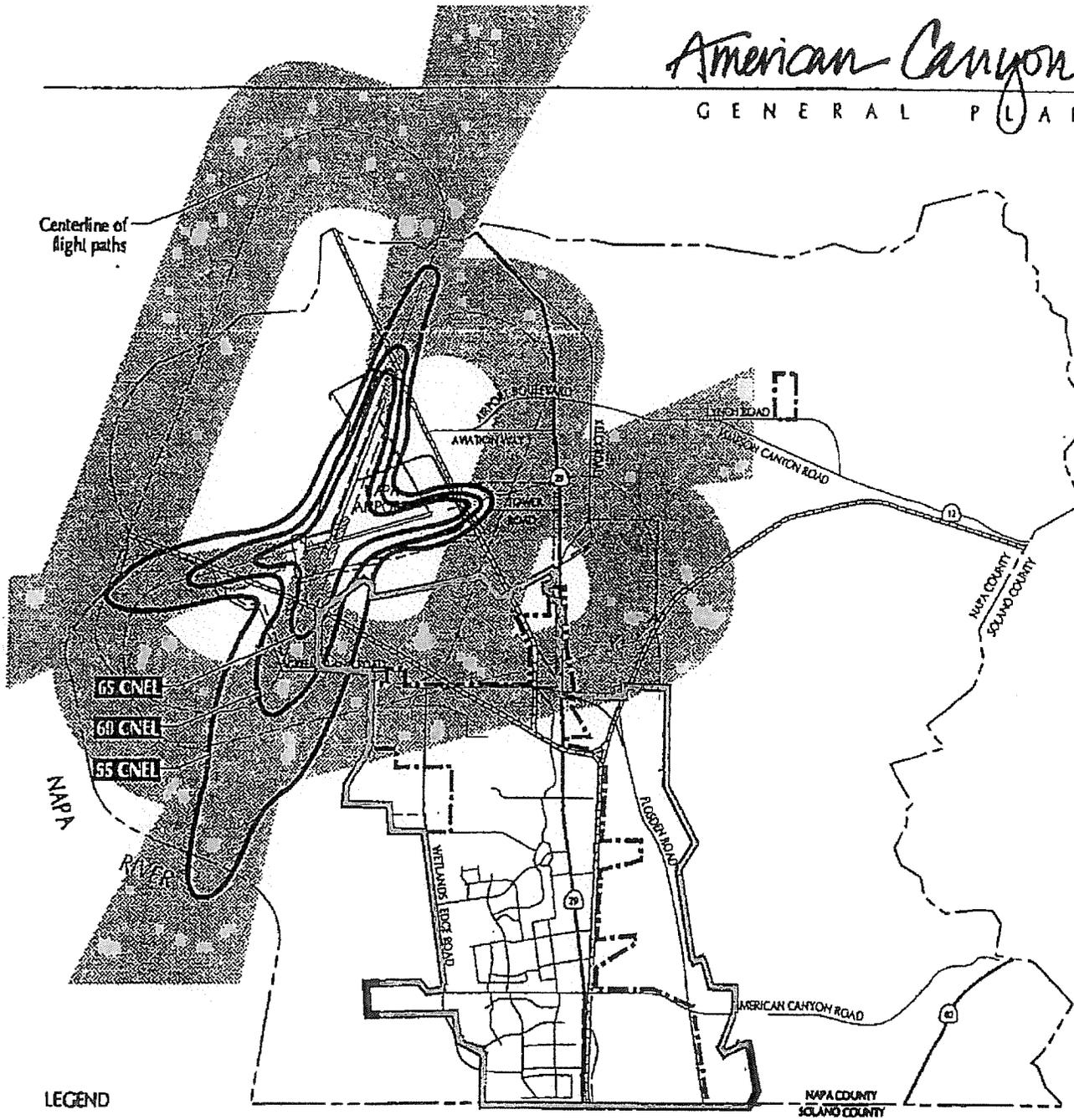


FIGURE 11-4a

EXHIBIT 20
11-9

American Canyon

GENERAL PLAN



- LEGEND**
-  City of American Canyon
 -  City Urban Limit Line
 -  Proposed City Urban Limit Line
 -  Southern Pacific Railroad
 -  Traffic Patterns & Overflight Areas

SOURCE: Napa County Airport Compatibility Plan, 1991

Envicam Corporation Graphics

NAPA COUNTY AIRPORT NOISE IMPACTS

MILES 0 0.5 1.0

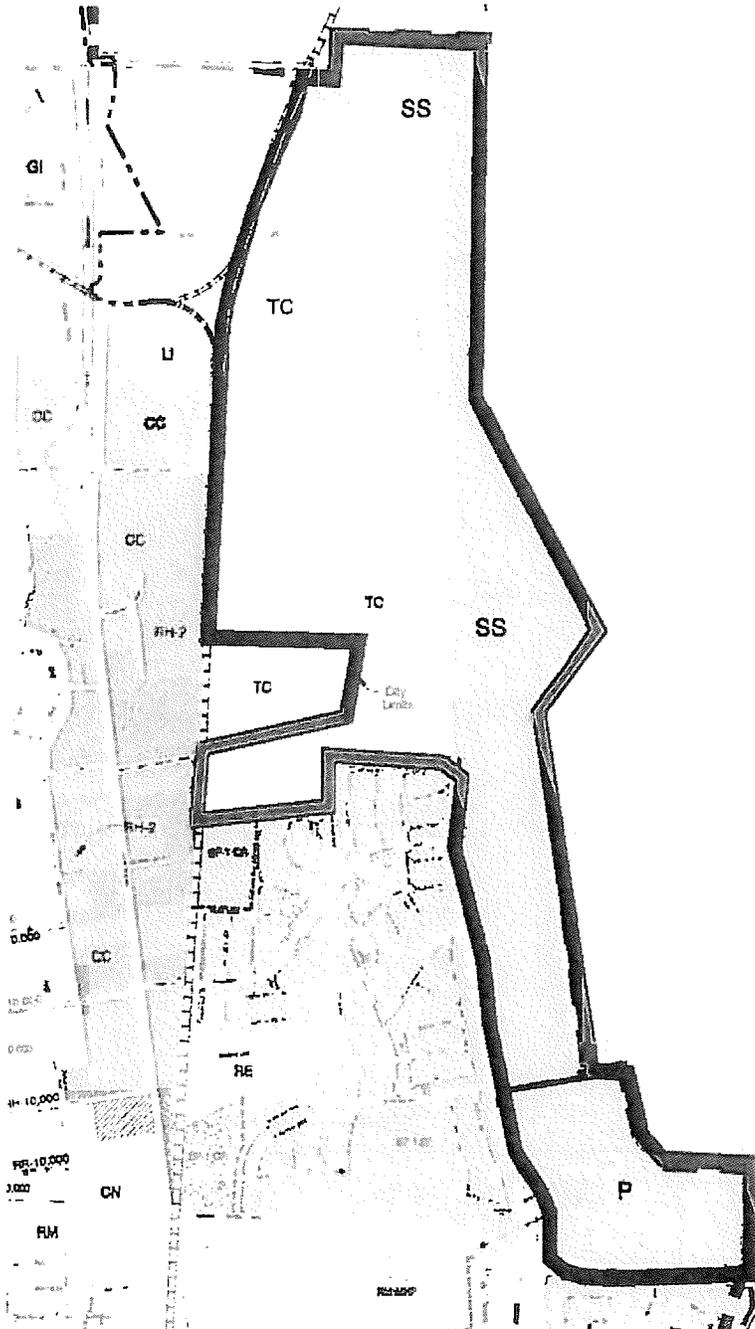
NORTH

FIGURE 11-5

EXHIBIT 21
11-10

Legend

- TC Town Center Zone District
REF: Chapter 19.12 of the American Canyon Zoning Ordinance
- SS Special Study Zone District
REF: Chapter 19.50 of the American Canyon Zoning Ordinance
- P Public Zone District
REF: Chapter 19.13 of the American Canyon Zoning Ordinance
-  Prezoning Boundary



The Prezoning Boundary includes all of Assessor Parcel Numbers 057-120-017, 059-020-008, 059-020-009, 059-020-010, 059-020-011, 059-020-026, 059-020-030, 059-020-032, 059-040-057 and 059-040-066, and a portion of 059-020-029, 059-030-004, 059-030-030, 059-040-048, 059-040-049 and 059-040-050.

Amends the Official Zoning Map of the Zoning Ordinance of the City of American Canyon, Title 19, Chapter 19.03 of the Municipal Code, Section 19.03.010, Ordinance No. 2001-02 §1 (part), 2001.

Note: The boundary line between the Town Center Zone District and the Special Study Zone District, which is shown by a dotted line on this Exhibit 22, shall generally be the alignment of the extension of the Newell Road (formerly known as Flosden Road) adopted by the City of American Canyon City Council.

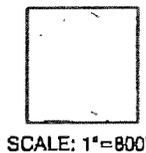


Exhibit 22

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

The City Attorney of American Canyon has prepared the following title and summary of the chief purpose and points of the proposed measure:

CITY OF AMERICAN CANYON CITY URBAN LIMIT LINE AND PREZONING ACT

The proposed initiative would establish a City Urban Limit Line for the City of American Canyon to guide future growth and development in a manner consistent with the City of American Canyon General Plan, and prezone certain lands within the City of American Canyon ("City") Urban Limit Line which are not already within the City's boundaries. The measure would do this by amending both the City General Plan and the City Zoning Ordinance. The proposed initiative would, by amending the City General Plan: (1) create a City Urban Limit Line around the entire City; (2) revise multiple figures in the General Plan to reflect the City Urban Limit Line; and add text about the City Urban Limit Line to the General Plan. The proposed initiative would amend the City's existing Zoning Map to prezone specific areas outside the City limits, but within the City Urban Limit Line. "Prezoning" is a method to establish zoning for unincorporated territory the City wishes to annex. The proposed initiative would also expand the area known as the Town Center project by amending figures and text contained in the City General Plan. The proposed initiative would also amend the City Zoning Ordinance with respect to the Town Center District and create a new zoning district entitled "Special Study Zone District." The City Urban Limit Line established by the proposed measure could only be changed by a subsequent vote of the voters of the City at a City election and would remain in effect until January 1, 2030.

NOTICE TO THE PUBLIC: THIS PETITION MAY BE CIRCULATED BY A PAID SIGNATURE GATHERER OR A VOLUNTEER. YOU HAVE THE RIGHT TO ASK.

ALL SIGNERS OF THIS PETITION MUST BE REGISTERED VOTERS OF THE CITY OF AMERICAN CANYON.

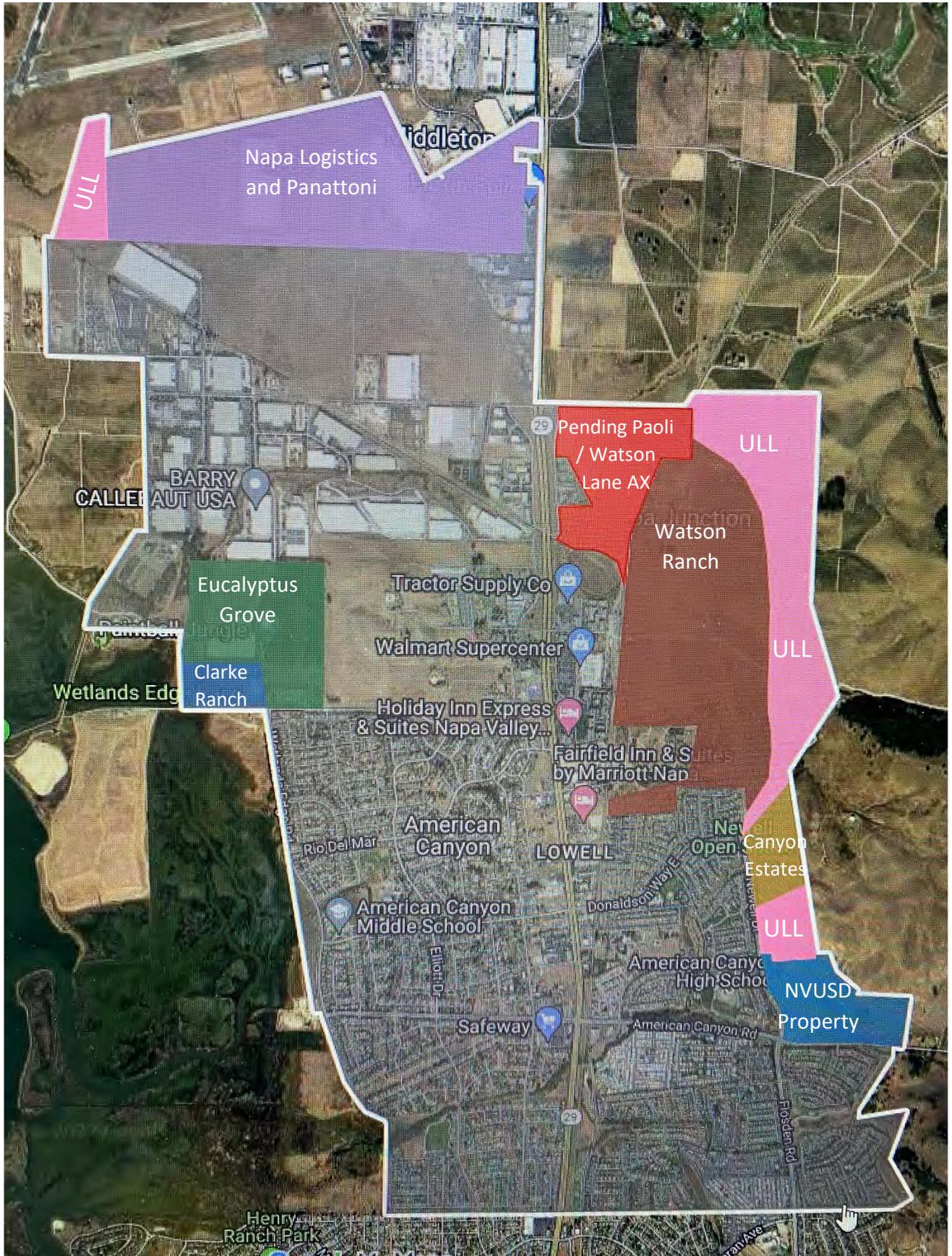
Official Use Only

REGISTERED VOTERS ONLY

REGISTERED VOTERS ONLY

NEW REGISTRATION	1. _____ Print Your Name	_____ Residence Address ONLY	
	_____ Sign as Registered To Vote	_____ City Zip	
NEW REGISTRATION	2. _____ Print Your Name	_____ Residence Address ONLY	
	_____ Sign as Registered To Vote	_____ City Zip	
NEW REGISTRATION	3. _____ Print Your Name	_____ Residence Address ONLY	
	_____ Sign as Registered To Vote	_____ City Zip	
NEW REGISTRATION	4. _____ Print Your Name	_____ Residence Address ONLY	
	_____ Sign as Registered To Vote	_____ City Zip	
NEW REGISTRATION	5. _____ Print Your Name	_____ Residence Address ONLY	
	_____ Sign as Registered To Vote	_____ City Zip	

Urban Limit Line
Annexations Labelled
Remaining ULL Shown in Pink



POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Cumulative Effects
- Growth Inducing Effects

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
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- Utilities and Service Systems
- Wildfire
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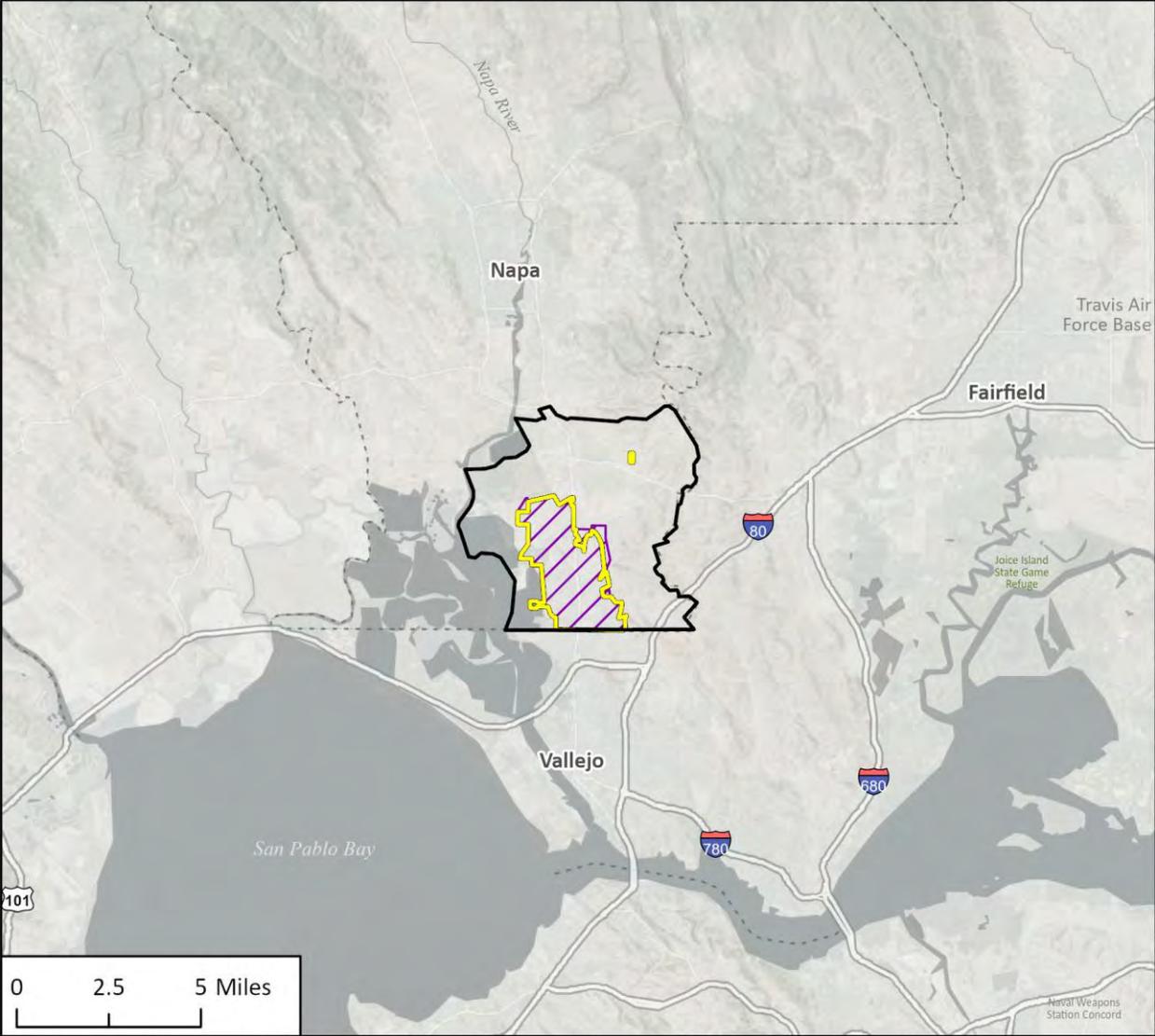
When the Draft EIR is completed, it will be available for review at the City's offices located at 4381 Broadway Street, Suite 201, American Canyon, California 94503 and online at: <https://www.cityofamericancanyon.org/government/community-development/planning-zoning/general-plan-update>. The City will issue a Notice of Availability of a Draft EIR at that time to inform the public and interested agencies, groups, and individuals of how to access the Draft EIR and provide comments.

If you have questions regarding this NOP or the scoping meeting, please contact Brent Cooper at (707) 647-4335 or via email at bcooper@cityofamericancanyon.org

Brent Cooper, Community Development Director

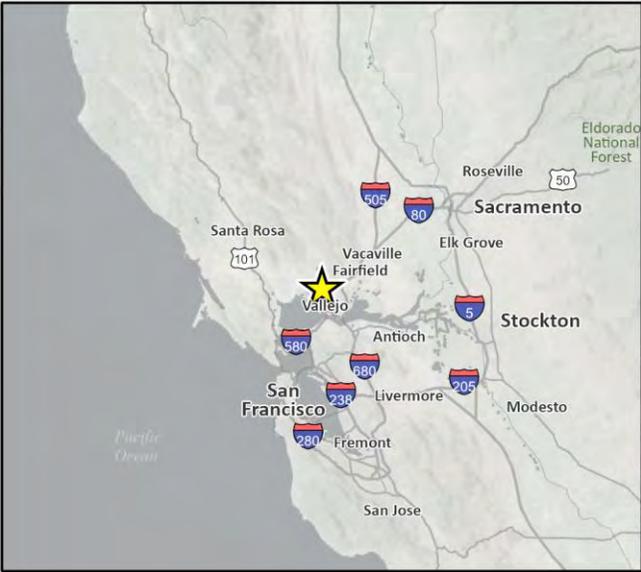
Date

Figure 1 Regional Location



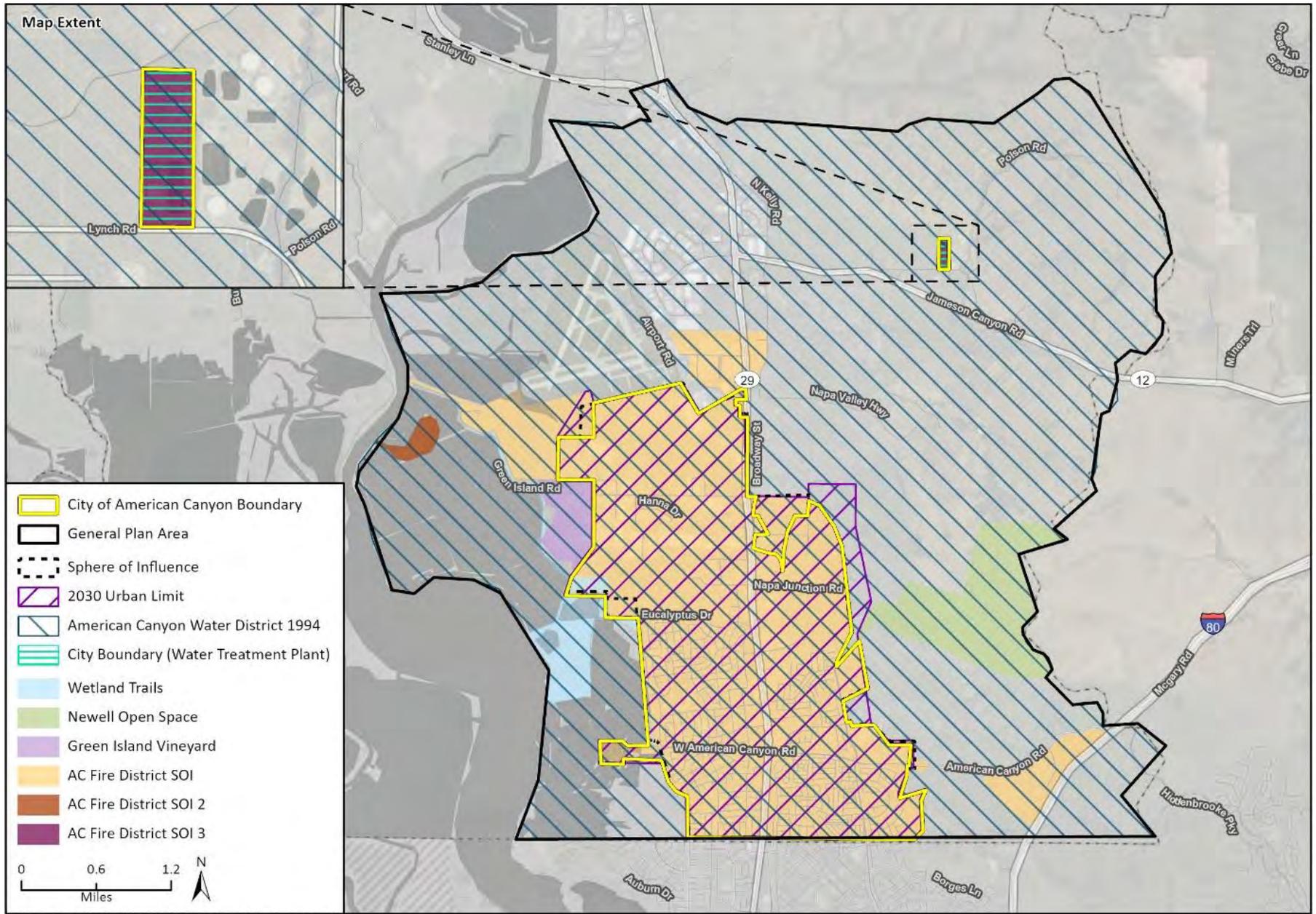
Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
 Additional data provided by the City of American Canyon, 2022.

-  City of American Canyon Boundary
-  General Plan Area
-  2030 Urban Limit
-  Project Location



American Canyon GIS and GIS

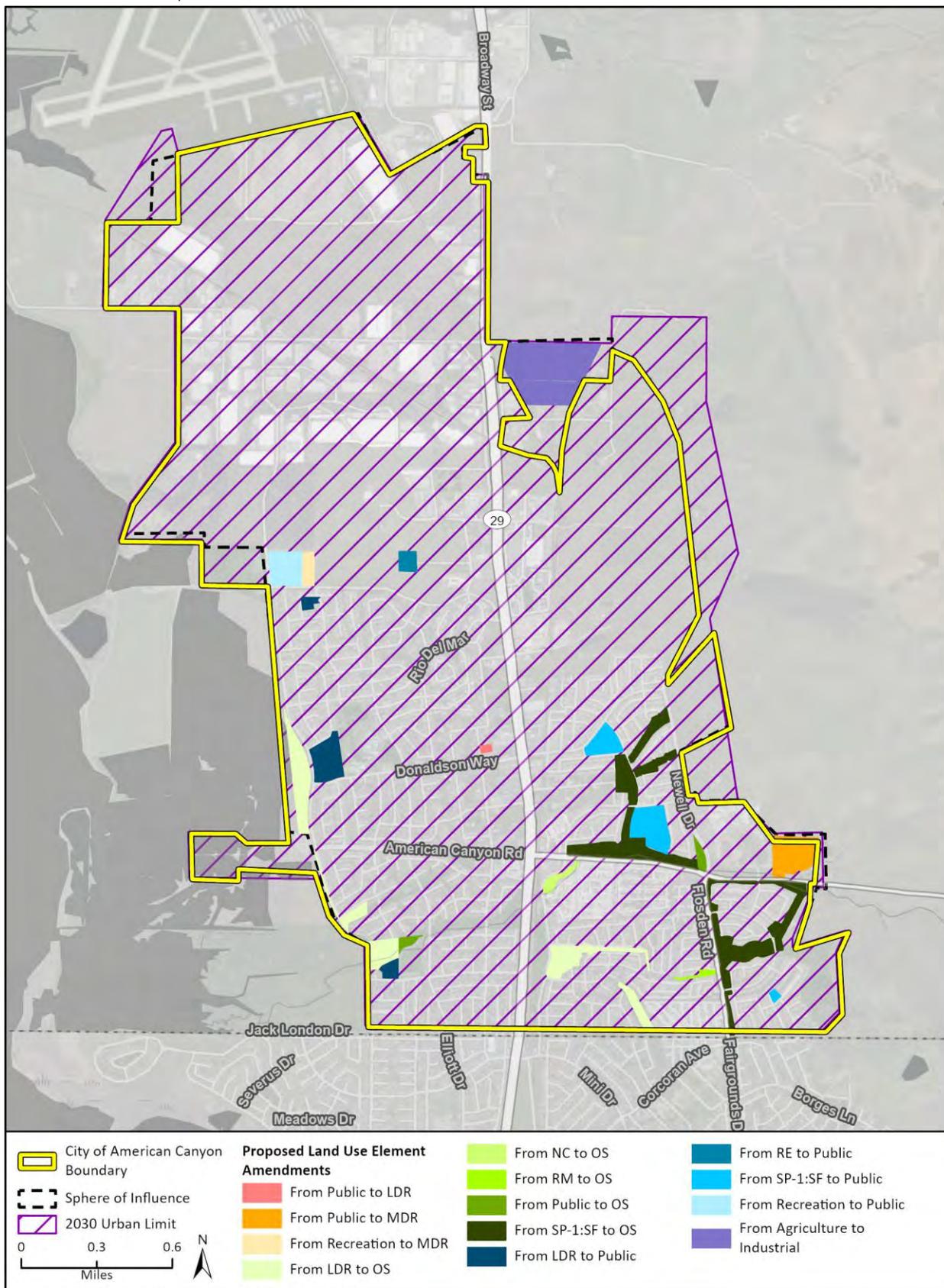
Figure 2 Project Location



Base map provided by Microsoft Bing, Esri and their licensors © 2022.
 Additional data provided by the City of American Canyon, 2022.

City of American Canyon
 2022 Planning Department

Figure 3 Area of Proposed Land Use Element Amendments



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 Additional data provided by the City of American Canyon, 2022.

American Canyon GIS and GIS
 10-8-2022/10-10-2022/10-10-2022

General Plan Study Area

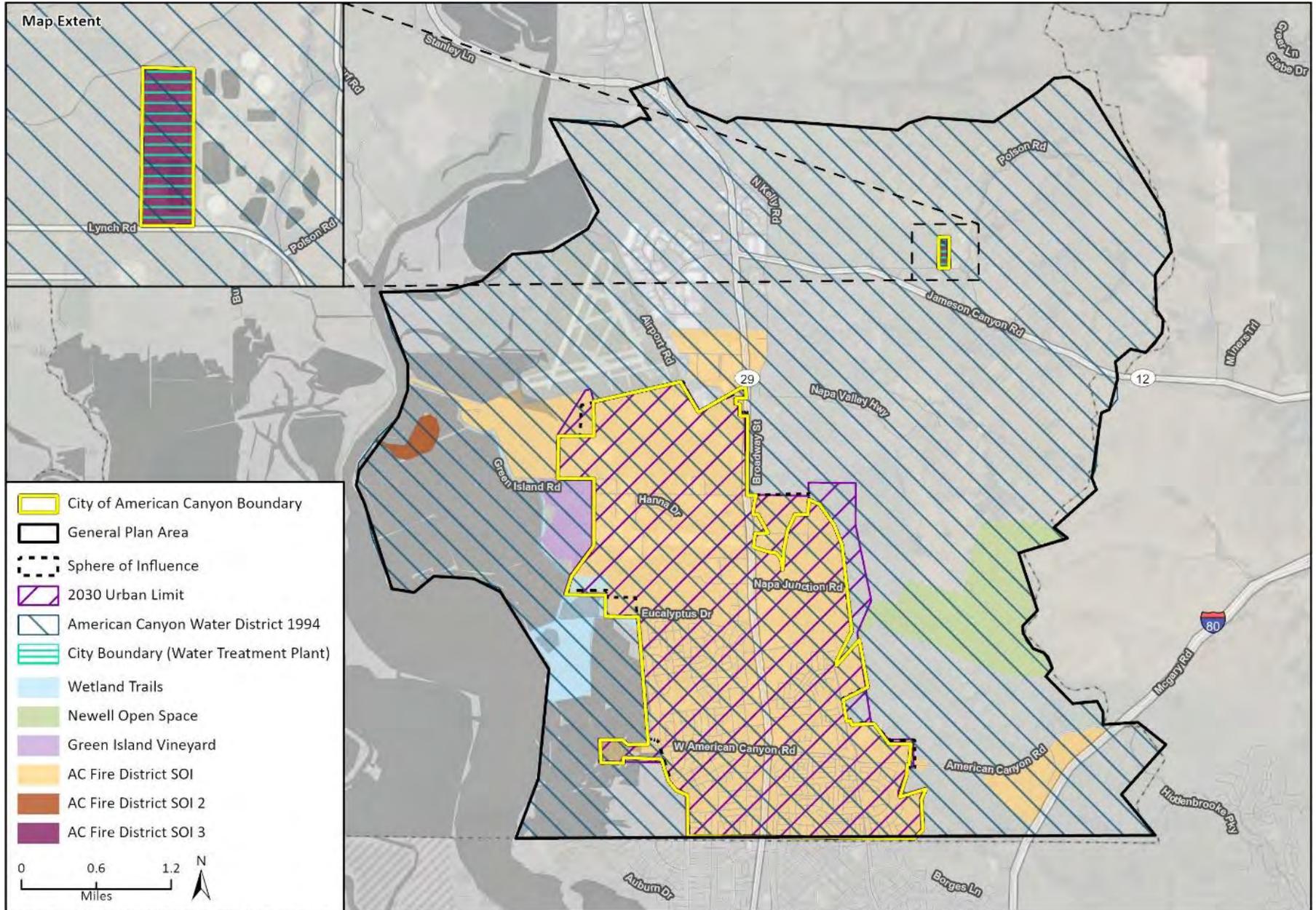
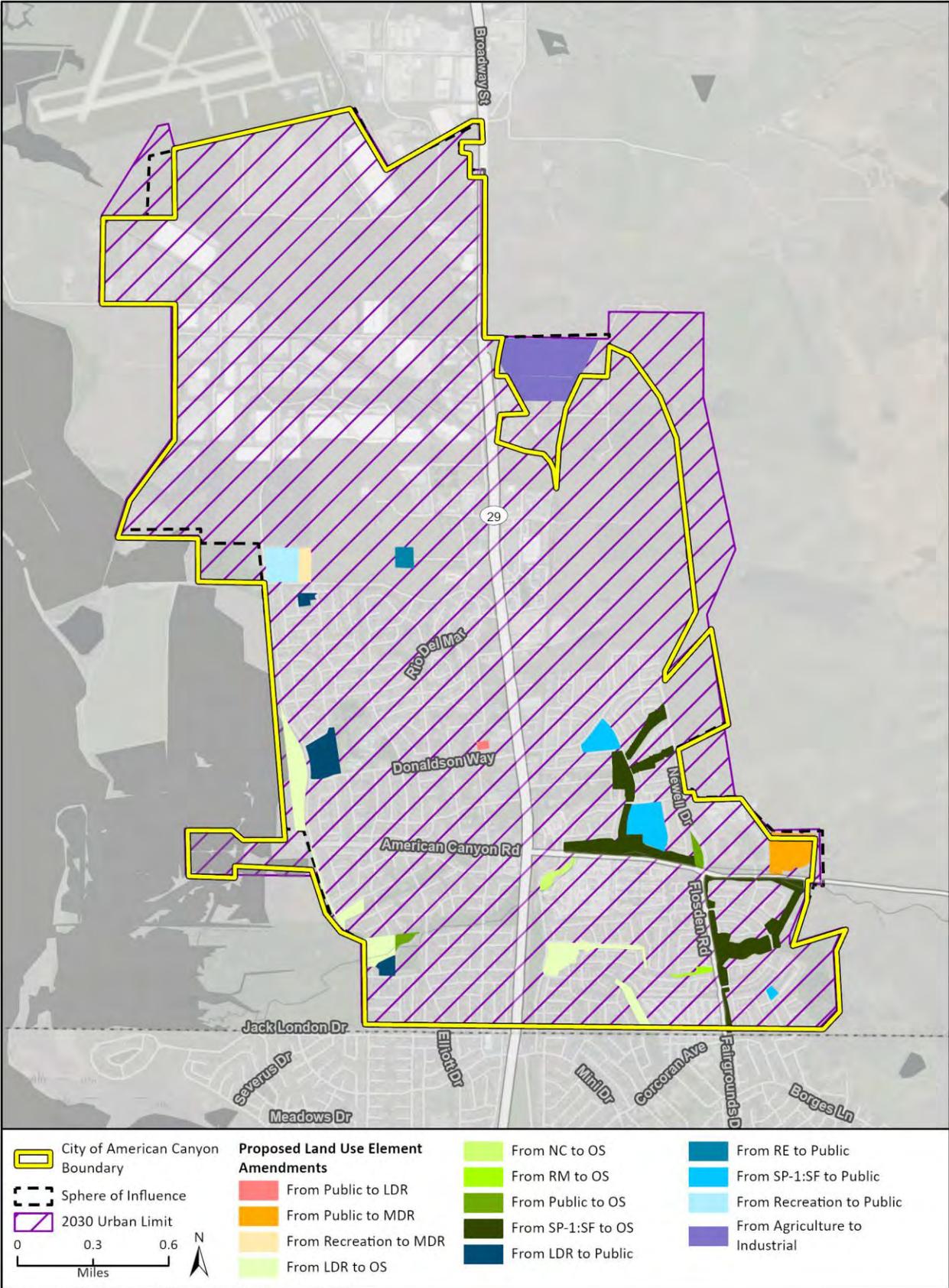
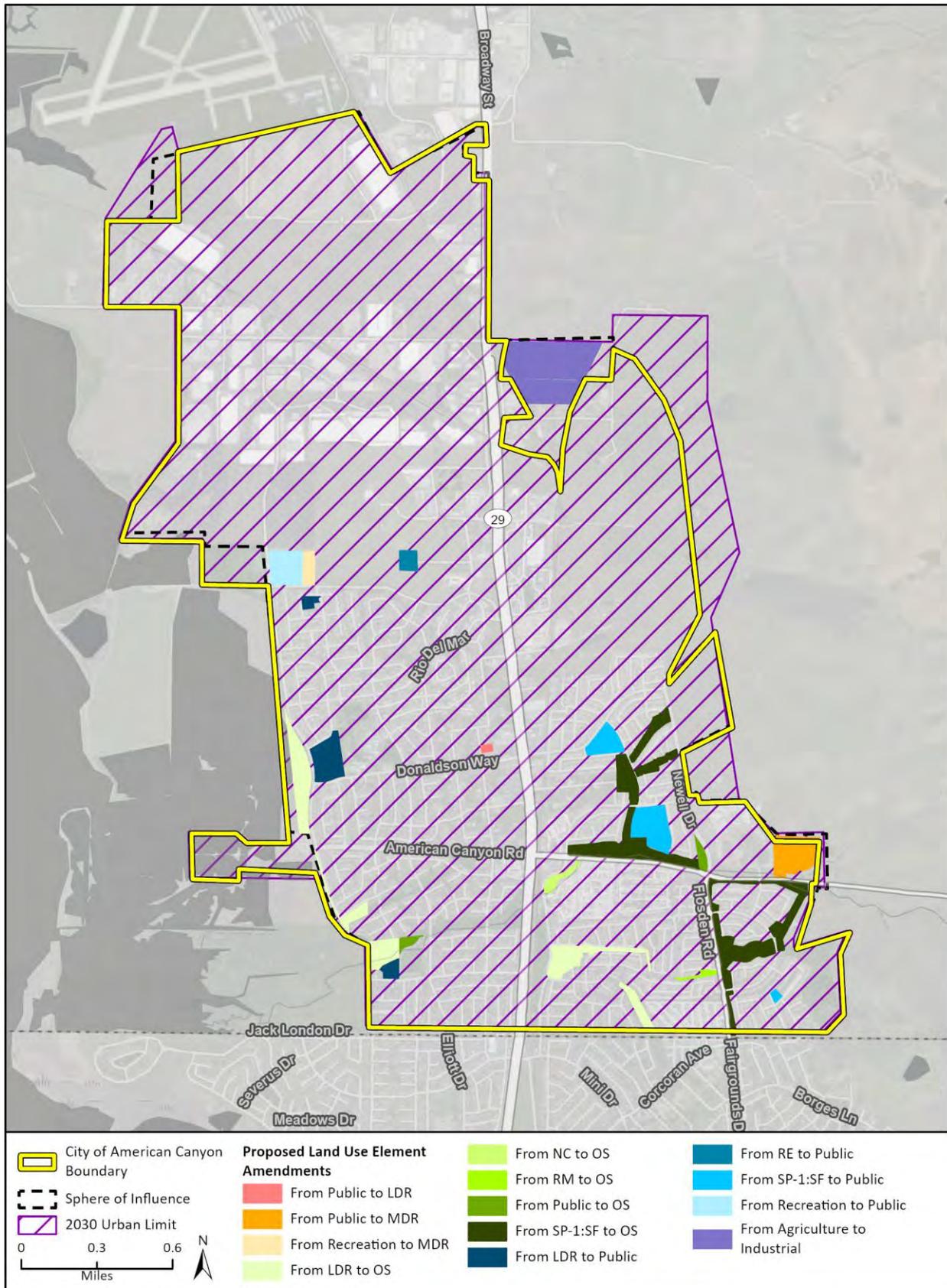


Figure 1 Area of Proposed Land Use Element Amendments



Proposed Land Use Element Amendments



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
 Additional data provided by the City of American Canyon, 2022.

American Canyon GIS and GIS
 1000 Broadway Street, Suite 100, American Canyon, CA 94926



NOTICE OF PREPARATION City of American Canyon General Plan Update

Date: April 19, 2022

To: Reviewing Agencies, Interested Parties, and Organizations

Subject: Notice of Preparation of a Draft Environmental Impact Report for the City of American Canyon General Plan Update

The City of American Canyon (City) is preparing an update to the City's General Plan. The City has determined that a Program Environmental Impact Report (EIR) will be necessary to evaluate environmental impacts of the General Plan Update pursuant to the California Environmental Quality Act (CEQA). In compliance with CEQA, the City will be the Lead Agency and will prepare the Program EIR. The City is requesting comments and guidance on the scope and content of the Program EIR from responsible and trustee agencies, interested public agencies, organizations, and the general public (CEQA Guidelines Section 15082).

This Notice of Preparation (NOP) provides a summary of the General Plan Update; includes the City's preliminary identification of the potential environmental issues to be analyzed in the EIR; and provides information on how to comment on the scope of the EIR.

Notice of Preparation Public Review Period: April 19, 2022 to May 19, 2022

The City requests your careful review and consideration of this notice, and it invites any and all input and comments from interested agencies, persons, and organizations regarding the preparation of the Program EIR. Comments and responses to this notice must be in writing and submitted to the Lead Agency Contact through May 19, 2022 at 4:00 p.m. If applicable, please indicate a contact person for your agency or organization. If your agency is a responsible agency as defined by CEQA Guidelines Section 15381, your agency may use the environmental documents prepared by the City when considering permits or approvals for action regarding the project.

Lead Agency Contact:

Brent Cooper, Community Development Director
 City of American Canyon Community Development Department
 4381 Broadway Street, Suite 201
 American Canyon, California 94503
bcooper@cityofamericancanyon.org

Written Comments: Please submit written comments within 30 days of the date of this notice to any of the below by 4:00 p.m. on May 19, 2022:

- Email: njones@cityofamericancanyon.org
- Regular Mail: Nicolle Jones, Community Development Department, City of American Canyon, 4381 Broadway Street, Suite 201, American Canyon, California 94503

Public Scoping Meeting: The City will hold a virtual scoping meeting to provide an opportunity for agency staff and interested members of the public to submit written and oral comments on the scope of the environmental issues to be addressed in the EIR. The scoping meeting will be held on **Wednesday, May 5, 2022 at 6:00 p.m.** To attend the scoping meeting, go to <https://zoom.us/join>.

Webinar ID: 879 2535 9973

Passcode: 253149

Dial: (408) 638 0968

The scoping presentation will be available to view after May 9, 2022 on <https://www.cityofamericancanyon.org/government/city-hall/city-clerk/meetings-agendas>.

Project Background: The City must undertake a technical update to its General Plan to ensure the General Plan is internally consistent and maintains a balance of land uses; maintains and supports quality-of-life, community satisfaction, and safety for all residents; and meets new State requirements. A Regional Location map is included as Figure 1.

Project Location: The General Plan Update will encompass the City of American Canyon city limits, the Sphere of Influence, Urban Limit Line, and historic water service area (Figure 2).

Proposed Project: The American Canyon General Plan update will serve as a long-term framework for future growth and development. The General Plan represents the community's view of its future and contains the goals and polices upon which the City Council, Planning Commission, staff, and the entire community will base land use and resource decisions. To provide a contemporary plan that will guide the community through the next 20 years, the General Plan update will reflect recent development decisions and changes in State law. Major components of the comprehensive technical General Plan Update include:

- **Land Use Element.** This element will resolve inconsistencies between existing and General Plan land uses and accommodate land use amendments for certain properties owned by the Napa Valley Unified School District. Proposed land use amendments are depicted in Figure 3.
- **Circulation Element.** This element will incorporate Vehicle Miles Travelled policies consistent with Senate Bill 743 (SB 743); incorporate the "West Side Connector" roadway alignment; update street standards for all modes, including pedestrians, bicyclists, and transit consistent with the California Complete Streets Act.
- **Community Services Element.** This element will focus on goals and policies related to public services, including police, fire, and emergency services.
- **Open Space and Recreation Element.** This element will address the wide variety of parks, trails, and open spaces serving the diverse recreation needs of American Canyon residents, particularly youth, and

emphasize the unique features of the City’s natural environment – from the Newell Open Space to the east to the wetlands and trails to the west.

- **Conservation Element.** This element will consider the effects of existing and planned development on natural resources located on public lands, including military installations, consistent with Government Code Section 65302(d). This Element will address State law requirements, including air quality, greenhouse gas emissions, and climate change adaptation.
- **Safety Element.** This element will cover seismic activity, other geologic hazards, fire hazards, hazardous materials, flooding, and other potential hazards, consistent with Government Code Section 65302(g). It will also address resiliency and risks from natural hazards in American Canyon, pursuant to SB 379. This element update will require a vulnerability analysis to comply with State law.
- **Noise Element.** This element will noise element requirements, consistent with Government Code Section 65302(f), including new existing noise contours as well as projected noise contours based on future traffic volumes projected to arise from improvements planned for in the Circulation Element.
- **Housing Element.** This element will be an update for the 2022-2030 RHNA cycle to adequately plan to meet the housing needs of everyone in the community, consistent with Government Code Section 65583. Due to State-Mandated deadlines, the Housing Element update is anticipated to be completed earlier than the rest of the comprehensive technical General Plan update.
- **Implementation.** This chapter will be a comprehensive implementation strategy with discrete, tangible actions that the City will undertake to carry out all the Plan’s goals, policies, and objectives. It will also highlight goals, policies, and programs related to administration of the General Plan. The chapter will detail timing, potential funding sources, and the responsible parties for each implementation measure.

Project Alternatives: The EIR will evaluate a reasonable range of project alternatives that, consistent with CEQA, meet most of the project objectives and reduce or avoid potential environmental effects, including a required No Project Alternative.

Potential Environmental Effect Areas: The EIR will describe the reasonably foreseeable and potentially significant adverse effects of the proposed project (both direct and indirect). The EIR also will evaluate the cumulative impacts of the project when considered in conjunction with other related past, present, and reasonably foreseeable future projects. The City preliminarily anticipates that the proposed project could result in potentially significant environmental impacts in the following topic areas, which will be further evaluated in the EIR.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Cumulative Effects
- Growth Inducing Effects

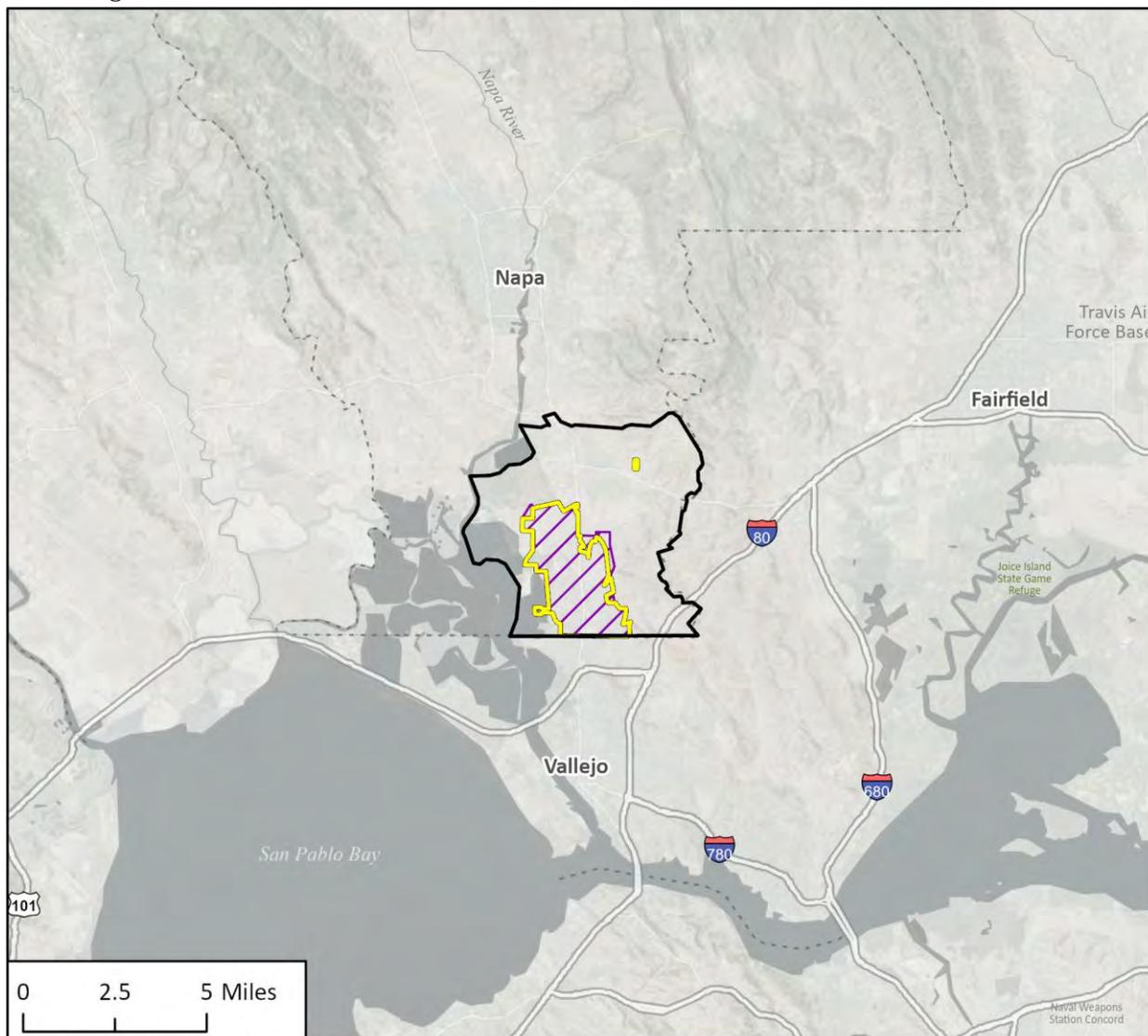
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If you have questions regarding this NOP or the scoping meeting, please contact Brent Cooper at (707) 647-4335 or via email at bcooper@cityofamericancanyon.org

Brent Cooper, Community Development Director

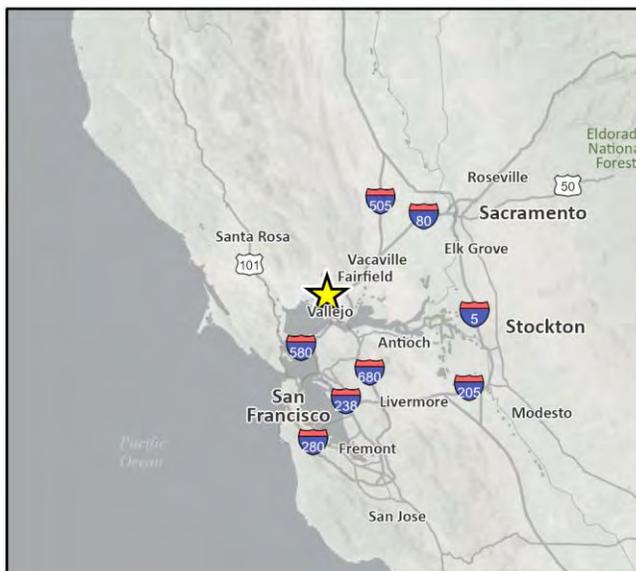
Date

Figure 1 Regional Location



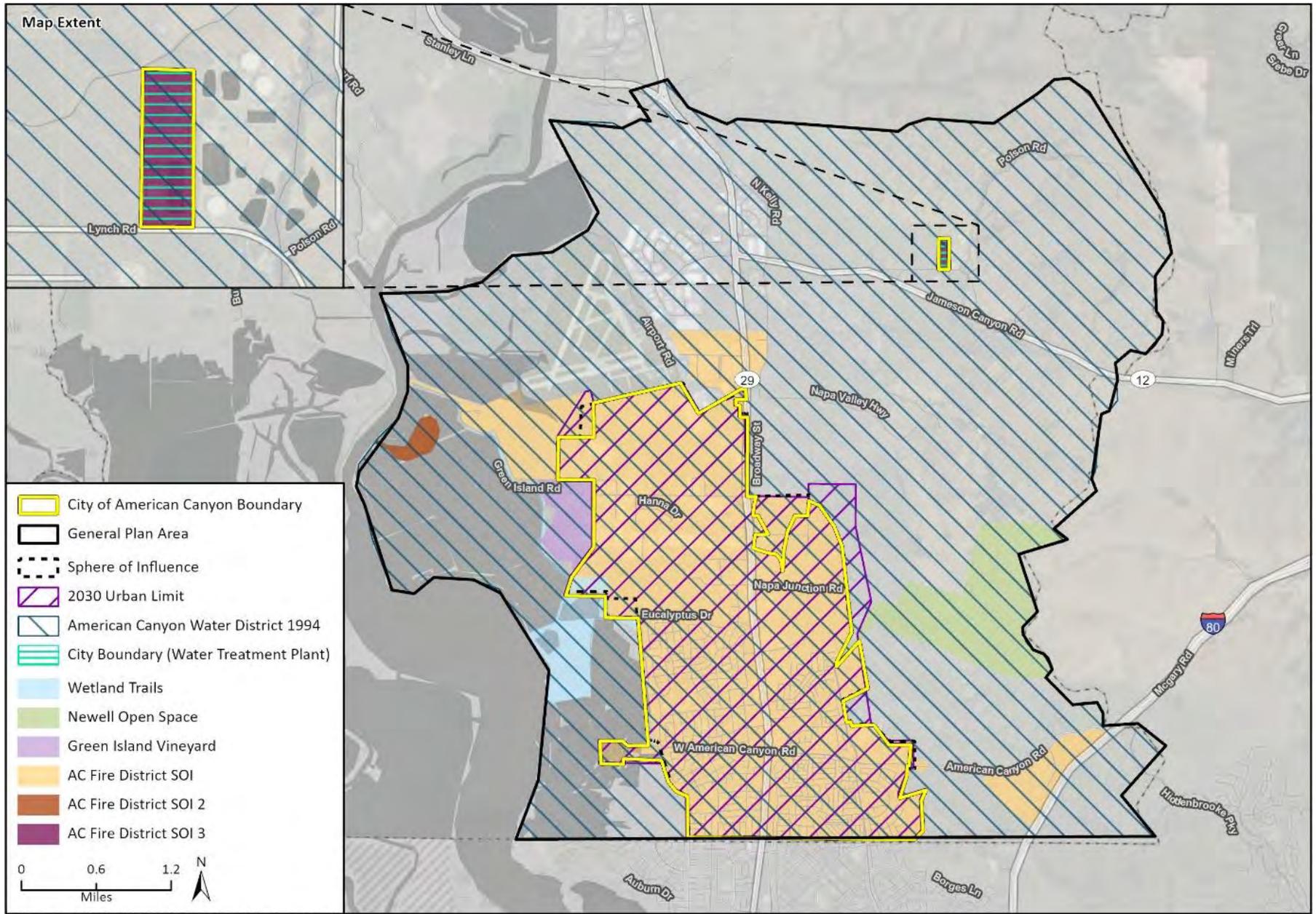
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 Additional data provided by the City of American Canyon, 2022.

-  City of American Canyon Boundary
-  General Plan Area
-  2030 Urban Limit
-  Project Location



American Canyon GIS and GIS

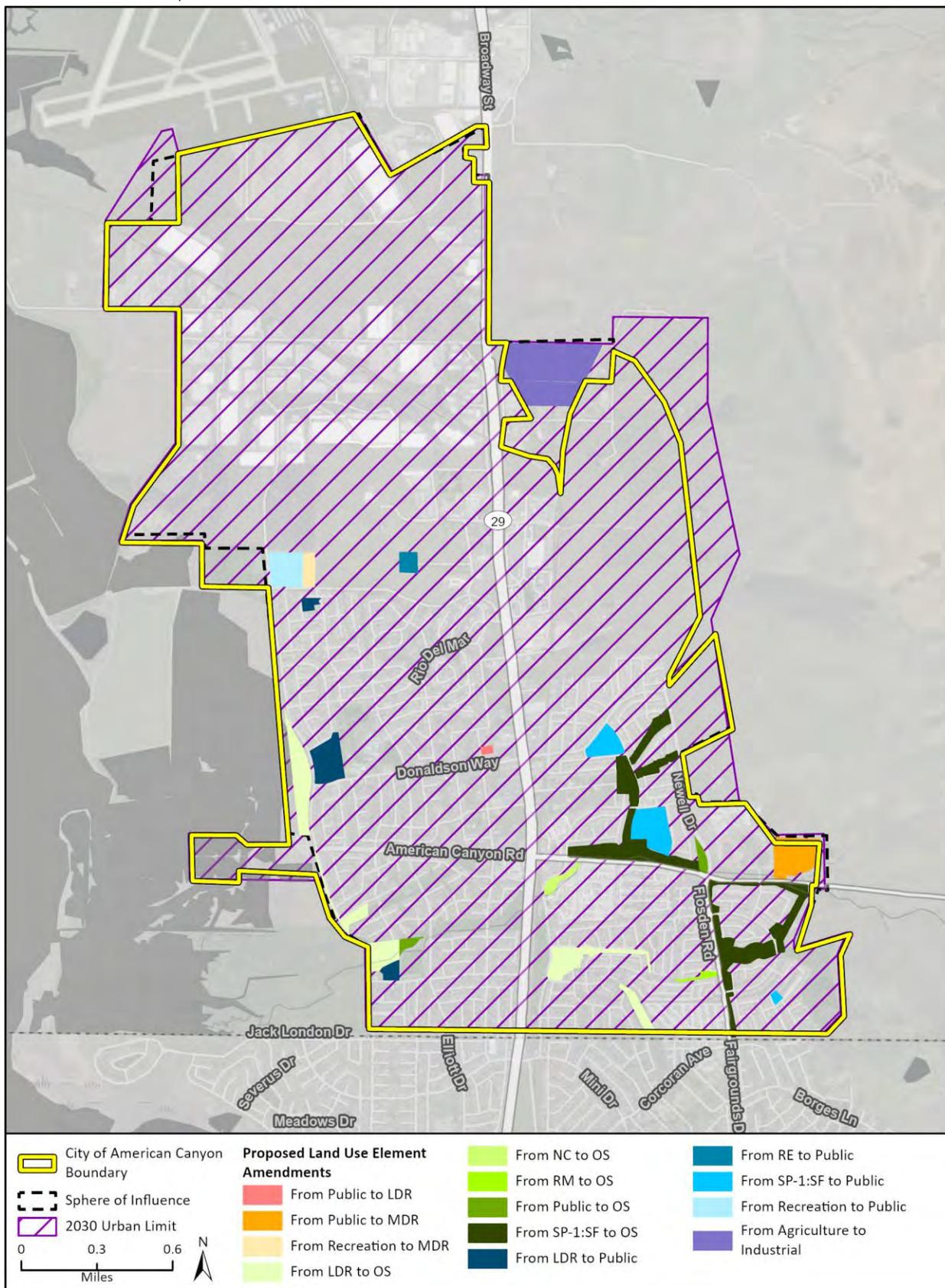
Figure 2 Project Location



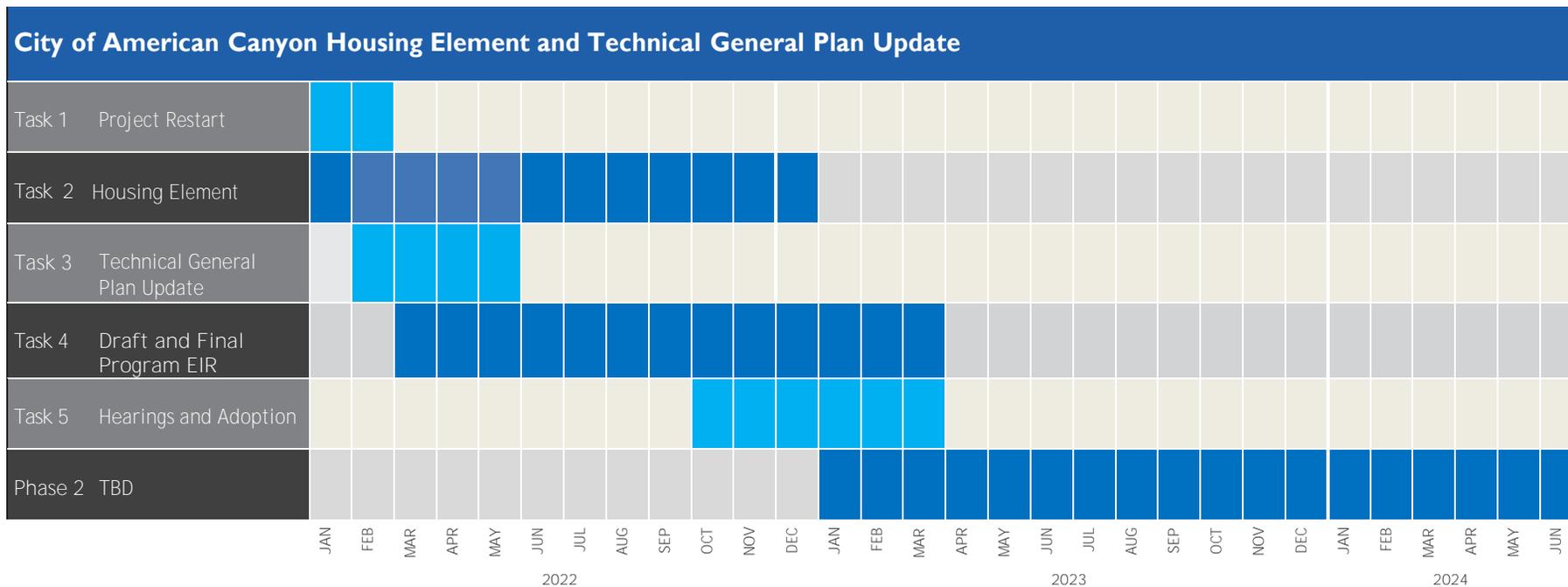
Base map provided by Microsoft Bing, Esri and their licensors © 2022.
 Additional data provided by the City of American Canyon, 2022.

City of American Canyon
 2022 Planning Department

Figure 3 Area of Proposed Land Use Element Amendments

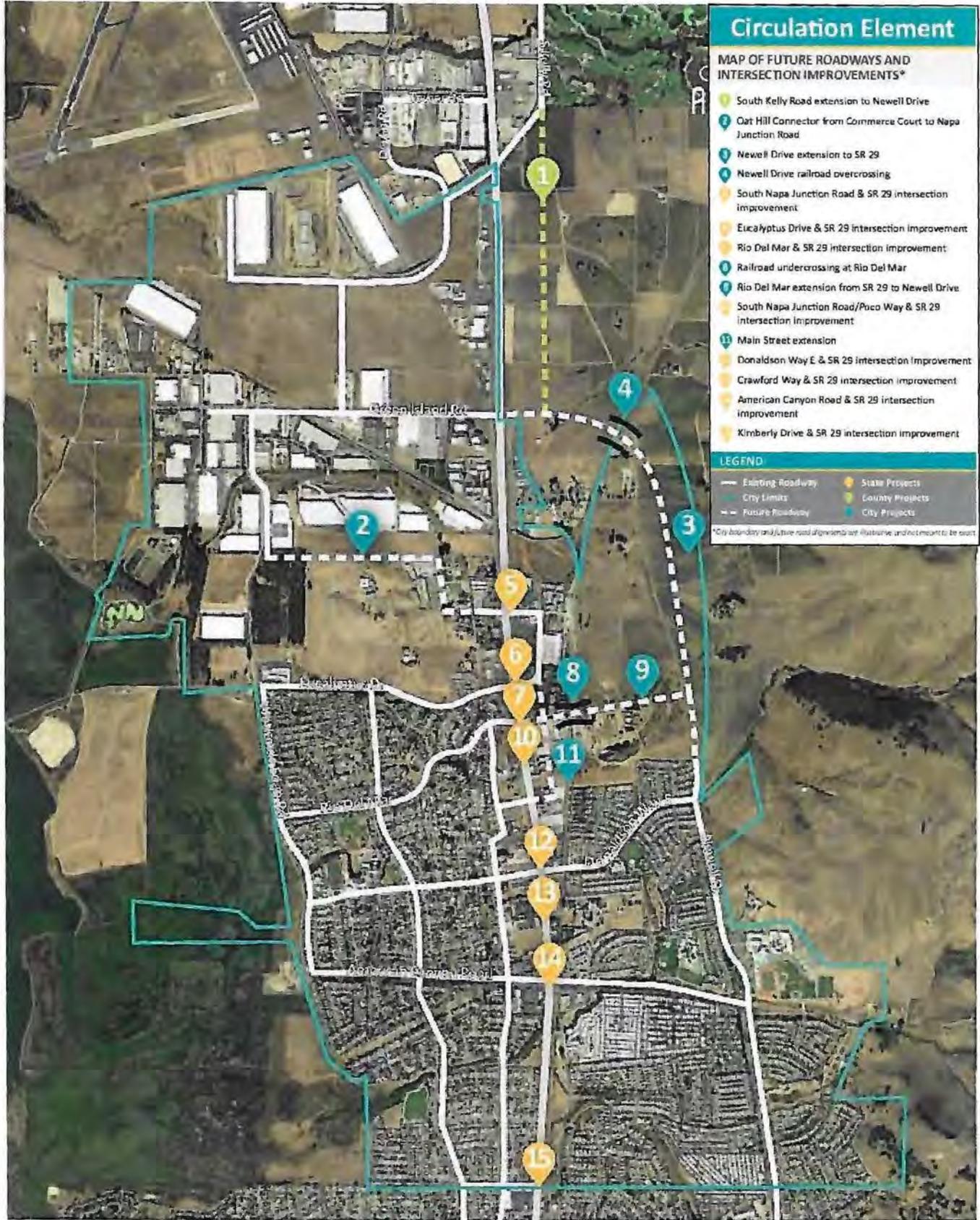


Phase 1 General Plan Update Schedule



Prepared by Mintier Harnish | February 17, 2022

Figure 5 Proposed Circulation Element Amendments





NOTICE OF PREPARATION

City of American Canyon General Plan Update

Date: July 5, 2022

To: Reviewing Agencies, Interested Parties, and Organizations

Subject: Notice of Preparation of a Draft Environmental Impact Report for the City of American Canyon General Plan Update

The City of American Canyon (City) is preparing an update to the City's General Plan. The City has determined that a Program Environmental Impact Report (EIR) will be necessary to evaluate environmental impacts of the General Plan Update pursuant to the California Environmental Quality Act (CEQA). In compliance with CEQA, the City will be the Lead Agency and will prepare the Program EIR. The City is requesting comments and guidance on the scope and content of the Program EIR from responsible and trustee agencies, interested public agencies, organizations, and the general public (CEQA Guidelines Section 15082).

This Notice of Preparation (NOP) provides a summary of the General Plan Update; includes the City's preliminary identification of the potential environmental issues to be analyzed in the EIR; and provides information on how to comment on the scope of the EIR.

Notice of Preparation Public Review Period: July 5, 2022 to August 4, 2022

The City requests your careful review and consideration of this notice, and it invites any and all input and comments from interested agencies, persons, and organizations regarding the preparation of the Program EIR. Comments and responses to this notice must be in writing and submitted to the Lead Agency Contact through August 4, 2022 at 4:00 p.m. If applicable, please indicate a contact person for your agency or organization. If your agency is a responsible agency as defined by CEQA Guidelines Section 15381, your agency may use the environmental documents prepared by the City when considering permits or approvals for action regarding the proposed project.

Lead Agency Contact:

Brent Cooper, Community Development Director
City of American Canyon Community Development Department
4381 Broadway Street, Suite 201
American Canyon, California 94503
bcooper@cityofamericancanyon.org

Written Comments: Please submit written comments within 30 days of the date of this notice to any of the below by 4:00 p.m. on August 4, 2022:

- Email: njones@cityofamericancanyon.org
- Regular Mail: Nicolle Jones, Community Development Department, City of American Canyon, 4381 Broadway Street, Suite 201, American Canyon, California 94503

Public Scoping Meeting: The City will hold a virtual scoping meeting to provide an opportunity for agency staff and interested members of the public to submit written and oral comments on the scope of the environmental issues to be addressed in the EIR. The scoping meeting will be held on **July 28, 2022 at 6:30 p.m.** To attend the scoping meeting, go to <https://zoom.us/join>.

Webinar ID: 884 4514 1942
Passcode: 038881
Dial: (408) 638 0968

The scoping presentation will be available to view after July 28, 2022 on <https://www.cityofamericancanyon.org/government/city-hall/city-clerk/meetings-agendas>.

Project Background: The City must undertake a technical update to its General Plan to ensure the General Plan is internally consistent and maintains a balance of land uses; maintains and supports quality-of-life, community satisfaction, and safety for all residents; and meets new State requirements. A Regional Location map is included as Figure 1.

Project Location: The General Plan Update will encompass the City of American Canyon city limits, the Sphere of Influence, Urban Limit Line, and historic water service area (Figure 2).

Proposed Project: The American Canyon General Plan update will serve as a long-term framework for future growth and development. The General Plan represents the community's view of its future and contains the goals and polices upon which the City Council, Planning Commission, staff, and the entire community will base land use and resource decisions. To provide a contemporary plan that will guide the community through the next 20 years, the General Plan update will reflect recent development decisions and changes in State law. Major components of the comprehensive technical General Plan Update include:

- **Land Use Element.** This element will resolve inconsistencies between existing and General Plan land uses, expand the Urban Limit Line to include the "Hess/Laird Property," and accommodate land use amendments for certain properties owned by the Napa Valley Unified School District. Proposed land use amendments are depicted in Figure 3. The proposed Urban Limit Line is shown in Figure 4.
- **Circulation Element.** This element will incorporate Vehicle Miles Travelled policies consistent with Senate Bill 743 (SB 743); update street standards for all modes, including pedestrians, bicyclists, and transit consistent with the California Complete Streets Act; include two new Industrial Collector roadways: 1) a new "West Side Connector" roadway segment and 2) a Newell Drive roadway segment between Paoli Loop and S. Kelly Drive and delete former planned connection between Commerce Court and Eucalyptus Drive. See Figure 5.
- **Community Services Element.** This element will focus on goals and policies related to public services, including police, fire, and emergency services.

- **Open Space and Recreation Element.** This element will address the wide variety of parks, trails, and open spaces serving the diverse recreation needs of American Canyon residents, particularly youth, and emphasize the unique features of the City's natural environment – from the Newell Open Space to the east to the wetlands and trails to the west.
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- **Noise Element.** This element will require, consistent with Government Code Section 65302(f), the inclusion of new existing noise contours as well as projected noise contours based on future traffic volumes projected to arise from improvements planned for in the Circulation Element.
- **Housing Element.** This element will be an update for the 2023-2031 RHNA cycle to adequately plan to meet the housing needs of everyone in the community, consistent with Government Code Section 65583. Due to State-Mandated deadlines, the Housing Element update is anticipated to be completed earlier than the rest of the comprehensive technical General Plan update.
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- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
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- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Cumulative Effects
- Growth Inducing Effects

When the Draft EIR is completed, it will be available for review at the City's offices located at 4381 Broadway Street, Suite 201, American Canyon, California 94503 and online at:

<https://www.cityofamericancanyon.org/government/community-development/planning-zoning/general-plan-update>. The City will issue a Notice of Availability of a Draft EIR at that time to inform the public and interested agencies, groups, and individuals of how to access the Draft EIR and provide comments.

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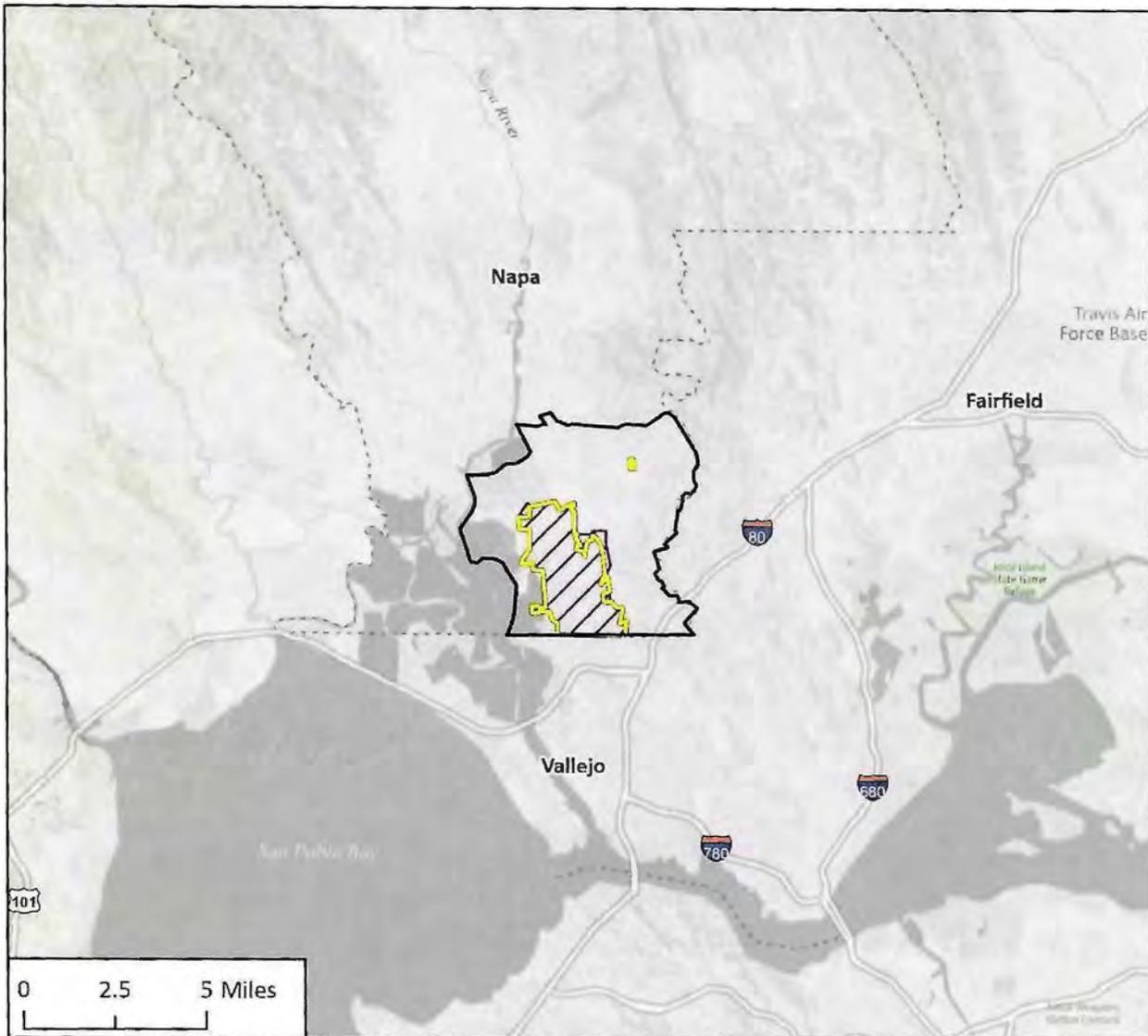


Brent Cooper, Community Development Director

6/29/22

Date

Figure 1 Regional Location

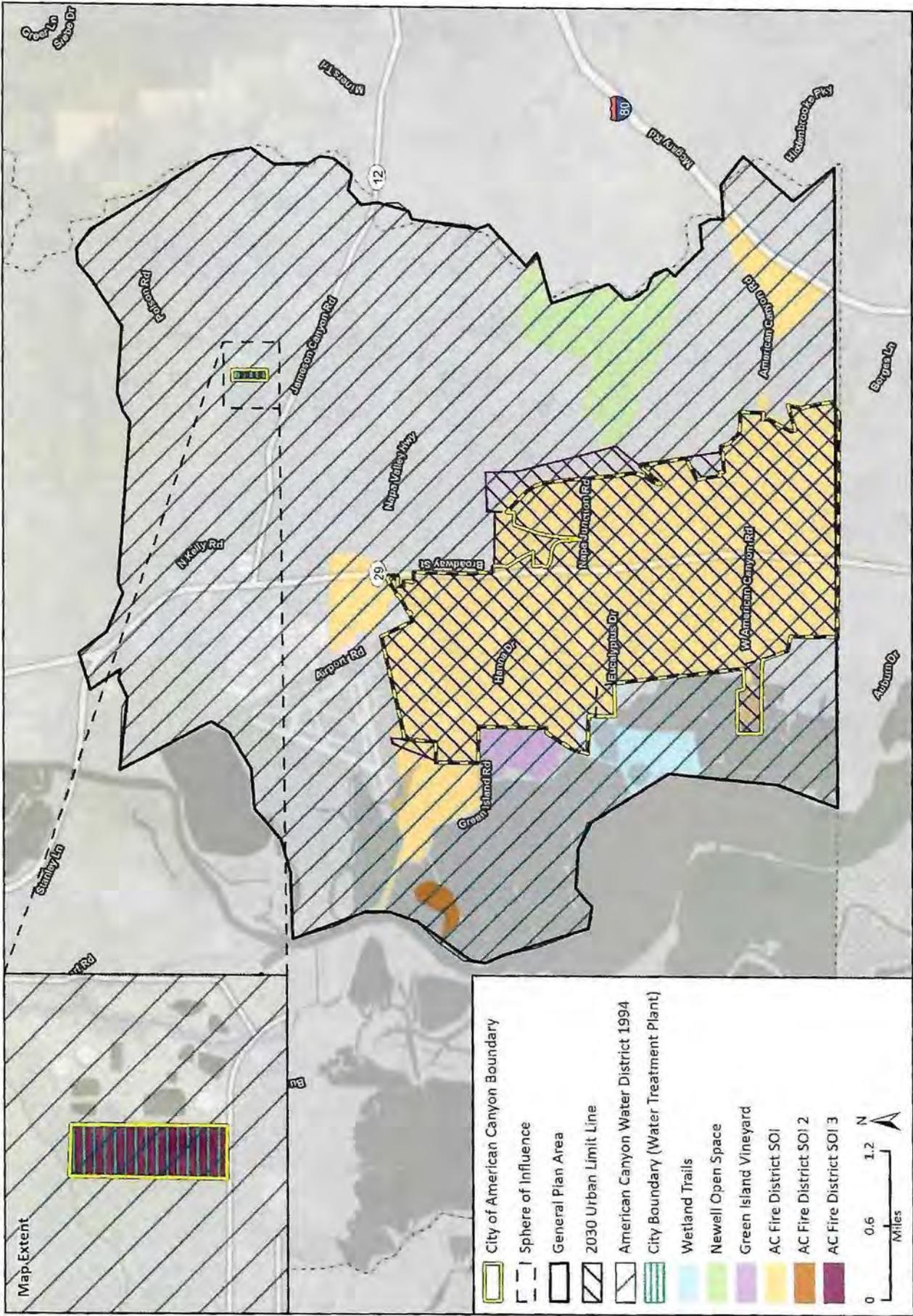


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Additional data provided by the City of American Canyon, 2022.

-  City of American Canyon Boundary
-  General Plan Area
-  2030 Urban Limit
-  Project Location

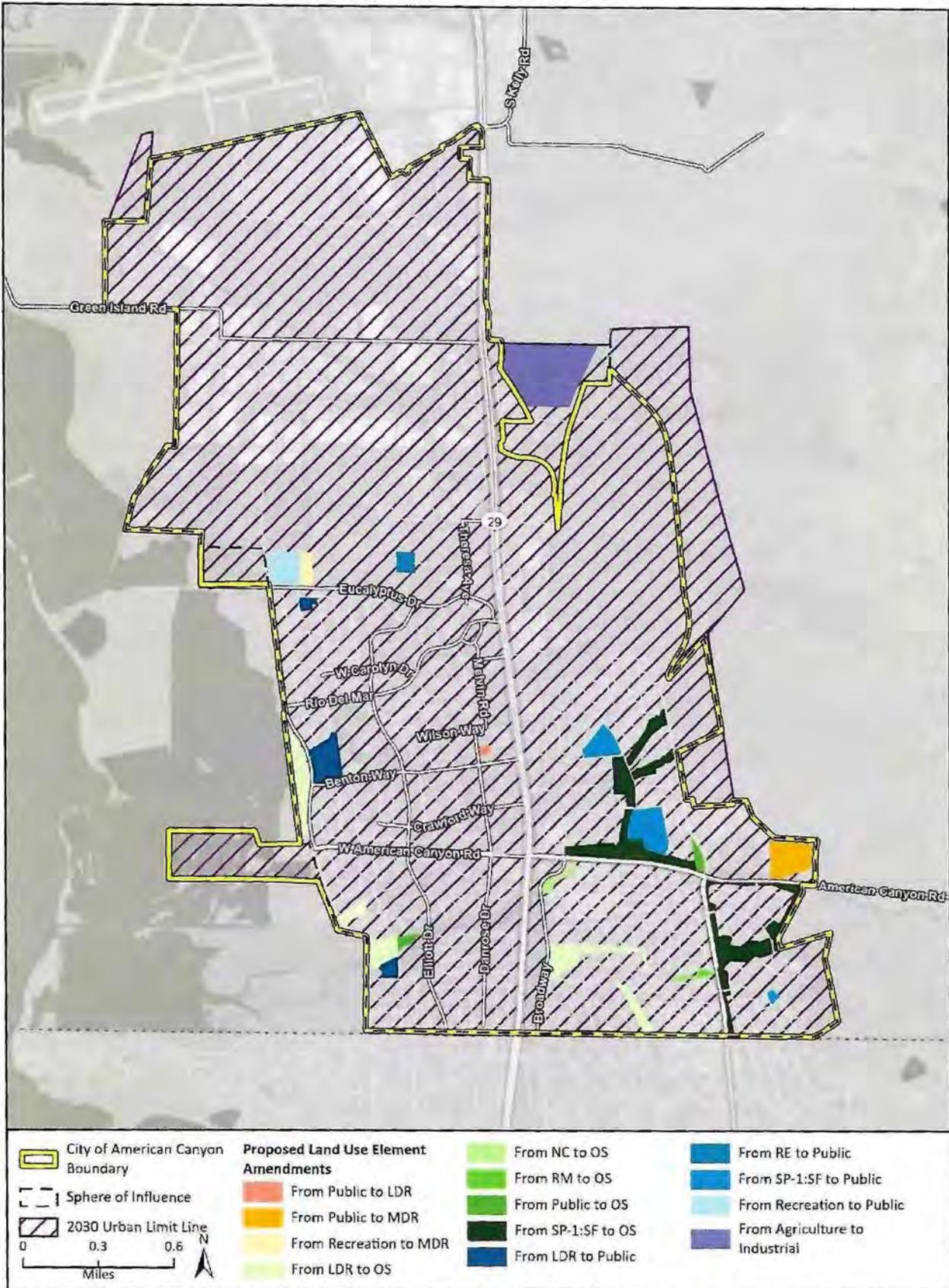


Figure 2 Project Location



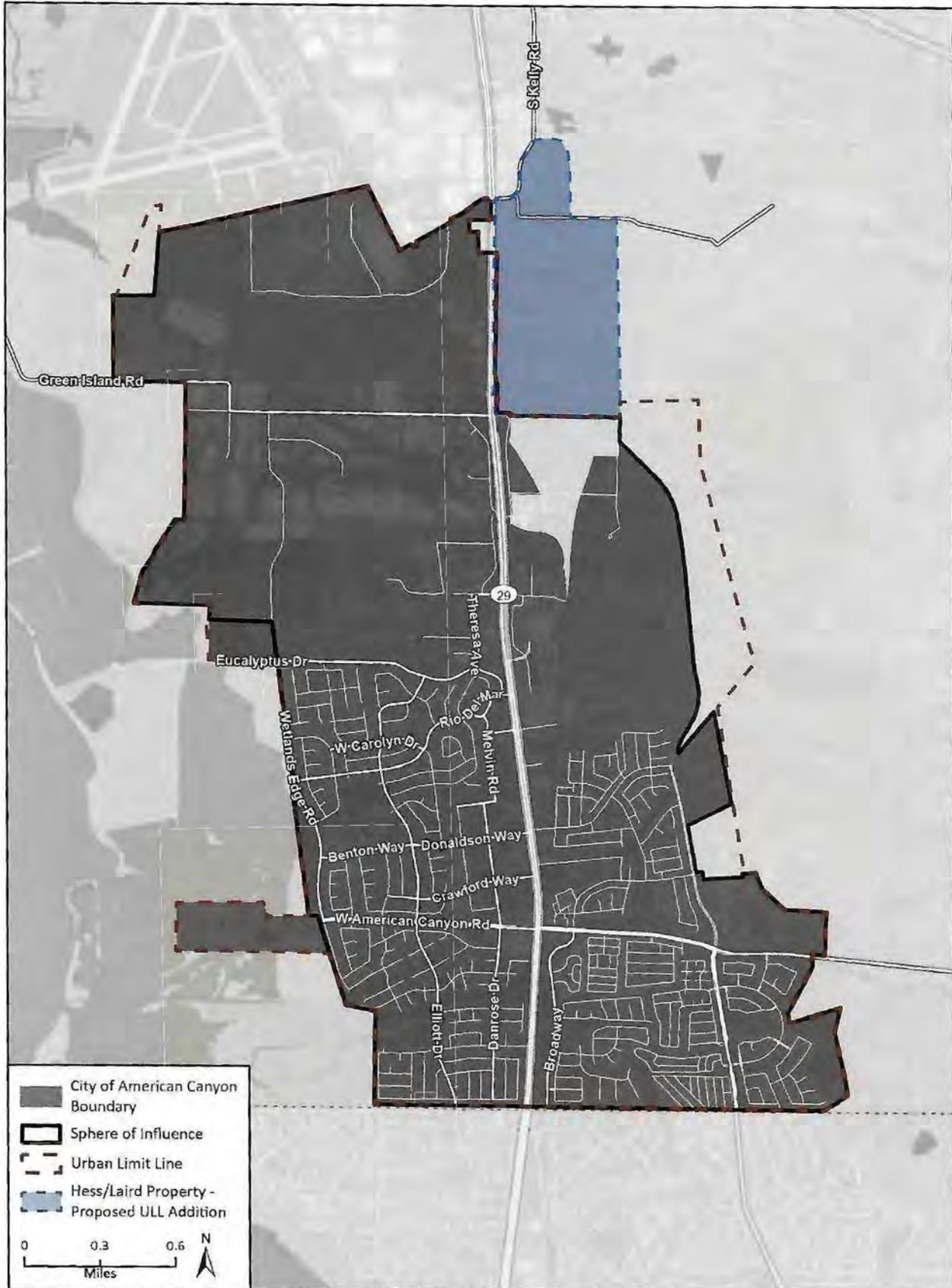
Base map provided by Microsoft Bing, Esri and their licensors © 2022.
 Additional data provided by the City of American Canyon, 2022.

Figure 3 Area of Proposed Land Use Element Amendments



Basemap provided by Microsoft Bing, Esri and their licensors © 2022
 Additional data provided by the City of American Canyon, 2022

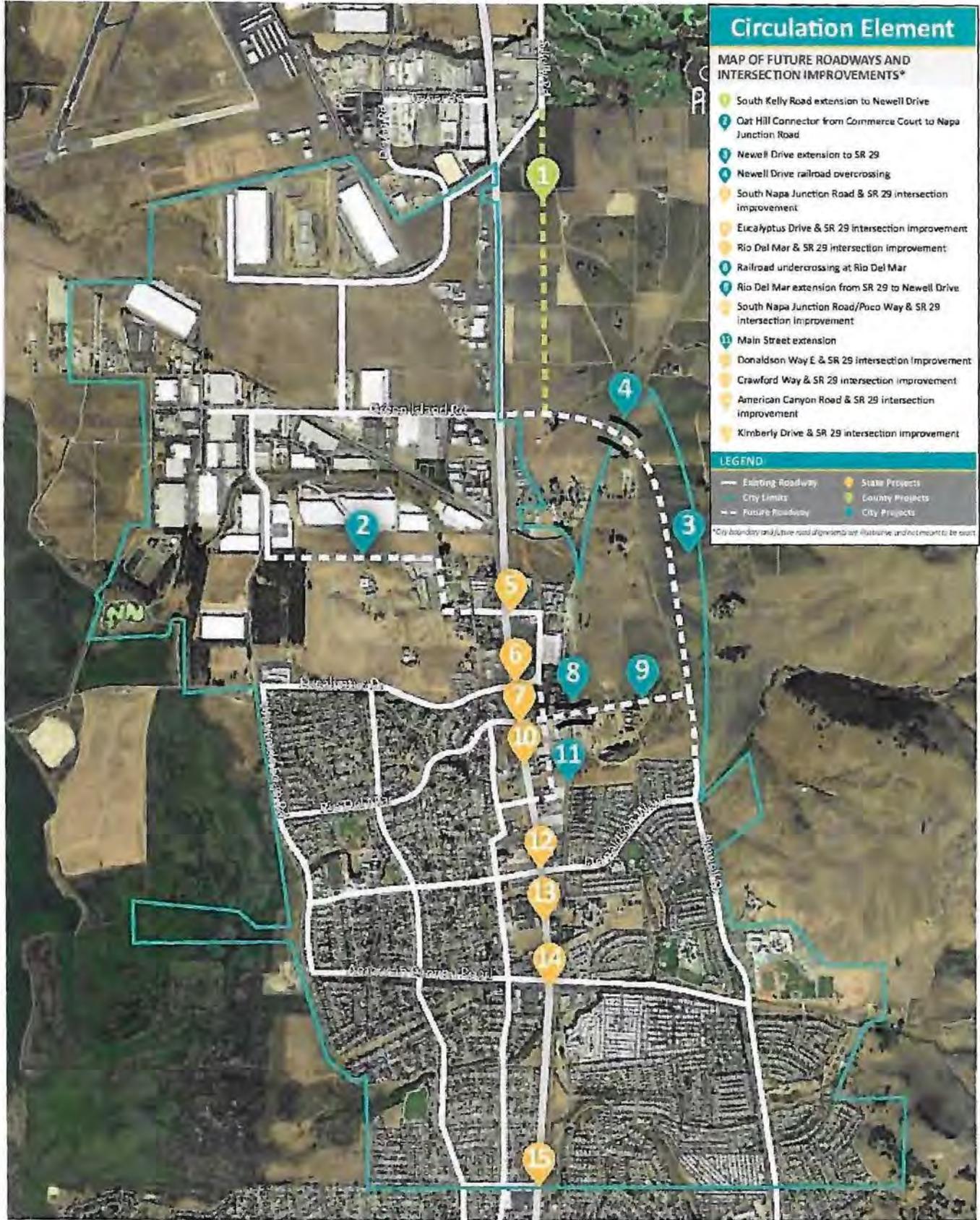
Figure 4 Proposed Urban Limit Line



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.

Additional data provided by the City of American Canyon, 2021; Hess/Laird Property digitized from the Proposed Urban Limit Line Addition, 2022.

Figure 5 Proposed Circulation Element Amendments





NATIVE AMERICAN HERITAGE COMMISSION

July 8, 2022

Brent Cooper
City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, CA 94503

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VICE CHAIRPERSON
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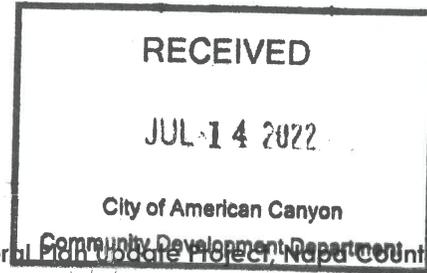
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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov



Re: 2022070038, City of American Canyon General Plan Update Project, Napa County

Dear Mr. Cooper:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
- c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Cameron.Vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

cc: State Clearinghouse



**City of American Canyon
Active Community Development Projects
July 2022**

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
1.	PG&E Regional Center Traffic Impact Fee Revision (PL21-0013)	Corporate Real Estate Strategy & Services	A proposed reduction in traffic impact fees based on a change to the project operations.	500 Boone Drive	7/8/22 Application submitted	
2.	PG&E Regional Center Minor Modification (PL22-0013)	Corporate Real Estate Strategy & Services	Modifications the Operations Building by 703 square feet to 26,703 square feet.	500 Boone Drive	6/16/22 Application submitted 6/28/22 Application approved	
3.	Sunstone Tattoo Shop	Daniel Velasco	Revise allowable services to include body piercing	3433 Broadway, Suite B	6/1/22 Application submitted 6/28/22 Application placed on hold	
4.	Oat Hill Residential Parcel A Minor Modification (PL22-0015)	Hess Construction	Modify building colors, elevations and units	Napa Junction Road	6/8/22 Application submitted 6/28/22 Application approved	
5.	Oat Hill Residential Parcel B Minor Modification (PL22-0016)	Hess Construction	Modify building colors, elevations and units	Napa Junction Road	6/8/22 Application submitted 6/28/22 Application approved	
6.	Watson Ranch Lot Line Adjustment (PL22-0017)	McGrath Properties American Canyon, LLC	Adjust the lot lines between Lot 19 and Lot 8	Northeast corner Marcus Road and Cartier Street	6/30/22 Application submitted 7/20/22 Comments to applicant	
7.	Hotel @ The Ruins (PL22-0012)	McGrath Properties American Canyon, LLC	A proposed hotel at the Watson Ranch Ruins & Gardens with up to 200 hotel rooms, conference facilities and event venues.	Southeast corner Rolling Hills/Rio Del Mar 19.8 acres	5/16/22 Application submitted 6/13/22 Comments to applicant	William He

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
8.	Residences at Napa Junction (PL22-0011)	American Canyon Ventures LLC	453 multi-family rental dwellings with associated parking and amenities.	1000 Reliant Way 15 acres	5/2/22 Application submitted 6/1/22 Comments to applicant	William He
9.	Carwash Preapplication (PL22-0010)	Blackpoint Properties	Preapplication to answer due diligence questions for a potential drive-thru fast food restaurant or carwash	3885 Broadway 1.01 acres	4/18/22 Application submitted 5/5/22 Comments to applicant 7/19/22 Applicant preparing studies and design for a carwash CUP	William He
10.	Home2Suites Major Modification (PL22-0007)	Napa Valley Hospitality, LLC	Proposal to modify underground overhead utility condition of approval	3701 Main Street 2 acres	3/29/22 Application submitted 5/11/22 Comments to applicant 6/23/22 PC Continued Item to 7/28/22 7/20/22 Applicant reviewing potential substitute undergrounding conditions.	William He
11.	Napa Cove Lot Line Adjustment (PL22-0003)	CRP Affordable Housing	Merge 3 parcels into one parcel for multifamily residential apartment purposes.	3805 Broadway 3.48 acres	3/2/22 Application submitted 4/25/22 Comments to applicant 4/27/22 Comments to applicant 6/9/22 Application approved	William He
12.	Napa Logistics Park Road improvement mitigation amendment (PL21-0033)	Orchard Partners	Revise the Napa Logistics Improvement Agreement to match "as-built" traffic impacts with roadway improvements	South of Napa Airport	11/15/21 Application submitted 1/18/22 Applicant preparing CEQA document 5/26/22 Application resubmittal 8/2/22 Tentatively scheduled for CC review	Erica Ahmann Smithies
13.	Fume Cannabis CUP Modification (PL21-0029)	American Canyon Delivery LLC	Add a separate company to conduct the delivery component to the Fume CUP	180 Klamath Court	10/19/21 Application submitted 12/2/21 Comments to applicant 3/15/22 Applicant response to comments 5/1/22 Awaiting background check results 6/21/22 Application approved	Brent Cooper

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
14.	Sunsquare Mixed Use Building (PL21-0020)	John Howland Architect	3-story mixed-use building with 20 apt units over a 9,820 SF office	425 Napa Junction Road	8/3/21 Application submitted 8/20/21 Comments to applicant 12/1/21 Applicant on 6 month hold	William He
15.	Giovannoni Logistics Center (PL20-0042, PL20-0043)	Buzz Oates Construction	Design Permit, Tentative Map and EIR for approximately 2.4 million sqft logistics center and Design Permit for two warehouses. Building A is 627,976 square feet; and Building B is 469,512 square feet	300 Green Island Road (Bldg A) 1200 Devlin Road (Bldg B) 70 acres	11/13/20 Application submitted 12/12/20 Comments to applicant 01/05/21 Application resubmitted 01/12/21 Notice of Preparation (NOP) published 2/3/21 NOP scoping meeting 5/20/22 Draft EIR Public review period starts	Brent Cooper
16.	SDG Commerce 217 Distribution Center (PL20-0008)	SDG Commerce 217, LLC	Conditional Use Permit for a new 217,000 sqft distribution warehouse.	1075 Commerce Court 10.39 acres	3/18/20 Application submitted 1/28/21 PC Review continued to 2/25 2/25/21 PC Approved 3/5/21 Appeal Received 7/20/21 City Council appeal continued 2/10/22 Council approved applicant 6-month continuation request to 9/7/22	William He
17.	Element 7 Cannabis Business Permit (PL19-0008)	Element 7	Construct a 7,000 square foot building for Cannabis manufacturing, distribution and non-storefront retail (Delivery) business.	1300 Green Island Road	4/10/19 Application submitted 9/29/20 Application on Hold 9/20/21 Applicant confirmed Hold status	Brent Cooper
18.	Reesan Live, Inc. Cannabis Business Permit (PL19-0024)	Reesan Live, Inc.	Construct an 82,328 sqft 2-story warehouse for cannabis cultivation, manufacturing, distribution and nonstorefront retail delivery.	834 Green Island Road	8/16/19 Application submitted. 4/1/20 Project on Hold 9/20/21 Applicant confirmed Hold status	Brent Cooper

Major Building/Grading Permits					
Project Name	Description	Location	Area	Status	Staff Liaison
1. Napa Cove Improvement Plans and Grading (DV22-0001)	Grading and Improvement plans for the Napa Cove Apartment project.	3787 Broadway	3.48 acres	1/18/22 Application submitted 2/4/22 First Plan check 3/21/22 Grading permit approved	Edison Bisnar
2. Napa Cove Building Permits (BP22-0017, 0018, 0019)	Building Permits for the Napa Cove Apartment Project	3787 Broadway	3.48 acres	1/19/22 Application submitted 2/1/22 First Plan check 3/21/22 Permits issued	Tom Trimberger
3. PG&E Regional Center Improvement Plans (DV21-0018)	Improvement plans for the PG&E Regional Center	500 Boone Drive	24.5 acres	10/19/21 Application submitted 12/01/21 First Plan Check 01/13/22 Second Plan Check 02/14/22 Third Plan Check	Edison Bisnar
4. Watson Ranch Lot 10 Rough grading and Subdivision Improvement Plans (DV21-0014, 0015)	Rough grading and site improvements for WRSP Lot 10	Northeast corner Marcus Road/Rio Del Mar East	27.17 acres	11/08/21 Application submitted 12/08/21 First Plan Check 01/03/22 Second Submittal 01/13/22 Second Plan Check 01/21/22 Third Submittal 1/24/22 Rough Grading Permit approved	Edison Bisnar
5. Watson Ranch Lot 10 Model Home Building Permits (BP21-0522, 0523)	Model Homes for Watson Ranch Lot 10	Northeast corner Marcus Road/Rio Del Mar East	27.17 acres	12/02/21 Application submitted 12/20/21 First Plan Check 02/10/22 Second Submittal	Tom Trimberger
6. Lemos Pointe Building Permit (BP21-0291 – BP21-0298)	186 modular affordable apartment units	Northwest corner Marcus Road/Rio Del Mar East	6.7 acres	6/28/21 Application submitted 11/23/21 Building Permits issued	Tom Trimberger
7. Lemos Pointe Grading Permit (DV21-0007)	Rough grading for the Lemos Point Apartment Project	Northwest corner Loop Road/Rio Del Mar	6.7 acres	6/9/21 Application submitted 8/9/21 Application approved.	Edison Bisnar

Major Building/Grading Permits					
Project Name	Description	Location	Area	Status	Staff Liaison
8. Watson Ranch Lot 14/15 Grading and Improvement Plans (DV21-0012, 0013)	Rough grading and site improvements for WRSP Lot 14/15.	Northern terminus of Summerwood	11.97 acres	08/25/21 Application submitted 10/08/21 First Plan Check 10/29/21 Second Submittal 11/15/21 Rough Grading Permit approved 5/13/22 Improvement Plan approved	Edison Bisnar
9. Watson Ranch Lot 14/15 Model Home Building Permits (BP21-0513, 0514, 0515)	Model Homes for Watson Ranch Lot 14/15.	Northern terminus of Summerwood	11.97 acres	11/30/21 Application submitted 5/4/22 Permits approved 6/22/22 Permit issuance anticipated	Tom Trimberger
10. Napa Junction III Building 6B North Bay Urgent Care (BP19-0495)	Construct a 6,000 sqft single story medical office building.	416 Napa Junction Road	1.06 acres	11/26/19 Application submitted 2/13/20 Awaiting completion of improvement plans 9/30/20 Permit approved 5/25/21 Permit issued 6/27/22 Final construction documents submitted	William He
11. Napa Junction III Building 6B North Bay Urgent Care (DV20-0001)	Improvement plans for a 6,000 sqft single story medical office building.	416 Napa Junction Road	1.06 acres	2/18/20 Application submitted 3/10/20 Received revised stormwater plans 9/30/20 DV Plans approved. 6/2/22 Construction closeout	Edison Bisnar
12. Fume Commercial Cannabis Will Serve (DV20-0014)	Extend reclaimed water line to supply irrigation demand of the project.	180 Klamath Court	1.37 acres	12/16/20 Will serve and wastewater study received 1/28/21 PC approved the CUP 3/26/21 Will Serve comments to the applicant.	Edison Bisnar

Major Building/Grading Permits					
Project Name	Description	Location	Area	Status	Staff Liaison
13. Canyon Estates (DV18-0023)	Improvement plans, grading plans, potable water pump station plans and Final Map.	Northeast corner Silver Oak/ Newell Drive	35 acres	10/31/18 Applicant submitted 4/17/19 3 rd submittal received 5/22/19 Pump station submittal received 6/13/19 Grading and Improvement Plan Comments to applicant 7/14/20 Preconstruction meeting 3/19/21 Preconstruction meeting 3/22/21 Begin Construction	PW Engineering
14. Copart (DV20-0008)	Grading permit for an auto storage lot and office building Conditional Use Permit PL18-0019.	1587 and 1660 Green Island Road	20 acres	4/23/20 On-site private wastewater treatment system application submitted to the County 8/13/20 1 st Submittal received 10/1/20 1 st Plan Check returned 12/3/20 2 nd Submittal received 2/11/21 2 nd Plan Check returned 5/12/22 Grading Permit approved	Edison Bisnar
15. Home2Suites Will Serve and Improvement Plan (DV19-0015)	Will serve application and improvement plans for a 102-room hotel.	3701 Main Street	2.0 acres	9/5/19 Will Serve Application submitted 5/25/20 Improvement Plan Application submitted 3/15/21 5th Submittal received. 6/10/21 DV approved. 7/9/21 Fee Reduction Request Received 8/19/21 Comments to applicant 9/16/21 and 10/7/21 Applicant submittal 4/5/22 Council approved fee reimbursement request	Edison Bisnar

Major Building/Grading Permits					
Project Name	Description	Location	Area	Status	Staff Liaison
16. Home2Suites Building Permit (BP19-0499)	Building permit for 102 room hotel.	3701 Main Street	2.0 acres	12/3/19 Application submitted 12/19/19 Comments to applicant 3/9/20 Checked in with applicant 4/15/20 Building resubmittal 5/1/20 Comments to applicant 07/16/20 Building resubmittal 07/24/20 Comments to applicant 09/17/20 Building resubmittal 09/25/21 Comments to applicant 02/01/21 Waiting fire sprinkler plan submittal. 5/1/22 Applicant clearing conditions of approval	Interwest
17. Circle K and Fuel station Improvement Plans (DV20-0003)	STEM, LLC	Improvement plans for a new Circle K fuel station and convenience store.	112 Lombard 2.25 acres	4/13/20 Application submitted 10/4/21 Grading permit approved	Edison Bisnar
18. Circle K Fuel Station Building Permit (BP20-0457, BP20-0458)	STEM, LLC	New Circle K fuel station and convenience store.	112 Lombard 2.25 acres	10/14/20 Application submitted 10/25/21 Convenience store building permit issued 10/26/21 Gas Station canopy building permit issued	Interwest
19. PG&E Regional Center Improvement Plans (DV21-0018)	Turner Construction	Improvement plans for the PG&E Regional Center	500 Boone 11.96 acres	10/19/21 Application submitted	Edison Bisnar
20. Single Family Home Improvement Plans (DV21-0019)	Hoi Wong	Improvement plan for a new single-family home.	219 Rio Del Mar	11/17/21 Application submitted 5/12/22 2 nd Plan Check comments	Edison Bisnar

Major City-Initiated Projects					
Project Name	Description	Location	Area	Status	Staff
1. Comprehensive General Plan Update	Review and update to bring the General Plan into conformance with current State standards and community values	Citywide	N/A	7/1/19 Drafting a Request for Proposal (RFP) 1/13/22 Consultant is preparing a modified scope to prepare a 2-stage update with a “fast-track” technical update 4/19/22 City Council NOP review (continued) 6/7/22 City Council NOP review	Brent Cooper
2. Paoli/Watson Lane Annexation (PL19-0003)	General Plan Amendment, rezoning, and annexation of the Paoli/Watson Lane Property.	Southeast of Paoli Loop/SR-29	80 acres	9/5/17 City Council authorization to proceed 5/28/20 City received a Property Owner notice of intent to circulate a petition to annex the Paoli Loop/Watson Lane Property. 5/16/22 Annexation efforts returned to City initiated. Consultant preparing CEQA scope documents.	City Attorney

Major Regional Projects					
Project Name	Description	Location	Area	Status	Staff Liaison
1. Napa Valley Transportation Authority 2045 Countywide Transportation Plan	Update the 2015 NVTA Countywide Plan with new mobility priorities for the next 25 years.	Napa County	N/A	8/19 Project Kick-off 9/19 – 01/20 Public Input 01/21 Drafting the Plan	Alberto Esqueda (NVTA)
2. Regional Working Group on Climate Change	Countywide Working Group to evaluate efforts to adopt policies that will combat climate change.	Countywide	N/A	Most recent meeting: 2/26/21 Regular ongoing meetings continue.	Brent Cooper
3. Napa Valley Transportation Authority Highway 29 PID Study	Project Initiation Document (PID) for Highway 29 through American Canyon	American Canyon	N/A	10/4/21 NVTA and American Canyon workshop 2/16/22 NVTA Board of Directors voted to remove the six-lane option from future study.	Kate Miller